Miami River Corridor

MULTI-MODAL TRANSPORTATION PLAN
APPENDICES

PREPARED FOR

Miami River Commission

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PREPARED BY
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- Florida Intracoastal and Inland Waterway Study

- Bicycle Safety Program Plan Report

- Miami-Dade 2030 Long Range Transportation Plan (LRTP),

- Utilization of Miami-Dade County Waterways for Urban Commuting Travel

- Miami River Greenway Action Plan
  http://www.tpl.org/content_documents/ACF20A5.pdf

- Development of a Service Plan for Waterborne Transportation Service in Miami-Dade County:

- Miami Downtown Transportation Master Plan

- Comparing Cost of Options for reconstructing the 12th and 27th Avenue Bridges over the Miami River:
  http://www.miamirivercommission.org/PDF/tunnel%20study.pdf
• Freight Transportation – Short Sea Shipping:
  http://www.gao.gov/new.items/d05768.pdf#search=%22Freight%20transportation%20short%20sea%20shipping%22

• City of Miami Initial Streetcar Corridor Feasibility Study
  http://www.ci.miami.fl.us/MiamiStreetcar/pages/Study.asp

• Miami River Corridor Urban Infill Plan:
  http://www.rsmas.miami.edu/groups/mrc/PDF/UIP-Final.pdf
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Status of Miami River Corridor Urban Infill Plan Transportation Implementation Steps

- Request the City of Miami and Miami-Dade County and FDOT to pursue multi-modal transportation funding for the Miami River Corridor.
  - The Florida Department of Transportation (FDOT) provides the majority of multi-modal transportation funding to areas designated in the Strategic Intermodal System (SIS) Plan. This Miami River Corridor Multi-modal Transportation Plan concludes the Miami River corridor can be determined as consistent with the current SIS eligibility requirements, which can be found in the SIS section of the Plan. If FDOT approves an application for the Miami River corridor to be designated a SIS facility, then the Corridor could become eligible for additional transportation funding.

- Request the City of Miami, Miami-Dade County and the Florida Department of Transportation to study a realignment of North River Drive, between I-95 and the SW 1st Street Bridge, to create a deeper contiguous site for development along the River.
  - This area’s proposed “Miami River Lofts” mixed use / residential development, which was originally presented for this area several years ago, has been modified to a new mixed-use / marina proposal. A detailed traffic circulation plan would have to be developed during site planning to demonstrate that traffic flow would not be impeded.

- Request the City of Miami and Miami-Dade County to initiate roadway engineering analysis along North River Drive from NW 5th Avenue to NW 7th Avenue to modify or possibly abandon this portion of North River Drive for vehicular use, in lieu of an expanded greenway or new development.
  - FDOT appropriated $44 million for the MRC recommended replacement of the NW 5th Street Bridge, which commenced in March 2007. Congress appropriated an additional $2.6 million to construct a new Riverwalk in this area in conjunction with the NW 5th Street Bridge Replacement. On the north side, the Riverwalk will commence on North River Drive near NW 6th Avenue, proceed beneath the new NW 5th Street Bridge, turn north parallel with the bridge’s northwest side, proceed north on NW 7th Avenue to connect with the fixed bridge over the Seybold Canal leading into the Spring Garden neighborhood. Upon completion of this funded riverwalk construction, further consideration should be given to any potential for this implementation steps recommendation. A detailed traffic circulation plan would have to be developed during site planning to demonstrate that traffic flow would not be impeded.

- Request the City of Miami, Miami-Dade County and FDOT to initiate roadway engineering analysis along South River Drive at the NW 5th Street Bridge to develop an intersection configuration that addresses the needs of the shipping industry and the local neighborhoods.
  - FDOT appropriated $44 million for the MRC recommended replacement of the NW 5th Street Bridge, which commenced in March 2007. Congress appropriated an additional $2.6 million to construct a new Riverwalk in this area in conjunction
with the NW 5th Street Bridge replacement project. On this south side, the Riverwalk will commence at the planned South River Drive on-road greenway to the east of the Bridge, and proceed west beneath the bridge. This Plan recommends the Riverwalk continue south west, parallel with the new bridge, to connect with the planned on-road greenway continuing west along South River Drive.

- Additional recommendations for this intersection can be found page 106 of the Plan.

- Request Miami-Dade County to replace the 1941 swing bridge on the Delaware Parkway (South River Drive) over the Tamiami Canal.
  - The Tamiami Canal Swing Bridge PD&E commenced in 2005. On November 2, 2004 Miami-Dade residents approved the County’s General Obligation Bond Issue, which included $19 million to replace the bridge. A South Florida Water Management District flow study found the existing bridge structure is built into the Tamiami Canal (C-4), therefore negatively impacting the ability to provide sufficient flow. This recommendation is included in the Upper River Section TIP and GOB projects.

- Request the City of Miami, Miami-Dade County and FDOT to initiate roadway engineering analysis along NW 12th Avenue from NW 7th Street to the Miami River to improve access to properties on the east side of NW 12th Avenue.
  - FDOT appropriated over $55 million to replace the NW 12th Avenue Bridge, which commenced several months ago. Plans for the implementation steps referenced areas to the east of the NW 12th Avenue Bridge include a portion of the Merrill-Stevens yachts expansion, including a marine vocations school, and the approved “Rio Miami” development, including 576 residential units at 1001 NW 7 ST.
  - Improvements to NW 12th Avenue can be located started on page 90 of the Plan.

- Request the City of Miami, Miami-Dade County and FDOT to initiate roadway engineering analysis along South River Drive from NW 27th Avenue to NW 20th Street to allow for a waterfront greenway and associated development.
  - Since this implementation step was recommended, the City Commission approved a proposed 1,600 residential development in this area, located at 1850 Delaware Pkwy, called “Miami River Rapids.”
  - The City owned shoreline and right of way in this vicinity, along North River Drive between NW 27th Avenue and NW 20th Street, provides an excellent riverwalk opportunity. However, a detailed traffic circulation plan would have to be developed during site planning to demonstrate that traffic flow would not be impeded.

- Request the City of Miami to establish urban design standards for pedestrians on streets within the Miami River Corridor to encourage a walk-able community.
  - The City of Miami is including this recommendation citywide via the creation of Miami 21, which includes urban design standards for pedestrians to encourage walk-able communities. This recommendation is highly encouraged by this Plan and included in all sections of the Corridor in the Bicycle, Pedestrian and Greenways sections.
• Request the City of Miami to develop a comprehensive traffic-calming plan for the Miami River Corridor.
  o Implementing this Miami River Corridor Multi-Modal Transportation Plan may help to result in significant “traffic calming”. For example, this Plan’s recommended two-way conversions may help to reduce vehicular speeds. However, to successfully complete this task, additional cut-through and speeding concerns should be identified and studied.

• Request that FDOT, Miami-Dade County and MPO analyze the viability of a tunnel as an alternative to a bridge for future high volume river crossings.
  o This recommendation was previously studied and determined to be not financially feasible at this time. Financial investments continue to be made in upgrading existing bridge infrastructure.
  o The Downtown Transportation Master Plan prioritizes a downtown River Tunnel, and was adopted by the MPO and City Commission in May 2003. In addition, the MRC contracted economists, which conducted a comparative cost analysis of bridges and tunnels for the NW 12th Ave. and NW 27th Ave. Bridges. The study found that over a 70-year life cycle, tunnels at these locations would be $1.46 million less expensive than bridges. The study was forwarded to the FDOT, MPO, City and County. Since then, the City of Miami hired consultants to conduct a cost feasibility study for a location at 1st Ave, which concluded the benefits did not outweigh the construction costs.

• Request that all transportation agencies adopt a minimum height of 23 feet clearance for bascule bridges and 75 feet for fixed bridges.
  o Current plans for the MIC- Earlington Heights Metrorail fixed-bridge, call for an approximate 40 foot clearance. Although the recommended vertical clearance would reduce the number of bridge openings which temporarily stop vehicular traffic while open, and temporarily stop marine traffic when locked down in rush hour periods, the right-of-way necessary for the recommended clearances was to great to provide at the new NW 5 Street bascule bridge or the proposed upper river fixed bridges.

• Request that the City and County identify infrastructure needs and available funding for the Miami River Corridor and incorporate them into the future Capital Improvement Plans.
  o This Plan recommends infrastructure throughout the Corridor. The recommendation to include these infrastructure projects in Capital Improvement Plans can be found in the Miami River Corridor Multi-modal Transportation Plan conclusion. Since this implementation step was originally recommended, the City, County and State have identified, funded and constructed well over $100 million of new Transportation infrastructure projects within the Miami River Corridor. Significant Capital Improvement Projects within the Miami River Corridor are funded in Miami Dade County’s 2004 Bond Issue, City’s Homeland Defense and Neighborhood Improvement Bond Issue, portions of the County’s Transportation ½ penny sales tax, and FDOT Transportation Improvement Program. These allocations are outlined in the Miami River Commission’s “5-Year Integrated Budget.”
• Request MPO and MDTA prepare a feasibility study for a transit connector from the Orange Bowl to the Jackson Memorial Medical Campus.
  o The recommended transit connector may link the planned streetcar in the civic center area with the Orange Bowl and Robert King High Senior Center at 1407 NW 7th Street. Therefore, the City and County should further consider providing this recommended transit connector.

• Request MPO and MDTA extend the hours of operation for all Metro Mover Stations in the Miami River Corridor until midnight.
  o Metromover commenced operation until midnight in June 2003. MDTA should consider further expanding Metromover and Metrorail hours of operation, as increased demand warrants.

• Request MPO and MDTA partner with the property owner of the ‘River Renaissance Site’ to develop a new Metrorail Station between the River and SW 3rd Street.
  o The adjacent developments, consisting of 3,000 residential units in seven new buildings, are currently under construction. Although a new Metrorail station is not being incorporated directly into the site, the Government Center Metrorail station is only a few blocks north of the site.

• Request MPO and MDTA establish a dedicated revenue source to leverage federal funds to develop a comprehensive transit system that serves the river community.
  o Since this implementation step was recommended, the ½ penny sales tax for transportation was approved at referendum, and will be used to leverage federal funds. A portion of the new dedicated transportation tax revenue will be used for Miami River corridor projects.

• Request local government cooperation to enhance watercraft transportation including the creation of watertaxi and waterbus service.
  o This recommendation is included in the Plan, in the Public Waterborne Transit section along the entire length of the Corridor. The service should connect river corridor residents with employment centers in downtown, Health District, marine Industrial areas, and residents and tourists alike with the River’s various restaurants and parks.
  o The MPO has received three responses from the private sector to create a public private partnership for a prototype waterbus service, with the southern terminus at the mouth of the Miami River. The MPO concluded the Phase II Waterborne Transportation Study, and found a Miami River Waterbus route to be feasible.

• Request local government cooperation to enhance watercraft transportation by maintaining existing and providing for new boat slips.
  o This recommendation is included in the Freight section in all areas of the Corridor.
  o Since this implementation step was recommended, in 2005 Miami-Dade County created a Miami River “Boat Slip Bank” covenant policy so that slips may be relocated from one site to another on the River, rather than incurring a net loss of slips.
• Request Miami-Dade County, City of Miami, MRC and FDOT to partner and establish development guidelines and review procedures for the MIC associated development.
  o Miami-Dade County, FDOT, MRC, MRMG and area stakeholders are preparing to launch a planning process to create an “Upper River Plan,” which would lead to the creation of the recommended establishment of the Miami Intermodal Center (MIC) associated development area’s guidelines and review procedures. The MIC is currently under construction; therefore, guiding appropriate development in the areas adjacent to the MIC should be considered at this time. Potential uses include a state-of-the-art cargo handling facility, to include customs clearing, on-site break bulk handling / warehousing / loading, cold storage, secure rail link to MIA cargo facilities, truck depot, etc.
APPENDIX G:
Miami River
Developments
And
Miami River Greenway
Virtual Tour
within the
DDA Boundary
Miami River Developments
Miami River Development Projects April 2007

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The following “Miami River Development Project List” is a reflection of riverfront properties that have either a) completed construction; b) commenced construction; or c) currently undergoing permitting and/or design phase. The following data was compiled by MRC staff based on information provided by developers, architects and a variety of sources associated with each distinct project. Please note projects are listed geographically from east to west.

Developments can be located in the Plan on Figures 4 A-C

1) Project Name: One Miami
Location: North bank of Miami River and Biscayne Bay (directly at mouth of river) 205 South Biscayne Blvd
Contact: www.one-miami.com
Sales office (305) 373-3737, 229 SE 2nd Street.
Developer: Related Group of Florida, (305) 460-9900
Architect: Arquitectonica, Bernardo Fort-Brescia, (305) 372-1812
Description: Twin 45 story residential towers w/parking, connected to a new $4.1 million publicly accessible Riverwalk north shore trailhead.
Units: 896, one, two and three bedroom residences
Status: Construction completed

2) Project Name: Courts Brickell Key
Location: Brickell Key
Contact: Megan Kelly, (305) 371-3877
Developer: Swire Properties
Description: 34 stories, priced from $250-550,000, connected to Riverwalk
Units: 319 condominium apartments
Status: Opened January 2003

3) Project Name: Carbonell
Location: Brickell Key
Contact: Megan Kelly, (305) 371-3877
Developer: Swire Properties
Description: 40 stories
Units: 284 residential units
Architect: J. Scott Architecture, (305) 375-9388
Status: completed in November 2005
4) Project Name: Asia
Location: Brickell Key
Contact: Megan Kelly (305) 371-3877
Developer: Swire Properties
Description: 450 feet tall residential development, featuring publicly accessible riverwalk
Units: 123 residential units
Architect: J. Scott Architecture, (305) 375-9388
Status: Under Construction, expected completion is February 2007

5) Project Name: Epic (former Dupont Plaza site)
Location: 300 Biscayne Blvd Way
Contact: Sales Office (305) 400-7399; www.epicmiami.com
Attorney: Adrienne Pardo, Greenberg, Trauig (305) 579-0717, 1221 Brickell Ave, Miami, FL 33131
Developer: Lionstone Hotels and Resorts, Gabriel Boano, VP of Development, 2901 Collins Ave, Miami Beach, FL 33140, (305) 672-5466, & CMC Construction, Timothy Wensing, 701 Brickell Ave, Suite 3150, Miami, FL 33131, (305) 372-0550, twensing@cmconstruction.com
Architect: Luis O. Revuelta, Revuelta Vega Leon P.A., 2560 SW 27 Ave, Miami, FL 33133 (305) 529-2022, irevuelta@rvlarch.com
Description: Two high density buildings, one with residential and the second with some hotel units, mixed uses with retail and restaurants on the first floor connecting to publicly accessible riverwalk
Units: 596 residential units
Status: Major Use Special Permit Approved; site cleared; commenced construction

6) Project Name: Brickell on the River
Location: 25 SE 5th Street, south bank of river immediately west of the Customs Office
Contact: Sales center located at 1390 Brickell Ave, (305) 381-9220; www.brickellontheriver.com
Developer: Groupe Pacific, Michael Bedzow, (305) 373-8356
Architect: Cohen, Freedman, Encinosa & Associates Architects, (305) 826-3999
Description: Twin Residential Towers, 42 stories each, connected to a new 50-foot wide publicly accessible Riverwalk section with Café’s and fountains
Units: 712 residential units
Status: Major Use Special Permit approved, Phase I completed; Phase II under construction
7) Project Name: **One River View Square**  
Location: North Bank of River just east of Miami Avenue Bridge  
Contact: Panther Reality, (954) 525-9292  
Developer: Miami River Associates, (305) 995-8957; Prior developer: Panther Real Estate Partners  
Description: 8 stories, total floor space 166,227 S.F., first floor retail, restaurant connecting to new publicly accessible Riverwalk section; remaining floors office and Immigration Courthouse  
Status: Opened June 2004

8) Project Name: **Approved MUSP Named Riverfront East and West**  
Location: North bank of River just west of Miami Avenue Bridge  
**Riverfront East: Phase I (WIND), Phase II (CIMA)**  
Developer/Contact: Sales office for Neo LLC, 1637 SW 8th Street, Miami FL 33135, (305) 285-1418, [www.neollc.com](http://www.neollc.com)  
Architect: Luis O. Revuelta, Revuelta Vega Leon P.A., 2560 SW 27 Ave, Miami, FL 33133  
(305) 529-2022, [irevuelta@rvlarch.com](mailto:irevuelta@rvlarch.com)  
Description: Phase I aka WIND-41 stories, 498 residential units and 9,000 square ft of commercial space. Completion date Summer 2007; [www.windbyneoepochy.com](http://www.windbyneoepochy.com). Phase II aka CIMA-47 stories, 471 residential units, 17,000 square ft of commercial space; Completion date Summer 2008; [www.cimamiami.com](http://www.cimamiami.com).  
  
**Riverfront East: Phase III (Yet-to-be-Named)**  
Developer/Contact: Tony Cabrera, The Epoch Corporation (305) 445-2800  
Architect: Borges and Associates, (305) 374-9216  
**Riverfront West: Phase I (IVY), Phase II (MINT), Phase III and IV (Yet-to-be-Named)**  
Location: 92 SW Third Street  
Developer: Key International, (305) 377-1001, 848 Brickell Avenue, Suite 700; Sales office (305) 377-1000  
Architect: Luis O. Revuelta, Revuelta Vega Leon P.A., 2560 SW 27 Ave, Miami, FL 33133  
(305) 529-2022, [irevuelta@rvlarch.com](mailto:irevuelta@rvlarch.com)  
Description: Phase I aka IVY-47 stories, 498 one, two, and three-bedroom residential units; Phase II aka MINT-56 stories, 602 one, two and three-bedroom penthouses and townhomes. Completion date Summer 2009; [www.mintatriverfront.com](http://www.mintatriverfront.com).  
Status: Wind, Cima, and Ivy under construction
9) Project: **Neo Vertika**
Location: 690 SW 1st Ave (Miami River’s south shore, just west of Metro-Rail)
Contact: Sales Office, (305) 285-1418
Architect: Luis Revuelta, Revuelta & Associates, (305) 529-1080
Description: mixed use/residential 36 story building with 24,000 square feet of commercial uses, recreational amenities, 575 parking spaces, 50 foot setback from the river, restaurants and retail connecting to 20 foot wide publicly accessible riverwalk.
Units: 443 residential units
Status: Completed construction

10) Project Name: **Latitude on the River**
Location: 615 SW 2 Ave
Contact: Sales Center located at 1492 South Miami Avenue (305) 856-3456;
Website: [www.latitudemiami.com](http://www.latitudemiami.com)
Owner / Developer: Steve Gelb, Edward A. Fish Associates, LLC, (561) 804-9901
Architect: Arquitectonica, Bernardo Fort-Brescia, (305) 372-1812
Description: The approved Major Use Special Permit consists of a 42 story, building facing the river with a restaurant on the first floor connecting to a 20-foot wide publicly accessible riverwalk, a office building fronting SW 7 ST with retail on the first floor, and the historic art deco building currently on the site will be reconstructed on the corner of SW 2nd Ave and SW 7 ST with retail uses.
Units: 455 residential units
Status: Under construction and expected completion spring / summer 2007.

