11.0 TRANSPORTATION ELEMENT

Transit, Circulation and Parking Sub-Element

- (1) DATA REQUIREMENTS.
- a) An inventory of existing on-campus parking facilities, which identifies:
- 1. Spaces allocated to students, faculty staff and visitors.

MODESTO A. MAIDIQUE CAMPUS

Figure 11.1a: Transportation Network Map shows the parking layout at this campus. The number of spaces by type for each parking lot is shown in Table 11.1. The majority of the parking spaces are allocated to students (61%). Faculty and staff occupied 17% of the available spaces and the remaining 22% are allocated among executive, administrative, resident, disabled, visitors, loading, etc.

ENGINEERING CENTER

Figure 11.2a: Transportation Network Map shows the parking layout at this campus. The number of spaces by type for the parking lot is shown on Table 11.2. The majority of parking spaces are allocated to students (74%). Faculty and staff occupied 19% of the available spaces and the remaining 7% are allocated among executive, administrative, disabled, visitors (metered), motor bike, and state vehicle.

BISCAYNE BAY CAMPUS

Figure 11.3a: Transportation Network Map shows the parking layout at this campus. Table 11.3 contains detailed counts of spaces by type for each lot. Parking spaces are allocated by the following: 64% to students, 15% to faculty and staff, and the remaining 21% are allocated among executive, administrative, resident, disabled, visitors (metered), loading, etc.

Table 11.1 Parking Lot Counts by Stall Type – MODESTO A. MAIDIQU
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Lot #	Executiv	Admin.	Fac./ Staff	Studen t	Residnt	Reserv e	Disabled	Metere d Single SP	Metere d Multi SP	Carpoo I	Motor Bike	State Vehicle	FIU Police	Service Deliver y	Time Limit	Total
1	0	14	50	151	0	0	0	0	0	0	2	10	0	0	0	227
2	0	15	110	527	0	0	0	0	0	2	1	10	0	0	0	665
3	0	4	99	390	0	0	4	0	58	2	2	0	0	0	0	559
4	0	0	0	164	0	0	0	8	0	0	0	6	0	0	0	178
5	0	3	24	506	0	0	0	0	0	0	0	0	0	2	0	535
6	0	0	15	0	359	0	0	12	0	0	0	0	0	0	0	386
7	0	0	25	91	0	0	4	2	0	0	1	0	0	0	0	123
8	1	14	114	28	0	8	9	10	0	2	1	3	0	0	0	190
9	5	34	213	254	0	0	11	28	0	4	1	0	0	4	1	555
10	0	0	7	202	0	0	2	7	0	0	1	0	0	0	0	219
11	0	5	25	0	0	0	4	0	0	0	0	2	0	0	0	36
12	0	0	10	0	219	0	6	2	0	0	1	0	0	0	0	238
13	0	0	20	0	66	0	4	2	0	0	1	0	0	0	0	93
14	0	0	9	0	356	0	10	2	0	0	3	0	0	0	0	380
15	1	15	0	0	0	2	8	0	0	0	0	5	15	0	1	47
16	2	0	0	0	0	1	6	0	0	0	0	3	0	0	3	15
17	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16
18	3	0	0	0	0	0	10	2	0	0	0	0	0	0	5	20
19	0	0	0	0	0	0	4	0	0	0	0	0	0	0	3	7
20	0	0	0	0	0	5	0	3	0	0	0	2	0	1	0	11
21	2	0	0	0	0	0	0	10	0	0	0	16	0	0	3	31

22	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
23	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25	0	0	0	0	0	0	0	0	0	0	0	37	0	0	0	37
26	4	24	122	0	0	0	4	11	0	0	0	18	0	0	0	183
27	0	0	22	0	0	0	1	0	0	0	0	54	0	0	1	78
28	0	0	5	5	0	0	0	0	0	0	0	0	0	2	0	12
29	0	3	10	47	0	0	0	0	0	0	0	4	0	1	0	65
30	0	3	35	0	0	0	4	2	0	0	0	2	0	0	0	46
31	0	0	7	65	0	0	1	0	0	0	0	0	0	0	0	73
32	18	0	0	0	0	2	8	0	0	0	0	2	0	0	0	30
33	3	0	0	0	0	0	8	0	56	0	0	2	0	0	0	69
34	0	0	0	56	0	0	0	0	0	0	0	0	0	0	0	56
Gold PG	15	125	193	632	0	2	16	0	16	0	3	0	2	0	0	1004
Blue PG	0	25	264	653	0	0	6	0	52	0	0	0	2	0	0	1002
Pant PG	0	24	65	1326	0	0	8	0	16	0	2	5	2	0	0	1448
Red PG	1	57	258	1080	0	0	8	0	32	0	3	0	2	0	0	1441
																100
Total																80
	55	365	1702	6177	1000	20	151	101	230	10	22	197	23	10	17	

Source: FIU Department of Parking and Transportation, January, 2009

Table 11.2 Parking Lot Counts by Stall Type – ENGINEERING CENTER

Lot #	Executiv	Admin.	Fac./ Staff	Student	Residnt	Reserv e	Disabled	Metered Single SP	Metere d Multi SP	Carpo ol	Motor Bike	State Vehicle	FIU Police	Service Deliver y	Time Limit	Total
1	0	0	17	153	0	0	10	17	0	0	0	2	0	0	0	199
2	0	0	29	170	0	0	0	0	0	0	0	0	0	0	0	199
3	0	0	61	359	0	0	0	0	0	0	0	0	0	0	0	420
4	0	0	0	25	0	0	1	0	0	0	0	2	0	0	0	28
5	0	0	3	5	0	0	0	0	0	0	0	2	0	0	0	10

6	6	13	76	0	0	0	8	0	0	0	2	0	0	0	0	105
Total	6	13	186	712	0	0	19	17	0	0	2	6	0	0	0	961

Source: FIU Department of Parking and Transportation, January, 2009

Table 11.3 Parking Lot Counts by Stall Type – BISCAYNE BAY CAMPUS

Lot #	Executi v	Admin	Fac./ Staff	Student	Residnt	Reserv e	Disabled	Metere d Single SP	Metere d Multi SP	Carpoo I	Motor Bike	State Vehicle	FIU Police	Service Deliver y	Time Limit	Total
1	4	7	179	200	0	0	12	4	39	0	3	3	0	2	0	453
2	3	8	53	279	0	0	11	0	55	0	3	0	0	0	0	412
3	0	0	0	203	0	0	0	0	0	0	0	2	0	0	0	205
4	0	0	23	540	0	0	7	0	0	0	1	0	0	0	0	571
5	0	0	34	187	0	0	11	0	0	0	0	0	0	0	0	232
6	0	0	5	0	228	0	8	2	0	0	2	0	0	0	0	245
7	0	0	29	27	0	0	0	6	0	0	0	0	0	0	0	62
8	0	0	2	0	0	0	1	1	0	0	0	3	10	2	0	19
9	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16
10	2	0	0	0	0	1	0	0	0	0	0	1	0	4	0	8
11	2	0	0	0	0	0	4	0	0	0	0	0	0	1	0	7
12	4	1	19	0	0	0	0	0	0	0	0	0	0	3	0	27
Total	15	16	344	1436	228	1	54	13	94	0	9	25	10	12	0	2257

Source: FIU Department of Parking and Transportation, January, 2009

WOLFSONIAN MUSEUM

Table 11.4 provides the counts of the parking spaces in surface parking lots, multi-level parking garages, and on-street parking within a 0.25 mile radius of the Wolfsonian Museum. Multi-level parking garages and surface parking lots account for46% and 4% of the total parking spaces, respectively. The remaining parking spaces (50%) in the area are on-street parking facilities.

Parking Lots & Garages	Spaces
Parking Lot at Washington Avenue & 9th Street	23
Parking Lot at Washington Avenue & 10th Street	33
Parking Lot at Collins Avenue from 10th Street to 11th Street	30
Parking Lot at Collins Avenue & 13th Street	54
Parking Garage at 7th Street between Washington Avenue & Collins Avenue	646
Parking Garage at 12th Street 1/2 block west of Washington Avenue	134
Parking Garage at 13th Street 1/2 block east of Collins Avenue	286
Parking Garage at 10th Street & Washington Avenue	300
On-Street Parking Spaces within 0.25 mile distance from Wolfsonian Museum	1,497
Total	3,003

Table 11.4 Parking Lot Counts – WOLFSONIAN MUSEUM

Source: City of Miami Beach Parking Department, May 2008 City of Miami Beach Police Department, 2006

Existing Parking Permit System (Modesto A. Maidique Campus, Engineering Center, and Biscayne Bay Campus):

Decals are required for all lots except designated visitor lots, which are metered. These permits are issued to all members of the University community who request them. Different decal categories and lot designations exist on campuses including Modesto A. Maidique Campus, Engineering Center, and Biscayne Bay Campus. A description of the various decals currently issued is shown in Table 11.5. Specialized parking requirements are accommodated on an as-needed basis. Parking for service vehicles is located adjacent to the buildings. Visitor parking is controlled by meters located throughout the campuses, at which University permit holders are forbidden to park. Americans with Disabilities Act (ADA) parking spaces are located adjacent to various buildings on campus. In addition, visitors attending temporary events, special events, meetings, and seminars can obtain special permits to park in most available parking spaces that are assigned to faculty/staff and students.

Parking Fees (Modesto A. Maidique Campus, Engineering Center, and Biscayne Bay Campus):

A description of the fees charged for the different types of permits is shown in Table 11.5 along with the cost of the parking permits.

Decal/Permit Type	Fee w/tax	Comments
Executive	\$752.21	President Approval
Duplicate Executive	\$32.10	
Administrative	\$338.12	Director of P&T Approval
Duplicate Administrative	\$21.40	
Faculty/Staff Annual	\$197.74	\$45,000 & Over- Annual
Faculty/Staff Annual	\$171.20	\$35,000 to \$45,000-Annual
Faculty/Staff Annual	\$117.70	\$25,000 to \$35,000 - Annual Salary
Faculty/Staff Annual	\$102.72	\$25,000 & Under - Annual Salary
Duplicate Faculty/Staff Annual	\$16.05	
Faculty/Staff Semester	\$101.65	\$45,000 & Over - Annual Salary
Faculty/Staff Semester	\$90.95	\$35,000 to \$45,000 - Annual Salary
Faculty/Staff Semester	\$71.69	\$25,000 to \$35,000 - Annual Salary
Faculty/Staff Semester	\$62.06	\$25,000 & Under - Annual Salary
Duplicate Faculty/Staff Semester	\$16.05	
Alumni	\$179.76	
Duplicate Alumni	\$16.05	
Student	\$62.06	Fall or Spring Semester
Student	\$56.50	Summer Semester
Duplicate Student	\$16.05	One Year Hangtag
Annual permit	\$180.62	
Semester Permit	\$62.06	Fall or Spring Semester
Semester Permit	\$56.50	Summer Semester
Semester Housing Sticker	N/C	
Contract Daily Permit	\$1.00	Surface Lots
Vendor/Contractor	\$21.40	30 Day Permit
Vendor/Contractor	\$38.52	60 Day Permit
Vendor/Contractor	\$57.78	90 Day Permit
Volunteer	\$5.35	30 Day Permit
Volunteer	\$10.70	60 Day Permit
Volunteer	\$16.05	90 Day Permit
Temporary	\$21.40	30 Day Permit
Temporary	\$38.52	60 Day Permit
Temporary	\$57.78	90 Day Permit

 Table 11.5
 Existing Fee Structure as of 2006

Source: FIU Department of Parking and Transportation, 2006

2. Spaces available for special event parking (football, basketball, baseball, swimming, auditoriums, performing arts facilities, concert halls, conference centers, etc.).

MODESTO A. MAIDIQUE CAMPUS

Existing Facilities: Parking needs for baseball and soccer games are met at adjacent paved and unpaved lots. Basketball games and arena events primarily use Lot # 11 and Lot #12 to accommodate parking demand. Parking demand associated with University athletic events and special events has not exceeded parking supply.

The Miami-Dade County Fair and Exposition has expanded to an 18-day event at the end of March. Daily attendance averages nearly 50,000 people. Parking for the fair is provided in Tamiami Park, but spillover into FIU parking lots often occurs when the fair lots are full. The fair's short duration has made the spillover parking demand tolerable. However, should the duration of the fair lengthen or future attendance rise significantly, the cooperation of the Miami-Dade County Fair and Exposition officials would be requested to seek means to satisfy excessive parking demand within the Park's fairgrounds.

ENGINEERING CENTER

Special events include: guest speakers, social events, engineering galas, and other student organized events. Most special parking needs have been and are expected to continue to be met with the existing parking supply.

BISCAYNE BAY CAMPUS

Special events, which could potentially affect on-campus parking include: swimming tournaments, guest speakers, social events, and other student organized events. Most special parking needs have been and are expected to continue to be met with the existing parking supply.

WOLFSONIAN MUSEUM

The Wolfsonian Museum offers a varied selection of programs that address current exhibition themes or focus on contemporary design. Visitors who attend various programs must use parking spaces provided near the museum.

3. Existing surface (including on-street parking) and multi-level parking facilities which identifies their location and capacity (map, tabular, narrative).

MODESTO A. MAIDIQUE CAMPUS

Figure 11.1: Transportation Network Map illustrates numbered parking areas throughout the campus. The total parking spaces available in each area are summarized in Table 11.1. A total of 5,185 surface parking spaces and a total of 4,895 multi-level parking spaces are currently provided on this campus.

ENGINEERING CENTER

Figure 11.2: Transportation Network Map illustrates parking areas throughout the campus. Table 11.2 shows that a total of 961 existing surface parking spaces are provided at this site.

BISCAYNE BAY CAMPUS

Figure 11.3: Transportation Network Map illustrates numbered parking areas throughout the campus. A tabulation of total parking spaces available in each area is provided in Table 11.3. A total of 2,257 surface parking spaces–are provided on this campus. Presently, there are no multi-level parking facilities.

WOLFSONIAN MUSEUM

Parking spaces located within a 0.25 mile radius of the Wolfsonian Museum (including surface parking lots, multi-level parking garages, and on-street parking) are summarized in Table 11.4. A total of 3,003 parking spaces are available within a 0.25 mile radius of this museum.

b) An inventory or estimate of the amount of student, faculty and staff parking off-campus, and a description of parking locations.

Presently, there are no designated off-campus parking facilities.

c) An inventory of accident locations and number of accident occurrences on campus and in the context area.

MODESTO A. MAIDIQUE CAMPUS

Traffic crash data for SW 8th Street, SW 107th Avenue, and the Homestead Extension of Florida's Turnpike (HEFT) were obtained from the FDOT District VI Traffic Operations Office. The crash data in the context area recorded for the three-year period (2002-2004) are summarized in Table 11.6. The crash data on SW 8th Street from SW 127th Avenue to SW 97th Avenue are summarized by sections bounded by Florida's Turnpike, SW 112th Avenue (entrance), SW 109th Avenue (entrance), and SW 107th Avenue. The limits on SW 107th Avenue and Florida's Turnpike are SW 8th Street and SW 40th Street. Over the three-year on SW 8th Street and 57 crashes per year on SW 107th Avenue. An average of 53 crashes per year was recorded on the Florida Turnpike between SW 8th Street and SW 40th Street.

Crash data recorded for the Modesto A. Maidique Campus roadway network were obtained from the FIU Police Department for the three-year period of 2003-2005. Table 11.7 summarizes crashes by location and year. There were a total of 486 crashes on the Modesto A. Maidique Campus for three years, averaging 162 crashes per year.

		F	Fatal Crashes	3	Injury C	Crashes	Property Damage	-	Total Crashe	S
LOCATION	YR	No. of Crashes	No. of Fatalities	No. of Injuries	No. of Crashes	No. of Injuries	No. of Crashes	No. of Crashes	No. of Fatalities	No. of Injuries
CW oth Ct	2002	0	0	0	61	120	39	100	0	120
(127 th Ave. to	2003	1	1	0	60	129	39	100	1	129
HEFI)	2004	0	0	0	89	172	46	135	0	172
SW 8 th St.	2002	0	0	0	28	61	20	48	0	61
(HEFT to 112 th Ave.	2003	0	0	0	31	66	22	53	0	66
Gate)	2004	0	0	0	41	79	33	74	0	79
SW 8 th St.	2002	1	1	0	6	13	4	11	1	13
(112 th Ave. Gate to 109 th	2003	0	0	0	10	21	4	14	0	21
Ave. Gate)	2004	0	0	0	20	44	17	37	0	44
SW 8 th St.	2002	0	0	0	9	24	7	16	0	24
(109 th Ave. Gate to 107 th	2003	1	1	0	12	28	6	19	1	28
Ave.)	2004	0	0	0	12	28	2	14	0	28
CW oth Ct	2002	0	0	0	38	83	23	61	0	83
(107 th Ave. to	2003	0	0	0	38	72	23	87	0	93
97" Ave.)	2004	0	0	0	45	77	30	75	0	77
SW 107 th	2002	0	0	0	22	30	31	53	0	30
(SW 8 th St.	2003	0	0	0	24	39	37	61	0	39
to SW 40 ^{ur} St.)	2004	0	0	0	28	44	29	57	0	44
HEFT	2002	0	0	0	26	39	7	33	0	39
(SW 8 th St. to SW 40 th	2003	1	1	0	30	49	16	47	1	49
St.)	2004	1	1	1	40	59	39	80	1	60

Table 11. 6 Traffic Crash Data – MODESTO A. MAIDIQUE CAMPUS

Source: FDOT District VI Traffic Operations Office, 2006

Table 11.7 Roadway Accidents- MODESTO A. MAIDIQUE CAMPUS

Year	LOCATION	NUMBER OF ACCIDENTS
2003	SW 107 th Avenue & SW 8 th Street	1
2003	SW 107 th Avenue & SW 11 th Street	3
2003	SW 107 th Avenue & SW 16 th Street	15
2003	SW 107 th Avenue & SW 17 th Street	1
2003	SW 108 th Avenue & SW 10 th Street	1
2003	SW 108 th Avenue & SW 12 th Street	2
2003	SW 108 th Avenue & SW 16 th Street	48
2003	SW 108 th Avenue & SW 17 th Street	3
2003	SW 109 th Avenue & SW 8 th Street	1
2003	SW 109 th Avenue & SW 10 th Street	1
2003	SW 109 th Avenue & SW 11 th Street	2
2003	SW 109 th Avenue & SW 16 th Street	1

2003	SW 110 th Avenue & SW 10 th Street	1
2003	SW 111 th Avenue & SW 10 th Street	1
2003	SW 111 th Avenue & SW 17 th Street	1
2003	SW 112 th Avenue & SW 8 th Street	14
2003	SW 112 th Avenue & SW 10 th Street	9
2003	SW 112 th Avenue & SW 12 th Street	1
2003	SW 112 th Avenue & SW 13 th Street	2
2003	SW 112 th Avenue & SW 17 th Street	5
2003	SW 113 th Avenue & SW 10 th Street	1
2003	SW 113 th Avenue & SW 11 th Street	6
2003	SW 113 th Avenue & SW 12 th Street	1
2003	SW 113 th Avenue & SW 14 th Street	2
2003	SW 113 th Avenue & SW 15 th Street	1
2003	SW 113 th Avenue & SW 17 th Street	3
2003	SW 114 th Avenue & SW 17 th Street	1
2003	SW 115 th Avenue & SW 17 th Street	2
2003	SW 116 th Avenue & SW 17 th Street	3
2003	SW 117 th Avenue & SW 17 th Street	2
	SUBTOTAL	135
2004	SW 107 th Avenue & SW 8 th Street	1
2004	SW 107 th Avenue & SW 11 th Street	5
2004	SW 107 th Avenue & SW 16 th Street	16
2004	SW 107 th Avenue & SW 17 th Street	4
2004	SW 108 th Avenue & SW 8 th Street	1
2004	SW 108 th Avenue & SW 10 th Street	2
2004	SW 108 th Avenue & SW 12 th Street	3
2004	SW 108 th Avenue & SW 14 th Street	1
2004	SW 108 th Avenue & SW 16 th Street	55
2004	SW 108 th Avenue & SW 17 th Street	9
2004	SW 109 th Avenue & SW 8 th Street	9
2004	SW 109 th Avenue & SW 10 th Street	1
2004	SW 109 th Avenue & SW 12 th Street	2
2004	SW 109 th Avenue & SW 16 th Street	4
2004	SW 109 th Avenue & SW 17 th Street	2
2004	SW 110 th Avenue & SW 9 th Street	1
2004	SW 110 th Avenue & SW 12 th Street	1
2004	SW 112 th Avenue & SW 8 th Street	39
2004	SW 112 th Avenue & SW 10 th Street	4
2004	SW 112 th Avenue & SW 17 th Street	2
2004	SW 112 th Avenue & SW 18 th Street	1
2004	SW 113 th Avenue & SW 10 th Street	1
2004	SW 113 th Avenue & SW 11 th Street	1
2004	SW 113 th Avenue & SW 12 th Street	2
2004	SW 113 th Avenue & SW 14 th Street	2
2004	SW 113 th Avenue & SW 17 th Street	7
2004	SW 114 th Avenue & SW 17 th Street	2
2004	SW 115 th Avenue & SW 12 th Street	3
2004	SW 115 th Avenue & SW 15 th Street	1

2004	SW 115 th Avenue & SW 17 th Street	5
2004	SW 116 th Avenue & SW 17 th Street	3
2004	SW 117 th Avenue & SW 17 th Street	1
	SUBTOTAL	191
2005	SW 107 th Avenue & SW 10 th Street	1
2005	SW 107 th Avenue & SW 11 th Street	5
2005	SW 107 th Avenue & SW 16 th Street	6
2005	SW 107 th Avenue & SW 17 th Street	2
2005	SW 108 th Avenue & SW 8 th Street	3
2005	SW 108 th Avenue & SW 10 th Street	1
2005	SW 108 th Avenue & SW 12 th Street	3
2005	SW 108 th Avenue & SW 16 th Street	60
2005	SW 108 th Avenue & SW 17 th Street	6
2005	SW 109 th Avenue & SW 8 th Street	6
2005	SW 109 th Avenue & SW 9 th Street	1
2005	SW 109 th Avenue & SW 10 th Street	2
2005	SW 109 th Avenue & SW 12 th Street	1
2005	SW 109 th Avenue & SW 14 th Street	1
2005	SW 109 th Avenue & SW 15 th Street	1
2005	SW 111 th Avenue & SW 17 th Street	1
2005	SW 112 th Avenue & SW 8 th Street	25
2005	SW 112 th Avenue & SW 10 th Street	1
2005	SW 112 th Avenue & SW 11 th Street	1
2005	SW 112 th Avenue & SW 12 th Street	1
2005	SW 112 th Avenue & SW 17 th Street	5
2005	SW 113 th Avenue & SW 10 th Street	4
2005	SW 113 th Avenue & SW 11 th Street	3
2005	SW 113 th Avenue & SW 12 th Street	1
2005	SW 113 th Avenue & SW 14 th Street	3
2005	SW 113 th Avenue & SW 17 th Street	5
2005	SW 114 th Avenue & SW 17 th Street	1
2005	SW 115 th Avenue & SW 11 th Street	1
2005	SW 115 th Avenue & SW 12 th Street	3
2005	SW 115 th Avenue & SW 17 th Street	1
2005	SW 116 th Avenue & SW 12 th Street	1
2005	SW 116 th Avenue & SW 17 th Street	1
2005	SW 116 th Avenue & SW 18 th Street	1
2005	SW 117 th Avenue & SW 17 th Street	1
2005	Tamiami Park	1
	SUBTOTAL	160

Source: FIU Police Department, 2006

ENGINEERING CENTER Traffic crash data for 107th Avenue and the Florida Turnpike were obtained from the FDOT District VI Traffic Operations Office for the three-year period of 2002-2004. The crash data for the context area are summarized in Table 11.8. The average number of crashes is 77 crashes per year on 107th Avenue between SW 8th Street and NW 7th Street over the analysis period. The average of 34 crashes per year was recorded on the Florida Turnpike between SW 8th Street and W. Flagler Street.

Crash data recorded for the Engineering Center roadway network were obtained from the FIU Police Department for the most recent three-year period (2003-2005). Table 11.9 summarizes crashes by location and year. There were a total of 11 crashes on the Engineering Center for three years, averaging 4 crashes per year.

		Fatal Crashes		Injury Crashes		Property Damage	٦	Fotal Crashe	S	
LOCATION	YR	No. of Crashes	No. of Fatalities	No. of Injuries	No. of Crashes	No. of Injuries	No. of Crashes	No. of Crashes	No. of Fatalities	No. of Injuries
SW 107th Ave	2002	0	0	0	24	38	37	61	0	38
(SW 8th St. to NW 7th St. to NW 7th St. to	2003	0	0	0	49	93	38	87	0	93
NVV 7 SL.)	2004	0	0	0	39	71	45	84	0	71
	2002	1	1	0	17	24	6	24	1	24
(SW 8 th St. to W Flagler St.)	2003	0	0	0	26	44	11	37	0	44
	2004	2	4	3	24	36	16	42	4	39

 Table 11.8
 Traffic Crash Data – ENGINEERING CENTER

Source: FDOT District VI Traffic Operations Office, 2006

Table 11.9 Roadway Accidents-- ENGINEERING CENTER

Year	LOCATION	NUMBER OF ACCIDENTS
2003	SW 107 th Avenue & W. Flagler Street	4
2004	SW 105 th Place & W. Flagler Street	4
2005	SW 107 th Avenue & W. Flagler Street	3

Source: FIU Police Department, 2006

BISCAYNE BAY CAMPUS

Traffic crash data for US 1 and NE 163rd Street were obtained from the FDOT District VI Traffic Operations Office. Traffic crash data recorded for the three-year period of 2002-2004 are summarized in Table 11.10. Over the three-year analysis period, the average number of crashes recorded in the context area was 80 crashes per year with the highest being in 2002 (92 crashes) and the lowest in 2003 (64 crashes).

Crash data recorded for the Biscayne Bay Campus roadway network were obtained from the FIU Police Department for crashes in the most recent three-year period (2003-2005). Table 11.11 shows that there was a total of 69 crashes on this campus in the period, or 23 crashes per year.

		Fatal Crashes		Injury Crashes		Property Damage	Total Crashes		S	
LOCATION	YR	No. of Crashes	No. of Fatalities	No. of Injuries	No. of Crashes	No. of Injuries	No. of Crashes	No. of Crashes	No. of Fatalities	No. of Injuries
US 1	2002	1	5	1	29	45	25	55	1	50
(NE 163 rd St. to NE 123 rd	2003	0	0	0	19	29	18	37	0	29
St.)	2004	2	2	1	26	41	19	47	2	42
NE 163 rd St.	2002	1	1	1	23	48	13	37	1	49
(US 1 to Interama Blvd.)	2003	0	0	0	14	23	13	27	0	23
	2004	0	0	0	23	37	13	36	0	37

 Table 11.10
 Traffic Crash Data – BISCAYNE BAY CAMPUS

Source: FDOT District VI Traffic Operations Office, 2006

Table 11.11	Roadway Accidents for Year 2003-2005 – BISCAYNE BAY CAMPUS

Year	LOCATION	NUMBER OF ACCIDENTS
2003	NE 144 th Street and Bay Vista Boulevard	1
2003	NE 145 th Street and NE 27 th Avenue	1
2003	NE 145 th Street and NE 28 th Avenue	1
2003	3000 NE 145 th Street	7
2003	NE 147 th Street and NE 25 th Avenue	1
2003	2800 NE 147 th Street	1
2003	NE 151 st Street and NE 27 th Avenue	2
2003	3000 NE 151 st Street	11
	SUBTOTAL	25
2004	NE 144 th Street and NE 27 th Avenue	1
2004	NE 145 th Street and NE 25 th Avenue	1
2004	NE 145 th Street and NE 26 th Avenue	4
2004	NE 145 th Street and NE 27 th Avenue	2
2004	NE 145 th Street and NE 29 th Avenue	3
2004	3000 NE 145 th Street	8
2004	NE 146 th Street and NE 28 th Avenue	1
2004	NE 151 st Street and NE 27 th Avenue	1
	SUBTOTAL	21
2005	3000 NE 145 th Street	23
	SUBTOTAL	23

Source: FIU Police Department, 2006

WOLFSONIAN MUSEUM

Traffic crash data for 5th Street, Alton Road, and Collins Avenue were obtained from the FDOT District VI Traffic Operations Office. Traffic crash data recorded for the three-year period of 2002-2004 are summarized in Table 11.12. The average number of crashes in the context area is 987 crashes per year over the analysis period.

		Fatal Crashes		Injury Crashes		Property Damage	Total Crashes		6	
LOCATION	YR	No. of Crashes	No. of Fatalities	No. of Injuries	No. of Crashes	No. of Injuries	No. of Crashes	No. of Crashes	No. of Fatalities	No. of Injuries
rth Or	2002	0	0	0	56	97	212	268	0	97
(Alton Rd. to	2003	0	0	0	65	88	179	244	0	88
Ocean Dr.)	2004	0	0	0	67	94	211	278	0	94
	2002	1	1	0	53	69	230	284	1	39
(Lincoln Rd.	2003	1	1	0	40	48	198	239	1	48
to 10" St.)	2004	1	1	0	42	51	220	263	1	51
	2002	0	0	0	25	41	79	104	0	41
(10 th St. to	2003	0	0	0	25	33	85	110	0	33
5"' St.)	2004	0	0	0	18	21	66	84	0	21
	2002	0	0	0	42	52	216	258	0	52
(Lincoln Rd.	2003	1	1	0	54	71	215	270	1	71
to 10" St.)	2004	0	0	0	51	61	223	274	0	61
	2002	0	0	0	21	23	69	90	0	23
(10 th St. to	2003	1	1	0	17	26	85	103	1	26
5"' St.)	2004	0	0	0	18	25	74	92	0	25

 Table 11.12
 Traffic Crash Data – WOLFSONIAN MUSEUM

Source: FDOT District VI Traffic Operations Office, 2006

d) The existing classification of roadways on the campus, utilizing definitions used by the host community in its local comprehensive plans, or a classification determined by the University, which is correlated to the classification system of the host community.

MODESTO A. MAIDIQUE CAMPUS

<u>Collector Roads</u>: The entrance roads, campus loop road, and south perimeter road (SW 17th Street, between SW 117th Avenue and SW 107th Avenue) function as collectors. The main road for the western part of campus (athletic fields, arena, classroom trailers, tennis courts, etc.), connects the south perimeter road and the campus loop road and is also a collector road.

<u>Local Roads</u>: All other roads on campus function as local streets; these streets are: the east/west road in front of the existing classroom trailers on the western part of campus; the north/south road, just east of the nature preserve, which connects the south perimeter road to the campus loop road; and the main entrance road south of the main loop road which terminates at Building #34 (Business Administration); and the student dormitory road which connects to SW 107th Avenue.

ENGINEERING CENTER

<u>Collector Roads</u>: The entrance roads to NW 107th Avenue and W. Flagler Street function as collectors.

Local Roads: All other roads providing access to the campus parking lots and engineering center building function as local streets.

BISCAYNE BAY CAMPUS

<u>Collector Roads</u>: Bay Vista Boulevard is the main collector road which leads into the Biscayne Bay Campus. It connects with US 1 (Biscayne Boulevard), and also connects with NE 151st Street to the north.

<u>Local Roads</u>: All other roads providing access to the campus parking lots function as local streets.

WOLFSONIAN MUSEUM

There is no campus roadway at the the Wolfsonian Museum.

e) Existing roadway classifications in the context area including designated fire lanes and fire routes on campus.

MODESTO A. MAIDIQUE CAMPUS AND ENGINEERING CENTER

The roadways in the context area function as follows: Tamiami Trail (SW 8th Street) is classified as a state principal arterial. The Homestead Extension of Florida's Turnpike (HEFT) is classified as a limited-access expressway.

The following roadways are minor arterials:

- SW 24th Street
- 107th Avenue
- SW 117th Avenue
- W Flagler Street

The following roadways are collectors:

- SW 16th Street
- NW 7th Street
- 97th Avenue
- SW 102nd Avenue
- SW 122nd Avenue
- SW 127th Avenue

BISCAYNE BAY CAMPUS

In the context area, US 1 (Biscayne Boulevard) and NE 163rd Street are classified as principal arterials. W. Dixie Highway is classified as a minor arterial, while the following are classified as collectors: NE 159th Street, NE 151st

Street, and Bay Vista Boulevard.

WOLFSONIAN MUSEUM

Collins Avenue, MacArthur Causeway, 5th Street, and Pointe Drive are classfied as principal arterials. Alton Road, Venetian Causeway, and Dade Boulevard are classified as minor arterials.

The following are classified as collectors

- 11th Street
- 15th Street
- 16th Street
- Hank Meyer Boulevard
- Meridian Avenue
- Pennsylvania Avenue
- Washington Avenue
- West Avenue

f) The current levels of service (LOS) of the roadways on campus and within the context area.

A level of service (LOS) analysis was conducted for PM peak hour traffic conditions. FIU experiences the highest volume of traffic during the PM peak period as many part-time students commute to/from campus during this period.

MODESTO A. MAIDIQUE CAMPUS

Highway Capacity Software (HCS) 2000 was used to analyze the level of service on each study area roadway segment. The current PM peak hour levels of service for the roadways on campus and within the "context area" are shown in Table 11.13. All of the roadway segments currently operate at or above adopted levels of service with the exception of southbound 109th Avenue north of SW 8th Street. This segment is currently operating at LOS "F".

Capacity analyses for critical intersections around the campus were performed using HCS 2000. The existing intersection LOS for the PM peak hour are shown in Table 11.14. All locations, with the exception of one, currently satisfy the minimum adopted level of service threshold. The intersection of SW 109th Avenue and SW 8th Street operates at a LOS F during the PM peak hour. Optimization of the existing signal timings would reduce delays and improve LOS, at this location, from a LOS F to LOS C. Results are provided in Table 11.14.

