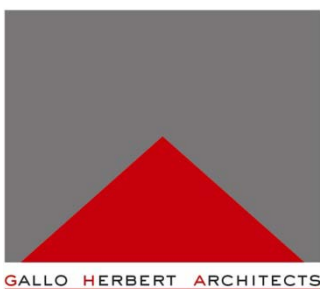




JOHNSON & WALES
UNIVERSITY



Master Plan Update

City of North Miami Sign-offs

Name Tanya Wilson-Sejour Title City Planner

Signature TJ Date _____

Name Paul Rosen Title Police Dept.

Signature DR Date 7/9/13

Name Joanne Martin Title Zoning Administrator

Signature Joanne Martin Date 7-9-13

Name John O'Brien Title Transportation Planner

Signature John O'Brien Date 7-9-13

Name DANIZIO LIMA Title Economic Dev. Specialist

Signature DANIZIO LIMA Date 7-9-13

Name Lesly Pudent Title CRA coordinator

Signature Lesly Pudent Date 7/11/13

Name Walter Pierre-Louis Title City Engineer

Signature Walter Pierre-Louis Date 7/12/13

Name KEITH MILLER Title PACS SUPERINTENDENT/ARBORIST

Signature KEITH MILLER Date 7/12/13

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JWU staff, city staff, consultants

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- Appendix D - McMahon Transportation Engineers and Planners Traffic Impact Study
- Appendix E - McMahon Transportation Engineers and Planners Traffic Impact Study Appendices

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Item 1 - Master Plan Introduction

Johnson & Wales University (JWU) is a private, not-for-profit regionally accredited institution which provides an exceptional education that inspires professional success and lifelong personal and intellectual growth. Founded in Providence, Rhode Island in 1914, the university maintains regional campuses in North Miami, Florida; Denver, Colorado; and the growing tourism and international finance sectors in South Florida made it an ideal location for the university to open a campus in 1992. While multiple locations were under consideration, university leadership ultimately selected the City of North Miami as the campus site and purchased the vacant North Miami General Hospital building and the associated medical office building which were transformed into University and Academic centers with classrooms, culinary laboratories, offices, student residences and student service spaces.

Today the North Miami Campus offers 13 degree programs in its College of Culinary Arts, Hospitality College and the College of Business. These programs are strengthened by courses offered by the School of Arts & Sciences. These courses complement students' professional knowledge and skills within their chosen discipline with a liberal arts core that prepares graduates to reach their full potential.



Since its founding, the North Miami Campus has grown from two buildings with 82 students to a vibrant, 29 acre campus community with approximately 2,000 students through significant investment. After its initial purchases, the university's early approach to campus development focused on the purchase and renovation of existing buildings, comprised almost exclusively of blighted apartment buildings. In 2010, the university undertook the first of two new building construction projects which have significantly enhanced the image of the campus. Following the opening of the 200-bed Biscayne Commons student residence hall in January, 2011 at the south end of campus, the 35,000 square foot JWU Wildcat Center opened in December, 2011 and is now home to campus athletics, student life, and staff and student fitness programs. The new center has become a centerpiece for the campus at NE 126th Street and NE 17th Avenue.

In addition to developing approximately 500,000 square feet of university facilities, the campus has worked closely with the North Miami City Council and the City of North Miami's Community Planning and Development and Public Works departments to implement significant enhancements to the neighborhood through right of way improvements, infrastructure improvements and the creation of paver-bricked plazas and malls for students and the community to enjoy. With a total investment of approximately \$80 million, the transformation of the campus and surrounding neighborhood from its designation as a blighted area in the North Miami CRA to a vibrant corridor within the city is a reflection of the strong collaboration that has existed between leaders of the university, the city and members of the community.

In 2003, JWU began working in collaboration with city leadership on a 10 year master plan for the development of its North Miami facilities with the goal of unifying the properties into a more traditional, integrated college campus. The master plan first gained approval by the North Miami City Council in 2005

and since then JWU has provided student enrollment updates and amendments to the master plan, which have been approved annually by the City Council.

JWU's North Miami Campus student enrollment peaked in September 2005 with 2,452 students. Since then, student enrollments have fluctuated every academic year but have consistently remained between 1,900 and 2,200 students. To accommodate those students for whom it is necessary or preferable to reside on campus, the university maintains a residence hall capacity of approximately 1,050 beds.

While the North Miami Campus recruits and enrolls students from around the world, more than half of the students in each incoming class are from the state of Florida and half of those students are residents of Miami-Dade County. The campus enrollment is a reflection of the diverse culture of our host community. Approximately 65 percent of student enrollment represents minority populations; the largest percent is comprised of students of African American and Hispanic heritage. Approximately 10 percent of the students enrolled are from another country.

Community leadership is a foundational principle at JWU among students, faculty and administration. JWU emphasizes the importance of service learning with the goal of supporting the North Miami and larger South Florida communities while developing students who have the skills, training and personal commitment to be strong, ethical leaders. Since 2002, the campus has collaborated with the City of North Miami's Parks & Recreation department to establish Join Work Unite, a day of community service activities at parks and nonprofits throughout the city.

Four times each academic year, the North Miami Campus runs a program called Big Chef-Little Chef with W.J. Bryan Elementary School during which students work with the elementary school students to teach them about proper nutrition. Additional relationships with David Lawrence K-8 Center and North Miami Elementary School include contributions to the annual backpack drive, participation in career day events and on-site nutrition classes.

JWU's work within the classroom also includes frequent participation from staff, faculty and upperclassmen in Junior Achievement. Through this nationally recognized organization, employees and students have given their time and talents to teach students about business and the life of students at a university.

Each year, students at the campus complete thousands of hours of community service work. In 2011-2012, students completed more than 35,000 hours of service. Since 2006, the campus has been named six times to the President's Higher Community Service Honor Roll (the highest federal recognition that colleges and universities can receive for supporting community service).

The growth and development of the North Miami Campus since its founding 20 years ago reflects the success of the university's programs and its continued symbiotic relationship with the community of North Miami. This growth has been consistent with the university's latest strategic plan, '2017: The Centennial Plan,' which includes the opportunity to, 'assess and provide facilities and infrastructure that support experiential learning opportunities and enrich the student experience and campus climate.' The university remains committed to realizing the full potential of the vision first articulated by the 2005 master plan and will continue to build upon its success by preserving and enhancing the quality of life for students and residents within and adjacent to our campus boundaries.

Item 2 - Johnson & Wales University District

Generally, the site of Johnson & Wales University is bounded on the east by US-1/Biscayne Boulevard and on the west by 16th Avenue. Its southern end is at NE 123rd Terrace and the northern end of the campus is terminated by Live Oak Lane on the west and the Arch Creek Field on the east. NE 17th Avenue runs north-south through the center of the campus which is traversed east-west by NE 124th, NE 125th, NE 126th, and NE 127th Streets. Two important bodies of water are located in the area: Arch Creek and Emerald Lake. Arch Creek runs from southwest to northeast where it joins with the north branch of the creek. From there it flows easterly into Biscayne Bay. The banks of Arch Creek are lined with mangroves, which serve as a natural filter for storm water run-off from the surrounding developed areas. Emerald Lake is a man-made body of water and was once the site of a quarry. The two bodies of water are divided by a narrow isthmus of land which currently contains a series of private residences and three Johnson & Wales residence hall facilities. Immediately to the north of the campus are Arch Creek Park and Elaine Gordon Park.

Aerial view of the Johnson & Wales University campus with district overlay. See Appendices A1 and A2 by Fortin, Leavy, Skiles, Inc. for the legal description.



Item 3 - District Survey by Fortin, Leavy, Skiles, Inc.

The legal description of the district referenced on the previous page was executed by Fortin, Leavy, Skiles, Inc. and is dated February 12, 2013. It is attached hereunto as Appendix A1 at the back of this document.

CURRENT LAND USE MAP



- Legend**
- Commercial / Mixed Use/ Parking
 - Low Density Residential
 - Medium Density Residential
 - High Density Residential
 - Parking
 - Educational
 - Recreational Open Space
 - J.W.U. District

Item 5 - Existing Facilities

There is a mix of residential uses ranging from Johnson & Wales University residence halls to single family houses and multiple family units. Two blocks contain high density (31-60 units per acre) dormitories: Biscayne Commons, a recently constructed dormitory, on Biscayne Boulevard at NE 124th Street, and Tropical Pointe, constructed in 2005, on NE 125th Street. Another high density residence hall, Lakeside Towers, is situated off Arch Creek Road overlooking Emerald Lake. Medium density residential (16-30 units per acre) occurs mostly along the east side of NE 16th Avenue between NE 124th Street and NE 127th Street. Most of these blocks are private dwelling units with one small residence hall complex, Arch Creek Place at NE 16th Avenue and NE 127th Street. The strip of land between Arch Creek and Emerald Lake includes a group of single family houses, some of which have been bought by Johnson & Wales University.



Biscayne Commons Residence Hall



Tropical Pointe Residence Hall



Lakeside Towers Residence Hall



Palm Gardens Residence Hall



Bay Imaging Center Parking Lot

Parking occurs in a variety of ways throughout the area including on-street parking, residence hall lot parking, one parking garage and several parking lots. The garage is located on the north end of the main academic building complex on NE 17th Avenue. Major parking lots are associated with the Publix Supermarket on Biscayne Boulevard, the Bay Imaging Building on NE 127th Street, the Arch Creek lot and the newest, the Wildcat lot. In addition to those lots, Johnson & Wales University has several lots near the south end of Emerald Lake.

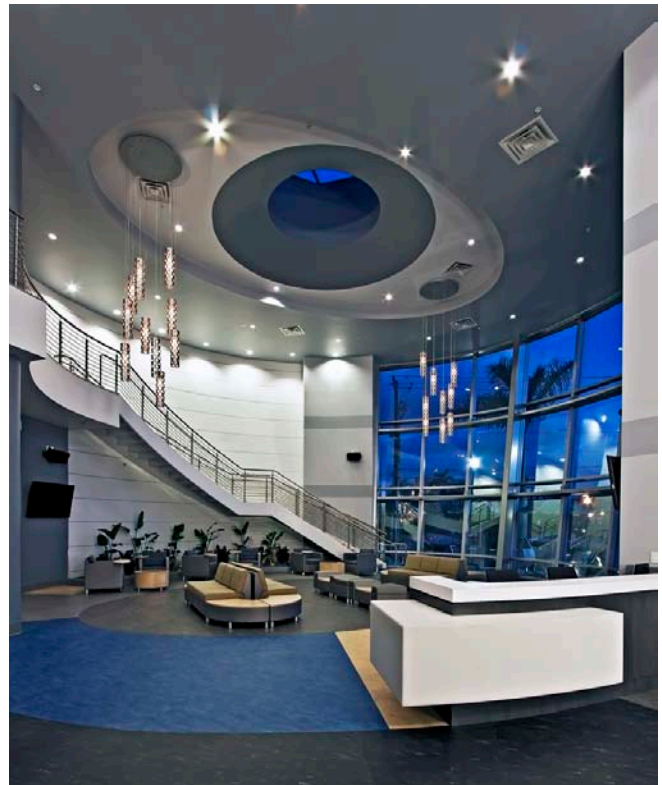
Johnson & Wales University educational buildings are found between NE 17th Avenue and Arch Creek running northeast from NE 126th Street. These buildings include the University Center, site of the old hospital; the Academic & Student Center and Wildcat Center.



Wildcat Center



Wildcat Center



Wildcat Center



University Center Façade Renovation

Between NE 126th and NE 127th Streets there is a large open space which straddles NE 17th Avenue. The east half of this open space is designated as the site of the Hospitality and Administration building and the west will become a University Commons. At the north end of the campus is Arch Creek Field, currently a large green space owned by Johnson & Wales University.



The Academic & Student Center



University Commons



Arch Creek Field

This is a detailed plat map for the Foster & Sanchez Tract and Plat. The map shows several distinct areas with different zoning designations:

- Emerald Lake Park**: Located at the top left, adjacent to Arch Creek Road.
- Zoning Codes**: Various areas are labeled with codes such as **R-5**, **C-2BW**, **R-6**, **R-5B**, and **P2**.
- Streets**: Major streets shown include Arch Creek Road, NE 17th Ave, Biscayne Boulevard, NE 123rd Ter, NE 124th St, NE 124th Ln, NE 125th St, NE 126th St, and NE 127th St.
- Parcel Numbers**: Numerous individual lots are numbered throughout the map.
- Orientation**: A north arrow points towards the top right, and a scale bar indicates 1 inch equals 100 feet.

Legend

PU Public Use

R-4 Multi-Family District

R-5 Multi-Family District

R-6 Multi-Family District

C-2BW Commercial

Boundary of J.W.U Campus Master Planned

Johnson & Wales University Campus Master Plan Update - June 2013

Land Use and Zoning Standards

Planning and Zoning

The applicable Land Development Regulations (LDRs) and design guidelines governing the development of all of the Johnson & Wales University (JWU) owned lands as set forth herein are intended to assist in the redevelopment of a portion of the downtown area of the City of North Miami. The City's adopted Comprehensive Plan encourages and promotes large-scale development and redevelopment as well as small parcel infill and redevelopment that facilitates a coordinated and balanced mix of land uses which will support the education facilities in the area.

Introduction and Purpose

The minimum or maximum requirements for parcel sizes, setback yards, building heights, building coverage and open space for the original JWU Campus Master Plan approved in 2004 generally followed the C-2BW Zoning Code criteria of the City of North Miami, as most of the lands within the JWU Campus Master Plan were within that zoning district when the plans were being reviewed by the City. In conjunction with the adoption of the Campus Master Plan in 2004 the City adopted an Academic Village Overlay Zoning District (AVOD) and applied it to the JWU owned lands, as well as lands owned by other private property owners. However, in 2009 the City adopted a new Zoning Code, which repealed the former AVOD District, and rezoned the majority of the JWU lands into the Public Use (PU) District.

JWU is a privately owned and operated not-for-profit university. Other lands adjoining and/or in close proximity to the JWU campus are also privately owned (residential / commercial). The city's current Public Use District has no land development criteria listed; therefore, for the sake of consistency and applicability, the land development and design criteria for the JWU Campus Master Plan shall be as set forth herein. Master Plan variations are noted as such. These requirements shall be used as the guidelines for regulating development within the Johnson and Wales University Campus Master Plan boundaries.

Johnson & Wales University Campus Master Plan Update - June 2013

Land Use and Zoning Standards

Minimum Parcel Size

- None

Minimum Required Yards

- All Property Lines = 5 feet

Maximum Building Height

- One Hundred Ten (110) Feet

Note: Per Comprehensive Plan Future Land Use Element Policy 1.1.1

Maximum Building Coverage

- Seventy-Five (75) percent

Note: Per Comprehensive Plan Future Land Use Element Policy 1.1.1

Minimum Open Space

- Overall Landscaping - Fifteen (15) percent of total lot area. Impervious areas such as paving and other solid areas such as walkways may not be included.
- Landscape Strip Buffers - Front / exterior and interior sides / rear = five (5) feet

Off-Street Parking

- Parking Stall Sizes
 - Nine (9) feet in width by eighteen (18) feet in depth.
 - Up to twenty-five (25) percent may be eight (8) feet in width by sixteen (16) feet in depth for compact vehicles.
- Parking Quantity
 - Educational Facilities – One (1) parking space for every 3.1 students enrolled.
 - Student / Faculty Housing including Dormitories - One (1) parking space for every 3.1 beds.
 - Commercial Uses – Fifty (50) percent of the normal parking requirements of the City of North Miami based on campus internalization.

Note: Partial spaces shall be rounded upward to the nearest whole number.



LEGEND

- | | |
|--|---|
| 1 WILDCAT SQUARE PARKING | 16 ASC PARKING GARAGE |
| 2 BISCAYNE COMMONS | 17A EMERALD LAKE (10 UNITS-13025) |
| 3 RESIDENTIAL (PHASE I & PHASE II) | 17B EMERALD LAKE (4 UNITS-13065) |
| 4 PALM GARDENS | 18A WEST LOT PARKING |
| 4A SECURITY OFFICE | 18B SOUTH LOT PARKING |
| 5 TROPICAL POINTE | 19 LAKESIDE TOWERS |
| 6 WACHOVIA BUILDING PARKING STRUCTURE (NON JWU PROPERTY) | 20 ARCH CREEK FIELD |
| 7 WACHOVIA BUILDING PARKING (NON JWU PROPERTY) | 21A GATEWAYS (PRESENT) |
| 8 RESIDENTIAL (NON JWU PROPERTY) | 21B GATEWAYS (FUTURE) |
| 9 ARCH CREEK PLACE | 22 INTERSECTION IMPROVEMENT @ 17TH AVE & 127TH ST. (FUTURE) |
| 10 ARCH CREEK PARKING | 23 N.E 126TH STREET R.O.W IMPROVEMENTS (FUTURE) |
| 11 UNIVERSITY COMMONS (FUTURE) | 24 N.E 127TH STREET R.O.W IMPROVEMENTS (FUTURE) |
| 12 JWU PARKING LEASE | 25 ADMINISTRATION HOSPITALITY BUILDING (FUTURE) |
| 13 EXISTING SFWMD STRUCTURE (NON JWU) | 26 PEDESTRIAN MALL |
| 14 UNIVERSITY CENTER | 27 STUDENT ATHLETIC CENTER |
| 15 ACADEMIC STUDENT CENTER (ASC) | 28 N.E 17TH R.O.W IMPROVEMENT |
| | 29 UNIVERSITY COMMONS PEDESTRIAN MALL |
| | 30 UNIVERSITY CENTER PEDESTRIAN PLAZA |



JOHNSON & WALES
UNIVERSITY

MASTER PLAN
NORTH MIAMI FLORIDA
REVISION 2011

APPENDIX E
PROJECTED PARKING SUPPLY AND DEMAND

Scenario	Number of Students Enrolled	Number of Parking Spaces Needed for Academics	Number of Parking Spaces Needed for Dormitories	Total Number of Parking Spaces Needed	Total Number of Parking Spaces Available	Number of Additional Parking Spaces Required
Existing Parking	2,000	646	213	859	928	-69
Existing Parking	2,150	694	229	923	928	-5
Existing Parking	2,500	807	267	1,074	928	146
Existing + Student Athletic Center (SAC) Parking	2,500	807	267	1,074	941	133
Existing + Student Athletic Center (SAC) Parking	2,500	807	267	1,074	1,141	-67

McMAHON



BOUNDARY OF ACADEMIC VILLAGE OVERLAY DISTRICT

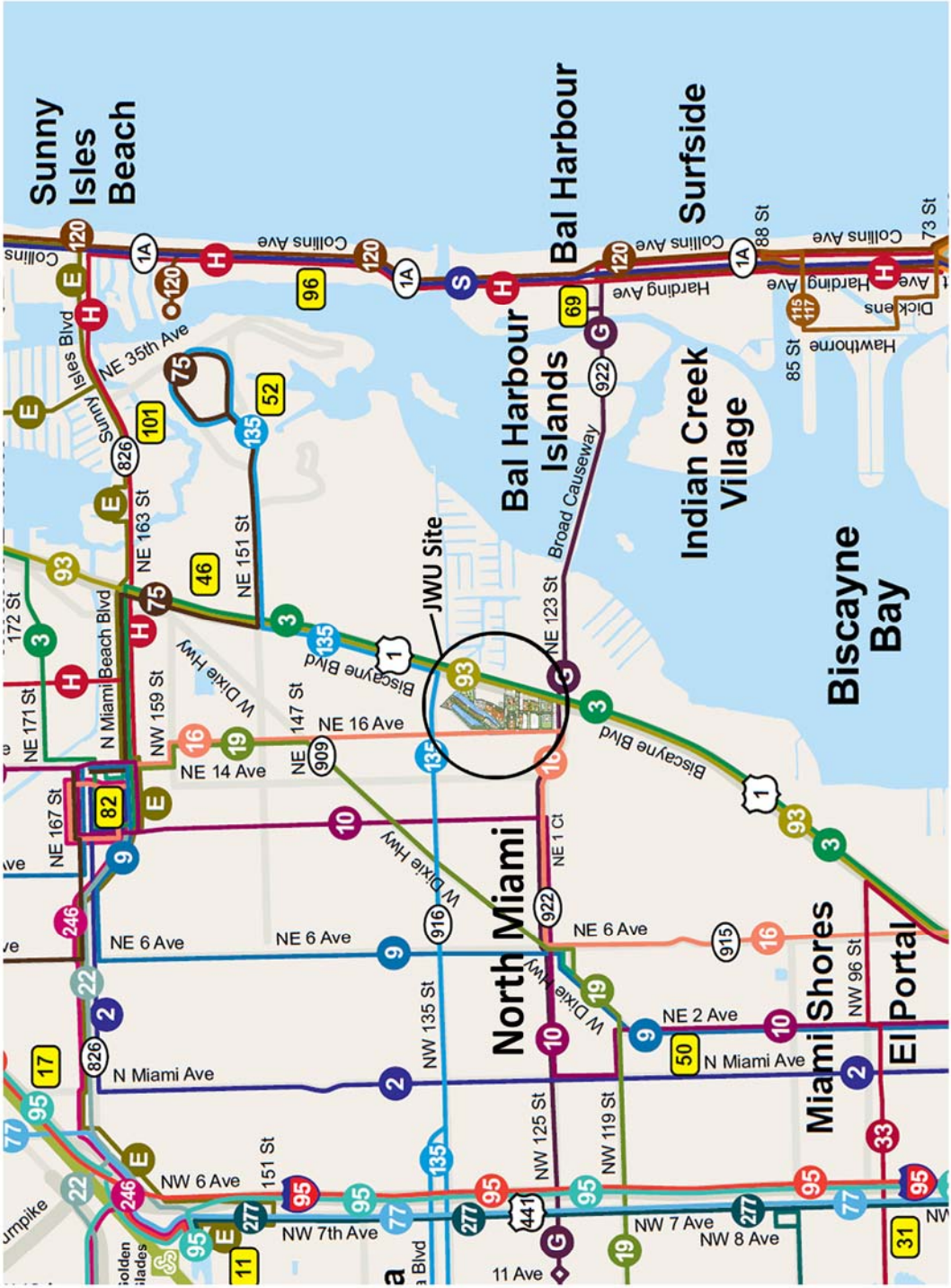
Item 9 - Inventory of Properties 2013

Johnson & Wales University North Miami Campus Inventory of Properties - 2013									
Designation on Drawing	Current Property Name	Current University Land Use	Approximate Land Size Acreage	Approximate Land Size Square Feet	Approximate Building Size Square Feet	Number of Dormitory Beds	Number of Parking Spaces	Number of Handicap Spaces	Pre Johnson & Wales Land Use
	Existing Inventory								
1	Wildcat Square Parking	Parking and Future Mixed Use Dev	3.20	139,392	-	-	187	6	Bowling Alley
2A	Biscayne Commons Residence Hall	High Density Residential	2.25	97,935	40,048	201	35	3	Motel
2A	Biscayne Commons Activity Center	Student Life	In 2A	In 2A	10,560	-	-	-	Motel
4A	Security Office	High Density Residential	In 4B	In 4B	In 4B	In 4B	4	-	Rental Apartments
4B	Palm Gardens Residence Hall	High Density Residential	1.30	56,628	54,900	90	12	-	Rental Apartments
5	Tropical Pointe	High Density Residential	1.00	43,500	60,000	225	59	4	Rental Apartments
9	Arch Creek Place Residence Hall	Medium Density Residential	0.75	32,670	30,600	33	14	-	Rental Apartments
10	Arch Creek Parking	Parking	1.00	43,560	-	-	103	5	Rental Apartments
12	Leased Parking	Parking	1.26	54,670	-	-	89	-	Parking
14A	University Center	Educational	8.00	348,480	160,000	-	-	-	Hospital
14B	Flamingo Hall Residences	High Density Residential		In 14A	In 14A	265	-	-	Hospital
15	Academic Student Center	Educational	2.60	113,256	64,000	-	-	-	Office Building
16	Parking Garage	Parking	In 15	In 15	126,730	-	294	8	Parking Garage
17A	Emerald Lake Residence Hall 13025	Medium Density Residential	0.53	23,150	10,905	42	10	-	Rental Apartments
17B	Emerald Lake Residence Hall 130565	Medium Density Residential	0.19	8,250	3,459	-	10	-	Rental Apartments
18A	West Parking Lot	Parking	In 14 A	In 14A	-	-	88	3	Parking
18B	South Parking Lot	Parking	In 14 A	In 14A	-	-	44	2	Parking
19	Lakeside Towers Residence Hall	High Density Residential	1.40	60,984	60,500	207	55	2	Rental Apartments
20	Arch Creek Field	Open Space	2.00	87,120	-	-	-	-	Vacant Appvd for Office Bldg
26	Residence Pedestrian Mall	Open Space	0.54	23,471	-	-	-	-	Public Street
27	Wildcat Center	Educational	1.38	59,976	35,465	-	10	2	Rental Apartments
29	Cat Walk South	Open Space	0.31	13,521	-	-	-		Public Street
	Sub Total Existing		27.70	1,206,563	657,167	1,063	1,014	35	
	Total Existing Parking						1,049		

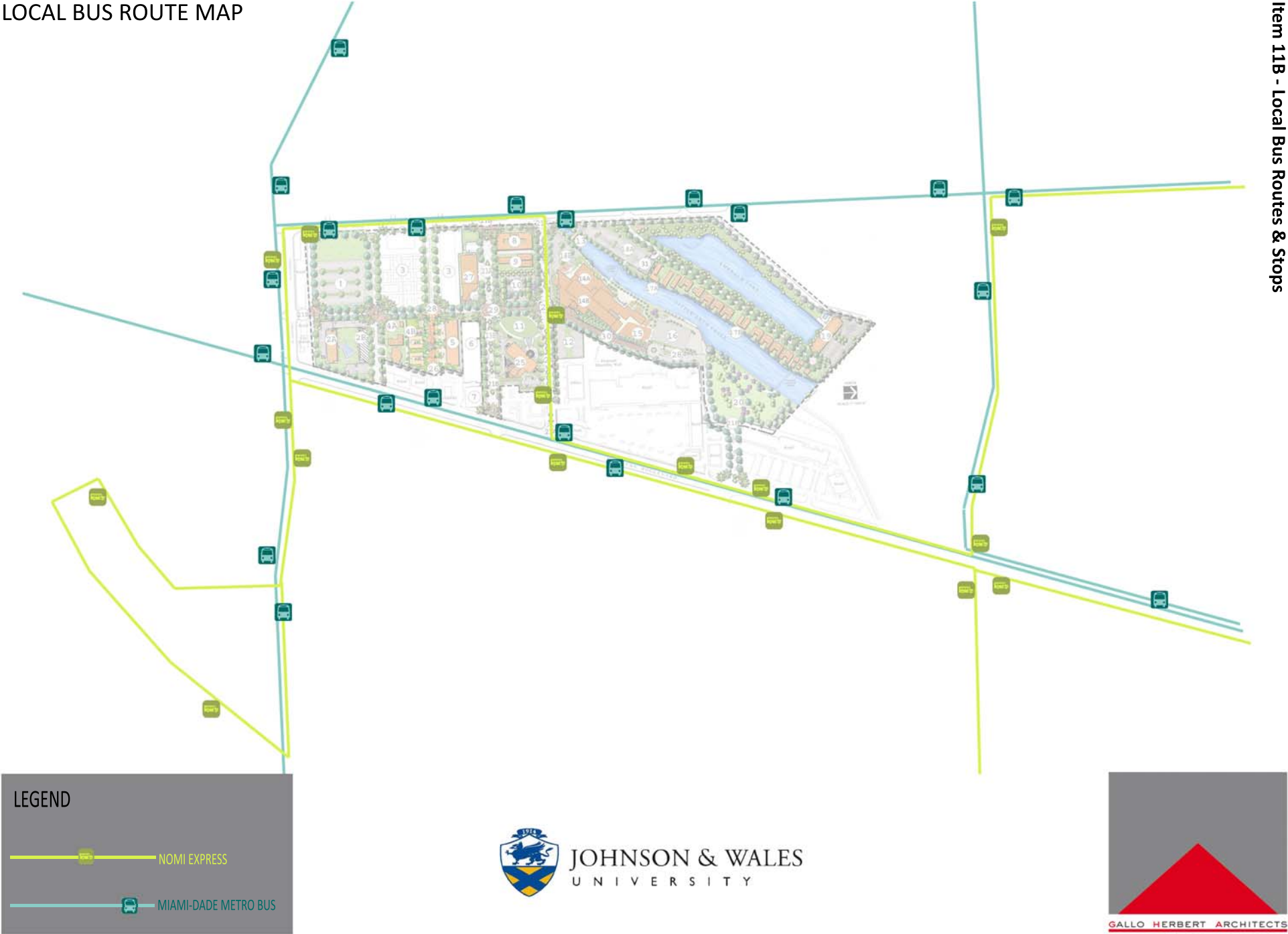
Item 10 – Fortin, Leavy, Skiles, Inc. Existing Infrastructure Survey

The existing infrastructure of the district and the area immediately around it has been mapped by Fortin, Leavy, Skiles, Inc. It is attached hereunto as Appendix A2 at the back of this document.

REGIONAL MAP

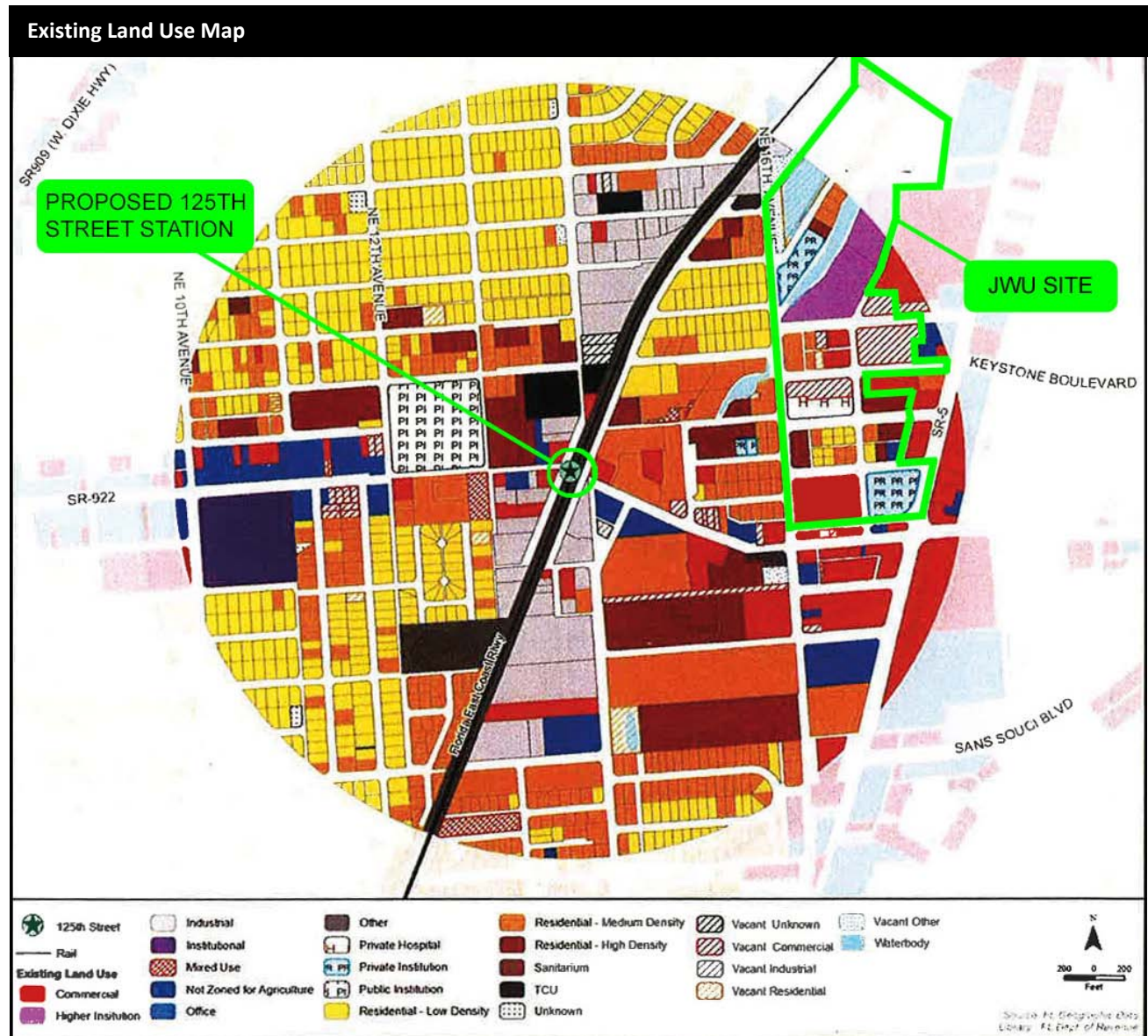


LOCAL BUS ROUTE MAP



Item 11C – Proposed Tri-Rail Service

The Tri-Rail Coastal Service is an SFRTA initiative to implement passenger rail service on the FEC Railroad between Jupiter, in palm Beach County, and downtown Miami within the next three to five years. This service is considered the first phase of FDOT's South Florida East Coast Corridor Study for the FEC rail corridor. Up to 22 stations are proposed to connect activity centers along the Southeast Florida coastline. The Tri-Rail Coastal Service will provide 82 trains per weekday through an integration of the existing Tri-Rail service from the South Florida Rail Corridor and onto the FEC rail corridor.



The implementation of this rail service will provide opportunities for local development. Some larger and smaller tracts of property, presently occupied by industrial, warehouse, automotive and storage facilities, which would lend themselves to development, exist to the north, south, east and west of the station. Johnson & Wales University, located at the northeast quadrant of the station, currently has vacant land planned for expansion.



Item 12 - Johnson & Wales Master Plan Goals

In 2005, JWU articulated master plan goals that have effectively guided all of the university's development efforts at the campus. As the university looks to build upon the significant progress made at the campus since 2005, it will continue its efforts to enhance the campus and the community and remains committed to these same goals:

Create a coherent identity for the entire campus.

The university has successfully created a sense of place that serves the well-being of the entire community and created a campus atmosphere that offers a familiar sense of place for students, staff, visitors and the city. This has been, and will continue to be, achieved through a variety of means including:

- Development of a consistent architectural style
- Design and implementation of an integrated landscaping scheme for the whole campus centered around a pedestrian circulation spine
- Design and implementation of a distinctive signage program that provokes easy way-finding from the edges to campus to its center
- Concentration on campus thresholds or entrances
- Development of a recognizable center for the campus

Create a safe and pedestrian-friendly environment aligned with Crime Prevention through Environmental Design (CPTED) principles.

Prior to 2005, the campus was marked by a grid of streets for automobiles with associated parking. It was not pedestrian friendly and the campus infrastructure for safety and security was underdeveloped. Since that time, the university placed campus/community safety and the creation of a pedestrian friendly environment as its highest priorities within the master plan. With the creation of three pedestrian plazas within the campus boundaries (at NE 125th Street between NE 17th Avenue and US 1/Biscayne Boulevard and along NE 17th Avenue from NE 126th Street south to the university parking garage at 12900 NE 17th Avenue) the university has effectively created a safer, more pedestrian-friendly environment for students and members of the community. The university has also invested significantly by creating sidewalks and improving streets within the campus boundaries.

In addition, although not specifically articulated in the original master plan, the university has followed Crime Prevention through Environmental Design (CPTED) theories in the design and implementation of its master plan projects. The basis of CPTED is that proper design and effective use of the built environment can reduce the incidence and fear of crime, which in turn leads to improvements in the quality of life.

The university has developed its campus primarily as a walking place which encourages pedestrian movement and outdoor student recreation that is safe and enjoyable. This has been and will continue to be achieved through a variety of means including:

- Clearly defined exterior spaces for pedestrian use.
- Well-defined pedestrian interconnections through the campus.
- The closing and/or limitation of traffic on campus streets that are heavily used by pedestrians.

- The creation of traffic calming devices at intersections of pedestrian and automobile traffic.
- The development of a hierarchy of street and sidewalk profiles that encourages pedestrian movement.

Create an overall impression of quality.

The high quality of academic programs has been expressed in the overall feeling of the campus. Students are to be assured of a high quality of life during their university experience. Visitors and potential students need to be impressed by the quality of the university environment from the moment they arrive on campus. To that end, the university has developed high standards of design for:

- Architecture
- Landscaping
- Exterior lighting
- Street furniture
- Signage
- Entrances
- Street profiles
- Open space and opportunities for public gathering

Integrate instruction, student living and student activities in an environment with a consistent and unified character for the campus.

The university brings together diverse people to live together and learn from one another. It has created an extensive and integrated campus that is rich in spaces and places for contemplation and conversation that is essential to fostering a productive community life for the campus. To that end the university has and will continue to:

- Unify the diverse student housing complexes so that they have an overall Johnson & Wales University identity
- Integrate student housing with the academic core
- Integrate student housing with non-classroom student activities
- Create open spaces related to student housing and student recreation
- Design the landscape to create small, intimate gathering spaces throughout the campus

Develop comprehensive solutions for traffic, parking and infrastructure.

Ease of access to, from and within the campus is essential to the mission of the university. Having an attractive, efficient and safe system of pedestrian and vehicular movement is critical. Careful integration of campus utilities and infrastructure with existing and future public and private systems and service is vital to the stability and growth of the university. To that end the university has and will continue to:

- Locate parking in peripheral and convenient parking structures with clear pedestrian links to the interior campus
- Provide necessary service and handicap access
- Control traffic flow throughout key locators on the campus so that it is secondary to the pedestrian system

- Locate new and relocate existing service facilities to the periphery of the campus
- Locate utilities underground wherever possible

Promote the interrelationship of the city and campus context.

JWU has become an integral part of the City of North Miami. Its evolution as a well-designed campus has contributed to it becoming an important asset to the surrounding communities. Through the accomplishment of projects in support of its 2005 master plan, the campus has become easily recognizable as a specific place in the urban structure and has become well integrated with service structures such as utilities, traffic and support services. To that end, the university has and will continue to:

- Design and create gateways to the campus
- Distinguish pedestrian from vehicular entrances
- Use new development to create memorable entrances and gathering places on the campus
- Give the campus a visible presence on streets bordering the campus, particularly Biscayne Boulevard
- Ensure welcoming and neighborly relations with the surrounding community

Define current and future facility needs, including renovations and campus expansion.

As part of the 2005 JWU master plan, JWU master plan boundaries were established to support campus development within a specified footprint. Through careful planning, the campus has designed a framework for campus growth that facilitates continuous improvement and enhancements of the campus and the neighborhood. The university will continue to:

- Align facility and infrastructure investments with student enrollment projections, academic program offerings and student life amenities for the university community
- Identify sites for possible future development
- Invest in capital renewal and encourage rehabilitations and appropriate reuse of buildings and landscape
- Develop and implement a capital improvements program

Item 13 - JWU Enrollment & Housing History

**Johnson & Wales University
North Miami Campus
Enrollment & Housing History**

Year	Enrollment	Average Number of Residents
2005	2,452	848
2006	2,215	820
2007	1,954	717
2008	1,918	791
2009	2,033	862
2010	2,098	905
2011	2,151	1,006
2012	1,990	935
2018*	2,200	968

** Projected*

FUTURE LAND USE MAP



Johnson & Wales University North Miami Campus Inventory of Properties - 2018									
Designation on Drawing	Current Property Name	Current University Land Use	Approximate Land Size Acreage	Approximate Land Size Square Feet	Approximate Building Size Square Feet	Number of Dormitory Beds	Number of Parking Spaces	Number of Handicap Spaces	Pre Johnson & Wales Land Use
	Existing Inventory								
1	Wildcat Square Parking	Parking and Future Mixed Use Dev	3.20	139,392	-	-	187	6	Bowling Alley
2A	Biscayne Commons Residence Hall	High Density Residential	2.25	97,935	40,048	201	35	3	Motel
2A	Biscayne Commons Activity Center	Student Life	In 2A	In 2A	10,560	-	-	-	Motel
4A	Security Office	High Density Residential	In 4B	In 4B	In 4B	In 4B	4	-	Rental Apartments
4B	Palm Gardens Residence Hall	High Density Residential	1.30	56,628	54,900	90	12	-	Rental Apartments
5	Tropical Pointe	High Density Residential	1.00	43,500	60,000	225	59	4	Rental Apartments
9	Arch Creek Place Residence Hall	Medium Density Residential	0.75	32,670	30,600	33	14	-	Rental Apartments
10	Arch Creek Parking	Parking	1.00	43,560	-	-	103	5	Rental Apartments
12	Leased Parking	Parking	1.26	54,670	-	-	89	-	Parking
14A	University Center	Educational	8.00	348,480	160,000	-	-	-	Hospital
14B	Flamingo Hall Residences	High Density Residential		In 14A	In 14A	265	-	-	Hospital
15	Academic Student Center	Educational	2.60	113,256	64,000	-	-	-	Office Building
16	Parking Garage	Parking	In 15	In 15	126,730	-	294	8	Parking Garage
17A	Emerald Lake Residence Hall 13025	Medium Density Residential	0.53	23,150	10,905	42	10	-	Rental Apartments
17B	Emerald Lake Residence Hall 130565	Medium Density Residential	0.19	8,250	3,459	-	10	-	Rental Apartments
18A	West Parking Lot	Parking	In 14 A	In 14A	-	-	88	3	Parking
18B	South Parking Lot	Parking	In 14 A	In 14A	-	-	44	2	Parking
19	Lakeside Towers Residence Hall	High Density Residential	1.40	60,984	60,500	207	55	2	Rental Apartments
20	Arch Creek Field	Open Space	2.00	87,120	-	-	-	-	Vacant Appvd for Office Bldg
26	Residence Pedestrian Mall	Open Space	0.54	23,471	-	-	-	-	Public Street
27	Wildcat Center	Educational	1.38	59,976	35,465	-	10	2	Rental Apartments
29	Cat Walk South	Open Space	0.31	13,521	-	-	-		Public Street
	Sub Total Existing		27.70	1,206,563	657,167	1,063	1,014	35	
	Total Existing Parking						1,049		
	Future Master Plan Facilities								
1B	Future Parking (Mixed Use Development)	Parking and Future Mixed Use Dev	In 1A	In 1A			94	4	Bowling Alley
2B	Proposed Residence Hall		In 2A Above	In 2A Above	40,048	206	20	3	Motel
25	Proposed College of Hospitality		1.30	56,519	56,060		22	3	Trailer Park
31	Proposed Greenhouse		-				14	1	Parking
	Subtotal Future		1.30	56,519	96,108	206	150	11	
	Total Future Parking						161		
	Subtotal Master Plan		29	1,263,082	753,275	1,269	1,164	46	
	Grand Total Master Plan Parking						1,210		



LEGEND	
1A WILDCAT SQUARE PARKING (FUTURE MIXED USE DEVELOPMENT)	17A EMERALD LAKE RESIDENCE HALL (13025)
1B FUTURE PARKING	17B EMERALD LAKE RESIDENCE HALL (13065)
2A BISCAYNE COMMONS RESIDENCE HALL	18A WEST LOT PARKING
2B FUTURE RESIDENCE HALL	18B SOUTH LOT PARKING
3 NON-OWNED POTENTIAL UNIVERSITY USE	19 LAKESIDE TOWERS
4A SECURITY OFFICE	20 ARCH CREEK FIELD
4B PALM GARDENS RESIDENCE HALL	21A GATEWAYS (PRESENT)
5 TROPICAL POINTE RESIDENCE HALL	21B GATEWAYS (FUTURE)
6 OFFICE BUILDING PARKING (NON JWU PROPERTY)	22 REVISED INTERSECTION (EAST/WEST ONLY)
7 OFFICE BUILDING (NON JWU PROPERTY)	23A N.E. 126TH STREET R.O.W. SOUTH SIDE IMPROVEMENTS
8 RESIDENTIAL NON JWU PROPERTY-POTENTIAL UNIVERSITY USE	23B N.E. 126TH STREET R.O.W. NORTH SIDE IMPROVEMENTS (FUTURE)
9 ARCH CREEK PLACE RESIDENCE HALL	24 N.E. 127TH STREET NEW MEDIAN CUT (FUTURE)
10 ARCH CREEK PARKING	25 COLLEGE OF HOSPITALITY BUILDING (FUTURE)
11 UNIVERSITY COMMONS (FUTURE)	26 PEDESTRIAN MALL
12 JWU PARKING LEASE	27 WILDCAT CENTER
13 EXISTING SPWMD STRUCTURE (NON JWU)	28 NE 17TH AVE. R.O.W. IMPROVEMENT
14A UNIVERSITY CENTER	29 "CATWALK" SOUTH
14B FLAMINGO HALL RESIDENCE	30 "CATWALK" NORTH
15 ACADEMIC STUDENT CENTER (ASC)	31 FUTURE GREENHOUSE
16 PARKING GARAGE	

--- BOUNDARY OF JWU CAMPUS MASTER MASTER PLANNED DISTRICT



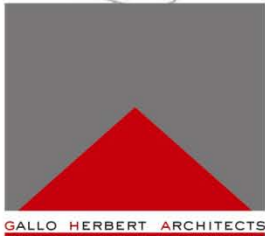
JOHNSON & WALES
UNIVERSITY

MASTER PLAN
NORTH MIAMI, FLORIDA
UPDATE 2013- 2500 STUDENTS

TABLE 2
PROJECTED PARKING DEMAND

Number of Students Enrolled	Number of Parking Spaces Needed for Academics ¹	Number of Dormitory Students	Number of Parking Spaces Needed for Dormitories ²	Total Number of Parking Spaces Needed	Total Number of Parking Spaces Available	Number of Excess Parking Spaces
2,000	645	880	284	929	1,049	120
2,100	677	924	299	976	1,049	73
2,200	710	968	313	1,023	1,049	26
2,300	742	1,012	327	1,069	1,147	78
2,400	774	1,056	341	1,115	1,147	32
2,500	806	1,100	355	1,161	1,210	49

Notes 1. Calculated by dividing the number of enrolled students by the parking demand rate of 3.1.
2. Calculated by dividing the number of dormitory students by the parking demand rate of 3.1.