11) Project Name: **Reflections on the River**
Location: 201-261 SW 6 Street
Developer: Brickell, LLC, 284 NE 79th Street, Miami, FL 33138 and Omega Alpha Engineering USA Group, Contract Purchaser, 1110 Brickell Avenue, Suite 804 Miami, FL 33131, (305) 371-6220
Architect: Michael Proto, Dorsky Hodgson & Partners, (954) 524-8686
Description: residential development featuring retail and a restaurant on the ground floor, connecting with a publicly accessible riverwalk.
Units: 125 loft-style residential units
Status: City approved a land-use and zoning amendment to allow the project; Site cleared.
12) Project Name: **Neo Lofts**  
Location: South River Drive (upland side), just east of the Flagler Street Bridge  
Contact: [www.neolofts.com](http://www.neolofts.com); Sales office (305) 285-1418  
Developer: Lysette Calderon, Neo Concepts  
Architect: Beame Architectural Partnership, (305) 444-7100  
Description: 21 stories  
Units: 199 loft apartments  
Status: Opened March 2004

13) Project Name: **River House Lofts**  
Location: Southwest North River Drive between Southwest 2\(^{nd}\) and West Flagler streets  
Contact: Peter Swartz and Caroline Weiss,  
Developer: Royal Bay Partners, Inc.,  
Description: retail, office and dockominium  
Status: Permitting

14) Name: **Miami River Park Apartments**  
Location: Lummus Park Historic District, NW 4\(^{th}\) Street  
Developer: Gatehouse Group, (305) 372-3343, 445 NW 4\(^{th}\) Street, Suite 108  
Description: 14- story, low to moderate-income housing project. As part of the project several historic homes were relocated and restored.  
Units: 211 residential units  
Status: Completed

15) Project Name: **Tuscan Place**  
Location: NW 7 Ave and NW 5 ST  
Developer: Gatehouse Group and BAME (305) 372-3343  
Description: Two buildings, affordable housing development featuring exercise facility, pool, community center, and town homes facading the parking garage  
Units: 376 residential units  
Status: Construction completed

16) Project Name: **Rio Lofts**  
Location: 528 NW 7 Ave. on the Seybold Canal, NW of the Fifth Street Bridge  
Developer: Jeff Papell (305) 672-9023, jppapell@yahoo.com  
Architect: Borges & Associates, (305) 374-9216  
Description: 7 stories of low to moderate-income housing  
Units: 28 loft-style units  
Status: Applying for Class II Special Permit
17) Project Name: **River’s Edge**  
Location: 243 NW South River Drive  
Contact: Guillermo Martinez, Tineo Group, guillelluch@hotmail.com  
Developer: Guillermo Martinez, Tineo Group, guillelluch@hotmail.com  
Description: two two-story buildings featuring either restaurants or retail connecting to a publicly accessible riverwalk; will improve current 43-slip marina; also proposing a mixed-use development across the street on South River Drive consisting of 300 residential units, a retail component on the ground floor and a fully facaded 533-space parking garage.  
Units: 300  
Status: Permitting

18) Project Name: **Miami River Place**  
Location: 710 NW North River Drive  
Developer: Ward International Trading Company, LLC  
Architect: Molina & Narcisse, Inc. (305) 448-4200  
Description: one, five-story condominium residential building, including two boat slips, a restructured bulkhead, a publicly accessible riverwalk, open terraces with gardenscapes, and a fully facaded parking structure.  
Units: 19 residential units, including one, two and three-bedroom condos  
Status: Permitting Phase

19) Project Name: **Rio Miami**  
Location: 1001 NW 7 ST  
Developer: Edwin Verdezoto, Royal Atlantic Developers, LLC, (305) 994-9993, miamirio.com  
Architect: Brito, Cohan & Associates, (305) 663-8182  
Description: Residential/mixed use project consisting of a grand total of 576 residential units, two phases. Phase I is a 26 story building, with the garage facaded along the river with townhomes and 3,500 square feet of retail along NW 7 ST. Phase II is a 24-story building with the parking garage facaded along the river with townhomes and 4,500 square feet of retail along NW 7 ST. The project provides a 50-foot setback from the Miami River, a publicly accessible 20 foot-wide riverwalk, and a public riverfront greenspace area.  
Units: 576  
Status: MUSP approved and site cleared.
20) Project Name: River Garden Condominiums (former Travelodge and originally proposed new development was originally titled “Miami Riverhouse Condominium”
Location: 1170 NW 11 ST
Contact: Sales office 1035 NW 11th Court, Miami, FL 33136; (305) 545-5570; www.rivergardencondos.com
Developer: Sam and Judah Burstyn, Riverside Developers, LLC, (305) 373-0444
Architect: Behar, Font & Partners, (305) 740-5442
Units: 199 residential units; two connecting buildings: one 25-story, one 19-story
Status: site cleared

21) Project Name: Residences at Riverwalk
Location: 1090 NW North River Drive
Contact: Interinvestments Realty, Inc, (305) 220-1101
Developer: Interinvestments Realty, Inc, (305) 220-1101
Architect: Revuelta, Vega & Leon, (305) 529-1080
Description: Five-story residential building featuring gardenscapes and a private marina
Units: 16 residential units
Status: Under construction

22) Project Name: Miami RiverTown
Location: 1500 NW North River Drive (Mahi Shrine Temple)
Contact/Attorney: Vicky Garcia-Toledo, Bilzin Sumberg, (305) 350-2409
Description: one 35-story tower and two 34-story residential buildings with office and retail. The development is setback 50 feet from the Miami River, featuring a publicly accessible riverwalk consisting of a 16-foot-wide pedestrian path, landscaping, decorative lighting, cleats for temporary recreational boat dockage, gazebos and two restaurants.
Units: 986 residential units
Status: MUSP approved.

23) Project Name: York Shrine
Location: 1690 NW North River Drive
Contact: Gilbert Pastoriza, Weis Serota, Helfman, Pastoriza, Cole & Boniske, P.A., (305) 854-0800
Developer: Patricio Cervantes, (305) 661-1569
Architect: Al Otero, (305) 854-2539
Description: 23-story mixed-use building with residential, office and retail components, featuring an unobstructed 20-foot wide publicly accessible riverwalk
Units: 172 residential units
Status: Applying for Class II Special Permit
24) Project Name: **Terrazas River Park Village**  
Location: 1861 NW South River Drive, (River’s south shore just west of Sewell Park)  
Contact: Sales Office (305) 347-5999, 2900 SW 28th Lane, www.terrazasriverpark.com  
Developer: B&B Development, (305) 859-9787, asl@bdevelopments.com  
Architect: Jaime Schapiro, Schapiro Associates, (305) 866-7324, schapiro@icanect.net  
Description: 2 residential buildings with ancillary restaurant connecting to publicly accessible riverwalk  
Units: 320 residential units  
Status: MUSP approved and under construction

25) Project Name: **River Oaks Marina and Condominium**  
Location: 1951 NW South River Drive  
Contact: Erick Farfan, Vistas International Realty, (305) 854-1900, Sales office (305) 644-2128; 1951 NW South River Drive, www.riveroaksmiami.com  
Developer: Macala Inc, (305) 545-6401  
Architect: Fidel Perez, Perez & Perez, Architects, Planners, (305) 444-4545  
Description: 21 stories with an 18 boat slip marina, publicly accessible riverwalk-with landscaping, benches and decorative lighting-connecting to a publicly accessible “nature walk” and botanical garden  
Units: 199 residential units, nine lofts, one, two and three bedroom units  
Status: under construction

26) Project Name: **Hurricane Cove**  
Location: 1884 NW North River Drive  
Contact: Hurricane Cove Marina, (305) 324-8003  
Architect: Ed Ilorca, Mouriz, Salazar and Associates, 7695 SW 104 ST, Suite 100, Miami, FL 33156 (305) 273-9911, ellorca@mourizsalazar.com  
Developer: Tony Acosta, Barbino Investments, (305) 324-8003  
Description: 3 residential buildings, featuring 130 slip commercial marina, restaurant/convenient store and dock master office connecting to a publicly accessible riverwalk and public riverfront greenspace area.  
Units: 1,073 residential units; featuring some “affordable housing” units  
Status: Major Use Special Permit approved.

27) Project Name: **Riverside**  
Location: 1975-2051 NW 11 ST  
Developer: Paul Murphy, (305) 416-7484  
Architect: Arquitectonica, (305) 372-1812; Dick Rogers, Urban Landscape, Inc., (305) 441-1417  
Description: 1,043 residential units with marina and riverwalk area  
Status: Applying for MUSP, Land Use and Zoning Amendments
28) Project Name: **Coastal on the River**
Location: 2215 NW 14 Street
Contact: Hurricane Cove Marine, (305) 324-8003
Architect: Ed Llorca, Architect: Ed llorca, Mouriz, Salazar and Associates, 7695 SW 104 ST, Suite 100, Miami, FL 33156 (305) 273-9911, ellorca@mourizsalazar.com
Developer: Tony Acosta, Riverside Investments, (305) 324-8003
Description: 2 residential buildings with a publicly accessible riverwalk around the entire parameter of the property.
Units: 633 residential units
Status: City Commission approved Major Use Special Permit, land use and zoning change from Marine Industrial (SD-4) to Liberal Commercial (C-2).

29) Project Name: **Brisas del Rio, former “Florida Yacht Basin”**
Location: 1583 NW 24 Avenue
Description: mixed-use development with residential, retail and marine facilities connecting to a publicly accessible riverwalk.
Units: 698 residential units
Status: City Commission approved MUSP, land-use and zoning change from Marine Industrial (SD-4) to Commercial.

30) Project Name: **Rio Grande**
Location: 2601 NW 16 Street Road
Contact: Moises Alfie, 216 SW 12th Avenue, Miami, FL 33130, (305) 541-6244, www.constructivausa.com
Developer: Del Rio LLC
Description: one, eight-story building connecting to a publicly accessible riverwalk
Units: 167
Status: Construction to commence in June 2007

31) Project Name: **River Run South**
Location: 1401 N.W. 16th Street Road
Contact: Sales Center, 2130 SW 13 Ave, (305) 857-0500
Developer: Enterprise Community Development
Architect: Moshe Cosicher (954) 723-9249
Description: Three, Five story buildings including “affordable housing” units, connected to a new publicly accessible Riverwalk section and small marina
Units: 174 residential units
Status: Construction completed
32) Project Name: **Miami River Rapids**  
Location: 1850 Delaware Parkway  
Contact: Mike Nunez, A+ Mini Storage, (305) 232-1000  
Developer: Mike Nunez, A+ Mini Storage, (305) 232-1000  
Architect: Javier Font, Behar, Font & Partners, (305) 740-5442  
Description: four, 12-15-story mixed-use development including residential units, retail and office connecting to a publicly-accessible on-road greenway.  
Units: 1,600 residential units  
Status: Permitting

**Total Residential Units Constructed:** 3,306

**Total Residential Units under Construction:** 4,285

**Total Residential Units undergoing permitting:** 7,420

**Grand Total Buildings:** 58

**Grand Total Residential Units:** 15,011
Miami River Greenway  
Virtual Tour  
within the  
DDA Boundary
North Shore - East to West

1) Section Name: One Miami
Description: Connecting existing Baywalk at the Hotel Intercontinental (existing water bus landing area) with the north shore trail head of the Miami River Greenway. One Miami section ends at the beginning of the EPIC section, features several significant pieces of art and two adjacent restaurants
Status: Opened
Owner: Either the Related Group or a new Condominium Association – Has a Riverwalk agreement in place with the City of Miami
Funding: $4.1 million form the City of Miami’s Homeland Defense and Neighborhood Improvement Bond Issue

2) Section Name: Epic (former Dupont Plaza site)
Description: publicly accessible riverwalk included in approved MUSP – will connect with existing riverwalk proceeding beneath the Brickell Bridge
Status: Under construction
Owner: EPIC Developer
Funding: Publicly accessible riverwalk being constructed and funded by the EPIC developer
3) Section Name: Brickell Bridge  
Description: Existing Riverwalk beneath the Brickell Bridge, connecting riverwalk to the west of the bridge with the EPIC riverwalk under construction to the east  
Status: Completed and publicly accessible (occasional homeless and litter) – needs increased maintenance  
Owner: Florida Department of Transportation (FDOT)

4) Section Name: Hyatt Regency  
Description: Existing Riverwalk behind the Hyatt Regency Hotel, needs connecting sidewalk from Brickell Bridge west side stairwell to the riverwalk  
Owner: FDOT and or City of Miami
5) Section name: James L. Knight Convention Center  
Description: Existing Riverwalk behind the James L. Knight Convention Center which features major concerts and conventions  
Status: Completed and publicly accessible  
Owner: City of Miami

6) Section name: River Park Hotel (former Clarion Suites)  
Description: Existing Riverwalk behind the Hotel, features the Brick Restaurant immediately adjacent to the Greenway which connects to the east with the James L. Knight Convention Center and to the West with Bijan’s Seafood Restaurant  
Status: Completed and publicly accessible  
Owner: River Park Hotel / City of Miami?

7) Section Name: Bijan’s Seafood Restaurant (featuring the historic Flagler Workers House built in the late 1800’s)  
Description: Existing Riverwalk with gazebo restaurant seating  
Status: Site of a Phase 1 Miami River Greenway Historical Marker – Gate in fencing closed and locked in evenings, blocking public access to existing riverwalk proceeding west to One Riverview Square (Section 7)  
Owner: City of Miami
8) Section Name: “Riverwalk” Metro-Mover station  
Description: Per the MRC’s recommendation, Miami-Dade County recently removed fences blocking public access for the Riverwalk beneath the Riverwalk Metro Mover station, connecting to the west with One RiverView Square riverwalk (section 8) and to the east with Bijan’s riverwalk (section 6)  
Status: Riverwalk is open to the public  
Owner: Miami-Dade County

9) Section Name: One Riverview Square  
Description: Existing Riverwalk behind office building from Riverwalk Metro Mover station to S. Miami Ave Bridge, adjacent first floor restaurant space remains vacant – Riverwalk proceeds east to Riverwalk Metro Mover Station (sections 7) and Bijan’s Seafood Restaurant (section 6), yet dead ends where greenway needs to be extended to the west beneath the S. Miami Ave Bridge (section 9)
10) Section Name: S. Miami Ave Bridge  
Description: A Greenway connector needs to be constructed beneath the S. Miami Ave Bridge, in order to connect the One Riverview Square riverwalk (section 8) to the east with the riverwalk currently under construction to the west of the bridge (section 10).  
Status: Needs funding, engineering documents, removal of fences and construction of new riverwalk section  
Owner: Miami-Dade County  
Funding: Potential funding available from the County’s $7.5 million Miami River Greenway line item in their GOB Bond Issue & the County is considering applying for a $1 million FDOT – Transportation Enhancement Grant in May 2007.

11) Section Name: Riverfront East and West (Wind, Ivy, Cima, etc.)  
Description: publicly accessible riverwalk included in approved MUSP is under construction – Greenway connectors are needed on the small County owned parcels to the east beneath S. Miami Ave Bridge (section 9) to connect with the One Riverview Square Riverwalk (section 8) and to the west beneath Metro-Rail (Section 11) to connect with the FPL Riverwalk (section 12).  
Status: Under construction  
Owner: Developers (Neo Concepts and Key International)  
Funding: Publicly accessible riverwalk being constructed and funded by Neo Concepts and Key International.
12) Section Name: Metro-Rail Riverwalk
Description: a new riverwalk section needs to be constructed on the County owned public right of way beneath Metro-Rail, in order to connect to the east with Riverfront West and East (section 10), to the west with the FPL Riverwalk (section 12), and to the north to NW 3 ST, requires a sea-wall or rip rap since this section has an unconsolidated shoreline
Status: Needs funding, engineering documents, fence removal and construction
Owner: Miami-Dade County
Funding: Potential funding available from the County’s $7.5 million Miami River Greenway line item in their GOB Bond Issue
13) Section Name: FPL Riverwalk
Description: Publicly accessible riverwalk exists at the FPL site, connecting to the west with the 2nd Ave Bridge riverwalk (section 13) and needs to be extended beneath Metro-Rail (section 11) in order to continue east to Riverfront West and East (section 10).
Status: MRC recommends facading of FPL substation
Owner: FPL

14) Section Name: 2nd Ave Bridge Riverwalk
Description: publicly accessible riverwalk section exists beneath the 2nd Ave Bridge, connecting to the east with the FPL Riverwalk, (section 12) and to the west with the Miami Riverside Center Riverwalk (section 14).
Status: Riverwalk open to the public
Owner: Miami-Dade County
15) Section Name: Miami Riverside Center Riverwalk  
Description: publicly accessible riverwalk section exists behind the Miami Riverside Center (City of Miami administrative office building) connecting to the east with the 2nd Ave Bridge (section 13) and FPL Riverwalk (section 12) and to the west with the planned and funded On-road Greenway section B, starting on the west side beneath I-95 (sec. 15)  
Status: Riverwalk open to the public  
Owner: City of Miami

16) Section Name: On Road Greenway Section “C”  
Description: a new riverwalk section is fully funded and has completed construction documents to proceed west from the Miami Riverside Center (section 14) to the Flagler Bridge  
Status: Constructed estimated to commence by October 2006 – Considering options as the planned on-road greenway passes through the parking lot beneath I-95, since the current plans would include gates in fences that would be closed on weekends and evenings, blocking public access  
Owner: City of Miami (Public right of way along North River Drive)  
Funding: FDOT Project #4105781, “Miami Riverwalk Extension: Flagler Street Bridge Area” awarded $1 million to the City of Miami, and an additional $187,700 in construction funding is potentially being made available from the Greenways line item in the Homeland defense and neighborhood improvement bond issue.
South Shore – West to East

17) Section Name: M-Path South Shore
Description: The existing publicly accessible M-Path proceeds beneath Metro-Rail from the River’s South Shore to Dadeland.
Status: West side fence should be removed, and Greenway connector built to connect with the new “Neo Vertika” River walk proceeding west. Providing the riverwalk connector will create a scenic pedestrian walkway between Neo-Vertika, Latitude on the River, and the Brickell Metro-Rail Station.
Owner: Miami-Dade County
Funding: Potential funding sources include:
1) “M-Path Improvements, Miami-Dade Transit, Project # 2512851, $1,540,000
2) Potential funding available from the County’s $7.5 million Miami River Greenway line item in their GOB Bond Issue
3) Miami-Dade County may apply for a $1 million FDOT Transportation Enhancement Grant, in May 2007
18) Section Name: On-Road Greenway from M-Path at NW 7 ST to Beneath S. Miami Ave Bridge
Description: The existing publicly accessible M-Path (section 16) needs to be connected to the east via constructing an on-road greenway along S. Miami Ave Road. Since the Road dead ends into SW 7 ST, there is ample public right of way for a significant on-road greenway, which would proceed past the new Bricks Nightclub, Big Fish Restaurant, etc. the existing sidewalks in this area are in disrepair.
Status: The City of Miami has a $1 million FDOT grant awarded for this area, therefore the next steps are creating construction engineering documents followed by construction.
Owner: City of Miami
Funding: FDOT awarded the City of Miami $1 million, "2nd Ave / Miami Ave Greenway Connector, FDOT Project # 4183341 (In TEP FY 2010, yet the City may request the funding sooner)
19) Section Name: Millennium Site  
Description: Planned Riverwalk proceeds east from S. Miami Ave Bridge (section 17) to Metro-Mover (section 19)  
Status: Millennium Owned development site  
Owner: Millennium  
Funding: Included in future Millennium project