Table 11. 13 Existing Roadway Segment Level of Service Analysis PM Peak Hour – MODESTO A. MAIDIQUE CAMPUS

Location	Direction	Lanes	LOS E Capacity (1)	Volumes (2)	LOS
SW 117 th Avenue S/O 17 th Street	NB	1	810	568	С
SW ITT Avenue, S/O IT Street	SB	1	810	679	С
SW(17 th Street E/O 117 th Avenue	EB	1	660	225	В
SW 17 Street, E/O 117 Avenue	WB	1	660	367	С
SW 117 th Avenue N/O 17 th Street	NB	1	810	478	В
	SB	1	810	447	В
SW 8 th Street W/O 100 th Avenue	EB	3	2,710	1,812	В
	WB	3	2,710	2,362	С
SW 100 th Avenue, S/O 8 th Street	NB	1	660	417	С
SW 109 Avenue, 3/0 8 Street	SB	1	660	313	С
SW 8 th Street $E/O 109^{th}$ Avenue	EB	3	2,710	1,844	В
	WB	3	2,710	1,991	В
SW 100 th Avenue, N/O 8 th Street	NB	1	660	445	С
	SB	1	660	744	F
SW 8 th Street W/O 112 th Avenue	EB	3	2,710	1,996	В
Sw 8 Street, W/O 112 Avenue	WB	3	2,710	2,842	В
SW 112 th Avenue, S/O 8 th Street	NB	2	1,320	423	В
	SB	2	1,320	285	A
SW/ 8 th Street E/O 112 th Avenue	EB	3	2,710	1,880	В
Swo Street, E/O TT2 Avenue	WB	3	2,710	2,587	D
	NB	3	2,710	1,706	В
SW 107 Avenue, N/O 11 Street	SB	3	2,710	2,053	В
SW 11 th Street W/O 107^{th} Avenue	EB	1	660	62	А
SW IT Street, W/O 107 Avenue	WB	1	660	84	А
$S(M) = 10^{\text{th}} \text{ Street } \Gamma(O) = 107^{\text{th}} \text{ Avenue}$	EB	1	660	35	A
Sw 11 Street, E/O 107 Avenue	WB	1	660	39	А
SW 16 th Street W/O 107 th Avenue	EB	2	1,320	830	С
SW 10 Street, W/O 107 Avenue	WB	2	1,320	767	С
$C_{\rm M}$ ($4 c^{\rm th}$ Street Γ ($0.407^{\rm th}$ Averus	EB	2	1,320	643	С
Sw 16 Street, E/O 107 Avenue	WB	2	1,320	835	С
SW/ 17 th Street W/O 107 th Avenue	EB	2	1,320	113	А
	WB	2	1,320	98	А
SW 107 th Avenue S/O 17 th Street	NB	3	2,710	1,354	В
Svv 107 Avenue, S/O 17 Street	SB	3	2,710	2,022	В

Notes:

Levels of Service are based on FDOT peak hour directional service volumes.
 Traffic volumes are based on turning movement counts.

SIGNALIZED INTERSECTIONS								
	EXISTING TIMI	NGS	OPTIMIZING TIMINGS					
LOCATION	Average Stopped Delay (sec/veh)	LOS	Average Stopped Delay (sec/veh)	LOS				
SW 107 th Avenue and SW 1100 Block	11	В						
SW 107 th Avenue and SW 16 th Street	67.2	E						
SW 107 th Avenue and SW 1700 Block	7.9	A						
SW 109 th Avenue and SW 8 th Street	132.4	F	30.2	С				
SW 112 th Avenue and SW 8 th Street	28.1	С						
SW 117 th Avenue and SW 17 th Street	18.1	В						

 Table 11. 14
 Existing Intersection Level of Service PM Peak Hour - MODESTO A. MAIDIQUE CAMPUS

ENGINEERING CENTER

HCS 2000 was used to analyze the level of service on each roadway segment adjacent to the Engineering Center. All of the roadway segments currently operate at or above adopted levels of service.

HCS 2000 was also used to determine intersection level of service. Table 11.16 summarizes the existing level of service for study area intersections. Analysis re sults indicate that all study intersections operate at or above adopted levels of se rvice.

Table 11.15 Existing Roadway Segment Level of Service Analysis PM Peak Hour – ENGINEERING CENTER

Location	Direction	Lanes	LOS E Capacity (1)	Volumes (2)	LOS
NW 107 th Avenue between the EC	NB	3	2,710	1,163	В
Entrance and Flagler Street	SB	3	2,710	1,859	В
NW 107 th Avenue between the EC	NB	3	2,710	1,161	В
Entrance and NW 7 th Street	SB	3	2,710	1,931	В
Flagler Street between the EC Entrance	EB	3	2,710	920	В
and SW 104 th Court	WB	3	2,710	1,365	В
Flagler Street between the EC Entrance	EB	3	2,710	935	В
and 107 th Avenue	WB	3	2,710	1,294	В

Source: 2006 Campus Master Plan Update

Notes:

(1) Levels of Service are based on FDOT peak hour directional service volumes.

(2) Traffic volumes are based on turning movement counts.

SIGNALIZED INTERSECTIONS							
		EXISTING TIMINGS					
LOCATION		Average Stopped Delay (sec/veh)	LOS				
SW 105 th Ave	enue and Flagler Street	11.9	В				
UNSIGNALIZED INTERSECTION							
	Exiting Approach	20.9	С				
NW 107 th Street	Entering Approach	17.6	С				
and EC Entrance	Left Movement of South Approach	19.4	С				
	Left Movement of North Approach	14.4	В				

Table 11.16	Existing Intersection Level of Service PM Peak Hour – ENGINEERING CENTER

BISCAYNE BAY CAMPUS

HCS 2000 was used to analyze the level of service on each roadway segment adjacent to the Biscayne Cay Campus. All of the roadway segments currently operate at or above adopted levels of service as presented in Table 11.17.

Table 11. 17 Existing Roadway Segment Level of Service Analysis PM Peak Hour – BISCAYNE BAY CAMPUS

Location	Direction	Lanes	LOS E Capacity (1)	Volumes (2)	LOS
Dev Viete Divid N/O DDC Entrenes	NB	2	1,320	490	В
Bay vista Bivd., N/O BBC Entrance	SB	2	1,320	483	В
	EB	1	660	483	С
Campus Entrance, E/O Bay Vista Blvd.	WB	1	660	490	С

Source: 2006 Campus Master Plan Update Notes:

(1) Levels of Service are based on FDOT peak hour directional service volumes.

(2) Traffic volumes are collected in the field.

HCS 2000 was also used to determine intersection level of service. Table 11.18 summarizes the existing level of service for study area intersections. Analysis results indicate that the intersection of US 1 and NE 151st Street is currently operating at LOS F. Signal timing optimization will result in the intersection operating above minimum adopted level of service.

SIGNALIZED INTERSECTIONS									
	EXISTING TIMIN	OPTIMIZING TIMIN	NGS						
LOCATION	Average Stopped Delay (sec/veh)	verage Stopped Delay (sec/veh) LOS Average Stopped Delay (sec/veh)		LOS					
US 1 and NE 151 st Street(1)	90.1	F	27.5	С					
UNS	GIGNALIZED INTERSE	CTION							
Bay Vista Blvd. and FIU Access Drive	Approach Delay (sec/veh)	LOS							
East Approach	15.31	С							
North Approach	20.59	C							

Table 11. 18 Existing Intersection Level of Service PM Peak Hour – BISCAYNE BAY CAMPUS

Source: 2006 Campus Master Plan Update Notes:

(1) Four-lane construction of Bay Vista Boulevard impacted traffic data collection. Therefore, data collected in 2001 was utilized.

WOLFSONIAN MUSEUM

Roadway segments in the context area of the Wolfsonian Museum were analyzed for their levels of service using the HCS 2000. All of the roadway segments currently operate at or above adopted levels of service as presented in Table 11.19.

Table 11.19 Existing Roadway Segment Level of Service Analysis PM Peak Hour -WOLFSONIAN MUSEUM

Location	Direction	Lanes	LOS E Capacity (1)	Volumes (2)	LOS
MagArthur CSW/V W/O Alton Bood	EB	3	5,500	2,971	В
MacArthur CSWF, W/O Alton Road	WB	3	5,500	2,692	В
MacArthur CSW/X E/O Alton Road	EB	3	2,710	1,333	В
MacAnthur CSW 1, E/O Alton Road	WB	3	2,710	1,208	В
Alton Road, S/O Dada Rhyd	NB	2	1,800	1,608	С
Alton Road, 5/O Dade Bivd	SB	2	1,800	1,380	С
Colling Park Avanua, N/O 5 th Street	NB	2	1,800	762	В
Commis Faik Avenue, N/O 5 Stieet	SB	2	1,800	654	В

Source: 2006 Campus Master Plan Update

Notes:

- Levels of Service are based on FDOT peak hour directional service volumes.
 Traffic volumes are obtained from the 2005 Florida Transportation Information CD from FDOT.

g) Traffic counts at major University access locations.

MODESTO A. MAIDIQUE CAMPUS

AM and PM peak period turning movement counts were collected at the following University access locations:

- SW 107th Avenue and SW 1100 Block
- SW 107th Avenue and SW 16th Street
- SW 107th Avenue and SW 1700 Block
- SW 109th Avenue and SW 8th Street
- SW 112th Avenue and SW 8th Street
- SW 117th Avenue and SW 17th Street

The traffic counts were collected on April 18-19, 2006 during AM and PM peak periods from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. The collected turning movement counts are contained in the Appendix.

ENGINEERING CENTER

AM and PM peak period turning movement counts were collected at the following locations:

- NW 107th Avenue and NW 2nd Street (West Entrance)
- W Flagler Street and SW 105th Place (South Entrance)

The traffic counts were collected on April 19, 2006 during weekday morning peak hours (7:00 to 9:00 AM) and afternoon peak hours (4:00 to 6:00 PM). The Appendix contains collected turning movement counts.

BISCAYNE BAY CAMPUS

A 24-hour continuous machine traffic count was collected on NE 151st Street 200 feet east from Biscayne Boulevard. The traffic counts were collected on April 18-20, 2006 and are contained in the Appendix.

h) Existing University trip generation based on original survey data prepared for the campus master plan. Traffic counts and origin/destination studies will be used to generate data.

MODESTO A. MAIDIQUE CAMPUS, ENGINEERING CENTER, AND BISCAYNE BAY CAMPUS

Trip generation is based on equations or rates. Two available sources were included in this analysis, the ITE (Institute of Transportation Engineers) Trip Generation Handbook and the SUSTS (State University System Transportation Study). Trip generation by ITE method requires student headcount, while trip generation by the SUSTS method uses student headcount together with faculty/staff headcount. Table 11.20 summarizes the PM peak hour trips estimated based on the ITE and SUSTS methods and the Spring 2006 student

and faculty/staff_headcounts, along with traffic counts collected in Spring 2006.

University Campus	Spring 2006 Student Headcount	Spring 2006 Faculty/Staff Headcount	PM Peak Ho ur Trips by ITE	PM Peak Hour Trips by SUST S	Traffic Counts
Modesto A. Maidique	24,590	2,311	5,164	3,796	3,958
Engineering Center	3,782	225	794	551	348
Biscayne Bay Campus	6,892	379	1,447	1,063	973

 Table 11.20
 Comparison of PM-Peak Hour Trips by ITE and SUSTS Methods with Traffic Counts

Source: 2006 Campus Master Plan Update

PM peak hour trips by the SUSTS method were closer to traffic counts than those by the ITE method since the former includes a study only for FIU, whereas the ITE method was based on studies on universities nationwide. Therefore, trip generation was estimated by using the SUSTS trip generation rates. Table 11.21 summarizes the PM peak hour trips by the SUSTS method based on the Fall 2005 student and faculty/staff headcounts for each campus.

University Campus Fall 2005 Student Headcount		Fall 2005 Faculty/Staff Headcoun t	PM Peak Hour Trips by SUSTS
Modesto A. Maidique	26,615	2,379	4,079
Engineering Center	4,094	232	594
Biscayne Bay Campus	7,584	390	1,164

Source: 2006 Campus Master Plan Update

WOLFSONIAN MUSEUM

A survey was conducted to on the visitors to the Wolfsonian Museum. Survey questionnaires were distributed to visitors from Thursday, June 8 to Thursday, June 22, 2006. Survey questionnaires included questions regarding travel mode, travel time, parking, group size, and so on. Travel modes used by visitors included auto (55%), bus (13%), and walk (32%). Vehicle occupancy rate was found to be 2.43 person per auto. The average group size for visitors traveling to the museum by bus was 1.33. The average number of daily visitors during the survey period was 42, which was calculated based on the visitor count obtained from a staff member at the Wolfsonian Museum. Since the survey period did not concede with the museum peak season a peak season conversion factor of 1.67 was utilized. Table 11.22 summarizes the estimated annual average daily visitors and trips by auto, bus, and walk.

		Visitors			Trips		
Average Daily Visitor	Auto	Bus	Walk	Auto Bus			
70	39	9	22	16	7	22	

Table 11.22 Trips Generated by the Wolfsonian Museum

Source: 2006 Campus Master Plan Update

i) Existing traffic analysis zones (TAZs) of the host local government within which University facilities are located.

MODESTO A. MAIDIQUE CAMPUS AND ENGINEERING CENTER

Modesto A. Maidique Campus is located within the Miami-Dade County Metropolitan Planning Organization (MPO) Traffic Analysis Zone (TAZ) 983 while Engineering Center is located within TAZ 814. Trip distribution was accomplished using the cardinal directional distribution method, which is currently used in the Miami-Dade County. Distribution percentages of each TAZ were obtained form the Department of Planning and Zoning. Tables 11.23 and 11.24 show the distribution percentage and trip distribution corresponding to the cardinal direction for the TAZs in which the Modesto A. Maidique campus and the Engineering Center are located.

Table 11. 23 Trip Distribution by Cardinal Direction – MODESTO A. MAIDIQUE CAMPUS

Cardinal Direction	Percent of Trip Distribution for TAZ 983	Trip Distribution
NNE	17.99	734
ENE	21.27	868
ESE	9.68	395
SSE	12.42	507
SSW	18.35	748
WSW	11.50	469
WNW	4.41	180
NNW	4.38	179
TOTAL	100	4,079

Source: 2006 Campus Master Plan Update

Table 11.24 Trip Distribution by Cardinal Direction – ENGINEERING CENTER

Cardinal Direction	Percent of Trip Distribution for TAZ 814	Trip Distribution
NNE	22.05	131
ENE	27.94	166
ESE	16.11	96
SSE	9.79	58

SSW	12.74	76
WSW	7.29	43
WNW	1.79	11
NNW	2.28	14
TOTAL	100	594

Existing Traffic Concurrency Evaluation:

The traffic assignment has been documented to establish the project traffic contribution on roadways within one mile of the campuses using the concurrency data kept by the Miami-Dade County Public Works Department. The resulting two-way assignment of project traffic along with the percentage of project traffic contribution for each concurrency station is shown in Table 11.25.

Roadway	Limits	Station No.	Roadway LOS Standard	Roadway Capacity	PHP (1)	Two-Way Project Traffic	Project Traffic Con tribution	Background Traffic
SW 127 Avenue	SW 7 St to NW 6 St	9770	D	2,840	1,389	32	1.1%	1,357
SW 127 Avenue	SW 8 St to SW 26 St	9772	E	3,150	1,970	8	0.3%	1,962
SW 127 Avenue	SW 8 St to SW 24 St	9766	E	3,520	4,014	11	0.3%	4,003
SW 122 Avenue	NW 6 St to SW 8 St	9764	D	2,050	2,150	28	1.4%	2,122
HEFT	300' N of SW 8 St	2250	D	9,800	7,420	116	1.2%	7,304
HEFT	1000' N of Bird Rd	2270	D	9,800	5,231	262	2.7%	4,969
NW 107 Avenue	200' N of NW 7 St	1218	E	5,590	4,368	700	12.5%	3,668
SW 107 Avenue	Flagler St. to SW 8 St.	2580	E	4,630	2,973	1,209	26.1%	1,764
SW 107 Avenue	200' S of SW 8 St	1090	E	6,540	3,684	454	6.9%	3,230
SW 97 Avenue	SW 8 St to SW 40 St	9698	D	1,320	990	28	2.1%	962
SW 24 St./Coral Way	SW 117 Ave to 127 Ave	9130	E	4,900	3,486	395	8.1%	3,091
SW 24 St./Coral Way	SW 107 Ave to 117 Ave	9128	E	4,330	3,133	23	0.5%	3,110
SW 24 St./Coral Way	SW 97 Ave to 107 Ave	9126	E	7,380	2,997	255	3.5%	2,742
SW 8 Street	200' E of SW 137 Ave	88	D	7,320	3,843	194	2.7%	3,649
SW 8 Street	200' W of SW 122 Ave	2561	E	5,860	4,849	260	4.4%	4,589
SW 8 Street	200' E of SW 109 Ave	90	D	8,590	3,771	354	4.1%	3,417
W Flagler Street	NW 107 Ave to 114 Ave	9158	E	6,990	2,881	175	2.5%	2,706
W Flagler Street	NW 97 Ave to 107 Ave	9156	E	4,660	2,771	249	5.3%	2,522

Table 11.25 Traffic Impact Assessment – Two Way Analysis – MODESTO A. MAIDIQUE CAMPUS AND ENGINEERING CENTER

Source: 2006 Campus Master Plan Update

Note:

(1) Average of the two highest peak hour traffic.

The percent of project traffic contribution is below 10% except for two count stations. These count stations are located on 107th Avenue between Flagler Street and SW 8th Street and 200' south of SW 8th Street.

BISCAYNE BAY CAMPUS

The Biscayne Bay Campus is located within the Miami-Dade County Metropolitan Planning Organization (MPO) Traffic Analysis Zone (TAZ) 190.—Trip distribution was accomplished using the cardinal directional distribution method. Distribution percentages of TAZ 190 were obtained form the Department of Planning and Zoning. Table 11.26 summarizes the distribution percentage and trip distribution corresponding to the cardinal direction of TAZ 190.

Cardinal Direction	Percent of Trip Distribution for TAZ 51	Trip Distribution
NNE	6.14	71
ENE	0.09	1
ESE	0	0
SSE	4.75	55
SSW	14.59	170
WSW	27.16	316
WNW	24.77	288
NNW	22.49	262
TOTAL	100	1,164

Table 11. 26 Trip Distribution by Cardinal Direction – BISCAYNE BAY CAMPUS

Source: 2006 Campus Master Plan Update

Existing Traffic Concurrency Evaluation:

Table 11.27 depicts the project traffic contribution on all roadway links within 1 mile of campus using concurrency data kept by the Miami-Dade County Public Works Department. Project consumption is below 10% consumption

Table 11.27 Traffic Impact Assessment – Two Way Analysis – BISCAYNE BAY CAMPUS

Roadway	Limits	Station No.	Roadway LOS Standard	Roadway Capacity	PHP (1)	Two-Way Project Traffic	Project Traffic Con tribution	Background Traffic
West Dixie Highway	200' N of NE 151 St	531	E	2,910	1,501	2	0.1%	1,499

Biscayne Boulevard	300' S of NE 163 St	5219	E + 50 (2)	9,540	3,268	357	3.7%	2,911
Biscayne Boulevard	200' S of NE 123 St	524	E + 50 (2)	5,800	2,626	103	1.8%	2,523
NE 135 th Street	200' W of Biscayne Blvd	1026	E	3,150	1,265	255	8.1%	1,010
Bay Vista Boulevard (3)	US 1 to Biscayne Bay Campus Entrance	NA	E	3,420	1,023	1,164	34.0%	0

Note:

(1) 150% Level of Service is allowed due to the roadway being serviced by Transit Operation at 20 minute headways.

(2) Average of the two highest peak hour traffic.

(3) The Miami-Dade County does not have a traffic count station on Bay Vista Boulevard. Roadway service volume was from the previous FIU Campus Master Plan and PHP was estimated based on the collected data, shown in Appendix.

WOLFSONIAN MUSEUM

The Wolfsonian Museum is located within TAZ 638. By multiplying the PM peak hour trips by the distribution percentages, trip distribution for each cardinal direction was estimated. The distribution percentages of TAZ 638 obtained form the Department of Planning and Zoning are summarized in Table 11.28, along with the trip distribution.

Cardinal Direction	Percent of Trip Distribution for TAZ 638	Trip Distribution
NNE	17.71	4
ENE	0	0
ESE	0	0
SSE	0	0
SSW	8.25	2
WSW	23.32	5
WNW	28.32	7
NNW	22.40	5
TOTAL	100	23

Table 11.28	Trip Distribution by Cardinal Direction – WOLFSONIAN MUSEUM

Source: 2006 Campus Master Plan Update

Existing Traffic Concurrency Evaluation:

Table 11.29 lists locations where traffic counts are installed within 1 mile from the Wolfsonian Museum. Since the Wolfsonian Museum produces few trips, there is no significant impact from the Wolfsonian Museum.

 Table 11.29
 Traffic Impact Assessment – Two Way Analysis – WOLFSONIAN MUSEUM

Roadway	Limits	Station No.	Roadway LOS Standard	Roadway Capacity	PHP (1)	Two-Way Project Traffic	Project Traffic Co ntribution	Background Traffic
Alton Road	200' N of 20 St	12	E	3,260	3,205	3	0.1%	3,202
Alton Road	200' S of 51 St	1018	E	3,760	2,352	0	0%	2,352

Source: 2006 Campus Master Plan Update

Note:

(1) Average of the two highest peak hour traffic.

j) Established public transit or University-provided transit routes (including inter-campus routes) on campus and in the context area indicating location of stops, frequency of service and capacity of the vehicles.

MODESTO A. MAIDIQUE CAMPUS

A Miami-Dade Transit Agency (MDTA) bus terminal is located on campus east of Lot #5. Four bus routes serve the area. Table 11.30 provides information on the weekly schedule for each bus route, including frequency during weekday peak hours. For transit, weekday peak hour services operate from approximately 6:30 am through 9:00 am and in the evening from 4:00 pm to 6:30 pm. The buses operate with less frequent headways during the weekends. MDTA buses have a seated capacity of approximately 38 persons and a standing load of 31 persons.

Route #	Frequency during Peak Hours	Route Alignment	Service Hours
0		From Miami Dade College Downtown	4:40am-11:05pm (Eastbound)
0	10-15 minutes Campus to Modesto A. Maidique - Terminal		5:26am-12:06am (Westbound)
11	15-30 minutes	From Metro-Dade Government Center	24 hours (Eastbound)
		to Modesto A. Maidique Terminal	24 hours (Westbound)
24	20-30 minutes	From SW 26 th Street and SW 137 th Avenue to SW 1 st Street and SW 1 st Avenue	6:00am-12:00am (Eastbound)
24	30 minutes	From SW 1 st Street and SW 1 st Avenue to SW 26 th Street and SW 137 th Avenue	6:00am-12:00am (Westbound)
71	20-30 minutes	From Miami Dade College South to Modesto A. Maidique Terminal	6:00am-8:00pm
71	20-30 minutes	From Modesto A. Maidique Terminal to Dolphin Mall	6:00am- 8:00pm

Table 11.30 Public Transit Routes – MODESTO A. MAIDIQUE CAMPUS

Source: Miami-Dade Transit Agency, 2006

ENGINEERING CENTER

Four bus routes serve Engineering Center daily. Table 11.31 provides information on the weekly schedule for each bus route, including frequency during weekday peak hours. For transit, weekday peak hour services operate from approximately 6:30 am through 9:00 am and in the evening from 4:00 pm to 6:30 pm. The buses operate with less frequent headways during the weekends.

Campus Area Transit System (CATS) is a free transportation system, which is operated by FIU personnel at Modesto A. Maidique Campus. The shuttle transports FIU students, faculty, and staff between the Modesto A. Maidique campus and the Engineering Center campus. Table 11.32 summarizes the frequency of service, route alignment, and service hours. Vans used for CATS have a seated capacity of 15 passengers.

Route #	Frequency during Peak Hours	Route Alignment	Service Hours
	15.20 minutos	From Metro-Dade Government Center	24 hours (Eastbound)
	15-30 minutes	to Modesto A. Maidique Terminal	24 hours (Westbound)
51	2.10 minutos	From SW 8 th Street and SW 132 nd	6:00am-10:00pm (Eastbound)
Flagler MAX	3-10 minutes	Avenue	6:00am-10:00pm (Westbound)
71	20-30 minutes	From Miami Dade College South to Engineering Center	6:00am-8:00pm (Northbound)
71	20-30 minutes	Runs from Engineering Center to Dolphin Mall	6:00am- 8:00pm (Northbound)
212	15.20 minuton	From SW 24 th Street and SW 88 th	4:30am-1:30am (Eastbound)
Circulator	15-20 minutes	Avenue	4:40am-1:24am (Westbound)

 Table 11.31
 Public Transit Routes – ENGINEERING CENTER

Source: Miami-Dade County Transit Agency, 2006

Table 11.32
 Campus Transit Routes – MODESTO A. MAIDIQUE CAMPUS and ENGINEERING CENTER

Route #	Frequency during Peak hours	Route Alignment	Service Hours
Blue Bus	90 minutes	From Engineering Center to Modesto A. Maidique Campus	8:15am-9:30pm
Gold Bus	90 minutes	From Engineering Center to Modesto A. Maidique Campus	9:15am-4:45pm

Source: FIU Department of Parking and Transportation, 2006

BISCAYNE BAY CAMPUS

MDTA bus shelters are located south of the library and east of parking lot #1. Three bus routes terminate at the Biscayne Bay Campus. Five buses serve the campus daily and are listed in Table 11.33 with service frequency, route alignment, and service hours. The buses operate with less frequent headways during the weekends. The NOMI Express is included which provides community bus service within the City of North Miami. Efforts should be made by the University to strengthen coordination efforts with the City of North Miami to promote use of this bus services as an alternative transportation option available to both students and faculty.

The Golden Panther Express Shuttle is available to students traveling between Modesto A. Maidique Campus and the Biscayne Bay Campuses. Table 11.34 gives the service frequency, route alignment, and service hours of the Golden Panther Express Shuttle.

Route #	Frequency during Peak Hours	Route Alignment	Service Hours
		From CPD Pug Torminal to	5:15am-4:10am
3	15-60 minutes	Wal-Mart Florida City	4:27am-3:54pm
		, ,	(Southbound)
			6:00am-8:20pm
28	30-60 minutes	From Biscayne Bay Campus to	(Eastbound)
20		Hialeah Metrorail Station	5:10am-9:30pm
			(Westbound)
	30-60 minutes		5:00am-11:30pm
02		From Biscayne Bay Campus to	(Eastbound)
03		Miami Lakes City Center	5:30am-10:20pm
			(Westbound)
			5:50am-6:35pm
93		From CBD Bus Terminal to	(Northbound)
Biscayne MAX	15 minutes	Aventura Mall	6:00am-6:10pm
,			(Southbound)
		From Discourse Day Compute to	5:00am-9:00pm
183	20.60 minutos	From Biscayne Bay Campus to	(Eastbound)
183 Street MAX	SU-OU MINULES		5:00am-10:00pm
		Avenue	(Westbound)

Table 11.33 Public Transit Routes – BISCAYNE BAY CAMPUS

Source: Miami-Dade County Transit Agency, 2006

Table 11.34 Campus Transit Route – MODESTO A. MAIDIQUE CAMPUS and BISCAYNE BAY CAMPUS CAMPUS

Route #	Frequency during Peak Hours	Route Alignment	Service Hours
Golden Panther Express	75 minutes	From Modesto A. Maidique Campus to Biscayne Bay Campus	6:45am-10:45pm

Source: FIU Department of Parking and Transportation, 2006

WOLFSONIAN MUSEUM

Six bus routes provide service to the Wolfsonian Museum. Two routes operate daily and the other four routes provide services with limited hours. Table 11.35 provides information on the weekly schedule for each bus route, including frequency during weekday peak hours.

Table 11.35 Public Transit Routes – WOLFSONIAN MUSEUM

Route #	Frequency during Peak hours	Route Alignment	Service Hours
103 Route C	15-20 minutes	From CBD Bus Terminal to NW 39 th Street and Alton Road	5:00am-12:00am
108 Route H	20-30 minutes	From NE 2 nd Street and Alton Road to NE 185 th Street and NE 18 th Avenue	5:00am-12:00am
111 Route K	20 minutes	From CBD Bus Terminal to Diplomat Mall	5:50am-10:00pm

113 Route M	30 minutes	From NW 20 th Street and NW 19 th Avenue to Miami Heart Institute	6:00am-10:00pm
236 Airport Owl	60 minutes	From Miami Airport Tri-Rail to Miami Airport Tri-Rail.	11:20pm-7:00am
246 Night Owl	60 minutes	From NW 167 th Street and NW 1 st Avenue to NW 167 th Street and NW 1 st Avenue	10:30pm-5:40am

Source: Miami-Dade County Transit Agency, 2006

(2) ANALYSIS REQUIREMENTS.

a) Future parking needs for students, faculty, and staff and types of special events for the planning period.

MODESTO A. MAIDIQUE CAMPUS

Existing Parking Ratios:

Analysis of parking spaces is based on the number of users and the available parking spaces. Users include students, faculties, and staff who have parking decals. The number of parking decal holders is the number of parking decals issued to students, faculties, staffs, and others, which was obtained from the Department of Parking and Transportation. Table 11.36 summarizes number of users, number of spaces, and ratio of users to spaces. Average ratios of 3.285 students/space and 1.972 faculty-staff/space were calculated for existing conditions. The computation of these ratios does not include auxiliary parking spaces for uses such as visitors, ADA, and loading. The need for these uses should be evaluated individually for each campus based on existing ratios for these uses.

Table 11. 36 E	xisting Parking Ratios – MODESTO A. MAIDIQUE CAMPUS	

Type of User	Number of Users	Number of Spaces	Ratio of User/Space
Students	23,023	7,008	3.285
Faculty/Staff	2,859	1,450	1.972

Source: 2006 Campus Master Plan Update

Parking Utilization - On Campus:

The peak parking demand occurs between 10:00 am and 2:00 pm. Parking conditions at all parking lots were surveyed at 10:00 am and 2:00 pm. Utilization of student parking lots ranges from 24% at parking lot #5 to 100% at parking lots #1, #3, #8, and #9, and the Golden Garage, which results in an average utilization of 75%. Faculty parking utilization of individual lots was lower, ranging from 37% at the Panther Garage to 100% at parking lots #1, #3, and #8, the Golden Garage, and the Red Garage, with an average utilization of 74%.

Future Parking Needs:

Based on discussions and information provided by the University's Parking Department, the equation used for calculating parking spaces is based on the number of full-time enrollees and the number of full-time enrollees living in campus housing. One (1) parking space is provided for every 2.94 full-time enrollee and one (1) parking space is provided for every 2.00 full-time enrollee living in campus housing. Since future parking projections are based on campus population, it is important to understand future population estimates. Based on future population estimates provided by the University the full-time enrollee population at the Modesto A. Maidique campus is estimated to be 19,580 and an additional 4,144 full-time enrollees living in campus house.

Future Needs Projections:

Total parking required by the end of the planning period (2015) is shown in Table 11.37. Although sufficient parking will be provided on the entire campus, localized demand within specific areas of the campus will be an issue, as well as the demand generated by the Academic Health Sciences component with the external ambulatory care/hospital additions in 2015. As such, a detailed analysis of the northeast quadrant of the campus was prepared for existing, five year build-out, ten year build-out and 20 year build-out scenarios.

	2015
	University Park
Students	
FTE	19,580
FIE in campus housing	4,144
HC	34,268
Faculty FYE	1,047
Staff: Admin + Prof	767
Conorol Stoff	1 022
	1,022
Total Population	56,684
FIU Total Parking Demand Methodology ⁽¹⁾	8,729
FILL Metrorail Adjustment (15%) ⁽²⁾	(1 309)
EIII Metrobus Adjustment (10%) ⁽³⁾	(1,509)
r to Metrobus Aujustment (10%)	-
FIU Adjusted Parking Demand	7,420
Parking Capacity	10,080
FIU Methodology Excess Capacity	2,660

Table 11. 37 Future Parking Needs Projections – MODESTO A. MAIDIQUE CAMPUS

 $^{(1)}$ Parking generation based upon parking equations provided by FIU:

P = 0.34x+0.5y (x = Full Time Enrollees, y = Full Time Enrollees living in campus housing)

⁽²⁾ Metrorail adjustment (at UP and Eng. Campuses) based upon programmed construction of Metrorail's Orang

⁽³⁾ The Biscayne Campus site is served by four (4) bus lines including two (2) limited stop bus routes.

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ENGINEERING CENTER

Existing Parking Ratios:

The total number of decals issued to students, faculties, staffs, and others was obtained from the University's Parking Department. Table 11.38 summarizes number of users, number of spaces, and ratio of users to spaces at the Engineering Center. The average ratios of 5.819 students/space and 1.958 faculty-staff/space were found under the existing conditions. These do not include auxiliary parking spaces for uses such as visitors, disabled, and loading.

Table 11.38 Existing Parking Ratios – ENGNEERING CENTER (These numbers are higher than the 2015 projections)

Type of User	Number of Users	Number of Spaces	Ratio of User/Space
Students	3,567	613	5.819
Faculty/Staff	280	143	1.958

Parking Utilization - On Campus:

A parking survey of the parking lots at the Engineering Center was conducted between 10:00 am and 2:00 pm. The peak parking conditions occurred in the afternoon. Utilization of student parking spaces in the afternoon ranges from 24% at parking lot #3 to 100% at parking lots #1 and #2. Faculty parking utilization was found to be 100% at all lots in the afternoon.

Future Parking Needs:

Based on discussions and information provided by the University's Parking Department, the equation used for calculating parking spaces is based on the number of full-time enrollees and the number of full-time enrollees living in campus housing. One (1) parking space is provided for every 2.94 full-time enrollee and one (1) parking space is provided for every 2.00 full-time enrollee living in campus housing. Projections for academic year 2015, which represents the end of the planning period, consist of headcounts of 1,994 students and 166 faculty/staff.

Future Needs Projections:

Total parking required by the end of the planning period (2015) is shown in Table 11.39. A total of 349 parking spaces will be required at the Engineering Center. As 961 parking spaces are provided, additional parking will not be required.