Item 17 – Fortin, Leavy, Skiles, Inc. Proposed Infrastructure Survey

The proposed infrastructure of the district has been described by Fortin, Leavy, Skiles, Inc. It is attached hereunto as Appendix B.

Item 18 – McMahon Transportation Engineers & Planners Parking Data

Conclusion

McMahon performed a parking assessment for the Johnson & Wales University North Miami Campus. Using parking rates from the previous parking study performed for the university, projected parking demands for a maximum student enrollment of 2,500 students were calculated. The results of the analysis indicated that 1,161 parking spaces would be needed to meet the parking demands for a 2,500 student enrollment. The university currently provides 1,049 parking spaces and is projected to have 1,210 parking spaces when future improvements are made within the campus area.

TABLE 2
PROJECTED PARKING DEMAND

Number of Students Enrolled	Number of Parking Spaces Needed for Academics ¹	Number of Dormitory Students	Number of Parking Spaces Needed for Dormitories ²	Total Number of Parking Spaces Needed	Total Number of Parking Spaces Available	Number of Excess Parking Spaces
2,000	645	880	284	929	1,049	120
2,100	677	924	299	976	1,049	73
2,200	710	968	313	1,023	1,049	26
2,300	742	1,012	327	1,069	1,147	78
2,400	774	1,056	341	1,115	1,147	32
2,500	806	1,100	355	1,161	1,210	49

Notes 1. Calculated by dividing the number of enrolled students by the parking demand rate of 3.1.

2. Calculated by dividing the number of dormitory students by the parking demand rate of 3.1.

The analysis indicates that the university will have a surplus of parking spaces for a maximum enrollment of 2,500.

For the complete McMahon documentation, see Appendix C.

Item 19 – McMahon Transportation Engineers & Planners Traffic Impact Study

Conclusions

McMahon has completed an analysis of the potential traffic impact associated with the expansion of JWU from its current student enrollment of 2,000 students in the year 2012, to a maximum of 2,500 students beyond 2018, and its compliance with Miami-Dade County LOS standards. A 2018 future conditions capacity analysis indicates that all of the affected roadway links and intersections will operate within their adopted LOS standards for Miami-Dade County. This project lies within the UIA and is, therefore, exempt from the Miami-Dade County Traffic Concurrency Management requirements. We, therefore, recommend that the project be approved.

For the complete McMahon documentation, see Appendices D and E.

Item 20 – JWU Sustainability Initiatives

JWU is developing an 'Energy and Sustainability Program' for the campus. The program is centered on major initiatives as follows:

1. LEED Building Certification

- The two newest buildings on campus, the Biscayne Commons Residence Hall and Wildcat Center, were designed to achieve a LEED Certification. During this 5 year update, the university will pursue an Energy Star Rating or certification from the U.S. Green Building Council.
- The remaining two buildings, the Biscayne Commons second tower and the new Hospitality College building, have both been designed to achieve a LEED Certification. The university will pursue the LEED Certification or an alternate energy certification that meets City of North Miami standards.

2. Future greenhouse

- The university will propose a greenhouse as an enhancement to its culinary program, thereby growing on campus a portion of the food stores that are used in the culinary educational process.

3. Energy consumption reduction opportunities

- Re-lamping program to be instituted as a first step in energy use reduction.
- Re-fenestration of the original University Center, Flamingo Hall and Academic Student Center.
- Energy monitoring/control systems will be expanded.
- The university will contrive to encourage student and staff participation in reduction of energy consumption via training sessions.

4. Garden

- An 'edible garden' (see photo below) is now in place for use by students and faculty.



5. Purchasing opportunities

- The university purchases expendable materials from environmentally responsible sources.
- The university sources environmentally responsible food materials.

6. Recycling opportunities

- A recycling program has been put in place for student generated waste with student participation encouraged.
- Composting from food prep waste will be put in place.
- Composted materials will be used on campus.

7. Alternatives to automobile use

- Use of bicycles and skateboards is encouraged and assisted by university policy.
- New bike racks are being installed at key locations throughout the campus.
- New bicycle paths have been placed in all new street work and retro-fit is planned for existing roads.
- Use of electric golf carts by security staff is in place.



Item 21 - Future Facilities

In 2006 the university received approval from the city for the inclusion of the Hospitality College/Student Services building in its master plan at the intersection of NE 127th Street and NE 17th Avenue. In 2010 the university received approval from the city for the inclusion of the second tower of Biscayne Commons Residence Halls in its master plan on the existing site of Biscayne Commons Residence Halls. While not presently underway, the addition of these facilities would accommodate a campus enrollment of up to 2,500 students. As has historically been the case, JWU student enrollments and funding availability are the determinants for if and when master plan projects are completed. These projects remain under consideration, and timing for completion will be driven by student enrollments.

Biscayne Commons II is the proposed new residence hall to be erected on the same block as Biscayne Commons I, which was constructed and occupied in 2011. That residence hall replaced an aging facility – an eyesore for both the university and the surrounding community - and set a new level of design, comfort and amenities for the university. The construction of the second tower will create a matching set of state-of-the-art residence hall buildings and will benefit from existing on-site parking with on-site parking and the university's swimming pool. In addition, these multi-story buildings are directly adjacent to US 1/Biscayne Boulevard and present the best face of the university to the surrounding area.



Biscayne Commons Residence Halls

The campus master plan anticipates the addition of the Hospitality College/Student Services building, a proposed three story, 65,000 sq. ft. 'high-design' building, to be located at the center of campus and completing a campus quadrangle with the Wildcat Center, completed in 2011. The building has been designed to include student service spaces, faculty offices, classrooms and academic laboratories to support the campus' academic program offerings. Its special character will be in its event space with a full commercial kitchen adjacent to it, and in its auditorium/theater space. The event space will actually be a mock restaurant designed to teach both culinary skills and restaurant management. The auditorium/theater space is designed for everyday academic presentation, but also has its own kitchen equipment to be used for larger scale culinary demonstration. JWU believes it will be a one-of-a-kind university building.



Hospitality College Building

The university is considering constructing a greenhouse on campus to support programmatic activities within the College of Culinary Arts. This building will also assist the university in fulfilling its commitment to procure environmentally responsible food products for its programs.

The university intends to continue its program of upgrading and building to further its vision of a distinct campus which provides students, faculty and staff with a comforting sense of place and identity, and which will be an asset to be recognized and used by its neighbors with a sense of pride.

Appendix A1

District Survey by Fortin, Leavy, Skiles, Inc.

Appendix A2

Existing Infrastructure Survey by Fortin Leavy Skiles, Inc.

Appendix B

Proposed Infrastructure Survey by Fortin, Leavy, Skiles, Inc.

Appendix C

McMahon Transportation Engineers & Planners Parking Study

Appendix D

McMahon Transportation Engineers & Planners Traffic Impact Study

Appendix E

McMahon Transportation Engineers & Planners Traffic Impact Study Appendices

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JOHNSON & WALES UNIVERSITY
Site Utility Study
City of North Miami, Dade County, Florida

February 12, 2013

Prepared By:

Fortin, Leavy, Skiles, Inc.

Job No. 137006

By:

3/13/13
Michael A. Vazquez
P.E.
Florida Reg. No. 69249

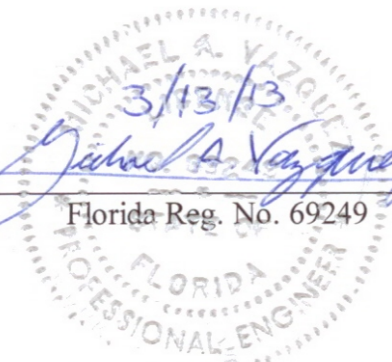


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- Exhibit E.** Storm Water Master Plan Sheet 2 of 2

I. PROPERTY LOCATION

The subject site is located in the northeast ¼ of section 28, township 52 south, range 42 east, within the jurisdiction of the city of North Miami, Miami-Dade County, Florida. The subject site consists of an irregularly shaped area bounded by Arch Creek Road and N.E. 133rd Road on the north, Biscayne Boulevard (State Road 5) on the east, N.E. 123rd Terrace on the south, and N.E. 16th Avenue on the west.

Refer to exhibit “A” for subject site vicinity sketch.

II. EXISTING WATER DISTRIBUTION SYSTEMS

- A. The water distribution services in the subject site are under the jurisdiction of the City of North Miami Water and Sewer Department, an agency with ownership and approval authority. The available water distribution lines highlighted on this report consists of the size and location only, and not its nature, depth, or character. A more complete investigation will have to be performed in order to determine the nature, depth, and character of all the existing water lines in the service area.
- B. According to the City of North Miami Water and Sewer Department “As-Built” maps, there are a number of water main servicing the subject site, these include:
- A 6” water main located along the east and west right of way lines of Arch Creek Road from N.E. 16th Avenue to N.E. 133rd Road.
 - A 6” water main located along the south right of way line of N.E. 133rd Road from Venice Park Lane to Emerald Drive.
 - A 6” water main located along the north right of way line of Emerald Drive from N.E. 16th Avenue to N.E. 133rd Road.
 - A 12” water main located on the west side of a Private Road, and meandering northerly along the easterly boundary line of the subject area north of N.E. 130th Street.
 - A 12” water main located along the north right of way, and a 6” water main located along the south right of way line of N.E. 130th Street from N.E. 17th Avenue to Biscayne Boulevard.
 - A 12” water main located along the west right of way line of N.E. 17th Avenue from N.E. 127th Street to N.E. 130th Street.
 - A 20” water main located along the east right of way line of N.E. 16th Avenue from N.E. 123rd Terrace to N.E. 128th Street.
 - A 10” water main located along the west right of way line of N.E. 16th Avenue from N.E. 127th Street to Arch Creek Road.
 - A 12” water main located along the east right of way line of N.E. 16th Avenue from N.E. 123rd Terrace to N.E. 127th Street.
 - A 6” water main located along the west right of way line of N.E. 16th Avenue from N.E. 123rd Terrace to N.E. 126th Street.
 - A 2” water service located along the west right of way line of N.E. 16th Avenue from N.E. 126th Street to N.E. 127th Street.

- An 8" water main located along the north right of way line of N.E. 127th Street from N.E. 16th Avenue to Biscayne Boulevard.
- A 12" water main located along the south right of way line of N.E. 126th Street from N.E. 16th Avenue to Biscayne Boulevard.
- A 12" water main located along the west right of way line of N.E. 17th Avenue from N.E. 126th Street to N.E. 127th Street.
- A 2" water service located along the north right of way line of N.E. 126th Street to a dedicated alley approximately 146.5 feet east of the west right of way line of N.E. 16th Avenue, and continuing north and east along said dedicated alley approximately 120.0 feet from the north right of way line of N.E. 126th Street to N.E. 17th Avenue.
- A 2" water service located approximately 455.0 feet east of the east right of way line of N.E. 17th Avenue from N.E. 126th Street to N.E. 127th Street.
- A 2" water service located approximately 512.6 feet east of the east right of way line of N.E. 17th Avenue from N.E. 126th Street to N.E. 127th Street.
- An 8" water main located approximately 525.0 feet east of the east right of way line of N.E. 17th Avenue from N.E. 126th Street to N.E. 127th Street.
- A 10" water main located along the west right of way line of N.E. 17th Avenue from N.E. 123rd Terrace to N.E. 126th Street.
- An 8" water main located along the east right of way line of N.E. 17th Avenue to a point approximately 146.0 feet north of the north right of way line of N.E. 123rd Terrace.
- A 2" water service located along the north right of way line of N.E. 125th Street to a dedicated alley approximately 350.0 feet east of the east right of way line of N.E. 17th Avenue, and continuing south along said dedicated to N.E. 124th Street.
- A 6" water main located along the south right of way line of N.E. 125th Street from N.E. 16th Avenue to N.E. 17th Avenue.
- A 2" water service starting at the south right of way line of N.E. 125th Street approximately 132.0 feet east of the east right of way line of N.E. 16th Avenue, and continuing south and east along a dedicated easement to a point approximately 291.0 feet east of the east right of way line on N.E. 17th Avenue.
- A 12" water main located along the south right of way line of N.E. 124th Street from N.E. 16th Avenue to Biscayne Boulevard.

Refer to exhibits "B" and "C" titled Existing Utility Plan for illustrative interpretation.

III. EXISTING SANITARY SEWERS

- A. The sanitary sewer services in the subject site are under the jurisdiction of the City of North Miami Water and Sewer Department, an agency with ownership and approval authority. The available sanitary sewer gravity lines highlighted in this section consists of the size and location only, and not the nature, depth, or character. A more complete investigation will have to be performed in order to determine the nature, depth, and character of the entire existing sanitary sewer in the service area.
- B. According to the City of North Miami Water and Sewer Department “As-Built” maps, there are a number of sanitary sewer mains servicing the subject site, these include:

- An 8” gravity sewer main located along the north right of way line of Arch Creek Road east of N.E. 16th Avenue.
- An 8” gravity sewer main located along the north right of way line of N.E. 133rd Road from Venice Park Road to Emerald Drive.
- An 8” gravity sewer main located along the center line of Emerald Drive from N.E. 16th Avenue to N.E. 133rd Road.
- An 8” gravity sewer main located along the center line of a Private Road, and meandering northerly along the easterly boundary line of the subject area north of N.E. 130th Street.
- An 8” gravity sewer main located along the center line of N.E. 130th Street from N.E. 17th Avenue to a Private Road.
- An 8” gravity sewer main located along the center line of N.E. 16th Avenue from N.E. 123rd Street to Arch Creek Road.
- An 8” gravity sewer main located along the south right of way line of N.E. 127th Street from N.E. 16th Avenue to Biscayne Boulevard.
- An 8” gravity sewer main located approximately 517.4 feet east of the east right of way line of N.E. 17th Ave from N.E. 126th Street to N.E. 127th Street.
- An 8” gravity sewer main located along the north right of way line of N.E. 126th Street from N.E. 16th Avenue to Biscayne Boulevard.
- An 10” gravity sewer main located along the center line of N.E. 17th Avenue from N.E. 125th Street to N.E. 126th Street.
- An 8” gravity sewer main located along the north right of way line of N.E. 125th Street from N.E. 16th Avenue to Biscayne Boulevard.
- An 8” gravity sewer main located along the center line of N.E. 124th Street from N.E. 16th Avenue to Biscayne Boulevard.
- An 10” gravity sewer main located along the center line of N.E. 17th Avenue from N.E. 123rd Terrace to N.E. 124th Street.
- An 8” gravity sewer main located along the south right of way line of N.E. 123rd Terrace from N.E. 16th Avenue to Biscayne Boulevard.

Refer to exhibits “B” and “C” titled Existing Utility Plan for illustrative interpretation.

IV. EXISTING SANITARY SEWER FORCE MAINS

- A. The existing sanitary sewer force mains in the subject site are under the jurisdiction of the City of North Miami Water and Sewer Department, an agency with ownership and approval authority. The available sanitary sewer force main lines highlighted in this section consists of the size and location only, and not the nature, depth, or character. A more complete investigation will have to be performed in order to determine the nature, depth, and character of the entire existing sanitary sewer force mains in the service area.
- B. According to the City of North Miami Water and Sewer Department “As-Built” maps, there are a number of sanitary sewer force mains servicing the subject site, these include:

- A 4” sanitary force main located along the north right of way line of Arch Creek Road east of N.E. 16th Avenue to N.E. 133rd Road.
- A 6” sanitary force main located along the north right of way lane of N.E. 130th Street from N.E. 17th Avenue to a private pump station servicing Arch Creek Plaza.
- A 16” sanitary force main located along the west right of way line of N.E. 16th Avenue from N.E. 123rd Terrace to Arch Creek Road.
- A 10” sanitary force main located along the east right of way line of N.E. 16th Avenue from N.E. 126th Street to N.E. 129th Street.
- A 6” sanitary force main located along the east right of way line of N.E. 17th Avenue from N.E. 126th Street to N.E. 130th Street.
- A 10” sanitary force main located along the north right of way line of N.E. 126th Street from N.E. 16th Avenue to Biscayne Boulevard.

Refer to exhibits “B” and “C” titled Existing Utility Plan for illustrative interpretation.

- C. The sanitary sewer force main design and the associated construction shall meet the requirements of the applicable regulatory agencies that govern and issues permits for the installation and operation of the sanitary force main system. These agencies are:

- City of North Miami Public Utility Department
- Department of Environmental Resources Management, **(D.E.R.M.)**
- Public Works Department (City and County)
- Department of Environmental Protection **(D.E.P.)**
- Florida Department of Transportation **(F.D.O.T.)**
- Florida Building Code

V. EXISTING STORM WATER SYSTEMS

- A. The existing stormwater systems in the subject site are under the jurisdiction of the City of North Miami Public Works Department, an agency with ownership and approval authority. The existing stormwater system highlighted in this section consists of structure location only, and not the capacity, size, nature, depth, or character. A more complete investigation will have to be performed in order to determine the size, nature, depth, and character of the entire drainage systems in the service area.
- B. According to the City of North Miami Water and Sewer Department “As-Built” maps, there are a number of storm drainage structures servicing the subject site, these include:
- 12 drainage structures, 2 drainage wells, and 2 outfall structures located north of the north right of way line of N.E. 130th Street and west of the Private Road leading to the Arch Creek Plaza site.
 - 3 drainage structures located on N.E. 17th Avenue from N.E. 127th Street to N.E. 130th Street.
 - 9 drainage structures located on N.E. 127th Street from N.E. 16th Avenue to Biscayne Boulevard.
 - 12 drainage structures located on N.E. 126th Street from N.E. 16th Avenue to Biscayne Boulevard.
 - 4 drainage structure located on N.E. 17th Avenue from N.E. 124th Street to N.E. 125th Street
 - 4 drainage structure located on N.E. 17th Avenue from N.E. 125th Street to N.E. 126th Street.
 - 3 drainage structures located on N.E. 124th Street from N.E. 17th Avenue to Biscayne Boulevard.
 - 5 drainage structures located on N.E. 17th Avenue from N.E. 123rd Terrace to N.E. 124th Street.

Refer to exhibits “B” and “C” titled Existing Utility Plan for illustrative interpretation.

VI. PROPOSED WATER DISTRIBUTION SYSTEM

A. Criteria:

The intention on this section is to determine the availability of adequate portable water available for redevelopment. Based on information received from the City of North Miami Water and Sewer Department, there are various water mains ranging from 2 inch to 12 inch serving the subject site. Redevelopment will require water main extensions within the subject site. The required water main extensions shall be a minimum of 12 inches in diameter with two points of connection. Fire protection, domestic and irrigation service connections will be made from either the existing 12 inch water mains or proposed 12 inch water main extensions.

New fire hydrants will be installed as required by the City of North Miami Fire Department.

Refer to exhibits "D" and "E" titled Water Distribution Master Plan for illustrative interpretation.

B. Irrigation Water:

Since the subject area may be affected by salt-water intrusion, the underground waters cannot be used for irrigation. The City supply must be used for all lawn and planting irrigation. A separate water connection and meter should be installed and designated for irrigation only so that sewer charges are not collected on the water used for irrigation.

C. Permitting Agencies:

The water distribution system design and the associated construction shall meet the requirements of the applicable regulatory agencies that govern and issues permits for the installation and operation of the water distribution system. These agencies are:

- City of North Miami Water and Sewer Department.
- Department of Environmental Resources Management, (D.E.R.M.)
- Public Works Department (City and County)
- Miami-Dade County Fire Department
- Florida Department of Health, (F.D.O.H.)
- Florida Department of Transportation (F.D.O.T.)

VII. PROPOSED SANITARY SEWER SYSTEM

A. Criteria:

The objective on this section is to determine the availability of waste water disposal for the subject site. Based on information received from the City of North Miami Water and Sewer Department, and on our discussion with their representatives, any additional sewage flow caused by redevelopment within the subject site can be connected to the City's existing sewer system serving the subject site.

The receiving pump stations servicing the subject site is currently operating below capacity and does have the capacity to handle any additional sewage flow generated by redevelopment. All sanitary sewer connections required for the redevelopment sites will be provided by installing new 6 inch private gravity laterals to the existing gravity sewer systems.

Refer to exhibits "F" and "G" titled Sanitary Sewer Master Plan for illustrative interpretation.

B. Lift Stations:

A lift station will not be required for the subject site. However, upgrading of the existing pump stations serving the subject site may be required if the receiving pump station for the subject area systems does not have the capacity to handle any additional sewage flow.

C. Solid Waste Generation:

Solid waste generated by the redevelopment of the subject site will be collected in standardized on-site containers for refuse and recyclables. Regular pick-up service will be provided by either private hauling companies and/or The City of North Miami Solid Waste Department, who will transport the waste to Metro-Dade County's Disposal or Recycling facilities.

D. Permitting Agencies:

The sanitary gravity sewer design and the associated construction shall meet the requirements of the applicable regulatory agencies that govern and issues permits for the installation and operation of the sanitary gravity sewer system. These agencies are:

- City of North Miami Public Utility Department
- Department of Environmental Resources Management, **(D.E.R.M.)**
- Public Works Department (City and County)
- Department of Environmental Protection **(D.E.P.)**
- Florida Department of Transportation **(F.D.O.T.)**
- Florida Building Code

VIII. PROPOSED STORM WATER SYSTEM

A. Flood Criteria:

The subject site is located in Federal Flood Zone AE, Elevation +8.0. The finished floor elevation of all habitable space must be at or above elevation +9.0 N.G.V.D. All electrical equipment, pumps, mechanical equipment, etc. must also be installed above elevation +9.0 N.G.V.D. Paved areas outside the building must be constructed at minimum elevation +5.0 (Dade County Flood Criteria) or not lower than the average crown of the road, whichever is higher.

B. Design Criteria:

Storm water disposal shall meet the requirements of Miami-Dade County Department of Environmental Resources Management (DERM), and the South Florida Water Management District (SFWMD). Generally, the greater of the first inch of runoff, or the runoff from 2.5 inches times the percent of impervious shall be retained on-site for water quality purposes. The remainder of the runoff may be discharged into the canal if a Class II permit is obtained from DERM. On-site treatment can be provided by underground exfiltration trenches (french drains), swales in the landscape areas or a combination of these methods.

The water quantity system must be designed according to the following criteria:

1. The water management system for the parking lots, interior driveways, walkways and hardscape areas must be designed to prevent flooding from the maximum rainfall intensity of a five year frequency storm.
2. The system must be designed so that the rainfall from a 25 year frequency storm of 3 days duration can be retained on the redeveloped site by means of discharging it through french drains, drainage wells, pervious surface infiltration and by on-site ponding. Areas considered for the on-site ponding can be the surface parking lots and driveways, landscape areas, and the first floors of parking garages. The perimeter of the redeveloped site must be above the 25 year – 3 day flood stage.
3. The site must be designed to meet the 100 year frequency flood criteria:
 - The redeveloped site must theoretically retain on-site all of the rainfall from a 100 year frequency storm of 3 day duration.
 - The flood stage from this storm must not exceed the Federal Emergency Management Agency (FEMA) 100 year elevation of +8.0 NGVD for this area.
 - The first floor elevations of all habitable areas (lobbies, student housing, etc.) must be above elevation +9.0.

There are two practical methods of retaining the required runoff available for the redeveloped site, french drains or drainage wells. If the exfiltration rate of the soil is adequate, as determined from exfiltration tests, french drains will probably be the most feasible means of meeting the drainage requirements. The County's standards for french drains require them to be 15 feet deep and 4 feet wide, minimum. The length will be determined by the water volume for disposal and the discharge capacity of the redeveloped site soils, as determined from field tests. Various exfiltration tests should be conducted to confirm the feasibility of french drains.

If the soil exfiltration rate is not adequate, deep (100' ±) disposal wells must be used. Drainage wells would be the "last resort" method of disposal of storm water because of their cost, and unknowns associated with their installation. However, some french drains or swales may be required with a well system to provide pre-treatment in order to meet water quality requirements.

In addition, roof drainage, if it is collected in an exclusive system, may be discharged directly to the canal, without being retained for water quality purposes. A Class II permit application for discharge to the canal can be processed concurrently with the ERP application.

Refer to exhibits "H" and "T" titled Storm Water Master Plan for conceptual drainage designs.

C. Permitting Agencies:

The proposed storm water system design and the associated construction shall meet the requirements of the applicable regulatory agencies that govern and issues permits for the installation and operation of the stormwater systems. These agencies are:

- City of North Miami Public Utility Department
- Department of Environmental Resources Management, **(D.E.R.M.)**
- Public Works Department (City and County)
- Florida Department of Transportation **(F.D.O.T.)**
- South Florida Water Management District **(S.F.W.M.D.)**

JOHNSON & WALES UNIVERSITY EXISTING UTILITY PLAN

City of North Miami, Miami-Dade County, Florida.



MAYOR and COUNCIL:

MAYOR: ANDRE D. PIERRE

COUNCIL: SCOTT GALVIN

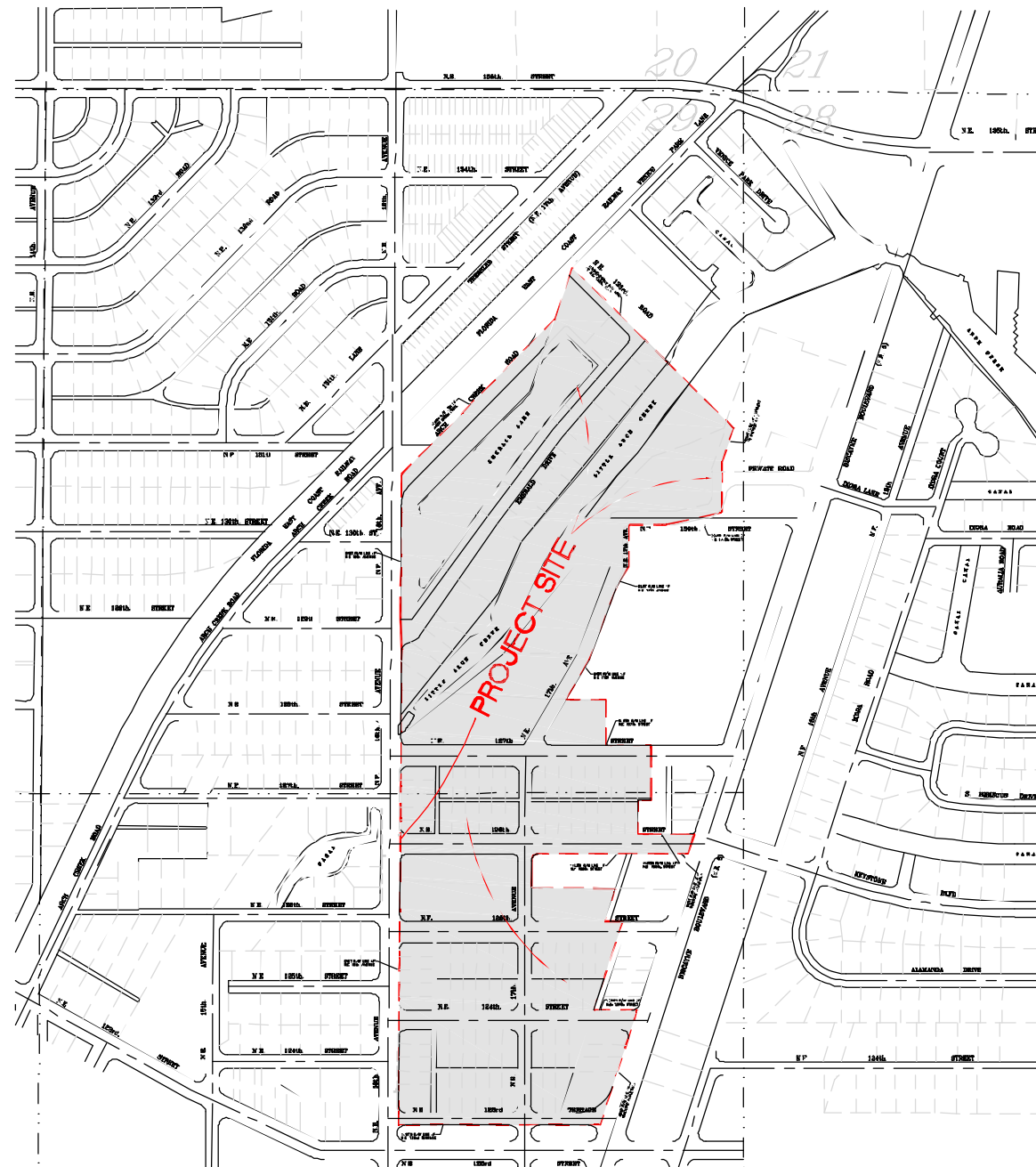
MICHAEL R. BLYNN

JEAN R. MARCELLUS

MARIE ERLANDE STERIL

CITY MANAGER: STEPHEN E. JOHNSON

CITY CLERK: MICHAEL A. ETIENNE

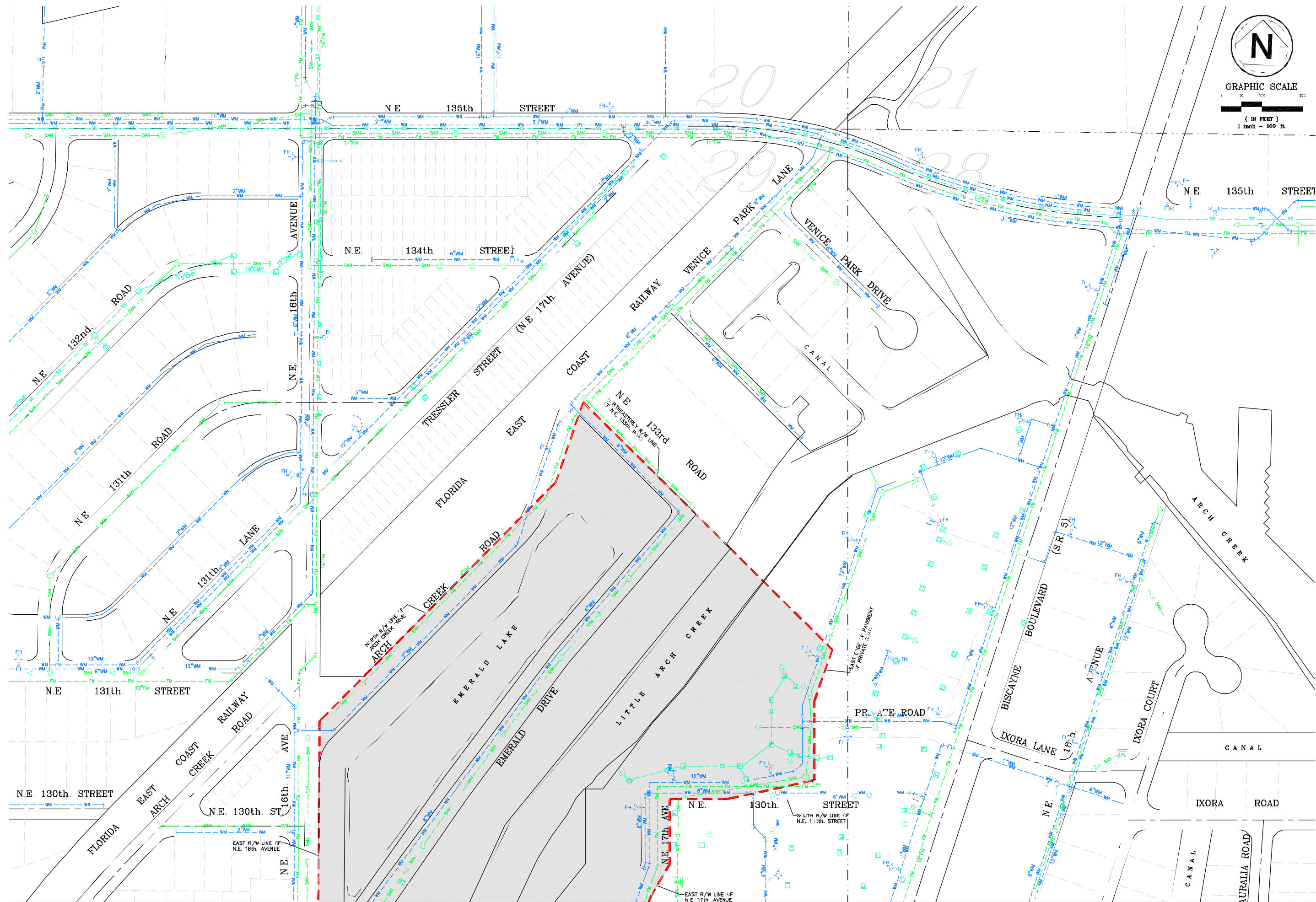


LOCATION SKETCH

SECT. 29, TWP. 52s., RNG. 42e.
SCALE: 1"=300'



EXHIBIT "A"



GRAPHIC SCALE

(IN FEET)

1 inch = 100 ft

FOR CONTINUATION SEE EXHIBIT "C"

EXHIBIT "B"
EXISTING UTILITY PLAN

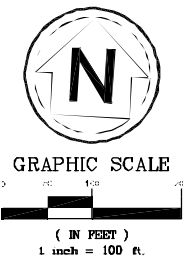
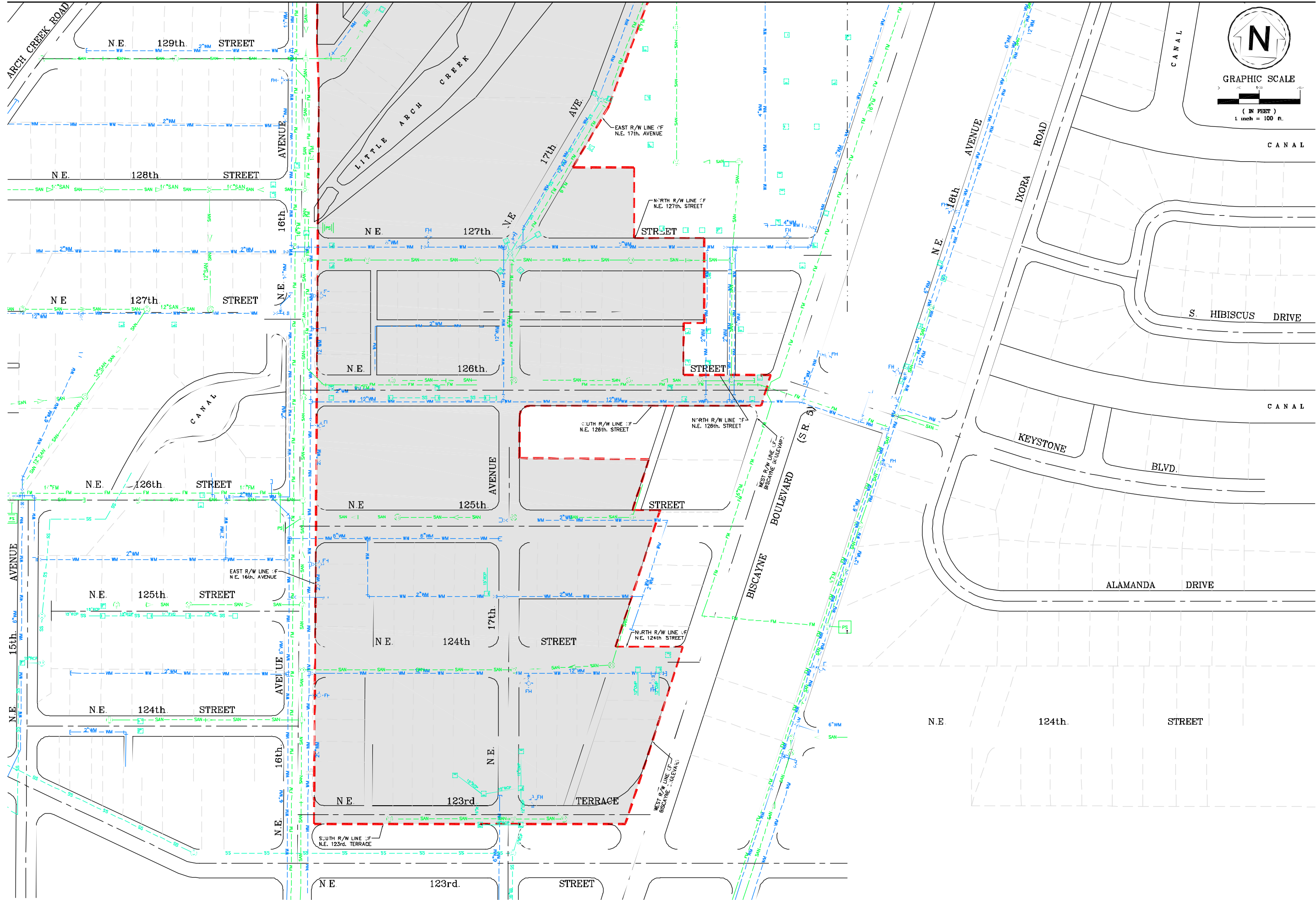
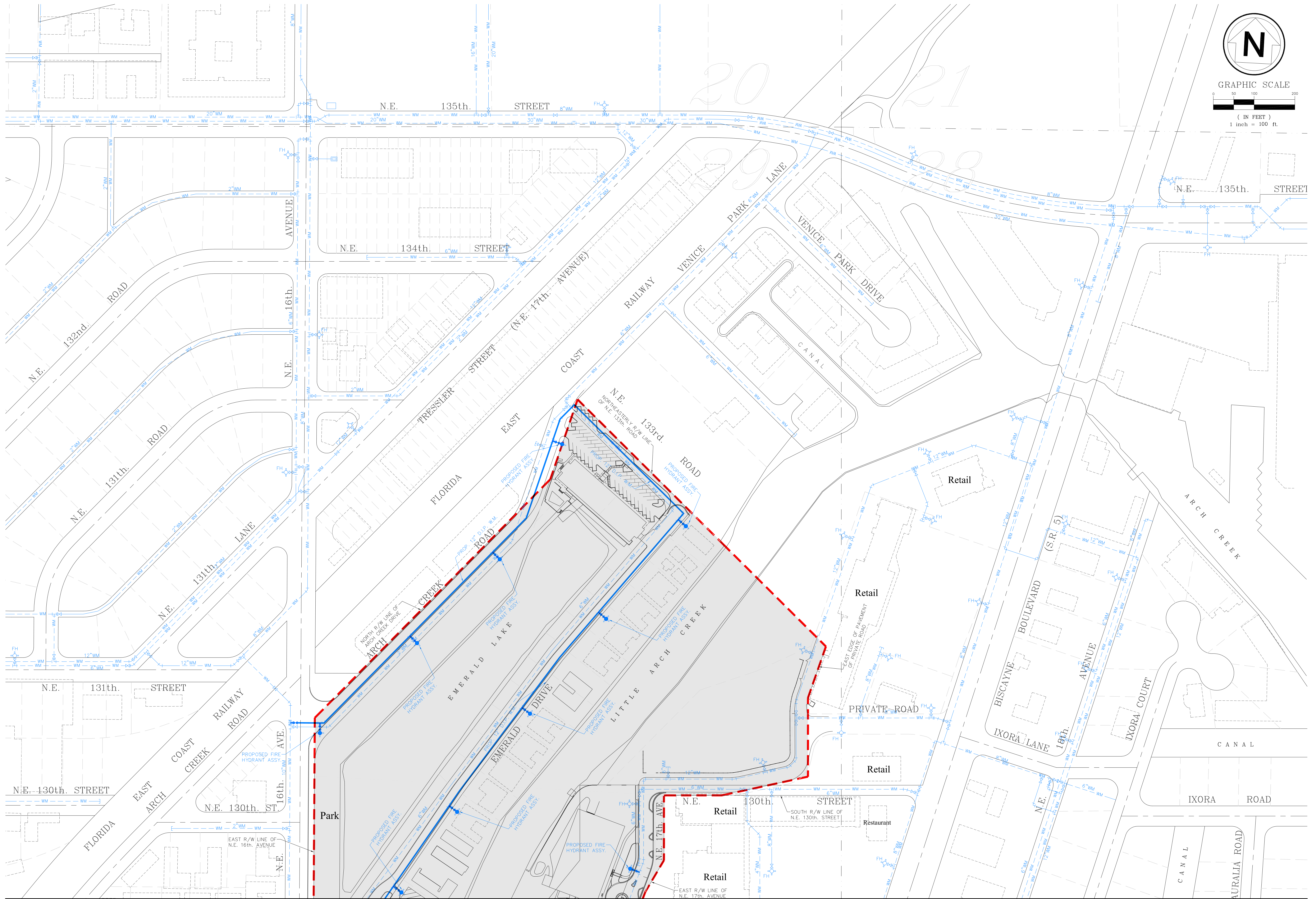


EXHIBIT "C"
EXISTING UTILITY PLAN



FOR CONTINUATION SEE EXHIBIT "E"