20) Section Name: 5 ST Metro-Mover Station  
Description: Publicly accessible pedestrian path proceeds north-south beneath the 5 ST Metro-Mover Station  
Status: Existing north-south pedestrian path needs short east-west connector and removal of fence to connect with Brickell on the River’s existing Riverwalk to the east section and the future Millennium riverwalk (section 18) to the west. Doing so would create a scenic pedestrian walkway connecting residents at the new Brickell on the River with the 5 ST Metro-Mover Station  
Owner: Miami-Dade County  
Funding: Potential funding sources include:  
1) Potential funding available from the County’s $7.5 million Miami River Greenway line item in their GOB Bond Issue  
2) Miami-Dade County may apply for a $1 million FDOT Transportation Enhancement Grant, in May 2007
21) Section Name: Brickell on the River
Description: Publicly accessible Riverwalk from Metro-Mover (section 19) to the Customs station at Rivergate
Status: Needs removal of Miami-Dade County owned fence and a small Greenway connector to tie into existing pedestrian path beneath the 5 ST Metro-Mover Station
Owner: Brickell on the River
Funding: Provided by Brickell on the River

22) Section Name: Customs / Rivergate
Description: Customs rents a sub-station on the first floor of the older “Rivergate” office building, which has a surface parking structure with no riverfront setback for a riverwalk. Therefore the Brickell on the River riverwalk (section 20) needs to proceed south to 5 ST, to go around the obstruction as an on-road Greenway along 5 ST, crossing Brickell Ave in order to connect with the planned Miami Circle Greenway (section 22).
Status: Requires funding, construction engineering documents, and construction
Owner: City of Miami
Potential funding sources include:
1) The City of Miami may apply in May 2007 for a $1 million FDOT Transportation Enhancement Grant
2) Brickell on the River Impact Fees
23) Section Name: Miami Circle
Description: Riverwalk connecting from the east side of the Brickell Bridge, around the Miami Circle site, connecting to the south with the Baywalk currently under construction at Icon
Status: Although the taxpayers purchased the Miami Circle site in 1999 for $24 million, no improvements have been made to the site, which remains closed to the public. The Department of State has funding to repair the seawall, which is necessary prior to building the riverwalk. In 2002 the Department of State’s Miami Circle Planning Group recommended a publicly accessible riverwalk at the site. The draft feasibility study, considering whether the Miami Circle should become part of the National Park System, is overdue. The Icon (Related Group) wrote a letter to the Department of State, offering to fund and construct the riverwalk at the adjacent Miami Circle site, yet the Department of State hasn’t replied to the generous offer.
Owner: State of Florida, Department of State
Potential funding sources include: Related Group offered to fund and construct this riverwalk section
APPENDIX B: Traffic Count Data
Miami-Dade County Public Works Department Existing Timing Plans
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### SW 7TH STREET

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237
519
756
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### ALL VEHICLES

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578
519
0
0
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0
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### Intersection Total

```
1,187
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### SW 7TH STREET

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### MIAMI AVENUE

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### Traffic Survey Report

**Location:** South Miami Avenue & 7th Street

**Date:** 03/11/04

**Total Vehic和平 Peds:**

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**Intersection Total:** 3,629

**S 7th Street:**

- 920
- 1,927
- 2,847

**S Miami Avenue:**

- 617
- 165

**Vehicle Total:**

- 1,927
- 2,092
- 0

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- File I.D.: 78WIAN
- Page: 2
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<td>106</td>
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| KL*         | 13         | 0   | 0   | 35         | 165 | 1927| 12         | 0   | 0   | 617        | 920 | 3    | 0          | 0   | 0   | 0          | 3629|
### ALL VEHICLES & PEEPS

<table>
<thead>
<tr>
<th></th>
<th>S MIAMI AVENUE</th>
<th>S 7TH STREET</th>
<th>S MIAMI AVENUE</th>
<th>S 7TH STREET</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>From North</td>
<td>From East</td>
<td>From South</td>
<td>From West</td>
</tr>
<tr>
<td>Peds Right Thru Left</td>
<td>1228</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Peds Right Thru Left</td>
<td>17:00</td>
<td>17:00</td>
<td>17:00</td>
<td>17:00</td>
</tr>
<tr>
<td>Peds Right Thru Left</td>
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<td>116</td>
<td>333</td>
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<td>Peds Right Thru Left</td>
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<td>0</td>
<td>0</td>
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</tr>
<tr>
<td>Peds Right Thru Left</td>
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**Total**

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<th>17:00</th>
<th>17:00</th>
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<tbody>
<tr>
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<td>17:00</td>
<td>17:00</td>
<td>17:00</td>
</tr>
<tr>
<td>Act</td>
<td>1228</td>
<td>17:00</td>
<td>17:00</td>
<td>17:00</td>
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**Intersection Total**

<table>
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<tr>
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**PSOF = 1.00**
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<th>SW 7TH STREET From East</th>
<th>SW 1ST AVENUE From South</th>
<th>SW 7TH STREET From West</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>07:00</td>
<td>25 33 0 0</td>
<td>0 97 0 8 0 0 0 0</td>
<td>163</td>
<td>0 0 0 0 0 0</td>
<td></td>
</tr>
<tr>
<td>07:15</td>
<td>17 34 0 0</td>
<td>0 99 0 8 0 0 0 0</td>
<td>158</td>
<td>0 0 0 0 0 0</td>
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</tr>
<tr>
<td>07:30</td>
<td>20 36 0 0</td>
<td>0 109 0 5 0 0 0 0</td>
<td>170</td>
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</tr>
<tr>
<td>07:45</td>
<td>18 32 0 0</td>
<td>0 111 0 21 0 0 0 0</td>
<td>182</td>
<td>0 0 0 0 0 0</td>
<td></td>
</tr>
<tr>
<td>Hr Total</td>
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<td>0 416 0 42 0 0 0 0</td>
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</tr>
<tr>
<td>08:00</td>
<td>17 63 0 0</td>
<td>0 153 0 27 0 0 0 0</td>
<td>260</td>
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</tr>
<tr>
<td>08:15</td>
<td>26 67 0 0</td>
<td>0 164 0 25 0 0 0 0</td>
<td>282</td>
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<td>08:30</td>
<td>32 98 0 0</td>
<td>0 173 0 29 0 0 0 0</td>
<td>312</td>
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</tr>
<tr>
<td>08:45</td>
<td>26 116 0 0</td>
<td>0 151 0 18 0 0 0 0</td>
<td>333</td>
<td>0 0 0 0 0 0</td>
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</tr>
<tr>
<td>Hr Total</td>
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<td>0 641 0 99 0 0 0 0</td>
<td>1185</td>
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**BREAK**

<table>
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<tr>
<th>Time</th>
<th>SW 1ST AVENUE From North</th>
<th>SW 7TH STREET From East</th>
<th>SW 1ST AVENUE From South</th>
<th>SW 7TH STREET From West</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>16:00</td>
<td>36 66 0 0</td>
<td>0 285 0 32 0 0 0 0</td>
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<tr>
<td>16:15</td>
<td>44 53 0 0</td>
<td>0 257 0 21 0 0 0 0</td>
<td>374</td>
<td>0 0 0 0 0 0</td>
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</tr>
<tr>
<td>16:30</td>
<td>52 68 0 0</td>
<td>0 315 0 24 0 0 0 0</td>
<td>459</td>
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</tr>
<tr>
<td>16:45</td>
<td>64 78 0 0</td>
<td>0 286 0 18 0 0 0 0</td>
<td>446</td>
<td>0 0 0 0 0 0</td>
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</tr>
<tr>
<td>Hr Total</td>
<td>196 264 0 0</td>
<td>0 1143 0 95 0 0 0 0</td>
<td>1699</td>
<td>0 0 0 0 0 0</td>
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</tr>
<tr>
<td>17:00</td>
<td>74 86 0 0</td>
<td>0 374 0 21 0 0 0 0</td>
<td>555</td>
<td>0 0 0 0 0 0</td>
<td></td>
</tr>
<tr>
<td>17:15</td>
<td>73 100 1 0</td>
<td>0 424 0 35 0 0 0 0</td>
<td>633</td>
<td>0 0 0 0 0 0</td>
<td></td>
</tr>
<tr>
<td>17:30</td>
<td>73 71 0 0</td>
<td>0 401 0 43 0 0 0 0</td>
<td>588</td>
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</tr>
<tr>
<td>17:45</td>
<td>68 105 0 0</td>
<td>0 334 0 27 0 0 0 0</td>
<td>534</td>
<td>0 0 0 0 0 0</td>
<td></td>
</tr>
<tr>
<td>Hr Total</td>
<td>288 362 1 0</td>
<td>0 1533 0 126 0 0 0 0</td>
<td>2110</td>
<td>0 0 0 0 0 0</td>
<td></td>
</tr>
</tbody>
</table>

*TOTAL* | 665 | 1112 | 1 | 0 | 3731 | 0 | 382 | 0 | 0 | 0 | 0 | 0 | 5873
### SW 7TH STREET & SW 1ST AVENUE

**MIAMI, FLORIDA**

**COUNTED BY:** SUSAN MALONE

**SIGNALIZED**

<table>
<thead>
<tr>
<th>TRAFFIC SURVEY SPECIALISTS, INC.</th>
</tr>
</thead>
<tbody>
<tr>
<td>624 GARDENIA TERRACE</td>
</tr>
<tr>
<td>DELRAY BEACH, FLORIDA 33444</td>
</tr>
<tr>
<td>(561) 272-3295 FAX (561) 272-4381</td>
</tr>
</tbody>
</table>

**Site Code:** 00060151  
**Start Date:** 05/24/06  
**File I.D.:** 7ST_1AVE

### ALL VEHICLES

<table>
<thead>
<tr>
<th>SW 1ST AVENUE</th>
<th>SW 7TH STREET</th>
<th>SW 1ST AVENUE</th>
<th>SW 7TH STREET</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Right</td>
<td>Thru</td>
<td>U-turn</td>
</tr>
<tr>
<td>From North</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Volume</td>
<td>101</td>
<td>344</td>
<td>0</td>
</tr>
<tr>
<td>Percent</td>
<td>23%</td>
<td>77%</td>
<td>0%</td>
</tr>
<tr>
<td>PK total</td>
<td>445</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Highest</td>
<td>08:45</td>
<td>08:00</td>
<td></td>
</tr>
<tr>
<td>Volume</td>
<td>26</td>
<td>116</td>
<td>0</td>
</tr>
<tr>
<td>Hi total</td>
<td>142</td>
<td>202</td>
<td>0</td>
</tr>
<tr>
<td>Phy</td>
<td>.78</td>
<td>.92</td>
<td>0</td>
</tr>
</tbody>
</table>

**Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/24/06**

**Peak start 08:00**

#### SW 1ST AVENUE

```
<table>
<thead>
<tr>
<th>From North</th>
<th>Right</th>
<th>Thru</th>
<th>U-turn</th>
<th>Left</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume</td>
<td>101</td>
<td>344</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Percent</td>
<td>23%</td>
<td>77%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>PK total</td>
<td>445</td>
<td></td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
```

#### SW 7TH STREET

```
<table>
<thead>
<tr>
<th>From East</th>
<th>Right</th>
<th>Thru</th>
<th>U-turn</th>
<th>Left</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume</td>
<td>641</td>
<td>742</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Percent</td>
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<td>0%</td>
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<td>0%</td>
</tr>
<tr>
<td>PK total</td>
<td>101</td>
<td></td>
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**Intersection Total 1,185**

## SW 1ST AVENUE

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<tr>
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<th>Thru</th>
<th>U-turn</th>
<th>Left</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume</td>
<td>101</td>
<td>344</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Percent</td>
<td>23%</td>
<td>77%</td>
<td>0%</td>
<td>0%</td>
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<tr>
<td>PK total</td>
<td>445</td>
<td></td>
<td>0</td>
<td>0</td>
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</tbody>
</table>
```

## SW 7TH STREET

```
<table>
<thead>
<tr>
<th>From East</th>
<th>Right</th>
<th>Thru</th>
<th>U-turn</th>
<th>Left</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume</td>
<td>641</td>
<td>742</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Percent</td>
<td>0%</td>
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<td>0%</td>
</tr>
<tr>
<td>PK total</td>
<td>101</td>
<td></td>
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</tr>
</tbody>
</table>
```

## SW 1ST AVENUE

```
<table>
<thead>
<tr>
<th>From North</th>
<th>Right</th>
<th>Thru</th>
<th>U-turn</th>
<th>Left</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume</td>
<td>101</td>
<td>344</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Percent</td>
<td>23%</td>
<td>77%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>PK total</td>
<td>445</td>
<td></td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
```

## SW 7TH STREET

```
<table>
<thead>
<tr>
<th>From East</th>
<th>Right</th>
<th>Thru</th>
<th>U-turn</th>
<th>Left</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume</td>
<td>641</td>
<td>742</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Percent</td>
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</tr>
<tr>
<td>PK total</td>
<td>101</td>
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## ALL VEHICLES

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<table>
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<tr>
<th>From North</th>
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<th>Thru</th>
<th>U-turn</th>
<th>Left</th>
<th>From East</th>
<th>Right</th>
<th>Thru</th>
<th>U-turn</th>
<th>Left</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume</td>
<td>101</td>
<td>344</td>
<td>0</td>
<td>0</td>
<td>101</td>
<td>344</td>
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<td>0</td>
<td>445</td>
</tr>
<tr>
<td>Percent</td>
<td>23%</td>
<td>77%</td>
<td>0%</td>
<td>0%</td>
<td>23%</td>
<td>77%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>100%</td>
</tr>
<tr>
<td>PK total</td>
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<td></td>
<td>0</td>
<td>0</td>
<td>445</td>
<td></td>
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<td>445</td>
</tr>
<tr>
<td>Highest</td>
<td>08:45</td>
<td>08:00</td>
<td></td>
<td></td>
<td>08:45</td>
<td>08:00</td>
<td></td>
<td></td>
<td></td>
<td>08:45</td>
</tr>
<tr>
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<tr>
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</tr>
<tr>
<td>Phy</td>
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<td>.92</td>
<td>0</td>
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<td>.92</td>
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<td>0</td>
<td>.85</td>
</tr>
</tbody>
</table>

Intersection Total 1,185
### Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
(561) 272-3255 Fax (561) 272-4381

**Site Code:** 00066151  **Start Date:** 05/24/06  **File I.D.:** 7971-AVE

**Page:** 3

---

### All Vehicles

**Peak Hour Analysis by Entire Intersection for the Period: 16:00 to 18:00 on 05/24/06**

<table>
<thead>
<tr>
<th>Time</th>
<th>SW 1ST Avenue</th>
<th>SW 7th Street</th>
<th>SW 1ST Avenue</th>
<th>SW 7th Street</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Right Thru UTurn Left</td>
<td>Right Thru UTurn Left</td>
<td>Right Thru UTurn Left</td>
<td>Right Thru UTurn Left</td>
</tr>
<tr>
<td>17:00</td>
<td>288 362 1 0</td>
<td>1533 0 126 0</td>
<td>0 0 0 0</td>
<td>0 0 0 0</td>
</tr>
<tr>
<td>17:05</td>
<td>1659 0</td>
<td>0 0</td>
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**Date:** 05/24/06

### SW 1st Avenue

<table>
<thead>
<tr>
<th></th>
<th>Right Thru UTurn Left</th>
<th>Right Thru UTurn Left</th>
<th>Right Thru UTurn Left</th>
<th>Right Thru UTurn Left</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>288 362 1 0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>651</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### SW 7th Street

<table>
<thead>
<tr>
<th></th>
<th>Right Thru UTurn Left</th>
<th>Right Thru UTurn Left</th>
<th>Right Thru UTurn Left</th>
<th>Right Thru UTurn Left</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>1,533 1,821 288</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
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### ALL Vehicles

<table>
<thead>
<tr>
<th></th>
<th>SW 1st Avenue</th>
<th>SW 7th Street</th>
<th>SW 1st Avenue</th>
<th>SW 7th Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,659</td>
<td>1,533</td>
<td>1,821</td>
<td>1,660</td>
<td>126</td>
</tr>
</tbody>
</table>

**Intersection Total:** 2,310
<table>
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<th>Date: 05/24/06</th>
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</thead>
<tbody>
<tr>
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<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>07:00</td>
</tr>
<tr>
<td>07:15</td>
</tr>
<tr>
<td>07:30</td>
</tr>
<tr>
<td>07:45</td>
</tr>
<tr>
<td>Hr Total</td>
</tr>
<tr>
<td>08:00</td>
</tr>
<tr>
<td>08:15</td>
</tr>
<tr>
<td>08:30</td>
</tr>
<tr>
<td>08:45</td>
</tr>
<tr>
<td>Hr Total</td>
</tr>
</tbody>
</table>

*BREAK*

<table>
<thead>
<tr>
<th>Time</th>
<th>SW 2ND AVENUE</th>
<th>SW 7 STREET</th>
<th>SW 2ND AVENUE</th>
<th>SW 7 STREET</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>From North</td>
<td>From East</td>
<td>From South</td>
<td>From West</td>
</tr>
<tr>
<td>16:00</td>
<td>59</td>
<td>47</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>16:15</td>
<td>50</td>
<td>81</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>16:30</td>
<td>86</td>
<td>85</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>16:45</td>
<td>56</td>
<td>76</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Hr Total</td>
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<td>290</td>
<td>0</td>
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</tr>
<tr>
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<tr>
<td>17:15</td>
<td>76</td>
<td>109</td>
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</tr>
<tr>
<td>17:30</td>
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<td>73</td>
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<tr>
<td>Hr Total</td>
<td>291</td>
<td>397</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

*TOTAL* | 730 | 1062 | 0 | 0 | 375 | 3948 | 1 | 115 | 0 | 1468 | 0 | 910 | 0 | 0 | 0 | 0 | 8809
### Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/24/06

<table>
<thead>
<tr>
<th>Time</th>
<th>Right</th>
<th>Thru</th>
<th>U-Turn</th>
<th>Left</th>
<th>Right</th>
<th>Thru</th>
<th>U-Turn</th>
<th>Left</th>
<th>Right</th>
<th>Thru</th>
<th>U-Turn</th>
<th>Left</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>08:00</td>
<td>117</td>
<td>242</td>
<td>0</td>
<td>0</td>
<td>88</td>
<td>620</td>
<td>0</td>
<td>67</td>
<td>0</td>
<td>425</td>
<td>0</td>
<td>227</td>
<td>0</td>
</tr>
<tr>
<td>08:15</td>
<td>33%</td>
<td>67%</td>
<td>0%</td>
<td>0%</td>
<td>119</td>
<td>89%</td>
<td>0%</td>
<td>9%</td>
<td>0%</td>
<td>69%</td>
<td>0%</td>
<td>31%</td>
<td>0%</td>
</tr>
<tr>
<td>08:30</td>
<td>359</td>
<td>775</td>
<td>0</td>
<td>0</td>
<td>775</td>
<td>722</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>07:00</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