	2015
	Engineering Campus
Students FTE FTE in campus housing	1,140
HC	1,994
Faculty FYE	61
Staff: Admin + Prof	45
General Staff	60
Total Population	3,300
FIU Total Parking Demand Methodology ⁽¹⁾	388
FIU Metrorail Adjustment (15%) ⁽²⁾ FIU Metrobus Adjustment (10%) ⁽³⁾	(39)
FIU Adjusted Parking Demand	349
Parking Capacity	961
FIU Methodology Excess Capacity	612

Table 11.39 Future Parking Needs Projections – ENGINEERING CENTER

⁽¹⁾ Parking generation based upon parking equations provided by FIU:

P = 0.34x+0.5y (x = Full Time Enrollees, y = Full Time Enrollees living in campus housing)

(2) Metrorail adjustment (at UP and Eng. Campuses) based upon programmed construction of Metrorail's Orang

 $^{\rm (3)}$ The Biscayne Campus site is served by four (4) bus lines including two (2) limited stop bus routes.

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BISCAYNE BAY CAMPUS

Existing Parking Ratios:

The total number of decals issued to students, faculty, staff, and others was obtained from the Department of Parking and Transportation. Table 11.40 summarizes the number of users, number of spaces, and ratio of users to spaces. Average ratios of 3.981 students/space and 1.224 faculty-staff/space were found under the existing conditions. These do not include auxiliary parking spaces for uses such as visitors, disabled and loading.
Type of UserNumber of UsersNumber of SpacesRatio of User/SpaceStudents6,4851,6293.981Faculty/Staff4703841.224

Table 11. 40 Existing Parking Ratios – BISCAYNE BAY CAMPUS

Source: 2006 Campus Master Plan Update

Parking Utilization - On Campus:

Utilization varies between 20% and 100% throughout the campus at this time. Average student parking occupancy is approximately 52%, while the faculty parking occupancy average is 71%.

Future Parking Needs:

Based on discussions and information provided by the University's Parking Department, the equation used for calculating parking spaces is based on the number of full-time enrollees and the number of full-time enrollees living in campus housing. One (1) parking space is provided for every 2.94 full-time enrollee and one (1) parking space is provided for every 2.00 full-time enrollee living in campus housing. The actual counts of students and faculty/staff at the Biscayne Bay Camps for Fall 2005 were provided by the OPIE. The student population at the Biscayne Bay Campus was 7,584 and the faculty/staff headcount was 390.

Projections for academic year 2015, which represents the end of the planning period, consist of headcounts of 8,580 students and 528 faculty/staff.

Future Needs Projections:

Total parking required by the end of the planning period (2015) is shown in Table 11.41. A total of 1,352 parking spaces will be required at the Biscayne Bay Campus. As 2,257 parking spaces are provided, additional parking will not be required.

	2015
	Biscayne Campus
Students	
FTE	3,413
FTE in campus housing	683
HC	8,580
Faculty FYE	195
Staff: Admin + Prof	115
General Staff	218
Total Population	12,521
	(500
FIU Total Parking Demand Methodology	1,502
FIU Metrorail Adjustment (15%) ⁽²⁾	
FIU Metrobus Adjustment (10%) ⁽³⁾	(150)
FIU Adjusted Parking Demand	1,352
Parking Capacity	2,257
FIU Methodology Excess Capacity	905

Table 11. 41 Future Parking Needs Projections – BISCAYNE BAY CAMPUS

⁽¹⁾ Parking generation based upon parking equations provided by FIU:

P = 0.34x+0.5y (x = Full Time Enrollees, y = Full Time Enrollees living in campus housing)

⁽²⁾ Metrorail adjustment (at UP and Eng. Campuses) based upon programmed construction of Metrorail's Oran

⁽³⁾ The Biscayne Campus site is served by four (4) bus lines including two (2) limited stop bus routes.

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WOLFSONIAN MUSEUM

Visitor statistics for the last six years were obtained from the Wolfsonian Museum. The trend of visitors was analyzed to calculate a future growth rate for visitors. Based on the analysis, total daily visitors will be approximately 90 in 2015, which reflects a 29% increase from the number of 2006 visitors. Assuming the mode share will remain the same in 2015, 50 visitors are expected to use the automobile, 11 visitors are expected to use public transit, and 29 visitors are expected to walk to the museum. Using the vehicle occupancy rate found from the survey, 20 auto trips and 9 public transit trips will be generated by the museum. Table 11.42 summarizes mode share, projected daily visitors, and projected trips in 2015.

Travel Mode	Mode Share	Projected Daily Visitors (2015)	Projected Trips (2015)
Total	100%	90	
Automobile	55%	50	20
Public Transit	13%	11	9
Walk	32%	29	28

 Table 11.42
 Future Visitor Projections – WOLFSONIAN MUSEUM

b) Amount of land required to provide the amount of parking calculated in (2) a).

MODESTO A. MAIDIQUE CAMPUS

There is limited land available for any parking facilities at the Modesto A. Maidique campus. A Parking garage is recommended in place of parking lots to accommodate required parking by 2015.

ENGINEERING CENTER

There is limited land available for any parking facilities at the Engineering Center. However, parking projections do not show a need in 2015 for additional parking.

BISCAYNE BAY CAMPUS

The Biscayne Bay Campus has land available for expanding the existing parking lot or constructing new parking lots. However, parking projections do not show a need in 2015 for additional parking.

WOLFSONIAN MUSEUM

Parking provided near the museum is expected to have adequate capacity given the parking requirements.

c) Capacity of University lands to accommodate the amount of parking calculated in (2) a)

MODESTO A. MAIDIQUE CAMPUS

Parking Garage 5, which is a twin of Parking Garage 4, will be constructed in the near future. The proposed garage will accommodate 1,400 spaces.

ENGINEERING CENTER

No parking structures are planned.

BISCAYNE BAY CAMPUS

No parking structures are planned.

WOLFSONIAN MUSEUM

No land is available for the University.

d) Methods to accommodate the amount of parking calculated in (2) a) on the University campus, including at a minimum:

1. Decreasing automobile trips.

Automobile is a major transportation mode for students and employees to commute to the University and most automobile trips are single-occupant vehicle trips. By promoting ridesharing with carpool and vanpool programs, many trips could be eliminated reducing the number of parking spaces demanded.

Encouraging students and employees who live in the residential areas around the campus to use bicycle as a commuting mode could decrease automobile trips. Improved bicycle facilities and bicycle paths would promote the use of bicycle as a viable alternative to automobile trips.

2. Increasing utilization.

The survey of parking facilities show that parking demand was high during peak hours and low during off-peak hours. Parking utilization could be improved by evenly distributing parking demand during peak and off-peak hours. With the implementation of MWF class schedules beginning in the fall of 2007, the parking demands will ease. The degree of parking demand reduction will depend on the actual implementation of class schedules, and will need to be determined based on an assessment.

3. Increasing use of public or University-provided transit.

Improving public transportation is crucial in reducing the need for new parking facilities and congestion near the university campuses. Long range planned improvements like the planned proposed east-west extension to FIU may alleviate some of the parking and traffic issues. In the short term, improvements to the bus transit services may help increase public transit use and reduce automobile tips to the campuses. This will require that the university work with the Miami-Dade Transit to identify the necessary improvements, which may require a travel characteristics study including origin-destination, travel time, mode, purpose, etc. Transit stations with weather protection may also increase public transit use.

e) Off-campus lands in the context area that may be available for University parking and the parking capacity of those sites.

MODESTO A. MAIDIQUE CAMPUS

Off-campus parking has not been identified presently or in the future plan.

ENGINEERING CENTER

Off-campus parking has not been identified presently or in the future plan.

BISCAYNE BAY CAMPUS

Off-campus parking has not been identified presently or in the future plan.

WOLFSONIAN MUSEUM

Off-campus parking has not been identified presently or in the future plan.

f) Impacts of off-campus University parking on the context area and the alternatives for minimizing these impacts.

MODESTO A. MAIDIQUE CAMPUS

There are no off-campus parking impacts, since there is no off-campus parking.

ENGINEERING CENTER

There are no off-campus parking impacts, since there is no off-campus parking.

BISCAYNE BAY CAMPUS

There are no off-campus parking impacts, since there is no off-campus parking.

WOLFSONIAN MUSEUM

There are no off-campus parking impacts, since there is no off-campus parking.

g) Projected traffic volumes/capacities and levels of service on University roads in the context area, including an analysis of the traffic circulation model used by the host community in projecting traffic circulation in the context area.

Future Traffic Analysis:

For purpose of the analysis, trip generation was done using the State University System Transportation Study (BR-052). This study provides daily trip generation rates per student and faculty staff member. The trips estimated by the SUSTS method includes the trips by students and trips by faculty/staff. The trip generation rates for students and faculty/staff were applied to the future headcounts of student and faculty/staff at each campus to estimate the daily trips. Daily trips were converted to PM peak hourly trips using hourly to daily ratio (K-factors) at each campus as shown in the SUSTS. Table 11.43 summarizes the future population of students and faculty/staff, trip rate, daily trips, and peak hour trips by campus.

Type of User	Population	Trip Rate ⁽¹⁾	Daily Trips	Peak Hour Trips ⁽²⁾	
MODESTO A. MAIDIQUE CAMPUS					
Students	38,867	1.82	70,738	5,093	
Faculty/Staff	3,473	3.45	11,982	863	

Table 11. 43 Future Traffic Volumes	Table 11. 43	Future Traffic Volumes
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TOTAL				5,956				
ENGINEERING CENTER								
Students	5,979	1.82	10,882	783				
Faculty/Staff	339	3.45	1,170	84				
TOTAL				868				
BISCAYNE BAY CAMPUS								
Students	9,114	1.88	17,134	1,285				
Faculty/Staff	468	3.22	1,507	113				
TOTAL				1,398				

Source: 2006 Campus Master Plan Update

Note:

(1) Trip rate was obtained from SUSTS.

(2) Peak to Daily ratio was used from SUSTS (for Modesto A. Maidique Campus K=7.2%, for Biscayne Bay Campus K=7.5%)

MODESTO A. MAIDIQUE CAMPUS AND ENGINEERING CENTER

Roadways:

The background traffic volumes, are the sum of the existing traffic and an additional amount of traffic to account for potential growth in the study area, in the context area will increase 17 percent by year 2015. The Miami-Dade County Long-Range Plan (LRP) was used as the basis to calculate the growth rate for the future traffic study. On-campus existing volumes will increase by the same growth rate as that of the student population (46%).

The future PM peak hour LOS analyses for the roadways on campus and within the context area of the Modesto A. Maidique Campus are shown in Table 11.44. All roadway segments are expected to operate at or above adopted level of service with the exception of three (3) links. These links include southbound SW 117th Avenue (south of SW 17th Street), westbound SW 8th Street (from SW 109th Avenue to SW 112th Avenue), and southbound SW 109th Avenue (north of SW 8th Street), will operate at a level of service "F".

Location	Direction	Lanes	LOS E Capacity (1)	Volumes (2)	LOS
SIM 117 th Avenue S/O 17 th Street	NB	1	810	739	С
SW 117 Avenue, S/O 17 Street	SB	1	810	906	F
SIM 17 th Street E/O 117 th Avenue	EB	1	660	356	С
Sw 17 Street, E/O 117 Avenue	WB	1	660	579	D
SNV 117 th Avenue N/O 17 th Street	NB	1	810	596	С
SW 117 Avenue ,N/O 17 Street	SB	1	810	541	С
SW 8 th Street, W/O 109 th Avenue	EB	3	2,710	2,151	С

Table 11. 44	Future Level of Service Analysis PM Peak Hour – Mod	lesto A. Maidique Campus
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	WB	3	2,710	2,846	F
SNA 100 th Avenue S/O a th Street	NB	1	660	659	D
SW 109 Avenue, S/O 8 Street	SB	1	660	495	С
SW/ 8 th Street E/O 100 th Avenue	EB	3	2,710	2,219	С
	WB	3	2,710	2,387	С
SW 109 th Avenue, N/O 8 th Street	NB	1	660	548	D
	SB	1	660	910	F
SW 8 th Street W/O 112 th Avenue	EB	3	2,710	2,421	С
SW 8 Street, W/O TIZ Avenue	WB	3	2,710	3,438	F
SW(112 th Avenue, S/O 9 th Street	NB	2	1,320	668	С
SW 112 Avenue, S/O 8 Street	SB	2	1,320	450	В
SW 8 th Street, E/O 112 th Avenue	EB	3	2,710	2,237	С
	WB	3	2,710	3,035	F
CIAL 407 th Augmung Al/O 44 th Streagt	NB	3	2,710	1,995	В
Sw 107 Avenue, N/O 11 Street	SB	3	2,710	2,420	С
	EB	1	660	88	А
SW IT Street, W/O 107 Avenue	WB	1	660	133	A
\mathbf{C}	EB	1	660	40	A
Sw 11 Street, E/O 107 Avenue	WB	1	660	45	А
CIAL 4 C th Street IAL/O 407 th Avenue	EB	2	1,320	1,311	D
SW 16 Street, W/O 107 Avenue	WB	2	1,320	1,211	D
	EB	2	1,320	854	С
SW 16 Street, E/O 107 Avenue	WB	2	1,320	1,069	С
SW/ 17th Street W/O 107th Avenue	EB	2	1,320	178	А
SW 17 Street, W/O 107 Avenue	WB	2	1,320	155	А
SNA 107 th Avenue S/O 17 th Street	NB	3	2,710	1,610	В
Sw 107 Avenue, S/O 17 Street	SB	3	2,710	2,411	С

Source: 2006 Campus Master Plan Update

Notes:

Level of Service are based on FDOT peak hour directional service volumes.
 Traffic volumes includes background growth and future campus growth.

The future PM peak hour LOS analyses for the roadways within the context area of the Engineering Center are shown in Table 11.45. All roadways surrounding the Engineering Center will anticipated to operate at or above adopted levels of service.

Location	Direction	Lanes	LOS E Capacity (1)	Volumes	LOS
NIA 107 th Avenue S/O EC Entrence	NB	3	2,710	1,379	В
NVV 107 Avenue, S/O EC Entrance	SB	3	2,710	2,175	С
NIA 107 th Avenue N/O EC Entrance	NB	3	2,710	1,407	В
NVV 107 Avenue, N/O EC Entrance	SB	3	2,710	2,266	С
Elegior Street E/O EC Entrence	EB	3	2,710	1,089	В
Flagier Street, E/O EC Entrance	WB	3	2,710	1,612	В
Flagler Street W/O FC Entrepas	EB	3	2,710	1,096	В
Flagier Street, W/O EC Entrance	WB	3	2,710	1,530	В

Table 11.45 Future Level of Service Analysis PM Peak Hour – ENGINEERING CENTER

Source: 2006 Campus Master Plan Update

Notes:

(1) Levels of Service are based on FDOT peak hour directional service volumes.

The traffic assignment has been documented to establish project traffic contribution on roadways within one mile of the campus, using concurrency data from the Miami-Dade County Public Works Department. The resulting two-way assignment of project traffic, as well as the percentage of contributed project traffic for each concurrency station, is shown in Table 11.46.

Roadway	Limits	Station No.	Roadway LOS Standard	Roadway Capacity	Background Traffic	Two-Way Project Traffic	Project Traffic Co ntribution	Total Traffic	LOS F?
SW 127 Avenue	SW 7 St to NW 6 St	9770	D	2,840	1,588	90	3.2%	1,678	No
SW 127 Avenue	SW 8 St to SW 26 St	9772	E	3,150	2,296	35	1.1%	2,331	No
SW 127 Avenue	SW 8 St to SW 24 St	9766	E	3,520	4,684	37	1.1%	4,721	Yes
SW 122 Avenue	NW 6 St to SW 8 St	9764	D	2,050	2,483	48	2.3%	2,531	Yes
HEFT	300' N of SW 8 St	2250	D	9,800	8,546	322	3.3%	8,868	No
HEFT	1000' N of Bird Rd	2270	D	9,800	5,814	375	3.8%	6,189	No
NW 107 Avenue	200' N of NW 7 St	1218	E	5,590	4,292	731	13.1%	5,023	No
SW 107 Avenue	Flagler St. to SW 8 St.	2580	E	6,540	2,064	1,532	23.4%	3,596	No
SW 107 Avenue	200' S of SW 8 St	1090	E	6,540	3,779	1,549	23.7%	5,328	No
SW 97 Avenue	SW 8 St to SW 40 St	9698	D	1,320	1,126	28	2.1%	1,154	No
SW 24 St./Coral Way	SW 117 Ave to 127 Ave	9130	E	4,900	3,616	484	9.9%	4,100	No
SW 24 St./Coral Way	SW 107 Ave to 117 Ave	9128	E	4,330	3,639	80	1.8%	3,719	No
SW 24 St./Coral Way	SW 97 Ave to 107 Ave	9126	E	7,380	3,208	409	5.5%	3,617	No
SW 8 Street	200' E of SW 137 Ave	88	D	7,320	4,269	312	4.3%	4,581	No
SW 8 Street	200' W of SW 122 Ave	2561	E	5,860	5,369	465	7.9%	5,834	No
SW 8 Street	200' E of SW 109 Ave	90	D	8,590	3,998	648	7.5%	4,646	No
W Flagler Street	NW 107 Ave to 114 Ave	9158	E	6,990	3,166	246	3.5%	3,412	No
W Flagler Street	NW 97 Ave to 107 Ave	9156	E	4,660	2,951	337	7.2%	3,288	No

Table 11.46	2015 Traffic Impact Assessment – Two	Way Analy	sis – MODESTO A. MAIDIQUE CAMPUS AND ENGINEERING CENTER
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Source: Miami-Dade County Concurrency Information 2006 Campus Master Plan Update

A 10% threshold is established by the Florida Department of Community Affairs (DCA) to trigger concurrency review on all roadways within one mile of each campus. The project traffic contribution is below 10% consumption with the exception of three (3) roadway segments. They are located on 107th Avenue north of NW 7th Street, between Flagler Street and SW 8th Street, and south of SW 8th Street. However, these roadway links will be operating at or above adopted level of service standards.

NEED ROADWAY ANALYSIS FOR ENGINEERING CENTER

Intersections:

Capacity analyses for critical intersections within the study area were performed using the methodology contained the HCM. The HCS 2000 software was used for the analysis. The future levels of service (LOS) for study area intersections is provided in Table 11.47. All study area intersections operate at or above adopted levels of service.

 Table 11. 47
 Future Intersection Level of Service PM Peak Hour – Modesto A. Maidique Campus

SIGNALIZED INTERSECTIONS	S	
LOCATION	Average Stopped Delay (sec/veh)	LOS
SW 107 th Avenue and SW 1100 Block	7.5	А
SW 107 th Avenue and SW 16 th Street	72.6	E
SW 107 th Avenue and SW 1700 Block	12.5	В
SW 112 th Avenue and SW 8 th Street	53.7	D
SW 117 th Avenue and SW 17 th Street	31.8	D
SW 109 th Avenue and SW 8 th Street	42.7	С

Source: 2006 Campus Master Plan Update

The future PM peak hour levels of service (LOS) for study area intersections for the Engineering Center are shown in Table 11.48. All study area intersections operate at or above adopted levels of service.

Table 11.48 Future Intersection Level of Service PM Peak Hour – ENGINEERING CENTE

SIGNALIZED INTERSECTIONS				
	EXISTING TIMINGS			
LOCATION	Average Stopped Delay (sec/veh)	LOS		

SW 105 th Ave	enue and Flagler Street	9.6	А	
UNSIGNALIZED INTERSECTION				
	West Approach	26.9	D	
NW 107 th Street and EC Entrance	East Approach	20.0	С	
	Left Movement of South Approach	26.3	D	
	Left Movement of North Approach	15.5	С	

Source: 2006 Campus Master Plan Update

BISCAYNE BAY CAMPUS

Roadways:

The background traffic volumes in the context area will increase 15 percent by year 2015. The 2030 Miami-Dade County Long-Range Transportation Plan (LRTP) model was used to calculate the growth rate for the future traffic study. On campus existing volumes will increase by the same growth rate as that of the student population (46%).

The future PM peak hour LOS analyses for the roadways on campus and within the context area of the Biscayne Bay Campus are shown in Table 11.49. All roadways will be operating at a level of service "B" or "D".

Table 11.49	Future Level of Service Analysis PM Peak Hour – BISCAYNE BAY CAMPUS
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Location	Direction	Lanes	LOS E Capacity (1)	Volumes (2)	LOS
Dev Viete Divid N/O DDO Estrance	NB	2	1,320	649	В
Bay Vista Bivo., N/O BBC Entrance	SB	2	1,320	639	В
	EB	1	660	639	D
Campus Entrance, E/O Bay Vista Blvd.	WB	1	660	649	D

Source: 2006 Campus Master Plan Update

Notes:

(1) Levels of Service are based on FDOT peak hour directional service volumes.

(2) Traffic volumes include background growth and future campus growth.

The resulting two-way assignment of project traffic volume, along with the project traffic contribution percentage of roadway capacities at each concurrency station, is shown in Table 11.50. Roadway capacities were obtained from the Miami-Dade County Public Works Department. The percentage of project traffic contribution on all study area roadways is below 10 percent.

Table 11.50 Traffic Impact Assessment – Two Way Analysis – BISCAYNE BAY CAMPUS

Roadway	Limits	Station No.	Roadway LOS Standard	Roadway Service Volume	Background Traffic	Two-Way Project Traffic	Projects Percent Consumption	Total Traffic	LOS F?
West Dixie Highway	200' N of NE 151 St	531	E	2,910	1,724	6	0.2%	1,730	No
Biscayne Boulevard	300' S of NE 163 St	5219	E + 50 (1)	9,540	3,348	376	3.9%	3,724	No
Biscayne Boulevard	200' S of NE 123 St	524	E + 50 (1)	5,800	2,901	130	2.2%	3,031	No
NE 135 th Street	200' W of Biscayne Blvd	1026	E	3,150	1,162	271	8.6%	1,433	No
Bay Vista Boulevard(2)	US 1 to Biscayne Bay Campus Entrance	NA	E	3,420	0	1,398	40.9%	1,398	No

Source: 2006 Campus Master Plan Update

Note:

(1) 150% Level of Service is allowed due to the roadway being serviced by Transit Operation at 20 minute headways.

(2) The Miami-Dade County does not have a traffic count station on Bay Vista Boulevard. Roadway service volume was from the previous FIU Campus Master Plan.

Intersections:

Capacity analyses for study area intersections were performed consistent with the methodology used for the Modesto A. Maidique campus. The analysis of the intersection at US 1 and NE 151st Street was for 2010, which was stated in the previous FIU Campus Master Plan.

The future levels of service (LOS) for the PM peak hour are shown in Table 11.51. All locations satisfy the minimum adopted level of service criteria.

Table 11. 51 Future Intersection Level of Service PM Peak Hour – Biscayne Bay Campus

SIGNALIZED INTERSECTIONS	OPTIMIZING TIMINGS		
LOCATION		Average Stopped Delay (sec/veh)	LOS
US 1 and NE 151 st Street		34.9	С
UNSIGNALIZED INTERSECTIONS			
Bay Vista Boulevard and FIU Access Drive			
	East Approach	48.78	E
	North Approach	14.68	В

Source: 2006 Campus Master Plan Update

WOLFSONIAN MUSEUM

Roadway segments within the context area of the Wolfsonian Museum were analyzed using the HCS 2000. Traffic volumes were obtained from the 2005 Florida Transportation Information CD. The current PM peak hour levels of service of roadways are shown in Table 11.52. Northbound Alton Road south of Dade Boulevard is expected to operate at LOS F while all other roadways are expected to operate at or above the adopted level of service.

Table 11.52 Future Level of Service Analysis PM Peak Hour – WOLFSONIAN MUSEUM

Location	Direction	Lanes	LOS E Capacity (1)	Volumes	LOS
MacArthur CSW/X W/O Alton Road	EB	3	5,500	3,417	В
MacArthur CSW F, W/O Alton Road	WB	3	5,500	3,096	В
MagArthur CSM/X E/O Alton Bood	EB	3	2,710	1,533	В
MacArthur CSW F, E/O Alton Road	WB	3	2,710	1,389	В
Alter Read S/O Dada Blyd	NB	2	1,800	1,849	F
Allon Road, S/O Dade Bivd	SB	2	1,800	1,587	С
Coline Park Avenue N/O 5th Street	NB	2	1,800	876	В
Comis Faik Avenue, N/O 5 Street	SB	2	1,800	752	В

Source: 2006 Campus Master Plan Update

The resulting two-way assignment of project traffic volume, along with the project traffic contribution percentage of roadway capacities at each concurrency station, is shown in Table 11.53. Roadway capacities were obtained from the Miami-Dade County Public Works Department. The percentage of project traffic contribution on all study area roadways is well below 10 percent.

 Table 11.53
 Traffic Impact Assessment – Two Way Analysis – WOLFSONIAN MUSEUM

Roadway	Limits	Station No.	Roadway LOS Standard	Roadway Service Volume	Background Traffic	Two-Way Project Traffic	Projects Percent Consumption	Total Traffic	LOS F?
Alton Road	200' N of 20 St	12	E	3,260	3,682	2	0.1%	3,684	Yes
Alton Road	200' S of 51 St	1018	E	3,760	2,705	0	0%	2,705	No

Source: 2006 Campus Master Plan Update

h) An analysis of improvements that would be required to on-campus roadways to meet the future traffic circulation needs of the University.

MODESTO A. MAIDIQUE CAMPUS

The two-lane sections of the internal campus roadway should be widened to provide left turn lanes to existing and future parking facilities. This will help reduce delays and queuing as a result of through volume waiting for left-turn movements. This improvement would provide a consistent cross-section throughout the campus.

ENGINEERING CENTER

No improvements are required for on-campus roadways in the Engineering Center.

BISCAYNE BAY CAMPUS

No improvements are required for on-campus roadways at the Biscayne Bay Campus.

WOLFSONIAN MUSEUM

The Wolfsonian Museum does not have any on-campus roadways.

i) An analysis of improvements that would be required to off-campus roads in the context area, based on the additional traffic projected to be generated by the University.

MODESTO A. MAIDIQUE CAMPUS AND ENGINEERING CENTER

Future Roadway Needs - Context Area:

A review of the 2007 Miami-Dade County Metropolitan Planning Organization Transportation Improvement Program (TIP) and the 2030 Miami-Dade Transportation Plan shows the following planned or programmed improvements near the Modesto A. Maidique campus:

- 1. SW 107th Avenue (from SW 8th Street to Flagler Street): Widen from four lanes to six lanes (2009-2014 TIP)
- 2. SW 117th Avenue (from SW 40th Street to SW 8th Street): Widen from two lanes to four lanes (2009-2014 TIP)
- 3. Florida Turnpike (at SW 8th Street): Interchange modification (LRTP Priority 1)
- 4. SW 107th Avenue (from SW 40th Street to SW 24th Street): Miscellaneous construction (2009-2014 TIP)

BISCAYNE BAY CAMPUS

Future Roadway Needs - Context Area:

A review of the 2009 Miami-Dade County Metropolitan Planning Organization TIP and the 2030 Miami-Dade LRTP found no planned or programmed improvements near this campus.

WOLFSONIAN MUSEUM

Future Roadway Needs - Context Area:

A review of the 2009 Miami-Dade County Metropolitan Planning Organization TIP and the 2030 Miami-Dade LRTP found no planned or programmed improvements near the Museum.

j) An analysis of additional public or University-provided transit that will be required to meet the future needs of the University for the planning period.

MODESTO A. MAIDIQUE CAMPUS AND ENGINEERING CENTER

The frequency of bus routes serving the campus should be evaluated as growth on this campus occurs.

BISCAYNE BAY CAMPUS

The frequency of bus routes serving the campus should be evaluated as the University grows. Other transit modes besides buses have not been identified.

WOLFSONIAN MUSEUM

No additional public transit is considered for the Wolfsonian Museum.

k) An analysis of the opportunities to implement transportation system management and transportation demand management techniques and strategies to minimize off-site impacts on roadways within the context area, including:

Transportation Demand Management

- 1. Promote ridesharing.
 - Ridesharing refers to carpooling and vanpooling. Carpooling uses participants' own automobiles while vanpooling usually uses rented vans. Ridesharing can be implemented in the Modesto A. Maidique Campus, the Engineering Center, and the Biscayne Bay Campus. Survey results of Wolfsonian Museum visitors demonstrate that visitors avidly rideshare.
- 2. Encourage public transit usage.

Strategies to encourage public transit usage include:

- Improve transit service in terms of transit routes and frequency of services.
- *Reduce fares and offer discounts* (expand the existing student discount to include university students).
- *Create a transportation access guide* that provides maps, schedules, and other information on how to reach a particular destination by public transit.
- Build Park-n-Ride station.

These strategies can be implemented on all campuses, but benefits from the implementation will vary. The Modesto A. Maidique Campus will benefit more than other campuses.

3. Develop paratransit systems.

Demand-Response paratransit includes various types of flexible route transit service using small buses or vans. Paratransit service can be provided in the residential area around all campuses. FIU also can offer special late night shuttle services after regular transit service ends to cover adjacent areas within a certain distance, such as two miles.

- Encourage walk and non-motorized transportation mode. Strategies to encourage walk and non-motorized transportation mode include:
 - Improve bicycle and pedestrian facilities.
 - Develop cycling and walking commute campaigns.
 - Provide bicycle parking and clothe-changing facilities at the University and transportation terminals.
 - Provide education programs that teach cycling skills.

- Promote a cycling club among students.
- Provide cycling maps showing recommended cycling routes and facilities, roadway conditions (shoulders, traffic volumes, special barriers to cycling, etc.), recreational facilities, and other information helpful to cyclists.
- Provide bicycles to rent or loan.
- Reimburse employee walking or cycling mileage expenses.

These strategies can be implemented on all campuses, except for the Wolfsonian Museum.

5. Use alternative work schedule.

Alternative work schedules include flextime, compressed workweek, and staggered shifts. Flextime and staggered shifts allow some flexibility in daily work schedule. Flextime allows employees to choose work schedule, but staggered shifts does not. Compressed workweek means that employees work fewer but longer days, such as four 10-hour days each week (4/40), or 9-hour days with one day off every two weeks (9/80). Before using alternative work schedules, jobs that can utilize an alternative work schedule would need to be identified.

6. Encourage distance-learning programs.

Distance learning programs offered by the University enable students to take classes without traveling to the campuses. Providing more courses and programs through distance learning will reduce trips to the University by students significantly. It is not applicable with the Wolfsonian Museum.

7. Introduce transit oriented development in the context area.

Transit oriented development refers to residential and commercial centers designed to maximize access by transit and non-motorized transportation, with features to encourage transit ridership. Providing a transit station at Modesto A. Maidique Campus and / or Engineering Center would provide transit access to the surrounding area.

Transportation System Management (TSM)

- 1. Add intersection turning lanes.
- 3. Optimize traffic signal phasings or timings.
- 4. Improve signal progression.
- 5. Modify an interchange by following the Department's Interchange Modification Report Procedure.
- 6. Implement incident management programs.
- 8. Implement intelligent transportation systems (ITS).

The above TSM strategies are improvements intended to fully utilize the existing transportation system's capacity. Among these TSM strategies, the interchange modification strategy needs to be applied to the interchange of the Homestead Extension of Florida's Turnpike (HEFT)

and SW 8th Street immediately. Long queues and traffic congestion occur on SW 8th Street as a result of traffic on westbound SW 8th Street traveling to northbound HEFT. The westbound left-turn lane is not long enough to accommodate traffic and which spills back to block through lanes on SW 8th Street during the PM peak hour.

A right-turn lane may be required on 107th Avenue northbound at the entrance to the Engineering Center. A right-turn lane improvement would increase capacity on 107th Avenue and provide safety improvements.

I) The planned locations of future facilities identified in the Academic Facilities, Support Facilities, and Utilities Elements, with accompanying parking to serve these facilities.

MODESTO A. MAIDIQUE CAMPUS

Future land use on the Modesto A. Maidique campus is illustrated in Figure 4.3. Figure 5.1 shows facilities planned or under construction, future facilities, and existing academic facilities on the Modesto A. Maidique campus.

ENGINEERING CENTER

Future land use on the Engineering Center is illustrated in Figure 4.4. Figure 5.2 shows facilities planned or under construction, future facilities, and existing academic facilities on the Engineering Center.

BISCAYNE BAY CAMPUS

Future land use on the Modesto A. Maidique campus is illustrated in Figure 4.5. Figure 5.3 shows facilities planned or under construction, future facilities, and existing academic facilities on the Biscayne Bay Campus.

WOLFSONIAN MUSEUM

There are no facilities planned for the Wolfsonian Museum in the future.

Pedestrian and Non-Vehicular Circulation Sub-Element

- (1) DATA REQUIREMENTS.
- a) An inventory of existing pedestrian and non-vehicular facilities on the University campus(s) illustrating the location, size and surface material of the facilities.

MODESTO A. MAIDIQUE CAMPUS

Modesto A. Maidique Campus consists of a conglomerate of buildings connected by covered and uncovered walkways that serve pedestrians. A vehicular loop road surrounds the academic facilities. The athletic facilities are located on the west side of the campus. Student housing is located on the east side and the south side of the campus. Outside the campus loop road, six parking lots and two parking garages are provided. Figure 11.2 - shows the general configuration of pedestrian and non-vehicular circulation on the campus. Pedestrian and non-vehicular circulation facilities are highlighted. A description of the pedestrian and non-vehicular facilities available on the campus is provided below.

Walkways:

Pedestrian access among the existing buildings is provided by covered and uncovered walkways. The core building surrounding the library is provided with covered walkways approximately 12' wide. Buildings located north of the library are accessible to pedestrians via uncovered walkways varying in width between 6' and 14'. Pedestrian walkways are also provided north and south of the campus loop road, leading to parking lots, on the east leading to student housing, and the west leading to athletics facilities. Surface material of these walkways consists of cast-in-place concrete and asphalt.