EXHIBIT "D"
WATER DISTRIBUTION MASTER PLAN

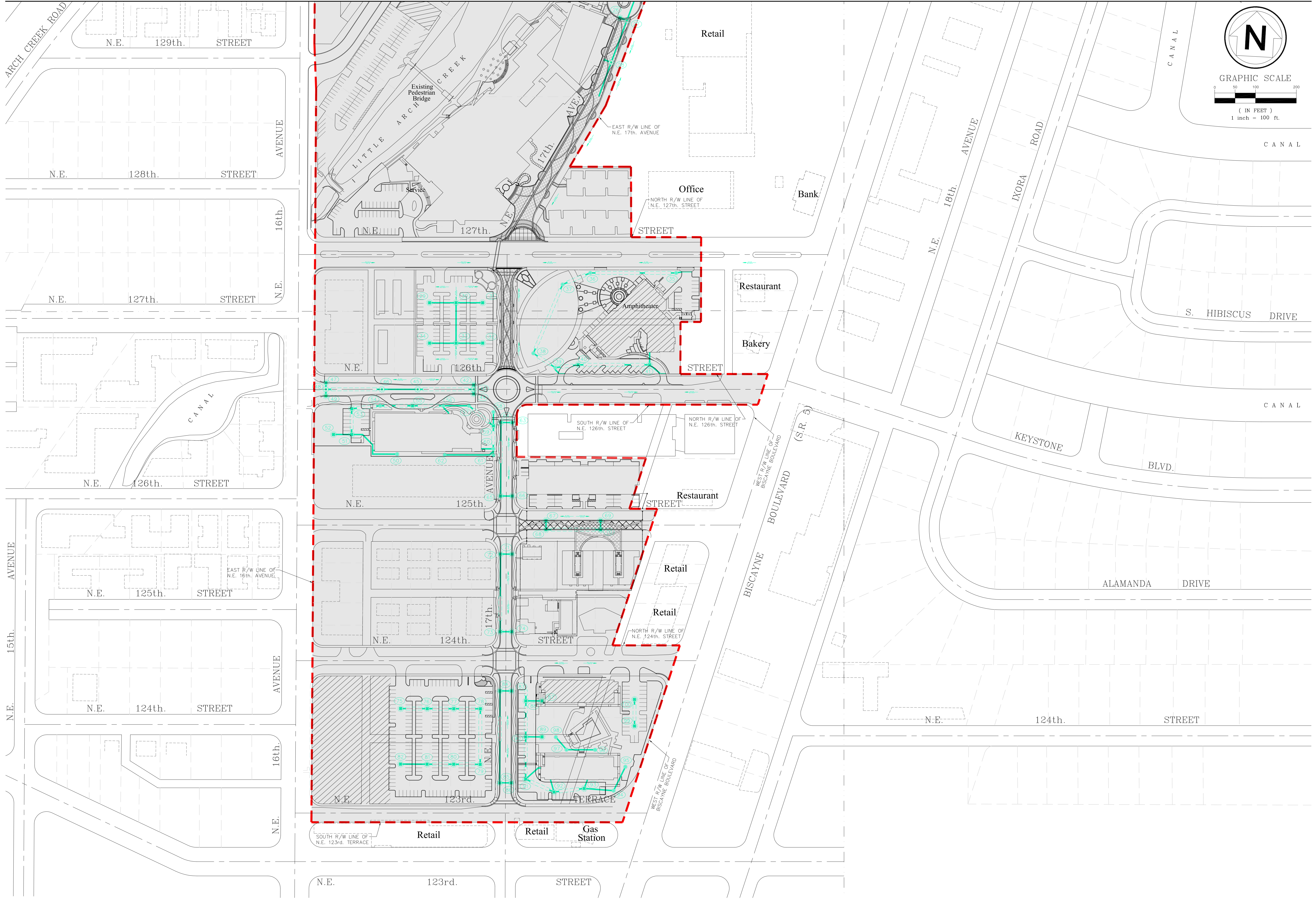
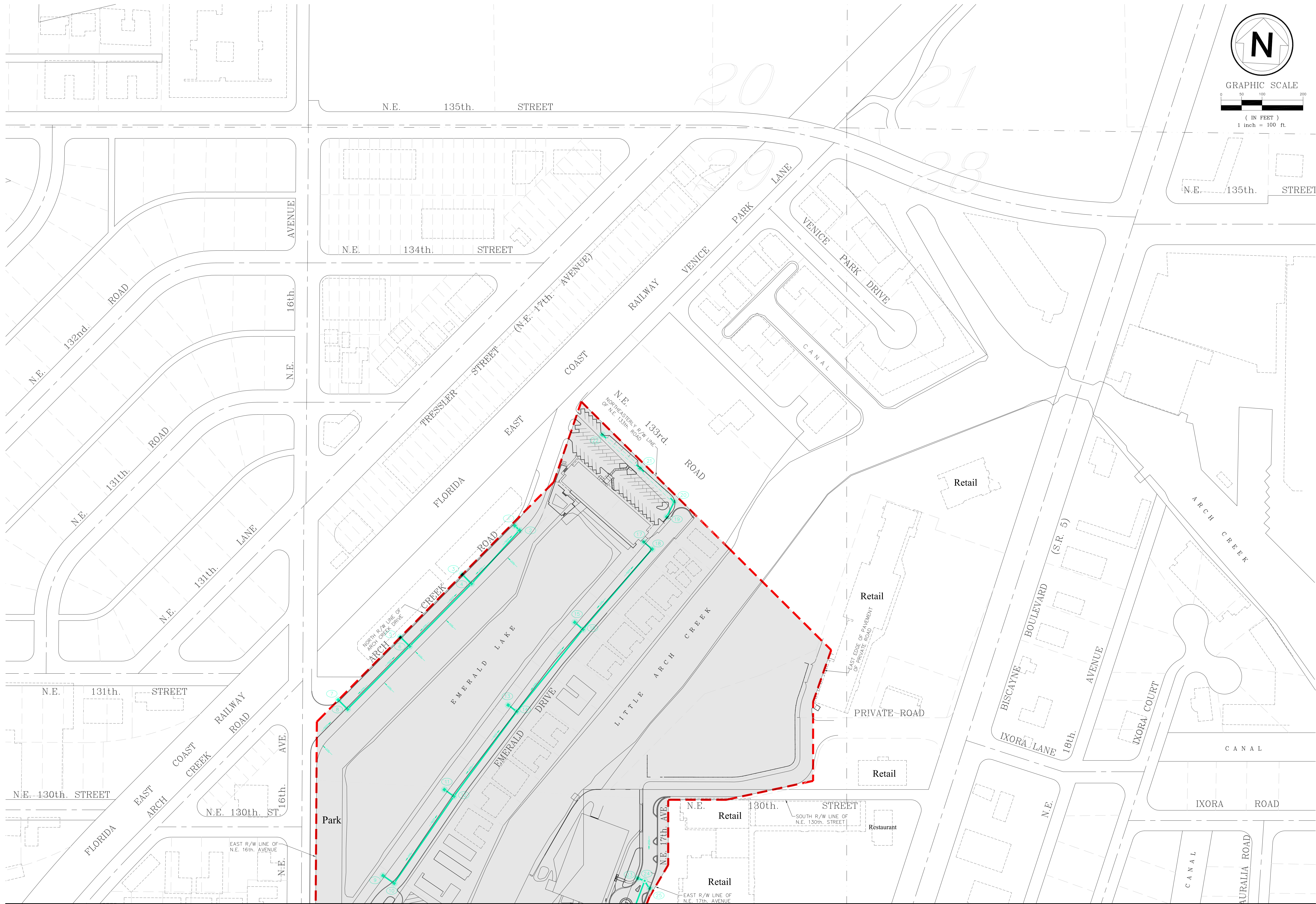


EXHIBIT "I"
STORM WATER MASTER PLAN



FOR CONTINUATION SEE EXHIBIT "I"

EXHIBIT "H"
STORM WATER MASTER PLAN

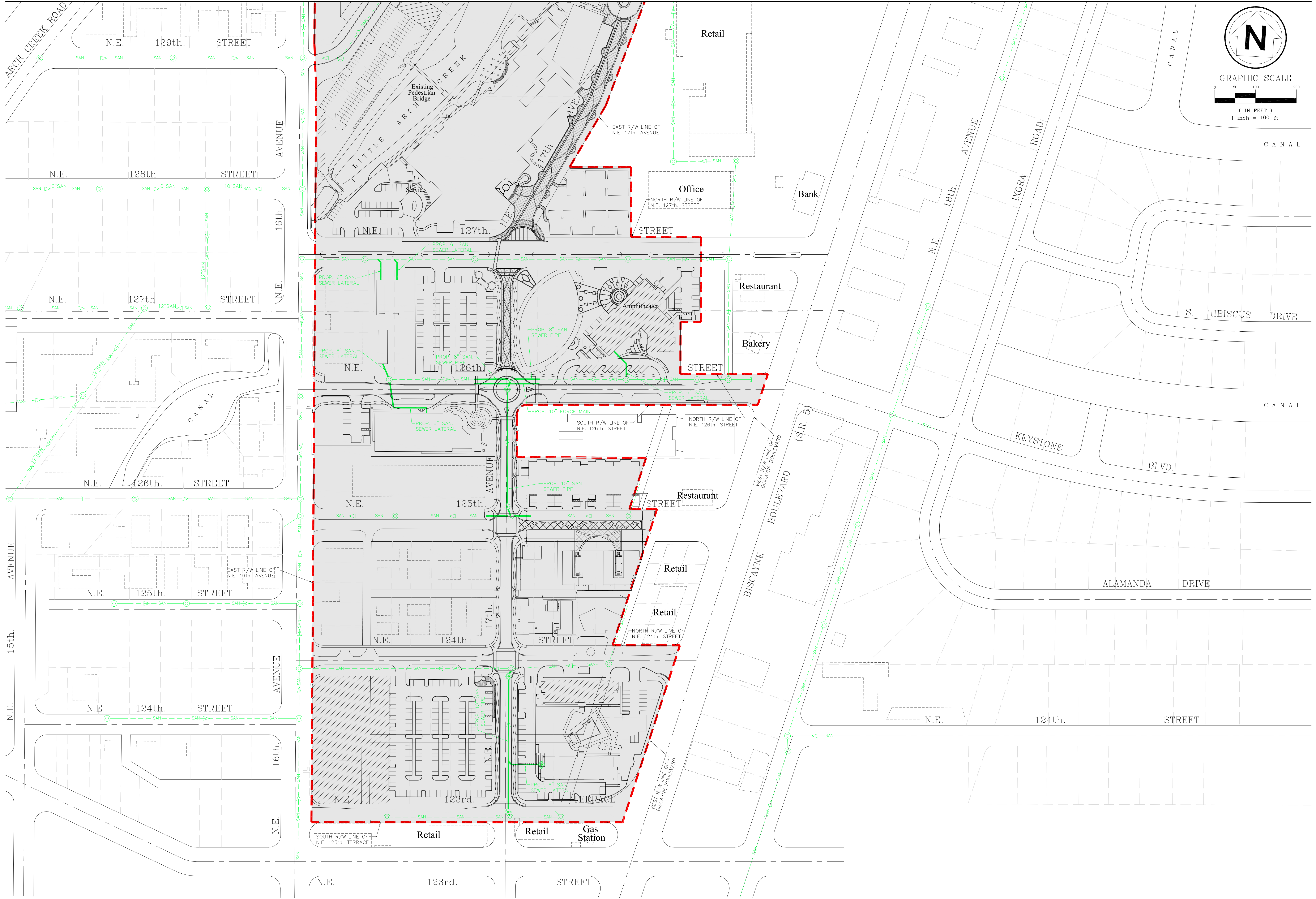
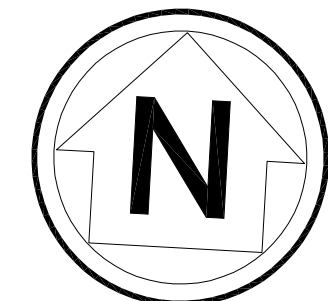
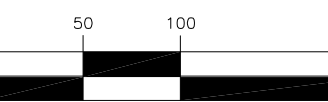


EXHIBIT "G"
SANITARY SEWER MASTER PLAN



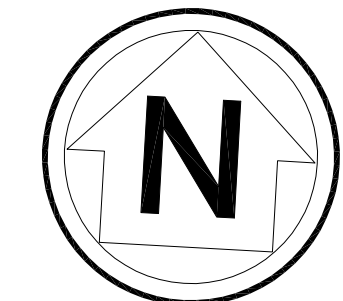
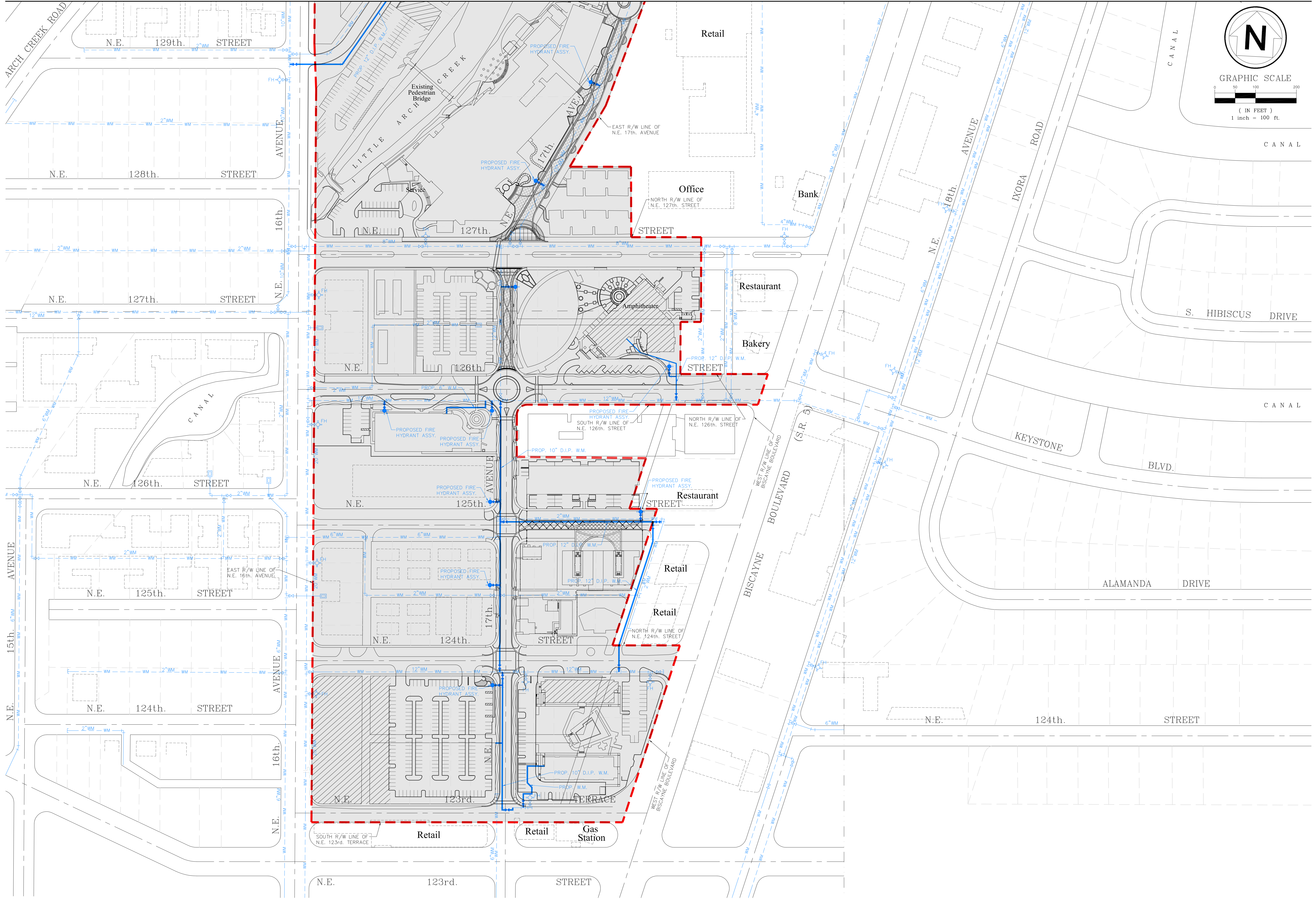
GRAPHIC SCALE



(IN FEET)
1 inch = 100 ft.

FOR CONTINUATION SEE EXHIBIT "G"

EXHIBIT "F"
SANITARY SEWER MASTER PLAN



GRAPHIC SCALE
(IN FEET)
1 inch = 100 ft.

EXHIBIT "E"
WATER DISTRIBUTION MASTER PLAN



McMAHON ASSOCIATES, INC.
5500 Village Boulevard | Suite 103 | West Palm Beach, FL 33407
p 561-840-8650 | f 561-840-8590
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March 12, 2013

VIA E-MAIL/U.S. MAIL

Ms. Loreen Chant, President
Johnson and Wales University
1701 NE 127th Street
North Miami, FL 33181

**RE: Johnson & Wales Master Plan Parking Assessment
McMahon Project No. K11160.03**

Dear Ms. Chant:

McMahon Associates, Inc. (McMahon) performed a comprehensive parking study for the Johnson & Wales University in October of 2004. The campus is located within the City of North Miami and is generally bounded by Biscayne Boulevard, NE 123rd Street, NE 16th Avenue and Arch Creek Road and Little Arch Creek to the north. The study included a parking accumulation study of the entire campus in order to calculate a parking demand rate for the academic and dormitory parking. These rates were used to determine an estimated number of required parking spaces with an anticipated ultimate student enrollment of 4,000 students. The enrollment at the time of the 2004 study was approximately 2,300 students.

McMahon understands that the Master Plan is updated every five years. We have prepared the following analysis based on the parking study that was performed and based upon a potential enrollment as defined in **Table 1**. **Figure 1** provides a copy of the most recent Master Plan for the University.

Analysis

The original 2004 parking study established a parking utilization factor for the Johnson & Wales campus. The parking needs were separated into two (2) categories: parking demand for dormitories and parking demand for academic operations. An extensive parking study was conducted that required a manual count of parked vehicles within the entire campus area, including on-street parking. Parking rates were developed based on the student enrollment. This included both sources of parking demand; i.e., dormitory-based and academic-based. Coincidentally, both categories generated the same parking demand rate of one (1) parking space per 3.1 students. The parking rates are applied to the student enrollment to determine academic parking demands and to the number of dormitory students for dormitory parking demands. The parking rate includes a turnover factor of 10 percent, so the projected parking demand for both categories should be considered conservative figures.

PRINCIPALS

Joseph W. McMahon, P.E.
Joseph J. DeSantis, P.E., PTOE
John S. DePalma
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Casey A. Moore, P.E.
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R. Trent Ebersole, P.E.
Matthew M. Kozsuch, P.E.



Figure 1
Johnson & Wales Master Plan
Master Plan Parking Assessment
North Miami, Florida

Table 1 provides an inventory of the existing number of parking spaces within the campus area. The location numbers included in the table correspond with the numbers on Figure 1. The total number of parking spaces for the campus is currently 1,049. Future projects are expected to generate 161 additional parking spaces, for a potential total of 1,210 parking spaces.

TABLE 1
NUMBER OF PARKING SPACES

Master Plan Map Location Name	Master Plan Location Number	Number of Spaces
Existing Inventory		
Wildcat Square Parking	1	193
Biscayne Commons	2A	38
Security Office	4A	4
Palm Gardens	4B	12
Tropical Pointe	5	63
Arch Creek Place	9	14
Arch Creek Parking	10	108
Leased Parking	12	89
ASC Parking Garage	16	302
Emerald Lake Hall 13025	17A	10
Emerald Lake 13056	17B	10
West Lot Parking	18A	91
South Lot Parking	18B	46
Lakeside Towers	19	57
Wildcat Center	27	12
	Total	1049
Future Additional Parking		
Future Parking (Mixed Use)	1B	98
Proposed Residence Hall	2B	23
Proposed College of Hospitality	25	25
Proposed Greenhouse	31	15
	Total	161

Table 2 provides a summary of the projected parking demand based on an ultimate student enrollment of 2,500 students. The expected number of parking spaces needed for a 2,500 student enrollment is 1,161. The total number of parking spaces that will be provided within the campus area is expected to be 1,210. It should be noted that on-street parking is available in the area and is not accounted for in

the supply of parking for the university. Furthermore, although the campus lies with the urban infill area and is well served by transit service routes, no transit reduction in the parking demand for the campus were applied. Again, the results of the analysis should be considered conservative. The analysis indicates that the number of available parking spaces will be sufficient to meet the demands of the University at an enrollment of 2,500 students.

Conclusion

McMahon performed a parking assessment for the Johnson & Wales University North Miami Campus. Using parking rates from the previous parking study performed for the university, projected parking demands for a maximum student enrollment of 2,500 students were calculated. The results of the analysis indicated that 1,161 parking spaces would be needed to meet the parking demands for a 2,500 student enrollment. The university currently provides 1,049 parking spaces and is projected to have 1,210 parking spaces when future improvements are made within the campus area.

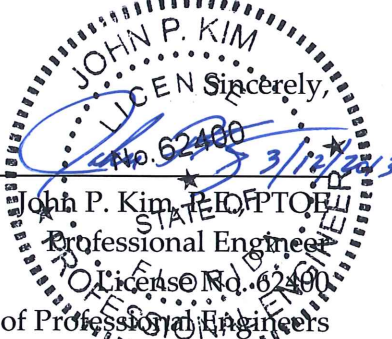
TABLE 2
PROJECTED PARKING DEMAND

Number of Students Enrolled	Number of Parking Spaces Needed for Academics ¹	Number of Dormitory Students	Number of Parking Spaces Needed for Dormitories ²	Total Number of Parking Spaces Needed	Total Number of Parking Spaces Available	Number of Excess Parking Spaces
2,000	645	880	284	929	1,049	120
2,100	677	924	299	976	1,049	73
2,200	710	968	313	1,023	1,049	26
2,300	742	1,012	327	1,069	1,147	78
2,400	774	1,056	341	1,115	1,147	32
2,500	806	1,100	355	1,161	1,210	49

Notes 1. Calculated by dividing the number of enrolled students by the parking demand rate of 3.1.

2. Calculated by dividing the number of dormitory students by the parking demand rate of 3.1.

The analysis indicates that the university will have a surplus of parking spaces for a maximum student enrollment of 2,500.

Sincerely,

 John P. Kim, P.E., P.T.O.B.
 Professional Engineer
 License No. 62480
 State of Florida, Board of Professional Engineers
 Certificate of Authorization No. 4908

JOHNSON & WALES UNIVERSITY

Traffic Impact Analysis

North Miami, FL

Prepared for:



Prepared by:

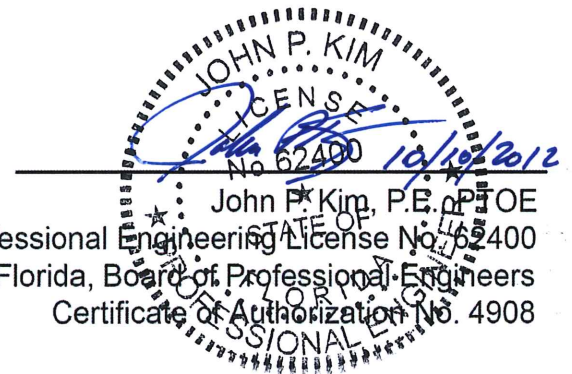


October 10, 2012

JOHNSON & WALES UNIVERSITY

Traffic Impact Analysis

North Miami, FL



Prepared for:



JOHNSON & WALES
UNIVERSITY

Prepared by:



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APPENDIX A - JOHNSON AND WALES MASTER PLAN GRAPHIC

APPENDIX B - FDOT LOS TABLE/MDC TAZ DATA/TRAFFIC VOLUME DATA

APPENDIX C - MIAMI-DADE COUNTY SIGNAL TIMING DATA

APPENDIX D - HCS+ REPORT SUMMARY SHEETS

INTRODUCTION

McMahon Associates, Inc. (McMahon) has updated the analysis of the traffic impacts associated with the ultimate expansion of Johnson & Wales University North Miami Campus (JWUNMC) from its current student enrollment of 2,000 students, in 2012, to a maximum of 2,500 students, in 2018. JWUNMC is located within the City of North Miami and currently has an enrollment of 2,000 students. The campus area is generally located directly west of US-1/Biscayne Boulevard/State Road 5 (US-1), east of NE 16th Avenue, north of NE 123rd Street and south of NE 130th Street. An aerial photograph of the JWUNMC and the surrounding area is provided as **Figure 1**. The Master Plan for the campus, prepared by Gallo Herbert Architects, Inc., is provided in **Appendix A** and clearly defines the area included within the Master Plan.

The JWUNMC lies within the Urban Infill Area (UIA) as designated by Miami-Dade County and is, therefore, exempt from Miami-Dade County Traffic Concurrency Management requirements. This traffic impact analysis evaluates the transportation impacts associated with the enrollment of 2,500 students in the JWUNMC by the year 2018

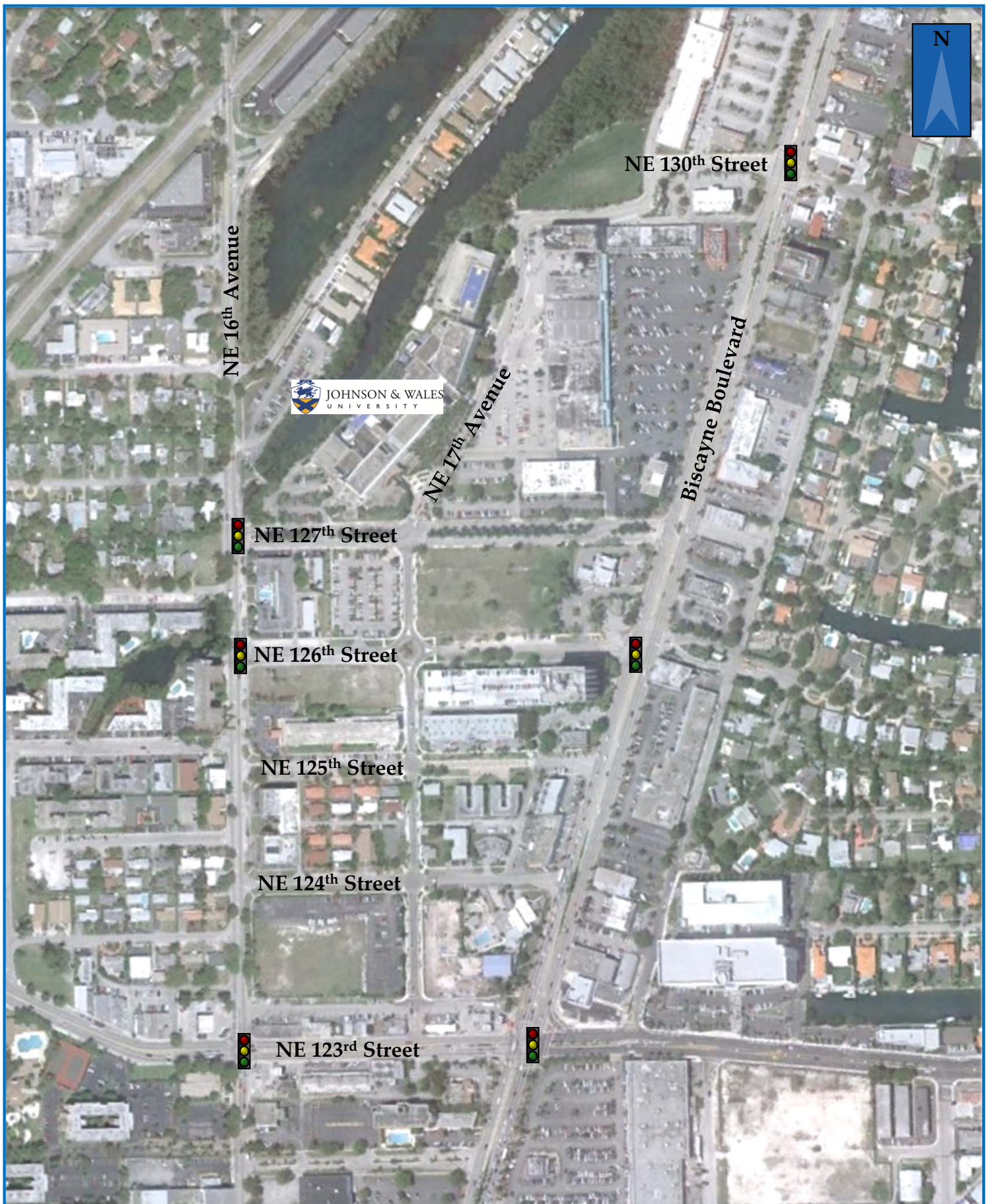


Figure 1
Location Map
Johnson & Wales Traffic Impact Analysis
North Miami, FL

EXISTING CONDITIONS

The JWUNMC main campus area is located on the northwest corner of NE 17th Avenue and NE 127th Street. Its location relative to the surrounding roadway network is depicted in Figure 1 with the JWUNMC logo. The roadway network surrounding the main campus is a grid system of roadways that generally travel from east to west and north to south. The north/south roadways include NE 16th Avenue, NE 17th Avenue and US-1. The east/west roadways include NE 126th Street, NE 127th Street and NE 130th Street.

Roadway Characteristics

US-1 is a six-lane divided State Major Arterial roadway and serves as the eastern boundary of the Master Plan area, while NE 16th Avenue is a two-lane undivided collector roadway that serves as the western boundary. NE 126th and 127th Streets are two-lane roadways that run between US-1 and NE 16th Avenue. NE 127th Street is a two-lane divided roadway. NE 17th Avenue is a two-lane undivided roadway that becomes NE 130th Street at the point where it turns eastward to connect to US-1. The existing parking garage, located directly north of the main campus building, has access to NE 17th Avenue just south of NE 130th Street.

Roadway Link Capacity Analysis

The JWUNMC lies within the Miami-Dade County UIA. The Level of Service (LOS) standard for roadways within the UIA is greater than those roadways outside of the UIA in order to encourage redevelopment of older areas. The maximum LOS for the roadways impacted by this project is LOS E, with the exception of US-1. US-1 has a maximum LOS standard of E+50 or 150 percent of LOS E. The Florida Department of Transportation (FDOT) 2009 *Quality/Level of Service Handbook's* Urbanized Area Tables were utilized to determine the volumes that corresponded to the County's adopted LOS. A copy of the FDOT LOS table is included in **Appendix B.**

The existing roadway traffic volumes were established based on vehicle turning movement data collected on Wednesday, April 20, 2011. The count data is provided in **Appendix B**. The highest morning and afternoon two-way peak hour volumes, derived from the intersection turning movement count data, was used to determine existing peak hour volumes on the roadways. **Tables 1** and **2** summarize the existing conditions capacity analysis for the morning and afternoon peak hours, respectively. All of the roadways analyzed currently operate at LOS C or better.

Intersection Capacity Analysis

The following intersections were analyzed:

- NE 126th Street and US-1 (signalized intersection).
- NE 127th Street and US-1 (two-way stop controlled).
- NE 130th Street and US-1 (signalized intersection).
- NE 126th Street with NE 16th Avenue (signalized intersection).
- NE 127th Street with NE 16th Avenue (signalized intersection).

Signal timing and phasing data for the signalized intersections, provided by Miami-Dade County, are included in **Appendix C**. **Figure 2** shows the morning and afternoon peak hour turning movements for each of the analyzed intersections. The peak seasonal factor for the week of April 20, 2011 is less than one, so no factor was applied. Highway Capacity Software + (HCS+) was used to analyze all of the key intersections impacted by JWUNMC. The HCS summary report sheets are included in **Appendix D**, and **Table 3** summarizes the results of the morning and afternoon peak hour intersection analysis. All of the analyzed intersections currently operate at a LOS of C or better. Note that the intersection of NE 127th Street and US-1 is unsignalized and the LOS reported for this intersection is the stop sign controlled eastbound approach (NE 127th Street) of the intersection.

TABLE 1
2011 MORNING TWO-WAY PEAK HOUR ROADWAY CAPACITY ANALYSIS
JOHNSON & WALES UNIVERSITY TRAFFIC IMPACT ANALYSIS

Roadway	From	To	Facility Type	LOS Standard	Peak Hour Capacity	2011 Volumes	Current LOS	Capacity Exceeded?
NE 16 Ave.	NE 123 St.	NE 127 St.	2LU	E	1,413	570	C	NO
	NE 127 St.	NE 135 St.	2LU	E	1,413	531	C	NO
NE 17 Ave.	NE 123 St.	NE 127 St.	2LU	E	1,021	156	C	NO
	NE 127 St.	NE 130 St.	2LU	E	1,021	175	C	NO
US-1	NE 123 St.	NE 127 St.	6LD	E+50%	7,725	3,422	C	NO
	NE 127 St.	NE 135 St.	6LD	E+50%	7,725	3,547	C	NO
NE 127 St.	NE 16 Ave.	NE 17 Ave.	2LU	E	1,021	225	C	NO
	NE 17 Ave.	US-1	2LU	E	1,021	101	C	NO
NE 126 St.	NE 16 Ave.	NE 17 Ave.	2LU	E	1,021	59	C	NO
	NE 17 Ave.	US-1	2LU	E	1,021	207	C	NO

* Capacities based on 2009 FDOT Quality/LOS Handbook.

TABLE 2
2011 AFTERNOON TWO-WAY PEAK HOUR ROADWAY CAPACITY ANALYSIS
JOHNSON & WALES UNIVERSITY TRAFFIC IMPACT ANALYSIS

Roadway	From	To	Facility Type	LOS Standard	Peak Hour Capacity	2011 Volumes	Current LOS	Capacity Exceeded?
NE 16 Ave.	NE 123 St.	NE 127 St.	2LU	E	1,413	1,018	C	NO
	NE 127 St.	NE 135 St.	2LU	E	1,413	954	C	NO
NE 17 Ave.	NE 123 St.	NE 127 St.	2LU	E	1,021	225	C	NO
	NE 127 St.	NE 130 St.	2LU	E	1,021	341	C	NO
US-1	NE 123 St.	NE 127 St.	6LD	E+50%	7,725	4,106	C	NO
	NE 127 St.	NE 135 St.	6LD	E+50%	7,725	4,218	C	NO
NE 127 St.	NE 16 Ave.	NE 17 Ave.	2LU	E	1,021	407	C	NO
	NE 17 Ave.	US-1	2LU	E	1,021	185	C	NO
NE 126 St.	NE 16 Ave.	NE 17 Ave.	2LU	E	1,021	139	C	NO
	NE 17 Ave.	US-1	2LU	E	1,021	287	C	NO

* Capacities based on 2009 FDOT Quality/LOS Handbook.

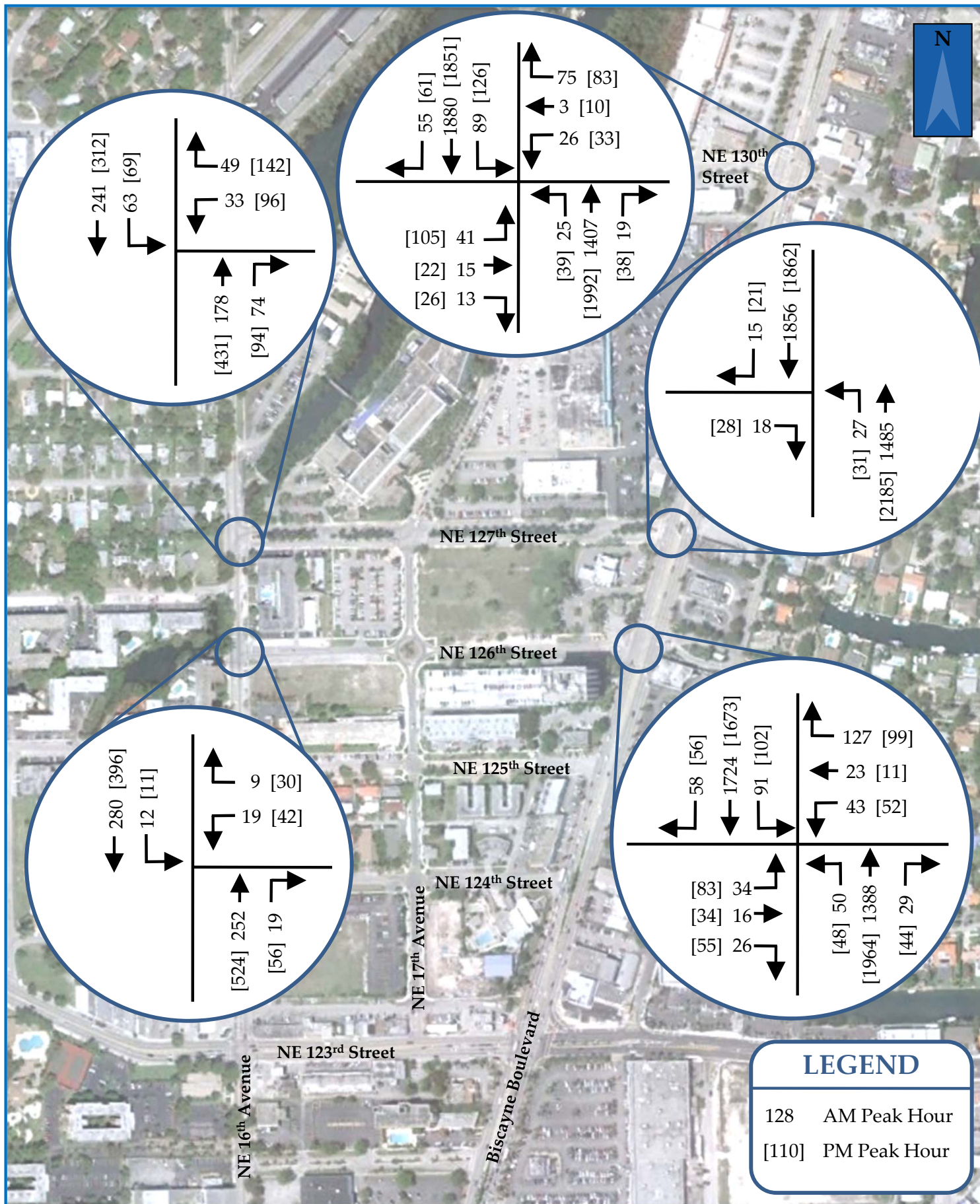


Figure 2
2011 Existing Intersection Volumes
Johnson & Wales Traffic Impact Analysis
North Miami, FL

TABLE 3
2011 INTERSECTION LEVEL OF SERVICE
JOHNSON & WALES UNIVERSITY TRAFFIC IMPACT ANALYSIS

Intersection	Peak Hour	2011 Existing
US-1 at NE 126 Street	Morning	B
	Afternoon	C
US-1 at NE 127 Street*	Morning	C
	Afternoon	C
US-1 at NE 130 Street	Morning	B
	Afternoon	C
NE 16 Avenue at NE 126 Street	Morning	A
	Afternoon	B
NE 16 Avenue at NE 127 Street	Morning	A
	Afternoon	B

* Reports LOS for NE 127 St. (Minor approach of unsignalized intersection)

FUTURE CONDITIONS ANALYSIS

Although the University includes a number of dormitory buildings that are scattered within the Master Plan area and parking areas that are not contiguous with the main campus area, all University traffic was presumed to enter and exit the main parking garage located directly north of the main campus building. This methodology provides a highly conservative impact analysis, since some percentage of the traffic will utilize on-street parking or other parking facilities, that are not located near the main campus building. The future conditions analysis was performed by calculating the increased number of vehicle trips that result from the increased student enrollment and adding it to the 2018 background volumes for all roadway links and intersection turning movements.

Background Traffic

No historical traffic data was available for these local roadways. Background traffic is not expected to increase on NE 17th Avenue, NE 126th Street and NE 127th Street because the area is built out and the surrounding roadway network services local existing traffic. In any event, all of the peak hour volumes for the impacted roadways and intersections were increased to account for annual background traffic growth. Historical volume data for US-1 was available from the FDOT 2009 Florida Traffic Information CD-ROM. Traffic volumes have declined since 2004 and the five (5) year annual compound growth rate for US-1 is a negative value. Therefore, a 0.5% annual compound growth rate was applied to all of the 2011 traffic volumes to develop 2018 volumes, so as to provide a conservative analysis for future conditions.

Project Trip Generation

Daily and peak hour traffic to be generated by the proposed expansion of JWUNMC was determined using the Institute of Transportation Engineers (ITE), *Trip Generation*, 8th Edition formulas. **Table 4** summarizes the resulting difference in trip generation between the proposed 2,500-student enrollment in 2018 and the 2012 student enrollment of 2,000.

TABLE 4
TRIP GENERATION
JOHNSON & WALES UNIVERSITY TRAFFIC IMPACT STUDY

Land Use	ITE Code	Intensity		Formula	In/Out	Driveway Volumes		
						In	Out	Total
Daily								
University/ College	550	2,500	students	T=2.23(X) + 440	50 / 50	3,008	3,007	6,015
		2,000			50 / 50	2,450	2,450	4,900
Difference						558	557	1,115
Morning Peak Hour								
University/ College	550	2,500	students	T=0.21(X) - 69.14	80 / 20	365	91	456
		2,000			80 / 20	281	70	351
Difference						84	21	105
Afternoon Peak Hour								
University/ College	550	2,500	students	T=0.19(X) + 118.58	30 / 70	178	416	594
		2,000			30 / 70	150	349	499
Difference						28	67	95

The increase in daily net trip generation is 1,115 trips. The morning and afternoon peak hour net difference in trip generation is 105 and 95 trips, respectively. The corresponding peak hour trips were added to the analyzed roadway links and intersection turning movements based on the project distribution to develop 2018 conditions that include the impacts of the 2,500 student enrollment.

Project Traffic Distribution

The distribution of the project traffic was derived from the Miami-Dade 2035 Long Range Transportation Plan Directional Trip Distribution Report. The University lies within Transportation Analysis Zone (TAZ) 203. **Table 5** provides the calculated cardinal distribution for 2018 based on an interpolation between the 2005 and 2035 cardinal distributions for TAZ 203. The interpolated cardinal distribution was used to estimate the percent distribution of project traffic shown in **Figure 3**.

TABLE 5
2018 CARDINAL DISTRIBUTION
JOHNSON & WALES UNIVERSITY IMPACT ANALYSIS

Direction	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
Percentage	21.70%	2.75%	3.35%	6.00%	17.31%	14.47%	17.00%	17.42%

* Interpolated 2005 and 2035 TAZ data from Miami-Dade 2035 LRTP

Link Analysis

Application of the trip distribution percentages, shown in Figure 3, to the 105 morning and 95 afternoon peak hour trips that will be generated by the increased enrollment of the University, produces the project traffic that is to be added to the area roadway network. 2018 background growth and project traffic was applied to the existing roadway volumes to analyze future conditions with the proposed increase in student enrollment at JWUNMC. **Table 6** summarizes the intersection LOS for the morning peak hour and **Table 7** summarizes the afternoon peak hour. All of the roadways are expected to operate at LOS D or better.