#### SW 2ND AVENUE

- **From North**
  - Right: 0
  - Thru: 117
  - U-Turn: 242
  - Left: 0
  - Total: 359

- **From South**
  - Right: 0
  - Thru: 495
  - U-Turn: 0
  - Left: 0
  - Total: 495

#### SW 7 STREET

- **From East**
  - Right: 88
  - Thru: 620
  - U-Turn: 0
  - Left: 117
  - Total: 942

- **From West**
  - Right: 0
  - Thru: 0
  - U-Turn: 0
  - Left: 0
  - Total: 0

#### ALL VEHICLES

- **Intersection Total**
  - SW 2ND AVENUE: 359
  - SW 7 STREET: 942
  - Total: 1,856

- **SW 2ND AVENUE**
  - Right: 0
  - Thru: 0
  - U-Turn: 0
  - Left: 0
  - Total: 0

- **SW 7 STREET**
  - Right: 67
  - Thru: 227
  - U-Turn: 495
  - Left: 0
  - Total: 722

- **Intersection**
  - Total: 1,031

---

**Site Code:** 00060151

**Start Date:** 05/24/06

**File I.D.:** 787_2AVER

**Page:** 2
### Site Information

**Traffic Survey Specialists, Inc.**  
624 Gardenia Terrace  
Delray Beach, Florida 33444  
(561) 272-3253  FAX (561) 272-4381

**Site Code:** 00001051  
**Start Date:** 05/24/06  
**Files I.D.:** 7ST_2AVE  
**Page:** 3

### Peak Hour Analysis by Entire Intersection for the Period: 16:00 to 18:00 on 05/24/06

<table>
<thead>
<tr>
<th></th>
<th>SW 2ND AVENUE From North</th>
<th>SW 7 STREET From East</th>
<th>SW 2ND AVENUE From South</th>
<th>SW 7 STREET From West</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Right</td>
<td>Thru</td>
<td>UTurn</td>
<td>Left</td>
<td>Right</td>
</tr>
<tr>
<td>Date</td>
<td>05/24/06</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Peak Hour Analysis**

- **Peak start:** 17:00
- **Volume:**
  - SW 2ND AVENUE: 291 (0), 397 (0), 0 (0), 0 (0)
  - SW 7 STREET: 122 (1), 1676 (6), 1 (119), 0 (265), 258 (0)
  - Total: 588 (0), 1918 (0), 0 (0), 0 (0)

- **Percent:**
  - SW 2ND AVENUE: 42% (6), 58% (6), 0% (6)
  - SW 7 STREET: 6% (0), 8% (6), 0% (6), 0% (0)
  - Total: 6% (0), 8% (6), 0% (6), 0% (0)

- **Pk total:**
  - SW 2ND AVENUE: 1918 (0)
  - SW 7 STREET: 0 (0)
  - Total: 1918 (0), 0 (0)

- **Highest:**
  - SW 2ND AVENUE: 17:00 (0), 17:15 (0), 29 (0)
  - SW 7 STREET: 07:00 (0), 0 (0)
  - Total: 17:00 (0), 17:15 (0), 29 (0), 07:00 (0)

- **Volume:**
  - SW 2ND AVENUE: 198 (0), 510 (0)
  - SW 7 STREET: 0 (0), 139 (0)
  - Total: 198 (0), 510 (0), 0 (0), 139 (0)

- **Hi total:**
  - SW 2ND AVENUE: .87 (0), .93 (0)
  - SW 7 STREET: .94 (0)
  - Total: .87 (0), .93 (0), .94 (0)


---

**Diagram:**

[Diagram of traffic flow through the intersection showing volume and time distribution]
<table>
<thead>
<tr>
<th>Time</th>
<th>SW 2ND AVENUE From North</th>
<th>SW 3RD STREET From East</th>
<th>SW 2ND AVENUE From South</th>
<th>SW 3RD STREET From West</th>
<th>Left</th>
<th>Right</th>
<th>Thru</th>
<th>UTurn</th>
<th>Left</th>
<th>Right</th>
<th>Thru</th>
<th>UTurn</th>
<th>Left</th>
<th>Right</th>
<th>Thru</th>
<th>UTurn</th>
<th>Left</th>
<th>Right</th>
<th>Thru</th>
<th>UTurn</th>
<th>Left</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>07:00</td>
<td>7</td>
<td>35</td>
<td>0</td>
<td>9</td>
<td>19</td>
<td>5</td>
<td>0</td>
<td>10</td>
<td>8</td>
<td>40</td>
<td>0</td>
<td>31</td>
<td>18</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>181</td>
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<td></td>
<td></td>
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<td>7</td>
<td>0</td>
<td>10</td>
<td>6</td>
<td>46</td>
<td>0</td>
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<td>20</td>
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<td></td>
<td></td>
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<td></td>
</tr>
<tr>
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<td>4</td>
<td>21</td>
<td>2</td>
<td>7</td>
<td>19</td>
<td>10</td>
<td>0</td>
<td>6</td>
<td>14</td>
<td>95</td>
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</tr>
<tr>
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<td>8</td>
<td>18</td>
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<td>10</td>
<td>106</td>
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<td>120</td>
<td>90</td>
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<td>872</td>
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<tr>
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<td>3</td>
<td>8</td>
<td>91</td>
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<td>32</td>
<td>49</td>
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<td>5</td>
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<td>45</td>
<td>1</td>
<td>9</td>
<td>28</td>
<td>7</td>
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<td>277</td>
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<td>101</td>
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<td>19</td>
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<td>170</td>
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<td>1124</td>
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<td></td>
</tr>
</tbody>
</table>

*TOTAL* | 45                        | 319                     | 4                        | 53                       | 171  | 64    | 0    | 51   | 87   | 629   | 0    | 228  | 260  | 60    | 0    | 25    | 1996 |
<table>
<thead>
<tr>
<th>Date 05/25/06</th>
<th>Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/25/06</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Peak start 08:00</td>
</tr>
<tr>
<td></td>
<td>Volume</td>
</tr>
<tr>
<td>SW 2ND AVENUE</td>
<td></td>
</tr>
<tr>
<td>From North</td>
<td>28</td>
</tr>
<tr>
<td>From East</td>
<td>186</td>
</tr>
<tr>
<td>Total</td>
<td>28</td>
</tr>
<tr>
<td>SW 3RD STREET</td>
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<tr>
<td></td>
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</tr>
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<td>166</td>
</tr>
<tr>
<td>SW 2ND AVENUE</td>
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</tr>
<tr>
<td>Time</td>
<td>Peds Right</td>
</tr>
<tr>
<td>-------</td>
<td>------------</td>
</tr>
<tr>
<td>0:00</td>
<td>0</td>
</tr>
<tr>
<td>0:15</td>
<td>0</td>
</tr>
<tr>
<td>0:30</td>
<td>1</td>
</tr>
<tr>
<td>0:45</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>2</td>
</tr>
<tr>
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</tr>
<tr>
<td>1:45</td>
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</tr>
<tr>
<td>Total</td>
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</tr>
</tbody>
</table>

**Total**

**SW 3RD ST & SW 2ND AVE**
### Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 03/11/04

**Date:** 03/11/04  
**Site Code:** 60040050  
**Start Date:** 03/11/04  
**File I.D.:** 3ST_2AVN

<table>
<thead>
<tr>
<th>SW 2ND AVENUE</th>
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<th>SW 2ND AVENUE</th>
<th>SW 3RD STREET</th>
</tr>
</thead>
<tbody>
<tr>
<td>From North</td>
<td>From East</td>
<td>From South</td>
<td>From West</td>
</tr>
<tr>
<td>Peds Right</td>
<td>Thru</td>
<td>Left</td>
<td>Peds Right</td>
</tr>
</tbody>
</table>

|  |           |           | Peds Right    | Thru          | Left          |
|  |           |           | 17:00         | 17:00         |               |
| Volume        | 2          | 305         | 10            |               | 105           |
| Percent       | 15         | 231         | 317           |               |               |
| Ph total      | 317        | 128         |               | 305           | 157           |
| Highest       | 17:00      | 17:15       |               | 17:30         | 17:00         |
| Volume        | 0          | 92          | 00            |               |               |
| Hi total      | 92         | 123         |               | 43            |               |
| PSF           | 86         | 82          |               | 83            |               |

#### SW 2ND AVENUE

<table>
<thead>
<tr>
<th></th>
<th>10</th>
<th>2</th>
<th>305</th>
<th>10</th>
<th>18</th>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>214</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>51</td>
</tr>
</tbody>
</table>

#### SW 3RD STREET

<table>
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<tr>
<th>82</th>
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</tr>
</thead>
</table>

#### ALL VEHICLES & Peds

<table>
<thead>
<tr>
<th>128</th>
<th>15</th>
</tr>
</thead>
</table>

#### Intersection Total

<table>
<thead>
<tr>
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</tr>
</thead>
</table>

#### SW 3RD STREET

<table>
<thead>
<tr>
<th>787</th>
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</thead>
</table>

#### SW 2ND AVENUE

<table>
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<tr>
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<th>82</th>
<th>214</th>
<th>9</th>
<th>3</th>
</tr>
</thead>
</table>

PSF = 1.00
<table>
<thead>
<tr>
<th>SW 2ND AVENUE From North</th>
<th>SW 3RD STREET From East</th>
<th>SW 2ND AVENUE From South</th>
<th>SW 3RD STREET From West</th>
<th>Vehicle Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peds Right Thru Left</td>
<td>Peds Right Thru Left</td>
<td>Peds Right Thru Left</td>
<td>Peds Right Thru Left</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>10</td>
<td>568</td>
<td>19</td>
<td></td>
</tr>
<tr>
<td>39</td>
<td>393</td>
<td>88</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>10</td>
<td>568</td>
<td>19</td>
<td>520</td>
</tr>
<tr>
<td>597</td>
<td></td>
<td></td>
<td></td>
<td>1,117</td>
</tr>
</tbody>
</table>

**W 3RD STREET**

| 162                      | 34                      | 206                      |                           |               |
| 10                      |                          |                          |                           |               |
| 39                      |                          |                          |                           | 39            |

<table>
<thead>
<tr>
<th>48</th>
<th>48</th>
<th>308</th>
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<th>1,711</th>
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<tbody>
<tr>
<td>Intersection Total</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>1,473</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**SW 3RD STREET**

<p>| 13                      |                          |                          |                          |               |
| 568                     |                          |                          |                          |               |
| 221                     |                          |                          |                          |               |</p>
<table>
<thead>
<tr>
<th>894</th>
<th>162</th>
<th>393</th>
<th>24</th>
<th>6</th>
</tr>
</thead>
<tbody>
<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Time</td>
<td>NW 12th Avenue From North</td>
<td>NW 7th Street From East</td>
<td>NW 12th Avenue From South</td>
<td>NW 7th Street From West</td>
</tr>
<tr>
<td>-------</td>
<td>---------------------------</td>
<td>-------------------------</td>
<td>----------------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td></td>
<td>Right</td>
<td>Thru</td>
<td>Uturn</td>
<td>Left</td>
</tr>
<tr>
<td>07:00</td>
<td>51</td>
<td>122</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>07:15</td>
<td>59</td>
<td>105</td>
<td>0</td>
<td>0</td>
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<td>07:30</td>
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<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Hr Total</td>
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</tr>
<tr>
<td>08:00</td>
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<td>0</td>
</tr>
<tr>
<td>08:15</td>
<td>75</td>
<td>157</td>
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<td>0</td>
</tr>
<tr>
<td>08:30</td>
<td>64</td>
<td>133</td>
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<td>0</td>
</tr>
<tr>
<td>08:45</td>
<td>100</td>
<td>131</td>
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</tr>
<tr>
<td>Hr Total</td>
<td>314</td>
<td>554</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>

**TOTAL** | 562 | 1067 | 0     | 1    | 361   | 291  | 0     | 14   | 1433  | 0    | 2    | 281  | 463  | 0    | 1506  | 6017  |
### Traffic Survey Analysis

**Date:** 05/24/06  
**Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/24/06**

<table>
<thead>
<tr>
<th></th>
<th>NW 12TH AVENUE</th>
<th>NW 7TH STREET</th>
<th>NW 12TH AVENUE</th>
<th>NW 7TH STREET</th>
</tr>
</thead>
<tbody>
<tr>
<td>From North</td>
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**NW 7TH STREET**

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**ALL VEHICLES**

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**NW 12TH AVENUE**

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**NW 7TH STREET**

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**NW 12TH AVENUE**

<table>
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<td>745</td>
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### NW 7TH STREET & NW 12TH AVENUE

**MIAMI, FLORIDA**

**COUNTED BY:** CHRISS PHERALTA

**SIGNALLIZED**

---

**TRAFFIC SURVEY SPECIALISTS, INC.**

624 GARDENIA TERRACE

DELRAY BEACH, FLORIDA 33444

(561) 272-3255  FAX (561) 272-4381

---

**Site Code:** 00060151

**Start Date:** 05/25/06

**File I.D.:** 7ST2_12A

**Page:** 2

---

#### ALL VEHICLES

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<th>NW 7TH STREET</th>
<th>NW 12TH AVENUE</th>
<th>NW 7TH STREET</th>
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</thead>
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<td>From North</td>
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<td>From West</td>
</tr>
<tr>
<td>Right Thru UTurn</td>
<td>1,384</td>
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**Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/25/06**

**Peak start:** 16:05

**Volume**

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**Percentage**

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<td>534</td>
<td>150</td>
</tr>
<tr>
<td>849</td>
<td>0</td>
</tr>
<tr>
<td>1</td>
<td>6</td>
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<td>216</td>
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<tr>
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**PK total**

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<tbody>
<tr>
<td>306</td>
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<tr>
<td>634</td>
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<tr>
<td>802</td>
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**Highest**

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<tr>
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<tr>
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<td>17:00</td>
<td>17:00</td>
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<tr>
<td>16:45</td>
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**Volume**

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<tr>
<td>217</td>
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<td>0</td>
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**PHF**

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<tr>
<td><strong>NW 12TH AVENUE</strong></td>
<td><strong>NW 11TH STREET</strong></td>
</tr>
<tr>
<td>From North</td>
<td>From East</td>
</tr>
<tr>
<td>Right</td>
<td>Thru</td>
</tr>
<tr>
<td>07:00</td>
<td>16</td>
</tr>
<tr>
<td>07:15</td>
<td>15</td>
</tr>
<tr>
<td>07:30</td>
<td>24</td>
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<tr>
<td>07:45</td>
<td>25</td>
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<tr>
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<tr>
<td>08:00</td>
<td>24</td>
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<td>08:45</td>
<td>10</td>
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<tr>
<td><strong>Hr Total</strong></td>
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**BREAK**

| 16:00  | 5 | 217 | 3 | 20 | 41 | 63 | 0 | 54 | 29 | 233 | 0 | 0 | 20 | 35 | 0 | 55 | 775 |
| 16:15  | 5 | 220 | 3 | 21 | 53 | 67 | 0 | 80 | 41 | 206 | 0 | 1 | 29 | 31 | 0 | 34 | 791 |
| 16:30  | 5 | 287 | 3 | 15 | 67 | 65 | 0 | 86 | 50 | 248 | 0 | 0 | 23 | 26 | 0 | 41 | 916 |
| 16:45  | 7 | 211 | 2 | 15 | 63 | 73 | 0 | 65 | 30 | 215 | 0 | 0 | 33 | 32 | 0 | 47 | 793 |
| **Hr Total** | 22 | 935 | 11 | 71 | 224 | 268 | 0 | 285 | 150 | 902 | 0 | 1 | 105 | 124 | 0 | 177 | 3278 |
| 17:00  | 0 | 268 | 1 | 25 | 68 | 72 | 0 | 68 | 65 | 296 | 0 | 0 | 21 | 30 | 0 | 33 | 947 |
| 17:15  | 2 | 290 | 1 | 22 | 89 | 66 | 0 | 84 | 47 | 266 | 0 | 0 | 21 | 38 | 0 | 43 | 969 |
| 17:30  | 1 | 276 | 1 | 18 | 63 | 50 | 0 | 64 | 41 | 274 | 0 | 0 | 33 | 27 | 0 | 36 | 886 |
| 17:45  | 10 | 215 | 2 | 12 | 31 | 55 | 0 | 39 | 45 | 216 | 0 | 0 | 29 | 30 | 0 | 36 | 760 |
| **Hr Total** | 13 | 1049 | 7 | 77 | 271 | 243 | 0 | 275 | 198 | 1052 | 0 | 0 | 104 | 125 | 0 | 148 | 3562 |

*TOTAL* | 187 | 3141 | 44 | 273 | 764 | 608 | 1 | 927 | 802 | 4740 | 0 | 1 | 403 | 703 | 0 | 748 | 13542
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<th>NW 12TH AVENUE</th>
<th>NW 11TH STREET</th>
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<tbody>
<tr>
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<td>From East</td>
<td>From South</td>
<td>From West</td>
</tr>
<tr>
<td>Right</td>
<td>Thru</td>
<td>U Turn</td>
<td>Left</td>
</tr>
<tr>
<td>Volume</td>
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<td>595</td>
<td>15</td>
</tr>
<tr>
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<td>104</td>
<td>79%</td>
<td>2%</td>
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<tr>
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<td>07:45</td>
<td>07:30</td>
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<tr>
<td>Volume</td>
<td>24</td>
<td>170</td>
<td>5</td>
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<tr>
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<td>217</td>
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<td>472</td>
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<tr>
<td>PHF</td>
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<td>.80</td>
<td>.90</td>
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\[
\begin{align*}
\text{NW 12TH AVENUE} & : 0 \quad 79 \quad 595 \quad 79 \quad 225 \quad 1,446 \quad 149 \\
\text{NW 11TH STREET} & : 149 \quad 149 \\
\end{align*}
\]

\[
\begin{align*}
\text{Intersection Total} & : 3,552 \\
\\end{align*}
\]

\[
\begin{align*}
\text{NW 11TH STREET} & : 2,612 \quad 1,699 \\
\text{NW 12TH AVENUE} & : 913 \quad 0 \quad 1,446 \quad 253 \quad 0 \\
\end{align*}
\]
**ALL VEHICLES**

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<th>NW 12TH AVENUE</th>
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<td>From South</td>
<td>From West</td>
</tr>
<tr>
<td>Right Thru Uturn Left</td>
<td>Right Thru Uturn Left</td>
<td>Right Thru Uturn Left</td>
<td>Total</td>
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<tr>
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<td></td>
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\[ PHF = 1.02 \]

NW 12TH AVENUE

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<tbody>
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<tr>
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NW 11TH STREET

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</thead>
<tbody>
<tr>
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<tr>
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<td>164 164</td>
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<tr>
<td>126 388</td>
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NW 12TH AVENUE
### Groups Printed - AUTO - HEAVY VEHICLES

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<th>Thru Peds</th>
<th>Left Peds</th>
<th>Right Peds</th>
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<td>157 0 1 0</td>
<td>0 0 171 2 0</td>
<td>13 0 29 0</td>
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<td>08:15 AM</td>
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| Grand Total | 450 6831 0 7 | 1828 6 66 38 | 0 2865 103 11 | 233 0 409 6 | 12651     |
| Approch %   | 6.2 93.7 0.0 0.1 | 93.6 0.3 3.8 2.1 | 0.0 96.2 3.5 0.4 | 0.0 36.0 63.1 0.9 | 3.8 0.0 3.0 0.1 |
| Total %     | 3.6 54.0 0.0 0.1 | 12.9 0.0 0.5 0.3 | 0.0 22.6 0.8 0.1 | 1.8 0.0 3.2 0.0 |

\[
\text{PMF} = \frac{715 + 308 + 670 + 666}{715} = 0.96
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TOTAL* 22 1056 0 101 49 139 0 840 1737 1048 0 264 429 586 1 60 6332
### Traffic Survey Results

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**Start Time**: 07:00 AM to 09:00 AM

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**NW 17TH AVENUE**

- **0**
- **12** - **532** - **58**
- **31**
- **541**
- **28**
- **602**
- **1,202**

**NORTH RIVER DRIVE**

- **134**
- **70**
- **216**
- **12**
- **31**
- **31**
- **341**
- **341**
- **607**
- **823**
- **1,909**

**Intersection Total**

- **3,394**
- **2,854**
- **1,633**
- **454**
- **134**
- **541**
- **958**
- **0**
- **1,221**
- **134**
- **541**
- **958**
- **0**
- **NW 17TH AVENUE**

**ALL VEHICLES**

- **552**
- **70**
- **454**
- **58**
- **341**
- **958**
- **958**
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- **1,357**
- **341**
- **958**
- **0**

**NORTH RIVER DRIVE**

- **28**
- **28**

**NW 17TH AVENUE**

- **0**
- **0**
Intersection Diagrams
MIAMI, FLORIDA
MAY 24, 2006
DRAWN BY: MICHAEL MALONE
SIGNALIZED
MIAMI, FLORIDA

MAY 24, 2006

DRAWN BY, MICHAEL MALONE

SIGNALIZED
MIAMI, FLORIDA

MAY 24, 2006

DRAWN BY, MICHAEL MALONE

SIGNALIZED
MIAMI, FLORIDA
MAY 24, 2006
DRAWN BY, MICHAEL MALONE
SIGNALIZED
MIAMI, FLORIDA

MAY 24, 2006

DRAWN BY, MICHAEL MALONE

SIGNALIZED
MIAMI, FLORIDA

MAY 24, 2006

DRAWN BY, MICHAEL MALONE

SIGNALIZED
MIAMI, FLORIDA
MAY 24, 2006
DRAWN BY, MICHAEL MALONE
SIGNALIZED
North

NW 14 ST.