Crosswalks:

There are crosswalks on the eastern half of the campus loop road, connecting academic facilities located in the center of the campus to parking lots on the north side of the campus and student housing on the east side of the campus. During the pedestrian hours (10:30 am -11:30 am and 6:30 pm -8:00 pm), pedestrian activities on the eastern half of the loop road are significant and vehicular traffic is slowed significantly by pedestrians.

Crosswalks also exist on the western half of the loop road. Most pedestrian activity on the western half occurs near the arena. However, in general, pedestrian traffic in this area is light except during special events at the arena. The western part of campus is used mostly for athletics. However, trailers are currently being used for classrooms. Several parking lots exist to serve the area.

Bikeways:

Bicycle racks are currently located in the courtyards of the residential housing dormitories on the campus. Many of the pedestrian and non-vehicular facilities are being shared with cyclist in the campus core and on the campus loop road. However, an official marked bikeway does not exist on this campus.

ENGINEERING CENTER

The pedestrian and non-vehicular facilities available on the Engineering Center are described below.

Walkways:

There are uncovered pedestrian walkways 6' wide, linking the Engineering building and the parking lots #2 and #3. Surface material of these walkways consists of cast-in-place concrete. There are no walkways between the NW 107th Ave and the building on the campus. The pedestrians share the entrance roadway with vehicles.

Crosswalks:

There are crosswalks providing access to the east parking lots from the Engineering building.

Bikeways:

Bicycle racks are currently located in the area close to the west entrance of the Engineering building. However, an official marked bikeway does not exist on this campus.

BISCAYNE BAY CAMPUS

Biscayne Bay Campus consists of a group of academic buildings on the east side of the campus, student housing on the north, and parking lots on the southwest area of the campus. One main entrance provides vehicular access to the campus. The general configuration of pedestrian and non-vehicular circulation is shown in Figure 11.5. The pedestrian and non-vehicular facilities available on the Biscayne Bay Campus are described below.

Walkways:

Pedestrian access among the existing buildings is provided via covered and uncovered walkways that vary in width between 5' to 10'. One path provides access to student housing. Sidewalks are provided along the campus roads to furnish access to the parking lots. Walkways are made of cast-in-place concrete and asphalt as surface material.

Crosswalks:

Crosswalks (see Figure 11.5) traverse campus roadways. Most pedestrian activity occurs on the crosswalks crossing the south and east portions of the main roads, since these are the links between the academic facilities and parking lots. Additional crosswalks provide access between the parking lot and the support facilities located on the northwest portion of the campus.

Bikeways:

Bicycle racks are currently located in the courtyards of the residential housing dormitories on the campus. Many of the pedestrian and vehicular facilities are being shared with cyclists on the campus core and the loop road. An FDOT marked bikeway exists on campus.

WOLFSONIAN MUSEUM

The Wolfsonian Museum does not have any pedestrian and non-vehicular facilities on the premise.

b) The planned location of future facilities identified in the Academic Facilities, Support Facilities and Utilities Elements.

MODESTO A. MAIDIQUE CAMPUS

Locations of future academic facilities, support facilities, and utilities elements for the Modesto A. Maidique Campus are presented in Figure 4.3. Academic

facilities are located mostly inside of the campus loop road. Northeast area, which is outside of the campus loop road, will accommodate future academic facilities.

ENGINEERING CENTER

Locations of future academic facilities, support facilities, and utilities elements for the Engineering Center are shown in Figure 4.4. Future academic facilities will be located in the east area of the Engineering Center building.

BISCAYNE BAY CAMPUS

Figure 4.5 presents Campus Land Use Map for proposed locations of all future academic, support facilities and utilities for the Biscayne Bay Campus.

WOLFSONIAN MUSEUM

There is no plan for future facilities identified as the Academic Facilities, Support Facilities, and Utilities Elements for the Wolfsonian Museum.

c) An inventory of existing pedestrian and non-vehicular circulation facilities located within the context area.

MODESTO A. MAIDIQUE CAMPUS AND ENGINEERING CENTER

Within the context area of the Modesto A. Maidique Campus and the Engineering Center, sidewalks are provided along major roadways surrounding the campuses.

BISCAYNE BAY CAMPUS

There is a bikeway path along Biscayne Boulevard (US 1), NE 151st Street, and Bay Vista Boulevard to the main entrance of the Biscayne Bay Campus. This bikeway path links the Biscayne Bay Campus to residential neighborhoods in the cities of North Miami and North Miami Beach.

WOLFSONIAN MUSEUM

Sidewalks are provided along all roadways within the context area of the Wolfsonian Museum.

d) An inventory of the planned pedestrian and non-vehicular circulation facilities located in the host community in the context area, illustrating the location, size and function planned for each facility as identified in the host community Bicycle Plans or other related documents.

MODESTO A. MAIDIQUE CAMPUS AND ENGINEERING CENTER

Pedestrian project planned in the context area provides sidewalk repair. The project presented in Table 11.54 limits the project area to the City of Sweetwater. In the context area, there are no projects for bicycle in the period of 2005-2010.

Table 11.54 Transportation Improvement Program for Pedestrian/Bicycle for 2005-2010 – MODESTO A. MAIDIQUE CAMPUS AND ENGINEERING CENTER

Facility	Location / From	Location / To	Work Program
Sidewalk	City of Sweetwater	(Federal Earmark)	Sidewalk Repairs

Source: Miami-Dade County Metropolitan Planning Organization, 2006

BISCAYNE BAY CAMPUS

There is a project to improve bike path in the context area. Bike path in the City of North Miami Beach will be improved from Snake Creek Canal at NE 167th Street to Oleta State Park Entrance, as presented in Table 11.55. No project is planned for pedestrian facilities in the context area.

Table 11.55 Transportation Improvement Program for Pedestrian/Bicycle for 2005-2010 – BISCAYNE BAY CAMPUS End of the second se

Facility	Location / From	Location / To	Work Program
N. Miami Beach Bike Path	Snake Creek Canal at NE 167 th Street	Oleta State Park Entrance	Bike Path

Source: Miami-Dade County Metropolitan Planning Organization, 2006

WOLFSONIAN MUSEUM

In the context area around the Wolfsonian Museum, there are two projects to improve pedestrian facilities and one project to improve the bike path. Those projects are summarized in Table 11.56 with facility, location, and work program.

Table 11.56 Transportation Improvement Program for Pedestrian/Bicycle for 2005-2010 – WOLFSONIAN MUSEUM WOLFSONIAN MUSEUM Model Model

Facility	Location / From	Location / To	Work Program
Dade Boulevard	City of Miami Beach		Bike Path Improvements
Collins Avenue	Sunny Isles Causeway	Lehman Causeway	Pedestrian Safety Improvement
Alton Road	5 th Street	17 th Street	Pedestrian Safety Improvement

Source: Miami-Dade County Metropolitan Planning Organization, 2006

e) An inventory of existing problem areas on-campus related to pedestrian and non-vehicular circulation. Data must include statistics on accidents involving, and violent crimes committed against pedestrians and bicyclists on-campus and in the context area. Statistics must include type of crime or accident, location and time of occurrence. Data on violent crimes must indicate gender of victim and suspect(s).

MODESTO A. MAIDIQUE CAMPUS

Information on crime statistics was obtained from the FIU University Police Department (UPD). Crime data was recorded for the three-year period (2002-2004) and is summarized in Table 11.57 by types of offense. Data was available to identify existing problem areas at residence halls and other areas but not the relationship of these crimes to pedestrians.

Offense	20	02	20	03	20	04
Туре	Residence Halls	Other Areas	Residence Halls	Other Areas	Residence Halls	Other Areas
Murder/Homicide	0	0	0	0	0	0
Manslaughter	0	0	0	0	0	0
Forcible Sex/Rape	0	0	0	1	1	0
Non-Forcible Sex Offenses	0	0	0	0	0	0
Robbery	0	1	0	3	2	0
Aggravated Assault	1	4	0	1	1	12
Burglary	22	33	29	35	10	69
Arson	0	0	0	0	1	1
Motor Vehicle Theft	2	55	5	22	2	10
Liquor Law Violations	0	1	0	1	1	1
Drug Law Violations	8	0	12	3	1	2
Weapons Law Violations	0	1	0	0	0	1

Table 11.57 Crime Statistics- MODESTO A. MAIDIQUE CAMPUS

Source: FIU University Police Department, 2006

ENGINEERING CENTER

Crime statistics for Engineering Center are included in crime statistics for Modesto A. Maidique Campus, which are summarized in Table 11.57.

BISCAYNE BAY CAMPUS

Campus-wide crime statistics was obtained from FIU UPD for 2002 through 2004 and by types of offense. Table 11.58 summarizes the data collected for crimes reported on Biscayne Bay Campus in the residence halls and other areas.

 Table 11.58
 Crime Statistics- BISCAYNE BAY CAMPUS

Offense	20	02	20	03	20	04
Туре	Residence Halls	Other Areas	Residence Halls	Other Areas	Residence Halls	Other Areas
Murder/Homicide	0	0	0	0	0	0
Manslaughter	0	0	0	0	0	0
Forcible Sex/Rape	0	0	0	0	0	0
Non-Forcible Sex Offenses	0	0	0	0	0	0
Robbery	0	0	0	0	1	0
Aggravated Assault	0	0	0	0	0	1
Burglary	0	2	6	5	4	3
Arson	0	0	0	0	1	0
Motor Vehicle Theft	0	0	0	5	1	1
Liquor Law Violations	0	0	0	0	0	0

Drug Law Violations	0	0	0	0	0	0
Weapons Law Violations	0	0	0	0	0	0

Source: FIU University Police Department, 2006

WOLFSONIAN MUSEUM

Crime statistics for the Wolfsonian Museum are summarized in Table 11.59. Crimes reported in 2002 through 2004 are listed by types of offense in the table.

Table 11.59 Crime Statistics – WOLFSONIAN MUSEUM

Offense Type	2002	2003	2004
Murder/Homicide	0	0	0
Manslaughter	0	0	0
Forcible Sex/Rape	0	0	0
Non-Forcible Sex Offenses	0	0	0
Robbery	0	0	0
Aggravated Assault	0	1	1
Burglary	0	0	0
Arson	0	0	0
Motor Vehicle Theft	0	0	0
Liquor Law Violations	0	0	0
Drug Law Violations	0	0	0
Weapons Law Violations	0	0	0

Source: FIU University Police Department, 2006

(2) ANALYSIS REQUIREMENTS.

a) An analysis of the amount and type of pedestrian and non-vehicular circulation facilities that will be required to meet the needs of projected University enrollment including the basis for this analysis.

MODESTO A. MAIDIQUE CAMPUS

Due to the extreme weather condition in the South Florida, covered facilities such as covered walkway, covered bus stops, and covered bike rack are desired amenities under heavy rain and strong sun light. There is an immediate need for additional covered walkways within the academic core as well as those connections from academic buildings to parking lots and housing facilities. Covered bus stop is also needed at bus stop on the Modesto A. Maidique Campus and existing bike racks need to be covered.

Pedestrian crosswalks across roadways are critical design components for efficient traffic flow and pedestrian safety. Vehicular traffic flow is impeded by the heavy volume of pedestrian movement on the northeast portion of campus

loop road, especially around parking lot #2, Parking Garage 4, and the housing facilities. With the construction of Parking Garage 5, more pedestrian movement will be expected on this portion of campus loop road. The west portion of campus loop road will have the heavy volume of pedestrian movement upon the opening of new buildings for Graduate School of Business and College of Law.

Miami-Dade Transit (MDT) has conducted an environmental impact study to extend Metrorail to the Modesto A. Maidique Campus. This study is currently under way and includes options providing a transit station at the Modesto A. Maidique Campus. The East-West Corridor Metrorail Extension is expected to be open in 2014. Possible sites for the transit station include a bus station at the Southeast corner of the campus and the southwest area of the campus. If a transit station is to be located on the Modesto A. Maidique campus, pedestrian crosswalks are needed to connect academic core to the transit station.

ENGINEERING CENTER

FIU has considered design components that would physically link the Engineering Center to the Modesto A. Maidique Campus. There is an environmental impact study sponsored by Miami-Dade Transit (MDT) on the East-West Corridor Metrorail Extension. This study is currently under way and includes options linking the Engineering Center with the Modesto A. Maidique Campus by providing stations at both sites. The East-West Corridor Metrorail Extension is expected to begin service in 2014.

Amenities including covered walkways and covered bus stop are needed in the Engineering Center to provide comfort under the extreme weather condition in the South Florida There is a need for covered walkways connecting academic buildings with parking lots. In the future, if there is a transit station at 107th Avenue and W. Flagler Street, covered walkway will be needed to connect the engineering building to the transit station. Covered bus stop is also needed in the Engineering Center.

BISCAYNE BAY CAMPUS

Due to the extreme weather condition in the South Florida, covered facilities such as covered walkway, covered bus stops, and covered bike rack are desired amenities under heavy rain and strong sun light. There is an immediate need for additional covered walkways within the academic core as well as those connections from academic buildings to parking lots and housing facilities. Covered bus stop is also needed at bus stop on the Biscayne Bay Campus and existing bike racks need to be covered.

WOLFSONIAN MUSEUM

Pedestrian and non-vehicular circulation facilities are not required in the Wolfsonian Museum.

b) An analysis assessing the need for pedestrian and non-vehicular circulation facilities in the context area with reference to those facilities serving areas of off-campus student housing, or other off-campus student activities.

MODESTO A. MAIDIQUE CAMPUS

Pedestrian crosswalk at the entrance of the dormitory located on SW 107th Avenue links the student dormitories to the surrounding area, which has shopping centers, retail stores, fast food restaurants, and so on. There is another pedestrian crosswalk crossing SW 107th Avenue connecting the Modesto A. Maidique Campus to the surrounding commercial and residential area. It is recommended that these pedestrian crosswalks be marked with highly visible crosswalks for the pedestrian safety.

Bicycle path should be provided in the context area to connect the residential area to the Modesto A. Maidique Campus. Bicycle is one of popular travel modes for students and faculties who live in the area nearby the campus. Bicycle paths should be considered on the following roads: SW 16th Street, SW 8th Street, 107th Avenue, and 109th Avenue.

ENGINEERING CENTER

Pedestrian crosswalks at the intersection of W Flagler Street with 107th Avenue and the south entrance of the Engineering Center need to be marked with highly visible crosswalks for the pedestrian safety.

Bicycle is one of popular travel modes for students and faculties who live in the Sweetwater area to commute to the Engineering Center. Bicycle path should be provided in the context area. Bicycle path should be considered on the following roads: NW 7th Street, Fontainebleau Boulevard, W Flagler Street, 107th Avenue, and 109th Avenue.

BISCAYNE BAY CAMPUS

Because of the walking distances required to reach residential off-campus areas, it is unlikely that pedestrian activity will dramatically increase in the future. Improvements are, therefore, not recommended in this area, but should be considered as part of any possible future road improvement project.

Bikeway paths planned for Biscayne Boulevard, NE 151st Street, and Bay Vista Boulevard are sufficient to meet future demand by FIU North Campus. Additional improvements are, therefore, not recommended.

WOLFSONIAN MUSEUM

The Wolfsonian Museum is located in Miami Beach, which is a popular area to travelers and attracts many visitors. The area is well designed for pedestrians. Thus, additional improvements are not recommended.

c) An analysis of lighting conditions along pedestrian and non-vehicular circulation routes to identify areas where lighting is inadequate.

MODESTO A. MAIDIQUE CAMPUS

The campus loop roadway lighting is fairly consistent, using a shoe box type fixture on a short twelve to fifteen-foot post and was deemed acceptable. Parking Lots area adequately lit by a shoe box type fixture on a tall, twenty-four foot post, with light fixtures near vehicular service areas for Golden Panther Arena and some parking areas for Modesto A. Maidique Apartments. The pedestrian areas appear adequately lit with a mixture of globe type fixtures, clear and opaque balls. Bollard type lighting fixtures are used adjacent to the Graham Center.

Additional lighting for pedestrian walkways that was used in more recent campus construction is a clear, cylindrical fixture with painted metal framing and round, hood on a short twelve foot post. A wall-mounted variation of this painted aluminum fixture with a clear, cylindrical globe is installed at the entrance of the Campus Support Systems building as well as on the Graham Center. The only lighting apparent in the Athletic / Support Area was the tall recreational type flood light used to light the tennis courts and play fields.

ENGINEERING CENTER

The Engineering Center lighting is fairly consistent, using a shoe box type fixture on a twenty-four foot post. Tall Cobra-head lights are used along NW 107th Avenue and W Flagler Street.

BISCAYNE BAY CAMPUS

The parking lots have a series of light fixtures on a tall twenty-four foot, square concrete pole. These aluminum fixtures with concrete standards are also used along primary roadways, recreational and maintenance facilities, the pedestrian path along Biscayne Bay and throughout the Kovens Center site. Occasionally illumination for roadways and open lawn areas on campus is provided by a shoe box type fixture on a short twelve foot post. Tall Cobra-head lights are used along Bay Vista Boulevard.

Principal lighting that occurs in the academic core and along most walkways is a pedestrian scale light, which was deemed adequate for its use. Another pedestrian light used in the quad adjacent to the Library, Hospitality Management and Wolfe University Center is an aluminum bollard style light with a dark bronze finish. Although the intensity of illumination for some areas of campus is occasionally insufficient, the continuity of style and quality of materials is exemplary.

WOLFSONIAN MUSEUM

Adjacent roadway lighting is fairly consistent. Washington Avenue appears adequately lit with pedestrian scale lights, and Cobra-head lights are used in other streets.

APPENDIX. TRAFFIC COUNTS

Modesto A. Maidique Campus

					710 NW 1 Mi 305-222-	McMAHO 07 Avenu ami, FI 33 1945/305	N B172 ₽₩21₩ Site C Start I Page	ame : code : Date : No :	SW 117 000000 4/19/20 3	7th Ave 00 06	e & SV	₩17 St-	041906
	S	W 117th	AVENUE		5	SW 17th 9	STREET		S	W 117th	AVENU	E	
		Southb	bound			Westb	ound			Northb	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 0	4.00 PM to 05.4	5 PM - Peak 1	of 1										
Peak Hour for Entire Interse	ction Begins at	04:15 PM	-		15		50			-			
04:15 PM	0	105	(112	15	0	50	65	41	18	0	119	295
04:30 PM	0	92	6	98	18	0	68	86	75	93	0	168	352
04.45 PM	0	117	11	128	13	0	82	95	63	62	0	125	398
US/UD PM	0	76	6	82	2/	0	/5	102	40	82	0	122	305
I otal volume	0	390	30	4.2U	73	U O	2/5	348	219	315	0	5.54	1302
No App. Total		32.9	600	000	676		/9	060	720	047		705	006
Dass Vehislas	.000	.000	.002	.020	.0/0	.000	.030	.000	.730	.04/	.000	.730	1006
% Deen Vehicles	ő	002	02.20	000	07.2	0	005	092	00.5	09.7	0	00.1	00.0
Trucke	0	33.2	30.0	50.0	37.3	ő	4	50.5	33.0	4	0	5	16
% Trucks	õ	0.8	6.7	12	27	õ	1.5	1.7	0.5	1.3	0	0.9	1.2
Peak Hour Analysis From O Peak Hour for Each Approa	4.00 PM to 05.4 ch Begins at	5 PM - Peak 1	l of 1		04-45 PM				04:00 PM				
.0 mins	04.40 FIVI	117	44	120	12	0	02	05	52	92	0	125	
+0 mins.	0	76	6	82	27	0	75	102	41	79	0	110	
+10 mins.	0	106	0	106	21	0	60	00	75	02	0	469	
+45 mins	ñ	118	6	124	19	n	81	100	63	62	ñ	125	
Total Volume	0	417	23	440	80	ň	307	397	232	315	0	547	
% Ann Total	õ	94.8	52	110	20.7	ŏ	79.3	001	42.4	57.6	ŏ	011	
PHE	000	883	523	859	.741	.000	936	949	773	847	000	814	
Pass. Vehicles	0	413	22	435	80	0	305	385	229	310	0	539	
% Pass Vehicles	0	99	95.7	98.9	100	0	99.3	99.5	98.7	98.4	0	98.5	
Trucks	0	4	1	5	0	0	2	2	3	5	0	8	
% Trucks	0	1	4.3	1.1	0	0	0.7	0.5	1.3	1.6	0	1.5	

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/𝒫₩€ : SW 8th Street& 119th Avenue-41806 Site Code : 06269.11 Start Date : 4/18/2006 Page No : 1

								Gro	oups	Printe	d- Pas	ss. Ve	hicle	s - T	rucks								
	S	W 10	9th A	VEN	UE		SW 8	th S1	RET	Т	S	W 10	9th A	VEN	UE		SW 8	th S	REE	Т			
		So	uthbo	bund			We	stbo	und			No	rthbo	und			Ea	stbo	und			_	
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu, Tobl	Int. Total
07:00 AM	- 44	7	73	4	124	- 33	204	10	0	247	6	2	8	0	16	0	473	64	0	537	4	924	928
07:15 AM	75	10	113	0	198	26	209	16	1	251	2	2	5	0	9	0	420	65	0	485	1	943	944
07:30 AM	111	20	120	0	251	25	251	35	1	311	5	8	7	0	20	1	295	59	1	365	2	937	939
07:45 AM	112	- 30	120	0	262	29	274	- 39	0	342	9	7	10	0	26	0	421	63	0	484	0	1114	1114
Total	342	67	426	4	835	113	938	100	2	1151	22	19	30	0	71	1 1	1609	251	1	1861	7	3918	3925
08:00 AM	166	25	112	0	303	33	262	21	0	316	6	13	9	0	28	2	438	85	0	525	0	1172	1172
08:15 AM	115	23	106	0	244	39	264	30	0	332	5	3	5	0	13	2	479	102	0	583	0	1172	1172
08:30 AM	79	22	100	0	201	29	264	28	0	321	8	5	6	0	19	0	500	93	0	593	0	1134	1134
08:45 AM	67	21	116	0	204	26	243	45	0	314	4	7	10	0	21	0	504	109	0	613	0	1152	1152
Total	427	91	434	0	952	126	1033	124	0	1283	23	28	30	0	81	4	1921	389	0	2314	0	4630	4630
*** BREAK ***																							
04:00 PM	74	9	88	1	171	29	423	19	0	471	32	9	41	1	82	0	349	84	0	433	2	1157	1159
04:15 PM	75	17	53	0	145	26	339	108	0	473	13	15	29	2	57	0	315	70	0	385	2	1060	1062
04:30 PM	88	31	70	0	189	23	375	49	0	447	27	14	52	1	93	1	312	60	0	373	1	1102	1103
04:45 PM	81	27	62	0	170	26	420	52	0	498	44	20	61	2	125	0	363	83	0	446	2	1239	1241
Total	318	84	273	1	675	104	1557	228	0	1889	116	58	183	6	357	1	1339	297	0	1637	7	4558	4565
05:00 PM	131	25	63	0	219	17	489	27	0	538	45	21	55	1	121	0	395	98	0	493	1	1366	1367
05:15 PM	101	20	66	0	187	29	498	22	0	549	- 30	15	60	0	105	0	324	82	0	406	0	1247	1247
05:30 PM	109	19	85	0	213	16	425	30	0	471	30	9	25	0	64	0	343	77	0	420	0	1168	1168
05:45 PM	100	22	42	0	164	22	463	23	0	508	31	17	38	6	86	0	329	64	0	393	6	1151	1157
Total	441	86	256	0	783	84	1875	102	0	2061	136	62	178	7	376	0	1391	321	0	1712	7	4932	4939
06:00 PM	93	30	53	0	176	28	419	37	0	484	49	16	50	з	115	0	286	51	0	337	3	1112	1115
GrandTotal	1621	358	1442	5	3421	455	5822	591	2	6969	346	183	471	16	1000	6	6546	1309	1	7861	24	19150	19174
Apprch %	47.4	10.5	42.2			6.6	84.8	8.6			34.6	18.3	47.1			0.1	83.3	16.7					
Total %	8.5	1.9	7.5		17.9	24	30.4	3.1		36.9	1.8	1	2.5		5.2	0	34.2	6.8		41	0.1	99.9	
Pass. Vehicles	1613	354	1380		3352	455	5776	591		6824	342	177	466		1001	0	6446	1309		7756	0	0	18933
% Pass. Vehicles	99.5	98.9	95.7	100	97.8	100	99.2	100	100	99.3	98.8	96.7	98.9	100	98.5	0	98.5	100	100	98.7	0	0	98.7
Trucks	8	4	62		74	0	46	0		46	4	6	5		15	6	100	0		106	0	0	241
% Trucks	0.5	1.1	4.3	0	22	0	0.8	0	0	0.7	1.2	3.3	1.1	0	1.5	100	1.5	0	0	1.3	0	0	1.3

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/3₽₩82*N₩Me : SW 8th Street& 119th Avenue-41806 Site Code : 06269.11 Start Date : 4/18/2006 Page No : 2

	SW	/ 109th	AVEN	UE	S	W 8th	STRET	т	SM	/ 109th	AVEN	UE	S	W 8th	STREE	т	
		South	bound		-	West	bound			North	bound		-	Easth	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis F	rom 07:00 A	M to 08:45	AM - Peak	(1 of 1													
Peak Hour for Entire	Intersection B	Begins at (MA 00.80														
08:00 AM	166	25	112	303	33	262	21	316	6	13	9	28	2	438	85	525	1172
08.15 AM	115	23	106	244	38	264	30	332	5	3	5	13	2	479	102	583	1172
08:30 AM	79	22	100	201	29	264	28	321	8	5	6	19	0	500	.93	593	1134
08.45 AM	67	21	116	204	26	243	45	314	4	7	10	21	0	504	109	613	1152
Total Volume	427	91	434	962	126	1033	124	1283	23	28	- 30	81	4	1921	389	2314	4630
% App. Total	44.9	9.6	45.6		9.8	80.5	9.7		28.4	34.6	37		0.2	83	16.8		
PHF	.643	.910	.935	.785	.829	.978	.689	.966	.719	.538	.750	.723	.500	.953	.892	.944	.988
Pass. Vehicles	423	89	404	916	126	1033	124	1283	23	27	29	79	0	1885	389	2274	4552
% Pass. Vehicles	99.1	97.8	93.1	96.2	100	100	100	100	100	96.4	96.7	97.5	0	98.1	100	98.3	98.3
Trucks	4	2	30	36	0	0	0	0	0	1	1	2	4	36	0	40	78
% Trucks	0.9	22	6.9	3.8	0	0	0	0	0	3.6	3.3	2.5	100	1.9	0	1.7	1.7
Pook Hour Andweie P	rom 07:00 A	MIO 09 JF	AM - Pool	1 011													
Peak Hour for Each /	comach Bey	nine at	// m - 1 64	1.1.4.1													
Call Hoar for 200117	07:30 AM	gi 13 GL			07:45 AM				07:30 AM				MA 00:80				
+0 mins	111	20	120	251	29	274	39	342	5	8	7	20	2	439	85	525	
+15 mins	112	30	120	262	33	262	21	316	9	7	10	26	2	479	102	583	
PTO HITE.		00					-	010			10		-		- 646	000	

+10 IIIIIIS.	112	30	120	202	33	202	21	310	9	1	10	20	2	4/3	102	202
+30 mins.	166	25	112	303	38	264	30	332	6	13	9	28	0	500	93	593
+45 mins.	115	23	106	244	29	264	28	321	5	3	5	13	0	504	109	613
Total Volume	504	98	458	1060	129	1064	118	1311	25	31	31	87	4	1921	389	2314
% App. Total	47.5	9.2	432		9.8	81.2	9		28.7	35.6	35.6		0.2	83	16.8	
PHF	.759	.817	.954	.875	.849	.971	.756	.958	.694	.596	.775	.777	.500	.953	.892	.944
Pass. Vehicles	499	94	426	1019	129	1064	118	1311	24	26	30	80	0	1885	369	2274
% Pass. Vehicles	99	95.9	93	96.1	100	100	100	100	96	83.9	96.8	92	0	98.1	100	98.3
Trucks	5	4	32	41	0	0	0	0	1	5	1	7	4	36	0	40
% Trucks	1	4.1	7	3.9	0	0	0	0	4	16.1	3.2	8	100	1.9	0	1.7

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/Ψ₩2™Me : SW 8th Street& 119th Avenue-41806 Site Code : 06269.11 Start Date : 4/18/2006 Page No : 3

	614	1 10046	AV/EN	115	6		etper	TT I	CIA	10046			6		etDE	T	
	51	v iustn	AVEN	UE	5	w stn	SIRE	u	SVV	109th	AVEN	IUE	5	w ath a	SIRE		
		South	bound			West	bound			North	bound			Eastb	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis F	rom 04:00 F	M to 05:45	PM - Pea	k1 of 1													
Peak Hour for Entire I	ntersection	Begins at 0	4.45 PM														
04:45 PM	81	27	62	170	26	420	52	498	44	20	61	125	0	363	83	446	1239
05:00 PM	131	25	63	219	17	489	27	533	45	21	55	121	0	395	98	493	1366
05:15 PM	101	20	66	187	29	498	22	549	30	15	60	105	0	324	82	406	1247
05:30 PM	109	19	85	213	16	425	30	471	30	9	25	64	0	343	77	420	1168
Total Volume	422	91	276	789	88	1832	131	2051	149	65	201	415	0	1425	340	1765	5020
% App. Total	53.5	11.5	35		4.3	89.3	6.4		35.9	15.7	48.4		0	80.7	19.3		
PHF	.805	.843	.812	.901	.759	.920	.630	.934	.828	.774	.824	.830	.000	.902	.867	.895	.919
Pass. Vehicles	420	91	272	783	88	1819	131	2038	148	65	199	412	0	1406	340	1746	4979
% Pass. Vehicles	99.5	100	98.6	99.2	100	99.3	100	99.4	99.3	100	99.0	99.3	0	98.7	100	98.9	99.2
Trucks	2	0	4	6	0	13	0	13	1	0	2	3	0	19	0	19	41
% Trucks	0.5	0	1.4	0.8	0	0.7	0	0.6	0.7	0	1.0	0.7	0	1.3	0	1.1	0.8

Peak Hour Analysis From 04.00 PM to 05.45 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at

	04:45 PM				05:00 PM				04:30 PM				04:45 PM			
+0 mins.	81	27	62	170	17	489	27	533	27	14	52	93	0	363	83	446
+15 mins.	131	25	63	219	29	498	22	549	44	20	61	125	0	395	98	493
+30 mins.	101	20	66	187	16	425	30	471	45	21	55	121	0	324	82	406
+45 mins.	109	19	85	213	22	463	23	508	- 30	15	60	105	0	343	77	420
Total Volume	422	91	276	789	84	1875	102	2061	146	70	228	444	0	1425	340	1765
% App. Total	53.5	11.5	35		4.1	91	4.9		329	15.8	51.4		0	80.7	19.3	
PHF	.805	.843	.812	.901	.724	.941	.850	.939	.811	.833	.934	.888	.000	.902	.867	.895
Pass Vehicles	420	91	272	783	84	1859	102	2045	145	70	225	440	0	1406	340	1746
% Pass. Vehicles	99.5	100	98.6	99.2	100	99.1	100	99.2	99.3	100	98.7	99.1	0	98.7	100	98.9
Trucks	2	0	4	6	0	16	0	16	1	0	3	4	0	19	0	19
% Trucks	0.5	0	1.4	0.8	0	0.9	0	0.8	0.7	0	1.3	0.9	0	1.3	0	1.1

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-194年和各和日本 Site Code Site Code Code Start Date 4/19/2006 Page No 1

								Gro	oups l	Printee	d- Pas	ss. Ve	hicle	s - Tr	ucks								
	S	W 10	9th A	VEN	JE		SW 8	th S1	REE	г	S	W 10	9th A	VENU	JE		SW 8	th S1	REE	т	1		
		So	uthbo	ound			We	stbo	und			No	rthbo	und			Ea	stbo	und				
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu, Total	Inclu, Total	Int. Total
07:00 AM	51	14	112	0	177	15	221	3	0	239	1	1	1	2	3	18	651	64	0	733	2	1152	1154
07:15 AM	63	6	100	0	169	28	224	10	0	262	4	2	2	0	8	47	541	57	0	645	0	1084	1084
07:30 AM	88	16	114	0	218	18	211	14	0	243	3	3	6	0	12	62	516	62	0	640	0	1113	1113
07:45 AM	87	27	115	0	229	18	292	21	0	331	3	8	10	1	21	52	454	79	0	585	1	1166	1167
Total	289	63	441	0	793	79	948	48	0	1075	11	14	19	3	44	179	2162	262	0	2603	3	4515	4518
08:00 AM	107	24	72	0	203	18	240	28	2	286	6	10	9	2	25	50	500	85	1	635	5	1149	1154
08.15 AM	82	20	94	0	196	13	269	29	0	311	4	7	10	3	21	28	431	111	0	570	3	1098	1101
08:30 AM	47	14	74	0	135	29	253	29	0	311	3	6	8	0	17	60	447	81	0	588	0	1051	1051
08:45 AM	54	18	80	0	152	- 35	266	31	0	332	9	9	13	2	31	79	445	- 86	0	610	2	1125	1127
Total	290	76	320	0	686	95	1028	117	2	1240	22	32	40	7	94	217	1823	363	1	2403	10	4423	4433
*** BREAK ***																							
04:00 PM	75	14	55	0	144	0	8	0	0	8	0	0	2	0	2	23	388	59	0	470	0	624	624
04:15 PM	86	36	54	0	176	17	407	21	1	445	38	15	38	3	91	31	369	70	0	470	4	1182	1186
04:30 PM	83	29	69	0	181	24	417	27	0	468	37	20	52	0	109	58	347	56	0	461	0	1219	1219
04:45 PM	89	18	46	0	153	23	461	56	0	540	35	14	47	0	96	41	353	62	0	456	0	1245	1245
Total	333	97	224	0	654	64	1293	104	1	1461	110	49	139	3	298	153	1457	247	0	1867	4	4270	4274
05:00 PM	112	20	57	0	189	19	415	44	0	478	42	19	62	0	123	23	390	58	0	471	0	1261	1261
05:15 PM	76	17	53	0	146	22	435	35	0	492	27	17	50	3	94	21	297	55	0	373	3	1105	1108
05:30 PM	89	17	47	0	153	26	498	12	0	536	43	10	42	3	95	15	325	56	0	396	3	1180	1183
05:45 PM	108	20	76	0	204	24	428	18	2	470	36	15	33	2	84	20	306	34	0	360	4	1118	1122
Total	385	74	233	0	692	91	1776	109	2	1976	148	61	187	8	396	79	1318	203	0	1600	10	4664	4674
GrandTotal	1297	310	1218	0	2825	329	5045	378	5	5752	291	156	385	21	832	628	6760	1075	1	8463	27	17872	17899
Apprch %	45.9	11	43.1			5.7	87.7	6.6			35	18.8	46.3			7.4	79.9	12.7					
Total %	7.3	1.7	6.8		15.8	1.8	28.2	21		32.2	1.6	0.9	2.2		4.7	3.5	37.8	6		47.4	0.2	99.8	
Pass. Vehicles	1296	300	1212		2808	329	4937	376		5647	288	150	375		834	620	6654	1075		8350	0	0	17639
% Pass. Vehicles	99.9	96.8	99.5	0	99.4	100	97.9	99.5	100	98.1	99	96.2	97.4	100	97.8	98.7	98.4	100	100	98.7	0	0	98.5
Trucks	1	10	6		17	0	108	2		110	3	6	10		19	8	106	0		114	0	0	260
% Trucks	0.1	3.2	0.5	0	0.6	0	21	0.5	0	1.9	1	3.8	2.6	0	2.2	1.3	1.6	0	0	1.3	0	0	1.5