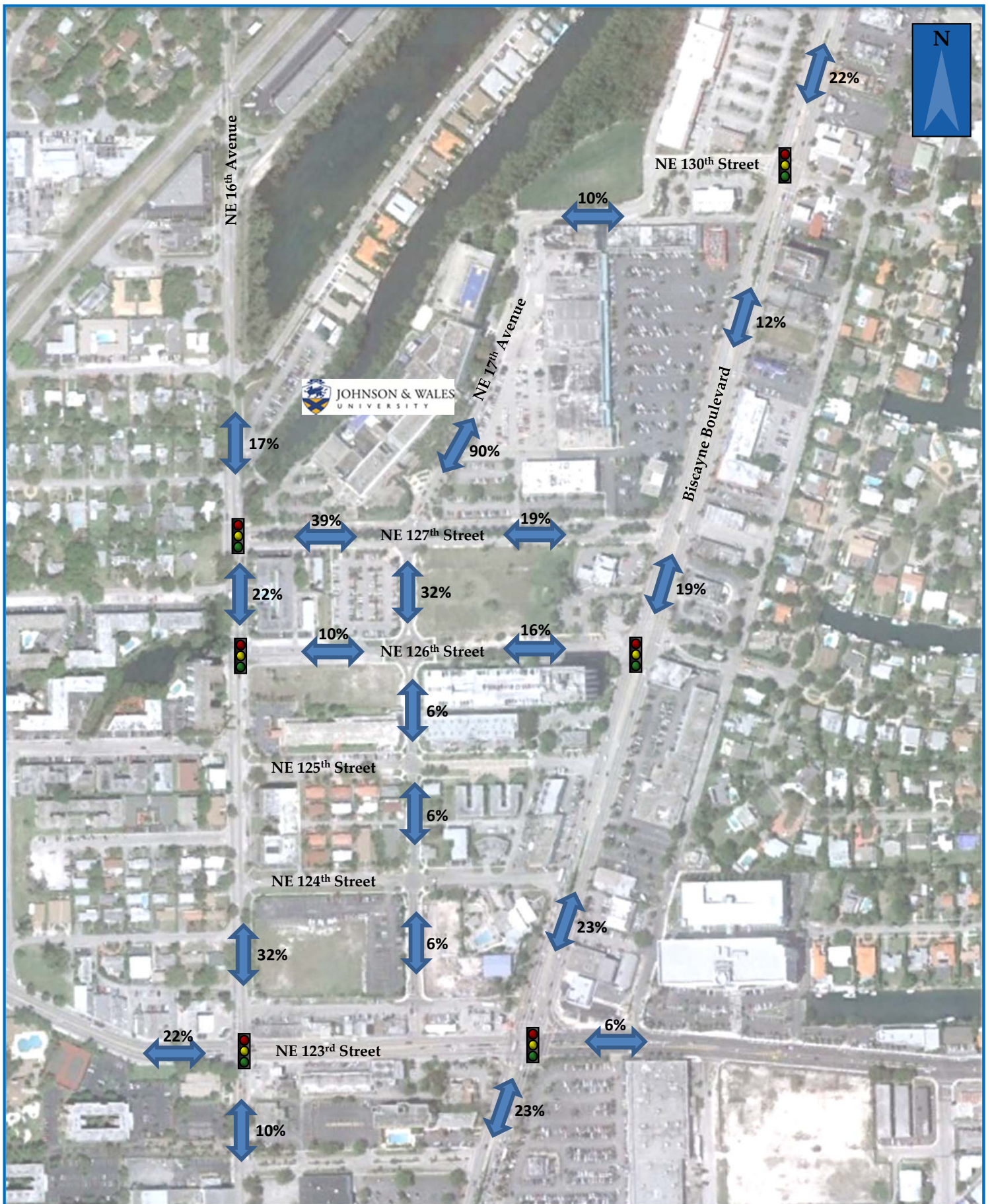


Figure 3
 Project Distribution
 Johnson & Wales Traffic Impact Analysis
 North Miami, FL

TABLE 6
2018 MORNING TWO-WAY PEAK HOUR ROADWAY CAPACITY ANALYSIS
JOHNSON & WALES UNIVERSITY TRAFFIC IMPACT ANALYSIS

Roadway	From	To	Facility Type	LOS Standard	Peak Hour Capacity	2011 Volumes	Current LOS	2018 Volumes*	Percent Project Traffic	Project Trips	Total 2018 Volumes	2018 LOS	Capacity Exceeded?
NE 16 Avenue	NE 123 Street	NE 127 Street	2LU	E	1,413	570	C	590	32%	34	624	C	NO
	NE 127 Street	NE 135 Street	2LU	E	1,413	531	C	550	17%	18	568	C	NO
NE 17 Avenue	NE 123 Street	NE 127 Street	2LU	E	1,021	156	C	162	32%	34	196	C	NO
	NE 127 Street	NE 130 Street	2LU	E	1,021	175	C	181	90%	95	276	C	NO
US-1/Biscayne Boulevard	NE 123 Street	NE 127 Street	6LD	E+50%	7,725	3,422	C	3,544	23%	24	3,568	C	NO
	NE 127 Street	NE 135 Street	6LD	E+50%	7,725	3,547	C	3,673	22%	23	3,696	C	NO
NE 127 Street	NE 16 Avenue	NE 17 Avenue	2LU	E	1,021	225	C	233	39%	41	274	C	NO
	NE 17 Avenue	US-1	2LU	E	1,021	101	C	105	19%	20	125	C	NO
NE 126 Street	NE 16 Avenue	NE 17 Avenue	2LU	E	1,021	59	C	61	10%	11	72	C	NO
	NE 17 Avenue	US-1	2LU	E	1,021	207	C	214	16%	17	231	C	NO

* Includes an annual compounded growth rate of 0.5%.

** Capacities based on 2009 FDOT Quality/LOS Handbook.

TABLE 7
2018 AFTERNOON TWO-WAY PEAK HOUR ROADWAY CAPACITY ANALYSIS
JOHNSON & WALES UNIVERSITY TRAFFIC IMPACT ANALYSIS

Roadway	From	To	Facility Type	LOS Standard	Peak Hour Capacity	2011 Volumes	Current LOS	2018 Volumes*	Percent Project Traffic	Project Trips	Total 2018 Volumes	2018 LOS	Capacity Exceeded?
NE 16 Avenue	NE 123 Street	NE 127 Street	2LU	E	1,413	1,018	C	1,054	32%	30	1,084	D	NO
	NE 127 Street	NE 135 Street	2LU	E	1,413	954	C	988	17%	16	1,004	D	NO
NE 17 Avenue	NE 123 Street	NE 127 Street	2LU	E	1,021	225	C	233	32%	30	263	C	NO
	NE 127 Street	NE 130 Street	2LU	E	1,021	341	C	353	90%	86	439	C	NO
US-1/Biscayne Boulevard	NE 123 Street	NE 127 Street	6LD	E+50%	7,725	4,106	C	4,252	23%	22	4,274	D	NO
	NE 127 Street	NE 135 Street	6LD	E+50%	7,725	4,218	C	4,368	22%	21	4,389	D	NO
NE 127 Street	NE 16 Avenue	NE 17 Avenue	2LU	E	1,021	407	C	421	39%	37	458	C	NO
	NE 17 Avenue	US-1	2LU	E	1,021	185	C	192	19%	18	210	C	NO
NE 126 Street	NE 16 Avenue	NE 17 Avenue	2LU	E	1,021	139	C	144	10%	10	154	C	NO
	NE 17 Avenue	US-1	2LU	E	1,021	287	C	297	16%	15	312	C	NO

* Includes an annual compounded growth rate of 0.5%.

** Capacities based on 2009 FDOT Quality/LOS Handbook.

Intersection Analysis

Future projected growth and project traffic was applied to the existing turning movement volumes to determine the future 2018 LOS of each intersection. **Figure 4** shows the intersection turning movement volumes for 2018 without project traffic. **Figure 5** shows the 2018 volumes for each intersection with project traffic added. The HCS summary report sheets for the future conditions with and without the project impacts are included in Appendix D. **Table 8** summarizes the results of the signalized intersection analysis and indicates that all of these intersections will operate within LOS C or better, which is well within their adopted maximum LOS standard.

TABLE 8
2018 OVERALL INTERSECTION LEVEL OF SERVICE
JOHNSON & WALES UNIVERSITY TRAFFIC IMPACT ANALYSIS

Intersection	Peak Hour	2011 Existing	2018 No-build	2018 with Project
US-1 at NE 126 Street	Morning	B	B	C
	Afternoon	C	C	C
US-1 at NE 127 Street*	Morning	C	C	C
	Afternoon	C	C	C
US-1 at NE 130 Street	Morning	B	B	B
	Afternoon	C	C	C
NE 16 Avenue at NE 126 Street	Morning	A	A	A
	Afternoon	B	B	B
NE 16 Avenue at NE 127 Street	Morning	A	A	A
	Afternoon	B	B	B

* Reports LOS for NE 127 St. (Minor approach of unsignalized intersection)

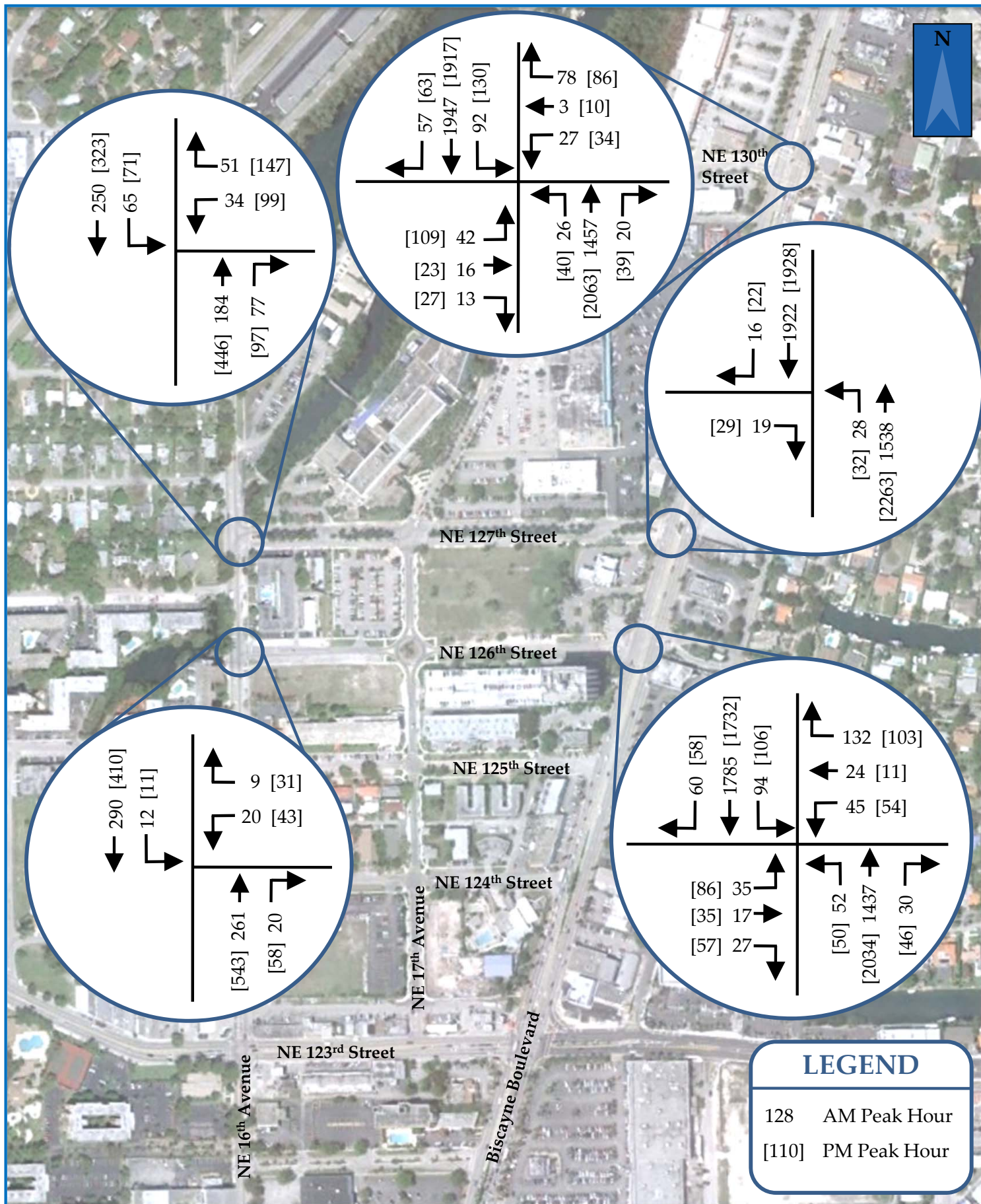


Figure 4
2018 Without Project Traffic Intersection Volumes
Johnson & Wales Traffic Impact Analysis
North Miami, FL

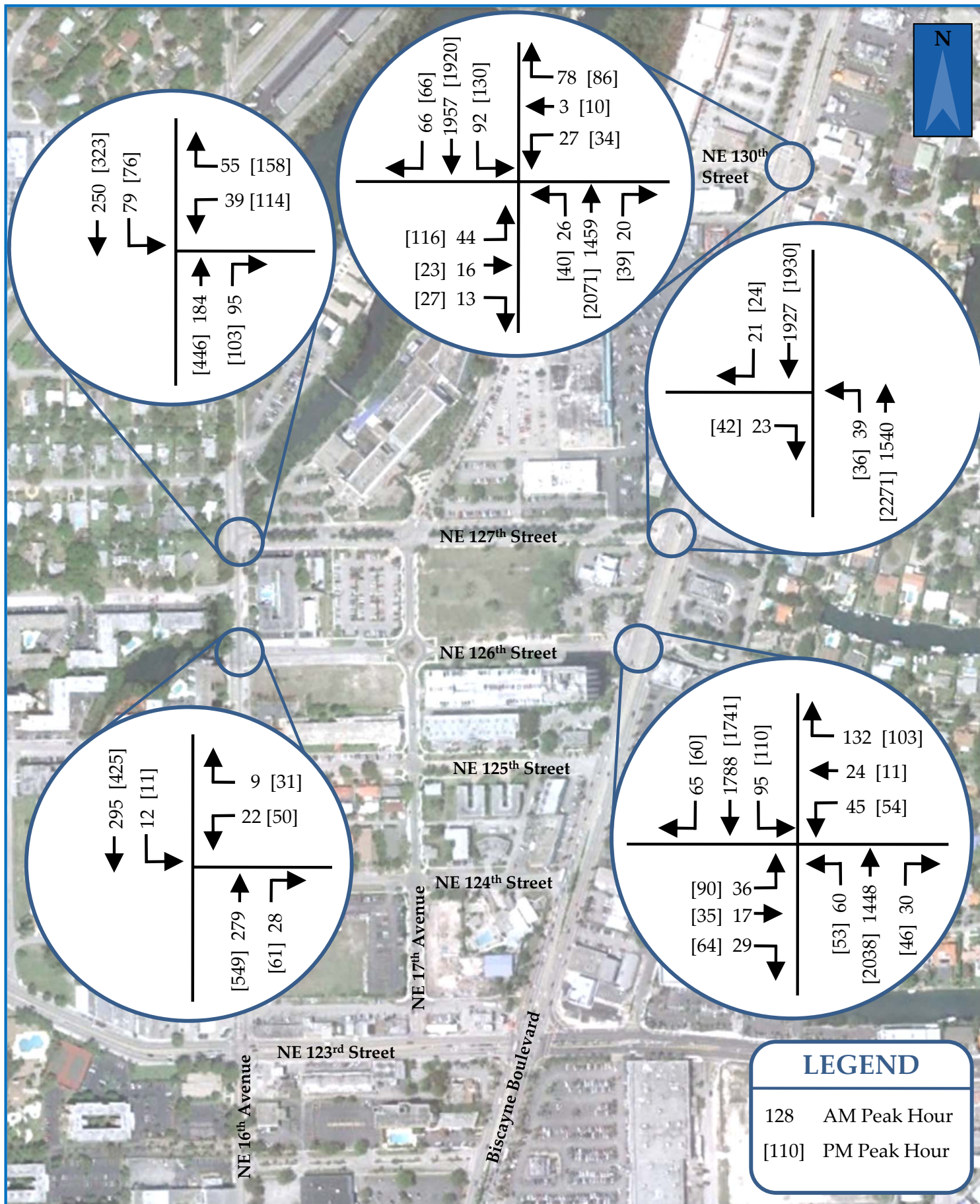


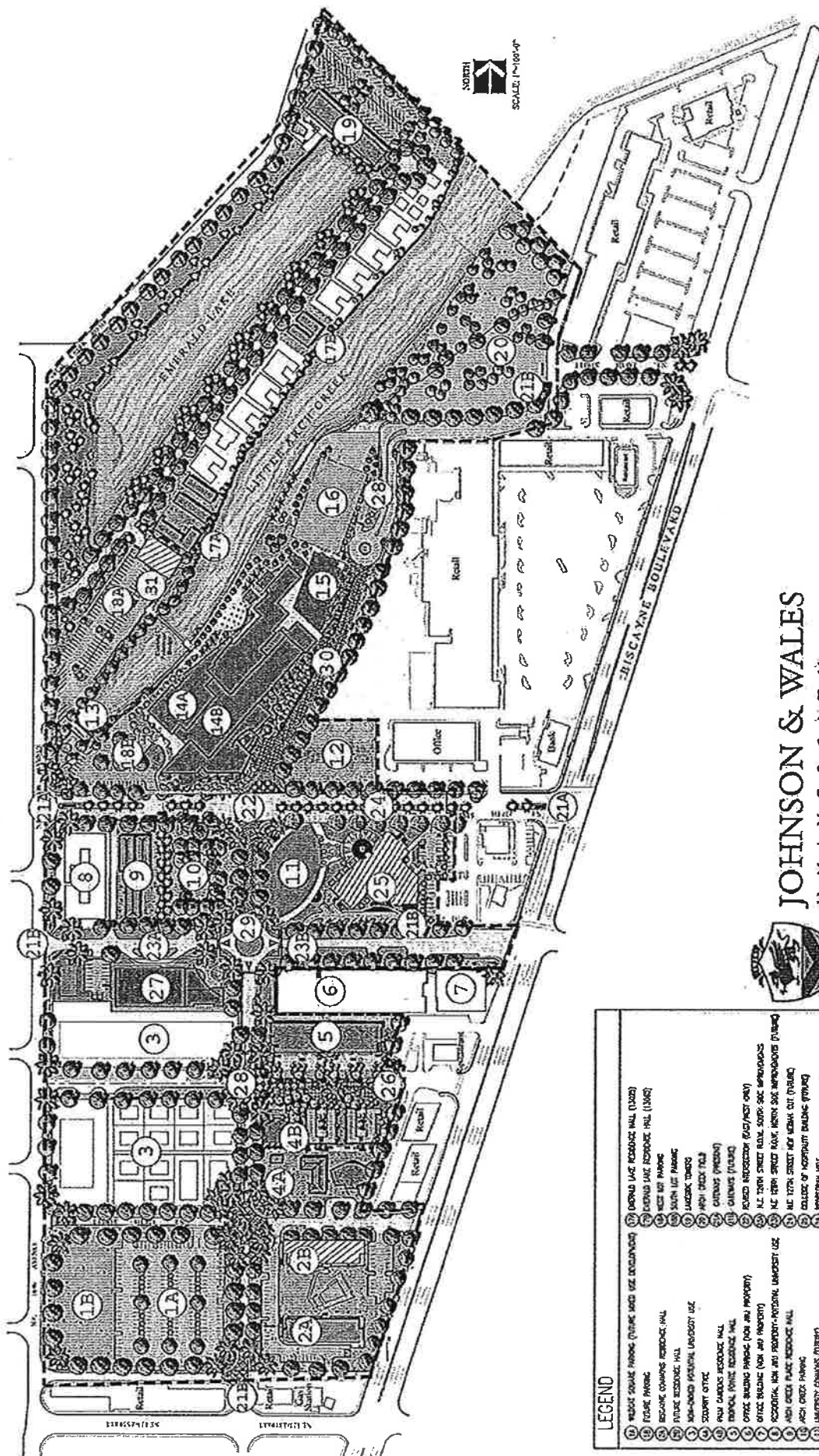
Figure 5
2018 With Project Traffic Intersection Volumes
Johnson & Wales Traffic Impact Analysis
North Miami, FL

CONCLUSIONS

McMahon has completed an analysis of the potential traffic impact associated with the expansion of JWU from its current student enrollment of 2,000 students in the year 2012, to a maximum of 2,500 students beyond 2018, and its compliance with Miami-Dade County LOS standards. A 2018 future conditions capacity analysis indicates that all of the affected roadway links and intersections will operate within their adopted LOS standards for Miami-Dade County. This project lies within the UIA and is, therefore, exempt from the Miami-Dade County Traffic Concurrency Management requirements. We, therefore, recommend that the project be approved.

APPENDIX A

MASTER PLAN



NORTH
SCALE 1"=100'-0"



JOHNSON & WALES UNIVERSITY



MASTER PLAN
NORTH MIAMI, FLORIDA
UPDATE 2013-2500 STUDENTS

LEGEND	
1. STUDENT PARKING (FUTURE AND USE DETERMINED)	20. DORMS LANE RESIDENCE HALL (L202)
2. FUTURE PARKING	21. DORMS LANE RESIDENCE HALL (L202)
3. RESIDUAL CHANGING RESIDENCE HALL	22. WEST END PARKING
4. STUDENT RESIDENCE HALL	23. SOUTH END PARKING
5. STUDENT RESIDENCE HALL	24. JACUZZI TOWER
6. STUDENT RESIDENCE HALL	25. ARCH ARCH TOWER
7. STUDENT RESIDENCE HALL	26. GYMNASIUM (FUTURE)
8. STUDENT RESIDENCE HALL	27. GYMNASIUM (FUTURE)
9. STUDENT RESIDENCE HALL	28. JACUZZI TOWER
10. STUDENT RESIDENCE HALL	29. JACUZZI TOWER
11. STUDENT RESIDENCE HALL	30. JACUZZI TOWER
12. STUDENT RESIDENCE HALL	31. JACUZZI TOWER
13. STUDENT RESIDENCE HALL	32. JACUZZI TOWER
14. STUDENT RESIDENCE HALL	33. JACUZZI TOWER
15. STUDENT RESIDENCE HALL	34. JACUZZI TOWER
16. STUDENT RESIDENCE HALL	35. JACUZZI TOWER
17. STUDENT RESIDENCE HALL	36. JACUZZI TOWER
18. STUDENT RESIDENCE HALL	37. JACUZZI TOWER
19. STUDENT RESIDENCE HALL	38. JACUZZI TOWER
20. STUDENT RESIDENCE HALL	39. JACUZZI TOWER
21. STUDENT RESIDENCE HALL	40. JACUZZI TOWER
22. STUDENT RESIDENCE HALL	41. JACUZZI TOWER
23. STUDENT RESIDENCE HALL	42. JACUZZI TOWER
24. STUDENT RESIDENCE HALL	43. JACUZZI TOWER
25. STUDENT RESIDENCE HALL	44. JACUZZI TOWER
26. STUDENT RESIDENCE HALL	45. JACUZZI TOWER
27. STUDENT RESIDENCE HALL	46. JACUZZI TOWER
28. STUDENT RESIDENCE HALL	47. JACUZZI TOWER
29. STUDENT RESIDENCE HALL	48. JACUZZI TOWER
30. STUDENT RESIDENCE HALL	49. JACUZZI TOWER
31. STUDENT RESIDENCE HALL	50. JACUZZI TOWER

--- BOUNDARY OF JWU CAMPUS MASTER MASTER PLANNED DISTRICT

APPENDIX B

FDOT LOS TABLE/MIAMI-DADE TAZ

DATA/TRAFFIC VOLUME DATA

TABLE 4

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

9/4/09

STATE SIGNALIZED ARTERIALS					
Class I (>0.00 to 1.99 signalized intersections per mile)					
Lanes	Median	B	C	D	E
2	Undivided	930	1,500	1,600	***
4	Divided	2,840	3,440	3,560	***
6	Divided	4,370	5,200	5,360	***
8	Divided	5,900	6,970	7,160	***
Class II (2.00 to 4.50 signalized intersections per mile)					
Lanes	Median	B	C	D	E
2	Undivided	**	1,020	1,480	1,570
4	Divided	**	2,420	3,220	3,400
6	Divided	**	3,790	4,880	5,150
8	Divided	**	5,150	6,530	6,880
Class III/IV (more than 4.50 signalized intersections per mile)					
Lanes	Median	B	C	D	E
2	Undivided	**	500	1,150	1,440
4	Divided	**	1,220	2,730	3,100
6	Divided	**	1,910	4,240	4,680
8	Divided	**	2,620	5,770	6,280

Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)			
Major City/County Roadways	-	10%	
Other Signalized Roadways	-	35%	

State & Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)				
Divided/Undivided & Turn Lane Adjustments				
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
-	-	-	Yes	+ 15%

| One-Way Facility Adjustment | | | | |
| Multiply the corresponding two-directional volumes in this table by 0.6. | | | | |

FREEWAYS				
Lanes	B	C	D	E
4	4,000	5,500	6,770	7,300
6	6,000	8,320	10,150	11,290
8	8,000	11,050	13,480	15,270
10	10,000	13,960	16,930	19,250
12	13,730	18,600	21,950	23,230

Freeway Adjustments				
Auxiliary Lanes	Ramp Metering	Oversaturated Conditions*		
+ 1,800	+ 5%	-10% of E		

UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	B	C	D	E
2	Undivided	730	1,460	2,080	2,620
4	Divided	3,220	4,660	6,040	6,840
6	Divided	4,840	6,990	9,060	10,280

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

BICYCLE MODE ²				
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)				
Paved Shoulder/ Bicycle Lane				
Coverage	B	C	D	E
0-49%	**	310	1,180	>1,180
50-84%	240	360	>360	***
85-100%	620	>620	***	***

PEDESTRIAN MODE ²				
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)				
Sidewalk Coverage	B	C	D	E
0-49%	**	**	480	1,390
50-84%	**	**	1,100	1,820
85-100%	**	1,100	1,820	>1,820

BUS MODE (Scheduled Fixed Route) ³				
(Buses in peak hour in peak direction)				
Sidewalk Coverage	B	C	D	E
0-84%	>5	≥4	≥3	≥2
85-100%	>4	≥3	≥2	≥1

1 Values shown are presented as hourly two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as peak hour two-way volumes, they actually represent peak hour peak direction conditions with an applicable D factor applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

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

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

* For oversaturated conditions during peak hour, subtract 10% from the LOS E (capacity volumes). This number becomes the new maximum service volume for LOS D, and LOS E cannot be achieved.

** Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

¹ Values shown are presented as hourly two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as peak hour two-way volumes, they actually represent peak hour peak direction conditions with an applicable D factor applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

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

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

* For oversaturated conditions during peak hour, subtract 10% from the LOS E (capacity volumes). This number becomes the new maximum service volume for LOS D, and LOS E cannot be achieved.

** Cannot be achieved using table input value defaults.

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

Source:

Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

MIAMI-DADE 2005 DIRECTIONAL DISTRIBUTION SUMMARY											
ORIGIN ZONE		CARDINAL DIRECTIONS									TOTAL
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
196	2896	TRIPS	529	25	80	184	511	592	524	675	3,120
		PERCENT	16.96	0.8	2.56	5.9	16.38	18.97	16.79	21.63	
197	2897	TRIPS	398	31	55	75	295	337	331	375	1,897
		PERCENT	20.98	1.63	2.9	3.95	15.55	17.76	17.45	19.77	
198	2898	TRIPS	948	123	94	288	967	987	1161	1200	5,768
		PERCENT	16.44	2.13	1.63	4.99	16.76	17.11	20.13	20.8	
199	2899	TRIPS	614	50	40	154	518	486	420	576	2,858
		PERCENT	21.48	1.75	1.4	5.39	18.12	17	14.7	20.15	
200	2900	TRIPS	1297	165	100	350	1038	717	516	908	5,091
		PERCENT	25.48	3.24	1.96	6.87	20.39	14.08	10.14	17.84	
201	2901	TRIPS	1134	208	67	241	881	641	644	842	4,658
		PERCENT	24.35	4.47	1.44	5.17	18.91	13.76	13.83	18.08	
202	2902	TRIPS	723	83	100	121	553	554	551	635	3,320
		PERCENT	21.78	2.5	3.01	3.64	16.66	16.69	16.6	19.13	
203	2903	TRIPS	1141	137	130	294	935	824	1063	989	5,513
		PERCENT	20.7	2.49	2.36	5.33	16.96	14.95	19.28	17.94	
204	2904	TRIPS	618	114	121	178	511	373	423	348	2,686
		PERCENT	23.01	4.24	4.5	6.63	19.02	13.89	15.75	12.96	
205	2905	TRIPS	4596	936	347	1331	4438	3829	3033	3974	22,484
		PERCENT	20.44	4.16	1.54	5.92	19.74	17.03	13.49	17.67	
206	2906	TRIPS	599	73	97	178	380	435	341	327	2,430
		PERCENT	24.65	3	3.99	7.33	15.64	17.9	14.03	13.46	
207	2907	TRIPS	735	211	303	318	697	555	280	457	3,556
		PERCENT	20.67	5.93	8.52	8.94	19.6	15.61	7.87	12.85	
208	2908	TRIPS	961	451	132	394	856	749	430	603	4,576
		PERCENT	21	9.86	2.88	8.61	18.71	16.37	9.4	13.18	
209	2909	TRIPS	1204	197	499	469	1166	922	768	761	5,986
		PERCENT	20.11	3.29	8.34	7.83	19.48	15.4	12.83	12.71	
210	2910	TRIPS	696	403	146	269	713	437	401	571	3,636
		PERCENT	19.14	11.08	4.02	7.4	19.61	12.02	11.03	15.7	
211	2911	TRIPS	1778	550	344	507	1566	1136	1095	1563	8,539
		PERCENT	20.82	6.44	4.03	5.94	18.34	13.3	12.82	18.3	
212	2912	TRIPS	473	102	32	138	394	263	161	322	1,885
		PERCENT	25.09	5.41	1.7	7.32	20.9	13.95	8.54	17.08	
213	2913	TRIPS	555	137	67	173	419	295	197	223	2,066
		PERCENT	26.86	6.63	3.24	8.37	20.28	14.28	9.54	10.79	
214	2914	TRIPS	671	213	100	491	715	563	634	379	3,766
		PERCENT	17.82	5.66	2.66	13.04	18.99	14.95	16.83	10.06	
215	2915	TRIPS	118	71	25	112	160	109	88	66	749
		PERCENT	15.75	9.48	3.34	14.95	21.36	14.55	11.75	8.81	
216	2916	TRIPS	1535	749	501	789	1308	969	693	883	7,427
		PERCENT	20.67	10.08	6.75	10.62	17.61	13.05	9.33	11.89	
217	2917	TRIPS	920	463	478	536	920	703	441	954	5,415
		PERCENT	16.99	8.55	8.83	9.9	16.99	12.98	8.14	17.62	
218	2918	TRIPS	813	723	618	832	813	676	358	936	5,769
		PERCENT	14.09	12.53	10.71	14.42	14.09	11.72	6.21	16.22	
219	2919	TRIPS	561	347	122	769	558	362	229	347	3,295
		PERCENT	17.03	10.53	3.7	23.34	16.93	10.99	6.95	10.53	
220	2920	TRIPS	1447	585	421	593	1010	630	487	676	5,849
		PERCENT	24.74	10	7.2	10.14	17.27	10.77	8.33	11.56	
221	2921	TRIPS	1562	820	399	1126	1470	801	738	1020	7,936
		PERCENT	19.68	10.33	5.03	14.19	18.52	10.09	9.3	12.85	
222	2922	TRIPS	217	155	172	207	245	170	117	136	1,419
		PERCENT	15.29	10.92	12.12	14.59	17.27	11.98	8.25	9.58	
223	2923	TRIPS	454	380	211	742	782	790	239	486	4,084
		PERCENT	11.12	9.3	5.17	18.17	19.15	19.34	5.85	11.9	
224	2924	TRIPS	135	112	65	126	132	105	86	105	866
		PERCENT	15.59	12.93	7.51	14.55	15.24	12.12	9.93	12.12	
225	2925	TRIPS	333	217	161	261	333	284	223	241	2,053
		PERCENT	16.22	10.57	7.84	12.71	16.22	13.83	10.86	11.74	
226	2926	TRIPS	354	275	160	533	457	326	166	251	2,522
		PERCENT	14.04	10.9	6.34	21.13	18.12	12.93	6.58	9.95	
227	2927	TRIPS	788	484	283	932	893	627	408	568	4,983
		PERCENT	15.81	9.71	5.68	18.7	17.92	12.58	8.19	11.4	
228	2928	TRIPS	162	95	47	121	127	110	107	115	884

MIAMI DADE 2035 DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN_ZONE			CARDINAL DIRECTIONS								TOTAL
		PERCENT	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
171	2871	TRIPS	10.64	13.82	5.34	14.23	18.18	16.2	10.93	10.66	3,769
		PERCENT	449	598	188	456	616	601	397	464	
172	2872	TRIPS	11.91	15.87	4.99	12.1	16.34	15.95	10.53	12.31	2,709
		PERCENT	269	265	118	269	460	817	277	234	
173	2873	TRIPS	9.93	9.78	4.36	9.93	16.98	30.16	10.23	8.64	582
		PERCENT	55	59	65	83	76	135	68	41	
174	2874	TRIPS	9.45	10.14	11.17	14.26	13.06	23.2	11.68	7.04	24,673
		PERCENT	4370	2117	1331	2439	3155	3633	3737	3891	
175	2875	TRIPS	17.71	8.58	5.39	9.89	12.79	14.72	15.15	15.77	91
		PERCENT	22	14	9	11	7	5	12	11	
176	2876	TRIPS	24.18	15.38	9.89	12.09	7.69	5.49	13.19	12.09	4,734
		PERCENT	544	702	326	1007	893	535	392	335	
177	2877	TRIPS	11.49	14.83	6.89	21.27	18.86	11.3	8.28	7.08	406
		PERCENT	48	52	36	69	63	53	38	47	
178	2878	TRIPS	11.82	12.81	8.87	17	15.52	13.05	9.36	11.58	6,960
		PERCENT	1083	761	268	870	1183	935	879	981	
179	2879	TRIPS	15.56	10.93	3.85	12.5	17	13.43	12.63	14.09	3,135
		PERCENT	390	488	218	617	540	423	191	268	
180	2880	TRIPS	12.44	15.57	6.95	19.68	17.22	13.49	6.09	8.55	7,623
		PERCENT	1032	871	234	830	1631	1297	791	937	
181	2881	TRIPS	13.54	11.43	3.07	10.89	21.4	17.01	10.38	12.29	3,955
		PERCENT	542	574	217	463	809	530	395	425	
182	2882	TRIPS	13.7	14.51	5.49	11.71	20.46	13.4	9.99	10.75	4,982
		PERCENT	927	399	70	408	730	733	783	932	
183	2883	TRIPS	18.61	8.01	1.41	8.19	14.65	14.71	15.72	18.71	5,168
		PERCENT	790	426	40	338	1220	714	679	961	
184	2884	TRIPS	15.29	8.24	0.77	6.54	23.61	13.82	13.14	18.6	10,585
		PERCENT	1753	731	123	469	2413	1591	1492	2013	
185	2885	TRIPS	16.56	6.91	1.16	4.43	22.8	15.03	14.1	19.02	5,067
		PERCENT	828	387	24	248	1260	769	709	842	
186	2886	TRIPS	16.34	7.64	0.47	4.89	24.87	15.18	13.99	16.62	399
		PERCENT	83	44	4	16	85	41	50	76	
187	2887	TRIPS	20.8	11.03	1	4.01	21.3	10.28	12.53	19.05	2,460
		PERCENT	394	158	11	90	484	383	424	516	
188	2888	TRIPS	16.02	6.42	0.45	3.66	19.67	15.57	17.24	20.98	1,409
		PERCENT	146	0	0	52	166	370	326	349	
189	2889	TRIPS	10.36	0	0	3.69	11.78	26.26	23.14	24.77	11
		PERCENT	1	1	0	1	1	3	1	3	
190	2890	TRIPS	9.09	9.09	0	9.09	9.09	27.27	9.09	27.27	8,854
		PERCENT	1468	177	25	328	1224	1704	1812	2116	
191	2891	TRIPS	16.58	2	0.28	3.7	13.82	19.25	20.47	23.9	2,233
		PERCENT	365	38	98	86	833	439	130	244	
192	2892	TRIPS	16.35	1.7	4.39	3.85	37.3	19.66	5.82	10.93	1,018
		PERCENT	253	22	7	37	156	128	190	225	
193	2893	TRIPS	24.85	2.16	0.69	3.63	15.32	12.57	18.66	22.1	5,073
		PERCENT	1362	71	73	198	911	733	627	1098	
194	2894	TRIPS	26.85	1.4	1.44	3.9	17.96	14.45	12.36	21.64	3,246
		PERCENT	904	62	45	124	553	462	454	642	
195	2895	TRIPS	27.85	1.91	1.39	3.82	17.04	14.23	13.99	19.78	1,698
		PERCENT	297	3	28	67	299	357	248	399	
196	2896	TRIPS	17.49	0.18	1.65	3.95	17.61	21.02	14.61	23.5	3,588
		PERCENT	804	51	108	197	567	482	486	893	
197	2897	TRIPS	22.41	1.42	3.01	5.49	15.8	13.43	13.55	24.89	2,400
		PERCENT	404	23	63	96	394	394	461	565	
198	2898	TRIPS	16.83	0.96	2.62	4	16.42	16.42	19.21	23.54	7,134
		PERCENT	1886	180	154	302	1172	941	847	1652	
199	2899	TRIPS	26.44	2.52	2.16	4.23	16.43	13.19	11.87	23.16	3,330
		PERCENT	886	90	121	171	692	421	345	604	
200	2900	TRIPS	26.61	2.7	3.63	5.14	20.78	12.64	10.36	18.14	5,941
		PERCENT	1195	173	90	380	1445	954	815	889	
201	2901	TRIPS	20.11	2.91	1.51	6.4	24.32	16.06	13.72	14.96	5,576
		PERCENT	1262	94	164	242	1200	893	721	1000	
202	2902	TRIPS	22.63	1.69	2.94	4.34	21.52	16.02	12.93	17.93	5,490
		PERCENT	1106	137	117	265	1197	806	804	1058	
203	2903	TRIPS	20.15	2.5	2.13	4.83	21.8	14.68	14.64	19.27	7,718
		PERCENT	1776	239	358	531	1371	1068	1082	1293	
204	2904	TRIPS	23.01	3.1	4.64	6.88	17.76	13.84	14.02	16.75	3,187
		PERCENT	435	95	70	254	1080	615	271	367	

NE 126TH STREET & US 1
NORTH MIAMI, FLORIDA
COUNTED BY: MIKE MALONE
SIGNALIZED

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

Site Code : 00110052
Start Date: 04/20/11
File I.D. : 126S_US1
Page : 1

ALL VEHICLES

US 1 From North				KEYSTONE BOULEVARD From East				US 1 From South				NE 126TH STREET From West					
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total	
Date 04/20/11																	
07:00	0	5	230	2	0	4	1	18	1	0	156	6	0	3	0	2	428
07:15	1	7	320	6	0	5	0	13	0	2	195	4	0	1	0	1	555
07:30	0	10	388	8	0	9	0	21	2	9	240	7	0	6	1	1	702
07:45	0	17	408	8	0	12	1	24	4	7	313	6	0	3	0	3	806
Hr Total	1	39	1346	24	0	30	2	76	7	18	904	23	0	13	1	7	2491
08:00	0	18	407	9	1	9	5	29	1	4	305	0	0	2	2	5	797
08:15	3	24	437	11	0	8	4	38	1	9	319	12	0	7	2	3	878
08:30	1	21	437	23	0	17	6	28	0	11	354	4	0	14	5	9	930
08:45	3	21	443	15	0	8	8	32	3	21	410	13	0	11	7	9	1004
Hr Total	7	84	1724	58	1	42	23	127	5	45	1388	29	0	34	16	26	3609
* BREAK *																	
16:00	3	19	398	12	0	14	5	20	4	10	495	5	0	15	5	9	1014
16:15	4	26	389	13	0	16	4	15	3	10	475	4	0	14	6	10	989
16:30	1	24	439	11	0	7	5	25	0	14	461	13	0	14	9	16	1039
16:45	2	17	416	14	0	17	1	27	0	5	496	8	0	25	8	9	1045
Hr Total	10	86	1642	50	0	54	15	87	7	39	1927	30	0	68	28	44	4087
17:00	3	17	407	19	0	13	5	29	6	14	478	17	0	22	6	14	1050
17:15	2	33	418	11	0	13	3	23	0	10	479	12	0	17	7	21	1049
17:30	2	26	432	12	0	9	2	20	2	11	511	7	0	19	13	11	1077
17:45	4	30	438	8	0	8	7	21	0	4	465	13	0	15	15	6	1034
Hr Total	11	106	1695	50	0	43	17	93	8	39	1933	49	0	73	41	52	4210
* TOTAL *																	
	29	315	6407	182	1	169	57	383	27	141	6152	131	0	188	86	129	14397

NE 126TH STREET & US 1
NORTH MIAMI, FLORIDA
COUNTED BY: MIKE MALONE
SIGNALIZED

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

Site Code : 00110052
Start Date: 04/20/11
File I.D. : 126S_US1
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ALL VEHICLES

US 1				KEYSTONE BOULEVARD				US 1				NE 126TH STREET				
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/20/11																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/20/11																
Peak start 08:00				08:00				08:00				08:00				
Volume	7	84	1724	58	1	42	23	127	5	45	1388	29	0	34	16	26
Percent	0%	4%	92%	3%	1%	22%	12%	66%	0%	3%	95%	2%	0%	45%	21%	34%
Pk total	1873				193				1467				76			
Highest	08:30				08:30				08:45				08:30			
Volume	1	21	437	23	0	17	6	28	3	21	410	13	0	14	5	9
Hi total	482				51				447				28			
PHF	.97				.95				.82				.68			

US 1				US 1				US 1				US 1			
0	58	1,724	91	34	1,388	127	0	0	58	1,724	91	34	1,388	127	0
0	58	1,724	91	1,549											
1,873				3,422											

NE 126TH STREET

50	131
23	
58	
34	34
16	16
26	26
0	0

ALL VEHICLES

Intersection Total
3,609

KEYSTONE BOULEVARD

US 1				US 1				US 1				US 1			
43	50	1,388	29	0	0	0	0	43	50	1,388	29	0	0	0	0
1,724								1,724							
26								26							
1,793	50	1,388	29	0				1,793	50	1,388	29	0			
US 1				US 1				US 1				US 1			