NW 22 AVE

ACCESS
CONTROL
SECURITY
CAMERA'S
CCTV

MIAMI, FLORIDA
MAY 24, 2006
DRAWN BY, MICHAEL MALONE
SIGNALIZED
MIAMI , FLORIDA

MAY 24 , 2006

DRAWN BY , MICHAEL MALONE

NOT SIGNALIZED
NO STOP SIGNS
OR YIELD SIGNS
MIAMI, FLORIDA
MAY 24, 2006
DRAWN BY, MICHAEL MALONE
SIGNALIZED W/STOP

CITGO
NW 29 AVE
NW 17 ST.
PORTO BELLO SHOPPING CENTER ENTRANCE
North
MAY 24, 2006

DRAWN BY, MICHAEL MALONE

SIGNALIZED
24-Hour
Machine Counts
Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
---
Volume Report with 24 Hour Totals

Data File: D0523005.PRN
Station: 000000052128
Identification: 009701450036
Interval: 15 minutes
Start date: May 23, 06
Start time: 00:00
Stop date: May 26, 06
Stop time: 24:00
City/Town: Miami, Florida
County: Dade
Location: Miami Avenue Bridge South of SW 3 Street

May 23

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End Time: 30 78 93 96 112 38 142 89 66 41 19 21 29
End Time: 45 72 103 94 117 139 138 94 60 31 29 19 5
End Time: 00 93 67 83 114 105 103 82 49 23 18 14 17
Hr Total: 336 336 404 460 380 519 387 235 143 88 81 63

24 Hour Total: 5268
AM peak hour begins: 08:00 AM peak volume: 388 Peak hour factor: 0.87
PM peak hour begins: 16:30 PM peak volume: 522 Peak hour factor: 0.92

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End Time: 12 13 14 15 16 17 18 19 20 21 22 23
End Time: 15 99 77 97 54 107 120 92 64 30 38 23 16
End Time: 30 91 73 70 78 52 127 106 62 41 25 20 16
End Time: 45 77 92 75 97 128 124 96 47 30 40 22 10
End Time: 00 100 52 87 83 115 116 90 42 28 23 21 8
Hr Total: 367 294 329 312 402 487 384 215 129 126 86 50

24 Hour Total: 5154
AM peak hour begins: 08:45 AM peak volume: 449 Peak hour factor: 0.91
PM peak hour begins: 16:30 PM peak volume: 490 Peak hour factor: 0.96
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24 Hour Total: 10422
AM peak hour begins: 08:45 AM peak volume: 823 Peak hour factor: 0.91
PM peak hour begins: 16:30 PM peak volume: 1012 Peak hour factor: 0.94
Traffic Survey Specialists, Inc.  624 Gardenia Terrace
Delray Beach, Florida  33444  Phone (561) 272-3255

Volume Report with 24 Hour Totals

Data File  :  D0524005.PRN
Station     :  000000052128
Identification:  009701450036  -Interval :  15 minutes
Start date  :  May 24, 06  Start time :  00:00
Stop date   :  May 24, 06  Stop time :  24:00
City/Town   :  Miami, Florida  County :  Dade
Location    :  Miami Avenue Bridge South of SW 3 Street

May 24

Northbound Volume for Lane 1

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24 Hour Total  :  6653
AM peak hour begins :  11:30  AM peak volume : 1014  Peak hour factor :  0.83
PM peak hour begins :  12:00  PM peak volume : 1012  Peak hour factor :  0.83

May 24

Southbound Volume for Lane 2

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24 Hour Total  :  5996
AM peak hour begins :  11:15  AM peak volume : 622  Peak hour factor :  0.77
PM peak hour begins :  12:00  PM peak volume : 564  Peak hour factor :  0.70
Traffic Survey Specialists, Inc.  624 Gardenia Terrace
Delray Beach, Florida  33444  Phone (561) 272-3255

Volume Report with 24 Hour Totals

Data File: D0524005.PRN
Station: 0000000052128
Identification: 009701450036  Interval: 15 minutes
Start date: May 24, 06  Start time: 00:00
Stop date: May 24, 06  Stop time: 24:00
City/Town: Miami, Florida  County: Dade
Location: Miami Avenue Bridge South of SW 3 Street

May 24
Total Volume for All Lanes

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| Hr Total | 74 | 52 | 41 | 28 | 36 | 113| 286| 465| 821| 806| 695| 1395|

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| Hr Total | 1576| 783| 674| 802| 772| 1034| 827| 536| 305| 226| 184| 118|

24 Hour Total: 12649
AM peak hour begins: 11:30  AM peak volume: 1604  Peak hour factor: 0.79
PM peak hour begins: 12:00  PM peak volume: 1576  Peak hour factor: 0.78
### Eastbound Volume for Lane 1

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**24 Hour Total** : 126

AM peak hour begins : 10:00  
AM peak volume : 14  
Peak hour factor : 0.70

PM peak hour begins : 19:30  
PM peak volume : 13  
Peak hour factor : 0.65

### Westbound Volume for Lane 2

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**24 Hour Total** : 112

AM peak hour begins : 08:15  
AM peak volume : 15  
Peak hour factor : 0.75

PM peak hour begins : 16:15  
PM peak volume : 15  
Peak hour factor : 0.75
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| Hr Total | 15 | 17 | 16 | 9  | 20 | 19 | 13 | 13 | 10 | 4  | 7  | 4  |

24 Hour Total : 238
AM peak hour begins : 08:15 AM peak volume : 23 Peak hour factor : 0.96
PM peak hour begins : 16:15 PM peak volume : 22 Peak hour factor : 0.69
**Traffic Survey Specialists, Inc.  624 Gardenia Terrace  
Delray Beach, Florida  33444  Phone (561) 272-3255**

Volume Report with 24 Hour Totals

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### May 24

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**AM peak hour begins : 10:45  AM peak volume : 10  Peak hour factor : 0.83**  
**PM peak hour begins : 14:00  PM peak volume : 14  Peak hour factor : 0.70**

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### May 24

#### Westbound Volume for Lane 2

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**AM peak hour begins : 11:30  AM peak volume : 13  Peak hour factor : 0.54**  
**PM peak hour begins : 15:00  PM peak volume : 11  Peak hour factor : 0.69**
Data File : D0524013.PRN
Station : 000000052124
Identification : 000110252090
Interval : 15 minutes
Start date : May 24, 06
Start time : 00:00
Stop date : May 24, 06
Stop time : 24:00
City/Town : Miami, Florida
County : Dade
Location : North River Drive West of NW 9 Avenue

May 24

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Hr Total : 14  15  19  19  12  22  16  11  14  6  3  6

24 Hour Total : 242

AM peak hour begins : 08:30
AM peak volume : 19
Peak hour factor : 0.68

PM peak hour begins : 16:30
PM peak volume : 23
Peak hour factor : 0.57
**Traffic Survey Specialists, Inc. 624 Gardenia Terrace**
**Delray Beach, Florida 33444 Phone (561) 272-3255**

**Volume Report with 24 Hour Totals**

Data File: D0523010.PRN  
Station: 000000052123  
Identification: 000210321024  
Interval: 15 minutes  
Start date: May 23, 06  
Start time: 00:00  
Stop date: May 23, 06  
Stop time: 24:00  
City/Town: Miami, Florida  
County: Dade  
Location: North River Drive East of NW 15 Avenue

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### May 23

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24 Hour Total: 5309  
AM peak hour begins: 07:30  
AM peak volume: 720  
Peak hour factor: 0.90  
PM peak hour begins: 12:00  
PM peak volume: 328  
Peak hour factor: 0.90

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### May 23

#### Westbound Volume for Lane 2

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| Hr Total | 30 | 21 | 10 | 15 | 14 | 52 | 104 | 175 | 239 | 319 | 373 | 370 |

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| Hr Total | 361 | 342 | 357 | 518 | 511 | 510 | 283 | 227 | 165 | 130 | 94  | 64  |

24 Hour Total: 5284  
AM peak hour begins: 10:15  
AM peak volume: 382  
Peak hour factor: 0.91  
PM peak hour begins: 16:30  
PM peak volume: 606  
Peak hour factor: 0.95

---
Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255

Volume Report with 24 Hour Totals

Data File: D0524010.PRN
Station: 0000000052123
Identification: 000210321024
Start date: May 24, 06
Stop date: May 24, 06
City/Town: Miami, Florida
County: Dade
Location: North River Drive East of NW 15 Avenue

May 24

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24 Hour Total: 10579
AM peak hour begins: 07:45 AM peak volume: 888 Peak hour factor: 0.83
PM peak hour begins: 16:30 PM peak volume: 807 Peak hour factor: 0.86
Data File : D0523011.PRN  
Station : 000000052122  
Identification : 009701450015  
Interval : 15 minutes  
Start date : May 23, 06  
Start time : 00:00  
Stop date : May 23, 06  
Stop time : 24:00  
City/Town : Miami, Florida  
County : Dade  
Location : North River Drive West of NW 15 Avenue

May 23

Westbound Volume for Lane 1

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24 Hour Total : 4976

AM peak hour begins : 10:30  
AM peak volume : 278  
Peak hour factor : 0.90

PM peak hour begins : 16:45  
PM peak volume : 587  
Peak hour factor : 0.88

May 23

Eastbound Volume for Lane 2

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24 Hour Total : 4334

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AM peak volume : 465  
Peak hour factor : 0.79

PM peak hour begins : 17:00  
PM peak volume : 408  
Peak hour factor : 0.84
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**24 Hour Total**: 9310

AM peak hour begins: 07:30  AM peak volume: 738  Peak hour factor: 0.86
PM peak hour begins: 17:00  PM peak volume: 985  Peak hour factor: 0.86
## Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255

---

**Volume Report with 24 Hour Totals**

---

**Data File:** D0524011.PRN  
**Station:** 000000052122  
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**Interval:** 15 minutes  
**Start date:** May 24, 06  
**Start time:** 00:00  
**Stop date:** May 24, 06  
**Stop time:** 24:00  
**City/Town:** Miami, Florida  
**County:** Dade  
**Location:** North River Drive West of NW 15 Avenue

---

**May 24**

### Westbound Volume for Lane 1

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**24 Hour Total:** 5058

**AM peak hour begins:** 11:15  
**AM peak volume:** 294  
**Peak hour factor:** 0.94

**PM peak hour begins:** 16:30  
**PM peak volume:** 566  
**Peak hour factor:** 0.85

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**May 24**

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**24 Hour Total:** 24444

**AM peak hour begins:** 07:30  
**AM peak volume:** 479  
**Peak hour factor:** 0.98

**PM peak hour begins:** 16:45  
**PM peak volume:** 392  
**Peak hour factor:** 0.85
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PM peak hour begins : 16:30 PM peak volume : 938 Peak hour factor : 0.91
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**May 24**

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**24 Hour Total**: 3163

**AM peak hour begins**: 06:30 **AM peak volume**: 190 **Peak hour factor**: 0.85

**PM peak hour begins**: 16:30 **PM peak volume**: 377 **Peak hour factor**: 0.86

### Eastbound Volume for Lane 2

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**24 Hour Total**: 4198

**AM peak hour begins**: 07:30 **AM peak volume**: 443 **Peak hour factor**: 0.89

**PM peak hour begins**: 16:45 **PM peak volume**: 375 **Peak hour factor**: 0.82
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**24 Hour Total**: 7361

**AM peak hour begins**: 07:30  **AM peak volume**: 631  **Peak hour factor**: 0.90

**PM peak hour begins**: 16:30  **PM peak volume**: 741  **Peak hour factor**: 0.88
# Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

## Volume Report with 24 Hour Totals

Data File: D0523007.PRN
Station: 00000052121
Identification: 009601140065 Interval: 15 minutes
Start date: May 23, 06 Start time: 00:00
Stop date: May 23, 06 Stop time: 24:00
City/Town: Miami, Florida County: Dade
Location: North River Drive East of NW 24 Avenue

### May 23

#### Westbound Volume for Lane 1

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24 Hour Total: 3077
AM peak hour begins: 07:30 AM peak volume: 174 Peak hour factor: 0.89
PM peak hour begins: 17:00 PM peak volume: 374 Peak hour factor: 0.85

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24 Hour Total: 4129
AM peak hour begins: 07:15 AM peak volume: 413 Peak hour factor: 0.85
PM peak hour begins: 17:00 PM peak volume: 374 Peak hour factor: 0.88
Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

Data File : D0523007.PRN
Station : 000000052121
Identification : 009601140065  Interval : 15 minutes
Start date : May 23, 06  Start time : 00:00
Stop date : May 23, 06  Stop time : 24:00
City/Town : Miami, Florida  County : Dade
Location : North River Drive East of NW 24 Avenue

May 23

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24 Hour Total : 7206
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PM peak hour begins : 17:00  PM peak volume : 748  Peak hour factor : 0.87
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24 Hour Total: 17838
AM peak hour begins: 07:30  AM peak volume: 1734  Peak hour factor: 0.90
PM peak hour begins: 13:30  PM peak volume: 1166  Peak hour factor: 0.91

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24 Hour Total: 21400
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PM peak hour begins: 15:45  PM peak volume: 1841  Peak hour factor: 0.87
Traffic Survey Specialists, Inc.  624 Gardenia Terrace
Delray Beach, Florida  33444  Phone (561) 272-3255
Volume Report with 24 Hour Totals

Data File : D0523004.PRN
Station : 000000052129
Identification : 009845970028  Interval : 15 minutes
Start date : May 23, 06  Start time : 00:00
Stop date : May 23, 06  Stop time : 24:00
City/Town : Miami, Florida
County : Dade
Location : NW 17 Avenue Bridge North of S River Dr

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24 Hour Total : 39238
AM peak hour begins : 07:30  AM peak volume : 3073  Peak hour factor : 0.93
PM peak hour begins : 15:45  PM peak volume : 2958  Peak hour factor : 0.94
### Traffic Survey Specialists, Inc.  624 Gardenia Terrace
Delray Beach, Florida  33444  Phone (561) 272-3255

**Volume Report with 24 Hour Totals**

--------------------------

Data File : D0524004.PRN
Station : 000000052129
Identification : 009845970028
Interval : 15 minutes
Start date : May 24, 06
Start time : 00:00
Stop date : May 24, 06
Stop time : 24:00
City/Town : Miami, Florida
County : Dade
Location : NW 17 Avenue Bridge North of S River Dr

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**May 24**

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**24 Hour Total** : 17640

**AM peak hour begins : 07:15**  **AM peak volume : 1672**  **Peak hour factor : 0.88**

**PM peak hour begins : 13:45**  **PM peak volume : 1153**  **Peak hour factor : 0.96**

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**May 24**

**Southbound Volume for Lane 2**

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**24 Hour Total** : 21391

**AM peak hour begins : 10:45**  **AM peak volume : 1423**  **Peak hour factor : 0.83**

**PM peak hour begins : 16:30**  **PM peak volume : 1867**  **Peak hour factor : 0.87**

-------------------------------
**Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255**

**Volume Report with 24 Hour Totals**

---

**Data File**: D0524004.PRN

**Station**: 000000052129

**Identification**: 009845970028

**Interval**: 15 minutes

**Start date**: May 24, 06

**Start time**: 00:00

**Stop date**: May 24, 06

**Stop time**: 24:00

**City/Town**: Miami, Florida

**County**: Dade

**Location**: NW 17 Avenue Bridge North of S River Dr

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**May 24**

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**24 Hour Total**: 39031

**AM peak hour begins**: 07:30

**AM peak volume**: 2925

**Peak hour factor**: 0.93

**PM peak hour begins**: 16:30

**PM peak volume**: 2884

**Peak hour factor**: 0.91

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**24 Hour Total:** 16270

AM peak hour begins: 06:30 AM peak volume: 1319 Peak hour factor: 0.89
PM peak hour begins: 16:30 PM peak volume: 1369 Peak hour factor: 0.97

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**24 Hour Total:** 15070

AM peak hour begins: 06:30 AM peak volume: 1303 Peak hour factor: 0.92
PM peak hour begins: 17:45 PM peak volume: 1157 Peak hour factor: 0.83
Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida  33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

Data File  : D0524009.PRN
Station     : 0000000052130
Identification: 004117430002  
Interval     : 15 minutes
Start date  : May 24, 06
Start time  : 00:00
Stop date   : May 24, 06
Stop time   : 24:00
City/Town   : Miami, Florida
County      : Dade
Location    : NW 22 Avenue Bridge South of NW 18 St