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-194年和後年和日初後 Site Code : 06269.11 Start Date : 4/19/2006 Page No : 2

	SV	V 109th	AVEN	IUE	S	W 8th	STREE	T	SW	109th	AVEN	UE	S	W 8th	STREE	T	
		South	bound			Westh	ound			North	bound			Eastb	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis F	rom 07:00 A	W to 08:45	AM - Pea	sk 1 of 1													
Peak Hour for Entire I	ntersection	Begins at C	7:30 AM														
07:30 AM	88	16	114	218	18	211	14	243	3	3	6	12	62	516	62	640	1113
07:45 AM	87	27	115	229	18	292	21	331	3	8	10	21	52	454	79	585	1166
08:00 AM	107	24	72	203	18	240	28	286	6	10	9	25	50	500	85	635	1149
08.15 AM	82	20	94	196	13	269	29	311	4	7	10	21	28	431	111	570	1098
Total Volume	364	87	395	846	67	1012	92	1171	16	28	35	79	192	1901	337	2430	4526
% App. Total	43	10.3	46.7		5.7	86.4	7.9		20.3	35.4	44.3		7.9	78.2	13.9		
PHF	.850	.806	.859	.924	.931	.866	.793	.884	.667	.700	.875	.790	.774	.921	.759	.949	.970
Pass. Vehicles	364	84	395	843	67	968	91	1126	15	25	- 30	70	187	1877	337	2401	4440
% Pass. Vehicles	100	96.6	100	99.6	100	95.7	98.9	96.2	93.8	89.3	85.7	88.6	97.4	98.7	100	98.8	98.1
Trucks	0	3	0	3	0	44	1	45	1	3	5	9	5	24	0	29	86
% Trucks	0	3.4	0	0.4	0	4.3	1.1	3.8	6.3	10.7	14.3	11.4	2.6	1.3	0	1.2	1.9
Peak Hour Analysis F	rom 07:00 A	M to 08.45	AM - Pea	k1 of 1													
Peak Hour for Each A	comach Be	oins at:															
	07:30 AM				08:00 AM				08:00 AM				07:00 AM				
+0 mins	88	16	114	218	18	240	28	286	6	10	9	25	18	651	64	733	
+15 mins.	87	27	115	229	13	269	29	311	4	7	10	21	47	541	57	645	

+10 mins.	8/	21	115	229	13	269	23	311	4	/	10	21	4/	241	VC	C40
+30 mins.	107	24	72	203	29	253	29	311	3	6	8	17	62	516	62	640
+45 mins.	82	20	94	196	35	266	31	332	9	9	13	31	52	454	79	585
Total Volume	364	87	395	846	95	1028	117	1240	22	32	40	94	179	2162	262	2603
% App. Total	43	10.3	46.7		7.7	82.9	9.4		23.4	34	42.6		6.9	83.1	10.1	
PHF	.850	.806	.859	.924	.679	.955	.944	.934	.611	.800	.769	.758	.722	.830	.829	.888
Pass. Vehicles	364	84	395	843	95	966	117	1197	21	30	35	86	174	2136	262	2572
% Pass. Vehicles	100	96.6	100	99.6	100	95.8	100	96.5	95.5	93.8	87.5	91.5	97.2	98.8	100	98.8
Trucks	0	3	0	3	0	43	0	43	1	2	5	8	5	26	0	31
% Trucks	0	3.4	0	0.4	0	4.2	0	3.5	4.5	6.2	12.5	8.5	2.8	1.2	0	1.2

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-194年和6年和日代 : SW 8th Street& 109th Avenue-041906 Site Code : 06269.11 Start Date : 4/19/2006 Page No : 3

									-								
	SV	V 109th	AVEN	IUE	s	W 8th	STRE	ET	SV	V 109th	AVE	NUE	S				
		South			West	bound			North	bound							
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Tota
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire I	ntersection	Begins at C	14:15 PM														
04:15 PM	86	36	54	176	17	407	21	445	38	15	38	91	31	369	70	470	1182
04:30 PM	83	29	69	181	24	417	27	468	37	20	52	109	58	347	56	461	1219
04:45 PM	89	18	46	153	23	461	56	540	35	14	47	96	41	353	62	456	1245
05:00 PM	112	20	57	189	19	415	44	478	42	19	62	123	23	390	58	471	1261
Total Volume	370	103	226	699	86	1700	148	1931	152	68	199	419	153	1459	246	1858	4907
% App. Total	52.9	14.7	32.3		4.3	88	7.7		36.3	16.2	47.5		8.2	78.5	13.2		
PHF	.826	.715	.819	.925	.865	.922	.661	.894	.905	.850	.802	.862	.659	.935	.879	.986	.973
Pass. Vehicles	369	100	223	692	83	1684	148	1915	151	66	198	415	153	1426	246	1825	4847
% Pass. Vehicles	99.7	97.1	98.7	99.0	100	99.1	100	99.2	99.3	97.1	99.5	99.0	100	97.7	100	98.2	98.8
Trucks	1	3	3	7	0	16	0	16	1	2	1	4	0	33	0	33	60
% Trucks	0.3	29	1.3	1.0	0	0.9	0	0.8	0.7	2.9	0.5	1.0	0	2.3	0	1.8	1.2

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				04:30 PM				04:15 PM			
+0 mins.	86	36	54	176	23	461	56	540	37	20	52	109	31	369	70	470
+15 mins.	83	29	69	181	19	415	44	478	35	14	47	96	58	347	56	461
+30 mins.	89	18	46	153	22	435	35	492	42	19	62	123	41	353	62	456
+45 mins.	112	20	57	189	26	498	12	536	27	17	50	94	23	390	58	471
Total Volume	370	103	226	699	90	1809	147	2046	141	70	211	422	153	1459	246	1858
% App. Total	52.9	14.7	323		4.4	88.4	7.2		33.4	16.6	50		8.2	78.5	13.2	
PHF	.826	.715	.819	.925	.865	.908	.656	.947	.839	.875	.851	.858	.659	.935	.879	.986
Pass Vehicles	369	100	223	692	90	1797	147	2034	141	68	210	419	153	1426	246	1825
% Pass. Vehicles	99.7	97.1	98.7	99	100	99.3	100	99.4	100	97.1	99.5	99.3	100	97.7	100	98.2
Trucks	1	3	3	7	0	12	0	12	0	2	1	3	0	33	0	33
% Trucks	0.3	2.9	1.3	1	0	0.7	0	0.6	0	2.9	0.5	0.7	0	2.3	0	1.8

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/靼ឌ೫೭ಌ೫೫೭ : SW 8th Street& 112th Avenue-41806 Site Code : 06269.11 Start Date : 4/18/2006 Page No : 1

	Groups Printed- Pass. Vehicles - Trucks																	
		8TI	HSTR	EET			1121	'H AVI	ENUE			8TI	H STR					
		W	estbou	Ind		Northbound						E	astbou					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	264	8	0	272	3	0	3	0	6	29	407	0	0	436	0	714	714
07:15 AM	0	282	13	1	295	2	0	8	0	10	30	530	0	0	560	1	865	866
07:30 AM	0	288	16	0	304	3	0	3	0	6	44	491	0	0	535	0	845	845
07:45 AM	0	365	29	2	394	5	0	7	0	12	57	557	0	0	614	2	1020	1022
Total	0	1199	66	3	1265	13	0	21	0	34	160	1985	0	0	2145	3	3444	3447
08:00 AM	0	440	35	0	475	13	0	9	0	22	85	579	1	0	665	0	1162	1162
08:15 AM	0	382	39	0	421	11	0	6	0	17	86	682	0	0	768	0	1206	1206
08:30 AM	0	350	30	0	380	12	0	17	0	29	59	746	0	0	805	0	1214	1214
08:45 AM	0	370	35	3	405	7	0	26	0	33	65	717	0	0	782	3	1220	1223
Total	0	1542	139	3	1681	43	0	58	0	101	295	2724	1	0	3020	3	4802	4805
*** BREAK **	*																	
			10		00.4				•	70	10	101		•			4400	
04:00 PM	0	588	16	0	604	24	0	55	0	79	42	461	0	0	503	0	1186	1186
04:15 PM	0	506	18	0	524	9	0	43	0	52	54	461	0	0	515	0	1091	1091
04:30 PM	0	495	23	0	518	14	0	71	0	85	50	428	0	0	478	0	1081	1081
04:45 PM	0	596	24	0	620	29	0	96	0	125	64	460	0	0	524	0	1269	1269
lotal	0	2185	81	0	2266	76	0	265	0	341	210	1810	0	0	2020	0	4627	4627
05:00 014	0	050	47	0	007	24	0	07	0	404	05	504	0	0	500		4054	1054
05:00 PM	0	637	17	0	650	34	0	87	0	121	00	400	0	0	000	0	1304	1304
05.15 PM	0	037	15	0	002	13	0	62	0	90	20	422	0	0	447	0	1194	1194
05.30 PW	0	650	20	0	670	12	0	45	0	00	34	421	0	0	400	0	1200	1400
US.45 PW	0	000	74	0	0/2	77	0	280	0	267	40	1720	0	0	4002	0	4020	4020
Total	0	2587	74	0	2001	11	0	200	0	307	172	1730	0	0	1902	0	4920	4920
Grand Total	0	7513	360	6	7873	200	0	624	0	833	837	9240	1	0	9087	6	17703	17700
Appreh %	0	95.4	4.6	0	1015	203	0	74.9	0	000	0.07	00.8		0	5007		17755	17755
Total %	ő	42.2	4.0		44.2	12	õ	2.5		47	17	46.4	0		51.1	0	100	
Bacs Vabialas	ň	7467	360		7833	206	ő	620		826	831	8140	1		8081	Ő	0	17640
W Dass Vehicles	ő	99.4	100	100	99.4	98.6	õ	99.4	0	99.2	99.3	98.8	100	0	98.8	ő	õ	99.1
Trucks	0	46		.00	46	3	0	4		7	6	100	0		106	0	0	159
% Trucks	ő	0.6	ő	0	0.6	14	õ	06	0	0.8	07	12	0	0	12	ň	ň	0.9
70 THURNO	0	0.0	0	U	0.0	1.4	0	0.0	0	0.0	0.1	1.2	0	0	1.4		0	0.0
McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/3₽₩82N8Me Site Code : 06269.11 Start Date : 4/18/2006 Page No : 2

		8TH ST	TREET			112TH A	VENUE			8TH ST	TREET		
		West	bound			North	bound			Eastb	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysi	s From 07	:00 AM to	08:45	AM - Peak	1 of 1								
Peak Hour for Enti	re Intersed	ction Beg	ins at 08	3:00 AM									
08:00 AM	0	440	35	475	13	0	9	22	85	579	1	665	1162
08:15 AM	0	382	39	421	11	0	6	17	86	682	0	768	1206
08:30 AM	0	350	30	380	12	0	17	29	59	746	0	805	1214
08:45 AM	0	370	35	405	7	0	26	33	65	717	0	782	1220
Total Volume	0	1542	139	1681	43	0	58	101	295	2724	1	3020	4802
% App. Total	0	91.7	8.3		42.6	0	57.4		9.8	90.2	0		
PHF	.000	.876	.891	.885	.827	.000	.558	.765	.858	.913	.250	.938	.984
Pass. Vehicles	0	1542	139	1681	42	0	56	98	291	2688	1	2980	4759
% Pass. Vehicles	0	100	100	100	97.7	0	96.6	97.0	98.6	98.7	100	98.7	99.1
Trucks	0	0	0	0	1	0	2	3	4	36	0	40	43
% Trucks	0	0	0	0	2.3	0	3.4	3.0	1.4	1.3	0	1.3	0.9

I CONTINUE OF LOS		IT Deginie	- M.L.									
	08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	440	35	475	13	0	9	22	85	579	1	665
+15 mins.	0	382	39	421	11	0	6	17	86	682	0	768
+30 mins.	0	350	30	380	12	0	17	29	59	746	0	805
+45 mins.	0	370	35	405	7	0	26	33	65	717	0	782
Total Volume	0	1542	139	1681	43	0	58	101	295	2724	1	3020
% App. Total	0	91.7	8.3		42.6	0	57.4		9.8	90.2	0	
PHF	.000	.876	.891	.885	.827	.000	.558	.765	.858	.913	.250	.938
Pass. Vehicles	0	1542	139	1681	42	0	56	98	291	2688	1	2980
% Pass. Vehicles	0	100	100	100	97.7	0	96.6	97	98.6	98.7	100	98.7
Trucks	0	0	0	0	1	0	2	3	4	36	0	40
% Trucks	0	0	0	0	2.3	0	3.4	3	1.4	1.3	0	1.3

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/伊科2N始Me : SW 8th Street& 112th Avenue-41806 Site Code : 06269.11 Start Date : 4/18/2006 Page No : 3

		8TH S	TREET			112TH A	VENUE			8TH S	TREET		
		VVest	bound			North	bound			East	bound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysi	is From 04	4:00 PM 1	0 05:45	PM - Peak	1 of 1								
Peak Hour for Enti	re Interse	ction Beg	ins at 04	4:45 PM									
04:45 PM	0	596	24	620	29	0	96	125	64	460	0	524	1269
05:00 PM	0	650	17	667	34	0	87	121	65	501	0	566	1354
05:15 PM	0	637	15	652	13	0	82	95	25	422	0	447	1194
05:30 PM	0	650	20	670	17	0	66	83	34	421	0	455	1208
Total Volume	0	2533	76	2609	93	0	331	424	188	1804	0	1992	5025
% App. Total	0	97.1	2.9		21.9	0	78.1		9.4	90.6	0		
PHF	.000	.974	.792	.974	.684	.000	.862	.848	.723	.900	.000	.880	.928
Pass. Vehicles	0	2520	76	2596	93	0	330	423	188	1785	0	1973	4992
% Pass. Vehicles	0	99.5	100	99.5	100	0	99.7	99.8	100	98.9	0	99.0	99.3
Trucks	0	13	0	13	0	0	1	1	0	19	0	19	33
% Trucks	0	0.5	0	0.5	0	0	0.3	0.2	0	1.1	0	1.0	0.7

	05:00 PM				04:30 PM				04-15 PM			
+0 mins.	0	650	17	667	14	0	71	85	54	461	0	515
+15 mins.	0	637	15	652	29	0	96	125	50	428	0	478
+30 mins.	0	650	20	670	34	0	87	121	64	460	0	524
+45 mins.	0	650	22	672	13	0	82	95	65	501	0	566
Total Volume	0	2587	74	2661	90	0	336	426	233	1850	0	2083
% App. Total	0	97.2	2.8		21.1	0	78.9		11.2	88.8	0	
PHF	.000	.995	.841	.990	.662	.000	.875	.852	.896	.923	.000	.920
Pass. Vehicles	0	2571	74	2645	90	0	335	425	232	1825	0	2057
% Pass. Vehicles	0	99.4	100	99.4	100	0	99.7	99.8	99.6	98.6	0	98.8
Trucks	0	16	0	16	0	0	1	1	1	25	0	26
% Trucks	0	0.6	0	0.6	0	0	0.3	0.2	0.4	1.4	0	1.2

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/97€2743996 Site Code : 06269.11 Start Date : 4/19/2006 Page No : 1

OTTISTICET TIZTEAVENUE OTTISTICET	
Westbound Northbound Eastbound	
Start Time Right Thru Left Peds App. Total Right Thru Left Peds App. Total Right Thru Left Peds App. Total Exdu. Total Right Thru Left Peds App. Total Exdu. Total Indu. Total Right Thru Left Peds App. Total Exdu. Total Right Thru Left Peds App. Total Exdu. Total Right Thru Left Peds App. Total Right Thru Right Thru Left Peds App. Total Right Thru Right T	al Int. Total
07:00 AM 0 223 15 0 238 2 0 2 0 4 52 679 0 0 731 0 93	3 973
07:15 AM 0 304 9 0 313 5 0 6 0 11 41 648 0 0 689 0 10	3 1013
07:30 AM 0 360 23 0 383 7 0 5 0 12 86 688 0 0 774 0 110	9 1169
07:45 AM 0 355 33 0 388 4 0 11 0 15 101 626 0 0 727 0 11:	0 1130
Total 0 1242 80 0 1322 18 0 24 0 42 280 2641 0 0 2921 0 42	5 4285
08:00 AM 0 409 29 0 438 6 0 15 0 21 67 631 0 0 698 0 11	7 1157
08:15 AM 0 403 27 0 430 2 0 6 0 8 50 598 0 0 648 0 10/	6 1086
08:30 AM 0 340 23 0 363 3 0 2 0 5 56 564 0 0 620 0 96	8 988
08:45 AM 0 319 32 0 351 5 0 15 0 20 62 535 0 0 597 0 94	8 968
Total 0 1471 111 0 1582 16 0 38 0 54 235 2328 0 0 2563 0 419	9 4199
*** BREAK ***	
04:00 PM 0 506 17 0 523 17 0 74 0 91 48 368 0 0 416 0 10	0 1030
04:15 PM 0 505 32 0 537 12 0 36 0 48 73 494 0 0 567 0 11	2 1152
04:30 PM 0 496 33 0 529 25 0 78 0 103 88 409 0 0 497 0 11	9 1129
04:45 PM 0 605 31 0 636 27 0 87 0 114 103 469 0 0 572 0 133	2 1322
Total 0 2112 113 0 2225 81 0 275 0 356 312 1740 0 0 2052 0 463	3 4633
05:00 PM 0 575 11 0 586 24 0 116 0 140 61 476 0 0 537 0 120	3 1263
0515 PM 0 619 16 0 635 17 0 56 0 73 35 406 0 0 441 0 11	9 1149
05:30 PM 0 649 19 0 668 22 0 73 0 95 29 421 0 0 450 0 12	3 1213
05:45 PM 0 598 27 0 625 20 0 58 0 78 41 437 0 0 478 0 11	1 1181
Total 0 2441 73 0 2514 83 0 303 0 386 166 1740 0 0 1906 0 480	6 4806
Grand Total 0 7266 377 0 7643 198 0 640 0 838 993 8449 0 0 9442 0 170	3 17022
Anarchill 0 7200 377 0 7043 130 0 040 0 000 330 3445 0 0 3442 0 173	5 17525
Total% 0 40.5 2.1 42.6 11 0 3.6 47 55 471 0 527 0 40	in in
Total / 0 0 71/2 375 7517 196 0 630 826 095 8343 0 9328 0	0 17671
to best ventures 0 1942 095 0 984 99 0 984 0 986 99 2 987 0 0 988 0	0 98.6
Trucks 0 124 2 126 2 0 10 12 8 106 0 114 0	0 252
% Trucks 0 1.7 0.5 0 1.6 1 0 1.6 0 1.4 0.8 1.3 0 0 1.2 0	0 1.4

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/™fe²Natime : SW 8th Street & 112th Avenue-41906 Site Code : 06269.11 Start Date : 4/19/2006 Page No : 2

		8TH S	TREET			112TH /	AVENUE			8TH ST	REET		
		West	bound			North	bound			Eastb	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysi	s From 07	:00 AM t	0 08:45	AM - Peak	1 of 1								
Peak Hour for Enti	re Interse	ction Beg	ins at 0	7:30 AM									
07:30 AM	0	360	23	383	7	0	5	12	86	688	0	774	1169
07:45 AM	0	355	33	388	4	0	11	15	101	626	0	727	1130
08:00 AM	0	409	29	438	6	0	15	21	67	631	0	698	1157
08:15 AM	0	403	27	430	2	0	6	8	50	598	0	648	1086
Total Volume	0	1527	112	1639	19	0	37	56	304	2543	0	2847	4542
% App. Total	0	93.2	6.8		33.9	0	66.1		10.7	89.3	0		
PHF	.000	.933	.848	.936	.679	.000	.617	.667	.752	.924	.000	.920	.971
Pass. Vehicles	0	1478	111	1589	18	0	32	50	299	2519	0	2818	4457
% Pass. Vehicles	0	96.8	99.1	96.9	94.7	0	86.5	89.3	98.4	99.1	0	99.0	98.1
Trucks	0	49	1	50	1	0	5	6	5	24	0	29	85
% Trucks	0	3.2	0.9	3.1	5.3	0	13.5	10.7	1.6	0.9	0	1.0	1.9

reak nour for Lac	in Approac	n begina	at.		-							
	07:30 AM				07:15 AM				07:00 AM			
+0 mins.	0	360	23	383	5	0	6	11	52	679	0	731
+15 mins.	0	355	33	388	7	0	5	12	41	648	0	689
+30 mins.	0	409	29	438	4	0	11	15	86	688	0	774
+45 mins.	0	403	27	430	6	0	15	21	101	626	0	727
Total Volume	0	1527	112	1639	22	0	37	59	280	2641	0	2921
% App. Total	0	93.2	6.8		37.3	0	62.7		9.6	90.4	0	
PHF	.000	.933	.848	.936	.786	.000	.617	.702	.693	.960	.000	.943
Pass. Vehicles	0	1478	111	1589	21	0	33	54	275	2615	0	2890
% Pass. Vehicles	0	96.8	99.1	96.9	95.5	0	89.2	91.5	98.2	99	0	98.9
Trucks	0	49	1	50	1	0	4	5	5	26	0	31
% Trucks	0	3.2	0.9	3.1	4.5	0	10.8	8.5	1.8	1	0	1.1

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/PJfe2?Name Site Code Site Code : 06269.11 Start Date : 4/19/2006 Page No : 3

		8TH ST	REET			112TH A	VENUE			8TH ST	REET		
		West	ound			North	bound			Eastb	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysi	s From 04	1:00 PM to	05:45	PM - Peak	1 of 1								
Peak Hour for Enti	re Interse	ction Begi	ins at 04	:45 PM									
04:45 PM	0	605	31	636	27	0	87	114	103	469	0	572	1322
05:00 PM	0	575	11	586	24	0	116	140	61	476	0	537	1263
05:15 PM	0	619	16	635	17	0	56	73	35	406	0	441	1149
05:30 PM	0	649	19	668	22	0	73	95	29	421	0	450	1213
Total Volume	0	2448	77	2525	90	0	332	422	228	1772	0	2000	4947
% App. Total	0	97	3		21.3	0	78.7		11.4	88.6	0		
PHF	.000	.943	.621	.945	.833	.000	.716	.754	.553	.931	.000	.874	.936
Pass. Vehicles	0	2436	77	2513	89	0	332	421	228	1750	0	1978	4912
% Pass. Vehicles	0	99.5	100	99.5	98.9	0	100	99.8	100	98.8	0	98.9	99.3
Trucks	0	12	0	12	1	0	0	1	0	22	0	22	35
% Trucks	0	0.5	0	0.5	1.1	0	0	0.2	0	1.2	0	1.1	0.7

	04:45 PM				04:30 PM				04:15 PM			
+0 mins.	0	605	31	636	25	0	78	103	73	494	0	567
+15 mins.	0	575	11	586	27	0	87	114	88	409	0	497
+30 mins.	0	619	16	635	24	0	116	140	103	469	0	572
+45 mins.	0	649	19	668	17	0	56	73	61	476	0	537
Total Volume	0	2448	77	2525	93	0	337	430	325	1848	0	2173
% App. Total	0	97	3		21.6	0	78.4		15	85	0	
PHF	.000	.943	.621	.945	.861	.000	.726	.768	.789	.935	.000	.950
Pass. Vehicles	0	2436	77	2513	93	0	336	429	325	1815	0	2140
% Pass. Vehicles	0	99.5	100	99.5	100	0	99.7	99.8	100	98.2	0	98.5
Trucks	0	12	0	12	0	0	1	1	0	33	0	33
% Trucks	0	0.5	0	0.5	0	0	0.3	0.2	0	1.8	0	1.5

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/305₽7₽1♥4mme Site Code Start Date : 4/18/2006 Page No : 1

								Gro	oups l	Printee	I-Pa	ss. Ve	hicle	s - Ti	rucks								
	S	SW 10	7th A	VEN	UE		SW 1	6th S	TREE	т	S	W 10	7th A	VEN	UE		SW 16	Sth S	TREE	т			
		So	uthbo	ound			We	estbo	und			No	rthbo	und			Ea	stbo	und				
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	26	130	24	1	180	17	18	24	0	59	36	353	41	1	430	3	3	13	0	19	2	688	690
07:15 AM	- 35	181	28	1	244	22	35	37	2	94	46	362	43	1	451	5	4	15	0	24	4	813	817
07:30 AM	40	201	31	1	272	23	44	53	6	120	49	333	61	1	443	9	5	18	0	32	8	867	875
07:45 AM	79	210	25	0	314	24	44	44	2	112	44	302	57	0	403	9	10	13	0	32	2	861	863
Total	180	722	108	3	1010	86	141	158	10	385	175	1350	202	3	1727	26	22	59	0	107	16	3229	3245
08:00 AM	101	193	29	1	323	32	35	49	3	116	53	313	42	2	408	5	15	10	0	30	6	877	883
08 15 AM	63	206	39	0	308	22	40	44	1	106	38	321	43	0	402	11	9	7	1	27	2	843	845
08:30 AM	69	207	41	0	337	20	50	42	3	112	41	312	41	2	394	6	9	12	Ó	27	5	870	875
08.45 AM	67	250	52	Ō	369	18	37	40	õ	95	39	307	38	ō	384	6	14	23	Ő	43	Ő	891	891
Total	300	876	161	1	1337	92	162	175	7	429	171	1253	164	4	1588	28	47	52	1	127	13	3481	3494
*** BREAK ***																							
04:00 PM	50	305	62	4	417	13	27	81	1	121	15	221	32	0	268	13	12	27	0	52	5	858	863
04:15 PM	60	320	64	4	444	24	37	89	1	150	17	273	33	2	323	25	22	43	1	90	8	1007	1015
04:30 PM	83	272	51	10	406	37	52	90	1	179	23	279	49	1	351	49	36	72	0	157	12	1093	1105
04:45 PM	125	294	99	1	518	45	63	94	1	202	- 35	270	52	1	357	32	45	81	0	158	3	1235	1238
Total	318	1191	276	19	1785	119	179	354	4	652	90	1043	166	4	1299	119	115	223	1	457	28	4193	4221
05.00 PM	99	301	64	6	464	49	65	111	3	225	40	241	56	1	337	59	78	129	0	266	10	1292	1302
05.15 PM	60	368	75	8	503	54	54	123	1	231	23	248	50	4	321	66	63	87	0	216	13	1271	1284
05:30 PM	53	317	68	2	438	51	42	99	2	192	22	232	43	5	297	40	50	90	0	180	9	1107	1116
05:45 PM	87	302	80	3	469	46	40	93	0	179	20	225	35	2	280	36	43	50	0	129	5	1057	1062
Total	299	1299	287	19	1874	200	201	426	6	827	105	946	184	12	1235	201	234	356	0	791	37	4727	4764
GrandTotal	1097	4077	832	42	6006	497	683	1113	27	2293	541	4592	716	23	5849	374	418	690	2	1482	94	15630	15724
Anorch %	18.3	67.9	13.9			217	298	485			92	78.5	122			252	28.2	46.6					
Total %	7	26.1	53		384	32	44	71		14.7	35	29.4	46		37.4	24	27	44		95	06	99.4	
Pass Vehicles	1091	4045	826		6004	490	681	1103		2301	529	4544	713		5809	368	414	679		1463	0	0	15577
% Pass, Vehicles	99.5	99.2	99.3	100	99.3	98.6	99.7	99.1	100	99.2	97.8	99	99.6	100	98.9	98.4	99	98.4	100	98.6	0	0	99.1
Trucks	6	32	6		44	7	2	10		19	12	48	3		63	6	4	11		21	0	0	147
% Trucks	0.5	0.8	0.7	0	0.7	1.4	0.3	0.9	0	0.8	22	1	0.4	0	1.1	1.6	1	1.6	0	1.4	0	0	0.9

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/305FFFe1Name : SW 107th Ave & SW 16 St-041806 Site Code : 06269.11 Start Date : 4/18/2006 Page No : 2

	SW	V 107th	AVEN	UE	SI	V 16th	STREE	ET	SW	107th	AVEN	JE	SV	/ 16th	STRE	T	
		South	bound			West	bound			North	bound			Easth	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis F	rom 07:00 A	W to 08:45	AM - Pea	k1 of 1													
Peak Hour for Entire I	ntersection I	Begins at (MA 00.80														
08:00 AM	101	193	29	323	32	35	49	116	53	313	42	408	5	15	10	30	877
08:15 AM	63	206	39	308	22	40	44	106	38	321	43	402	11	9	7	27	843
08:30 AM	69	227	41	337	20	50	42	112	41	312	41	394	6	9	12	27	870
08.45 AM	67	250	52	369	18	37	40	95	39	307	38	384	6	14	23	43	891
Total Volume	300	876	161	1337	92	162	175	429	171	1253	164	1588	28	47	52	127	3481
% App. Total	22.4	65.5	12		21.4	37.8	40.8		10.8	78.9	10.3		22	37	40.9		
PHF	.743	.876	.774	.906	.719	.810	.893	.925	.807	.976	.953	.973	.636	.783	.565	.738	.977
Pass. Vehicles	299	867	160	1326	90	162	175	427	169	1246	164	1579	27	47	50	124	3456
% Pass. Vehicles	99.7	99.0	99.4	99.2	97.8	100	100	99.5	98.8	99.4	100	99.4	96.4	100	96.2	97.6	99.3
Trucks	1	9	1	11	2	0	0	2	2	7	0	9	1	0	2	3	25
% Trucks	0.3	1.0	0.6	0.8	2.2	0	0	0.5	1.2	0.6	0	0.6	3.6	0	3.8	2.4	0.7
Peak Hour Analysis F	rom 07:00 A	Mto 08:45	AM - Pea	k1 of 1													
Peak Hour for Each A	comach Be	ains at:															
	08:00 AM	gr 10 m			07:30 AM				07:00 AM				MA 00:80				
+0 mins	101	193	29	323	23	44	53	120	36	353	41	430	5	15	10	30	
+15 mins	63	206	39	308	24	44	44	112	46	362	43	451	11	9	7	27	
+30 mins	69	227	41	337	32	35	49	116	49	333	61	443	6	9	12	27	
+45 mins	67	250	52	36.9	22	40	44	106	44	302	57	403	6	14	23	43	
Total Volume	300	876	161	1337	101	163	190	454	175	1350	202	1727	28	47	52	127	
% App Total	224	655	12		222	359	41.9	0.000	101	78.2	11.7		22	37	40.9		
PHF	.743	.876	.774	.906	.789	926	.896	.946	.893	.932	.828	.957	636	.783	565	.738	
Pass. Vehicles	299	867	160	1326	98	163	186	447	169	1322	202	1693	27	47	50	124	
% Pass Vehicles	99.7	99	99.4	99.2	97	100	97.9	98.5	966	97.9	100	98	96.4	100	96.2	97.6	
Trucks	1	9	1	11	3	0	4	7	6	28	0	34	1	0	2	3	
% Trucks	0.3	1	0.6	0.8	3	0	2.1	1.5	3.4	2.1	Õ	2	3.6	0	3.8	2.4	

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/305**₽₩21₩4ame**: SW 107th Ave & SW 16 St-041806 Site Code: 06269.11 Start Date: 4/18/2006 Page No: 3

	SV	V 107th	AVEN	UE	SI	N 16th	STRE	ET	SW	/ 107th	AVEN	UE	S	W 16th	STRE	ET	
		South	bound			West	bound			North	ound			Eastb	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int.
Peak Hour Analysis F	rom 04:00 F	M to 05:45	5 PM - Peak	:1 of 1													
Peak Hour for Entire I	ntersection	Begins at 0	04:45 PM														
04:45 PM	125	294	99	518	45	63	94	202	- 35	270	52	357	32	45	81	158	
05:00 PM	99	301	64	464	49	65	111	225	40	241	56	337	59	78	129	266	
05:15 PM	60	368	75	503	54	54	123	231	23	248	50	321	66	63	87	216	
05:30 PM	53	317	68	438	51	42	99	192	22	232	43	297	40	50	90	180	
Total Volume	337	1280	306	1923	199	224	427	850	120	991	201	1312	197	236	387	820	
% App. Total	17.5	66.6	15.9		23.4	26.4	50.2		9.1	75.5	15.3		24	28.8	47.2		
PHF	.674	.870	.773	.928	.921	.862	.868	.920	.750	.918	.897	.919	.746	.756	.750	.771	
Pass. Vehicles	336	1276	304	1916	197	223	425	845	118	984	199	1301	196	235	383	814	
% Pass Vehicles	99.7	99.7	99.3	99.6	99.0	99.6	99.5	99.4	98.3	99.3	99.0	99.2	99.5	99.6	99.0	99.3	
Trucks	1	4	2	7	2	1	2	5	2	7	2	11	1	1	4	6	
% Trucks	0.3	0.3	0.7	0.4	1.0	0.4	0.5	0.6	1.7	0.7	1.0	0.8	0.5	0.4	1.0	0.7	