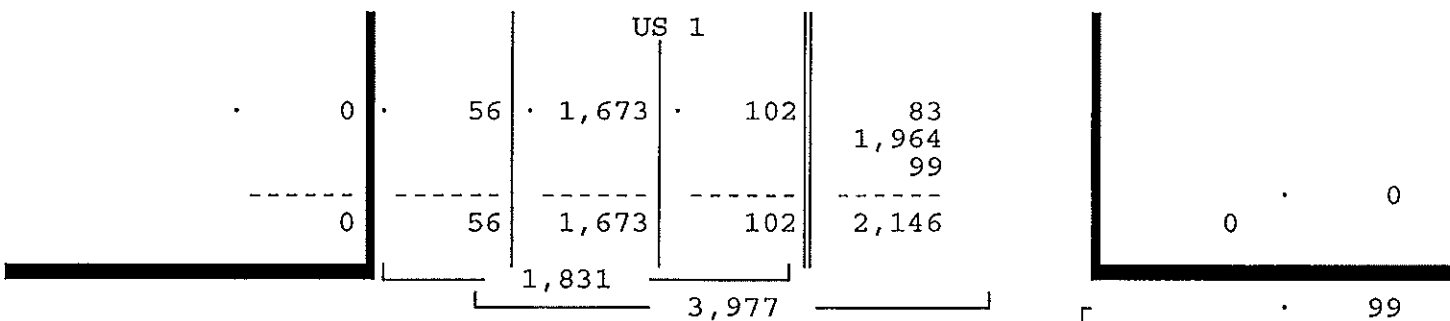
NE 126TH STREET & US 1
NORTH MIAMI, FLORIDA
COUNTED BY: MIKE MALONE
SIGNALIZED

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

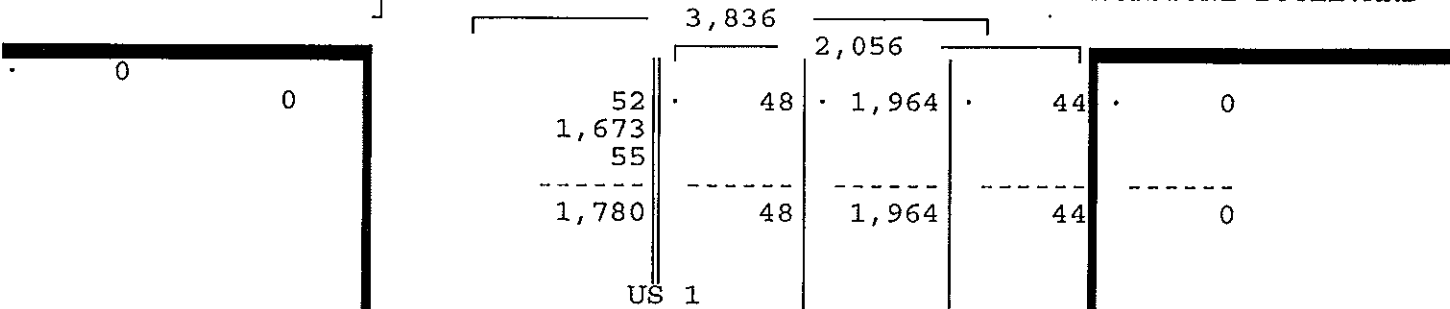
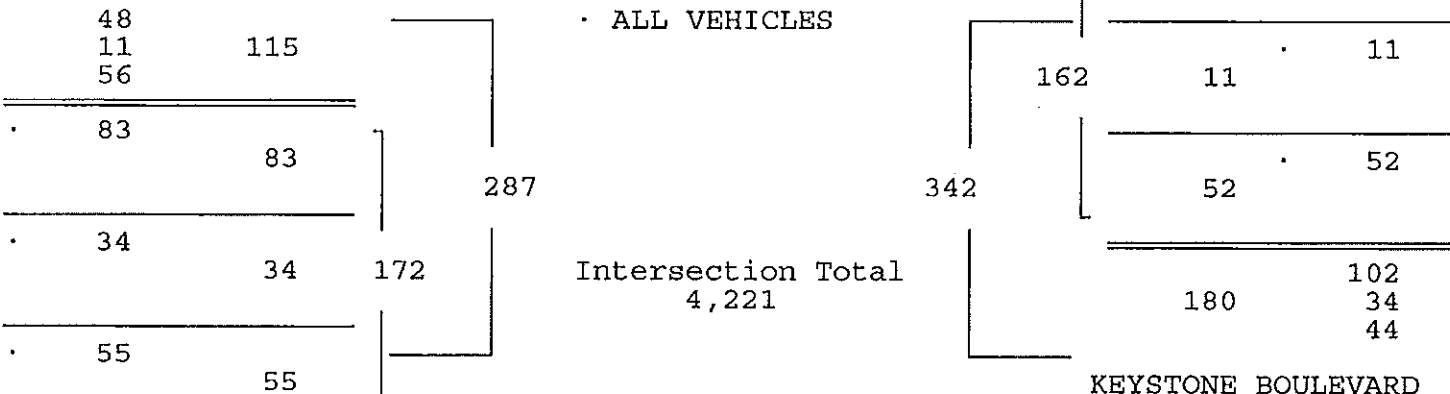
Site Code : 00110052
Start Date: 04/20/11
File I.D. : 126S_US1
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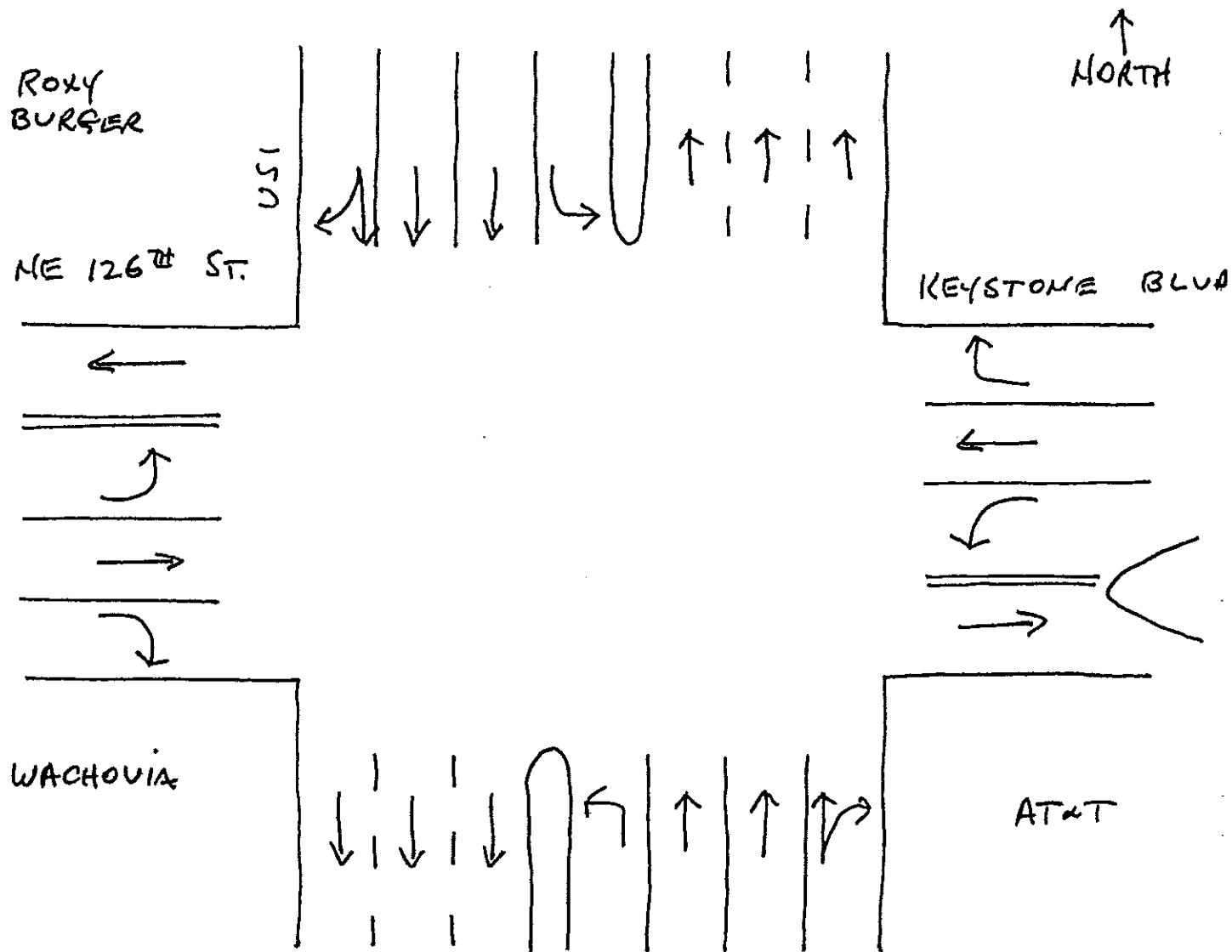
ALL VEHICLES

US 1				KEYSTONE BOULEVARD				US 1				NE 126TH STREET				
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/20/11																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/20/11																
Peak start 16:45				16:45				16:45				16:45				
Volume	9	93	1673	56	0	52	11	99	8	40	1964	44	0	83	34	55
Percent	0%	5%	91%	3%	0%	32%	7%	61%	0%	2%	96%	2%	0%	48%	20%	32%
Pk total	1831				162				2056				172			
Highest	17:30				17:00				17:30				17:15			
Volume	2	26	432	12	0	13	5	29	2	11	511	7	0	17	7	21
Hi total	472				47				531				45			
PHF	.97				.86				.97				.96			



NE 126TH STREET





NORTH MIAMI, FLORIDA
 APRIL 20th, 2011
 DRAWN BY: KEVIN McNALLY
 SIGNALIZED

NE 127TH STREET & US 1
NORTH MIAMI, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

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

Site Code : 00110052
Start Date: 04/20/11
File I.D. : 127S_US1
Page : 1

ALL VEHICLES

US 1 From North				----- From East				US 1 From South				NE 127TH STREET From West					
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total	
Date 04/20/11 -----																	
07:00	0	0	234	2	0	0	0	0	0	7	168	0	0	0	0	3	414
07:15	0	0	345	7	0	0	0	0	3	12	201	0	0	1	0	2	571
07:30	0	0	394	5	0	0	0	0	3	10	252	0	0	0	0	4	668
07:45	0	0	428	3	0	0	0	0	0	4	343	0	0	0	0	2	780
Hr Total	0	0	1401	17	0	0	0	0	6	33	964	0	0	1	0	11	2433
08:00	0	0	436	4	0	0	0	0	1	1	334	0	0	1	0	2	779
08:15	0	0	473	5	0	0	0	0	2	6	361	0	0	0	0	3	850
08:30	0	0	463	5	0	0	0	0	0	5	387	0	0	0	0	7	867
08:45	0	0	484	1	0	0	0	0	0	12	403	0	0	0	0	6	906
Hr Total	0	0	1856	15	0	0	0	0	3	24	1485	0	0	1	0	18	3402
----- * BREAK * -----																	
16:00	0	0	437	5	0	0	0	0	2	5	532	0	0	0	0	8	989
16:15	0	0	427	7	0	0	0	0	3	3	503	0	0	0	0	10	953
16:30	0	0	472	7	0	0	0	0	2	7	495	0	0	0	0	7	990
16:45	0	0	457	5	0	0	0	0	4	5	565	0	0	0	0	7	1043
Hr Total	0	0	1793	24	0	0	0	0	11	20	2095	0	0	0	0	32	3975
17:00	0	0	463	6	0	0	0	0	2	4	551	0	0	0	0	8	1034
17:15	0	0	470	4	0	0	0	0	4	4	517	0	1	0	0	8	1008
17:30	0	0	472	6	0	0	0	0	2	6	552	0	0	0	0	5	1043
17:45	0	0	474	9	0	0	0	0	1	3	505	0	0	0	0	7	999
Hr Total	0	0	1879	25	0	0	0	0	9	17	2125	0	1	0	0	28	4084

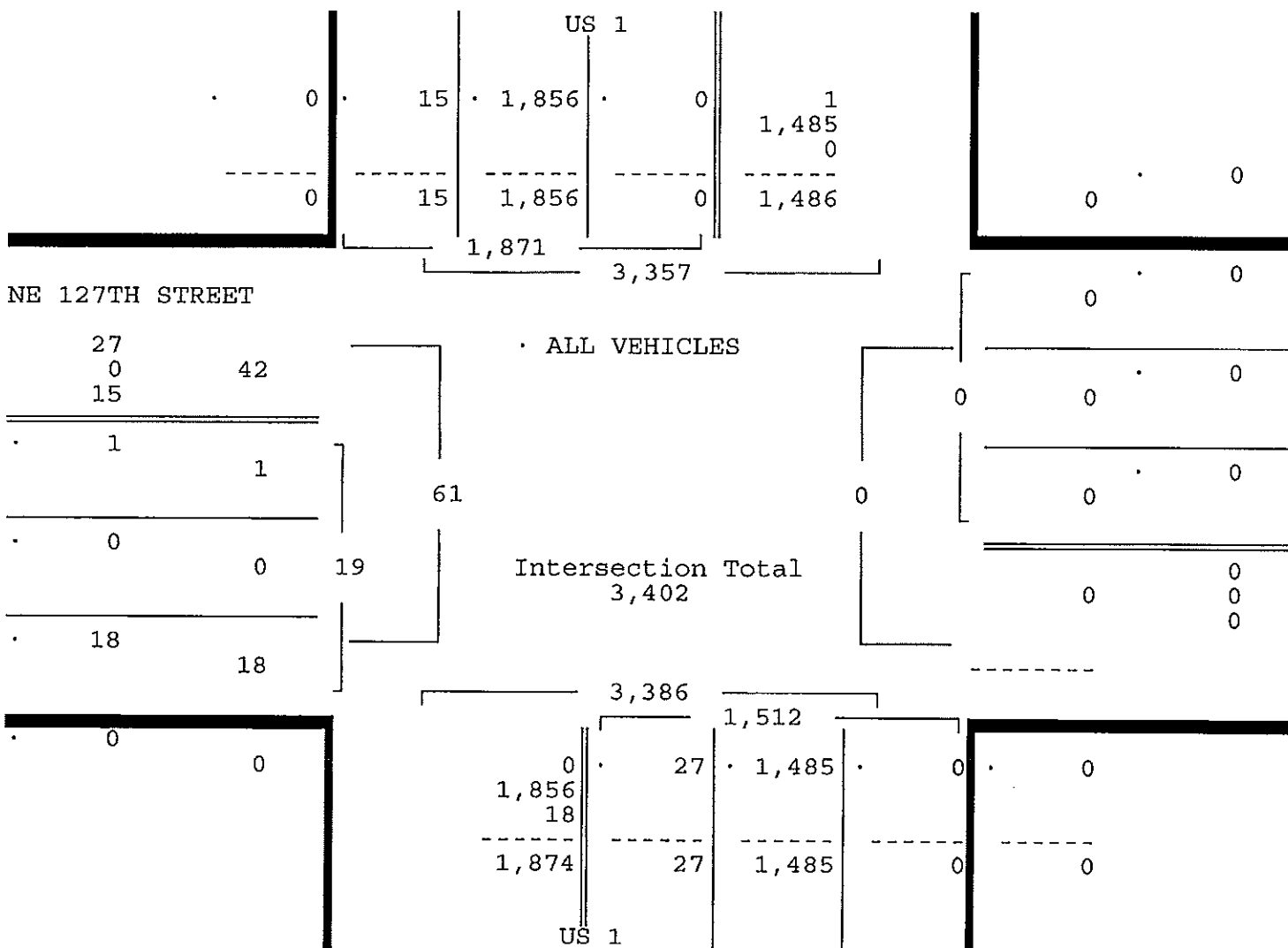
TOTAL	0	0	6929	81	0	0	0	0	29	94	6669	0	1	2	0	89	13894

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

Site Code : 00110052
Start Date: 04/20/11
File I.D. : 127S_US1
Page : 2

ALL VEHICLES

US 1 From North				US 1 From East				US 1 From South				NE 127TH STREET From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/20/11																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/20/11																
Peak start 08:00				08:00				08:00				08:00				
Volume	0	0	1856	15	0	0	0	0	3	24	1485	0	0	1	0	18
Percent	0%	0%	99%	1%	0%	0%	0%	0%	0%	2%	98%	0%	0%	5%	0%	95%
Pk total	1871			0				1512						19		
Highest	08:45			07:00				08:45						08:30		
Volume	0	0	484	1	0	0	0	0	0	12	403	0	0	0	0	7
Hi total	485			0				415						7		
PHF	.96			.0				.91						.68		



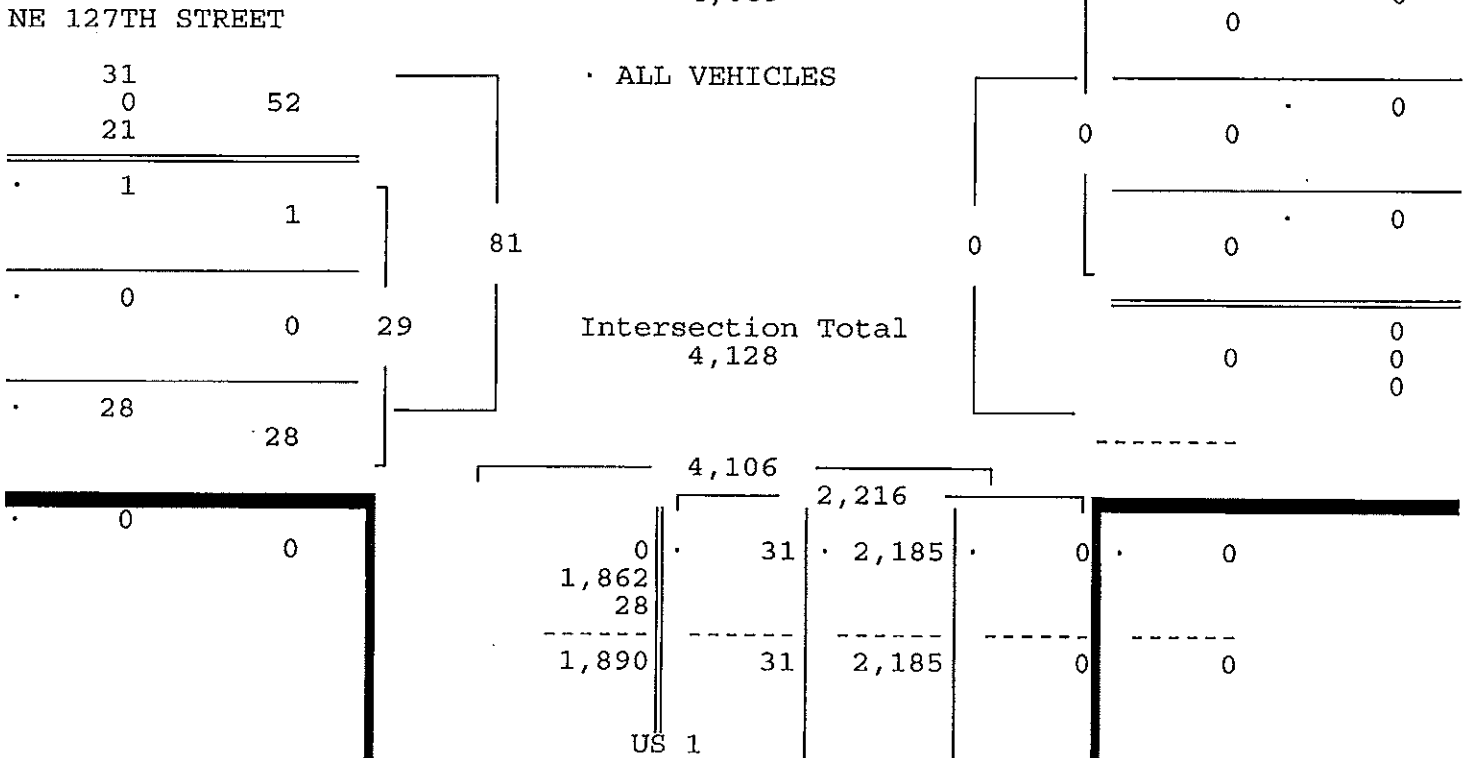
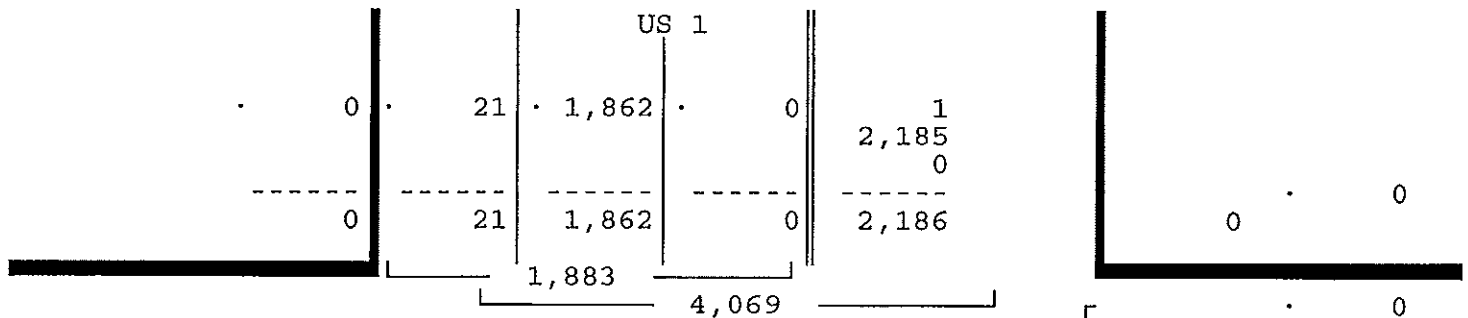
NE 127TH STREET & US 1
NORTH MIAMI, FLORIDA
COUNTED BY: SEBASTIAN SALVO
NOT SIGNALIZED

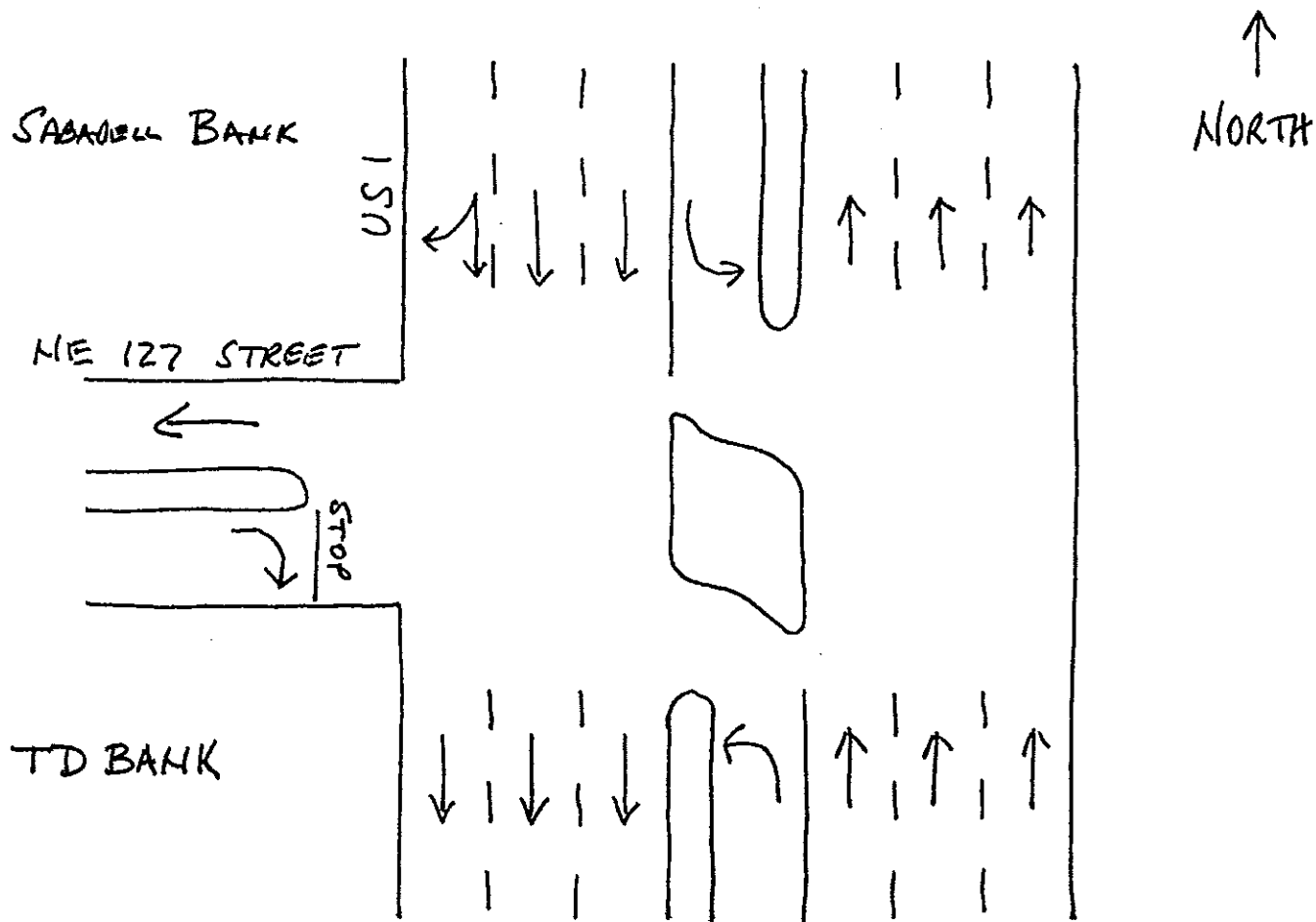
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00110052
Start Date: 04/20/11
File I.D. : 127S_US1
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ALL VEHICLES

US 1				-----				US 1				NE 127TH STREET				
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/20/11 -----																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/20/11																
Peak start 16:45				16:45				16:45				16:45				
Volume	0	0	1862	21	0	0	0	0	12	19	2185	0	1	0	0	28
Percent	0%	0%	99%	1%	0%	0%	0%	0%	1%	1%	99%	0%	3%	0%	0%	97%
Pk total	1883			0				2216				29				
Highest	17:30			07:00				16:45				17:15				
Volume	0	0	472	6	0	0	0	0	4	5	565	0	1	0	0	8
Hi total	478			0				574				9				
PHF	.98			.0				.97				.81				





NORTH MIAMI, FLORIDA
APRIL 20~~th~~, 2011
DRAWN BY: KEVIN McNALLY
NOT SIGNALIZED

NE 130TH STREET & US 1
NORTH MIAMI, FLORIDA
COUNTED BY: MAXIE ESPINOSA
SIGNALIZED

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

Site Code : 00110052
Start Date: 04/20/11
File I.D. : 130S_US1
Page : 1

ALL VEHICLES

US 1 From North				IXORA LANE From East				US 1 From South				NE 130TH STREET From West					
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total	
Date 04/20/11 -----																	
07:00	1	7	247	7	0	7	1	15	1	1	178	1	0	4	1	1	472
07:15	0	16	366	25	0	5	2	8	1	1	184	4	0	6	1	3	622
07:30	0	9	400	18	0	4	0	15	1	1	245	5	0	7	0	2	707
07:45	0	14	441	6	0	8	0	23	1	4	320	7	0	3	0	2	829
Hr Total	1	46	1454	56	0	24	3	61	4	7	927	17	0	20	2	8	2630
08:00	1	21	442	7	0	7	1	17	1	2	322	5	0	10	1	3	840
08:15	1	21	473	16	0	7	1	13	1	2	353	4	0	9	5	2	908
08:30	0	21	496	14	0	3	1	20	1	2	356	6	0	11	3	2	936
08:45	1	23	469	18	0	9	0	25	4	12	376	4	0	11	6	6	964
Hr Total	3	86	1880	55	0	26	3	75	7	18	1407	19	0	41	15	13	3648
----- * BREAK * -----																	
16:00	3	14	437	15	0	6	1	19	2	5	508	6	0	27	4	5	1052
16:15	2	23	409	11	0	8	1	13	4	4	478	3	0	23	3	3	985
16:30	1	25	439	13	0	7	2	26	1	4	481	7	0	28	5	8	1047
16:45	2	16	446	17	0	10	6	15	3	7	499	14	0	27	4	7	1073
Hr Total	8	78	1731	56	0	31	10	73	10	20	1966	30	0	105	16	23	4157
17:00	1	28	453	23	0	8	2	18	1	7	517	12	0	28	7	6	1111
17:15	5	31	458	8	0	8	1	26	3	8	485	12	0	25	6	8	1084
17:30	3	30	463	11	0	10	3	21	0	10	514	8	0	28	4	4	1109
17:45	5	23	477	19	0	7	4	18	4	6	476	6	0	24	5	8	1082
Hr Total	14	112	1851	61	0	33	10	83	8	31	1992	38	0	105	22	26	4386

TOTAL	26	322	6916	228	0	114	26	292	29	76	6292	104	0	271	55	70	14821

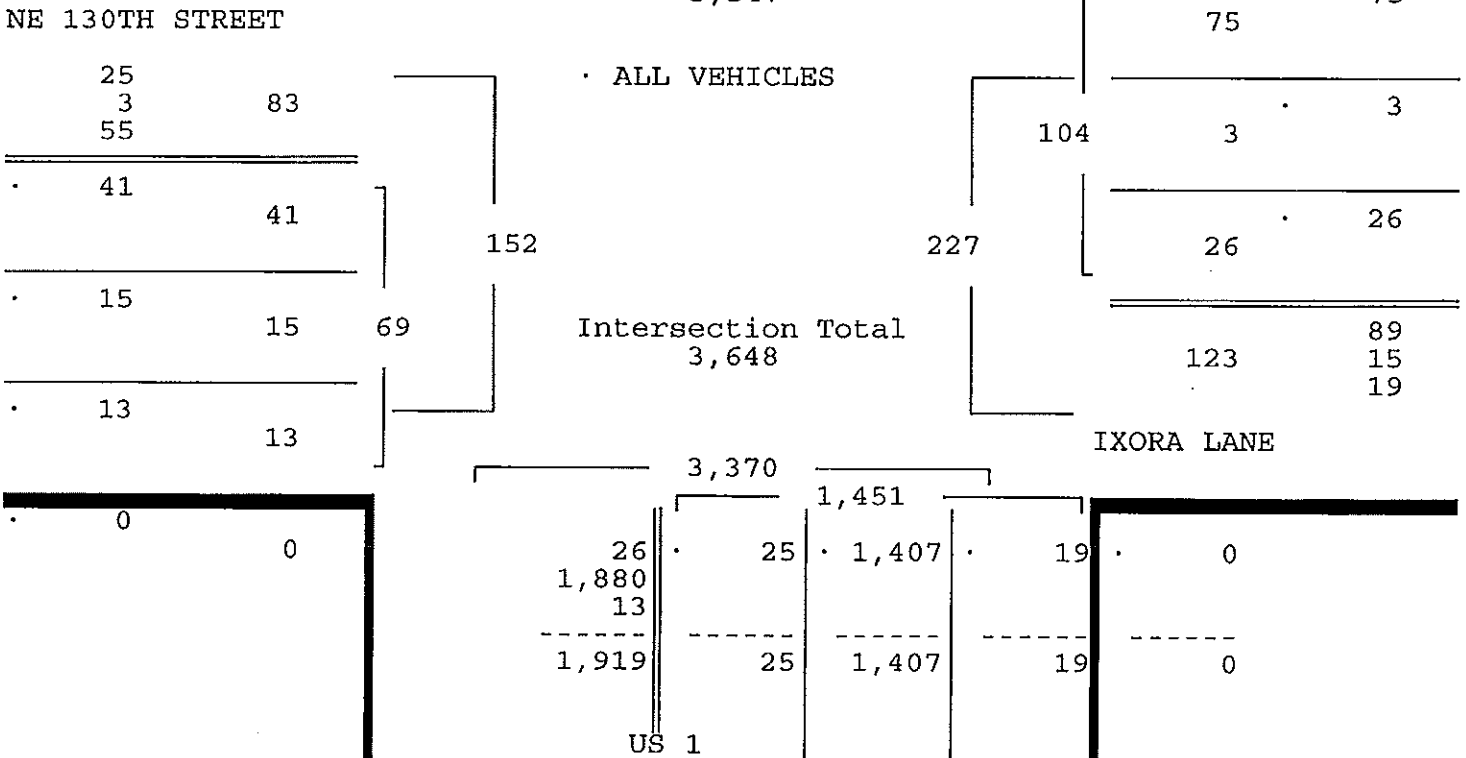
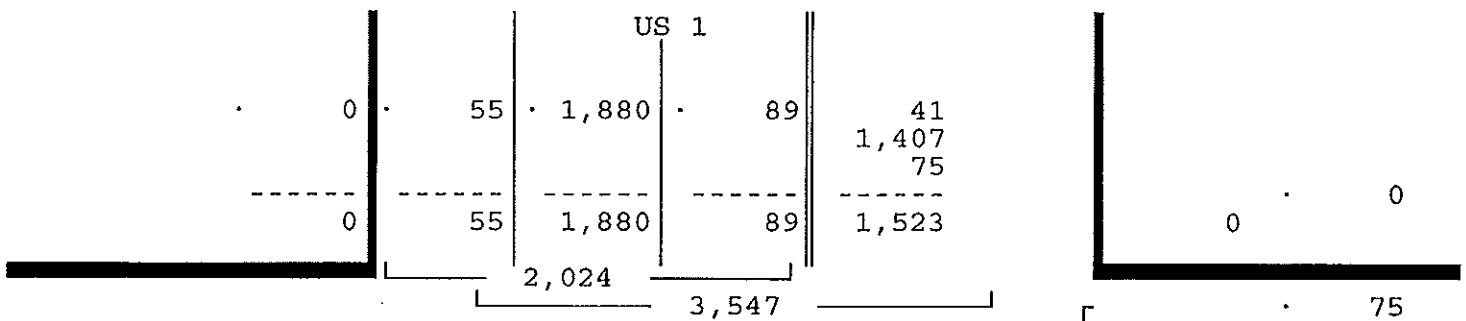
NE 130TH STREET & US 1
NORTH MIAMI, FLORIDA
COUNTED BY: MAXIE ESPINOSA
SIGNALIZED

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

Site Code : 00110052
Start Date: 04/20/11
File I.D. : 1308_US1
Page : 2

ALL VEHICLES

US 1				IXORA LANE				US 1				NE 130TH STREET				
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/20/11																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/20/11																
Peak start 08:00				08:00				08:00				08:00				
Volume	3	86	1880	55	0	26	3	75	7	18	1407	19	0	41	15	13
Percent	0%	4%	93%	3%	0%	25%	3%	72%	0%	1%	97%	1%	0%	59%	22%	19%
Pk total	2024				104				1451				69			
Highest	08:30				08:45				08:45				08:45			
Volume	0	21	496	14	0	9	0	25	4	12	376	4	0	11	6	6
Hi total	531				34				396				23			
PHF	.95				.76				.92				.75			



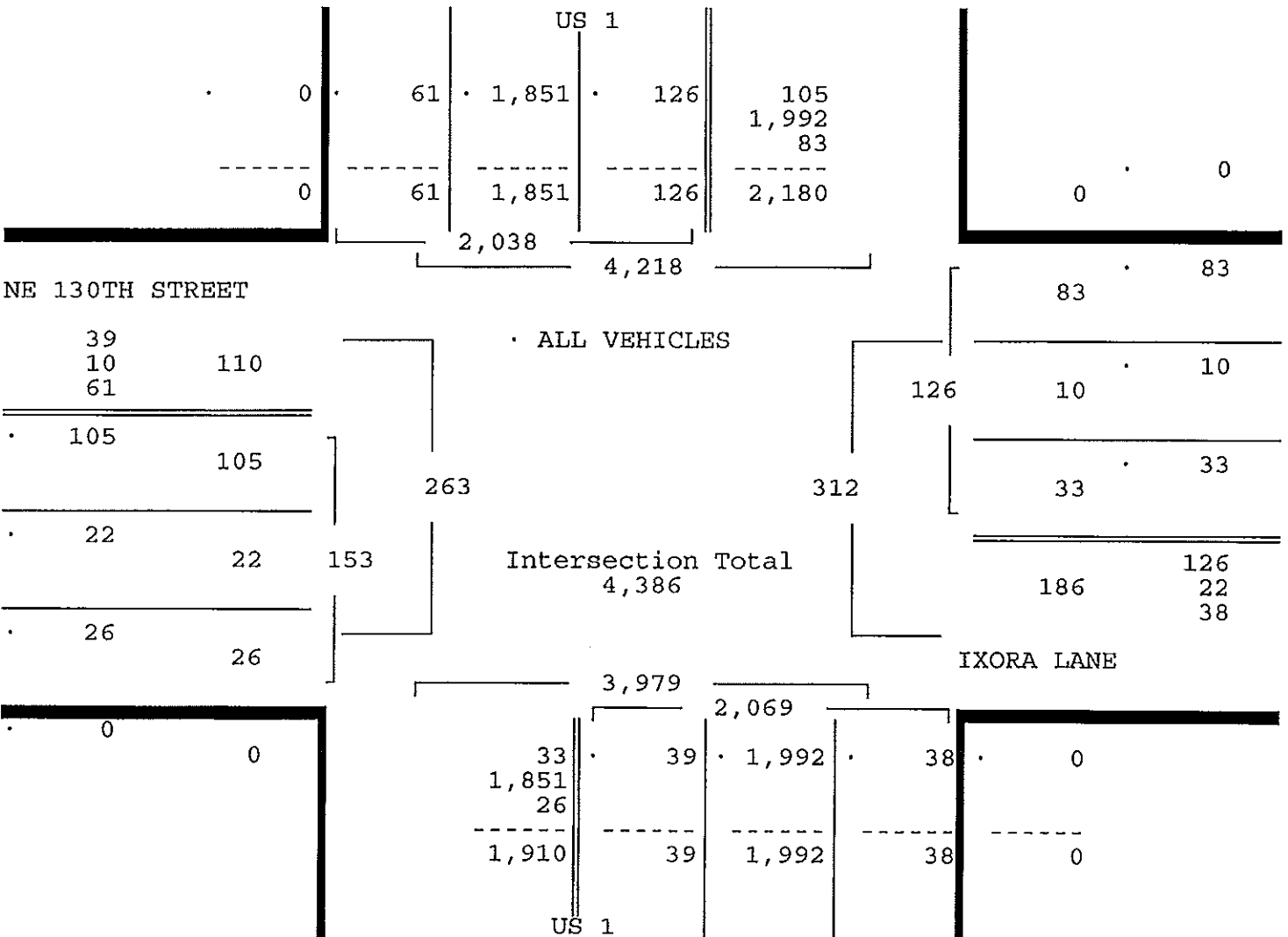
NE 130TH STREET & US 1
NORTH MIAMI, FLORIDA
COUNTED BY: MAXIE ESPINOSA
SIGNALIZED

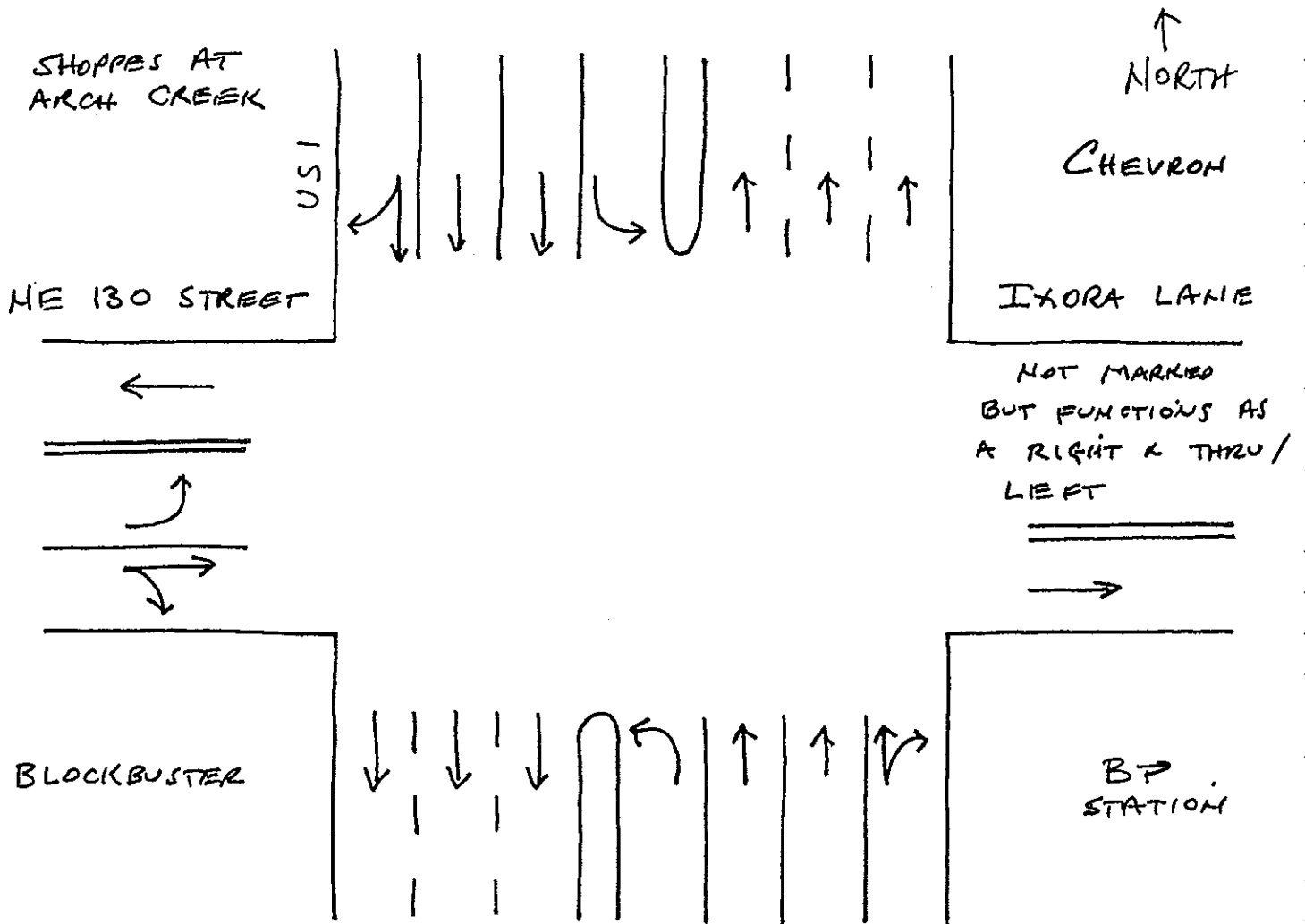
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00110052
Start Date: 04/20/11
File I.D. : 130S_US1
Page : 3

ALL VEHICLES

US 1				IXORA LANE				US 1				NE 130TH STREET				
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/20/11 -----																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/20/11																
Peak start 17:00				17:00				17:00				17:00				
Volume	14	112	1851	61	0	33	10	83	8	31	1992	38	0	105	22	26
Percent	1%	5%	91%	3%	0%	26%	8%	66%	0%	1%	96%	2%	0%	69%	14%	17%
Pk total	2038				126				2069				153			
Highest	17:45				17:15				17:00				17:00			
Volume	5	23	477	19	0	8	1	26	1	7	517	12	0	28	7	6
Hi total	524				35				537				41			
PHF	.97				.90				.96				.93			





NORTH MIAMI, FLORIDA
APRIL 20TH, 2011
DRAWN BY: KEVIN McNALLY

SIGNALIZED

NE 126TH STREET & NE 16TH AVENUE
NORTH MIAMI, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

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

Site Code : 00110052
Start Date: 04/20/11
File I.D. : 126S16AV
Page : 1

ALL VEHICLES

NE 16TH AVENUE				NE 126TH ST			NE 16TH AVENUE			
From North				From East			From South			
	UTurn	Left	Thru	UTurn	Left	Right	Thru	Right	Total	
Date 04/20/11 -----										
07:00	0	1	56	0	0	3	60	7	127	
07:15	0	2	63	0	2	0	46	2	115	
07:30	1	0	61	0	1	3	52	4	122	
07:45	0	0	58	0	3	1	56	1	119	
Hr Total	1	3	238	0	6	7	214	14	483	
08:00	0	0	65	0	3	2	70	3	143	
08:15	0	2	69	0	2	1	59	4	137	
08:30	0	3	75	1	4	1	62	7	153	
08:45	0	7	71	0	9	5	61	5	158	
Hr Total	0	12	280	1	18	9	252	19	591	
----- * BREAK * -----										
16:00	0	4	85	0	10	10	93	17	219	
16:15	0	0	80	0	13	3	80	5	181	
16:30	0	8	101	0	8	6	116	11	250	
16:45	0	3	93	0	13	11	116	16	252	
Hr Total	0	15	359	0	44	30	405	49	902	
17:00	0	5	94	0	13	6	144	9	271	
17:15	0	0	103	0	9	8	124	14	258	
17:30	0	3	106	0	7	5	140	17	278	
17:45	0	7	81	0	11	8	123	7	237	
Hr Total	0	15	384	0	40	27	531	47	1044	

TOTAL	1	45	1261	1	108	73	1402	129	3020	

NE 126TH STREET & NE 16TH AVENUE
 NORTH MIAMI, FLORIDA
 COUNTED BY: MARISA CRUZ
 SIGNALIZED

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

Site Code : 00110052
 Start Date: 04/20/11
 File I.D. : 126S16AV
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ALL VEHICLES