May 24
Total Volume for All Lanes

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24 Hour Total  : 31340
AM peak hour begins : 06:30 AM peak volume : 2622 Peak hour factor : 0.90
PM peak hour begins : 17:45 PM peak volume : 2459 Peak hour factor : 0.76
**Traffic Survey Specialists, Inc. 624 Gardenia Terrace**
**Delray Beach, Florida 33444 Phone (561) 272-3255**

*Volume Report with 24 Hour Totals*

---

**Data File**: D0523009.PRN  **Interval**: 15 minutes
**Station**: 000000052130  **Start date**: May 23, 06  **Start time**: 00:00
**Identification**: 004117430002  **Stop date**: May 23, 06  **Stop time**: 24:00
**City/Town**: Miami, Florida  **County**: Dade
**Location**: NW 22 Avenue Bridge South of NW 18 St

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### May 23

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| Hr Total | 70 | 42 | 27 | 28 | 65 | 124| 609| 1104| 1083| 964| 820| 852|

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| Hr Total | 891| 889| 917| 1072| 1325| 1363| 1118| 790| 596| 425| 293| 186|

**24 Hour Total**: 15653  **AM peak hour begins**: 07:15  **AM peak volume**: 1147  **Peak hour factor**: 0.94
**PM peak hour begins**: 17:15  **PM peak volume**: 1590  **Peak hour factor**: 0.74

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#### Northbound Volume for Lane 2

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| Hr Total | 834| 872| 986| 1203| 1098| 991| 674| 580| 520| 370| 215| 87 |

**24 Hour Total**: 14809  **AM peak hour begins**: 07:15  **AM peak volume**: 1051  **Peak hour factor**: 0.92
**PM peak hour begins**: 17:15  **PM peak volume**: 1268  **Peak hour factor**: 0.87

---
# Traffic Survey Specialists, Inc. 624 Gardenia Terrace Delray Beach, Florida 33444 Phone (561) 272-3255

Volume Report with 24 Hour Totals

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**May 23**

Total Volume for All Lanes

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Hr Total | 1725| 1761| 1817| 2058| 2528| 2461| 2109| 1464| 1176| 945 | 663 | 401 |

24 Hour Total : 30462

AM peak hour begins : 07:15 AM peak volume : 2198 Peak hour factor : 0.98
PM peak hour begins : 17:15 PM peak volume : 2858 Peak hour factor : 0.79

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Identification: 009701450036
Interval: 15 minutes
Start date: Jun 1, 06
Start time: 00:00
Stop date: Jun 1, 06
Stop time: 24:00
City/Town: Miami, FL
County: Dade
Location: South River Drive East of NW 10th Avenue

Jun 1

### Westbound Volume for Lane 1

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**24 Hour Total:** 2366

**AM peak hour begins:** 11:15
**AM peak volume:** 148
**Peak hour factor:** 0.90

**PM peak hour begins:** 15:45
**PM peak volume:** 191
**Peak hour factor:** 0.85

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**24 Hour Total:** 2332

**AM peak hour begins:** 07:30
**AM peak volume:** 183
**Peak hour factor:** 0.95

**PM peak hour begins:** 16:00
**PM peak volume:** 192
**Peak hour factor:** 0.77
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**24 Hour Total**: 4698

**AM peak hour begins**: 07:30  **AM peak volume**: 327  **Peak hour factor**: 0.95

**PM peak hour begins**: 15:45  **PM peak volume**: 379  **Peak hour factor**: 0.80
### Traffic Survey Specialists, Inc. 624 Gardenia Terrace
### Delray Beach, Florida 33444 Phone (561) 272-3255
### Volume Report with 24 Hour Totals

**Data File**: D0523006.PRN  
**Station**: 000000052126  
**Identification**: 009600650037  
**Interval**: 15 minutes  
**Start Date**: May 23, 06  
**Start Time**: 00:00  
**Stop Date**: May 23, 06  
**Stop Time**: 24:00  
**City/Town**: Miami, Florida  
**County**: Dade  
**Location**: South River Drive North of NW 2 Street

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### May 23

#### Northbound Volume for Lane 1

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**24 Hour Total**: 570  
**AM peak hour begins**: 08:15  
**AM peak volume**: 59  
**Peak hour factor**: 0.78  
**PM peak hour begins**: 15:15  
**PM peak volume**: 62  
**Peak hour factor**: 0.97

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### May 23

#### Southbound Volume for Lane 2

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**24 Hour Total**: 1487  
**AM peak hour begins**: 07:15  
**AM peak volume**: 124  
**Peak hour factor**: 0.89  
**PM peak hour begins**: 17:00  
**PM peak volume**: 116  
**Peak hour factor**: 0.88
### Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255

Volume Report with 24 Hour Totals

Data File: D0523006.PRN
Station: 000000052126
Identification: 009600650037
Start date: May 23, 06
Start time: 00:00
Stop date: May 23, 06
Stop time: 24:00
City/Town: Miami, Florida
County: Dade
Location: South River Drive North of NW 2 Street

**May 23**

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24 Hour Total: 2157
AM peak hour begins: 07:30  AM peak volume: 167  Peak hour factor: 0.93
PM peak hour begins: 17:15  PM peak volume: 174  Peak hour factor: 0.97
Data File : D0524006.PRN
Station : 000000052126
Identification : 009600650037
Start date : May 24, 06
Stop date : May 24, 06
Start time : 00:00
Stop time : 24:00
City/Town : Miami, Florida
County : Dade
Location : South River Drive North of NW 2 Street

May 24

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| Hr Total | 175 | 137 | 162 | 124 | 145 | 176 | 154 | 137 | 74 | 88 | 60 | 37 |

24 Hour Total : 2287
AM peak hour begins : 11:30
AM peak volume : 177
Peak hour factor : 0.79
PM peak hour begins : 17:00
PM peak volume : 176
Peak hour factor : 0.86
Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

Data File : D0523008.PRN
Station : 0000000052127
Identification : 000058410089 Interval : 15 minutes
Start date : May 23, 06 Start time : 00:00
Stop date : May 23, 06 Stop time : 24:00
City/Town : Miami, Florida County : Dade
Location : SW 2 Avenue South of SW 3 Street

May 23

Northbound Volume for Lane 1

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PM peak hour begins : 12:45 PM peak volume : 497 Peak hour factor : 0.94

Southbound Volume for Lane 2

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24 Hour Total : 5872
AM peak hour begins : 11:30 AM peak volume : 500 Peak hour factor : 0.85
PM peak hour begins : 16:30 PM peak volume : 685 Peak hour factor : 0.88
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**Identification:** 000058410089  
**Interval:** 15 minutes  
**Start date:** May 23, 06  
**Start time:** 00:00  
**Stop date:** May 23, 06  
**Stop time:** 24:00  
**City/Town:** Miami, Florida  
**County:** Dade  
**Location:** SW 2 Avenue South of SW 3 Street

---

### May 23  
**Total Volume for All Lanes**

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**Hr Total:** 76 | 42 | 36 | 28 | 29 | 95 | 392| 769| 925| 831| 696| 796

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**Hr Total:** 877| 892| 772| 819| 893| 1026| 614| 359| 259| 191| 174| 107

**14 Hour Total:** 11698  
**AM peak hour begins:** 08:15  
**AM peak volume:** 949  
**Peak hour factor:** 0.96  
**PM peak hour begins:** 16:30  
**PM peak volume:** 1063  
**Peak hour factor:** 0.88
APPENDIX C:
Growth Trend Analyses
TRAFFIC TRENDS
SR9/NW 27 AVE -- 200' S of SR 836/DOLPHIN EXPWY

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** Annual Trend Increase: 2,000
Trend R-squared: 81.3%
Trend Annual Historic Growth Rate: 3.61%
Trend Growth Rate (2004 to Design Year): 3.15%
Printed: 29-Aug-06

*Axle-Adjusted
TRAFFIC TRENDS
SR 7/US-441/NW 7 AVE -- 200' N of NW 6 ST

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** Annual Trend Increase: 130
Trend R-squared: 4.7%
Trend Annual Historic Growth Rate: 0.98%
Trend Growth Rate (2004 to Design Year): 0.79%

Printed: 29-Aug-06

Straight Line Growth Option

County: Miami-Dade
Station #: 87-5003
Highway: SR 7/US-441/NW 7 AVE

2006 Opening Year Trend
2006 N/A 16100

2007 Mid-Year Trend
2007 N/A 16300

2008 Design Year Trend
2008 N/A 16400

TRANPLAN Forecasts/Trends

*Axle-Adjusted
Traffic Trends

SR 5/US-1 - 200'E of SE 2 AVE on SE 4 ST

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**Observed**

**Fitted Curve**

Average Daily Traffic (Vehicles/day)

**Traffic (ADT/AADT)**

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**Trend**

**Forecast**

*Axle-Adjusted*
APPENDIX D:
Peak Season
Conversion Factor Table
### MIAMI-DADE NORTH

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**Note:** "*" indicates peak season week
APPENDIX E:
Volume Development
Worksheets
# Volume Development Sheet

## S Miami Avenue & SW 7th Street

### AM Peak Hour

<table>
<thead>
<tr>
<th>Description</th>
<th>S Miami Avenue Southbound</th>
<th>SW 7th Street Westbound</th>
<th>S Miami Avenue Northbound</th>
<th>SW 7th Street Eastbound</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Left</td>
<td>Through</td>
<td>Right</td>
<td>Left</td>
</tr>
<tr>
<td>2006 Existing Traffic</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
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<td>1.02</td>
<td>1.02</td>
<td>1.02</td>
</tr>
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### PM Peak Hour

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<th>SW 7th Street Eastbound</th>
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</thead>
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<td>Left</td>
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<td>2004 Existing Traffic</td>
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<td>1.8%</td>
<td>1.8%</td>
<td>1.8%</td>
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<tr>
<td>2006 Peak Season</td>
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<td>0</td>
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# VOLUME DEVELOPMENT SHEET

## SW 1st Avenue & SW 7th Street

### AM PEAK HOUR

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### PM PEAK HOUR

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# VOLUME DEVELOPMENT SHEET

## SW 2nd Avenue & SW 7th Street

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<td>Left</td>
<td>Through</td>
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Kimley-Horn and Associates, Inc.

## VOLUME DEVELOPMENT SHEET

### SW 2nd Avenue & SW 3rd Street

#### AM PEAK HOUR

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# VOLUME DEVELOPMENT SHEET

## NW 12th Avenue & NW 7th Street

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<td>Right</td>
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<tr>
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## VOLUME DEVELOPMENT SHEET

**NW 12th Avenue & NW 11th Street**  
**AM PEAK HOUR**

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<td>Through Right</td>
<td>U-Turn Left</td>
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<td>U-Turn Left</td>
<td>Through Right</td>
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</tr>
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## PM PEAK HOUR

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# VOLUME DEVELOPMENT SHEET

## NW 17th Avenue & South River Drive

### AM PEAK HOUR

<table>
<thead>
<tr>
<th>Description</th>
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<th>SW 2nd Avenue Northbound</th>
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<tr>
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# VOLUME DEVELOPMENT SHEET

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### AM PEAK HOUR

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### PM PEAK HOUR

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# VOLUME DEVELOPMENT SHEET

**NW 22nd Avenue & NW 14th Street/ S River Dr**

**AM PEAK HOUR**

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<td><strong>Eastbound</strong></td>
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<td><strong>Left</strong></td>
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**PM PEAK HOUR**

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# VOLUME DEVELOPMENT SHEET

NW 22nd Avenue & Nortn River Drive

**AM PEAK HOUR**

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# VOLUME DEVELOPMENT SHEET

**NW 27th Avenue & NW 17th Street**

**AM PEAK HOUR**

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NW 27th Avenue & NW 20th Street/N River Dr
AM PEAK HOUR

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PM PEAK HOUR

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Kimley-Horn and Associates, Inc.
APPENDIX F:
Existing Conditions (2006)
SYNCHRO 6.0 Outputs
2006 A.M. Peak Hour

Existing Timings
### Movement

#### Lane Configurations

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<th>Movement</th>
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<th>EBR</th>
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<td>4988</td>
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#### Intersection Summary

- **HCM Average Control Delay**: 18.8
- **HCM Volume to Capacity ratio**: 0.33
- **Actuated Cycle Length (s)**: 89.2
- **Intersection Capacity Utilization**: 34.7%
- **Analysis Period (min)**: 15
- **Critical Lane Group**: c
- **HCM Level of Service**: B
- **Sum of lost time (s)**: 8.0
- **ICU Level of Service**: A
## HCM Signalized Intersection Capacity Analysis

### Existing Conditions

#### 3: SW 7th Street & SW 1st Avenue

#### AM Peak Hour Traffic

<table>
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<tr>
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<th>WBL</th>
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<tr>
<td>Ideal Flow (vph)</td>
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| Approach Delay (s) | 0.0 | 6.8 | 0.0 | 8.1 |

#### Approach LOS

| Approach LOS | A | A | A |

#### Intersection Summary

| HCM Average Control Delay | 7.3 |
| HCM Volume to Capacity ratio | 0.39 |
| Actuated Cycle Length (s) | 32.3 |
| Intersection Capacity Utilization | 32.1% |
| Analysis Period (min) | 15 |

---

G:\040829010-Mia River Corridor\Calcs\Synchro\SW 7 St & SW 1st Ave_AM.sy7

Synchro 6 Report

Kimley-Horn and Associates, Inc.

5/18/2007
### HCM Signalized Intersection Capacity Analysis

**3: SW 7th Street & SW 2nd Avenue**

**Existing Conditions**

**AM Peak Hour Traffic**

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**Intersection Summary**

- **HCM Average Control Delay**: 11.4
- **HCM Level of Service**: B
- **HCM Volume to Capacity ratio**: 0.49
- **Actuated Cycle Length (s)**: 47.1
- **Sum of lost time (s)**: 8.0
- **Intersection Capacity Utilization**: 49.1%
- **ICU Level of Service**: A
- **Analysis Period (min)**: 15

**c Critical Lane Group**
### Existing Conditions
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G:\040829010-Mia River Corridor\Calcs\Synchro\SW 3 St & SW 2 Ave_AM.sy7
Synchro 6 Report
Kimley-Horn and Associates, Inc.
5/18/2007
### HCM Signalized Intersection Capacity Analysis

**3: NW 7th Street & NW 12th Avenue**

#### Existing Conditions

**AM Peak Hour Traffic**

#### Movement and Lane Configurations

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#### Ideal Flow (vphpl)

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#### Satd. Flow (perm)

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#### Volume (vph)

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#### Peak-hour factor, PHF

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#### Turn Type

- Protected Phases: Split, Split, Perm
- Permitted Phases: Split, Split, Perm

#### Actuated Green, G (s)

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#### Intersection Summary

- **HCM Average Control Delay** 30.7
- **HCM Level of Service** C
- **HCM Volume to Capacity ratio** 0.75
- **Actuated Cycle Length (s)** 95.5
- **Sum of lost time (s)** 12.0
- **Intersection Capacity Utilization** 66.0%
- **ICU Level of Service** C
- **Analysis Period (min)** 15
- **c** Critical Lane Group

---

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Synchro 6 Report

Kimley-Horn and Associates, Inc.

5/18/2007
### HCM Signalized Intersection Capacity Analysis

**Existing Conditions**

**3: NW 11th Street & NW 12th Avenue**

#### AM Peak Hour Traffic

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**Volume (vph)**

- 230 267 118 206 149 152 0 1475 258 15 65 607
- 0.81 0.81 0.81 0.88 0.88 0.88 0.90 0.90 0.90 0.87 0.87 0.87

**Peak-hour factor, PHF**

- 0.81 0.81 0.81 0.88 0.88 0.88 0.90 0.90 0.90 0.87 0.87 0.87

**Adj. Flow (vph)**

- 284 330 146 234 169 234 234 1906 0 0 92 698

**RTOR Reduction (vph)**

- 0 51 0 0 114 0 0 20 0 0 0 0

**Lane Group Flow (vph)**

- 284 425 0 234 228 0 0 1906 0 0 92 698

**Turn Type**

- pm+pt pm+pt pm+pt pm+pt pm+pt

**Protected Phases**

- 7 4 3 8 7 4 3 8 7 4 3 8 7 4 3 8 7

**Permitted Phases**

- 4 8 4 8 4 8 4 8 4 8 4 8 4 8 4 8 4 8

**Actuated Green, G (s)**

- 27.5 17.5 27.5 17.5 50.7 59.7 59.7

**Effective Green, g (s)**

- 27.5 18.5 27.5 18.5 50.7 59.7 59.7

**Actuated g/C Ratio**

- 0.28 0.19 0.28 0.19 0.51 0.60 0.60

**Clearance Time (s)**

- 3.0 5.0 3.0 5.0 4.0 3.0 3.0

**Vehicle Extension (s)**

- 3.0 3.0 3.0 3.0 3.0 3.0 3.0

**Lane Grp Cap (vph)**

- 299 630 246 610 2541 164 2130

**v/s Ratio Prot**

- 0.09 0.14 0.09 0.10 0.39 0.39 0.39

**v/s Ratio Perm**

- 0.18 0.18 0.18 0.18 0.18 0.18 0.18

**v/c Ratio**

- 0.95 0.67 0.95 0.37 0.75 0.56 0.33

**Uniform Delay, d1**

- 33.3 37.5 32.1 35.3 19.2 15.2 9.8

**Progression Factor**

- 1.00 1.00 1.00 1.00 1.00 1.00 1.00

**Incremental Delay, d2**

- 38.2 2.9 43.8 0.4 2.1 4.3 0.4

**Delay (s)**

- 71.6 40.4 76.0 35.7 21.3 19.6 10.2

**Level of Service**

- E D E D C B B

**Approach Delay (s)**

- 52.1 52.0 21.3 11.0

**Approach LOS**

- D D C B

---

### Intersection Summary

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**Intersection Summary**

- HCM Average Control Delay: 10.1
- HCM Level of Service: B
- HCM Volume to Capacity ratio: 0.66
- Actuated Cycle Length (s): 88.4
- Sum of lost time (s): 4.0
- Intersection Capacity Utilization: 69.2%
- ICU Level of Service: C
- Analysis Period (min): 15

G:\040829010-Mia River Corridor\Calcs\Synchro\NW 17 Ave & S River Drive_AM.sy7
Synchro 6 Report
Kimley-Horn and Associates, Inc.
5/18/2007
# HCM Signalized Intersection Capacity Analysis

## Existing Conditions

### AM Peak Hour Traffic

#### Movement

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<th>EBL</th>
<th>EBT</th>
<th>EBR</th>
<th>WBL</th>
<th>WBT</th>
<th>NBL</th>
<th>NBT</th>
<th>SBL</th>
<th>SBT</th>
<th>SBR</th>
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</thead>
</table>

- **Lane Configurations**
  - Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
  - Total Lost time (s) | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  |
  - Lane Util. Factor | 0.95 | 1.00 | 0.96 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 1.00 |
  - Frt | 1.00 | 0.85 | 0.96 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 1.00 |
  - Flt Protected | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |
  - Satd. Flow (prot) | 3539 | 1583 | 1791 | 1770 | 3539 | 1583 | 1770 | 1770 | 1857 | 1857 |
  - Flt Permitted | 0.95 | 1.00 | 1.00 | 0.29 | 1.00 | 1.00 | 0.41 | 1.00 | 1.00 | 1.00 |
  - Satd. Flow (perm) | 3378 | 1583 | 1791 | 531  | 3539 | 1583 | 768  | 768  | 768  | 768  |