	04:45 PM				04:45 PM				04:15 PM				04:45 PM			
+0 mins.	125	294	99	518	45	63	94	202	17	273	33	323	32	45	81	158
+15 mins.	99	301	64	464	49	65	111	225	23	279	49	351	59	78	129	266
+30 mins.	60	368	75	503	54	54	123	231	35	270	52	357	66	63	87	216
+45 mins.	53	317	68	438	51	42	99	192	40	241	56	337	40	50	90	180
Total Volume	337	1280	306	1923	199	224	427	850	115	1063	190	1368	197	236	387	820
% App. Total	17.5	66.6	15.9		23.4	26.4	50.2		8.4	77.7	13.9		24	28.8	47.2	
PHF	.674	.870	.773	.928	.921	.862	.868	.920	.719	.953	.848	.958	.746	.756	.750	.771
Pass. Vehicles	336	1276	304	1916	197	223	425	845	111	1056	189	1356	196	235	383	814
% Pass. Vehicles	99.7	99.7	99.3	99.6	99	99.6	99.5	99.4	96.5	99.3	99.5	99.1	99.5	99.6	99	99.3
Trucks	1	4	2	7	2	1	2	5	4	7	1	12	1	1	4	6
% Trucks	0.3	0.3	0.7	0.4	1	0.4	0.5	0.6	3.5	0.7	0.5	0.9	0.5	0.4	1	0.7

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/305₽7€1€1№áme Site Code Start Date : 4/19/2006 Page No : 1

SW 107th AVENUE SW 16th STREET SW 107th AVENUE SW 16th STREET		
Southbound Westbound Northbound Eastbound		
Start Time Right Thru Left Peds App. total Right Thru Right	Exclui Total	Inclu, Total Int. Tota
07:00 AM 33 173 19 1 225 22 11 37 1 70 33 352 29 0 414 5 3 10 1 18	3	727 73
07:15AM 38 180 22 0 240 33 18 47 3 98 36 365 34 3 425 5 6 14 0 25	6	788 794
07:30 AM 54 190 34 2 278 16 36 40 1 92 67 337 77 2 481 7 7 14 0 28	5	879 884
07:45 AM 91 202 26 11 319 21 59 55 2 135 64 319 47 0 430 5 8 18 1 31	14	915 925
Total 216 745 101 14 1062 92 124 179 7 395 200 1363 187 5 1750 22 24 56 2 102	28	3309 3337
0900aM 05 225 32 1 352 18 27 44 4 99 55 301 42 0 399 6 10 6 0 22	5	961 966
0915 AM 73 209 34 2 316 24 54 55 1 133 49 295 35 2 379 6 16 12 0 34	5	861 868
0830 AM 55 218 40 2 313 21 43 53 8 117 47 294 61 0 402 5 11 11 0 27	10	859 869
0845AM 84 263 54 2 401 31 46 54 2 131 45 304 74 3 423 10 9 20 0 39	7	994 100
Total 307 915 160 7 1382 94 170 206 15 470 195 1194 212 5 1601 27 46 49 0 122	27	3575 360.
*** BREAK ***		
0400PM 63 292 47 1 402 30 33 72 1 135 20 279 24 0 323 31 28 62 0 121	2	981 980
04.15 PM 74 303 51 0 428 35 47 94 2 176 26 284 38 2 348 34 35 68 0 137	4	1089 1090
0430PM 77 316 55 2 448 44 60 95 1 199 32 271 77 3 380 37 37 70 1 144	7	1171 1178
04:45 PM 113 266 59 3 438 38 76 99 2 213 41 260 55 0 366 35 48 91 1 174	6	1181 1183
Total 327 1177 212 6 1716 147 216 360 6 723 119 1094 194 5 1407 137 148 291 2 576	19	4422 444
0500PM 126 325 72 11 523 53 54 104 4 211 30 223 43 6 296 48 66 120 0 234	21	1264 128
0515PM 79 319 60 5 458 43 43 111 0 197 26 253 27 1 306 36 83 104 0 223	6	1184 1190
0530 PM 68 344 49 2 461 41 51 107 4 199 28 245 36 3 309 38 62 108 0 208	9	1177 118
0545PM 61 331 73 7 465 50 57 123 0 230 20 215 49 0 284 30 47 95 1 172	8	1151 1159
Total 334 1319 254 25 1907 187 205 445 8 837 104 936 155 10 1195 152 258 427 1 837	44	4776 4820
Created 1404 4456 797 50 6067 1 500 745 4400 00 2405 1 640 4607 740 05 5050 1 20 476 000 5 4607	110	16000 16000
Granu Tuta Tiere 4100 727 02 0007 520 715 Tiere 30 2420 104 4067 746 25 5503 356 476 625 5 1057	110	10082 1020
Applicit 19 050 12 21.4 230 46.1 10.4 17.1 12.0 20.0 231 00.0 1 Table 7.4 250 45 277 20 4.4 7.4 151 20 205 47 27 27 21 2 54 40.2	07	00.0
1001 # 172 200 10 317 32 117 121 100 200 117 30 200 117 30 200 117 30 20 102 102	0.7	0 1600
Proscivences into 110 110 122 0000 011 112 1100 2103 000 4032 (44 0300 304 473 00/ 1019	0	0 10020
Trans 8 47 5 60 9 3 10 20 20 20 20 20 20 20 20 20 20 20 20 20	0	0 17
STORED 07 11 07 0 1 17 04 08 0 09 16 12 05 0 12 12 06 19 0 14	0	0 1

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/305FFIPe1Name : SW 107th Ave & SW 16 St-041906 Site Code : 00000000 Start Date : 4/19/2006 Page No : 2

	SV	V 107th	AVEN	UE	SI	N 16th	STRE	ET	SW	107th	AVEN	IUE	SV	V 16th	STRE	ET	
		South	bound			West	ound			North	bound			Easth	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis F	rom 07:00 /	W to 08:45	5 AM - Pea	k1 of 1													
Peak Hour for Entire I	ntersection	Begins at 0	MA 00.80														
08:00 AM	95	225	32	352	18	27	44	89	55	301	42	398	6	10	6	22	861
08:15 AM	73	209	34	316	24	54	55	133	48	295	35	378	6	16	12	34	861
08:30 AM	55	218	40	313	21	43	53	117	47	294	61	402	5	11	11	27	859
08.45 AM	84	263	54	401	31	46	54	131	45	304	74	423	10	9	20	39	994
Total Volume	307	915	160	1382	94	170	206	470	195	1194	212	1601	27	46	49	122	3575
% App. Total	22.2	66.2	11.6		20	36.2	43.8		122	74.6	13.2		22.1	37.7	40.2		
PHF	.808	.870	741	.862	.758	.787	.936	.883	.886	.982	.716	.946	.675	719	.613	.782	.899
Pass. Vehicles	306	901	159	1366	93	168	203	464	194	1181	211	1586	26	46	47	119	3535
% Pass. Vehicles	99.7	98.5	99.4	98.8	98.9	98.8	98.5	98.7	99.5	98.9	99.5	99.1	96.3	100	95.9	97.5	98.9
Trucks	1	14	1	16	1	2	3	6	1	13	1	15	1	0	2	3	40
% Trucks	0.3	1.5	0.6	1.2	1.1	1.2	1.5	1.3	0.5	1.1	0.5	0.9	3.7	0	4.1	2.5	1.1
Peak Hour Analysis F	rom 07:00 /	M to 08.45	5 AM - Pea	k1 of 1													
Peak Hour for Each A	coroach Be	oins at:															
	08:00 AM				07:45 AM				07:00 AM				08:00 AM				
+0 mins.	95	225	32	352	21	59	55	135	33	352	29	414	6	10	6	22	
+15 mins.	73	209	34	316	18	27	44	89	36	355	34	425	6	16	12	34	
+30 mins.	55	218	40	313	24	54	55	133	67	337	77	481	5	11	11	27	
+45 mins.	84	263	54	401	21	43	53	117	64	319	47	430	10	9	20	39	
Total Volume	307	915	160	1382	84	183	207	474	200	1363	187	1750	27	46	49	122	
% App. Total	22.2	66.2	11.6		17.7	386	43.7		11.4	77.9	10.7		22.1	37.7	40.2		
PHF	.808	.870	741	.862	.875	.775	.941	.878	746	.960	.607	.910	.675	719	.613	.782	
Pass. Vehicles	306	901	159	1366	82	181	204	467	194	1344	187	1725	26	46	47	119	
% Pass. Vehicles	99.7	98.5	99.4	98.8	97.6	98.9	98.6	98.5	97	98.6	100	98.6	96.3	100	95.9	97.5	
Trucks	1	14	1	16	2	2	3	7	6	19	0	25	1	0	2	3	
% Trucks	0.3	1.5	0.6	1.2	2.4	1.1	1.4	1.5	3	1.4	0	1.4	3.7	0	4.1	2.5	

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/305**₽₩21₩4ame**: SW 107th Ave & SW 16 St-041906 Site Code: 00000000 Start Date: 4/19/2006 Page No: 3

	SV	V 107th	AVEN	UE	S	N 16th	STRE	ET	SW	107th	AVEN	UE	S	N 16th	STRE	ET	
		South	bound			West	ound			North	ound			Eastb	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Tota
Peak Hour Analysis F	rom 04:00 F	PM to 05:45	PM - Peak	c1 of 1													
Peak Hour for Entire I	Intersection	Begins at C	4:45 PM														
04:45 PM	113	266	59	438	38	76	99	213	41	260	55	356	35	48	91	174	118
05:00 PM	126	325	72	523	53	54	104	211	30	223	43	296	48	66	120	234	1264
05:15 PM	79	319	60	458	43	43	111	197	26	253	27	306	36	83	104	223	118
05:30 PM	68	344	49	461	41	51	107	199	28	245	36	309	38	62	109	208	117
Total Volume	386	1254	240	1880	175	224	421	820	125	981	161	1267	157	259	423	869	480
% App. Total	20.5	66.7	128		21.3	27.3	51.3		9.9	77.4	12.7		18.7	30.9	50.4		
PHF	.766	.911	.833	.899	.825	.737	.948	.962	.762	.943	.732	.890	.818	.780	.881	.896	.95
Pass. Vehicles	384	1246	239	1869	173	224	418	815	123	968	159	1250	157	258	418	833	476
% Pass. Vehicles	99.5	99.4	99.6	99.4	98.9	100	99.3	99.4	98.4	98.7	98.8	98.7	100	99.6	98.8	99.3	99.1
Trucks	2	8	- 1	11	2	0	3	5	2	13	2	17	0	1	5	6	3
% Trucks	05	0.6	0.4	0.6	1.1	0	0.7	0.6	1.6	1.3	12	1.3	0	0.4	12	0.7	0.

	05:00 PM				05:00 PM				04:00 PM				04:45 PM			
+0 mins.	126	325	72	523	53	54	104	211	20	279	24	323	35	48	91	174
+15 mins.	79	319	60	458	43	43	111	197	26	284	38	348	48	66	120	234
+30 mins.	68	344	49	461	41	51	107	199	32	271	77	380	36	83	104	223
+45 mins.	61	331	73	465	50	57	123	230	41	260	55	356	38	62	108	208
Total Volume	334	1319	254	1907	187	205	445	837	119	1094	194	1407	157	259	423	889
% App. Total	17.5	69.2	13.3		22.3	24.5	53.2		8.5	77.8	13.8		18.7	30.9	50.4	
PHF	.663	.959	.870	.912	.882	.899	.904	.910	.726	.963	.630	.926	.818	.780	.881	.896
Pass. Vehicles	332	1316	253	1901	186	205	444	835	117	1082	192	1391	157	258	418	833
% Pass. Vehicles	99.4	99.8	99.6	99.7	99.5	100	99.8	99.8	98.3	98.9	99	98.9	100	99.6	98.8	99.3
Trucks	2	З	- 1	6	1	0	1	2	2	12	2	16	0	1	5	6
% Trucks	0.6	0.2	0.4	0.3	0.5	0	0.2	0.2	1.7	1.1	1	1.1	0	0.4	1.2	0.7

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/305/₽7€11%Ame Site Code Site Code Start Date 4/18/2006 Page No 1

						Gro	ups Pr	inted-	Pass.	Vehicle	s - Tru	cks						
		SW 10	7th A	/ENU	E		SW 10	7th A	VENU	E		SW 1	7th ST	REET				
		So	uthbou	und			No	rthbo	und			Ea	astbou	nd				
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu, Total	Int. Total
07:00 AM	8	185	0	0	193	0	474	11	0	485	6	0	0	0	6	0	684	684
07:15 AM	6	231	0	0	237	0	440	24	0	464	2	0	0	0	2	0	703	703
07:30 AM	6	231	0	0	237	0	447	25	0	472	3	0	0	1	3	1	712	713
07:45 AM	4	273	0	0	277	0	455	41	0	496	7	0	0	1	7	1	780	781
Total	24	920	0	0	944	0	1816	101	0	1917	18	0	0	2	18	2	2879	2881
MA 00:60	2	236	0	0	238	0	391	47	0	428	6	0	0	0	6	0	672	672
08:15 AM	6	284	0	0	290	0	366	54	0	420	9	0	0	0	9	0	719	719
08:30 AM	4	284	0	0	288	0	364	54	0	418	11	0	0	0	11	0	717	717
08:45 AM	9	265	0	0	274	0	380	47	0	427	7	1	0	0	8	0	709	709
Total	21	1069	0	0	1090	0	1491	202	0	1693	33	1	0	0	34	0	2817	2817
"" BREAK ""																		
03:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	2
04:00 PM	1	431	0	0	432	0	297	24	0	321	30	0	0	0	30	0	783	783
04:15 PM	0	396	0	0	396	0	306	20	0	326	26	0	0	0	26	0	748	748
04:30 PM	6	424	0	0	430	0	342	26	0	368	29	0	0	0	29	0	827	827
04:45 PM	5	445	0	0	450	0	315	18	0	333	41	0	0	2	41	2	824	826
Total	12	1696	0	0	1708	0	1260	88	0	1348	126	0	0	2	126	2	3182	3184
05:00 PM	7	531	0	0	538	0	324	23	0	347	36	0	0	0	36	0	921	921
05:15 PM	3	459	0	0	462	0	328	19	0	347	35	0	0	0	35	0	844	844
05:30 PM	18	460	0	1	478	0	364	12	0	376	27	0	0	0	27	1	881	882
05:45 PM	5	411	0	0	416	0	295	19	0	314	24	0	0	1	24	1	754	755
Total	33	1861	0	1	1894	0	1311	73	0	1384	122	0	0	1	122	2	3400	3402
Grand Total	90	5546	0	1	5636	0	5878	464	0	6342	301	1	0	5	302	6	12280	12286
Approh %	1.6	98.4	0			0	92.7	7.3			99.7	03	0					
Total %	0.7	45.2	0		45.9	0	47.9	3.8		51.6	2.5	0	0		2.5	0	100	
Pass. Vehicles	77	5508	0	100	5586	0	5838	449		6287	283	1	0	100	289	0	0	12162
% Pass. Vehicles	85.6	99.3	0	100	99.1	0	99.3	96.8	0	99.1	- 94	100	0	100	94.1	0	0	
I rucks	13	35	0	0	51	U	40	15	0	00	18	0	0	0	18		0	124
76 Trucks	14.4	U.7	U	U	nal	U	0.7	32	U	0.9	Б	U	U	U	2.9	0	U	1

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/305Fife1种ame : SW 107th Ave & SW 17 St-041806 Site Code : 00000000 Start Date : 4/18/2006 Page No : 2

		SW 107th South	NAVENU	E	S	W 107th North	AVENU	E		SW 17th Eastb	STREET ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From (07:00 AM to 08:	45 AM - Peak	:1 of 1										
Peak Hour for Entire Inters	ection Begins a	t 07:45 AM											
07:45 AM	4	273	0	277	0	455	41	496	7	0	0	7	780
08:00 AM	2	236	0	238	0	381	47	428	6	0	0	6	672
08:15 AM	6	284	0	290	0	366	54	420	9	0	0	9	719
08.30 AM	4	284	0	288	0	364	54	418	11	0	0	11	717
Total Volume	16	1077	0	1093	0	1566	196	1762	33	0	0	33	2888
% App. Total	1.5	98.5	0		0	88.9	11.1		100	0	0		
PHF	.667	.948	.000	.942	.000	.860	.907	.898	.750	.000	.000	750	.926
Pass. Vehicles	12	1068	0	1080	0	1555	192	1747	29	0	0	29	2856
% Pass. Vehicles	75.0	99.2	0	98.8	0	99.3	98.0	99.1	87.9	0	0	87.9	98.9
Trucks	4	9	0	13	0	11	4	15	4	0	0	4	32
% Trucks	25.0	0.8	0	1.2	0	0.7	20	0.9	12.1	0	0	12.1	1.1
Peak Hour Analysis From (Peak Hour for Each Approx	07:00 AM to 08 ach Begins at:	45 AM - Peak	1 of 1						-				
	07:45 AM				07:00 AM				08:00 AM				
+0 mins.	4	273	0	277	0	474	11	485	6	0	0	6	
+15 mins.	2	236	0	238	0	440	24	464	9	0	0	9	
+30 mins.	6	284	0	290	0	447	25	472	11	0	0	11	
+45 mins.	4	284	0	288	0	455	41	496	7	1	0	8	
Total Volume	16	1077	0	1093	0	1816	101	1917	33	1	0	34	
% App. Total	1.5	98.5	0		0	94.7	53		97.1	29	0		
PHF	.667	.948	.000	.942	.000	.958	.616	.966	.750	.250	.000	.773	
Pass. Vehicles	12	1068	0	1080	0	1800	98	1898	30	-1	0	31	
% Pass. Vehicles	75	99.2	0	98.8	0	99.1	97	99	90.9	100	0	91.2	
Trucks	4	9	0	13	0	16	3	19	3	0	0	3	
% Trucks	25	0.8	0	1.2	0	0.9	3	1	9.1	0	0	8.8	

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/305**₽₩21₩ame**: SW 107th Ave & SW 17 St-041806 Site Code: 00000000 Start Date: 4/18/2006 Page No: 3

	S	W 107th	AVENUE		S	W 107th	AVENU	E	5	SW 17th 3	STREET		
		Southb	ound			Northb	ound			Eastb	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	1
eak Hour Analysis From 0	4:00 PM to 05:4	5 PM - Peak 1	of 1										
eak Hour for Entire Interse	ection Begins at I	04:45 PM											
04:45 PM	5	445	0	450	0	315	18	333	41	0	0	41	
05:00 PM	7	531	0	538	0	324	23	347	36	0	0	36	
05.15 PM	3	459	0	462	0	328	19	347	35	0	0	35	
05:30 PM	18	460	0	478	0	364	12	376	27	0	0	27	
Total Volume	33	1895	0	1928	0	1331	72	1403	139	0	0	139	
% App. Total	1.7	98.3	0		0	94.9	51		100	0	0		
PHF	.458	.892	.000	.896	.000	.914	.783	.933	.848	.000	.000	.848	
Pass. Vehicles	32	1888	0	1920	0	1323	68	1391	137	0	0	137	
% Pass. Vehicles	97.0	99.6	0	99.6	0	99.4	94.4	99.1	98.6	0	0	98.6	
Trucks	- 1	7	0	8	0	8	4	12	2	0	0	2	
% Trucks	3.0	0.4	0	0.4	0	0.6	5.6	0.9	1.4	0	0	1.4	

	04:45 PM				04:45 PM				04:30 PM			
+0 mins.	5	445	0	450	0	315	18	333	29	0	0	29
+15 mins.	7	531	0	538	0	324	23	347	41	0	0	41
+30 mins.	3	459	0	462	0	328	19	347	36	0	0	36
+45 mins.	18	460	0	478	0	364	12	376	35	0	0	35
Total Volume	33	1895	0	1928	0	1331	72	1403	141	0	0	141
% App. Total	1.7	98.3	0		0	94.9	5.1		100	0	0	
PHF	.458	.892	.000	.896	.000	.914	.783	.933	.860	.000	.000	.860
Pass. Vehicles	32	1888	0	1920	0	1323	68	1391	137	0	0	137
% Pass. Vehicles	97	99.6	0	99.6	0	99.4	94.4	99.1	97.2	0	0	97.2
Trucks	- 1	7	0	8	0	8	4	12	4	0	0	4
% Trucks	3	0.4	0	0.4	0	0.6	56	0.9	2.8	0	0	28

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/305₽7₽1€1%4ame Site Code Site Code Start Date 4/19/2006 Page No 1

						Gro	ups Pr	inted-	Pass.	Vehicle	s - Tru	cks						
		SW 10	7th A	VENU	E		SW 10	7th A	/ENUI	E		SW 1	7th ST	REET				
		So	uthbo	und			No	rthbou	und			Ea	astbou	nd				
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	9	178	0	0	187	0	400	19	0	419	9	0	0	0	9	0	615	615
07:15 AM	10	225	0	0	235	0	433	13	0	446	1	0	0	0	1	0	682	682
07:30 AM	5	253	0	0	258	0	487	23	0	510	4	0	0	0	4	0	772	772
07:45 AM	10	303	0	0	313	0	460	40	0	500	1	0	0	0	1	0	814	814
Total	34	959	0	0	993	0	1780	95	0	1875	15	0	0	0	15	0	2883	2883
08:00 AM	13	236	0	0	249	0	438	45	0	483	8	0	0	0	8	0	740	740
08:15 AM	9	297	1	0	307	0	425	44	0	469	1	0	0	0	1	0	777	777
08:30 AM	15	301	0	0	316	0	415	38	0	453	4	0	0	0	4	0	773	773
08:45 AM	8	306	0	0	314	0	434	38	0	472	5	0	0	0	5	0	791	791
Total	45	1140	1	0	1186	0	1712	165	0	1877	18	0	0	0	18	0	3081	3081
*** BREAK ***																		
04:00 PM	7	401	0	0	408	0	316	15	0	331	6	0	0	0	6	0	745	745
04:15 PM	9	446	0	0	455	0	329	15	0	344	8	0	0	0	8	0	807	807
04:30 PM	13	455	0	0	468	0	384	30	0	414	4	0	0	0	4	0	886	886
04:45 PM	10	427	0	0	437	0	358	27	0	385	21	0	0	0	21	0	843	843
Total	39	1729	0	0	1768	0	1387	87	0	1474	39	0	0	0	39	0	3281	3281
05:00 PM	11	475	0	0	486	0	305	11	0	316	З	0	0	0	3	0	805	805
05:15 PM	5	467	0	0	472	0	303	15	0	318	15	0	0	0	15	0	805	805
05:30 PM	12	479	0	0	491	0	316	13	0	329	50	0	0	0	50	0	870	870
05:45 PM	8	502	0	0	510	0	326	16	0	342	18	0	0	0	18	0	870	870
Total	36	1923	0	0	1959	0	1250	55	0	1305	-86	0	0	0	86	0	3350	3350
Grand Total	154	5751	1	0	5906	0	6129	402	0	6531	158	0	0	0	158	0	12595	12595
Approh %	26	97.4	0			0	93.8	6.2			100	0	0					
Total %	1.2	45.7	0		46.9	0	48.7	3.2		51.9	1.3	0	0		1.3	0	100	
Pass Vehicles	143	5706	1		5850	0	6071	386		6457	148	0	0	121	148	0	0	12455
% Pass. Vehicles	92.9	992	100	0	99.1	0	99.1	96	0	98.9	93.7	0	0	0	93.7	0	0	98.9
Trucks	11	45	0	0	56	0	58	16		74	10	0	0		10	0	0	140
% Trucks	7.1	0.8	0	0	0.9	0	0.9	4	0	1.1	6.3	0	0	0	63	0	0	1.1

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/305FIPe1种ame : SW 107th Ave & SW 17 St-041906 Site Code : 00000000 Start Date : 4/19/2006 Page No : 2

	5	SW 107th	AVENU	E	S	W 107th	AVENU	E		SW 17th	STREET		
Start Time	Right	Thu	Left	Ann Total	Diaht	Thou	l eft	App Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From (Z m AMto PB	45 AM - Peak	1 of 1	App. Total	Posgek	ma	Lett	App. Total	rugin	niu	Feit	App. Total	The Total
Peak Hour for Entire Inters	ection Benins a	t 07:45 AM											
07.45 AM	10	303	0	313	0	460	40	500	1 1	0	0	11	814
08:00 AM	13	236	ō	249	Ő	438	45	483	8	Ō	Ō	8	740
08:15 AM	9	297	1	307	ō	425	44	469	1	0	0	1	777
08.30 AM	15	301	0	316	Ō	415	39	453	4	0	Ō	4	773
Total Volume	47	1137	1	1185	0	1738	167	1905	14	0	0	14	3104
% App. Total	4	95.9	0.1		0	91.2	8.8		100	0	0		
PHF	.783	.938	.250	.938	.000	.945	.928	.953	.438	.000	.000	.438	.953
Pass. Vehicles	44	1119	1	1164	0	1720	162	1882	13	0	0	13	3059
% Pass. Vehicles	93.6	98.4	100	98.2	0	99.0	97.0	98.8	92.9	0	0	92.9	98.6
Trucks	3	18	0	21	0	18	5	23	1	0	0	1	45
% Trucks	6.4	1.6	0	1.8	0	1.0	30	1.2	7.1	0	0	7.1	1.4
Peak Hour Analysis From (7:00 AM to 08	45 AM - Peak	1 of 1										
Peak Hour for Each Approa	ch Begins at:												
p,	08:00 AM				07:30 AM				08:00 AM				
+0 mins.	13	236	0	249	0	487	23	510	8	0	0	8	
+15 mins.	9	297	1	307	0	460	40	500	1	0	0	1	
+30 mins.	15	301	0	316	0	438	45	483	4	0	0	4	
+45 mins.	8	306	0	314	0	425	44	469	5	0	0	5	
Total Volume	45	1140	1	1186	0	1810	152	1962	18	0	0	18	
% App. Total	3.8	96.1	0.1		0	92.3	7.7		100	0	0		
PHF	.750	.931	.250	.938	.000	.929	.844	.962	.563	.000	.000	.563	
Pass. Vehicles	42	1125	1	1168	0	1792	147	1939	17	0	0	17	
% Pass. Vehicles	93.3	98.7	100	98.5	0	99	96.7	98.8	94.4	0	0	94.4	
Trucks	3	15	0	18	0	18	5	23	1	0	0	1	
% Trucks	6.7	1.3	0	1.5	0	1	3.3	1.2	5.6	0	0	5.6	

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/305**₽₩21₩ame**: SW 107th Ave & SW 17 St-041906 Site Code: 00000000 Start Date: 4/19/2006 Page No: 3

	S	W 107th	AVENUE	Ξ	S	W 107th	AVENUE			SW 17th 3	STREET		
		Southb	ound			Northb	ound			Eastb	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int
Peak Hour Analysis From C	4:00 PM to 05:4	5 PM - Peak 1	l of 1										
Peak Hour for Entire Interse	ection Begins at	05:00 PM											
05.00 PM	11	475	0	486	0	305	11	316	3	0	0	3	
05:15 PM	5	467	0	472	0	303	15	318	15	0	0	15	
05.30 PM	12	479	0	491	0	316	13	329	50	0	0	50	
05:45 PM	8	502	0	510	0	326	16	342	18	0	0	18	
Total Volume	36	1923	0	1959	0	1250	55	1305	86	0	0	86	
% App. Total	1.8	98.2	0		0	95.8	4.2		100	0	0		
PHF	.750	.958	.000	.960	.000	.959	.859	.954	.430	.000	.000	.430	
Pass. Vehicles	34	1918	0	1952	0	1235	54	1289	82	0	0	82	
% Pass. Vehicles	94.4	99.7	0	99.6	0	98.8	98.2	98.8	95.3	0	0	95.3	
Trucks	2	5	0	7	0	15	1	16	4	0	0	4	
% Trucks	5.6	0.3	0	0.4	0	1.2	1.8	1.2	4.7	0	0	4.7	

	05:00 PM				04:00 PM				04:45 PM			
+0 mins.	11	475	0	486	0	316	15	331	21	0	0	21
+15 mins.	5	467	0	472	0	329	15	344	3	0	0	3
+30 mins.	12	479	0	491	0	384	30	414	15	0	0	15
+45 mins.	8	502	0	510	0	358	27	385	50	0	0	50
Total Volume	36	1923	0	1969	0	1387	87	1474	89	0	0	89
% App. Total	1.8	98.2	0		0	94.1	5.9		100	0	0	
PHF	.750	.958	.000	.960	.000	.903	.725	.890	.445	.000	.000	.445
Pass. Vehicles	34	1918	0	1952	0	1373	80	1453	85	0	0	85
% Pass. Vehicles	94.4	99.7	0	99.6	0	99	92	98.6	95.5	0	0	95.5
Trucks	2	5	0	7	0	14	7	21	4	0	0	4
% Trucks	5.6	0.3	0	0.4	0	1	8	1.4	4.5	0	0	4.5

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222- P#€3Name944 SW 107th Ave & SW 1100 Block-041806 Site Code : 06269.11 Start Date : 4/18/2006 Page No : 1

								Gro	oups l	Printee	d- Pa	ss. Ve	hicle	s - Ti	rucks								
	S	W 10	7th A	VEN	UE		SW 1	100 E	BLOC	ĸ	5	W 10	7th A	VEN	UE	-	SW 1	100 E	BLOC	к			
		Sou	uthbo	und			We	stbo	und			No	rthbo	und			Ea	stbo	und				
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	242	3	0	246	2	0	2	0	4	6	392	1	0	399	3	1	2	0	6	0	655	655
07:15 AM	3	286	0	0	289	5	0	6	0	11	0	540	2	0	542	0	0	4	0	4	0	846	846
07:30 AM	3	300	0	0	303	11	0	15	0	26	0	310	3	0	313	2	0	4	0	6	0	648	648
07:45 AM	1	397	0	0	398	9	0	21	0	30	3	394	2	0	399	2	0	4	0	6	0	833	833
Total	8	1225	3	0	1236	27	0	44	0	71	9	1636	8	0	1653	7	1	14	0	22	0	2982	2982
08:00 AM	5	346	2	0	353	7	0	17	0	24	1	496	2	0	499	3	0	4	0	7	0	883	883
08.15 AM	1	348	6	0	365	3	0	12	0	15	2	441	3	0	446	4	0	3	0	7	0	823	823
08:30 AM	6	410	0	0	416	1	0	5	0	6	1	346	5	0	352	3	0	з	0	6	0	780	780
08:45 AM	1	399	1	0	401	2	0	3	0	5	1	407	3	0	411	3	0	1	0	4	0	821	821
Total	13	1503	9	0	1525	13	0	37	0	50	5	1690	13	0	1708	13	0	11	0	24	0	3307	3307
*** BREAK ***																							
04:00 PM	11	462	1	0	474	4	0	7	0	11	5	385	16	0	406	11	0	10	2	21	2	912	914
04:15 PM	5	486	3	2	494	2	0	6	1	8	5	393	7	4	405	3	0	6	5	9	12	916	928
04:30 PM	10	505	з	0	518	з	0	8	0	11	3	412	8	2	423	8	0	5	3	13	5	965	970
04:45 PM	23	522	1	2	546	1	0	7	5	8	6	406	11	1	423	12	0	8	4	20	12	997	1009
Total	49	1975	8	4	2032	10	0	28	6	38	19	1596	42	7	1657	34	0	29	14	63	31	3790	3821
05:00 PM	15	483	3	0	501	2	0	10	1	12	9	465	11	0	485	10	0	7	2	17	3	1015	1018
05.15 PM	8	508	6	0	522	1	0	11	3	12	5	424	8	1	437	12	0	2	0	14	4	985	989
05:30 PM	13	497	0	0	510	1	0	5	1	6	5	372	16	1	393	9	0	7	1	16	3	925	928
05:45 PM	10	495	17	0	522	2	0	3	4	5	3	397	14	0	414	9	0	5	1	14	5	955	960
Total	46	1983	26	0	2055	6	0	29	9	35	22	1658	49	2	1729	40	0	21	4	61	15	3880	3895
Grand Total	116	6686	46	4	6848	56	0	139	15	194	55	6580	112	9	6747	94	1	75	18	170	46	13959	14005
Apprch %	1.7	97.6	0.7			28.9	0	71.1			0.8	97.5	1.7			55.3	0.6	44.1					
Total %	0.8	47.9	0.3		49.1	0.4	0	1		1.4	0.4	47.1	0.8		48.3	0.7	0	0.5		1.2	0.3	99.7	
Pass. Vehicles	116	6664	46		6830	56	0	138		209	55	6542	112		6718	94	1	75		188	0	0	13945
% Pass. Vehicles	100	99.7	100	100	99.7	100	0	100	100	100	100	99.4	100	100	99.4	100	100	100	100	100	0	0	99.6
Trucks	0	22	0		22	0	0	0		0	0	38	0		38	0	0	0		0	0	0	60
% Trucks	0	0.3	0	0	0.3	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0	0	0.4

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222- 伊能的發音時後944 SW 107th Ave & SW 1100 Block-041806 Site Code :06269.11 Start Date :4/18/2006 Page No :2