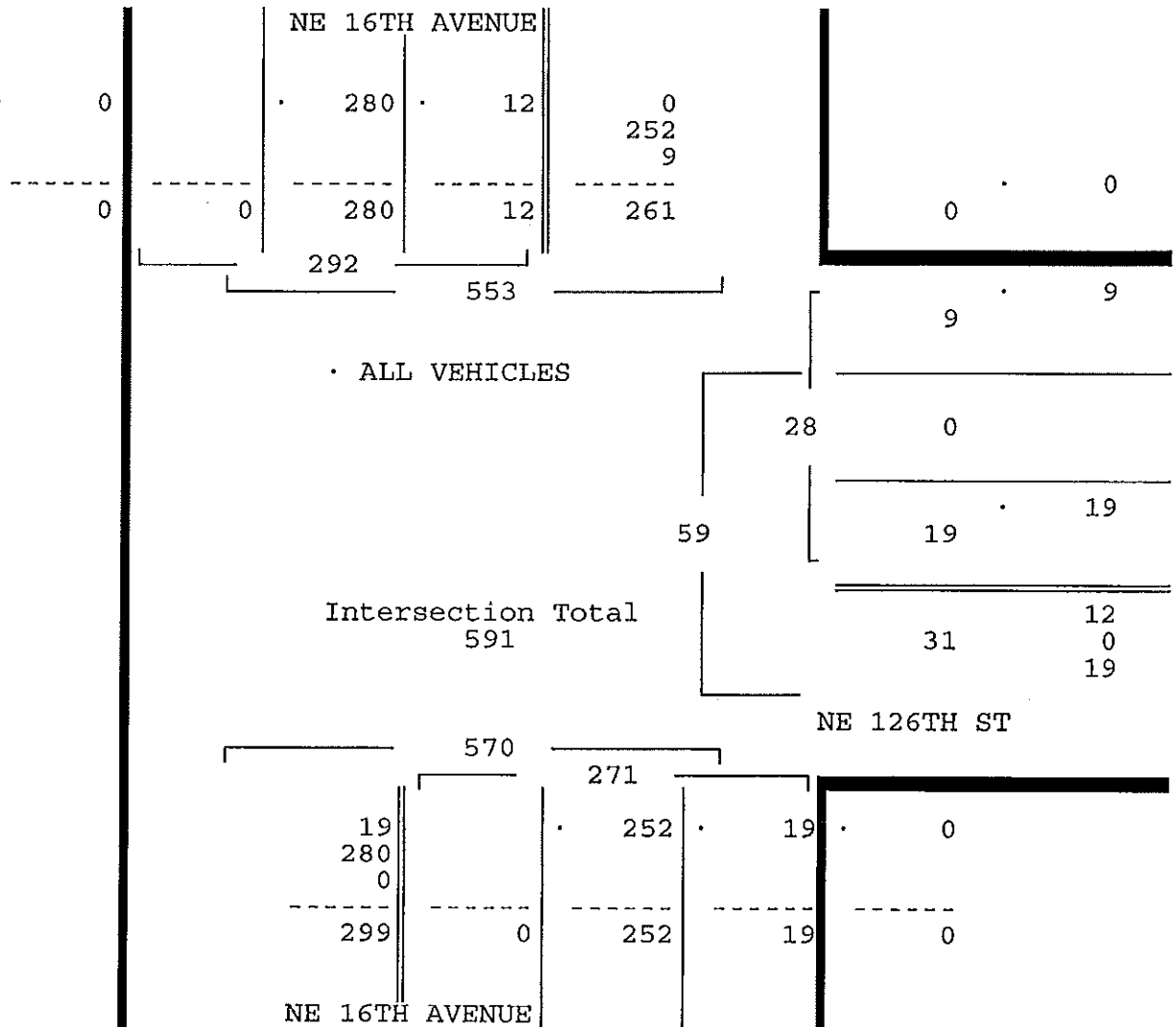
NE 16TH AVENUE From North			NE 126TH ST From East			NE 16TH AVENUE From South			Total
UTurn	Left	Thru	UTurn	Left	Right	Thru	Right		

Date 04/20/11

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/20/11

Peak start 08:00

08:00			08:00			08:00		
Volume	0	12	280	1	18	9	252	19
Percent	0%	4%	96%	4%	64%	32%	93%	7%
Pk total	292		28		271			
Highest	08:30		08:45		08:00			
Volume	0	3	75	0	9	5	70	3
Hi total	78		14		73			
PHF	.94		.50		.93			



NE 126TH STREET & NE 16TH AVENUE
 NORTH MIAMI, FLORIDA
 COUNTED BY: MARISA CRUZ
 SIGNALIZED

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

Site Code : 00110052
 Start Date: 04/20/11
 File I.D. : 126S16AV
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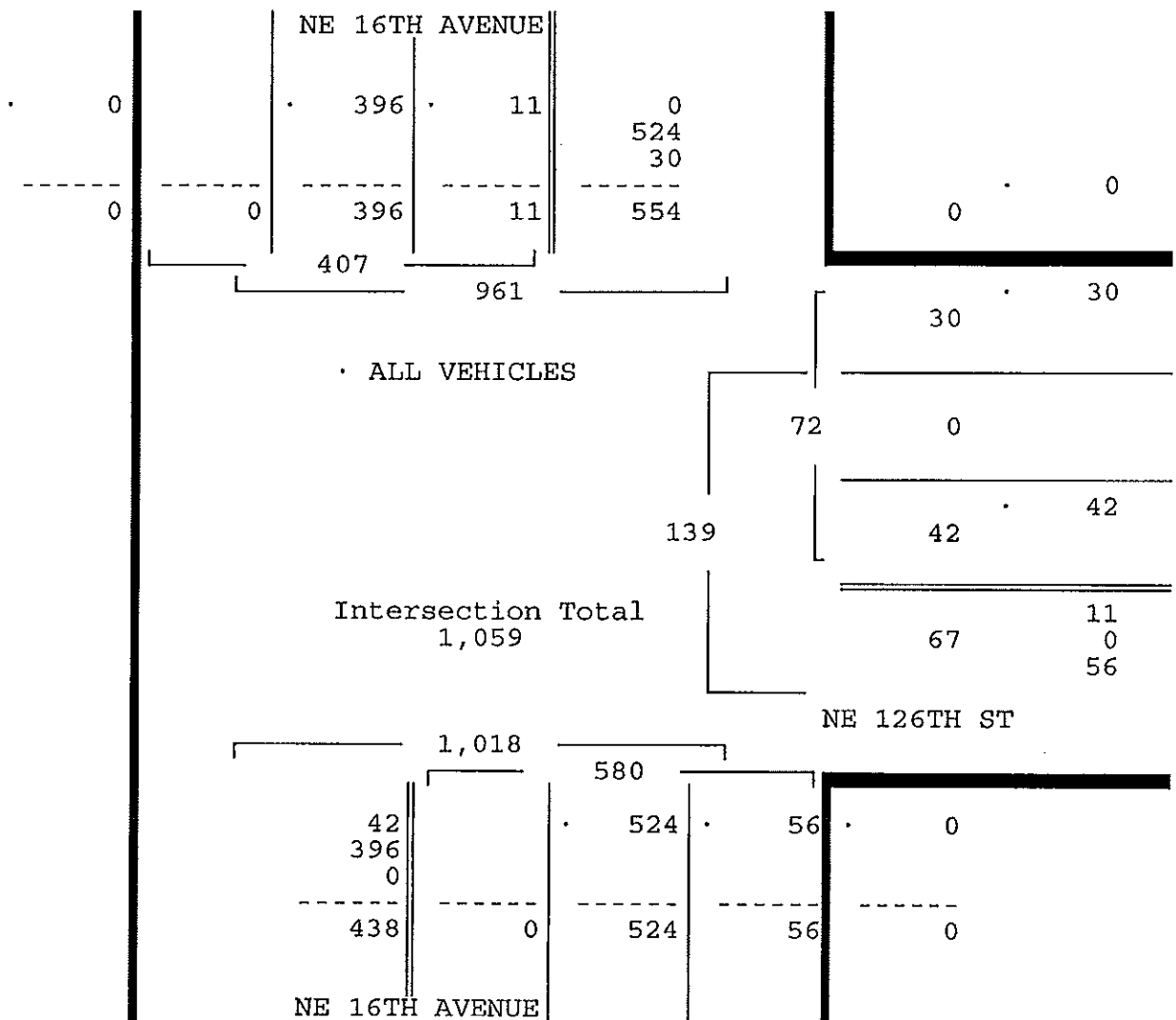
ALL VEHICLES

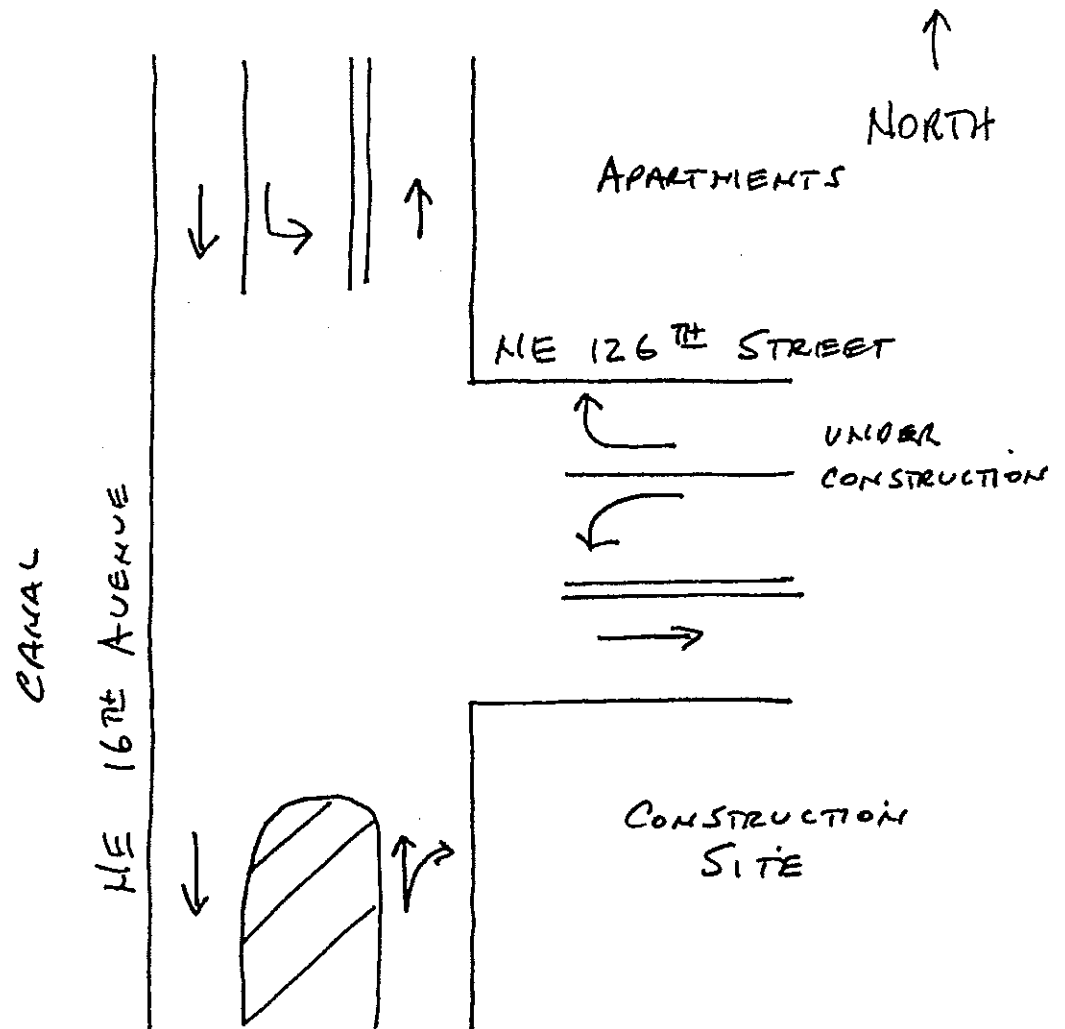
NE 16TH AVENUE From North			NE 126TH ST From East			NE 16TH AVENUE From South			Total
UTurn	Left	Thru	UTurn	Left	Right	Thru	Right		

Date 04/20/11

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/20/11

Peak start 16:45				16:45				16:45			
Volume	0	11	396	0	42	30	524	56			
Percent	0%	3%	97%	0%	58%	42%	90%	10%			
Pk total	407			72			580				
Highest	17:30			16:45			17:30				
Volume	0	3	106	0	13	11	140	17			
Hi total	109			24			157				
PHF	.93			.75			.92				





NORTH MIAMI, FLORIDA
APRIL 20TH, 2011
DRAWN BY: KEVIN McENALLY
SIGNALIZED

NE 127TH ST & NE 16TH AVENUE
NORTH MIAMI, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

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

Site Code : 00110052
Start Date: 04/20/11
File I.D. : 127S16AV
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ALL VEHICLES

NE 16TH AVENUE From North				NE 127TH STREET From East				NE 16TH AVENUE From South				----- From West					
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total	
Date 04/20/11 -----																	
07:00	0	19	47	0	0	3	0	9	0	0	40	19	0	0	0	0	137
07:15	0	14	55	0	0	8	0	11	0	0	29	16	0	0	0	0	133
07:30	0	20	52	0	0	5	0	5	0	0	35	19	0	0	0	0	136
07:45	0	17	46	0	0	7	0	11	0	0	44	13	0	0	0	0	138
Hr Total	0	70	200	0	0	23	0	36	0	0	148	67	0	0	0	0	544
08:00	0	14	55	0	0	4	0	11	0	0	55	15	0	0	0	0	154
08:15	0	13	58	0	0	8	0	11	0	0	37	21	0	0	0	0	148
08:30	0	24	60	0	0	12	0	12	0	0	42	17	0	0	0	0	167
08:45	0	12	68	0	0	9	0	15	0	0	44	21	0	0	0	0	169
Hr Total	0	63	241	0	0	33	0	49	0	0	178	74	0	0	0	0	638
----- * BREAK * -----																	
16:00	0	18	74	0	1	21	0	44	0	0	91	13	0	0	0	0	262
16:15	0	9	66	0	0	15	0	34	1	0	69	16	0	0	0	0	210
16:30	0	14	68	0	1	37	0	38	0	0	93	28	0	0	0	0	279
16:45	0	14	78	0	0	18	0	40	0	0	107	16	0	0	0	0	273
Hr Total	0	55	286	0	2	91	0	156	1	0	360	73	0	0	0	0	1024
17:00	0	25	84	0	0	17	0	32	0	0	116	29	0	0	0	0	303
17:15	0	16	82	0	0	23	0	32	0	0	115	21	0	0	0	0	289
17:30	0	12	70	0	1	30	0	16	0	0	125	21	0	0	0	0	275
17:45	0	11	67	0	0	21	0	29	0	0	107	13	0	0	0	0	248
Hr Total	0	64	303	0	1	91	0	109	0	0	463	84	0	0	0	0	1115

TOTAL	0	252	1030	0	3	238	0	350	1	0	1149	298	0	0	0	0	3321

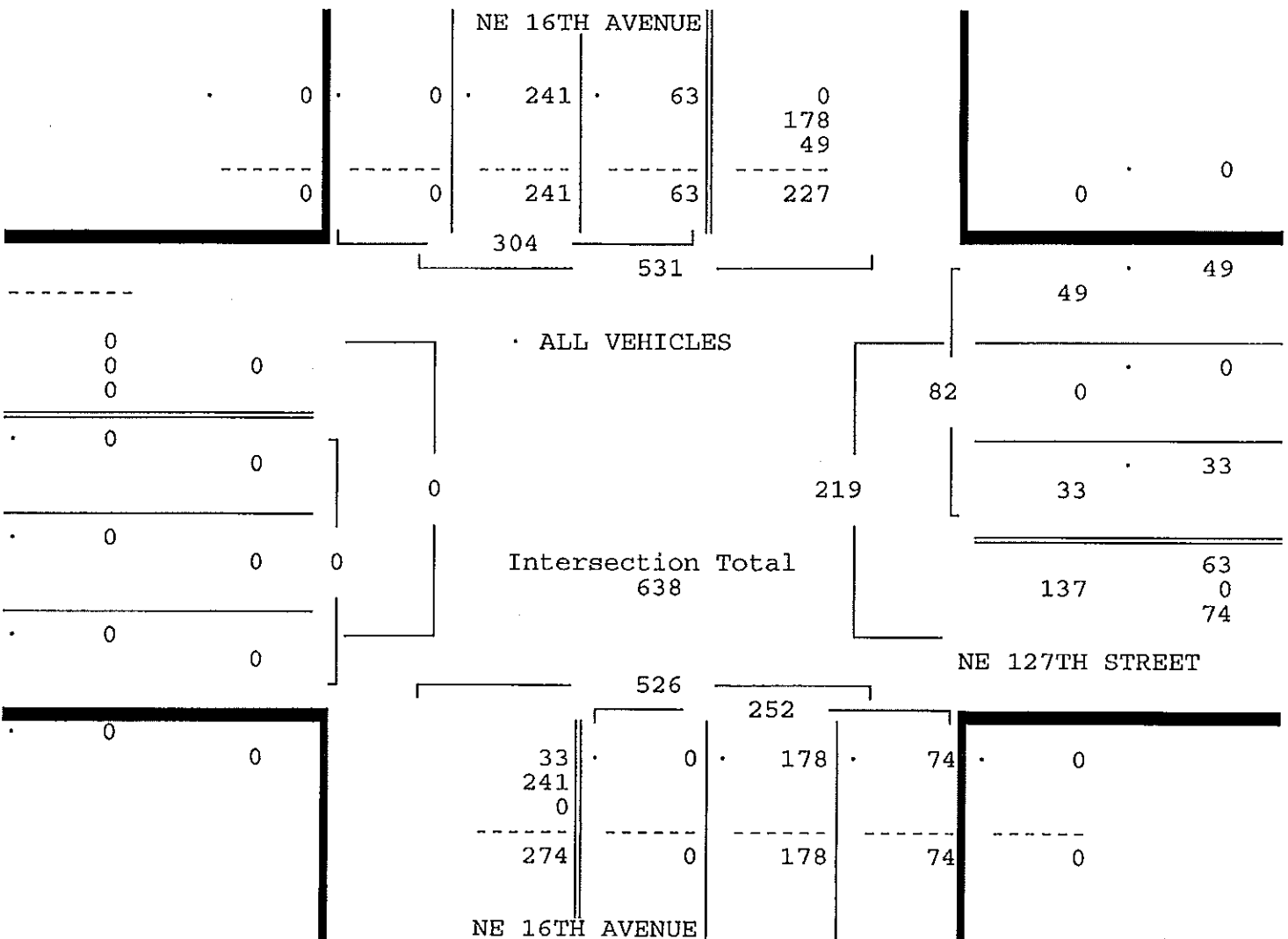
NE 127TH ST & NE 16TH AVENUE
NORTH MIAMI, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

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

Site Code : 00110052
Start Date: 04/20/11
File I.D. : 127S16AV
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ALL VEHICLES

NE 16TH AVENUE				NE 127TH STREET				NE 16TH AVENUE				-----				Total
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Date 04/20/11 -----																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/20/11																
Peak start 08:00				08:00				08:00				08:00				
Volume	0	63	241	0	0	33	0	49	0	0	178	74	0	0	0	0
Percent	0%	21%	79%	0%	0%	40%	0%	60%	0%	0%	71%	29%	0%	0%	0%	0%
Pk total	304			82					252				0			
Highest 08:30				08:30				08:00				07:00				
Volume	0	24	60	0	0	12	0	12	0	0	55	15	0	0	0	0
Hi total	84			24					70				0			
PHF	.90			.85					.90				.0			



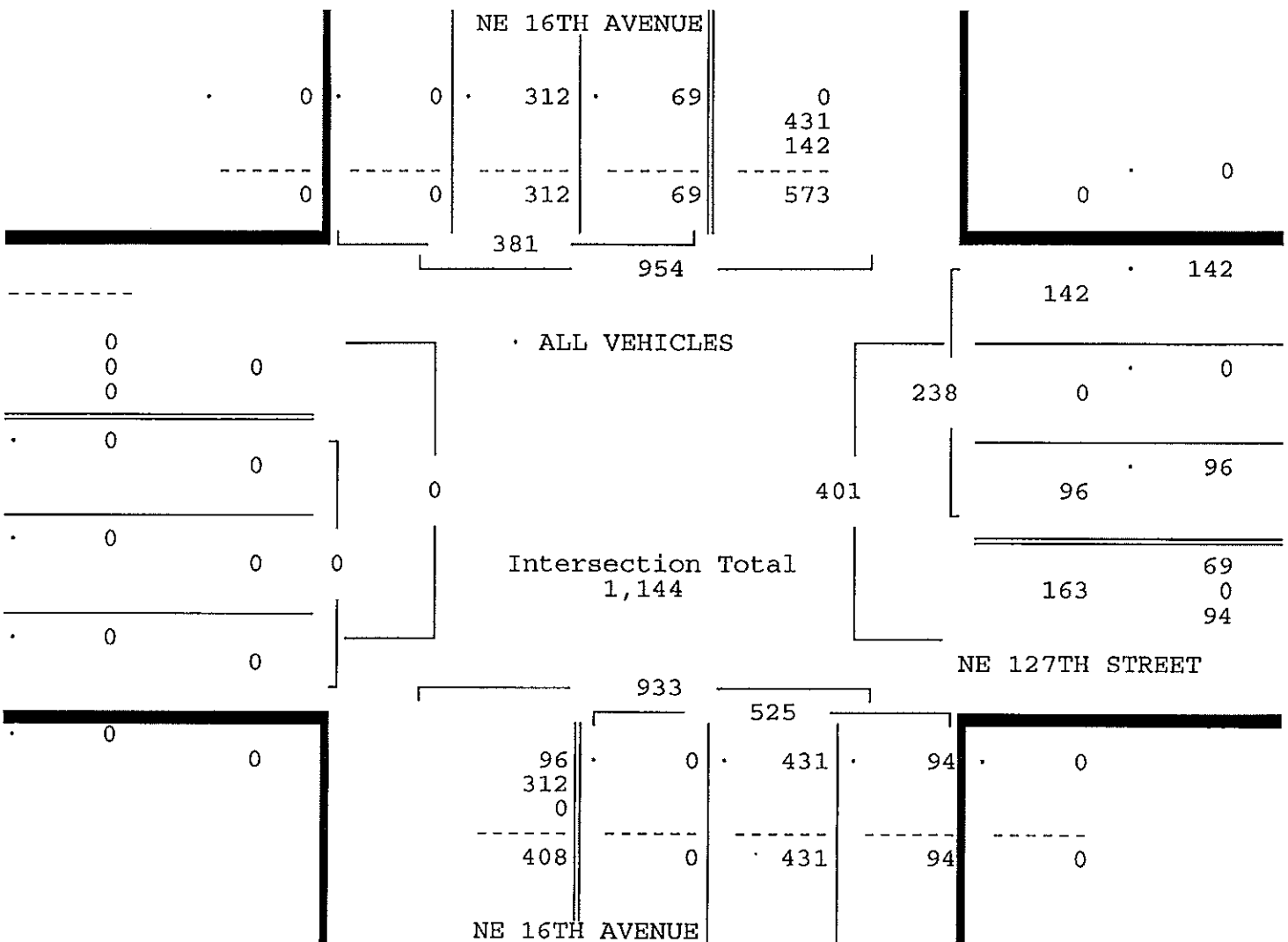
NE 127TH ST & NE 16TH AVENUE
NORTH MIAMI, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

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

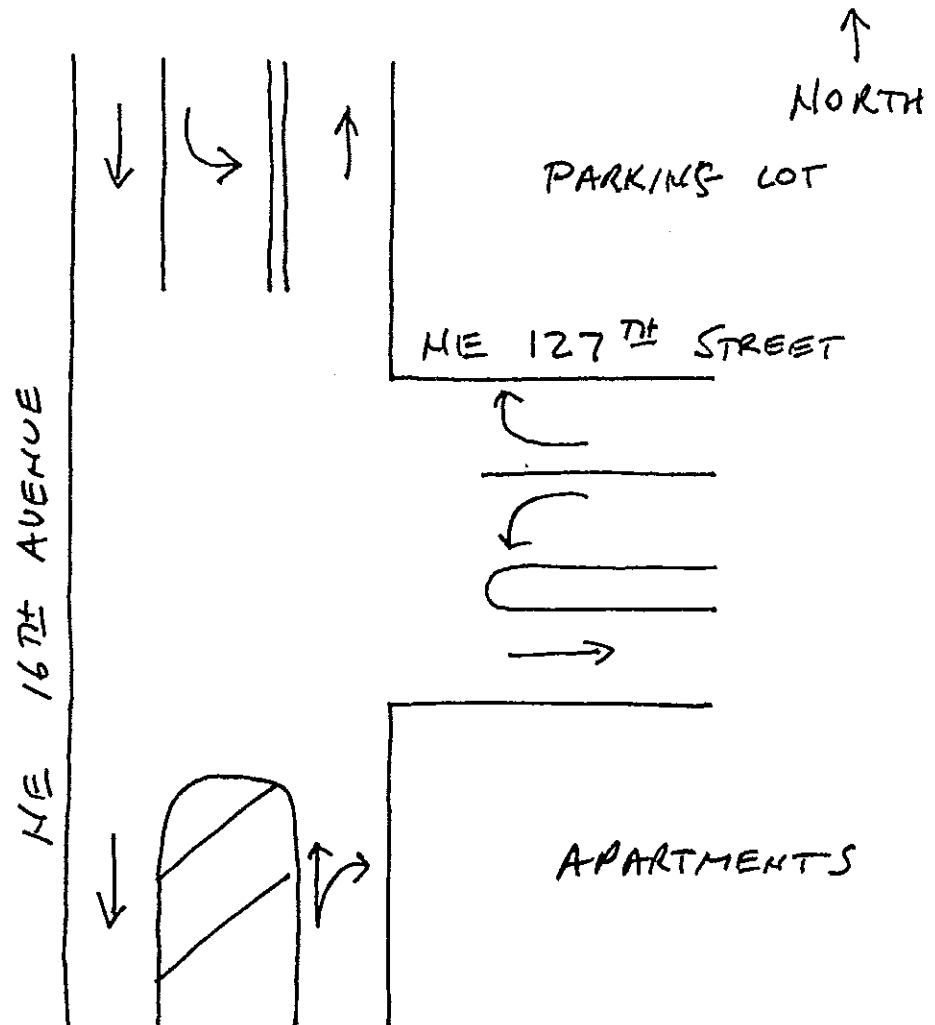
Site Code : 00110052
Start Date: 04/20/11
File I.D. : 127S16AV
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ALL VEHICLES

NE 16TH AVENUE					NE 127TH STREET				NE 16TH AVENUE				-----						
From North					From East				From South				From West						
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	Total
Date 04/20/11																			
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/20/11																			
Peak start 16:30					16:30				16:30				16:30						
Volume	0	69	312	0	1	95	0	142	0	0	431	94	0	0	0	0			
Percent	0%	18%	82%	0%	0%	40%	0%	60%	0%	0%	82%	18%	0%	0%	0%	0%			
Pk total	381				238				525				0						
Highest	17:00				16:30				17:00				07:00						
Volume	0	25	84	0	1	37	0	38	0	0	116	29	0	0	0	0			
Hi total	109				76				145				0						
PHF	.87				.78				.91				.0						



HOUSES



NORTH MIAMI, FLORIDA
APRIL 20TH, 2011
DRAWN BY: KEVIN McHALLY

SIGNALIZED

Traffic Survey Specialists, Inc.

NE 126TH STRET & NE 17TH AVENUE
NORTH MIAMI, FLORIDA
COUNTED BY: MAURICE GOMEZ
NOT SIGNALIZED

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00110052
Start Date: 04/20/11
File I.D. : 126S17AV
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ALL VEHICLES

NE 17TH AVENUE From North				NE 126TH STREET From East				NE 17TH AVENUE From South				NE 126TH STREET From West					
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total	
Date 04/20/11																	
07:00	0	1	7	4	0	2	2	2	0	0	4	3	0	0	3	2	30
07:15	0	0	5	0	0	2	1	2	0	0	6	2	0	0	4	1	23
07:30	0	3	6	2	0	2	2	2	0	1	7	4	0	0	0	1	30
07:45	0	1	7	0	0	6	3	3	0	0	4	10	0	0	0	1	35
Hr Total	0	5	25	6	0	12	8	9	0	1	21	19	0	0	7	5	118
08:00	0	1	5	1	0	4	5	1	0	0	4	4	0	0	2	0	27
08:15	0	3	5	1	0	14	0	4	0	0	7	5	1	0	5	1	46
08:30	0	4	6	1	1	19	7	3	0	0	7	18	0	0	8	3	77
08:45	1	4	10	1	0	17	6	4	0	0	11	14	0	1	8	1	78
Hr Total	1	12	26	4	1	54	18	12	0	0	29	41	1	1	23	5	228
* BREAK *																	
16:00	0	4	18	3	0	16	20	7	1	1	10	8	0	2	18	0	108
16:15	0	4	14	1	1	14	14	5	0	1	20	17	0	1	4	0	96
16:30	0	1	17	2	0	6	10	7	0	1	17	11	0	0	18	1	91
16:45	0	0	15	2	0	9	15	9	0	2	7	17	0	2	17	1	96
Hr Total	0	9	64	8	1	45	59	28	1	5	54	53	0	5	57	2	391
17:00	0	3	11	2	0	10	16	11	0	1	13	20	0	3	13	0	103
17:15	0	2	12	1	0	12	14	3	0	0	11	15	0	2	11	1	84
17:30	0	1	9	2	0	10	10	3	0	0	16	26	0	1	16	1	95
17:45	0	2	9	2	0	5	12	4	0	2	10	14	0	3	12	1	76
Hr Total	0	8	41	7	0	37	52	21	0	3	50	75	0	9	52	3	358
TOTAL	1	34	156	25	2	148	137	70	1	9	154	188	1	15	139	15	1095

Traffic Survey Specialists, Inc.

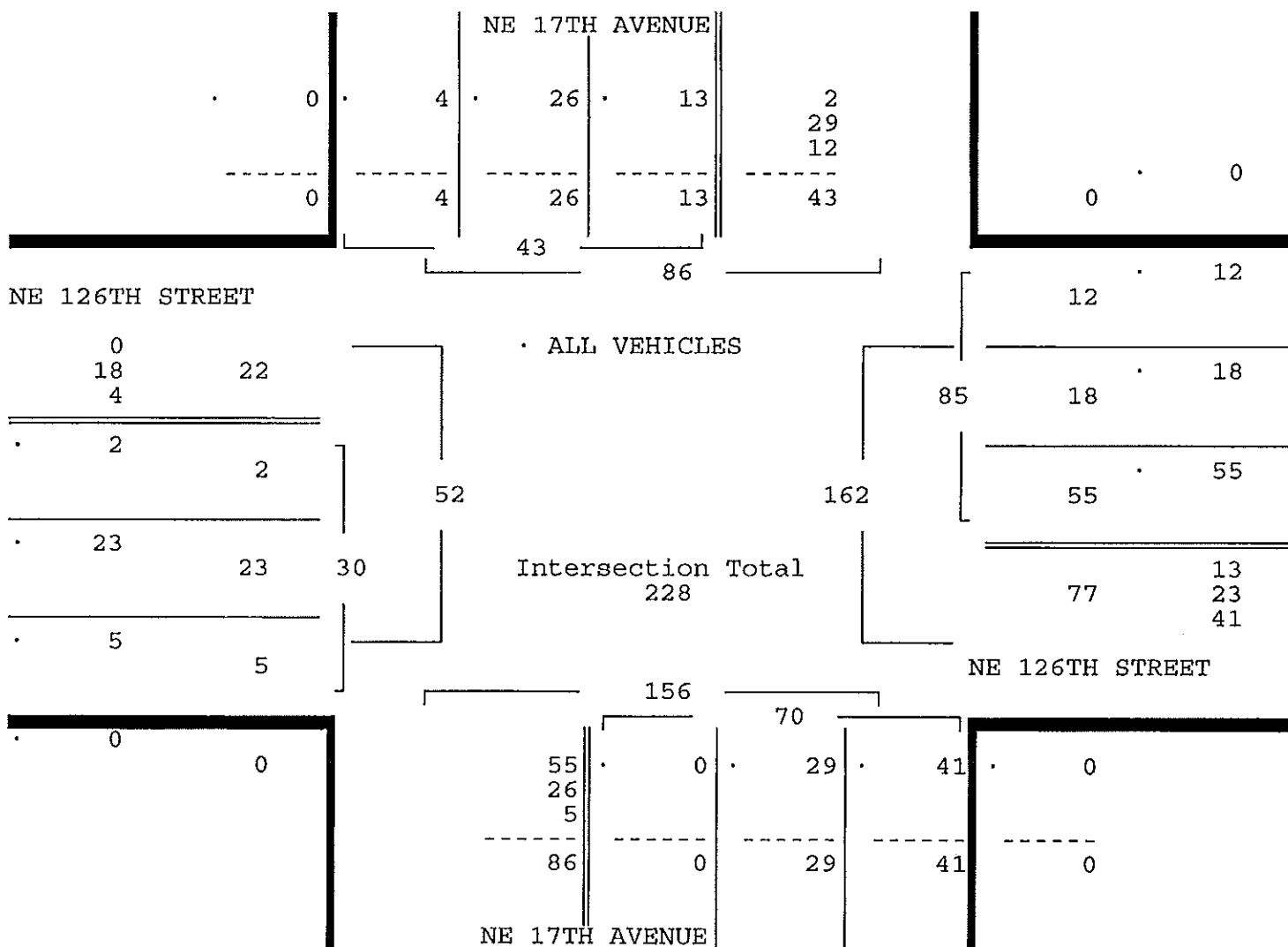
NE 126TH STREET & NE 17TH AVENUE
NORTH MIAMI, FLORIDA
COUNTED BY: MAURICE GOMEZ
NOT SIGNALIZED

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00110052
Start Date: 04/20/11
File I.D. : 126S17AV
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ALL VEHICLES

NE 17TH AVENUE					NE 126TH STREET					NE 17TH AVENUE					NE 126TH STREET					
From North					From East					From South					From West					
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	Total	
Date 04/20/11																				
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/20/11																				
Peak start 08:00					08:00					08:00					08:00					
Volume	1	12	26	4	1	54	18	12		0	0	29	41		1	1	23	5		
Percent	2%	28%	60%	9%	1%	64%	21%	14%		0%	0%	41%	59%		3%	3%	77%	17%		
Pk total	43				85					70					30					
Highest	08:45				08:30					08:30					08:30					
Volume	1	4	10	1	1	19	7	3		0	0	7	18		0	0	8	3		
Hi total	16				30					25					11					
PHF	.67				.71					.70					.68					



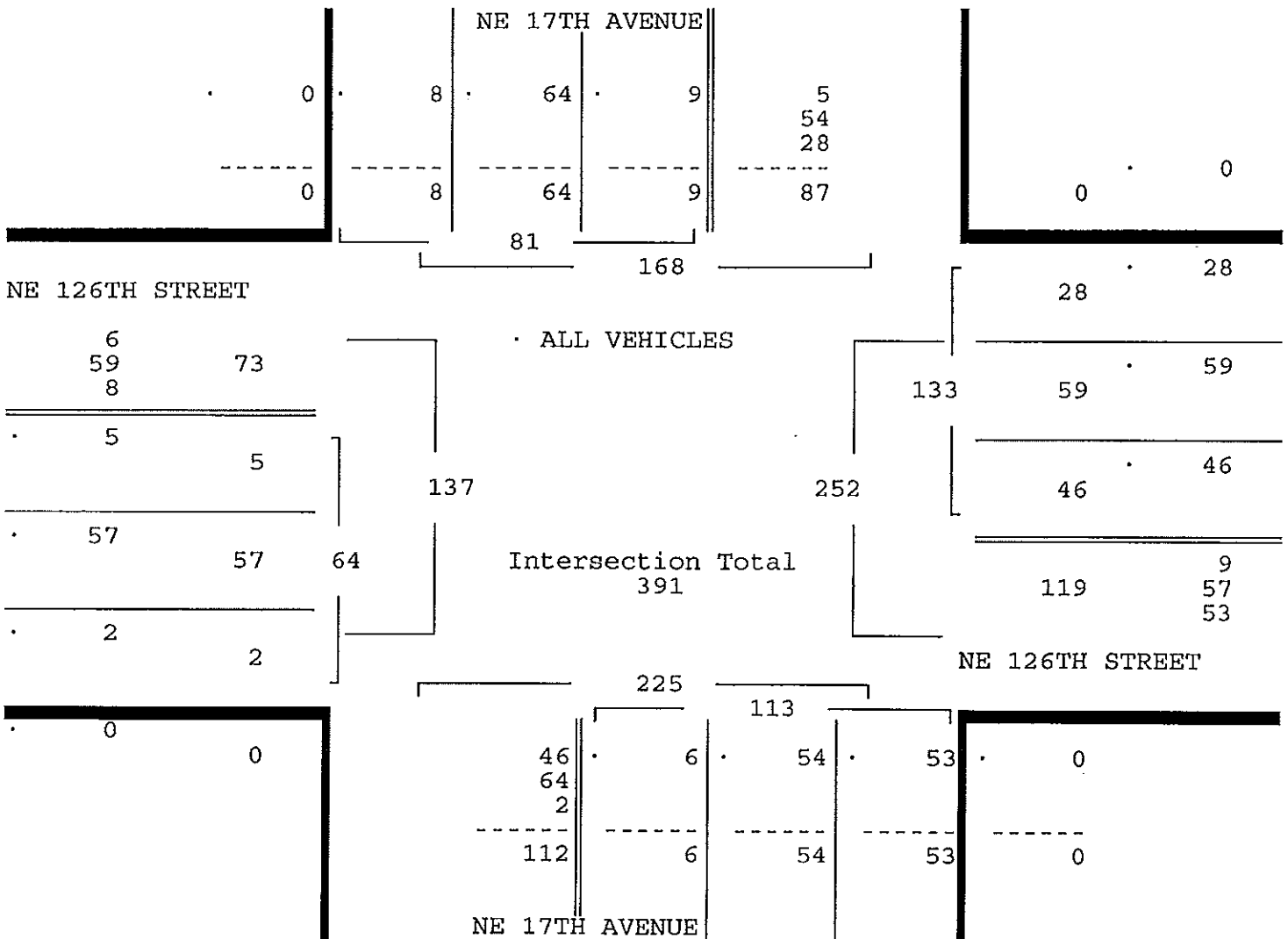
NE 126TH STREET & NE 17TH AVENUE
NORTH MIAMI, FLORIDA
COUNTED BY: MAURICE GOMEZ
NOT SIGNALIZED

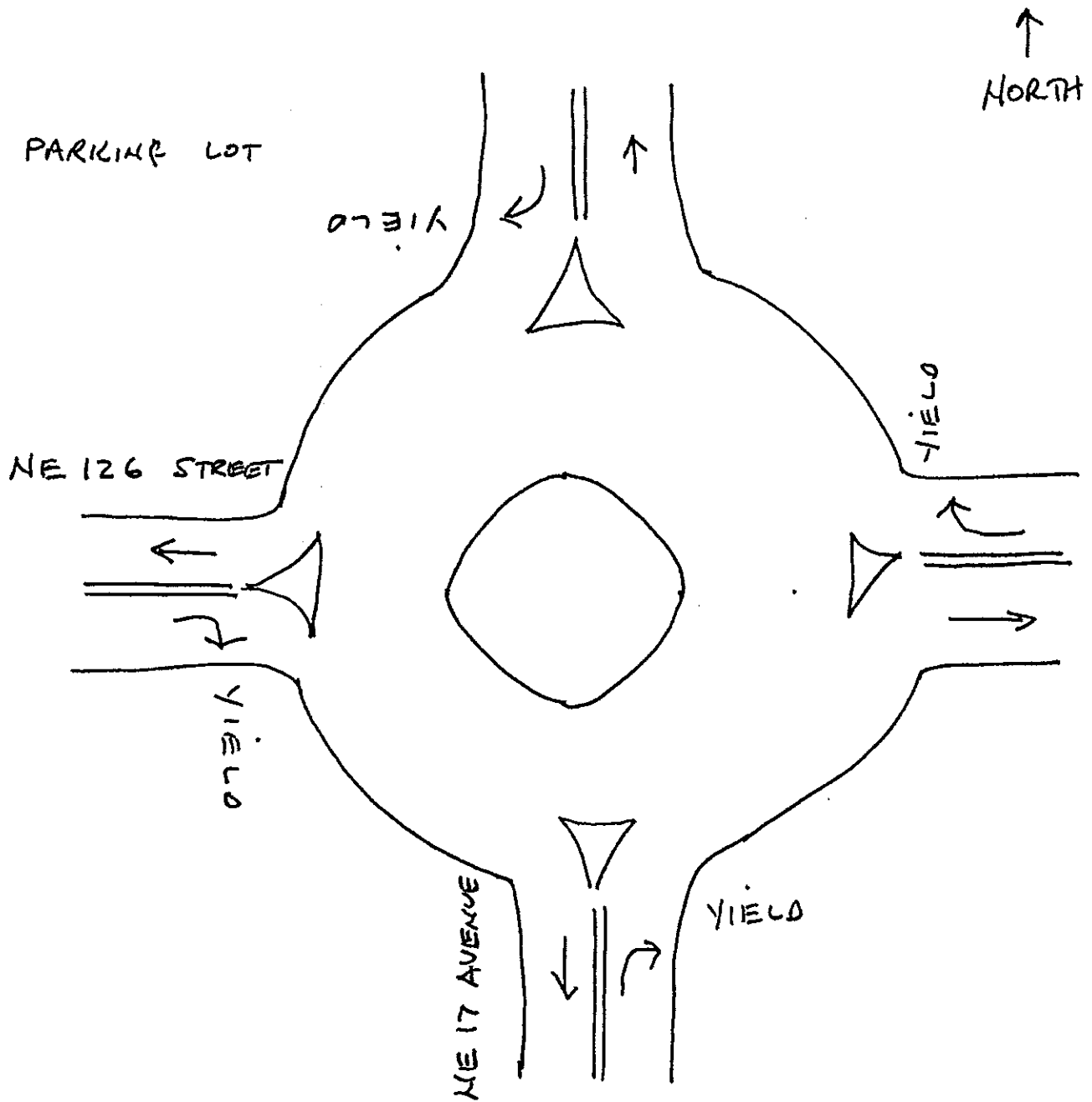
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00110052
Start Date: 04/20/11
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ALL VEHICLES

NE 17TH AVENUE					NE 126TH STREET					NE 17TH AVENUE					NE 126TH STREET					
From North					From East					From South					From West					
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	Total	
Date 04/20/11																				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/20/11																				
Peak start 16:00					16:00					16:00					16:00					
Volume	0	9	64	8	1	45	59	28	1	5	54	53	0	5	57	2				
Percent	0%	11%	79%	10%	1%	34%	44%	21%	1%	4%	48%	47%	0%	8%	89%	3%				
Pk total	81				133				113				64							
Highest	16:00				16:00				16:15				16:00							
Volume	0	4	18	3	0	16	20	7	0	1	20	17	0	2	18	0				
Hi total	25				43				38				20							
PHF	.81				.77				.74				.80							





NORTH MIAMI, FLORIDA
APRIL 20TH, 2011
DRAWN BY: KEVIN McHALLY
NOT SIGNALIZED

NE 127TH STREET & NE 17TH AVENUE
NORTH MIAMI, FLORIDA
COUNTED BY: RAYMUNDO HERNANDEZ
NOT SIGNALIZED

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

Site Code : 00110052
Start Date: 04/20/11
File I.D. : 127S17AV
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ALL VEHICLES

NE 17TH AVENUE From North					NE 127TH STREET From East				NE 17TH AVENUE From South				NE 127TH STREET From West				
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Date 04/20/11																	
07:00	0	1	2	7	0	0	8	2	0	0	4	1	0	23	7	4	59
07:15	0	0	3	9	0	2	10	8	0	1	5	2	1	27	6	1	75
07:30	0	3	5	5	0	2	6	3	1	0	7	1	0	26	6	4	69
07:45	0	0	2	10	0	2	8	1	0	3	4	0	0	15	7	4	56
Hr Total	0	4	12	31	0	6	32	14	1	4	20	4	1	91	26	13	259
08:00	0	2	1	9	0	2	6	0	0	0	2	2	0	24	4	4	56
08:15	0	2	2	9	0	3	7	1	0	4	6	2	0	15	12	4	67
08:30	0	1	5	16	0	5	6	0	0	4	5	1	0	23	15	3	84
08:45	0	2	10	15	0	2	8	0	0	4	9	3	0	16	15	2	86
Hr Total	0	7	18	49	0	12	27	1	0	12	22	8	0	78	46	13	293
* BREAK *																	
16:00	0	7	16	27	1	5	24	2	0	7	11	2	1	18	12	3	136
16:15	0	1	11	28	1	3	15	0	0	6	16	3	0	14	10	5	113
16:30	0	6	9	41	0	7	30	1	0	9	15	2	1	28	11	2	162
16:45	0	0	14	31	0	2	18	2	0	10	7	3	1	17	13	0	118
Hr Total	0	14	50	127	2	17	87	5	0	32	49	10	3	77	46	10	529
17:00	0	3	10	16	0	5	22	1	0	6	20	3	0	35	15	3	139
17:15	0	4	8	35	0	3	19	2	0	5	9	3	0	25	10	4	127
17:30	0	2	9	21	0	1	17	2	0	6	13	2	0	20	8	2	103
17:45	0	2	13	28	0	2	19	4	0	7	10	0	0	14	12	0	111
Hr Total	0	11	40	100	0	11	77	9	0	24	52	8	0	94	45	9	480
TOTAL	0	36	120	307	2	46	223	29	1	72	143	30	4	340	163	45	1561