#### Volume (vph) | 1  | 358 | 247 | 0  | 74  | 29  | 141  | 568  | 1006 | 61  | 559  |

- Peak-hour factor, PHF | 0.91 | 0.91 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.91 | 0.91 |
- Adj. Flow (vph) | 1  | 393 | 271 | 0  | 83  | 33  | 157  | 631  | 1118 | 61  | 614  |
- RTOR Reduction (vph) | 0  | 0  | 218 | 0  | 17  | 0  | 0    | 218  | 17   | 0   | 1    |
- Lane Group Flow (vph) | 0  | 394 | 53  | 0  | 99  | 0  | 157  | 631  | 1076 | 61  | 627  |

#### Turn Type

<table>
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<tr>
<th>Turn Type</th>
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<th>pm+pt</th>
<th>Perm</th>
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<td>Permitted Phases</td>
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<td>6</td>
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- Actuated Green, G (s) | 15.5 | 15.5 | 15.5 | 58.1 | 58.1 | 58.1 | 49.1 | 49.1 |
- Effective Green, g (s) | 16.5 | 16.5 | 16.5 | 59.1 | 59.1 | 59.1 | 50.1 | 50.1 |
- Actuated g/C Ratio | 0.20 | 0.20 | 0.20 | 0.71 | 0.71 | 0.71 | 0.60 | 0.60 |
- Clearance Time (s) | 5.0   | 5.0   | 5.0   | 3.0   | 5.0   | 5.0   | 5.0   |
- Vehicle Extension (s) | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
- Lane Grp Cap (vph) | 667   | 312   | 353   | 449   | 2502  | 1119  | 460   | 1113 |

- v/s Ratio Prot | 0.06 | 0.02 | 0.18 | 0.34 |
- v/s Ratio Perm | 0.12 | 0.17 | 0.23 | 0.71 | 0.09 |
- v/c Ratio | 0.59 | 0.17 | 0.28 | 0.35 | 0.25 | 0.96 | 0.15 | 0.56 |
- Uniform Delay, d1 | 30.5 | 27.9 | 28.5 | 6.3  | 11.2 | 7.4  | 10.1 |
- Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
- Incremental Delay, d2 | 1.4  | 0.3  | 0.4  | 0.5  | 0.2  | 19.1 | 0.7  | 2.1 |
- Delay (s) | 31.9 | 28.1 | 28.9 | 6.8  | 4.6  | 30.3 | 8.0  | 12.2 |
- Level of Service | C    | C    | C    | A    | A    | C    | A    |
- Approach Delay (s) | 30.4 | 28.9 | 19.9 | 11.8 |
- Approach LOS | C    | C    | B    | B    |

### Intersection Summary

- HCM Average Control Delay | 20.6 |
- HCM Volume to Capacity ratio | 0.97 |
- Actuated Cycle Length (s) | 83.6 |
- Intersection Capacity Utilization | 85.6% |
- Analysis Period (min) | 15 |

- Critical Lane Group

---

G:\040829010-Mia River Corridor\Calcs\Synchro\NW 17 Ave & N River Drive_AM.sy7

Synchro 6 Report
Kimley-Horn and Associates, Inc.

5/18/2007
## HCM Signalized Intersection Capacity Analysis
### Existing Conditions
#### 4: NW 14th Street & NW 22nd Avenue

**AM Peak Hour Traffic**

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<tr>
<th>Movement</th>
<th>EBL</th>
<th>EBT</th>
<th>EBR</th>
<th>WBL</th>
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<td>1900</td>
<td>1900</td>
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<td>1900</td>
<td>1900</td>
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<td>20</td>
<td>111</td>
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<tr>
<td>Adj. Flow (vph)</td>
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<td>221</td>
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<td>27</td>
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</table>

**Protected Phases**
- Perm
- Perm
- Perm
- pm+pt
- Perm

**Permitted Phases**
- 4
- 8
- 8
- 8
- 2
- 6

**Actuated Green, G (s)**
- 26.5
- 26.5
- 26.5
- 61.1
- 61.1
- 53.1
- 53.1

**Effective Green, g (s)**
- 27.5
- 27.5
- 27.5
- 63.1
- 63.1
- 55.1
- 55.1

**Actuated g/C Ratio**
- 0.28
- 0.28
- 0.28
- 0.64
- 0.64
- 0.56
- 0.56

**Clearance Time (s)**
- 5.0
- 5.0
- 5.0
- 3.0
- 6.0
- 6.0
- 6.0

**Vehicle Extension (s)**
- 3.0
- 3.0
- 3.0
- 3.0
- 3.0
- 3.0
- 3.0

**Lane Grp Extension (vph)**
- 383
- 443
- 434
- 442
- 165
- 2261
- 316
- 1915

**v/s Ratio Prot**
- 0.14
- 0.02
- 0.02
- 0.02
- c0.01
- 0.36
- 0.42

**v/s Ratio Perm**
- c0.25
- 0.02
- 0.02
- 0.02
- 0.01
- 0.03
- 0.03

**v/c Ratio**
- 0.91
- 0.26
- 0.07
- 0.07
- 0.75
- 0.41
- 0.06
- 0.74

**Uniform Delay, d1**
- 34.3
- 27.6
- 26.1
- 25.8
- 15.0
- 6.8
- 9.9
- 16.4

**Progression Factor**
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00
- 1.00

**Incremental Delay, d2**
- 24.2
- 0.3
- 0.1
- 0.1
- 0.1
- 0.1
- 0.1

**Delay (s)**
- 58.5
- 27.9
- 24.2
- 25.8
- 31.6
- 9.2
- 10.3
- 19.1

**Level of Service**
- E
- C
- C
- C
- C
- A
- B
- B

**Approach Delay (s)**
- 46.4
- 26.0
- 11.8
- 19.0

**Approach LOS**
- D
- C
- B
- B

**Intersection Summary**

<table>
<thead>
<tr>
<th>HCM Average Control Delay</th>
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<tr>
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*G:\040829010-Mia River Corridor\Calcs\Synchro\NW 14th St & NW 22 Ave & S River Drive_AM.sy7* 
*Synchro 6 Report* 
*Kimley-Horn and Associates, Inc.*

5/18/2007
### HCM Unsignalized Intersection Capacity Analysis

#### 3: North River Drive & NW 22nd Avenue

**AM Peak Hour Traffic**

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<thead>
<tr>
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<th>WBL</th>
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<tr>
<td><strong>Lane Configurations</strong></td>
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<td><strong>Sign Control</strong></td>
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<td>0%</td>
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<td>0%</td>
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<tr>
<td><strong>Volume (veh/h)</strong></td>
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<td>476</td>
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<td>5</td>
<td>272</td>
<td>22</td>
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<td>0.86</td>
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<td><strong>Hourly flow rate (vph)</strong></td>
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<td>567</td>
<td>4</td>
<td>6</td>
<td>316</td>
<td>26</td>
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</tbody>
</table>

**Pedestrians**

- **Walking Speed (ft/s)**
  - Right turn flare (veh)
  - Median type
  - Median storage veh
  - Upstream signal (ft)
  - pX, platoon unblocked
  - vC, conflicting volume
  - vC1, stage 1 conf vol
  - vC2, stage 2 conf vol
  - vCu, unblocked vol
  - tC, single (s)
  - tC, 2 stage (s)
  - tF (s)
  - p0 queue free %
  - cM capacity (veh/h)

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<th>EB 1</th>
<th>EB 2</th>
<th>EB 3</th>
<th>WB 1</th>
<th>NB 1</th>
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<tr>
<td><strong>Volume Total</strong></td>
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<td>567</td>
<td>4</td>
<td>348</td>
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<td><strong>Volume Left</strong></td>
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<td>C</td>
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</table>

**Intersection Summary**

- **Average Delay** 0.3
- **Intersection Capacity Utilization**
- **ICU Level of Service** H
- **Analysis Period (min)** 15

---

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Synchro 6 Report
Kimley-Horn and Associates, Inc.
5/18/2007
### HCM Signalized Intersection Capacity Analysis

#### 3: NW 17th Street & NW 27th Avenue

**Existing Conditions**

**AM Peak Hour Traffic**

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<td>1900</td>
<td>1900</td>
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#### Turn Type

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<tr>
<td>Permitted Phases</td>
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#### Actuated Green, G (s)

| Actuated Green, G (s) | 17.1 | 17.1 | 89.1 | 89.1 | 81.1 |
| Effective Green, g (s) | 18.1 | 18.1 | 90.1 | 90.1 | 82.1 |

#### Clearance Time (s)

| Clearance Time (s) | 5.0 | 5.0 | 3.0 | 5.0 | 5.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |

#### Lane Grp Cap (vph)

| Lane Grp Cap (vph) | 535 | 247 | 156 | 3943 | 3544 |

#### v/s Ratio

| v/s Ratio Prot | 0.10 | c0.05 | 0.36 | 0.40 |
| v/s Ratio Perm | 0.15 | c0.97 | | |

#### v/c Ratio

| v/c Ratio | 0.65 | 0.68 | 1.31 | 0.47 | 0.56 |

#### Uniform Delay, d1

| Uniform Delay, d1 | 46.1 | 46.3 | 19.9 | 4.6 | 8.3 |

#### Progression Factor

| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

#### Incremental Delay, d2

| Incremental Delay, d2 | 2.8 | 7.1 | 176.9 | 0.4 | 0.6 |

#### Delay (s)

| Delay (s) | 48.9 | 53.4 | 196.7 | 5.0 | 8.9 |

#### Level of Service

| Level of Service | D | D | F | A | A |
| Approach Delay (s) | 50.7 | 24.2 | 8.9 |

#### Approach LOS

| Approach LOS | D | C | A |

#### Intersection Summary

| HCM Average Control Delay | 21.0 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 1.24 | | |
| Actuated Cycle Length (s) | 116.2 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 72.3% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

---

G:\040829010-Mia River Corridor\Calcs\Synchro\NW 27 Ave & NW 17th St_AM.sy7

Synchro 6 Report

Kimley-Horn and Associates, Inc.

5/18/2007
### HCM Signalized Intersection Capacity Analysis

#### Existing Conditions

4: NW 20th Street/N.River Drive & NW 27th Avenue

AM Peak Hour Traffic

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<th>Movement</th>
<th>EBL</th>
<th>EBT</th>
<th>EBR</th>
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<td>1583</td>
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<td>D</td>
<td>C</td>
<td>F</td>
<td>C</td>
<td>D</td>
<td>C</td>
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</tbody>
</table>

#### Intersection Summary

- HCM Average Control Delay: 40.8 | HCM Level of Service: D
- HCM Volume to Capacity ratio: 1.06
- Actuated Cycle Length (s): 118.9 | Sum of lost time (s): 12.0
- Intersection Capacity Utilization: 79.4% | ICU Level of Service: D
- Analysis Period (min): 15

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Synchro 6 Report
Kimley-Horn and Associates, Inc.
5/18/2007
HCM Signalized Intersection Capacity Analysis
4: NW 20th Street/N.River Drive & NW 27th Avenue

Existing Conditions
AM Peak Hour Traffic

Movement SBR

Lane Configurations
Ideal Flow (vphpl) 1900
Total Lost time (s)
Lane Util. Factor
Frt
Flt Protected
Satd. Flow (prot)
Flt Permitted
Satd. Flow (perm)
Volume (vph) 15
Peak-hour factor, PHF 0.93
Adj. Flow (vph) 16
RTOR Reduction (vph) 0
Lane Group Flow (vph) 0

Turn Type
Protected Phases
Permitted Phases
Actuated Green, G (s)
Effective Green, g (s)
Actuated g/C Ratio
Clearance Time (s)
Vehicle Extension (s)
Lane Grp Cap (vph)
v/s Ratio Prot
v/s Ratio Perm
v/c Ratio
Uniform Delay, d1
Progression Factor
Incremental Delay, d2
Delay (s)
Level of Service
Approach Delay (s)
Approach LOS

Intersection Summary
### HCM Signalized Intersection Capacity Analysis

**Existing Conditions**

### AM Peak Hour Traffic

#### Movement Lane Configurations

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<th>EBL</th>
<th>EBT</th>
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#### Ideal Flow (vphpl)

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#### Total Lost time (s)

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#### Lane Util. Factor

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#### Flt Protected

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#### Satd. Flow (prot)

<table>
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<th>3539</th>
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#### Satd. Flow (perm)

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#### Volume (vph)

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<th>Traffic</th>
<th>20</th>
<th>713</th>
<th>447</th>
<th>254</th>
<th>458</th>
<th>81</th>
<th>256</th>
<th>1240</th>
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#### Peak-hour factor, PHF

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#### Adj. Flow (vph)

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<th>476</th>
<th>285</th>
<th>515</th>
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<th>395</th>
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#### Lane Group Flow (vph)

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#### Turn Type

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<th>Prot</th>
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#### Actuated Green, G (s)

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#### Effective Green, g (s)

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#### Clearance Time (s)

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#### Lane Grp Cap (vph)

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<th>955</th>
<th>427</th>
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<th>230</th>
<th>2057</th>
<th>640</th>
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#### v/s Ratio Prot

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#### v/s Ratio Perm

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#### v/c Ratio

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<th>0.79</th>
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<th>0.48</th>
<th>1.15</th>
<th>0.62</th>
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#### Uniform Delay, d1

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#### Progression Factor

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#### Incremental Delay, d2

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<th>9.9</th>
<th>0.3</th>
<th>105.0</th>
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#### Delay (s)

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#### Level of Service

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<th>E</th>
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#### Approach Delay (s)

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#### Intersection Summary

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<th>HCM Volume to Capacity ratio</th>
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<th>Actuated Cycle Length (s)</th>
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### Movement

**LANE CONFIGURATIONS**

Ideal Flow (vphpl) 1900

**LANE UTIL. FACTOR**

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<th>Lane Type</th>
<th>Frt</th>
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<th>Satd. Flow (prot)</th>
<th>Flt Permitted</th>
<th>Satd. Flow (perm)</th>
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</table>

**VOLUME (vph)** 15

**PEAK-HOUR FACTOR, PHF** 0.93

**ADJ. FLOW (vph)** 16

**RTOR REDUCTION (vph)** 0

**LANE GROUP FLOW (vph)** 0

### Turn Type

**ACTUATED PHASES**

**PERMITTED PHASES**

<table>
<thead>
<tr>
<th>Actuated Green, G (s)</th>
<th>Effective Green, g (s)</th>
<th>Actuated g/C Ratio</th>
<th>Clearance Time (s)</th>
<th>Vehicle Extension (s)</th>
<th>Lane Grp Cap (vph)</th>
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</table>

**v/s RATIO Prot**

**v/s RATIO Perm**

**v/c Ratio**

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<th>Progression Factor</th>
<th>Incremental Delay, d2</th>
<th>Delay (s)</th>
<th>Level of Service</th>
<th>Approach Delay (s)</th>
<th>Approach LOS</th>
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### Intersection Summary

---

G:\040829010-Mia River Corridor\Calcs\Synchro\NW 27 Ave & NW 20th St_AM.sy7

Synchro 6 Report

Kimley-Horn and Associates, Inc.

5/18/2007
2006 P.M. Peak Hour

Existing Timings
### HCM Signalized Intersection Capacity Analysis

#### Existing Conditions

**3: SW 7th Street & S Miami Avenue**

**PM Peak Hour Traffic**

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|          |     |     |     |     |     |     |     |     |     |     |     |     |     |

- **Lane Configurations**
- **Ideal Flow (vphpl)**: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
- **Total Lost time (s)**: 4.0 4.0 4.0
- **Lane Util. Factor**
  - Frt: 0.95 1.00 0.91
  - Flt Protected: 1.00 1.00 0.97
- **Satd. Flow (prot)**: 3539 1583 4933
- **Satd. Flow (perm)**: 3539 1583 4933
- **Volume (vph)**: 0 0 0 0 1154 110 559 345 0 0 0 0 0
- **Peak-hour factor, PHF**
  - 0.25 0.25 0.25 0.93 0.93 0.93 0.80 0.80 0.80 0.25 0.25 0.25
- **Adj. Flow (vph)**: 0 0 0 0 1241 118 699 431 0 0 0 0 0
- **RTOR Reduction (vph)**: 0 0 0 0 0 69 0 12 0 0 0 0 0
- **Lane Group Flow (vph)**: 0 0 0 0 1241 49 0 1118 0 0 0 0 0
- **Turn Type**
  - **Perm**
  - **Permit**
- **Protected Phases**: 8
- **Permitted Phases**: 8 2
- **Actuated Green, G (s)**: 31.5 31.5 37.1
- **Effective Green, g (s)**: 32.5 32.5 37.1
- **Actuated g/C Ratio**: 0.42 0.42 0.48
- **Clearance Time (s)**: 5.0 5.0 4.0
- **Vehicle Extension (s)**: 3.0 3.0 3.0
- **Lane Grp Cap (vph)**: 1482 663 2358
- **v/s Ratio Prot**: c0.35
- **v/s Ratio Perm**: 0.07 0.23
- **v/c Ratio**: 0.84 0.07 0.47
- **Uniform Delay, d1**: 20.2 13.5 13.7
- **Progression Factor**: 1.00 1.00 1.00
- **Incremental Delay, d2**: 4.3 0.0 0.7
- **Delay (s)**: 24.5 13.6 14.4
- **Level of Service**
  - C
  - B
  - B
- **Approach Delay (s)**: 0.0 23.5 14.4 0.0
- **Approach LOS**
  - A
  - C
  - B
  - A

**Intersection Summary**

- **HCM Average Control Delay**: 19.4
- **HCM Level of Service**: B
- **HCM Volume to Capacity ratio**: 0.65
- **Actuated Cycle Length (s)**: 77.6
- **Sum of lost time (s)**: 8.0
- **Intersection Capacity Utilization**: 69.5%
- **ICU Level of Service**: C
- **Analysis Period (min)**: 15
### HCM Signalized Intersection Capacity Analysis

#### Existing Conditions

**3: SW 7th Street & SW 1st Avenue**

**PM Peak Hour Traffic**

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<th>EBR</th>
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**HCM Average Control Delay** 10.8  **HCM Level of Service** B

**HCM Volume to Capacity ratio** 0.61

**Actuated Cycle Length (s)** 53.9  **Sum of lost time (s)** 8.0

**Intersection Capacity Utilization** 52.9%  **ICU Level of Service** A

**Analysis Period (min)** 15

**c Critical Lane Group**

---

G:\040829010-Mia River Corridor\Calcs\Synchro\SYNCHRO AM\SW 7 St & SW 1st Ave_PM.sy7

Kimley-Horn and Associates, Inc.
### HCM Signalized Intersection Capacity Analysis

#### Existing Conditions

**3: SW 7th Street & SW 2nd Avenue**

**PM Peak Hour Traffic**

#### Movement

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#### Lane Configurations

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<th>Flt Protected</th>
<th>Satd. Flow (prot)</th>
<th>Flt Permitted</th>
<th>Satd. Flow (perm)</th>
<th>Volume (vph)</th>
<th>Peak-hour factor, PHF</th>
<th>Adj. Flow (vph)</th>
<th>RTOR Reduction (vph)</th>
<th>Lane Group Flow (vph)</th>
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<th>Perm</th>
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#### Lane Group Cap (vph)