	SV	/ 107th	AVENU	JE	S	N 1100	BLOC	CK .	SW	107th	AVEN	UE	SI	N 1100	BLOO	CK	
		South	bound			Westh	ound			North	ound			Eastb	ound		
Start Time	Right	Thru	Left /	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis F	rom 07:00 A	M to 08:45	AM - Peak	1 of 1													
Peak Hour for Entire I	ntersection I	Begins at 0)7:45 AM														
07:45 AM	1	397	0	398	9	0	21	30	3	394	2	399	2	0	4	6	833
08:00 AM	5	346	2	353	7	0	17	24	1	496	2	499	3	0	4	7	883
08:15 AM	1	348	6	355	3	0	12	15	2	441	3	446	4	0	3	7	823
08.30 AM	6	410	0	416	1	0	5	6	1	346	5	352	3	0	3	6	780
Total Volume	13	1501	8	1522	20	0	55	75	7	1677	12	1696	12	0	14	26	3319
% App. Total	0.9	98.6	0.5		26.7	0	73.3		0.4	98.9	0.7		46.2	0	53.8		
PHF	.542	.915	.333	.915	.556	.000	.655	.625	.583	.845	.600	.850	.750	.000	.875	.929	.940
Pass. Vehicles	13	1494	8	1515	20	0	55	75	7	1667	12	1686	12	0	14	26	3302
% Pass. Vehicles	100	99.5	100	99.5	100	0	100	100	100	99.4	100	99.4	100	0	100	100	99.5
Trucks	0	7	0	7	0	0	0	0	0	10	0	10	0	0	0	0	17
% Trucks	0	0.5	0	0.5	0	0	0	0	0	0.6	0	0.6	0	0	0	0	0.5
Peak Hour Analysis F	rom 07:00 A	Mto 08.45	AM - Peak	1 of 1													
Peak Hour for Each A	nomach Re	nine at	// m - 1 0.00														
	08:00 AM	april and			07:30 AM				07:15 AM				07:30 AM				
+O mins	5	346	2	353	11	0	15	26	0	540	2	542	2	0	4	6	
+15 mine	1	348	6	355	q	ň	21	30	ň	310	3	313	5	ň	4	é	

+15 mins.	1	348	6	300	9	U	21	30	U	310	3	313	2	U	-4	b.
+30 mins.	6	410	0	416	7	0	17	24	3	394	2	399	3	0	4	7
+45 mins.	1	399	1	401	3	0	12	15	1	496	2	499	4	0	3	7
Total Volume	13	1503	9	1525	- 30	0	65	95	4	1740	9	1753	11	0	15	26
% App. Total	0.9	98.6	0.6		31.6	0	68.4		0.2	99.3	0.5		42.3	0	57.7	
PHF	.542	.916	.375	.916	.682	.000	.774	792	.333	.806	750	.809	.689	.000	.938	.929
Pass. Vehicles	13	1498	9	1520	30	0	65	95	4	1718	9	1731	11	0	15	26
% Pass. Vehicles	100	99.7	100	99.7	100	0	100	100	100	98.7	100	98.7	100	0	100	100
Trucks	0	5	0	5	0	0	0	0	0	22	0	22	0	0	0	0
% Trucks	0	0.3	0	0.3	0	0	0	0	0	1.3	0	1.3	0	0	0	0

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222- P#€3Name944 SW 107th Ave & SW 1100 Block-041806 Site Code : 06269.11 Start Date : 4/18/2006 Page No : 3

	SV	V 107th South		UE	S	W 1100 West	BLOC	к	SW	/ 107th North	AVEN	UE	S	W 1100 Eastb	BLOC	к	
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Tota
Peak Hour Analysis F	rom 04:00 F	M to 05:4	5 PM - Peal	k1 of 1													
Peak Hour for Entire I	ntersection	Begins at l	04:30 PM														
04:30 PM	10	505	3	518	3	0	8	11	3	412	8	423	8	0	5	13	965
04:45 PM	23	522	1	546	1	0	7	8	6	406	11	423	12	0	8	20	997
05:00 PM	15	483	3	501	2	0	10	12	9	465	11	485	10	0	7	17	1015
05:15 PM	8	508	6	522	1	0	11	12	5	424	8	437	12	0	2	14	985
Total Volume	56	2018	13	2087	7	0	36	43	23	1707	38	1768	42	0	22	64	3962
% App. Total	27	96.7	0.6		16.3	0	83.7		1.3	96.5	2.1		65.6	0	34.4		
PHF	.609	.966	.542	.956	.583	.000	.818	.896	.639	.918	.864	.911	.875	.000	.688	.800	.976
Pass. Vehicles	56	2014	13	2083	7	0	- 36	43	23	1701	38	1762	42	0	22	64	3952
% Pass. Vehicles	100	99.8	100	99.8	100	0	100	100	100	99.6	100	99.7	100	0	100	100	99.7
Trucks	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0	10
% Trucks	0	0.2	0	0.2	0	0	0	0	0	0.4	0	0.3	0	0	0	0	0.3

	04:30 PM				04:30 PM				04:30 PM				04:45 PM			
+0 mins.	10	505	3	518	3	0	8	11	3	412	8	423	12	0	8	20
+15 mins.	23	522	1	546	1	0	7	8	6	406	11	423	10	0	7	17
+30 mins.	15	483	3	501	2	0	10	12	9	465	11	485	12	0	2	14
+45 mins.	8	508	6	522	1	0	11	12	5	424	8	437	9	0	7	16
Total Volume	56	2018	13	2087	7	0	36	43	23	1707	38	1768	43	0	24	67
% App. Total	27	96.7	0.6		16.3	0	83.7		1.3	96.5	2.1		64.2	0	35.8	
PHF	.609	.966	.542	.956	.586	.000	.818	.896	639	.918	.864	.911	.896	.000	.750	.838
Pass. Vehicles	56	2014	13	2083	7	0	36	43	23	1701	38	1762	43	0	24	67
% Pass. Vehicles	100	99.8	100	99.8	100	0	100	100	100	99.6	100	99.7	100	0	100	100
Trucks	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0
% Trucks	0	0.2	0	0.2	0	0	0	0	0	0.4	0	0.3	0	0	0	0

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222- P#€3Name944 SW 107th Ave & SW 1100 Block-041906 Site Code : 06269.11 Start Date : 4/19/2006 Page No : 1

								Gro	ups F	rinted	d- Pa	ss. Ve	hicle	s - Tr	rucks								
	S	W 107	TH A	VEN	UE	1	SW 1	100 E	LOCH	(S	W 107	TH A	VEN	UE		SW 1	100 E	BLOC	к			
		Sou	uthbo	und			We	stbo	und			No	rthbo	und			Ea	stbo	und				
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	1	236	3	2	240	5	0	6	0	11	4	431	0	2	435	2	0	2	0	4	4	690	694
07:15 AM	0	245	1	0	246	7	0	11	0	18	6	497	3	0	506	0	0	1	4	1	4	771	775
07:30 AM	2	321	1	0	324	11	0	15	0	26	15	410	1	0	426	3	0	2	0	5	0	781	781
07:45 AM	1	363	4	0	368	5	0	8	2	13	12	409	5	1	426	5	0	4	2	9	5	816	821
Total	4	1165	9	2	1178	28	0	40	2	68	37	1747	9	3	1793	10	0	9	6	19	13	3058	3071
08:00 AM	3	343	3	1	349	4	0	5	2	9	7	378	4	1	389	7	0	2	0	9	4	756	760
08.15 AM	4	371	0	0	375	6	0	1	2	7	4	395	3	0	402	1	0	1	1	2	3	786	789
08:30 AM	4	376	6	0	386	2	0	з	0	5	2	391	3	0	396	3	0	2	0	5	0	792	792
08:45 AM	1	393	1	1	395	2	0	1	1	3	3	377	3	0	383	6	0	7	0	13	2	794	796
Total	12	1483	10	2	1505	14	0	10	5	24	16	1541	13	1	1570	17	0	12	1	29	9	3128	3137
*** BREAK ***																							
04:00 PM	15	514	4	0	533	1	0	5	0	6	4	387	5	0	396	0	0	0	0	0	0	935	935
04:15 PM	8	461	1	3	470	0	0	6	0	6	3	403	8	0	414	10	0	4	0	14	3	904	907
04:30 PM	16	528	2	0	546	5	0	5	0	10	2	443	12	з	457	9	0	6	0	15	3	1028	1031
04:45 PM	6	490	8	1	504	2	0	7	1	9	2	383	12	1	397	8	0	7	0	15	3	925	928
Total	45	1993	15	4	2053	8	0	23	1	31	11	1616	37	4	1664	27	0	17	0	44	9	3792	3801
05:00 PM	5	479	14	0	498	3	0	6	0	9	1	410	7	1	418	7	0	9	0	16	1	941	942
05.15 PM	9	487	8	1	504	0	0	12	2	12	3	367	6	5	376	7	0	2	1	9	9	901	910
05:30 PM	11	452	З	3	466	2	0	2	0	4	1	430	8	1	439	5	0	10	1	15	5	924	929
05:45 PM	15	449	5	0	469	0	0	1	0	1	1	320	8	3	329	6	0	7	0	13	3	812	815
Total	40	1867	30	4	1937	5	0	21	2	26	6	1527	29	10	1562	25	0	28	2	53	18	3578	3596
Grand Total	101	6508	64	12	6673	55	0	94	10	149	70	6431	88	18	6589	79	0	66	9	145	49	13556	13605
Apprch %	1.5	97.5	1			36.9	0	63.1			1.1	97.6	1.3			54.5	0	45.5					
Total %	0.7	48	0.5		492	0.4	0	0.7		1.1	0.5	47.4	0.6		48.6	0.6	0	0.5		1.1	0.4	99.6	
Pass. Vehicles	100	6457	64		6633	55	0	94		159	70	6388	88		6564	79	0	65		153	0	0	13509
% Pass. Vehicles	- 99	99.2	100	100	99.2	100	0	100	100	100	100	99.3	100	100	99.3	100	0	98.5	100	99.4	0	0	99.3
Trucks	1	51	0		52	0	0	0		0	0	43	0		43	0	0	1		1	0	0	96
% Trucks	1	0.8	0	0	0.8	0	0	0	0	0	0	0.7	0	0	0.7	0	0	1.5	0	0.6	0	0	0.7

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222- 伊麗3外名辭色944 SW 107th Ave & SW 1100 Block-041906 Site Code :06269.11 Start Date :4/19/2006 Page No :2

	SW	107TH	AVEN	UE	S	W 1100	BLOC	к	SW	107TH	AVEN	UE	S	W 1100	BLOC	к	
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left /	App. Total	Right	Thru	Left	App. Total	Int. To
Peak Hour Analysis F	rom 07:00 A	M to 08:45	AM - Peak	1 of 1													
Peak Hour for Entire I	ntersection	Begins at C	07:45 AM														
07:45 AM	1	363	4	368	5	0	8	13	12	409	5	426	5	0	4	9	81
08:00 AM	3	343	3	349	4	0	5	9	7	378	4	389	7	0	2	9	75
08:15 AM	4	371	0	375	6	0	1	7	4	395	3	402	1	0	1	2	78
08.30 AM	4	376	6	386	2	Ō	3	5	2	391	3	396	3	0	2	5	75
Total Volume	12	1453	13	1478	17	0	17	34	25	1573	15	1613	16	0	9	25	315
% App. Total	0.8	98.3	0.9		50	0	50		1.5	97.5	0.9		64	0	36		
PHE	750	966	542	957	708	000	531	654	521	961	750	947	571	000	563	694	96

	08.00 AM				07:00 AM				07:00 AM				MA 00:80			
+0 mins.	3	343	3	349	5	0	6	11	4	431	0	435	7	0	2	9
+15 mins.	4	371	0	375	7	0	11	18	6	497	3	506	1	0	1	2
+30 mins.	4	376	6	386	11	0	15	26	15	410	1	426	3	0	2	5
+45 mins.	1	393	1	395	5	0	8	13	12	409	5	426	6	0	7	13
Total Volume	12	1483	10	1505	28	0	40	68	37	1747	9	1793	17	0	12	29
% App. Total	0.8	98.5	0.7	1000-010	41.2	0	58.8		2.1	97.4	0.5	1.16.200.05	58.6	0	41.4	1.17
PHF	.750	.943	.417	.953	.636	.000	.667	.654	.617	.879	.450	.886	.607	.000	.429	.558

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222- ₱₩3%A##e944 SW 107th Ave & SW 1100 Block-041906 Site Code : 06269.11 Start Date : 4/19/2006 Page No : 3

	SW	/ 107TH South	AVEN	UE	S	W 1100 Westb	BLOG	ск	SW	/ 107TH Northi	AVEN	NUE	SI	N 1100 Eastb	BLOC	сĸ	
Start Time	Right	Thru	Left /	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis F	rom 04:00 F	°M to 05:45	PM - Peak	1 of 1													
Peak Hour for Entire I	ntersection	Begins at 0	4:15 PM														
04:15 PM	8	461	1	470	0	0	6	6	3	403	8	414	10	0	4	14	904
04:30 PM	16	528	2	546	5	0	5	10	2	443	12	457	9	0	6	15	1028
04.45 PM	6	490	8	504	2	0	7	9	2	383	12	397	8	0	7	15	925
05:00 PM	5	479	14	498	3	0	6	9	1	410	7	418	7	0	9	16	941
Total Volume	36	1958	25	2018	10	0	24	34	8	1639	39	1686	34	0	26	60	3798
% App. Total	1.7	97	12		29.4	0	70.6		0.5	97.2	23		56.7	0	43.3		
PHF	.547	.927	.446	.924	.500	.000	.857	.850	.667	.925	.813	.922	.850	.000	.722	.938	.924

	04:00 PM				04:30 PM				04:15 PM				04:15 PM			
+0 mins.	15	514	4	533	5	0	5	10	3	403	8	414	10	0	4	14
+15 mins.	8	461	1	470	2	0	7	9	2	443	12	457	9	0	6	15
+30 mins.	16	528	2	546	3	0	6	9	2	383	12	397	8	0	7	15
+45 mins.	6	490	8	504	0	0	12	12	1	410	7	418	7	0	9	16
Total Volume	45	1993	15	2053	10	0	30	40	8	1639	39	1686	34	0	26	60
% App. Total	22	97.1	0.7		25	0	75		0.5	97.2	2.3		56.7	0	43.3	
PHF	.703	.944	.469	.940	.500	.000	.625	.833	.667	.925	.813	.922	.850	.000	.722	.938

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/305₽7₽11% Amme Site Code Start Date : 4/18/2006 Page No : 1

						Gro	ups Pri	inted-	Pass.	Vehicle	s - Tru	cks						
		SW 11	7th A	/ENU	E		SW 17	7th ST	REET			SW 11	7th AV	(ENU	E			
		So	uthbou	und			We	stbou	Ind			No	rthbou	Ind				
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	40	19	0	59	5	0	8	0	13	38	184	0	0	222	0	294	294
07:15 AM	0	39	9	0	48	3	0	11	0	14	73	181	0	0	254	0	316	316
07:30 AM	0	52	5	0	57	4	0	11	0	15	96	196	0	0	292	0	364	364
07:45 AM	0	67	7	0	74	2	0	12	0	14	139	148	0	0	286	0	374	374
Total	0	198	40	0	238	14	0	42	0	56	345	709	0	0	1054	0	1348	1348
08:00 AM	0	50	11	0	61	2	0	7	0	9	100	188	0	0	288	0	358	358
08:15 AM	0	55	12	0	67	1	0	12	0	13	107	160	0	0	267	0	347	347
08:30 AM	0	78	17	0	95	2	0	12	0	14	154	119	0	0	273	0	382	382
08:45 AM	0	54	18	0	72	3	0	20	0	23	133	135	0	0	268	0	363	363
Total	0	237	58	0	295	8	0	51	0	59	494	602	0	0	1096	0	1450	1450
*** BREAK ***																		
04:00 PM	0	77	7	0	84	11	0	28	0	39	23	100	0	0	123	0	246	246
04:15 PM	0	89	11	0	100	18	0	37	0	55	31	113	0	0	144	0	299	299
04:30 PM	0	103	12	0	115	22	0	57	0	79	37	118	0	0	155	0	349	349
04:45 PM	0	113	15	0	128	25	0	73	0	98	-50	122	0	0	172	0	398	398
Total	0	382	45	0	427	76	0	195	0	271	141	453	0	0	594	0	1292	1292
05:00 PM	0	106	16	0	122	33	0	73	0	106	33	117	0	0	150	0	378	378
05:15 PM	0	96	13	0	109	31	0	71	0	102	25	99	0	0	124	0	335	335
05:30 PM	0	101	9	0	110	27	0	66	0	93	23	93	0	0	116	0	319	319
05:45 PM	0	89	6	0	95	23	0	62	0	85	18	77	0	0	95	0	275	275
Total	0	392	-44	0	436	114	0	272	0	386	99	386	0	0	485	0	1307	1307
Grand Total	0	1209	187	0	1396	212	0	560	0	772	1079	2150	0	0	3229	0	5397	5397
Approh %	0	86.6	13.4			27.5	0	72.5			33.4	66.6	0					
Total %	0	22.4	3.5		25.9	3.9	0	10.4		14.3	20	39.8	0		59.8	0	100	
Pass Vehicles	0	1201	178		1379	204	0	548		752	1062	2131	0		3193	0	0	5324
% Pass. Vehicles	0	99.3	95.2	0	98.8	96.2	0	97.9	0	97.4	98.4	99.1	0	0	98.9	0	0	98.6
Trucks	0	8	9		17	8	0	12		20	17	19	0		36	0	0	73
% Trucks	0	0.7	4.8	0	1.2	3.8	0	2.1	0	26	1.6	0.9	0	0	1.1	0	0	1.4

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/305**₽₩11%4me**: SW 117th Ave & SW 17 St-041806 Site Code : 06269.11 Start Date : 4/18/2006 Page No : 2

	S	W 117th	AVENUE	E	S	W 17th \$	STREET		S	W 117th	AVENUE		
		South	ound			Westb	ound			Northb	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 0i	7:00 AM to 08:45	5 AM - Peak 1	l of 1										
Peak Hour for Entire Interse	ction Begins at (07:45 AM											
07:45 AM	0	67	7	74	2	0	12	14	138	148	0	286	374
08.00 AM	0	50	11	61	2	0	7	9	100	188	0	288	359
08:15 AM	0	55	12	67	1	0	12	13	107	160	0	267	347
08.30 AM	0	78	17	95	2	0	12	14	154	119	0	273	382
Total Volume	0	250	47	297	7	0	43	50	499	615	0	1114	1461
% App. Total	0	84.2	15.8		14	0	86		44.8	55.2	0		
PHF	.000	.801	.691	.782	.875	.000	.896	.893	.810	.818	.000	.967	.956
Pass. Vehicles	0	247	45	292	6	0	40	46	496	607	0	1103	1441
% Pass. Vehicles	0	98.8	95.7	98.3	85.7	0	93.0	92.0	99.4	98.7	0	99.0	98.6
Trucks	0	3	2	5	1	0	3	4	3	8	0	11	20
% Trucks	0	1.2	4.3	1.7	14.3	0	7.0	8.0	0.6	1.3	0	1.0	1.4
Peak Hour Analysis From (1)	7.00 AM to 09.44	AM . Pask	of 1										
Peak Hour for Each Annmar	h Benins at	Com - F Can	54 T										
	07:45 AM			1	B:00 AM			1	17:30 AM				

	U1.40 MVI				00.00 Alvi				UT.SU PWI			
+0 mins.	0	67	7	74	2	0	7	9	96	196	0	292
+15 mins.	0	50	11	61	1	0	12	13	138	148	0	286
+30 mins.	0	55	12	67	2	0	12	14	100	188	0	288
+45 mins.	0	78	17	95	3	0	20	23	107	160	0	267
Total Volume	0	250	47	297	8	0	51	59	441	692	0	1133
% App. Total	0	84.2	15.8		13.6	0	86.4		38.9	61.1	0	
PHF	.000	.801	.691	.782	.667	.000	.639	.641	.799	.883	.000	.970
Pass. Vehicles	0	247	45	292	7	0	47	54	437	685	0	1122
% Pass. Vehicles	0	98.8	95.7	98.3	87.5	0	92.2	91.5	99.1	99	0	99
Trucks	0	3	2	5	1	0	4	5	4	7	0	11
% Trucks	0	1.2	43	1.7	12.5	0	7.8	85	0.9	1	0	1

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/305**₽₩21₩ame**: SW 117th Ave & SW 17 St-041806 Site Code: 06269.11 Start Date: 4/18/2006 Page No: 3

	S	W 117th	AVENU	E	1	SW 17th \$	STREET		S	W 117th	AVENUE		
		South	bound			Westb	ound			Northb	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Tot
Peak Hour Analysis From 0	4:00 PM to 05:4	5 PM - Peak	1 of 1										
Peak Hour for Entire Interse	ection Begins at I	04:30 PM											
04:30 PM	0	103	12	115	22	0	57	79	37	118	0	155	34
04:45 PM	0	113	15	128	25	0	73	98	50	122	0	172	39
05:00 PM	0	106	16	122	33	0	73	106	33	117	0	150	37
05:15 PM	0	96	13	109	31	0	71	102	25	99	0	124	33
Total Volume	0	418	56	474	111	0	274	385	145	456	0	601	146
% App. Total	0	88.2	11.8		28.8	0	71.2		24.1	75.9	0		
PHF	.000	.925	.875	.926	.841	.000	.938	.908	.725	.934	.000	.874	.91
Pass. Vehicles	0	415	54	469	108	0	272	380	141	455	0	596	144
% Pass. Vehicles	0	99.3	96.4	98.9	97.3	0	99.3	98.7	97.2	99.8	0	99.2	99
Trucks	0	3	2	5	3	0	2	5	4	- 1	0	5	1
% Trucks	0	0.7	3.6	1.1	27	0	0.7	1.3	2.8	0.2	0	0.8	1

	04:30 PM				04:45 PM				04:15 PM			
+0 mins.	0	103	12	115	25	0	73	98	31	113	0	144
+15 mins.	0	113	15	128	33	0	73	106	37	118	0	155
+30 mins.	0	106	16	122	31	0	71	102	50	122	0	172
+45 mins.	0	96	13	109	27	0	66	93	33	117	0	150
Total Volume	0	418	56	474	116	0	283	399	151	470	0	621
% App. Total	0	88.2	11.8		29.1	0	70.9		24.3	75.7	0	
PHF	.000	.925	875	.926	.879	.000	.969	.941	.755	.963	.000	.903
Pass. Vehicles	0	415	54	469	114	0	281	395	145	468	0	613
% Pass. Vehicles	0	99.3	96.4	98.9	98.3	0	99.3	99	96	99.6	0	98.7
Trucks	0	3	2	5	2	0	2	4	6	2	0	8
% Trucks	0	0.7	3.6	1.1	1.7	0	0.7	1	4	0.4	0	1.3

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/305₽7₽7€1№4me Site Code Site Code Start Date 4/19/2006 Page No 1

						Gro	ups Pr	inted-	Pass.	Vehicle	s - Tru	cks						
		SW 11	7th A	VENU	E		SW 1	7th ST	REET			SW 11	7th A	/ENU	E			
		So	uthbo	und			We	estbou	Ind			No	rthbou	Ind				
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	39	15	0	54	4	0	5	0	9	59	189	0	0	248	0	311	311
07:15 AM	0	46	17	0	63	4	0	7	0	11	75	186	0	0	261	0	335	335
07:30 AM	0	68	8	0	76	3	0	11	0	14	103	211	0	0	314	0	404	404
07:45 AM	0	71	10	0	81	-4	0	5	0	9	131	161	0	0	292	0	382	382
Total	0	224	50	0	274	15	0	28	0	43	368	747	0	0	1115	0	1432	1432
MA 00:60	0	61	10	0	71	2	0	13	0	15	103	190	0	0	293	0	379	379
08:15 AM	0	47	12	0	59	2	0	16	0	18	116	155	0	0	271	0	348	348
08:30 AM	0	56	12	0	68	6	0	12	0	18	152	111	0	0	263	0	349	349
08:45 AM	0	48	14	0	62	8	0	21	0	29	151	118	0	0	269	0	360	360
Total	0	212	48	0	260	18	0	62	0	80	522	5/4	0	0	1096	0	1436	1436
*** BREAK ***																		
04:00 PM	0	89	3	0	92	14	0	39	0	53	53	82	0	0	135	0	280	280
04:15 PM	0	105	7	0	112	15	0	50	0	65	41	78	0	0	119	0	296	296
04:30 PM	0	92	6	0	98	18	0	68	0	86	75	93	0	0	168	0	352	352
04:45 PM	0	117	11	0	128	13	0	82	0	95	63	62	0	0	125	0	348	348
Total	0	403	27	0	430	60	0	239	0	299	232	315	0	0	547	0	1276	1276
05.00 PM	0	76	6	0	82	27	0	75	0	102	40	82	0	0	122	0	306	306
05:15 PM	0	106	0	0	106	21	0	69	0	90	25	71	0	0	96	0	292	292
05:30 PM	0	118	6	0	124	19	0	81	0	100	23	83	0	0	106	0	330	330
05:45 PM	0	120	2	0	122	14	0	59	0	73	- 30	67	0	0	97	0	292	292
Total	0	420	14	0	434	81	0	284	0	365	118	303	0	0	421	0	1220	1220
Grand Total	0	1259	139	0	1398	174	0	613	0	787	1240	1939	0	0	3179	0	5364	5364
Approh %	0	90.1	9.9			22.1	0	77.9			39	61	0					
Total %	0	23.5	2.6		26.1	3.2	0	11.4		14.7	23.1	36.1	0		59.3	0	100	
Pass. Vehicles	0	1251	133	0	1384	167	0	601	0	768	1233	1919	0	0	3152	0	0	5304
% Pass. Vehicles	0	99.4	95.7	0	99	96	0	- 98	0	97.6	99.4	99	0	0	992	0	0	98.9
Trucks	0	8	6	0	14	(0	12	0	19	00	20	0	0	21	0	0	60
% Irucks	U	U.b	4.3	U	1	- 4	U	2	U	24	0.6	1	0	U	0.8	1 0	U	1.1

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/305**₽₩e1₩4ame**: SW 117th Ave & SW 17 St-041906 Site Code: 00000000 Start Date: 4/19/2006 Page No: 2

	S	W 117th	AVENUE	E	S	W 17th 9	TREET	°	S	W 117th	AVENUE		
		South	ound			Westb	ound			Northb	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 0	7:00 AM to 08:4	5 AM - Peak 1	l of 1										
Peak Hour for Entire Interse	ction Begins at I	07:30 AM											
07:30 AM	0	68	8	76	3	0	11	14	103	211	0	314	404
07:45 AM	0	71	10	81	4	0	5	9	131	161	0	292	382
08:00 AM	0	61	10	71	2	0	13	15	103	190	0	293	379
08.15 AM	0	47	12	59	2	0	16	18	116	155	0	271	348
Total Volume	0	247	40	287	11	0	45	56	453	717	0	1170	1513
% App. Total	0	86.1	13.9		19.6	0	80.4		38.7	61.3	0		
PHF	.000	.870	.833	.886	.688	.000	.703	.778	.865	.850	.000	.932	.936
Pass. Vehicles	0	243	- 39	282	10	0	44	54	451	714	0	1165	1501
% Pass. Vehicles	0	98.4	97.5	98.3	90.9	0	97.8	96.4	99.6	99.6	0	99.6	99.2
Trucks	0	4	1	5	1	0	1	2	2	3	0	5	12
% Trucks	0	1.6	25	1.7	9.1	0	22	3.6	0.4	0.4	0	0.4	0.8
Peak Hour Analysis From ()	7.00 AM to 08.4	5 AM - Peak 1	of 1										
Peak Hour for Each Acoroa	ch Begins at:												
	07:15 AM			(MA 00:80				07:30 AM				

+0 mins.	0	46	17	63	2	0	13	15	103	211	0	314
+15 mins.	0	68	8	76	2	0	16	18	131	161	0	292
+30 mins.	0	71	10	81	6	0	12	18	103	190	0	293
+45 mins.	0	61	10	71	8	0	21	29	116	155	0	271
Total Volume	0	246	45	291	18	0	62	-80	453	717	0	1170
% App. Total	0	84.5	15.5		22.5	0	77.5		38.7	61.3	0	
PHF	.000	.866	.662	.898	.563	.000	.739	.690	.865	.850	.000	.932
Pass. Vehicles	0	243	44	287	17	0	61	78	451	714	0	1165
% Pass. Vehicles	0	98.8	97.8	98.6	94.4	0	98.4	97.5	99.6	99.6	0	99.6
Trucks	0	3	1	4	1	0	1	2	2	3	0	5
% Trucks	0	1.2	22	1.4	5.6	0	1.6	25	0.4	0.4	0	0.4

Engineering Center

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 NORTHBOUND and SOUTHBOUND FilesName5509-2701fNs at NW 107 Ave by Eng. Center Driveway Site Code : 00000000 Start Date : 4/19/2006 Page No : 3

	NW 107TH A	VENUE	NW 107TH A	VENUE	
	Southbou	nd	Northbou	nd	
Start Time	U-Turns	App. Total	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:-	45 PM - Peak 1 of 1				
Peak Hour for Entire Intersection Begins at	04:15 PM				
04:15 PM	5	5	2	2	7
04:30 PM	4	4	5	5	9
04:45 PM	5	5	2	2	7
05:00 PM	6	6	3	3	9
Total Volume	20	20	12	12	32
% App. Total	100		100		
PHF	.833	.833	.600	.600	.889

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

reak nour for Each Approach begins al.				
	04:15 PM		04:30 PM	
+0 mins.	5	5	5	5
+15 mins.	4	4	2	2
+30 mins.	5	5	3	3
+45 mins.	6	6	4	4
Total Volume	20	20	14	14
% App. Total	100		100	
PHF	.833	.833	.700	.700

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/305-**F7Ie 1%1a**me : Flagler St @ Eng. Center Driveway Site Code : K06269.1 Start Date : 4/19/2006 Page No : 1

								Group	os Pri	nted- Pa	assen	ger Ve	hicles	- Tr	ucks								
		ENC DI Soi	G. CE RIVEV	NTEF WAY Ind	z	F	LAG W	LER	STRE	ET		No	rthbo	und		1	FLAG E	LER :	STRE	ET			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App Total	Esclu. Tetal	lich. Total	Int. Total
07:00 AM	0	0	0	0	0	6	132	3	0	141	11	0	2	0	13	7	279	3	0	289	0	443	443
07:15 AM	0	0	0	0	0	2	155	11	0	168	14	0	3	0	17	9	298	8	0	315	0	500	500
07:30 AM	1	0	0	0	1	3	156	8	0	167	18	0	1	0	19	13	305	9	0	327	0	514	514
07:45 AM	0	0	0	0	0	2	163	6	0	171	22	0	4	0	26	15	312	4	0	331	0	528	528
Total	1	0	0	0	1	13	606	28	0	647	65	0	10	0	75	44	1194	24	0	1262	0	1985	1985
08:00 AM	1	0	0	0	1	7	172	9	0	188	15	0	3	0	18	11	301	5	0	317	0	524	524
08:15 AM	8	0	5	0	13	11	176	9	0	196	13	3	2	0	18	11	278	16	0	305	0	532	532
08:30 AM	3	0	1	0	4	6	171	6	0	183	11	4	1	0	16	12	265	7	0	284	0	487	487
08:45 AM	1	1	2	0	4	11	176	8	0	195	8	0	0	0	8	9	259	18	0	286	0	493	493
Total	13	1	8	0	22	35	695	32	0	762	47	7	6	0	60	43	1103	46	0	1192	0	2036	2036
*** BREAK	K ***																						
04:00 PM	15	5	6	0	26	13	348	10	0	371	14	3	0	0	17	9	142	6	0	157	0	571	571
04:15 PM	29	2	4	0	35	10	302	9	0	321	17	0	1	0	18	11	155	15	0	181	0	555	555
04:30 PM	7	5	5	0	17	5	295	15	0	315	15	1	3	0	19	15	168	7	0	190	0	541	541
04:45 PM	8	2	5	0	15	8	316	22	0	346	16	0	2	0	18	18	201	6	0	225	0	604	604
Total	59	14	20	0	93	36	1261	56	0	1353	62	4	6	0	72	53	666	34	0	753	0	2271	2271
05:00 PM	6	12	10	0	28	18	291	21	0	330	13	2	4	0	19	15	219	10	0	244	0	621	621
05:15 PM	7	7	7	0	21	4	314	22	0	340	11	5	1	0	17	13	214	10	0	237	0	615	615
05:30 PM	17	7	8	0	32	7	325	17	1	349	9	1	3	0	13	11	207	11	0	229	1	623	624
05:45 PM	13	18	10	0	41	6	304	15	0	325	10	0	2	0	12	11	187	5	0	203	0	581	581
Total	43	44	35	0	122	35	1234	75	1	1344	43	8	10	0	61	50	827	36	0	913	1	2440	2441
Grand Total	116	59	63	0	238	119	3796	191	1	4106	217	19	32	0	268	190	3790	140	0	4120	1	8732	8733
Apprch %	48.7	24.8	26.5			2.9	92.5	4.7			81	7.1	11.9			4.6	92	3.4					
Total %	1.3	0.7	0.7		2.7	1.4	43.5	2.2		47	2.5	0.2	0.4		3.1	2.2	43.4	1.6		47.2	0	100	0.000
Purrenger Vehicles	112	55	62		229	117	3682	188		3988	217	19	32		268	190	3790	137		4117	0	0	8602
% Persenger Vehicles	96.6	93.2	98.4	0	96.2	98.3	97	98.4	100	97.1	100	100	100	0	100	100	100	97.9	0	99.9	0	0	98.5
Trucks	4	4	1		9	2	114	3		119	0	0	0		0	0	0	3		3	0	0	131
% Trucks	3.4	6.8	1.6	0	3.8	1.7	3	1.6	0	2.9	0	0	0	0	0	0	0	2.1	0	0.1	0	0	1.5

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/305-F71e¹Name : Flagler St @ Eng. Center Driveway Site Code : K06269.1 Start Date : 4/19/2006 Page No : 2