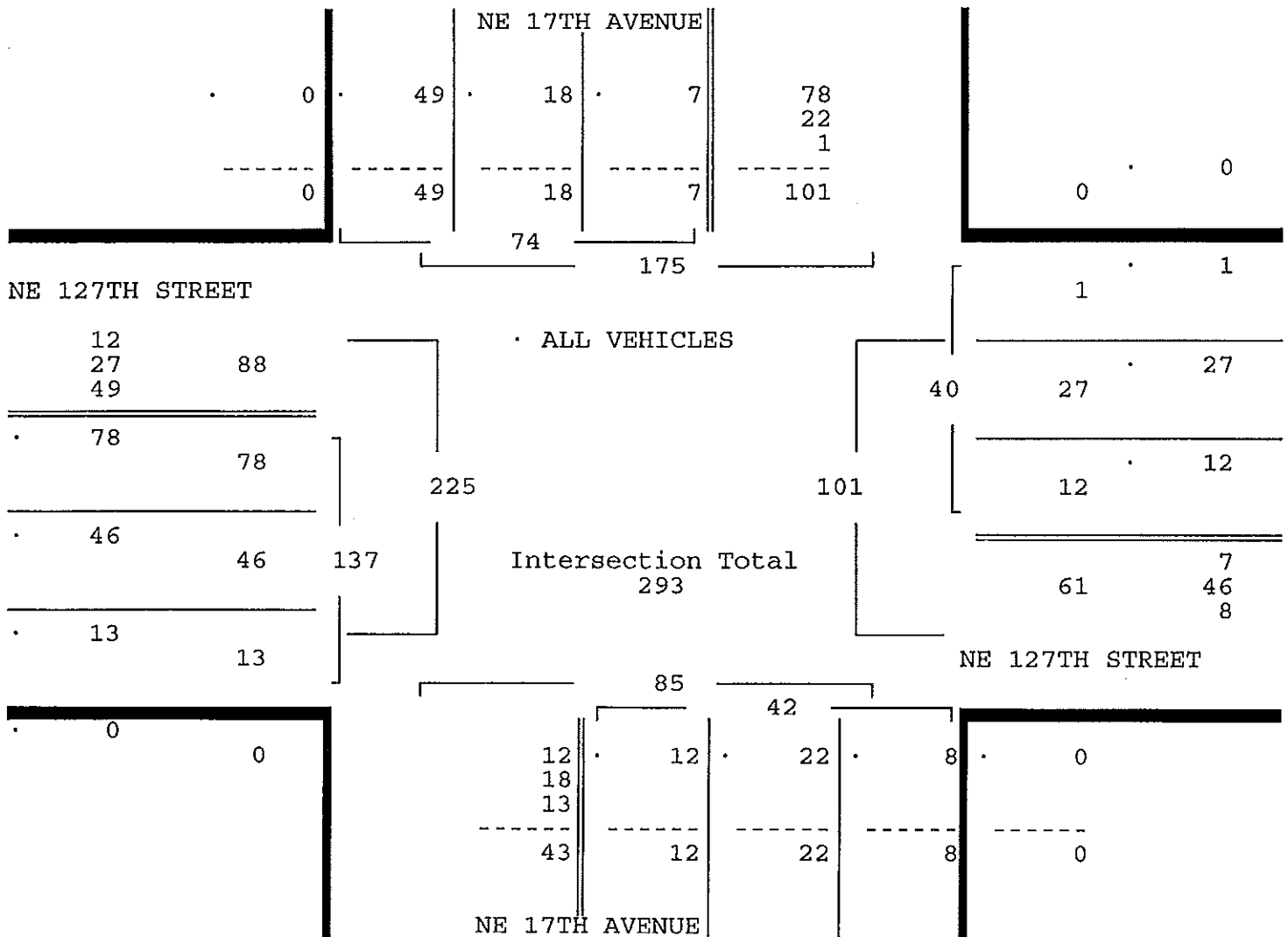
NE 127TH STREET & NE 17TH AVENUE
NORTH MIAMI, FLORIDA
COUNTED BY: RAYMUNDO HERNANDEZ
NOT SIGNALIZED

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

Site Code : 00110052
Start Date: 04/20/11
File I.D. : 127S17AV
Page : 2

ALL VEHICLES

NE 17TH AVENUE				NE 127TH STREET				NE 17TH AVENUE				NE 127TH STREET				
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/20/11																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/20/11																
Peak start 08:00				08:00				08:00				08:00				
Volume	0	7	18	49	0	12	27	1	0	12	22	8	0	78	46	13
Percent	0%	9%	24%	66%	0%	30%	68%	2%	0%	29%	52%	19%	0%	57%	34%	9%
Pk total	74				40				42				137			
Highest	08:45				08:15				08:45				08:30			
Volume	0	2	10	15	0	3	7	1	0	4	9	3	0	23	15	3
Hi total	27				11				16				41			
PHF	.69				.91				.66				.84			



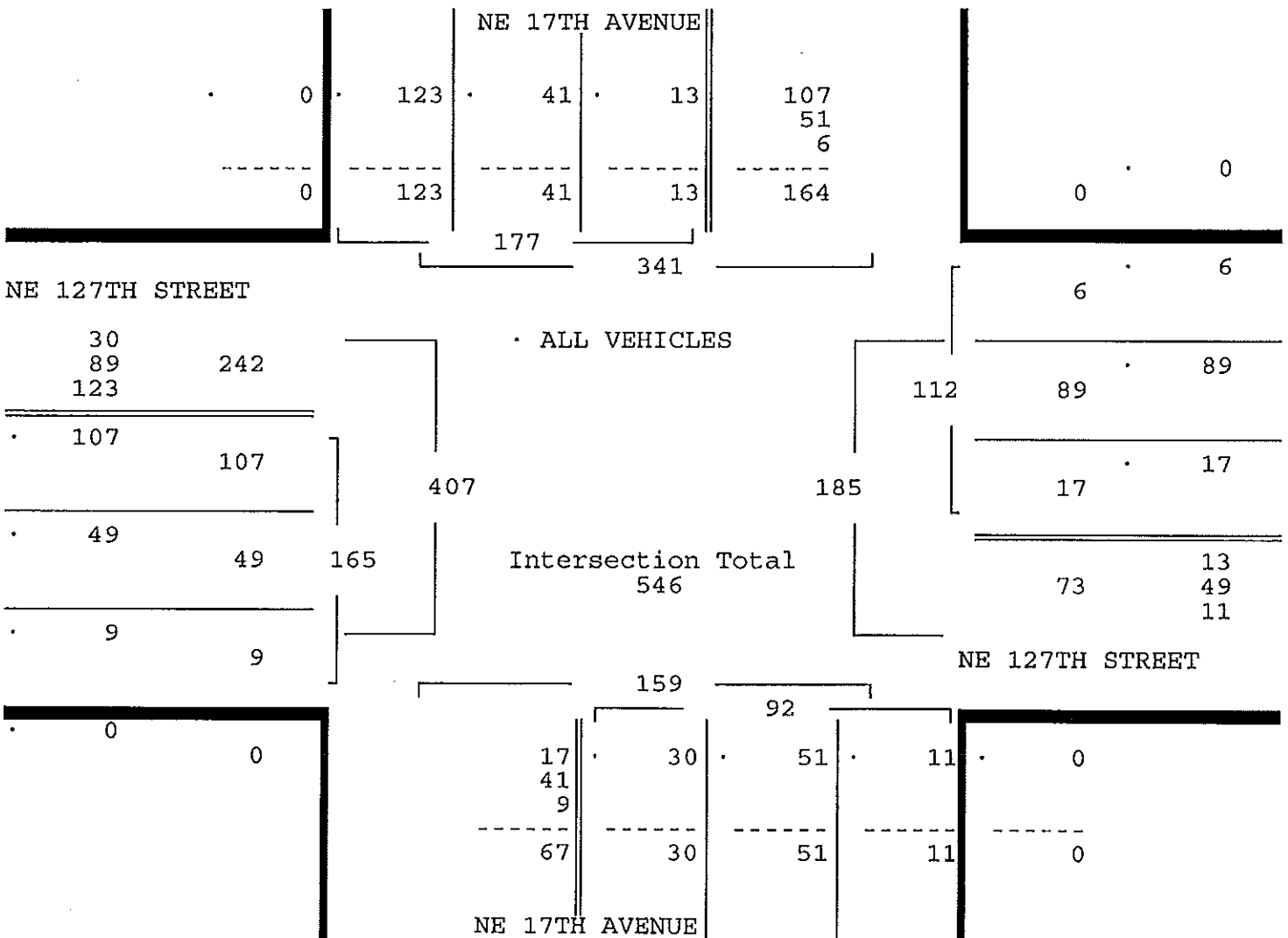
NE 127TH STREET & NE 17TH AVENUE
 NORTH MIAMI, FLORIDA
 COUNTED BY: RAYMUNDO HERNANDEZ
 NOT SIGNALIZED

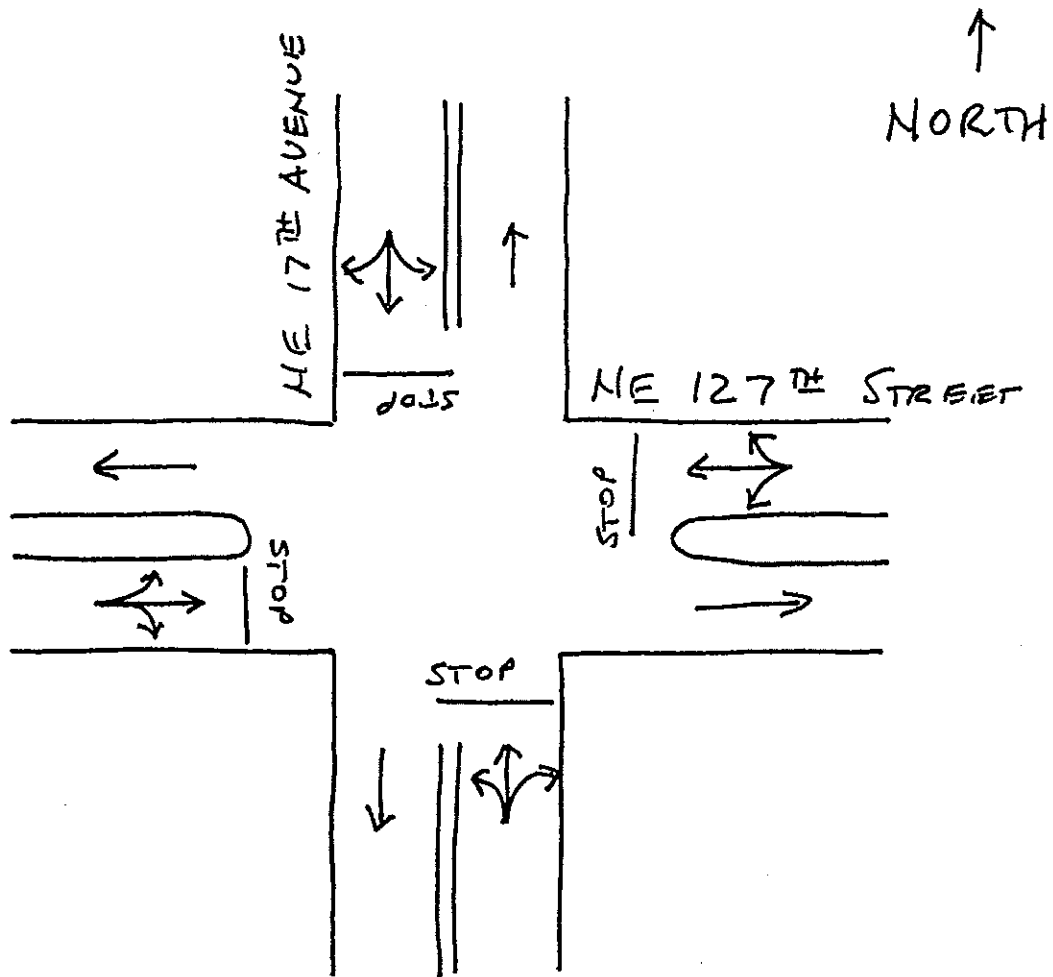
Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00110052
 Start Date: 04/20/11
 File I.D. : 127S17AV
 Page : 3

ALL VEHICLES

NE 17TH AVENUE					NE 127TH STREET					NE 17TH AVENUE					NE 127TH STREET					
From North					From East					From South					From West					
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right	Total	
Date 04/20/11																				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/20/11																				
Peak start 16:30					16:30					16:30					16:30					
Volume	0	13	41	123	0	17	89	6	0	30	51	11	2	105	49	9				
Percent	0%	7%	23%	69%	0%	15%	79%	5%	0%	33%	55%	12%	1%	64%	30%	5%				
Pk total	177				112				92				165							
Highest	16:30				16:30				17:00				17:00							
Volume	0	6	9	41	0	7	30	1	0	6	20	3	0	35	15	3				
Hi total	56				38				29				53							
PHF	.79				.74				.79				.78							





NORTH MIAMI, FLORIDA

APRIL 20th, 2011

DRAWN BY: KEVIN MENALLY

NOT SIGNALIZED

APPENDIX C
MIAMI-DADE COUNTY
SIGNAL TIMING DATA

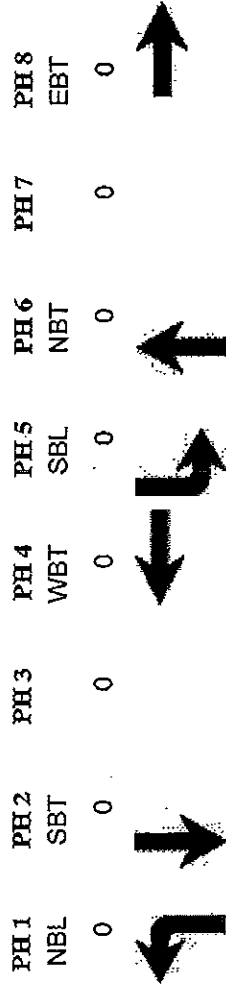
Print Date:
4/27/2011

TOD Schedule Report for 2549: US 1&NE 126 St

Print Time:
4:38 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD</u> <u>Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD</u> <u>Setting</u>	<u>Active</u> <u>Phase</u>	<u>Active</u> <u>Bank</u>	<u>Maximum</u>
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2549	2549: US 1&NE 126 St	DOW-4	TOD	[04] HEAVY	150	107	N/A	1	Max 2
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Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u> <u>Phase Bank</u>	<u>Don't Walk</u>	<u>Min</u>	<u>Initial</u>	<u>Veh Ext</u>	<u>Max Limit</u>	<u>Max 2</u>	<u>Yellow</u>	<u>Red</u>
1	NBL	0 - 0 - 0	0 - 0 - 0	5 - 4 - 4	2 - 3 - 3	6 - 20 - 20	12 - 30 - 30	3.5	0
2	SBT	7 - 7 - 7	17 - 15 - 15	7 - 7 - 7	1 - 4 - 4	30 - 30 - 30	0 - 50 - 50	4	1
3	WBT	0 - 0 - 0	0 - 0 - 0	0 - 4 - 4	0 - 3 - 3	0 - 20 - 20	0 - 30 - 30	0	0
4	NBT	7 - 7 - 7	19 - 15 - 15	7 - 4 - 4	2.5 - 4 - 4	8 - 25 - 25	14 - 40 - 40	4	1.3
5	EBT	0 - 0 - 0	0 - 0 - 0	5 - 4 - 4	2 - 3 - 3	6 - 20 - 20	12 - 30 - 30	3.5	0
6	NBL	7 - 7 - 7	17 - 15 - 15	7 - 7 - 7	1 - 4 - 4	30 - 30 - 30	0 - 50 - 50	4	1
7	SBT	0 - 0 - 0	0 - 0 - 0	0 - 4 - 4	0 - 3 - 3	0 - 20 - 20	0 - 30 - 30	0	0
8	WBT	0 - 7 - 7	0 - 15 - 15	7 - 4 - 4	2.5 - 4 - 4	8 - 25 - 25	14 - 40 - 40	4	1.3

Last In Service Date: unknown

<u>Permitted Phases</u>	
Default	12345678
External Permit 0	12-456-8
External Permit 1	-----
External Permit 2	-----

Current TOD Schedule		Green Time							
		1	2	3	4	5	6	7	8
Plan	Cycle	NBL	SBT	WBT	SBL	NBT	EBT	Ring Offset	Offset
Flash									
0600	19	150	11	100	0	26	11	100	0
1000	8	110	11	60	0	26	11	60	0
1545	4	150	11	100	0	26	11	100	0
1900	8	110	11	60	0	26	11	60	0
2300	23	80	5	46	0	16	5	46	0
	1	90	10	46	0	21	10	46	0
	5	110	10	66	0	21	10	66	0
	6	80	7	49	0	11	7	49	0
	7	80	9	37	0	21	9	37	0
	9	80	7	39	0	21	7	39	0
	10	110	5	71	0	21	5	71	0
	13	80	7	49	0	11	7	49	0
	15	120	8	83	0	16	8	83	0
	16	130	13	85	0	19	13	85	0
	17	110	10	66	0	21	10	66	0
	22	150	10	109	0	18	10	109	0
	25	130	10	81	0	26	10	81	0
	26	110	13	58	0	26	13	58	0
	27	140	15	86	0	26	15	86	0
	28	100	10	51	0	26	10	51	0

Local TOD Schedule			
Time	Plan	DOW	
0000	Flash	MTWThF	S
0000	23	Su	S
0100	Flash	MTWThF	S
0600	19	Su	S
0600	8	MTWThF	S
1000	8	MTWThF	S
1545	4	MTWThF	S
1900	8	MTWThF	S
2300	23	SuMTWThF	S

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

Current Time of Day Function			
Time	Function	Settings*	Day of Week
0000	TOD OUTPUTS	-----	SuMTWThFS

Local Time of Day Function			
Time	Function	Settings*	Day of Week
0000	TOD OUTPUTS	-----	SuMTWThFS

No Calendar Defined/Enabled

Print Date:
1/27/2011

TOD Schedule Report for 6456: W Dixie Hw&NE 130 St

Print Time:
4:39 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
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6456 6456: W Dixie Hw&NE 130 St DOW-4 TOD [05] POST-A 130 116 N/A 1 Max 2

PH 1 PH 2 PH 3 PH 4 PH 5 PH 6 PH 7 PH 8 SBT

SWT 0 0 0 0 0 0 0 0 0



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
1	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0
2	SWT	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	40 - 40 - 40	1.5
3	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0
4	NBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	35 - 32 - 32	1.7
5	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0
6	NET	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	40 - 40 - 40	1.5
7	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0
8	SBT	7 - 7 - 7	18 - 18 - 18	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	35 - 32 - 32	1.7

Last In Service Date: unknown

Permitted Phases

Default 12345678
External Permit 0 -2-4-6-8
External Permit 1
External Permit 2

Green Time

Current TOD Schedule	Plan	Cycle	Week Time								Ring Offset	Offset
			1	2	3	4	5	6	7	8		
	Free											
0600	1	90	0	66	0	13	0	66	0	13	0	62
0700	2	130	0	95	0	24	0	95	0	24	0	125
0930	1	90	0	66	0	13	0	66	0	13	0	62
1330	3	90	0	56	0	23	0	56	0	23	0	52
1500	4	130	0	86	0	33	0	86	0	33	0	103
1530	5	130	0	91	0	28	0	91	0	28	0	116
1830	1	90	0	66	0	13	0	66	0	13	0	62
2300	Free											

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	1	Su M T W Th F S
0700	2	Su M T W Th F S
0930	1	Su M T W Th F S
1330	3	Su M T W Th F S
1500	4	Su M T W Th F S
1530	5	Su M T W Th F S
1830	1	Su M T W Th F S
2300	Free	Su M T W Th F S

Print Date:
1/27/2011

TOD Schedule Report for 6711: NE 16 Av&NE 126 St

Print Time:
4:39 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active Phase	Active Bank	Active Maximum
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6711 6711: NE 16 Av&NE 126 St DOW-4 TOD [04] HEAVY 75 35 N/A 2 Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
SBT	SBT	WBT	WBT	NBT	NBT	NBT	NBT
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 2

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
1	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	0 - 0 - 0	0 - 0 - 0	12 - 12 - 12	1 - 1 - 1	35 - 45 - 30	35 - 45 - 30	4	0.3
3	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 23 - 15	25 - 23 - 20	4	0.3
5	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	0 - 0 - 0	0 - 0 - 0	12 - 12 - 12	1 - 1 - 1	35 - 45 - 30	35 - 45 - 30	4	0.3
7	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

12345678

-2-4-6--

Default

External Permit 0

External Permit 1

External Permit 2

Current TOD Schedule	Plan	Cycle	Green Time					Ring Offset	Offset
			1	2	3	4	5		
	Free								
0600	19	75	0	46	0	21	0	46	0
1000	8	55	0	36	0	11	0	36	0
1545	4	75	0	46	0	21	0	46	0
1900	8	55	0	36	0	11	0	36	0
2300	23	80	0	62	0	10	0	62	0
	1	90	0	43	0	39	0	43	0
	5	110	0	54	0	48	0	54	0
	6	80	0	37	0	35	0	37	0
	7	80	0	37	0	35	0	37	0
	9	80	0	38	0	34	0	38	0
	10	110	0	58	0	44	0	58	0
	13	80	0	37	0	35	0	37	0
	17	110	0	54	0	48	0	54	0
	22	150	0	82	0	60	0	82	0
	25	130	0	66	0	56	0	66	0
	26	110	0	56	0	46	0	56	0
	27	140	0	71	0	61	0	71	0
	28	100	0	49	0	43	0	49	0

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	3--	Su M T W Th F S
0630	TOD OUTPUTS	1--	M T W Th F
0930	TOD OUTPUTS	1--	M T W Th F
1530	TOD OUTPUTS	1--	M T W Th F
1900	TOD OUTPUTS	1--	M T W Th F
2200	TOD OUTPUTS	3--	Su M T W Th F S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	3--	Su M T W Th F S
0630	TOD OUTPUTS	1--	M T W Th F
0800	TOD OUTPUTS	1--	Su
0930	TOD OUTPUTS	1--	M T W Th F
1530	TOD OUTPUTS	1--	M T W Th F
1900	TOD OUTPUTS	1--	M T W Th F
2200	TOD OUTPUTS	3--	Su M T W Th F S

No Calendar Defined/Enabled

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	23	Su
0100	Free	Su
0600	19	M T W Th F
0600	8	Su
1000	8	M T W Th F
1545	4	M T W Th F
1900	8	M T W Th F
2300	23	Su M T W Th F

* Settings

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

Print Date:
1/27/2011

TOD Schedule Report for 4161: NE 16 Av&NE 127 St

Print Time:
4:40 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
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4161 4161: NE 16 Av&NE 127 St

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
SBT	SBT	WBT	WBT	NBT	NBT		
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 2

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
1	2	3	1	2	3	1	2	3
1	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	7 - 7 - 7	17 - 17 - 17	7 - 7 - 7	1 - 1 - 1	35 - 45 - 30	0 - 45 - 0	4	1
3	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 23 - 15	23 - 23 - 15	4	1.1
5	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	7 - 7 - 7	17 - 17 - 17	7 - 7 - 7	1 - 1 - 1	35 - 45 - 30	0 - 45 - 0	4	1
7	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

12345678
-2-4-6-
Default
External Permit 0
External Permit 1
External Permit 2

Current TOD Schedule	Plan	Cycle	Green Time					Ring Offset	Offset
			1	2	3	4	5		
	Free								
0600	19	75	0	45	0	20	0	45	0
1000	8	55	0	35	0	10	0	35	0
1545	4	75	0	45	0	20	0	45	0
1900	8	55	0	35	0	10	0	35	0
2300	23	45	0	26	0	9	0	26	0
	1	90	0	42	0	38	0	42	0
	5	110	0	53	0	47	0	53	0
	6	80	0	36	0	34	0	36	0
	7	80	0	36	0	34	0	36	0
	9	80	0	37	0	33	0	37	0
	10	110	0	57	0	43	0	57	0
	13	80	0	36	0	34	0	36	0
	17	110	0	53	0	47	0	53	0
	22	150	0	81	0	59	0	81	0
	25	130	0	65	0	55	0	65	0
	26	110	0	55	0	45	0	55	0
	27	140	0	70	0	60	0	70	0
	28	100	0	48	0	42	0	48	0

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	3	Su M T W Th F S
0630	TOD OUTPUTS	1	M T W Th F
0930	TOD OUTPUTS		M T W Th F
1530	TOD OUTPUTS	1	M T W Th F
1900	TOD OUTPUTS		M T W Th F
2200	TOD OUTPUTS	3	Su M T W Th F S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	3	Su M T W Th F S
0630	TOD OUTPUTS	1	M T W Th F
0800	TOD OUTPUTS		Su
0930	TOD OUTPUTS		M T W Th F
1530	TOD OUTPUTS	1	M T W Th F
1900	TOD OUTPUTS		M T W Th F
2200	TOD OUTPUTS	3	Su M T W Th F S

No Calendar Defined/Enabled

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	23	Su
0100	Free	Su
0600	19	M T W Th F
0600	8	Su
1000	8	M T W Th F
1545	4	M T W Th F
1900	8	M T W Th F
2300	23	Su M T W Th F

* Settings

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

Print Date:
4/27/2011

TOD Schedule Report for 4161: NE 16 Av&NE 127 St

Print Time:
4:40 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active Phase	Active Bank	Active Maximum
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4161 4161: NE 16 Av&NE 127 St Splits TOD [04] HEAVY 75 43 N/A 2 Max 2

PH 1 PH 2 PH 3 PH 4 PH 5 PH 6 PH 7 PH 8
SBT WBT NBT

0 0 0 0 0 0 0 0



Active Phase Bank: Phase Bank 2

Phase	Walk Phase Bank	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
1	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	7 - 7 - 7	17 - 17 - 17	7 - 7 - 7	1 - 1 - 1	35 - 45 - 30	0 - 45 - 0	4	1
3	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	7 - 7 - 7	14 - 14 - 14	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 23 - 15	23 - 23 - 15	4	1.1
5	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	7 - 7 - 7	17 - 17 - 17	7 - 7 - 7	1 - 1 - 1	35 - 45 - 30	0 - 45 - 0	4	1
7	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases
12345678
-2-4-6-
External Permit 0
External Permit 1
External Permit 2

Current TOD Schedule		Plan	Cycle	1	Green Time														
					2 SBT	3	4 WBT	5	6 NBT	7	8	Ring Offset	Offset						
		Free																	
0600		19	75	0	45	0	20	0	45	0	0	0	0	0	73				
1000		8	55	0	35	0	10	0	35	0	0	0	0	0	18				
1545		4	75	0	45	0	20	0	45	0	0	0	0	0	43				
1900		8	55	0	35	0	10	0	35	0	0	0	0	0	18				
2300		23	45	0	26	0	9	0	26	0	0	0	0	0	12				
		1	90	0	42	0	38	0	42	0	0	0	0	0	54				
		5	110	0	53	0	47	0	53	0	0	0	0	0	107				
		6	80	0	36	0	34	0	36	0	0	0	0	0	36				
		7	80	0	36	0	34	0	36	0	0	0	0	0	42				
		9	80	0	37	0	33	0	37	0	0	0	0	0	43				
		10	110	0	57	0	43	0	57	0	0	0	0	0	4				
		13	80	0	36	0	34	0	36	0	0	0	0	0	36				
		17	110	0	53	0	47	0	53	0	0	0	0	0	69				
		22	150	0	81	0	59	0	81	0	0	0	0	0	94				
		25	130	0	65	0	55	0	65	0	0	0	0	0	65				
		26	110	0	55	0	45	0	55	0	0	0	0	0	42				
		27	140	0	70	0	60	0	70	0	0	0	0	0	91				
		28	100	0	48	0	42	0	48	0	0	0	0	0	64				

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	3--	Su M T W Th F S
0630	TOD OUTPUTS	1--	M T W Th F
0930	TOD OUTPUTS	1--	M T W Th F
1530	TOD OUTPUTS	1--	M T W Th F
1900	TOD OUTPUTS	1--	M T W Th F
2200	TOD OUTPUTS	3--	Su M T W Th F S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	3--	Su M T W Th F S
0630	TOD OUTPUTS	1--	M T W Th F
0800	TOD OUTPUTS	1--	Su
0930	TOD OUTPUTS	1--	M T W Th F
1530	TOD OUTPUTS	1--	M T W Th F
1900	TOD OUTPUTS	1--	M T W Th F
2200	TOD OUTPUTS	3--	Su M T W Th F S

No Calendar Defined/Enabled

* Settings

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

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	23	Su
0100	Free	Su
0600	19	M T W Th F
0600	8	Su
1000	8	M T W Th F
1545	4	M T W Th F
1900	8	M T W Th F
2300	23	Su M T W Th F S

APPENDIX D
HCS+ SUMMARY REPORTS

EXISTING

SHORT REPORT												
General Information							Site Information					
Analyst <i>J Kim</i> Agency or Co. <i>McMahon Associates, Inc.</i> Date Performed <i>5/10/2011</i> Time Period <i>Morning Peak Hour</i>							Intersection <i>US-1 @ NE 130 St.</i> Area Type <i>All other areas</i> Jurisdiction <i>Miami-Dade County</i> Analysis Year <i>2011 - Existing</i>					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	0	1	0	1	3	0	1	3	0
Lane Group	L	TR			LTR		L	TR		L	TR	
Volume (vph)	41	15	13	26	3	75	25	1407	19	89	1880	55
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup Lost Time	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3			3		3	3		3	3	
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 24.0	G = 0.0	G = 0.0	G = 0.0	G = 95.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 5.5	Y = 0	Y = 0	Y = 0	Y = 5.5	Y = 0	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 130.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	43	30		109		26	1501		94	2037		
Lane Group Capacity	216	320		287		98	3701		197	3692		
v/c Ratio	0.20	0.09		0.38		0.27	0.41		0.48	0.55		
Green Ratio	0.18	0.18		0.18		0.73	0.73		0.73	0.73		
Uniform Delay d ₁	44.9	44.0		46.5		5.8	6.7		7.2	7.9		
Delay Factor k	0.50	0.50		0.50		0.50	0.50		0.50	0.50		
Incremental Delay d ₂	2.1	0.6		3.8		6.5	0.3		8.1	0.6		
PF Factor	1.000	1.000		1.000		1.000	1.000		1.000	1.000		
Control Delay	46.9	44.6		50.3		12.3	7.0		15.3	8.5		
Lane Group LOS	D	D		D		B	A		B	A		
Approach Delay	46.0			50.3			7.1			8.8		
Approach LOS	D			D			A			A		
Intersection Delay	10.0			Intersection LOS						B		

SHORT REPORT												
General Information							Site Information					
Analyst <i>J Kim</i> Agency or Co. <i>McMahon Associates, Inc.</i> Date Performed <i>5/10/2011</i> Time Period <i>Afternoon Peak Hour</i>							Intersection <i>US-1 @ NE 130 St.</i> Area Type <i>All other areas</i> Jurisdiction <i>Miami-Dade County</i> Analysis Year <i>2011 - Existing</i>					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	0	1	0	1	3	0	1	3	0
Lane Group	L	TR			LTR		L	TR		L	TR	
Volume (vph)	105	22	26	33	10	83	39	1992	38	126	1851	61
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup Lost Time	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3			3		3	3		3	3	
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 28.0	G = 0.0	G = 0.0	G = 0.0	G = 91.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 5.5	Y = 0	Y = 0	Y = 0	Y = 5.5	Y = 0	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 130.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	111	50			133		41	2137		133	2012	
Lane Group Capacity	241	369			333		92	3542		77	3535	
v/c Ratio	0.46	0.14			0.40		0.45	0.60		1.73	0.57	
Green Ratio	0.22	0.22			0.22		0.70	0.70		0.70	0.70	
Uniform Delay d ₁	44.4	41.2			43.8		8.5	10.1		19.5	9.7	
Delay Factor k	0.50	0.50			0.50		0.50	0.50		0.50	0.50	
Incremental Delay d ₂	6.2	0.8			3.5		14.8	0.8		375.6	0.7	
PF Factor	1.000	1.000			1.000		1.000	1.000		1.000	1.000	
Control Delay	50.6	42.0			47.3		23.3	10.9		395.1	10.4	
Lane Group LOS	D	D			D		C	B		F	B	
Approach Delay	48.0			47.3			11.1			34.3		
Approach LOS	D			D			B			C		
Intersection Delay	24.2			Intersection LOS						C		

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	J Kim			Intersection	US-1 @ NE 127 St.		
Agency/Co.	McMahon Associates, Inc.			Jurisdiction	Miami-Dade County		
Date Performed	5/10/2011			Analysis Year	2011 - Existing		
Analysis Time Period	Morning Peak Hour						
Project Description Johnson & Wales University							
East/West Street: NE 127 Street				North/South Street: US-1			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	27	1485		0	1856	15	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	28	1563	0	0	1953	15	
Percent Heavy Vehicles	2	--	--	2	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	1	2	0	1	2	0	
Configuration	L	T		L	T	TR	
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)			18				
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	0	0	18	0	0	0	
Percent Heavy Vehicles	0	0	2	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	1	0	0	0	
Configuration			R				
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L	L					R
v (veh/h)	28	0					18
C (m) (veh/h)	291	419					248
v/c	0.10	0.00					0.07
95% queue length	0.32	0.00					0.23
Control Delay (s/veh)	18.7	13.6					20.6
LOS	C	B					C
Approach Delay (s/veh)	--	--				20.6	
Approach LOS	--	--				C	

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	J Kim			Intersection	US-1 @ NE 127 St.		
Agency/Co.	McMahon Associates, Inc.			Jurisdiction	Miami-Dade County		
Date Performed	5/10/2011			Analysis Year	2011 - Existing		
Analysis Time Period	Afternoon Peak Hour						
Project Description Johnson & Wales University							
East/West Street: NE 127 Street				North/South Street: US-1			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	31	2185		0	1862	21	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	32	2300	0	0	1960	22	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	1	2	0	1	2	0	
Configuration	L	T		L	T	TR	
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)			28				
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	0	0	29	0	0	0	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	1	0	0	0	
Configuration			R				
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L	L					R
v (veh/h)	32	0					29
C (m) (veh/h)	295	222					248
v/c	0.11	0.00					0.12
95% queue length	0.36	0.00					0.39
Control Delay (s/veh)	18.7	21.2					21.4
LOS	C	C					C
Approach Delay (s/veh)	--	--				21.4	
Approach LOS	--	--				C	

SHORT REPORT												
General Information							Site Information					
Analyst <i>J Kim</i> Agency or Co. <i>McMahon Associates, Inc.</i> Date Performed <i>5/10/2011</i> Time Period <i>Morning Peak Hour</i>							Intersection <i>US-1 @ NE 126 St.</i> Area Type <i>All other areas</i> Jurisdiction <i>Miami-Dade County</i> Analysis Year <i>2011 - Existing</i>					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	1	1	3	0	1	3	0
Lane Group	L	T	R	L	T	R	L	TR		L	TR	
Volume (vph)	34	16	26	43	23	127	50	1388	29	91	1724	58
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Prefimed/Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3	3	3	3	3	3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 26.0	G = 0.0	G = 0.0	G = 0.0	G = 11.0	G = 100.0	G = 0.0	G = 0.0				
	Y = 5	Y = 0	Y = 0	Y = 0	Y = 3	Y = 5	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	36	17	27	45	24	134	53	1492		96	1876	
Lane Group Capacity	239	323	274	241	323	274	130	3372		130	3366	
v/c Ratio	0.15	0.05	0.10	0.19	0.07	0.49	0.41	0.44		0.74	0.56	
Green Ratio	0.17	0.17	0.17	0.17	0.17	0.17	0.07	0.67		0.07	0.67	
Uniform Delay d ₁	52.6	51.7	52.1	53.0	51.9	56.0	66.4	11.8		68.1	13.3	
Delay Factor k	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50		0.50	0.50	
Incremental Delay d ₂	1.3	0.3	0.7	1.7	0.4	6.1	9.2	0.4		31.0	0.7	
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	54.0	52.0	52.9	54.7	52.4	62.1	75.6	12.2		99.0	13.9	
Lane Group LOS	D	D	D	D	D	E	E	B		F	B	
Approach Delay	53.2			59.3			14.4			18.1		
Approach LOS	D			E			B			B		
Intersection Delay	19.5			Intersection LOS						B		

SHORT REPORT												
General Information							Site Information					
Analyst <i>J Kim</i> Agency or Co. <i>McMahon Associates, Inc.</i> Date Performed <i>5/10/2011</i> Time Period <i>Afternoon Peak Hour</i>							Intersection <i>US-1 @ NE 126 St.</i> Area Type <i>All other areas</i> Jurisdiction <i>Miami-Dade County</i> Analysis Year <i>2011 - Existing</i>					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	1	1	3	0	1	3	0
Lane Group	L	T	R	L	T	R	L	TR		L	TR	
Volume (vph)	83	34	55	52	11	99	48	1964	44	102	1673	56
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3	3	3	3	3	3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 26.0	G = 0.0	G = 0.0	G = 0.0	G = 11.0	G = 100.0	G = 0.0	G = 0.0				
	Y = 5	Y = 0	Y = 0	Y = 0	Y = 3	Y = 5	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	87	36	58	55	12	104	51	2113		107	1820	
Lane Group Capacity	242	323	274	237	323	274	130	3372		130	3366	
v/c Ratio	0.36	0.11	0.21	0.23	0.04	0.38	0.39	0.63		0.82	0.54	
Green Ratio	0.17	0.17	0.17	0.17	0.17	0.17	0.07	0.67		0.07	0.67	
Uniform Delay d ₁	54.7	52.3	53.2	53.4	51.6	54.9	66.3	14.3		68.5	13.0	
Delay Factor k	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50		0.50	0.50	
Incremental Delay d ₂	4.1	0.7	1.8	2.3	0.2	4.0	8.7	0.9		42.1	0.6	
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	58.8	53.0	55.0	55.7	51.8	58.8	75.0	15.2		110.7	13.7	
Lane Group LOS	E	D	D	E	D	E	E	B		F	B	
Approach Delay	56.4			57.3			16.6			19.0		
Approach LOS	E			E			B			B		
Intersection Delay	20.9			Intersection LOS						C		

SHORT REPORT												
General Information						Site Information						
Analyst <i>J Kim</i> Agency or Co. <i>McMahon Associates, Inc.</i> Date Performed <i>5/10/2011</i> Time Period <i>Morning Peak Hour</i>						Intersection <i>NE 126 St. @ 16 Ave.</i> Area Type <i>All other areas</i> Jurisdiction <i>Miami-Dade County</i> Analysis Year <i>2011 - Existing</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				1		1		1	0	1	1	
Lane Group				L		R		TR		L	T	
Volume (vph)				19		9		252	19	12	280	
% Heavy Vehicles				2		2		2	2	2	2	
PHF				0.95		0.95		0.95	0.95	0.95	0.95	
Pretimed/Actuated (P/A)				P		P		P	P	P	P	
Startup Lost Time				2.0		2.0		2.0		2.0	2.0	
Extension of Effective Green				2.0		2.0		2.0		2.0	2.0	
Arrival Type				3		3		3		3	3	
Unit Extension				3.0		3.0		3.0		3.0	3.0	
Ped/Bike/RTOR Volume				0	0	0	0	0	0	0	0	
Lane Width				12.0		12.0		12.0		12.0	12.0	
Parking/Grade/Parking				N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour				0		0		0		0	0	
Minimum Pedestrian Time					3.2			3.2			3.2	
Phasing	WB Only	02	03	04	NS Perm	06	07	08				
Timing	G = 21.0	G = 0.0	G = 0.0	G = 0.0	G = 46.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 4	Y = 0	Y = 0	Y = 0	Y = 4	Y = 0	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 75.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate				20		9		285		13	295	
Lane Group Capacity				496		443		1132		624	1143	
v/c Ratio				0.04		0.02		0.25		0.02	0.26	
Green Ratio				0.28		0.28		0.61		0.61	0.61	
Uniform Delay d ₁				19.7		19.6		6.6		5.7	6.7	
Delay Factor k				0.50		0.50		0.50		0.50	0.50	
Incremental Delay d ₂				0.2		0.1		0.5		0.1	0.5	
PF Factor				1.000		1.000		1.000		1.000	1.000	
Control Delay				19.8		19.6		7.2		5.7	7.2	
Lane Group LOS				B		B		A		A	A	
Approach Delay				19.8			7.2			7.1		
Approach LOS				B			A			A		
Intersection Delay	7.7			Intersection LOS						A		

SHORT REPORT

General Information					Site Information				
Analyst	J Kim				Intersection	NE 126 St. @ 16 Ave.			
Agency or Co.	McMahon Associates, Inc.				Area Type	All other areas			
Date Performed	5/10/2011				Jurisdiction	Miami-Dade County			
Time Period	Afternoon Peak Hour				Analysis Year	2011 - Existing			

Volume and Timing Input													
		EB			WB			NB			SB		
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes					1		1		1	0	1	1	
Lane Group					L		R		TR		L	T	
Volume (vph)					42		30		524	56	11	396	
% Heavy Vehicles					2		2		2	2	2	2	
PHF					0.95		0.95		0.95	0.95	0.95	0.95	
Pretimed/Actuated (P/A)					P		P		P	P	P	P	
Startup Lost Time					2.0		2.0		2.0		2.0	2.0	
Extension of Effective Green					2.0		2.0		2.0		2.0	2.0	
Arrival Type					3		3		3		3	3	
Unit Extension					3.0		3.0		3.0		3.0	3.0	
Ped/Bike/RTOR Volume					0	0	0	0	0	0	0	0	
Lane Width					12.0		12.0		12.0		12.0	12.0	
Parking/Grade/Parking					N	0	N	N	0	N	N	0	N
Parking/Hour													
Bus Stops/Hour					0		0		0		0	0	
Minimum Pedestrian Time						3.2			3.2			3.2	
Phasing	WB Only	02	03	04	NS Perm			06	07	08			
Timing	G = 21.0	G = 0.0	G = 0.0	G = 0.0	G = 46.0			G = 0.0	G = 0.0	G = 0.0			
	Y = 4	Y = 0	Y = 0	Y = 0	Y = 4			Y = 0	Y = 0	Y = 0			
Duration of Analysis (hrs) = 0.25									Cycle Length C = 75.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate				44		32		611		12	417	
Lane Group Capacity				496		443		1127		403	1143	
v/c Ratio				0.09		0.07		0.54		0.03	0.36	
Green Ratio				0.28		0.28		0.61		0.61	0.61	
Uniform Delay d_1				19.9		19.8		8.4		5.7	7.2	
Delay Factor k				0.50		0.50		0.50		0.50	0.50	
Incremental Delay d_2				0.4		0.3		1.9		0.1	0.9	
PF Factor				1.000		1.000		1.000		1.000	1.000	
Control Delay				20.3		20.2		10.3		5.8	8.1	
Lane Group LOS				C		C		B		A	A	
Approach Delay				20.2			10.3			8.1		
Approach LOS				C			B			A		
Intersection Delay	10.1			Intersection LOS						B		