- **v/s Ratio Prot**: 0.11 0.08 0.24
- **v/s Ratio Perm**: 0.42 0.23
- **v/c Ratio**: 0.86 0.83 0.20
- **Uniform Delay, d1**: 18.1 18.8 14.9
- **Progression Factor**: 1.00 1.00 1.00
- **Incremental Delay, d2**: 3.2 15.3 0.1

#### Delay (s)

- **Level of Service**: C C B E
- **Approach Delay (s)**: 0.0 21.3 24.4 76.8

#### Level of Service

- **HCM Average Control Delay**: 34.7
- **HCM Volume to Capacity ratio**: 0.92
- **Actuated Cycle Length (s)**: 79.7
- **Intersection Capacity Utilization**: 83.6%

#### Analysis Period (min)

- **Analysis Period**: 15

**c** Critical Lane Group
HCM Signalized Intersection Capacity Analysis
 Existing Conditions
3: SW 3rd Street & SW 2nd Avenue

PM Peak Hour Traffic

| Movement/Lane Configurations | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Ideal Flow (vphpl)          | 1900| 1900| 1900| 1900| 1900| 1900| 1900| 1900| 1900| 1900| 1900| 1900| 1900|
| Total Lost time (s)         | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor           | 1.00| 1.00| 1.00| 1.00| 1.00| 0.95| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|
| Flt Protected               | 0.95| 1.00| 0.95| 1.00| 0.95| 1.00| 0.95| 1.00| 0.95| 1.00| 0.95| 1.00| 0.95|
| Satd. Flow (prot)           | 1770| 1631| 1770| 1649| 1770| 3518| 1770| 3536| 1770| 3536| 1770| 3536| 1770|
| Flt Permitted               | 0.70| 1.00| 0.48| 1.00| 0.53| 1.00| 0.60| 1.00| 0.60| 1.00| 0.60| 1.00| 0.60|
| Satd. Flow (perm)           | 1307| 1631| 982 | 1694| 991 | 3518| 991 | 3536| 991 | 3536| 991 | 3536| 991 |

| Volume (vph)                | 19  | 25  | 119 | 64  | 16  | 53  | 85  | 222 | 9   | 10  | 316 | 2   |
| Peak-hour factor, PHF       | 0.91| 0.91| 0.91| 0.82| 0.82| 0.92| 0.92| 0.86| 0.86| 0.86| 0.86| 0.86|
| Adj. Flow (vph)             | 21  | 27  | 131 | 78  | 20  | 65  | 92  | 241 | 10  | 12  | 367 | 2   |
| RTOR Reduction (vph)        | 0   | 112 | 0   | 0   | 56  | 0   | 0   | 2   | 0   | 0   | 0   | 0   |
| Lane Group Flow (vph)       | 21  | 46  | 0   | 78  | 29  | 0   | 92  | 249 | 0   | 12  | 390 | 0   |

| Turn Type                   | Perm| Perm| Perm| Perm| Perm| Perm|
| Protected Phases            | 4   | 8   | 2   | 6   | 2   |
| Permitted Phases            | 4   | 8   | 2   | 6   | 2   |
| Actuated Green, G (s)       | 12.0| 12.0| 12.0| 12.0| 69.2| 69.2|
| Effective Green, g (s)      | 13.0| 13.0| 13.0| 13.0| 70.2| 70.2|
| Actuated g/C Ratio          | 0.14| 0.14| 0.14| 0.14| 0.77| 0.77|
| Clearance Time (s)          | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Extension (s)       | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph)          | 186 | 232 | 127 | 235 | 763 | 2708|
| v/s Ratio Prot              | c0.10| 0.05| 0.07| c0.10| 0.01| 0.01|
| v/s Ratio Perm              | 0.02| 0.09| 0.09| 0.01| 0.01| 0.01|
| v/c Ratio                   | 0.11| 0.20| 0.61| 0.12| 0.12| 0.09| 0.01| 0.14|
| Uniform Delay, d1           | 34.1| 34.5| 36.7| 34.1| 2.7 | 2.6 |
| Progression Factor          | 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00| 1.00|
| Incremental Delay, d2       | 0.3 | 0.4 | 8.5 | 0.2 | 0.3 | 0.1 |
| Delay (s)                   | 34.3| 34.9| 45.3| 34.4| 3.0 | 2.7 |
| Level of Service            | C   | D   | C   | A   | A   | A   |
| Approach Delay (s)          | 34.8| 39.6| 2.8 | 2.8 | 2.8 |
| Approach LOS                | C   | D   | A   | A   | A   |

Intersection Summary

- HCM Average Control Delay: 13.8
- HCM Volume to Capacity ratio: 0.22
- Actuated Cycle Length (s): 91.2
- Intersection Capacity Utilization: 39.0%
- Analysis Period (min): 15
- c Critical Lane Group

G:\040829010-Mia River Corridor\Calcs\Synchro\SYNCHRO AM\SW 3 St & SW 2 Ave_PM.sy7
Synchro 6 Report
Kimley-Horn and Associates, Inc.
5/18/2007
### Movement Lane Configurations

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<th>EBT</th>
<th>EBR</th>
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<th>1900</th>
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| Approach LOS | D | D | B | B |

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<td>HCM Volume to Capacity ratio</td>
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**Existing Conditions**

**PM Peak Hour Traffic**

G:\040829010-Mia River Corridor\Calcs\Synchro\SYNCHRO AM\NW 7th St & NW 12 Ave_PM.sy7

Synchro 6 Report

Kimley-Horn and Associates, Inc.

5/18/2007
### HCM Signalized Intersection Capacity Analysis

**3: NW 11th Street & NW 12th Avenue**

#### Existing Conditions
**PM Peak Hour Traffic**

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<td><strong>Lane Configurations</strong></td>
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| Actuated Green, G (s) | 31.5 | 20.7 | 31.9 | 20.9 | 56.0 | 65.8 | 65.8 |
| Effective Green, g (s) | 31.5 | 21.7 | 31.9 | 21.9 | 56.0 | 65.8 | 65.8 |
| Actuated g/C Ratio | 0.29 | 0.20 | 0.29 | 0.20 | 0.51 | 0.60 | 0.60 |
| Clearance Time (s) | 3.0  | 5.0  | 3.0  | 5.0  | 4.0  | 3.0  | 4.0  |
| Vehicle Extension (s) | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  |
| Lane Grp Cap (vph) | 226  | 655  | 346  | 654  | 2539 | 198  | 2127 |
| v/s Ratio Prot | 0.08 | 0.08 | c0.09 | 0.19 | c0.30 | 0.03 | c0.33 |
| v/s Ratio Perm | 0.17 | c0.20 | 0.26 | 0.47 | 0.55 |
| v/c Ratio | 0.85 | 0.31 | 0.98 | 0.73 | 0.57 | 12.7 | 13.0 |
| Uniform Delay, d1 | 32.5 | 37.5 | 37.0 | 41.0 | 18.5 | 12.7 | 13.0 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 24.6 | 0.3 | 43.4 | 4.0 | 1.0 | 1.8 | 1.0 |
| Delay (s) | 57.0 | 37.8 | 80.4 | 45.1 | 19.5 | 14.5 | 14.1 |
| Level of Service | E | D | F | D | B | B | B |
| Approach Delay (s) | 45.9 | 57.4 | 19.5 | 14.0 | 15 | 15 | 15 |

**Intersection Summary**
- **HCM Average Control Delay**: 29.5
- **HCM Volume to Capacity ratio**: 0.70
- **Actuated Cycle Length (s)**: 109.5
- **Intersection Capacity Utilization**: 69.1%
- **Analysis Period (min)**: 15

**c Critical Lane Group**
### Movement SBR

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<th>RTOR Reduction (vph)</th>
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### HCM Signalized Intersection Capacity Analysis

#### 3: S River Drive & NW 17th Avenue

**Existing Conditions**

**PM Peak Hour Traffic**

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**Turn Type**

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| v/s Ratio Prot | c0.01 | 0.01 | 0.16 | 0.37 | 0.20 |
| v/c Ratio | 1.21 | 0.11 | 0.09 | 0.16 | 0.46 | 0.58 | 1.07 | 0.23 |
| Uniform Delay, d1 | 76.3 | 67.3 | 67.1 | 0.0 | 58.8 | 5.2 | 19.7 | 5.4 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 133.5 | 0.4 | 0.2 | 0.2 | 3.8 | 1.6 | 39.1 | 0.4 |
| Delay (s) | 209.8 | 67.7 | 67.3 | 0.2 | 62.6 | 6.8 | 58.8 | 5.8 |
| Level of Service | F | E | E | A | E | A | E | A |
| Approach Delay (s) | 209.8 | 6.9 | 9.2 | 53.6 |
| Approach LOS | F | A | A | D |

**Intersection Summary**

| HCM Average Control Delay | 50.3 | HCM Level of Service | D |
| HCM Volume to Capacity ratio | 1.09 | |
| Actuated Cycle Length (s) | 175.6 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 101.0% | ICU Level of Service | G |
| Analysis Period (min) | 15 | |
| c | Critical Lane Group |
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### HCM Signalized Intersection Capacity Analysis

#### Existing Conditions

**4: NW 14th Street & NW 22nd Avenue**

**PM Peak Hour Traffic**

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</table>

### Intersection Summary

- **HCM Average Control Delay**: 30.9
- **HCM Volume to Capacity ratio**: 1.16
- **Actuated Cycle Length (s)**: 99.2
- **Intersection Capacity Utilization**: 85.3%
- **Analysis Period (min)**: 15
- **c** Critical Lane Group
- **HCM Level of Service**: C
- **HCM Level of Service**: C
- **Sum of lost time (s)**: 8.0
- **ICU Level of Service**: E

---

G:\040829010-Mia River Corridor\Calcs\Synchro\SYNCHRO AM\NW 14th St & NW 22 Ave & S River Drive_PM.sy7
Synchro 6 Report
Kimley-Horn and Associates, Inc.
5/18/2007
### HCM Unsignalized Intersection Capacity Analysis

#### 3: North River Drive & NW 22nd Avenue

**Existing Conditions**  
**PM Peak Hour Traffic**

#### Movement and Lane Configurations

<table>
<thead>
<tr>
<th>Movement</th>
<th>EBL</th>
<th>EBT</th>
<th>EBR</th>
<th>WBL</th>
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<th>NBR</th>
<th>SBL</th>
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<td>0%</td>
<td>0%</td>
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<td>Volume (veh/h)</td>
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<td>Peak Hour Factor</td>
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</table>

#### Pedestrians

- **Walking Speed (ft/s)**
- **Percent Blockage**
  - Right turn flare (veh)
  - Median type
  - Median storage veh
- **Upstream signal (ft)**

#### vC, conflicting volume

<table>
<thead>
<tr>
<th>tC, single (s)</th>
<th>tC, 2 stage (s)</th>
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</thead>
<tbody>
<tr>
<td>615 372 987 1025 367 987 991 577</td>
<td>4.1 4.1 7.1 6.5 6.2 7.1 6.5 6.2</td>
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#### vC1, stage 1 conf vol

#### vC2, stage 2 conf vol

#### vCu, unblocked vol

<table>
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<th>tF (s)</th>
<th>p0 queue free %</th>
<th>cM capacity (veh/h)</th>
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</thead>
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<tr>
<td>615 372 987 1025 367 987 991 577</td>
<td>98 100 3.5 4.0 3.3 3.5 4.0 3.3</td>
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<tr>
<td>965 1187 223 230 678 222 241 516</td>
<td>98 100 100 100 100 100 100 100</td>
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#### Direction, Lane #

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<th>Volume Left</th>
<th>Volume Right</th>
<th>cSH</th>
<th>Volume to Capacity</th>
<th>Queue Length (ft)</th>
<th>Control Delay (s)</th>
<th>Lane LOS</th>
<th>Approach Delay (s)</th>
<th>Approach LOS</th>
<th>Intersection Summary</th>
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<td>19 0 0 2 5</td>
<td>0 0 4 76 3</td>
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<td>A</td>
<td>0.4 0.1 17.1</td>
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#### Analysis Period (min)

- Average Delay: 0.3
- Intersection Capacity Utilization: Err% ICU Level of Service: H
- Analysis Period (min): 15
### HCM Signalized Intersection Capacity Analysis

**Existing Conditions**

#### 3: NW 17th Street & NW 27th Avenue

**PM Peak Hour Traffic**

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<thead>
<tr>
<th>Movement</th>
<th>EBL</th>
<th>EBR</th>
<th>NBL</th>
<th>NBT</th>
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<td>B</td>
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</table>

#### Intersection Summary

- HCM Average Control Delay: 26.8
- HCM Volume to Capacity ratio: 1.24
- Actuated Cycle Length (s): 133.7
- Intersection Capacity Utilization: 82.6%
- Analysis Period (min): 15

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G:\040829010-Mia River Corridor\Calcs\Synchro\SYNCHRO AM\NW 27 Ave & NW 17th St_PM.sy7

Synchro 6 Report

Kimley-Horn and Associates, Inc.

5/18/2007
## HCM Signalized Intersection Capacity Analysis

### Existing Conditions

**PM Peak Hour Traffic**

<table>
<thead>
<tr>
<th>Movement</th>
<th>EBL</th>
<th>EBT</th>
<th>EBR</th>
<th>WBL</th>
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<td><strong>Lane Configurations</strong></td>
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<tr>
<td>Ideal Flow (vphpl)</td>
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<td>F</td>
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<td>50.2</td>
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### Intersection Summary

- **HCM Average Control Delay**: 66.1
- **HCM Level of Service**: E
- **HCM Volume to Capacity ratio**: 1.35
- **Actuated Cycle Length (s)**: 136.2
- **Sum of lost time (s)**: 16.0
- **Intersection Capacity Utilization**: 91.1%
- **ICU Level of Service**: F
- **Analysis Period (min)**: 15
- c Critical Lane Group

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Synchro 6 Report

Kimley-Horn and Associates, Inc.

5/18/2007
APPENDIX I: Drawbridge Operation Regulations
(a) General. Public vessels of the United States, tugs, tugs with tows, and vessels in a situation where a delay would endanger life or property shall, upon proper signal, be passed through the draw of each bridge listed in this section at any time.

(b) The draws of the S.W. First Street Bridge, mile 0.9, up to and including the N.W. 27th Avenue Bridge, mile 3.7 at Miami, shall open on signal; except that, from 7:35 a.m. to 8:59 a.m. and 4:45 p.m. to 5:59 p.m., Monday through Friday, except Federal holidays, the draws need not open for the passage of vessels.

(c) The draws of the Miami Avenue Bridge, mile 0.3, and the S.W. Second Avenue Bridge, mile 0.5, at Miami, shall open on signal; except that, from 7:35 a.m. to 8:59 a.m., 12:05 p.m. to 12:59 p.m. and 4:35 p.m. to 5:59 p.m., Monday through Friday, except Federal holidays, the draws need not open for the passage of vessels.

(d) The draw of the Brickell Avenue Bridge, mile 0.1, at Miami, shall open on signal; except that, from 7 a.m. to 7 p.m., Monday through Friday except Federal holidays, the draw need open only on the hour and half-hour. From 7:35 a.m. to 8:59 a.m., 12:05 p.m. to 12:59 p.m. and 4:35 p.m. to 5:59 p.m., Monday through Friday except Federal holidays, the draw need not open for the passage of vessels.
APPENDIX J: Short Sea Shipping
Short Sea Shipping developed by Miami River Marine Group in part with P&L Towing, is a nationally recognized initiative that promotes the use of our nation’s waterways. Barges with cargo containers may be towed between the Port of Miami and facilities on in the marine industrial “upper” Port of Miami River. The facilities on the Miami River utilized for this operation would serve as distribution centers where containers could be picked up and trucked to their final destination; these same facilities could also be used for rail services.

It is estimated that short sea shipping may be put in service on the Miami River in 60 - 90 days. It is further estimated that within a short time (1 to 2 weeks) after initial start up, at least 200 containers a day may be transported from the Port of Miami to the Miami River. After the facilities and barges are up and running, we could begin using the same system to transport containers to the Port of Miami from the Miami River for export. This would result in at least 400 containers being moved off and on the Port of Miami per day, without using the streets in downtown Miami.

The amount of containers moved off and on the Port of Miami will increase even beyond the figures previously mentioned as the recommended potential short sea shipping operation becomes more streamlined. If the need exists, the service may expand to 1,200 containers per day, resulting in 1,200 less trucks every day, which would result in a significant reduction of 1,200 trucks on downtown streets every day. Barge traffic on the Miami River will be primarily during off peak vehicular traffic hours.

Short Sea Shipping would require that the containers being transported would have already been cleared by the officials (Customs, Coast Guard and Immigration) and scheduled for pick-up by truck or rail no more than 48 hours after leaving the Port of Miami. These requirements are necessary to keep the facilities working efficiently. Customs searching the containers at the Miami River shipping facilities would cause unwanted delays to operations. Furthermore, storing or holding containers in the relatively small Miami River terminals would not be desired. This general short sea shipping concept is based on careful coordination and input from all aspects of the Port of Miami River, including but not limited to P&L Towing, Miami River Marine Group, etc. an undertaking they are familiar with and practice every day.

This recommended service would also assist the truckers who use it by reducing the time and fuel wasted while stuck in downtown traffic. Congestion delays have generated many problems for truckers, the primary one being the fact that by spending hours on the Port and in downtown traffic, truckers reduce the amount of containers that they can move in one day. Most truckers are owner/operator and/or small businesses, and depend on the ability to move containers the most efficient way possible. In the past there have been trucker strikes and protests, which have caused the shipping community many problems and delays.
**Benefits to the downtown area**
- Less trucks traveling through the downtown to and from the Port creating traffic jams.
- Improved safety for vehicle and pedestrian traffic in the downtown corridor.
- Less vehicular generated air pollution in the downtown corridor.
- Improved quality of life for downtown residents by reducing noise and unsightly trucks in the downtown corridor.

**Benefits to the Port of Miami**
- Fewer security risks by removing trucks that have to be searched by port security.
- Reduced security costs by removing trucks that have to be searched from the Port.
- Improved efficiency for shippers on the port by allowing containers to be moved Quicker.
- Ability to grow with the expectations of the shipping industry.

**Benefits to the Miami River Corridor and local residents.**
- A minimum of eight or nine jobs per eight hour shift will be generated per landside facility, totaling 24 to 27 jobs per facility.
- Start up would include 1 facility for inbound (import) containers and if a need exists for outbound (export) containers, an outbound (export) facility.
- Waterborne jobs would total at least 14, depending on total amount of containers utilizing our service.
- Land-based annual income for employees would range from $22,000.00 to $45,000.00.
- Water-based annual income for employees would range from $25,000.00 to $65,000.00.
- Local businesses would also have positive impacts by bringing additional workers into the Miami River Corridor. The type of businesses impacted range from small restaurants to large industrial suppliers, including mechanics, stores, uniform companies, and so on.
- Increase the local tax base without displacing the blue-collar workforce.
- Will utilize off peak hours for operations”