	ENG.	CENTE	R DRI	VEWAY	FI	AGLE	R STR	EET	-				FI	AGLE	R STRI	EET	
		South	bound			Westh	ound		-	North	bound			Eastb	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Anal	lysis Fro	m 07:00	AM to	08:45 AM	1 - Peak	1 of 1											
Peak Hour for H	Intire Int	ersectio	n Begin	Is at 07:30	AM												
07:30 AM	1	0	0	1	3	156	8	167	18	0	1	19	13	305	9	327	514
07:45 AM	0	0	0	0	2	163	6	171	22	0	4	26	15	312	4	331	528
08:00 AM	1	0	0	1	7	172	9	188	15	0	3	18	11	301	5	317	524
08:15 AM	8	0	5	13	11	176	9	196	13	3	2	18	11	278	16	305	532
Total Volume	10	0	5	15	23	667	32	722	68	3	10	81	50	1196	34	1280	2098
% App. Total	66.7	0	33.3		3.2	92.4	4.4		84	3.7	12.3		3.9	93.4	2.7		
PHF	.313	.000	.250	.288	.523	.947	.889	.921	.773	.250	.625	.779	.833	.958	.531	.967	.986
Passenger Vehicles	9	0	5	14	23	635	31	689	68	3	10	81	50	1196	34	1280	2064
% Passenger Vehicles	90.0	0	100	93.3	100	95.2	96.9	95.4	100	100	100	100	100	100	100	100	98.4
Trucks	1	0	0	1	0	32	1	33	0	0	0	0	0	0	0	0	34
% Trucks	10.0	0	0	6.7	0	4.8	3.1	4.6	0	0	0	0	0	0	0	0	1.6

A DECKERACION ACK N	A COMPANY A MARTIN															
	08:00 AM				08:00 AM	1			07:30 AM				07:15 AM	1		
+0 mins.	1	0	0	1	7	172	9	188	18	0	1	19	9	298	8	315
+15 mins.	8	0	5	13	11	176	9	196	22	0	4	26	13	305	9	327
+30 mins.	3	0	1	4	6	171	6	183	15	0	3	18	15	312	4	331
+45 mins.	1	1	2	4	11	176	8	195	13	3	2	18	11	301	5	317
Total Volume	13	1	8	22	35	695	32	762	68	3	10	81	48	1216	26	1290
% App. Total	59.1	4.5	36.4		4.6	91.2	4.2		84	3.7	12.3		3.7	94.3	2	
PHF	.406	.250	.400	.423	.795	.987	.889	.972	.773	.250	.625	.779	.800	.974	.722	.974
Passenger Vehicles	11	1	7	19	35	656	31	722	68	3	10	81	48	1216	26	1290
% Passenger Vehicles	84.6	100	87.5	86.4	100	94.4	96.9	94.8	100	100	100	100	100	100	100	100
Trucks	2	0	1	3	0	39	1	40	0	0	0	0	0	0	0	0
% Trucks	15.4	0	12.5	13.6	0	5.6	3.1	5.2	0	0	0	0	0	0	0	0

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/305-F71e¹Name : Flagler St @ Eng. Center Driveway Site Code : K06269.1 Start Date : 4/19/2006 Page No : 3

	ENG.	CENTE	R DRI	VEWAY	F	LAGLE	R STRE	CET					FI	EET			
		South	bound			West	bound			North	bound			Easth	ound		
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Ana	lysis Fro	m 04:00	PM to	05:45 PM	- Peak	1 of 1											
Peak Hour for I	Entire Int	tersectio	n Begin	is at 04:45	PM												
04:45 PM	8	2	5	15	8	316	22	346	16	0	2	18	18	201	6	225	604
05:00 PM	6	12	10	28	18	291	21	330	13	2	4	19	15	219	10	244	621
05:15 PM	7	7	7	21	4	314	22	340	11	5	1	17	13	214	10	237	615
05:30 PM	17	7	8	32	7	325	17	349	9	1	3	13	11	207	11	229	623
Total Volume	38	28	30	96	37	1246	82	1365	49	8	10	67	57	841	37	935	2463
% App. Total	39.6	29.2	31.2		2.7	91.3	6		73.1	11.9	14.9		6.1	89.9	4		
PHF	.559	.583	.750	.750	.514	.958	.932	.978	.766	.400	.625	.882	.792	.960	.841	.958	.988
Passenger Vehicles	38	26	30	94	37	1223	82	1342	49	8	10	67	57	841	36	934	2437
% Passenger Vehicles	100	92.9	100	97.9	100	98.2	100	98.3	100	100	100	100	100	100	97.3	99.9	98.9
Trucks	0	2	0	2	0	23	0	23	0	0	0	0	0	0	1	1	26
% Trucks	0	7.1	0	2.1	0	1.8	0	1.7	0	0	0	0	0	0	2.7	0.1	1.1

-	05:00 PM				04:45 PM	í.			04:15 PM				04:45 PM			
+0 mins.	6	12	10	28	8	316	22	346	17	0	1	18	18	201	6	225
+15 mins.	7	7	7	21	18	291	21	330	15	1	3	19	15	219	10	244
+30 mins.	17	7	8	32	4	314	22	340	16	0	2	18	13	214	10	237
+45 mins.	13	18	10	41	7	325	17	349	13	2	4	19	11	207	11	229
Total Volume	43	44	35	122	37	1246	82	1365	61	3	10	74	57	841	37	935
% App. Total	35.2	36.1	28.7		2.7	91.3	6		82.4	4.1	13.5		6.1	89.9	4	
PHF	.632	.611	.875	.744	.514	.958	.932	.978	.897	.375	.625	.974	.792	.960	.841	.958
Passenger Vehicles	43	42	35	120	37	1223	82	1342	61	3	10	74	57	841	36	934
% Passenger Vehicles	100	95.5	100	98.4	100	98.2	100	98.3	100	100	100	100	100	100	97.3	99.9
Trucks	0	2	0	2	0	23	0	23	0	0	0	0	0	0	1	1
% Trucks	0	4.5	0	1.6	0	1.8	0	1.7	0	0	0	0	0	0	2.7	0.1

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/30 ₩ № № № Site Code : 00000000 Start Date : 4/19/2006 Page No : 1

						-		Group	os Pri	nted- Pa	assen	ger Ve	ehicle	s - Tr	ucks								
	N	NW 107TH AVENUE Southbound ENGINEERING CI DRIVEWAY Westbound									N	W 10 No	7TH a	AVEN	NUE		E	astbou	ind				
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Extu Tral	lock. Total	Int. Total
07:00 AM	0	127	5	0	132	3	0	0	1	3	2	266	3	0	271	5	0	0	1	5	2	411	413
07:15 AM	0	212	5	0	217	1	0	0	0	1	2	562	0	0	564	8	0	0	0	8	0	790	790
07:30 AM	1	187	7	0	195	5	0	0	0	5	3	525	0	4	528	4	0	0	2	4	6	732	738
07:45 AM	0	207	2	0	209	1	0	0	1	1	3	465	5	0	473	7	0	0	0	7	1	690	691
Total	1	733	19	0	753	10	0	0	2	10	10	1818	8	4	1836	24	0	0	3	24	9	2623	2632
08:00 AM	2	211	18	0	231	0	0	0	1	0	3	330	11	2	344	9	0	0	6	9	9	584	593
08:15 AM	0	186	22	0	208	0	0	0	3	0	6	343	5	0	354	9	0	0	1	9	4	571	575
08:30 AM	1	218	12	0	231	2	0	0	1	2	10	387	0	1	397	7	0	0	2	7	4	637	641
08:45 AM	1	204	14	1	219	0	0	0	0	0	7	317	4	0	328	9	0	0	1	9	2	556	558
Total	4	819	66	1	889	2	0	0	5	2	26	1377	20	3	1423	34	0	0	10	34	19	2348	2367
**** BREA	K ^{waana}																						
04:00 PM	0	494	15	0	509	23	0	0	2	23	18	277	5	0	300	2	0	0	5	2	7	834	841
04:15 PM	1	468	24	0	493	17	0	0	0	17	6	315	6	1	327	4	0	0	4	4	5	841	846
04:30 PM	2	477	22	0	501	13	0	0	0	13	9	341	4	0	354	2	0	0	7	2	7	870	877
04:45 PM	1	407	20	1	428	16	0	0	0	16	12	159	11	3	182	5	0	0	6	5	10	631	641
Total	4	1846	81	1	1931	69	0	0	2	69	45	1092	26	4	1163	13	0	0	22	13	29	3176	3205
05:00 PM	3	456	16	0	475	17	0	0	1	17	15	154	4	1	173	4	0	0	11	4	13	669	682
05:15 PM	2	458	25	2	485	17	0	0	0	17	18	150	17	5	185	4	0	0	7	4	14	691	705
05:30 PM	4	467	24	0	495	24	0	0	0	24	9	285	7	2	301	7	0	0	7	7	9	827	836
05:45 PM	0	496	18	1	514	31	0	0	1	31	8	293	17	2	318	12	0	0	1	12	5	875	880
Total	9	1877	83	3	1969	89	0	0	2	89	50	882	45	10	977	27	0	0	26	27	41	3062	3103
Grand Total	18	5275	249	5	5542	170	0	0	11	170	131	5169	99	21	5399	98	0	0	61	98	98	11209	11307
Apprch %	0.3	95.2	4.5			100	0	0			2.4	95.7	1.8			100	0	0					
Total %	0.2	47.1	2.2		49.4	1.5	0	0		1.5	1.2	46.1	0.9		48.2	0.9	0	0		0.9	0.9	99.1	
Purege Vehicler	18	5188	249		5460	169	0	0		180	129	5080	91		5321	95	0	0		156	0	0	11117
% Permage Websites	100	98.4	100	100	98.4	99.4	0	0	100	99.4	98.5	98.3	91.9	100	98.2	96.9	0	0	100	98.1	0	0	98.3
Trucks	0	87	0		87	1	0	0		1	2	89	8		99	3	0	0		3	0	0	190
% Trucks	0	1.6	0	0	1.6	0.6	0	0	0	0.6	1.5	1.7	8.1	0	1.8	3.1	0	0	0	1.9	0	0	1.7

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/30年7月8日後期 Site Code Site Code Start Date : 4/19/2006 Page No : 2

	NV	V 107T South	H AVE bound	NUE	ENGINEERING CENTER DRIVEWAY Westbound				N	W 107T North	H AVE	NUE					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Anal	lysis Fro	m 07:00	AM to	08:45 AM	4 - Peak	1 of 1											
Peak Hour for E	Entire Int	tersectio	n Begin	ns at 07:15	AM												
07:15 AM	0	212	5	217	1	0	0	1	2	562	0	564	8	0	0	8	790
07:30 AM	1	187	7	195	5	0	0	5	3	525	0	528	4	0	0	4	732
07:45 AM	0	207	2	209	1	0	0	1	3	465	5	473	7	0	0	7	690
08:00 AM	2	211	18	231	0	0	0	0	3	330	11	344	9	0	0	9	584
Total Volume	3	817	32	852	7	0	0	7	11	1882	16	1909	28	0	0	28	2796
% App. Total	0.4	95.9	3.8		100	0	0		0.6	98.6	0.8		100	0	0		
PHF	.375	.963	.444	.922	.350	.000	.000	.350	.917	.837	.364	.846	.778	.000	.000	.778	.885
Passenger Vehicles	3	785	32	820	6	0	0	6	10	1861	11	1882	27	0	0	27	2735
% Passenger Vehicles	100	96.1	100	96.2	85.7	0	0	85.7	90.9	98.9	68.8	98.6	96.4	0	0	96.4	97.8
Trucks	0	32	0	32	1	0	0	1	1	21	5	27	1	0	0	1	61
% Trucks	0	3.9	0	3.8	14.3	0	0	14.3	9.1	1.1	31.3	1.4	3.6	0	0	3.6	2.2

	08:00 AM		-		07:00 AM	1			07:15 AM	1			08:00 AM			
+0 mins.	2	211	18	231	3	0	0	3	2	562	0	564	9	0	0	9
+15 mins.	0	186	22	208	1	0	0	1	3	525	0	528	9	0	0	9
+30 mins.	1	218	12	231	5	0	0	5	3	465	5	473	7	0	0	7
+45 mins.	1	204	14	219	1	0	0	1	3	330	11	344	9	0	0	9
Total Volume	4	819	66	889	10	0	0	10	11	1882	16	1909	34	0	0	34
% App. Total	0.4	92.1	7.4		100	0	0		0.6	98.6	0.8		100	0	0	
PHF	.500	.939	.750	.962	.500	.000	.000	.500	.917	.837	.364	.846	.944	.000	.000	.944
Passenger Vehicles	4	784	66	854	9	0	0	9	10	1861	11	1882	33	0	0	33
% Passenger Vehicles	100	95.7	100	96.1	90	0	0	90	90.9	98.9	68.8	98.6	97.1	0	0	97.1
Trucks	0	35	0	35	1	0	0	1	1	21	5	27	1	0	0	1
% Trucks	0	4.3	0	3.9	10	0	0	10	9.1	1.1	31.2	1.4	2.9	0	0	2.9

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 305-222-1945/30年7程:19始me : nw 107 ave @ eng. center driveway Site Code : 00000000 Start Date : 4/19/2006 Page No : 3

	N	W 107T South	H AVE bound	NUE	ENGINEERING CENTER DRIVEWAY Westbound				N	V 107TI North	H AVEI bound	NUE					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Anal	lysis Fro	om 04:00	PM to	05:45 PM	- Peak	1 of 1											
Peak Hour for H	Intire In	tersectio	n Begin	s at 04:00	PM												2
04:00 PM	0	494	15	509	23	0	0	23	18	277	5	300	2	0	0	2	834
04:15 PM	1	468	24	493	17	0	0	17	6	315	6	327	4	0	0	4	841
04:30 PM	2	477	22	501	13	0	0	13	9	341	4	354	2	0	0	2	870
04:45 PM	1	407	20	428	16	0	0	16	12	159	11	182	5	0	0	5	631
Total Volume	4	1846	81	1931	69	0	0	69	45	1092	26	1163	13	0	0	13	3176
% App. Total	0.2	95.6	4.2		100	0	0		3.9	93.9	2.2		100	0	0		
PHF	.500	.934	.844	.948	.750	.000	.000	.750	.625	.801	.591	.821	.650	.000	.000	.650	.913
Passenger Vehicles	4	1836	81	1921	69	0	0	69	44	1067	24	1135	12	0	0	12	3137
% Passenger Vehicles	100	99.5	100	99.5	100	0	0	100	97.8	97.7	92.3	97.6	92.3	0	0	92.3	98.8
Trucks	0	10	0	10	0	0	0	0	1	25	2	28	1	0	0	1	39
% Trucks	0	0.5	0	0.5	0	0	0	0	2.2	2.3	7.7	2.4	7.7	0	0	7.7	1.2

			a garage the						-				-			
	05:00 PM	0			05:00 PM				04:00 PM	0			05:00 PM			
+0 mins.	3	456	16	475	17	0	0	17	18	277	5	300	4	0	0	4
+15 mins.	2	458	25	485	17	0	0	17	6	315	6	327	4	0	0	-4
+30 mins.	4	467	24	495	24	0	0	24	9	341	4	354	7	0	0	7
+45 mins.	0	496	18	514	31	0	0	31	12	159	11	182	12	0	0	12
Total Volume	9	1877	83	1969	89	0	0	89	45	1092	26	1163	27	0	0	27
% App. Total	0.5	95.3	4.2		100	0	0		3.9	93.9	2.2		100	0	0	
PHF	.563	.946	.830	.958	.718	.000	.000	.718	.625	.801	.591	.821	.563	.000	.000	.563
Passenger Vehicles	9	1872	83	1964	89	0	0	89	-44	1067	24	1135	26	0	0	26
% Passenger Vehicles	100	99.7	100	99.7	100	0	0	100	97.8	97.7	92.3	97.6	96.3	0	0	96.3
Trucks	0	5	0	5	0	0	0	0	1	25	2	28	1	0	0	1
% Trucks	0	0.3	0	0.3	0	0	0	0	2.2	2.3	7.7	2.4	3.7	0	0	3.7

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 3年前経2Naff和85-243-174/rns at Flagler St by Eng. Center Driveway Site Code : K06269.1 Start Date : 4/19/2006 Page No : 1

		Groups Printed- Tur	ns		
	FLAGLER S	TREET	FLAGL	ER STREET	
	Westbour	nd	East	tbound	
Start Time	U-Turns	App. Total	U-Tums	App. Total	Int. Total
07:00 AM	0	0	5	5	5
07:15 AM	0	0	18	18	18
07:30 AM	0	0	6	6	6
07:45 AM	0	0	2	2	2
Total	0	0	31	31	31
08:00 AM	0	0	1	1	1
08:15 AM	0	0	1	1	1
08:30 AM	0	0	2	2	2
08:45 AM	0	0	2	2	2
Total	0	0	6	6	6
*** BREAK ***					
04:00 PM	0	0	1	1	1
04:15 PM	0	0	3	3	3
04:30 PM	0	0	1	1	1
04:45 PM	0	0	3	3	3
Total	0	0	8	8	8
*** BREAK ***					
05:15 PM	0	0	1	1	1
*** BREAK ***					
Total	0	0	1	1	1
Grand Total	0	0	46	46	46
Apprch %	0		100		
Total %	0	0	100	100	

EASTBOUND and WESTBOUND

U-TURNS
McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 3年前紀2N紀行紀5-2431年Urns at Flagler St by Eng. Center Driveway Site Code : K06269.1 Start Date : 4/19/2006 Page No : 2

	FLAGLER S	TREET	FLAGLER S	TREET	
Start Time	U-Turns	App. Total	U-Tums	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 0	3:45 AM - Peak 1 of 1				
Peak Hour for Entire Intersection Begins :	at 07:00 AM				
07:00 AM	0	0	5	5	5
07:15 AM	0	0	18	18	18
07:30 AM	0	0	6	6	6
07:45 AM	0	0	2	2	2
Total Volume	0	0	31	31	31
% App. Total	0		100		
PHF	.000	.000	.431	.431	.431

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at

Peak nour for Each Approach begins at.			-	
	07:00 AM		07:00 AM	
+0 mins.	0	0	5	5
+15 mins.	0	0	18	18
+30 mins.	0	0	6	6
+45 mins.	0	0	2	2
Total Volume	0	0	31	31
% App. Total	0		100	
PHF	.000	.000	.431	.431

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 3年前紀2N紀行紀5-2131年はrns at Flagler St by Eng. Center Driveway Site Code : K06269.1 Start Date : 4/19/2006 Page No : 3

	FLAGLER S Westbour	TREET	FLAGLER S' Eastbour	TREET	
Start Time	U-Turns	App. Total	U-Tums	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05	5:45 PM - Peak 1 of 1				
Peak Hour for Entire Intersection Begins	at 04:00 PM				
04:00 PM	0	0	1	1	1
04:15 PM	0	0	3	3	3
04:30 PM	0	0	1	1	1
04:45 PM	0	0	3	3	3
Total Volume	0	0	8	8	8
% App. Total	0		100		
PHF	.000	.000	.667	.667	.667

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

reaction for Each reprodent begins a.	0.1.00 PD 1			
	04:00 PM		04:00 PM	
+0 mins.	0	0	1	1
+15 mins.	0	0	3	3
+30 mins.	0	0	1	1
+45 mins.	0	0	3	3
Total Volume	0	0	8	8
% App. Total	0		100	
PHF	.000	.000	.667	.667

McMAHON 710 NW 107 Avenue, Suite 110 Miami, F1 33172 NORTHBOUND and SOUTHBOUND File™Name5%®2701fMs at NW 107 Ave by Eng. Center Driveway U-TURNS Site Code : 0000000 Start Date : 4/19/2006 Page No : 1

	(Groups Printed- Turns			
	NW 107TH A	VENUE	NW 107TH A	VENUE	
	Southbou	nd	Northbou	nd	
Start Time	U-Turns	App. Total	U-Tums	App. Total	Int. Total
07:00 AM	8	8	0	0	8
07:15 AM	10	10	0	0	10
07:30 AM	11	11	0	0	11
07:45 AM	6	6	3	3	9
Total	35	35	3	3	38
08:00 AM	1	1	3	3	4
08:15 AM	6	6	1	1	7
08:30 AM	5	5	2	2	7
08:45 AM	5	5	2	2	7
Total	17	17	8	8	25
*** BREAK ***					
04:00 PM	3	3	1	1	4
04:15 PM	5	5	2	2	7
04:30 PM	4	4	5	5	9
04:45 PM	5	5	2	2	7
Total	17	17	10	10	27
05:00 PM	6	6	3	3	9
05:15 PM	3	3	4	4	7
05:30 PM	1	1	2	2	3
05:45 PM	1	1	2	2	3
Total	11	11	11	11	22
Grand Total	80	80	32	32	112
Apprch %	100		100		
Total %	71.4	71.4	28.6	28.6	

McMAHON 710 NW 107 Avenue, Suite 110 Miami, FI 33172 NORTHBOUND and SOUTHBOUND FilesName5/80=2721fMs at NW 107 Ave by Eng. Center Driveway Site Code : 00000000 Start Date : 4/19/2006 Page No : 2

	NW 107TH A Southbour	VENUE nd	NW 107TH A Northbou	VENUE nd	
Start Time	U-Turns	App. Total	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08	3:45 AM - Peak 1 of 1	7.75			
Peak Hour for Entire Intersection Begins a	at 07:00 AM				
07:00 AM	8	8	0	0	8
07:15 AM	10	10	0	0	10
07:30 AM	11	11	0	0	11
07:45 AM	6	6	3	3	9
Total Volume	35	35	3	3	38
% App. Total	100		100		
PHF	.795	.795	.250	.250	.864

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

reak nour for Each Approach begins at.				
	07:00 AM		07:45 AM	
+0 mins.	8	8	3	3
+15 mins.	10	10	3	3
+30 mins.	11	11	1	1
+45 mins.	6	6	2	2
Total Volume	35	35	9	9
% App. Total	100		100	
PHF	.795	.795	.750	.750

Biscayne Bay Campus

			Site ID:00	000000000	7							
			Station N	um:000000	000007							
			Descriptio	on:								
			City:									
			County:									
			Start Date	/Time:04-	8-2006 00:	00						
			End Date	/Time:04-19	9-2006 00:0	0						
04-18-2006	6	Lane 1 (N	lorth) Ente	ring								
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	i 1	1	0	2	9	30	97	198	97	122
30	7	4	2	1	1	2	14	31	81	264	82	89
45	5	0) 2	0	1	4	35	77	101	161	94	64
00	8	3	2 2	2	0	8	39	140	157	101	152	89
Hr Total	27	12	2 7	4	2	16	97	278	436	724	425	364
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	103	75	5 107	83	67	88	135	58	32	27	22	10
30	130	85	63	97	66	83	132	62	34	28	24	19
45	107	105	5 73	85	77	68	110	52	41	40	24	13
00	77	160) 77	51	112	102	75	55	45	31	18	11
Hr Total	417	425	320	316	322	341	452	227	152	126	88	53
24 Hour T	otal :		5631									
AM Peak	Hour Begi	ns :	08:45	AM Peak	Volume :		780	AM Peak	Hour Facto	or:		0.74
PM Peak	Hour Begi	ns:	17:45	PM Peak	Volume :		479	PM Peak	Hour Facto	or:		0.75
04-18-2006	6	Lane 2 (N	lorth) Exiti	ng								
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	28	5 5	1	0	2	5	13	27	46	61	110
30	16	6	i 3	1	0	2	6	12	22	77	66	72
45	1/		1	U	10	3	14	15	35	45	80	86
00	25	4	/	2	1	3	16	33	38	51	98	/5
Hr Lotal	89	45	16	4	11	10	41	73	122	219	305	343
End lime	12 400	13	14	15	16	1/	18	19	20	Z1 4	~~	23
10	120	/6	16	12	U	14	20	U	0	1	U 0	U
30	145	66		14	5	1	20	0	0	4	U	U
40	105	30	u 11 u 40	13	12	J 40	8	0	6	b 2	U	U
Us Tatal	69	28) 12) 44	4	16	16	U 40	0	0	40	0	0
11 10tal	439 atal	200	1 41	43	33	34	48	U	6	13	U	U
AM Dech	Uaur Damb		2135	AM Deck	Valuma		200	AM Deck	Haur Fast			0.02
DM Deck	Hour Begi	ns:	10:45	AM Peak	Volume :		366	AM Peak	Hour Facto			0.83
PMPeak	nour Begi	ns :	12:00	PM Peak	volume :		439	PM Peak	Hour Facto	or:		U./b

			Site ID:00	0000000007	7							
			Station N	um:0000000	00007							
			Descriptio	n:								
			City:									
			County:									
			Start Date	/Time:04-1	9.2006.00:	00						
			End Date	Time:04-20	-2006 00:0	0						
04-19-2006	6	Lane 1 (N	lorth)									
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	5	1	0	2	11	38	132	180	100	122
30	11	0	1	3	0	5	14	31	80	260	89	79
15	6	2	2	2	1	3	37	70	110	213	127	56
00	3	4	1	1	1	8	42	133	155	118	150	87
Ir Total	27	11	9	7	2	18	104	272	477	771	466	344
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	72	. 88	80	115	127	120	72	41	28	26	12
30	135	89	78	83	128	92	104	57	43	29	15	16
5	66	113	41	97	140	82	77	71	33	24	29	10
00	70	138	73	82	170	105	62	49	31	26	12	11
Hr Total	392	410	280	342	553	406	363	249	148	107	82	49
24 Hour T	otal :		5889									
AM Peak	Hour Begi	ns :	08:45	AM Peak	Volume :		808	AM Peak	Hour Facto	r:		0.78
PM Peak	Hour Begi	ns :	16:15	PM Peak	Volume :		565	PM Peak	Hour Facto	r:		0.83
4-19-2006	6	Lane 2 (N	orth)									
nd Time	00					<u> </u>	loc.	07	00	ng	40	11
	100	01	02	03	04	05	06	107	00	05	10	
15	00	01	02	03 0	'04 0	05 0	06	0	00	27	10	18
15 30	00000	<mark>01</mark> С	02 1 1	03 0 0	04 0 0	05 0 0	ОБ О 1	0	00	27 61	10 14 14	 18 12
15 30 15	0 0 0	01 C C 1	02 1 0 0 0	03 0 0 0	04 0 0 0	05 0 0 0	о 0 1 0	07 0 0	00 0 3 17	27 61 33	14 14 19	18 12 5
15 30 15 00	0 0 0 0	01 C C 1 C	02 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	03 0 0 0	04 0 0 0	05 0 0 0 0	06 0 1 0 0	07 0 1 0	00 3 17 25	27 61 33 18	10 14 14 19 22	18 12 5
15 30 15 10 1r Total	0 0 0 0 0	01 C C 1 C 1	02	03 0 0 0 0	04 0 0 0 0	05 0 0 0 0 0	ов 0 1 0 0 1	07 0 1 0 1	00 3 17 25 45	27 61 33 18 139	10 14 14 19 22 69	18 12 5 8 43
15 30 15 10 1r Total End Time	00 0 0 0 0	01 C 1 C 1 73	02 1 0 0 0 0 1 0 1 1 1 1 1 1 1 1 1 1 1 1	03 0 0 0 0 15	04 0 0 0 0 16	05 0 0 0 0 0 17	06 0 1 0 0 1 18	0 0 1 0 1 1 19	0 3 17 25 45 20	27 61 33 18 139 21	10 14 19 22 69 22	18 12 5 8 43 23
15 30 15 10 Hr Total End Time 15	00 0 0 0 12 16	01 C 1 C 1 1 13 69	102 000 000 1000 1400 124	03 0 0 0 0 15 108	04 0 0 0 16 111	05 0 0 0 0 17 110	06 0 1 0 0 1 18 107	07 0 1 0 1 1 19 115	00 3 17 25 45 20 115	27 61 33 18 139 21 80	10 14 14 19 22 69 22 47	18 12 5 8 43 23 40
15 30 15 15 00 Hr Total End Time 15 30	00 0 0 0 12 16 17	01 C 1 C 1 1 13 69 72	102 0 0 0 1 14 124 78	03 0 0 0 0 15 108 129	04 0 0 0 0 16 111 78	05 0 0 0 0 0 17 110 122	06 0 1 0 0 0 1 18 107 174	07 0 1 0 1 1 19 115 115	0 0 3 17 25 45 20 115 83	27 61 33 18 139 21 80 88	10 14 14 19 22 69 22 47 47	18 12 5 8 43 23 40 32
15 30 15 15 00 Hr Total End Time 15 30 15	00 0 0 0 12 16 17 10	01 C C 1 C 1 13 69 72 94	102 0 0 1 14 124 78 77	03 0 0 0 0 15 108 129 142	04 0 0 0 0 7 16 111 78 91	05 0 0 0 0 7 17 110 122 108	06 0 1 0 0 0 1 18 107 174 145	0 0 1 0 1 1 1 5 115 115 162	0 3 17 25 45 20 115 83 121	27 61 33 18 139 21 80 88 80	10 14 14 19 22 69 22 47 47 47 38	18 12 5 8 43 23 40 32 32
15 30 15 30 4r Total End Time 15 30 15 50	00 0 0 0 10 12 16 17 10 10 1	01 0 1 0 1 1 13 69 72 94 138	102 0 0 1 14 124 2 78 77 109	03 0 0 0 0 15 108 129 142 57	04 0 0 0 0 7 16 111 78 91 106	05 0 0 0 0 7 17 110 122 108 95	06 0 1 0 0 1 7 18 107 174 145 105	07 0 1 1 19 115 115 162 170	0 0 3 17 25 45 20 115 83 121 86	27 61 33 18 139 21 80 88 80 49	10 14 14 19 22 69 22 47 47 47 38 46	18 12 5 8 43 23 40 32 32 32
15 30 45 00 Hr Total End Time 15 30 45 00 Hr Total	00 0 0 0 10 12 16 17 10 10 11 44	01 0 1 0 1 1 13 69 72 94 138 373	02 1 0 0 0 1 14 124 124 78 77 109 388	03 0 0 0 0 15 108 129 142 57 436	04 0 0 0 716 111 78 91 106 386	05 0 0 0 77 77 110 122 108 95 435	06 0 1 00 0 7 1 7 8 107 174 145 105 531	00 0 1 1 115 115 115 162 170 562	0 0 3 17 25 45 20 115 83 121 83 121 86 405	27 61 33 18 139 21 80 88 80 49 297	10 14 14 19 22 69 22 47 47 47 47 38 46 178	18 12 5 8 43 23 40 32 32 32 17 121
15 30 15 30 17 Total End Time 15 30 15 30 15 30 17 Total 24 Hour T	00 0 0 0 10 12 16 17 10 17 10 10 44	01 C 1 C 1 13 69 72 94 138 373	02 1 0 0 0 0 1 1 1 4 2 78 77 77 109 388 4456	03 0 0 0 0 15 108 129 142 57 436	04 0 0 0 716 711 78 91 106 386	05 0 0 0 7 17 110 122 108 95 435	06 0 1 00 1 18 107 174 145 105 531	00 0 1 0 1 1 5 115 115 115 115 162 170 562	0 0 3 17 25 45 20 115 83 121 86 405	27 61 33 18 139 21 80 88 80 49 297	10 14 14 19 22 69 22 47 47 47 38 47 38 46 178	18 12 5 8 43 23 40 32 32 32 17 121
15 30 45 60 Hr Total End Time 15 30 45 50 Hr Total 24 Hour T AM Peak	00 0 0 0 12 12 16 17 10 17 10 14 44 otal : Hour Begin	01 C C C C C C C C C C C C C	02 1 0 0 1 1 14 124 78 77 124 78 77 109 388 4456 08:45	03 0 0 0 0 15 108 129 142 57 436 AM Peak \	04 0 0 0 76 71 111 78 91 106 386 Volume :	05 0 0 0 0 7 7 7 110 122 108 95 435	06 0 1 00 1 718 107 174 145 105 531	07 0 1 1 15 115 162 170 562 AM Peak	0 0 3 17 25 45 20 115 83 121 86 405 Hour Facto	27 61 33 18 139 21 80 88 80 49 297	10 14 14 19 22 69 22 47 47 47 38 46 178	18 12 5 8 43 23 40 32 32 17 121 0.60

			Site ID:00	000000000	7							
			Station N		/ 000007							
			Descripti	um.000000	000007							
			City	JII.								
			Countra									
			County:	/Time:04 1	20 2006 00.	.00						
			End Date	/Time:04-/	1 2000 00.	.00						
			Lilu Date	/ me.04-z	1-2000 00.0							
04-20-2006	6	Lane 1 (North)									
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11		5 4	1	1	2	. 5	4	2 10	181	60	86
30	6		7 0	2	3	3	20	4	9 149	177	78	74
45	7		5 C	2	0	7	30	8	4 101	158	98	72
00	9		3 1	0	1	5	43	10	0 107	93	145	82
Hr Total	33	20	D 5	5	5	17	98	27	5 367	609	381	314
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	86	55	5 80	82	62	90	115	5	6 46	32	24	13
30	123	88	B 63	93	82	69	124	3	9 33	22	20	13
45	99	120	D 42	73	85	74	71	6	2 28	20	22	12
00	80	108	B 55	61	116	92	54	7	9 36	22	16	12
Hr Total	388	37	1 240	309	345	325	364	23	6 143	96	82	50
24 Hour T	otal :		5078									
AM Peak	Hour Begi	ns :	08:45	AM Peak	Volume :		623	AM Peal	k Hour Fact	or:		0.86
PM Peak	Hour Begi	ns :	17:30	PM Peak	Volume :		405	PM Peal	k Hour Fact	or:		0.82
04-20-2000	6	Lane 2 (North)									
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	3	1 4	0	1	1	3	1	3 7	46	59	80
30	22	17	7 2	2	2	2	4	1	4 41	51	38	86
45	19	6	6 C	2	0	4	14	2	3 42	45	64	93
00	19	(5 3	0	0	3	13	3	0 34	53	102	89
Hr Total	81	5	9 9	4	3	10	34	8	0 124	195	263	348
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	10	5 90	86	70	115	77	6	B 101	114	32	36
30	92	10	1 80	132	90	83	80	10	U 85	83	49	32
45	92	67	7 81	107	95	77	91	12	0 64	58	40	16
00	95	13.	2 112	73	132	70	66	14	9 98	74	30	26
Hr Total	355	40	5 363	398	387	345	314	43	7 348	329	151	110
24 Hour T	otal :		5152						<u> </u>			
AM Peak	Hour Begi	ns :	10:45	AM Peak	Volume :		361	AM Pea	K Hour Fact	or:		0.88
PM Peak	Hour Begi	ns :	19:15	PM Peak	Volume :	_	470	PM Peal	(Hour Fact	or:		0.79
						1	1	1				