SHORT REPORT													
General Information						Site Information							
Analyst <i>J Kim</i> Agency or Co. <i>McMahon Associates, Inc.</i> Date Performed <i>5/10/2011</i> Time Period <i>Morning Peak Hour</i>						Intersection <i>NE 127 St. @ 16 Ave.</i> Area Type <i>All other areas</i> Jurisdiction <i>Miami-Dade County</i> Analysis Year <i>2011 - Existing</i>							
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes				1		1		1	0	1	1		
Lane Group				L		R		TR		L	T		
Volume (vph)				33		49		178	74	63	241		
% Heavy Vehicles				2		2		2	2	2	2		
PHF				0.95		0.95		0.95	0.95	0.95	0.95		
Pretimed/Actuated (P/A)				P		P		P	P	P	P		
Startup Lost Time				2.0		2.0		2.0		2.0	2.0		
Extension of Effective Green				2.0		2.0		2.0		2.0	2.0		
Arrival Type				3		3		3		3	3		
Unit Extension				3.0		3.0		3.0		3.0	3.0		
Ped/Bike/RTOR Volume				0	0	0	0	0	0	0	0		
Lane Width				12.0		12.0		12.0		12.0	12.0		
Parking/Grade/Parking				N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour				0		0		0		0	0		
Minimum Pedestrian Time					3.2			3.2			3.2		
Phasing	WB Only		02	03		04		NS Perm		06		07	
Timing	G = 20.0		G = 0.0	G = 0.0		G = 0.0		G = 45.0		G = 0.0		G = 0.0	
	Y = 5		Y = 0	Y = 0		Y = 0		Y = 5		Y = 0		Y = 0	
Duration of Analysis (hrs) = 0.25						Cycle Length C = 75.0							
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
Adjusted Flow Rate				35		52		265		66	254		
Lane Group Capacity				472		422		1073		638	1118		
v/c Ratio				0.07		0.12		0.25		0.10	0.23		
Green Ratio				0.27		0.27		0.60		0.60	0.60		
Uniform Delay d ₁				20.6		20.9		7.0		6.4	6.9		
Delay Factor k				0.50		0.50		0.50		0.50	0.50		
Incremental Delay d ₂				0.3		0.6		0.5		0.3	0.5		
PF Factor				1.000		1.000		1.000		1.000	1.000		
Control Delay				20.9		21.5		7.6		6.7	7.4		
Lane Group LOS				C		C		A		A	A		
Approach Delay				21.2			7.6			7.3			
Approach LOS				C			A			A			
Intersection Delay	9.2			Intersection LOS						A			

SHORT REPORT													
General Information						Site Information							
Analyst <i>J Kim</i> Agency or Co. <i>McMahon Associates, Inc.</i> Date Performed <i>5/10/2011</i> Time Period <i>Afternoon Peak Hour</i>						Intersection <i>NE 127 St. @ 16 Ave.</i> Area Type <i>All other areas</i> Jurisdiction <i>Miami-Dade County</i> Analysis Year <i>2011 - Existing</i>							
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes				1		1		1	0	1	1		
Lane Group				L		R		TR		L	T		
Volume (vph)				96		142		431	94	69	312		
% Heavy Vehicles				2		2		2	2	2	2		
PHF				0.95		0.95		0.95	0.95	0.95	0.95		
Pretimed/Actuated (P/A)				P		P		P	P	P	P		
Startup Lost Time				2.0		2.0		2.0		2.0	2.0		
Extension of Effective Green				2.0		2.0		2.0		2.0	2.0		
Arrival Type				3		3		3		3	3		
Unit Extension				3.0		3.0		3.0		3.0	3.0		
Ped/Bike/RTOR Volume				0	0	0	0	0	0	0	0		
Lane Width				12.0		12.0		12.0		12.0	12.0		
Parking/Grade/Parking				N	0	N	N	0	N	N	0	N	
Parking/Hour													
Bus Stops/Hour				0		0		0		0	0		
Minimum Pedestrian Time					3.2			3.2			3.2		
Phasing	WB Only		02	03		04		NS Perm		06		07	
Timing	G = 20.0		G = 0.0	G = 0.0		G = 0.0		G = 45.0		G = 0.0		G = 0.0	
	Y = 5		Y = 0	Y = 0		Y = 0		Y = 5		Y = 0		Y = 0	
Duration of Analysis (hrs) = 0.25									Cycle Length C = 75.0				
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
Adjusted Flow Rate				101		149		553		73	328		
Lane Group Capacity				472		422		1091		431	1118		
v/c Ratio				0.21		0.35		0.51		0.17	0.29		
Green Ratio				0.27		0.27		0.60		0.60	0.60		
Uniform Delay d ₁				21.4		22.3		8.6		6.7	7.3		
Delay Factor k				0.50		0.50		0.50		0.50	0.50		
Incremental Delay d ₂				1.0		2.3		1.7		0.8	0.7		
PF Factor				1.000		1.000		1.000		1.000	1.000		
Control Delay				22.4		24.6		10.3		7.5	7.9		
Lane Group LOS				C		C		B		A	A		
Approach Delay				23.7			10.3			7.9			
Approach LOS				C			B			A			
Intersection Delay	12.3			Intersection LOS						B			

**FUTURE
WITHOUT PROJECT**

SHORT REPORT

General Information					Site Information				
Analyst J Kim					Intersection NE 126 St. @ 16 Ave.				
Agency or Co. McMahon Associates, Inc.					Area Type All other areas				
Date Performed 2/22/2013					Jurisdiction Miami-Dade County				
Time Period Morning Peak Hour					Analysis Year 2018 without Project				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				1		1		1	0	1	1	
Lane Group				L		R		TR		L	T	
Volume (vph)				20		9		261	20	12	290	
% Heavy Vehicles				2		2		2	2	2	2	
PHF				0.95		0.95		0.95	0.95	0.95	0.95	
Pretimed/Actuated (P/A)				P		P		P	P	P	P	
Startup Lost Time				2.0		2.0		2.0		2.0	2.0	
Extension of Effective Green				2.0		2.0		2.0		2.0	2.0	
Arrival Type				3		3		3		3	3	
Unit Extension				3.0		3.0		3.0		3.0	3.0	
Ped/Bike/RTOR Volume				0	0	0	0	0	0	0	0	
Lane Width				12.0		12.0		12.0		12.0	12.0	
Parking/Grade/Parking				N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour				0		0		0		0	0	
Minimum Pedestrian Time					3.2			3.2			3.2	
Phasing	WB Only	02	03	04	NS Perm	06	07	08				
Timing	G = 21.0	G = 0.0	G = 0.0	G = 0.0	G = 46.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 4	Y = 0	Y = 0	Y = 0	Y = 4	Y = 0	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25								Cycle Length C = 75.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate				21		9		296		13	305	
Lane Group Capacity				496		443		1132		615	1143	
v/c Ratio				0.04		0.02		0.26		0.02	0.27	
Green Ratio				0.28		0.28		0.61		0.61	0.61	
Uniform Delay d_1				19.7		19.6		6.7		5.7	6.7	
Delay Factor k				0.50		0.50		0.50		0.50	0.50	
Incremental Delay d_2				0.2		0.1		0.6		0.1	0.6	
PF Factor				1.000		1.000		1.000		1.000	1.000	
Control Delay				19.8		19.6		7.2		5.7	7.3	
Lane Group LOS				B		B		A		A	A	
Approach Delay				19.8			7.2			7.2		
Approach LOS				B			A			A		
Intersection Delay	7.8			Intersection LOS						A		

SHORT REPORT

General Information					Site Information				
Analyst	J Kim				Intersection	NE 126 St. @ 16 Ave.			
Agency or Co.	McMahon Associates, Inc.				Area Type	All other areas			
Date Performed	2/22/2013				Jurisdiction	Miami-Dade County			
Time Period	Afternoon Peak Hour				Analysis Year	2018 Without Project			

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				1		1		1	0	1	1	
Lane Group				L		R		TR		L	T	
Volume (vph)				43		31		543	58	11	410	
% Heavy Vehicles				2		2		2	2	2	2	
PHF				0.95		0.95		0.95	0.95	0.95	0.95	
Pretimed/Actuated (P/A)				P		P		P	P	P	P	
Startup Lost Time				2.0		2.0		2.0		2.0	2.0	
Extension of Effective Green				2.0		2.0		2.0		2.0	2.0	
Arrival Type				3		3		3		3	3	
Unit Extension				3.0		3.0		3.0		3.0	3.0	
Ped/Bike/RTOR Volume				0	0	0	0	0	0	0	0	
Lane Width				12.0		12.0		12.0		12.0	12.0	
Parking/Grade/Parking				N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour				0		0		0		0	0	
Minimum Pedestrian Time					3.2			3.2			3.2	
Phasing	WB Only	02	03	04	NS Perm	06	07	08				
Timing	G = 21.0	G = 0.0	G = 0.0	G = 0.0	G = 46.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 4	Y = 0	Y = 0	Y = 0	Y = 4	Y = 0	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25								Cycle Length C = 75.0				

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				45		33		633		12	432	
Lane Group Capacity				496		443		1128		391	1143	
v/c Ratio				0.09		0.07		0.56		0.03	0.38	
Green Ratio				0.28		0.28		0.61		0.61	0.61	
Uniform Delay d_1				19.9		19.9		8.5		5.7	7.3	
Delay Factor k				0.50		0.50		0.50		0.50	0.50	
Incremental Delay d_2				0.4		0.3		2.0		0.1	1.0	
PF Factor				1.000		1.000		1.000		1.000	1.000	
Control Delay				20.3		20.2		10.6		5.9	8.3	
Lane Group LOS				C		C		B		A	A	
Approach Delay				20.3			10.6			8.2		
Approach LOS				C			B			A		
Intersection Delay	10.3			Intersection LOS						B		

SHORT REPORT

General Information					Site Information				
Analyst	J Kim				Intersection	NE 127 St. @ 16 Ave.			
Agency or Co.	McMahon Associates, Inc.				Area Type	All other areas			
Date Performed	2/22/2013				Jurisdiction	Miami-Dade County			
Time Period	Morning Peak Hour				Analysis Year	2018 Without Project			

Volume and Timing Input

			EB			WB			NB			SB		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes						1		1		1	0	1	1	
Lane Group						L		R		TR		L	T	
Volume (vph)						34		51		184	77	65	250	
% Heavy Vehicles						2		2		2	2	2	2	
PHF						0.95		0.95		0.95	0.95	0.95	0.95	
Pretimed/Actuated (P/A)						P		P		P	P	P	P	
Startup Lost Time						2.0		2.0		2.0		2.0	2.0	
Extension of Effective Green						2.0		2.0		2.0		2.0	2.0	
Arrival Type						3		3		3		3	3	
Unit Extension						3.0		3.0		3.0		3.0	3.0	
Ped/Bike/RTOR Volume						0	0	0	0	0	0	0	0	
Lane Width						12.0		12.0		12.0		12.0	12.0	
Parking/Grade/Parking						N	0	N	N	0	N	N	0	N
Parking/Hour														
Bus Stops/Hour						0		0		0		0	0	
Minimum Pedestrian Time							3.2			3.2			3.2	
Phasing	WB Only	02	03	04	NS Perm	06	07	08						
Timing	G = 20.0	G = 0.0	G = 0.0	G = 0.0	G = 45.0	G = 0.0	G = 0.0	G = 0.0						
	Y = 5	Y = 0	Y = 0	Y = 0	Y = 5	Y = 0	Y = 0	Y = 0						
Duration of Analysis (hrs) = 0.25										Cycle Length C = 75.0				

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				36		54		275		68	263	
Lane Group Capacity				472		422		1073		629	1118	
v/c Ratio				0.08		0.13		0.26		0.11	0.24	
Green Ratio				0.27		0.27		0.60		0.60	0.60	
Uniform Delay d_1				20.6		20.9		7.1		6.4	7.0	
Delay Factor k				0.50		0.50		0.50		0.50	0.50	
Incremental Delay d_2				0.3		0.6		0.6		0.3	0.5	
PF Factor				1.000		1.000		1.000		1.000	1.000	
Control Delay				20.9		21.5		7.7		6.8	7.5	
Lane Group LOS				C		C		A		A	A	
Approach Delay				21.3			7.7			7.3		
Approach LOS				C			A			A		
Intersection Delay	9.3			Intersection LOS						A		

SHORT REPORT

General Information					Site Information				
Analyst	J Kim				Intersection	NE 127 St. @ 16 Ave.			
Agency or Co.	McMahon Associates, Inc.				Area Type	All other areas			
Date Performed	2/22/2013				Jurisdiction	Miami-Dade County			
Time Period	Afternoon Peak Hour				Analysis Year	2018 Without Project			

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				1		1		1	0	1	1	
Lane Group				L		R		TR		L	T	
Volume (vph)				99		147		446	97	71	323	
% Heavy Vehicles				2		2		2	2	2	2	
PHF				0.95		0.95		0.95	0.95	0.95	0.95	
Pretimed/Actuated (P/A)				P		P		P	P	P	P	
Startup Lost Time				2.0		2.0		2.0		2.0	2.0	
Extension of Effective Green				2.0		2.0		2.0		2.0	2.0	
Arrival Type				3		3		3		3	3	
Unit Extension				3.0		3.0		3.0		3.0	3.0	
Ped/Bike/RTOR Volume				0	0	0	0	0	0	0	0	
Lane Width				12.0		12.0		12.0		12.0	12.0	
Parking/Grade/Parking				N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour				0		0		0		0	0	
Minimum Pedestrian Time					3.2			3.2			3.2	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = 20.0	G = 0.0	G = 0.0	G = 0.0	G = 45.0	G = 0.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y = 0	Y = 5	Y = 0	Y = 0	Y = 0
Duration of Analysis (hrs) = 0.25					Cycle Length C = 75.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				104		155		571		75	340	
Lane Group Capacity				472		422		1091		421	1118	
v/c Ratio				0.22		0.37		0.52		0.18	0.30	
Green Ratio				0.27		0.27		0.60		0.60	0.60	
Uniform Delay d_1				21.4		22.4		8.7		6.7	7.3	
Delay Factor k				0.50		0.50		0.50		0.50	0.50	
Incremental Delay d_2				1.1		2.5		1.8		0.9	0.7	
PF Factor				1.000		1.000		1.000		1.000	1.000	
Control Delay				22.5		24.8		10.5		7.6	8.0	
Lane Group LOS				C		C		B		A	A	
Approach Delay				23.9			10.5			8.0		
Approach LOS				C			B			A		
Intersection Delay	12.5			Intersection LOS						B		

SHORT REPORT

General Information						Site Information					
Analyst J Kim						Intersection US-1 @ NE 126 St.					
Agency or Co. McMahon Associates, Inc.						Area Type All other areas					
Date Performed 2/22/2013						Jurisdiction Miami-Dade County					
Time Period Morning Peak Hour						Analysis Year 2018 Without Project					

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	1	1	3	0	1	3	0
Lane Group	L	T	R	L	T	R	L	TR		L	TR	
Volume (vph)	35	17	27	45	24	132	52	1437	30	94	1785	60
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3	3	3	3	3	3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 26.0	G = 0.0	G = 0.0	G = 0.0	G = 11.0	G = 100.0	G = 0.0	G = 0.0				
	Y = 5	Y = 0	Y = 0	Y = 0	Y = 3	Y = 5	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25								Cycle Length C = 150.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	37	18	28	47	25	139	55	1545		99	1942	
Lane Group Capacity	239	323	274	241	323	274	130	3372		130	3366	
v/c Ratio	0.15	0.06	0.10	0.20	0.08	0.51	0.42	0.46		0.76	0.58	
Green Ratio	0.17	0.17	0.17	0.17	0.17	0.17	0.07	0.67		0.07	0.67	
Uniform Delay d_1	52.7	51.8	52.2	53.0	52.0	56.2	66.5	12.0		68.2	13.5	
Delay Factor k	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50		0.50	0.50	
Incremental Delay d_2	1.4	0.3	0.7	1.8	0.5	6.6	9.8	0.5		33.7	0.7	
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	54.0	52.1	52.9	54.8	52.4	62.8	76.3	12.4		101.9	14.3	
Lane Group LOS	D	D	D	D	D	E	E	B		F	B	
Approach Delay	53.2			59.8			14.6			18.5		
Approach LOS	D			E			B			B		
Intersection Delay	19.9			Intersection LOS						B		

SHORT REPORT

General Information						Site Information					
Analyst J Kim						Intersection US-1 @ NE 126 St.					
Agency or Co. McMahon Associates, Inc.						Area Type All other areas					
Date Performed 2/22/2013						Jurisdiction Miami-Dade County					
Time Period Afternoon Peak Hour						Analysis Year 2018 - Without Project					

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	1	1	3	0	1	3	0
Lane Group	L	T	R	L	T	R	L	TR		L	TR	
Volume (vph)	86	35	57	54	11	103	50	2034	46	106	1732	58
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3	3	3	3	3	3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 26.0	G = 0.0	G = 0.0	G = 0.0	G = 11.0	G = 100.0	G = 0.0	G = 0.0				
	Y = 5	Y = 0	Y = 0	Y = 0	Y = 3	Y = 5	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 150.0						

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	91	37	60	57	12	108	53	2189		112	1884	
Lane Group Capacity	242	323	274	237	323	274	130	3371		130	3366	
v/c Ratio	0.38	0.11	0.22	0.24	0.04	0.39	0.41	0.65		0.86	0.56	
Green Ratio	0.17	0.17	0.17	0.17	0.17	0.17	0.07	0.67		0.07	0.67	
Uniform Delay d_1	54.8	52.3	53.3	53.5	51.6	55.0	66.4	14.7		68.7	13.3	
Delay Factor k	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50		0.50	0.50	
Incremental Delay d_2	4.4	0.7	1.8	2.4	0.2	4.2	9.2	1.0		48.5	0.7	
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	59.2	53.0	55.1	55.9	51.8	59.2	75.6	15.7		117.2	14.0	
Lane Group LOS	E	D	E	E	D	E	E	B		F	B	
Approach Delay	56.7			57.6			17.1			19.8		
Approach LOS	E			E			B			B		
Intersection Delay	21.4			Intersection LOS						C		

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	J Kim		Intersection	US-1 @ NE 127 St.
Agency/Co.	McMahon Associates, Inc.		Jurisdiction	Miami-Dade County
Date Performed	2/22/2013		Analysis Year	2018 Without Project
Analysis Time Period	Morning Peak Hour			

Project Description Johnson & Wales University

East/West Street: NE 127 Street

North/South Street: US-1

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	28	1538		0	1922	16
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	29	1618	0	0	2023	16
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T		L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			19			
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	20	0	0	0
Percent Heavy Vehicles	0	0	2	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	0
Configuration			R			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L						R
v (veh/h)	29	0						20
C (m) (veh/h)	273	399						234
v/c	0.11	0.00						0.09
95% queue length	0.35	0.00						0.28
Control Delay (s/veh)	19.7	14.0						21.8
LOS	C	B						C
Approach Delay (s/veh)	--	--				21.8		
Approach LOS	--	--				C		

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	J Kim			Intersection	US-1 @ NE 127 St.		
Agency/Co.	McMahon Associates, Inc.			Jurisdiction	Miami-Dade County		
Date Performed	2/22/2013			Analysis Year	2018 Without Project		
Analysis Time Period	Afternoon Peak Hour						
Project Description Johnson & Wales University							
East/West Street: NE 127 Street				North/South Street: US-1			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	32	2263		0	1928	22	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	33	2382	0	0	2029	23	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Raised curb						
RT Channelized			0			0	
Lanes	1	2	0	1	2	0	
Configuration	L	T		L	T	TR	
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)			29				
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	0	0	30	0	0	0	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	1	0	0	0	
Configuration			R				
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L	L					R
v (veh/h)	33	0					30
C (m) (veh/h)	277	206					236
v/c	0.12	0.00					0.13
95% queue length	0.40	0.00					0.43
Control Delay (s/veh)	19.7	22.5					22.5
LOS	C	C					C
Approach Delay (s/veh)	--	--				22.5	
Approach LOS	--	--				C	

SHORT REPORT

General Information						Site Information					
Analyst J Kim						Intersection US-1 @ NE 130 St.					
Agency or Co. McMahon Associates, Inc.						Area Type All other areas					
Date Performed 2/22/2013						Jurisdiction Miami-Dade County					
Time Period Morning Peak Hour						Analysis Year 2018 Without Project					

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	0	1	0	1	3	0	1	3	0
Lane Group	L	TR			LTR		L	TR		L	TR	
Volume (vph)	42	16	13	27	3	78	26	1457	20	92	1947	57
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup Lost Time	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3			3		3	3		3	3	
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 24.0	G = 0.0	G = 0.0	G = 0.0	G = 95.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 5.5	Y = 0	Y = 0	Y = 0	Y = 5.5	Y = 0	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25							Cycle Length C = 130.0					

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	44	31			113		27	1555		97	2109	
Lane Group Capacity	213	321			286		89	3701		184	3692	
v/c Ratio	0.21	0.10			0.40		0.30	0.42		0.53	0.57	
Green Ratio	0.18	0.18			0.18		0.73	0.73		0.73	0.73	
Uniform Delay d_1	44.9	44.0			46.6		6.1	6.8		7.7	8.1	
Delay Factor k	0.50	0.50			0.50		0.50	0.50		0.50	0.50	
Incremental Delay d_2	2.2	0.6			4.1		8.6	0.4		10.4	0.6	
PF Factor	1.000	1.000			1.000		1.000	1.000		1.000	1.000	
Control Delay	47.1	44.6			50.7		14.6	7.2		18.1	8.7	
Lane Group LOS	D	D			D		B	A		B	A	
Approach Delay	46.1			50.7			7.3			9.1		
Approach LOS	D			D			A			A		
Intersection Delay	10.3			Intersection LOS						B		

SHORT REPORT

General Information						Site Information					
Analyst J Kim						Intersection US-1 @ NE 130 St.					
Agency or Co. McMahon Associates, Inc.						Area Type All other areas					
Date Performed 2/22/2013						Jurisdiction Miami-Dade County					
Time Period Afternoon Peak Hour						Analysis Year 2018 Without Project					

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	0	1	0	1	3	0	1	3	0
Lane Group	L	TR			LTR		L	TR		L	TR	
Volume (vph)	109	23	27	34	10	86	40	2063	39	130	1917	63
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup Lost Time	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3			3		3	3		3	3	
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 28.0	G = 0.0	G = 0.0	G = 0.0	G = 91.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 5.5	Y = 0	Y = 0	Y = 0	Y = 5.5	Y = 0	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25								Cycle Length C = 130.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	115	52			138		42	2213		137	2084	
Lane Group Capacity	238	369			333		83	3542		69	3535	
v/c Ratio	0.48	0.14			0.41		0.51	0.62		1.99	0.59	
Green Ratio	0.22	0.22			0.22		0.70	0.70		0.70	0.70	
Uniform Delay d_1	44.7	41.3			43.9		9.1	10.4		19.5	10.0	
Delay Factor k	0.50	0.50			0.50		0.50	0.50		0.50	0.50	
Incremental Delay d_2	6.9	0.8			3.8		20.4	0.8		491.0	0.7	
PF Factor	1.000	1.000			1.000		1.000	1.000		1.000	1.000	
Control Delay	51.5	42.1			47.7		29.4	11.2		510.5	10.7	
Lane Group LOS	D	D			D		C	B		F	B	
Approach Delay	48.6			47.7			11.6			41.5		
Approach LOS	D			D			B			D		
Intersection Delay	27.8			Intersection LOS						C		

**FUTURE
WITH PROJECT**

SHORT REPORT

General Information						Site Information					
Analyst J Kim						Intersection NE 126 St. @ 16 Ave.					
Agency or Co. McMahon Associates, Inc.						Area Type All other areas					
Date Performed 2/22/2013						Jurisdiction Miami-Dade County					
Time Period Morning Peak Hour						Analysis Year 2018 with Project					

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				1		1		1	0	1	1	
Lane Group				L		R		TR		L	T	
Volume (vph)				22		9		279	28	12	295	
% Heavy Vehicles				2		2		2	2	2	2	
PHF				0.95		0.95		0.95	0.95	0.95	0.95	
Pretimed/Actuated (P/A)				P		P		P	P	P	P	
Startup Lost Time				2.0		2.0		2.0		2.0	2.0	
Extension of Effective Green				2.0		2.0		2.0		2.0	2.0	
Arrival Type				3		3		3		3	3	
Unit Extension				3.0		3.0		3.0		3.0	3.0	
Ped/Bike/RTOR Volume				0	0	0	0	0	0	0	0	
Lane Width				12.0		12.0		12.0		12.0	12.0	
Parking/Grade/Parking				N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour				0		0		0		0	0	
Minimum Pedestrian Time					3.2			3.2			3.2	
Phasing	WB Only	02	03	04	NS Perm	06	07	08				
Timing	G = 21.0	G = 0.0	G = 0.0	G = 0.0	G = 46.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 4	Y = 0	Y = 0	Y = 0	Y = 4	Y = 0	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25								Cycle Length C = 75.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate				23		9		323		13	311	
Lane Group Capacity				496		443		1129		594	1143	
v/c Ratio				0.05		0.02		0.29		0.02	0.27	
Green Ratio				0.28		0.28		0.61		0.61	0.61	
Uniform Delay d ₁				19.7		19.6		6.8		5.7	6.7	
Delay Factor k				0.50		0.50		0.50		0.50	0.50	
Incremental Delay d ₂				0.2		0.1		0.6		0.1	0.6	
PF Factor				1.000		1.000		1.000		1.000	1.000	
Control Delay				19.9		19.6		7.4		5.8	7.3	
Lane Group LOS				B		B		A		A	A	
Approach Delay				19.8			7.4			7.3		
Approach LOS				B			A			A		
Intersection Delay	7.9			Intersection LOS						A		

SHORT REPORT

General Information					Site Information				
Analyst	J Kim				Intersection	NE 126 St. @ 16 Ave.			
Agency or Co.	McMahon Associates, Inc.				Area Type	All other areas			
Date Performed	2/22/2013				Jurisdiction	Miami-Dade County			
Time Period	Afternoon Peak Hour				Analysis Year	2018 With Project			

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				1		1		1	0	1	1	
Lane Group				L		R		TR		L	T	
Volume (vph)				50		31		549	61	11	425	
% Heavy Vehicles				2		2		2	2	2	2	
PHF				0.95		0.95		0.95	0.95	0.95	0.95	
Pretimed/Actuated (P/A)				P		P		P	P	P	P	
Startup Lost Time				2.0		2.0		2.0		2.0	2.0	
Extension of Effective Green				2.0		2.0		2.0		2.0	2.0	
Arrival Type				3		3		3		3	3	
Unit Extension				3.0		3.0		3.0		3.0	3.0	
Ped/Bike/RTOR Volume				0	0	0	0	0	0	0	0	
Lane Width				12.0		12.0		12.0		12.0	12.0	
Parking/Grade/Parking				N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour				0		0		0		0	0	
Minimum Pedestrian Time					3.2			3.2			3.2	
Phasing	WB Only	02	03	04	NS Perm	06	07	08				
Timing	G = 21.0	G = 0.0	G = 0.0	G = 0.0	G = 46.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 4	Y = 0	Y = 0	Y = 0	Y = 4	Y = 0	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25								Cycle Length C = 75.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate				53		33		642		12	447	
Lane Group Capacity				496		443		1127		387	1143	
v/c Ratio				0.11		0.07		0.57		0.03	0.39	
Green Ratio				0.28		0.28		0.61		0.61	0.61	
Uniform Delay d_1				20.0		19.9		8.6		5.7	7.4	
Delay Factor k				0.50		0.50		0.50		0.50	0.50	
Incremental Delay d_2				0.4		0.3		2.1		0.1	1.0	
PF Factor				1.000		1.000		1.000		1.000	1.000	
Control Delay				20.5		20.2		10.7		5.9	8.4	
Lane Group LOS				C		C		B		A	A	
Approach Delay				20.4			10.7			8.3		
Approach LOS				C			B			A		
Intersection Delay	10.5			Intersection LOS						B		

SHORT REPORT

General Information						Site Information					
Analyst J Kim						Intersection NE 127 St. @ 16 Ave.					
Agency or Co. McMahon Associates, Inc.						Area Type All other areas					
Date Performed 2/22/2013						Jurisdiction Miami-Dade County					
Time Period Morning Peak Hour						Analysis Year 2018 With Project					

Volume and Timing Input

		EB			WB			NB			SB		
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes					1		1		1	0	1	1	
Lane Group					L		R		TR		L	T	
Volume (vph)					39		55		184	95	79	250	
% Heavy Vehicles					2		2		2	2	2	2	
PHF					0.95		0.95		0.95	0.95	0.95	0.95	
Pretimed/Actuated (P/A)					P		P		P	P	P	P	
Startup Lost Time					2.0		2.0		2.0		2.0	2.0	
Extension of Effective Green					2.0		2.0		2.0		2.0	2.0	
Arrival Type					3		3		3		3	3	
Unit Extension					3.0		3.0		3.0		3.0	3.0	
Ped/Bike/RTOR Volume					0	0	0	0	0	0	0	0	
Lane Width					12.0		12.0		12.0		12.0	12.0	
Parking/Grade/Parking					N	0	N	N	0	N	N	0	N
Parking/Hour													
Bus Stops/Hour					0		0		0		0	0	
Minimum Pedestrian Time						3.2			3.2			3.2	
Phasing	WB Only	02	03	04	NS Perm			06	07	08			
Timing	G = 20.0	G = 0.0	G = 0.0	G = 0.0	G = 45.0			G = 0.0	G = 0.0	G = 0.0			
	Y = 5	Y = 0	Y = 0	Y = 0	Y = 5			Y = 0	Y = 0	Y = 0			
Duration of Analysis (hrs) = 0.25									Cycle Length C = 75.0				

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate				41		58		294		83	263	
Lane Group Capacity				472		422		1066		613	1118	
v/c Ratio				0.09		0.14		0.28		0.14	0.24	
Green Ratio				0.27		0.27		0.60		0.60	0.60	
Uniform Delay d_1				20.6		20.9		7.2		6.5	7.0	
Delay Factor k				0.50		0.50		0.50		0.50	0.50	
Incremental Delay d_2				0.4		0.7		0.6		0.5	0.5	
PF Factor				1.000		1.000		1.000		1.000	1.000	
Control Delay				21.0		21.6		7.8		7.0	7.5	
Lane Group LOS				C		C		A		A	A	
Approach Delay				21.4			7.8			7.4		
Approach LOS				C			A			A		
Intersection Delay	9.4			Intersection LOS						A		

SHORT REPORT

General Information					Site Information				
Analyst	J Kim				Intersection	NE 127 St. @ 16 Ave.			
Agency or Co.	McMahon Associates, Inc.				Area Type	All other areas			
Date Performed	2/22/2013				Jurisdiction	Miami-Dade County			
Time Period	Afternoon Peak Hour				Analysis Year	2018 With Project			

Volume and Timing Input														
			EB			WB			NB			SB		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes						1		1		1	0	1	1	
Lane Group						L		R		TR		L	T	
Volume (vph)						114		158		446	103	76	323	
% Heavy Vehicles						2		2		2	2	2	2	
PHF						0.95		0.95		0.95	0.95	0.95	0.95	
Pretimed/Actuated (P/A)						P		P		P	P	P	P	
Startup Lost Time						2.0		2.0		2.0		2.0	2.0	
Extension of Effective Green						2.0		2.0		2.0		2.0	2.0	
Arrival Type						3		3		3		3	3	
Unit Extension						3.0		3.0		3.0		3.0	3.0	
Ped/Bike/RTOR Volume						0	0	0	0	0	0	0	0	
Lane Width						12.0		12.0		12.0		12.0	12.0	
Parking/Grade/Parking						N	0	N	N	0	N	N	0	N
Parking/Hour														
Bus Stops/Hour						0		0		0		0	0	
Minimum Pedestrian Time							3.2			3.2			3.2	
Phasing	WB Only	02	03	04	NS Perm	06	07	08						
Timing	G = 20.0	G = 0.0	G = 0.0	G = 0.0	G = 45.0	G = 0.0	G = 0.0	G = 0.0						
	Y = 5	Y = 0	Y = 0	Y = 0	Y = 5	Y = 0	Y = 0	Y = 0						
Duration of Analysis (hrs) = 0.25										Cycle Length C = 75.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate				120		166		577		80	340	
Lane Group Capacity				472		422		1090		417	1118	
v/c Ratio				0.25		0.39		0.53		0.19	0.30	
Green Ratio				0.27		0.27		0.60		0.60	0.60	
Uniform Delay d_1				21.6		22.5		8.8		6.8	7.3	
Delay Factor k				0.50		0.50		0.50		0.50	0.50	
Incremental Delay d_2				1.3		2.7		1.8		1.0	0.7	
PF Factor				1.000		1.000		1.000		1.000	1.000	
Control Delay				22.9		25.3		10.6		7.8	8.0	
Lane Group LOS				C		C		B		A	A	
Approach Delay				24.3			10.6			8.0		
Approach LOS				C			B			A		
Intersection Delay	12.8			Intersection LOS						B		

SHORT REPORT

General Information						Site Information					
Analyst J Kim						Intersection US-1 @ NE 126 St.					
Agency or Co. McMahon Associates, Inc.						Area Type All other areas					
Date Performed 2/22/2013						Jurisdiction Miami-Dade County					
Time Period Morning Peak Hour						Analysis Year 2018 with Project					

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	1	1	3	0	1	3	0
Lane Group	L	T	R	L	T	R	L	TR		L	TR	
Volume (vph)	36	17	29	45	24	132	60	1448	30	95	1788	65
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3	3	3	3	3	3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 26.0	G = 0.0	G = 0.0	G = 0.0	G = 11.0	G = 100.0	G = 0.0	G = 0.0				
	Y = 5	Y = 0	Y = 0	Y = 0	Y = 3	Y = 5	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25									Cycle Length C = 150.0			

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	38	18	31	47	25	139	63	1556		100	1950	
Lane Group Capacity	239	323	274	241	323	274	130	3372		130	3365	
v/c Ratio	0.16	0.06	0.11	0.20	0.08	0.51	0.48	0.46		0.77	0.58	
Green Ratio	0.17	0.17	0.17	0.17	0.17	0.17	0.07	0.67		0.07	0.67	
Uniform Delay d_1	52.7	51.8	52.3	53.0	52.0	56.2	66.8	12.0		68.3	13.6	
Delay Factor k	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50		0.50	0.50	
Incremental Delay d_2	1.4	0.3	0.8	1.8	0.5	6.6	12.4	0.5		34.6	0.7	
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	54.1	52.1	53.1	54.8	52.4	62.8	79.1	12.5		102.9	14.3	
Lane Group LOS	D	D	D	D	D	E	E	B		F	B	
Approach Delay	53.3			59.8			15.1			18.6		
Approach LOS	D			E			B			B		
Intersection Delay	20.1			Intersection LOS						C		

SHORT REPORT

General Information						Site Information					
Analyst J Kim						Intersection US-1 @ NE 126 St.					
Agency or Co. McMahon Associates, Inc.						Area Type All other areas					
Date Performed 2/22/2013						Jurisdiction Miami-Dade County					
Time Period Afternoon Peak Hour						Analysis Year 2018 with Project					

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	1	1	1	1	1	3	0	1	3	0
Lane Group	L	T	R	L	T	R	L	TR		L	TR	
Volume (vph)	90	35	64	54	11	103	53	2038	46	110	1741	60
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup Lost Time	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival Type	3	3	3	3	3	3	3	3		3	3	
Unit Extension	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0	0	0	0	0	0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	Excl. Left	Thru & RT	07	08				
Timing	G = 26.0	G = 0.0	G = 0.0	G = 0.0	G = 11.0	G = 100.0	G = 0.0	G = 0.0				
	Y = 5	Y = 0	Y = 0	Y = 0	Y = 3	Y = 5	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25									Cycle Length C = 150.0			

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	95	37	67	57	12	108	56	2193		116	1896	
Lane Group Capacity	242	323	274	237	323	274	130	3371		130	3366	
v/c Ratio	0.39	0.11	0.24	0.24	0.04	0.39	0.43	0.65		0.89	0.56	
Green Ratio	0.17	0.17	0.17	0.17	0.17	0.17	0.07	0.67		0.07	0.67	
Uniform Delay d_1	55.0	52.3	53.5	53.5	51.6	55.0	66.5	14.7		68.9	13.3	
Delay Factor k	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50		0.50	0.50	
Incremental Delay d_2	4.7	0.7	2.1	2.4	0.2	4.2	10.1	1.0		54.2	0.7	
PF Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay	59.7	53.0	55.6	55.9	51.8	59.2	76.6	15.7		123.1	14.0	
Lane Group LOS	E	D	E	E	D	E	E	B		F	B	
Approach Delay	57.1			57.6			17.2			20.3		
Approach LOS	E			E			B			C		
Intersection Delay	21.8			Intersection LOS						C		

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	J Kim		Intersection	US-1 @ NE 127 St.
Agency/Co.	McMahon Associates, Inc.		Jurisdiction	Miami-Dade County
Date Performed	2/22/2013		Analysis Year	2018 With Project
Analysis Time Period	Morning Peak Hour			

Project Description Johnson & Wales University

East/West Street: NE 127 Street

North/South Street: US-1

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	39	1540		0	1927	21
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	41	1621	0	0	2028	22
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T		L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			23			
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	24	0	0	0
Percent Heavy Vehicles	0	0	2	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	0
Configuration			R			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L						R
v (veh/h)	41	0						24
C (m) (veh/h)	270	398						232
v/c	0.15	0.00						0.10
95% queue length	0.53	0.00						0.34
Control Delay (s/veh)	20.7	14.0						22.3
LOS	C	B						C
Approach Delay (s/veh)	--	--				22.3		
Approach LOS	--	--				C		

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	J Kim		Intersection	US-1 @ NE 127 St.
Agency/Co.	McMahon Associates, Inc.		Jurisdiction	Miami-Dade County
Date Performed	2/22/2013		Analysis Year	2018 With Project
Analysis Time Period	Afternoon Peak Hour			

Project Description Johnson & Wales University

East/West Street: NE 127 Street

North/South Street: US-1

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	36	2271		0	1930	24
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	37	2390	0	0	2031	25
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T		L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			42			
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR (veh/h)	0	0	44	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	1	0	0	0
Configuration			R			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L						R
v (veh/h)	37	0						44
C (m) (veh/h)	276	205						235
v/c	0.13	0.00						0.19
95% queue length	0.46	0.00						0.67
Control Delay (s/veh)	20.1	22.6						23.8
LOS	C	C						C
Approach Delay (s/veh)	--	--				23.8		
Approach LOS	--	--				C		

SHORT REPORT

General Information					Site Information				
Analyst	J Kim				Intersection	US-1 @ NE 130 St.			
Agency or Co.	McMahon Associates, Inc.				Area Type	All other areas			
Date Performed	2/22/2013				Jurisdiction	Miami-Dade County			
Time Period	Morning Peak Hour				Analysis Year	2018 With Project			

Volume and Timing Input

		EB			WB			NB			SB				
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
Number of Lanes		1	1	0	0	1	0	1	3	0	1	3	0		
Lane Group		L	TR			LTR		L	TR		L	TR			
Volume (vph)		44	16	13	27	3	78	26	1459	20	92	1957	66		
% Heavy Vehicles		2	2	2	2	2	2	2	2	2	2	2	2		
PHF		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Pretimed/Actuated (P/A)		P	P	P	P	P	P	P	P	P	P	P	P		
Startup Lost Time		2.0	2.0			2.0		2.0	2.0		2.0	2.0			
Extension of Effective Green		2.0	2.0			2.0		2.0	2.0		2.0	2.0			
Arrival Type		3	3			3		3	3		3	3			
Unit Extension		3.0	3.0			3.0		3.0	3.0		3.0	3.0			
Ped/Bike/RTOR Volume		0	0	0	0	0	0	0	0	0	0	0	0		
Lane Width		12.0	12.0			12.0		12.0	12.0		12.0	12.0			
Parking/Grade/Parking		N	0	N	N	0	N	N	0	N	N	0	N		
Parking/Hour															
Bus Stops/Hour		0	0			0		0	0		0	0			
Minimum Pedestrian Time			3.2			3.2			3.2			3.2			
Phasing	EW Perm	02		03		04		NS Perm		06		07		08	
Timing	G = 24.0	G = 0.0		G = 0.0		G = 0.0		G = 95.0		G = 0.0		G = 0.0		G = 0.0	
	Y = 5.5	Y = 0		Y = 0		Y = 0		Y = 5.5		Y = 0		Y = 0		Y = 0	
Duration of Analysis (hrs) = 0.25									Cycle Length C = 130.0						

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	46	31			113		27	1557		97	2129	
Lane Group Capacity	213	321			286		86	3701		183	3690	
v/c Ratio	0.22	0.10			0.40		0.31	0.42		0.53	0.58	
Green Ratio	0.18	0.18			0.18		0.73	0.73		0.73	0.73	
Uniform Delay d_1	45.0	44.0			46.6		6.1	6.8		7.7	8.1	
Delay Factor k	0.50	0.50			0.50		0.50	0.50		0.50	0.50	
Incremental Delay d_2	2.3	0.6			4.1		9.3	0.4		10.6	0.7	
PF Factor	1.000	1.000			1.000		1.000	1.000		1.000	1.000	
Control Delay	47.3	44.6			50.7		15.4	7.2		18.3	8.8	
Lane Group LOS	D	D			D		B	A		B	A	
Approach Delay	46.2			50.7			7.3			9.2		
Approach LOS	D			D			A			A		
Intersection Delay	10.3			Intersection LOS						B		

SHORT REPORT

General Information						Site Information					
Analyst J Kim						Intersection US-1 @ NE 130 St.					
Agency or Co. McMahon Associates, Inc.						Area Type All other areas					
Date Performed 2/22/2013						Jurisdiction Miami-Dade County					
Time Period Afternoon Peak Hour						Analysis Year 2018 With Project					

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	0	1	0	1	3	0	1	3	0
Lane Group	L	TR			LTR		L	TR		L	TR	
Volume (vph)	116	23	27	34	10	86	40	2071	39	130	1920	66
% Heavy Vehicles	2	2	2	2	2	2	2	2	2	2	2	2
PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed/Actuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup Lost Time	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Arrival Type	3	3			3		3	3		3	3	
Unit Extension	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0		0	0		0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EW Perm	02	03	04	NS Perm	06	07	08				
Timing	G = 28.0	G = 0.0	G = 0.0	G = 0.0	G = 91.0	G = 0.0	G = 0.0	G = 0.0				
	Y = 5.5	Y = 0	Y = 0	Y = 0	Y = 5.5	Y = 0	Y = 0	Y = 0				
Duration of Analysis (hrs) = 0.25								Cycle Length C = 130.0				

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
Adjusted Flow Rate	122	52			138		42	2221		137	2090	
Lane Group Capacity	238	369			333		83	3542		68	3534	
v/c Ratio	0.51	0.14			0.41		0.51	0.63		2.01	0.59	
Green Ratio	0.22	0.22			0.22		0.70	0.70		0.70	0.70	
Uniform Delay d_1	45.0	41.3			43.9		9.1	10.4		19.5	10.0	
Delay Factor k	0.50	0.50			0.50		0.50	0.50		0.50	0.50	
Incremental Delay d_2	7.7	0.8			3.8		20.4	0.9		504.2	0.7	
PF Factor	1.000	1.000			1.000		1.000	1.000		1.000	1.000	
Control Delay	52.7	42.1			47.7		29.4	11.3		523.7	10.7	
Lane Group LOS	D	D			D		C	B		F	B	
Approach Delay	49.5			47.7			11.6			42.3		
Approach LOS	D			D			B			D		
Intersection Delay	28.2			Intersection LOS						C		

