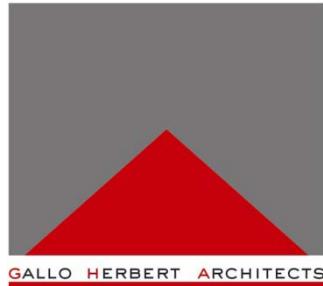


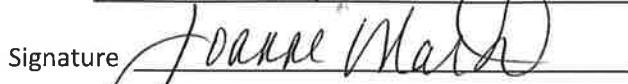


JOHNSON & WALES  
UNIVERSITY



Master Plan Update

City of North Miami Sign-offs

Name	Tanya Wilson-Sejour	Title	City Planner
Signature		Date	
Name	Paula Rose	Title	Police. DEPT.
Signature		Date	7/9/13
Name	Joanne Martin	Title	Zoning Administrator
Signature		Date	7-9-13
Name	John O'Brien	Title	Transportation Planner
Signature		Date	7-9-13
Name		Title	Economic Dev. Specialist
Signature	DANIEL DIAZ	Date	7-9-13
Name	Lesly Poudent	Title	CRA coordinator
Signature		Date	7/11/13
Name	Walter Pierre-Louis	Title	City Engineer
Signature		Date	7/12/13
Name		Title	Parks Superintendent / Arborist
Signature	KEITH MILLER	Date	7/12/13

## **Master Plan Update Contents**

JWU staff, city staff, consultants

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## **Appendices**

- Appendix A1 - Fortin, Leavy, Skiles, Inc. District Survey
- Appendix A2 - Fortin Leavy Skiles, Inc. Existing Infrastructure Survey
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- Appendix C - McMahon Transportation Engineers and Planners Parking Study
- 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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Larry Rice, Ed. D., Vice President  
Paul Zahn, Director of Facilities Management

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Carol Keys, Esq.  
Philippe Bien-Aime  
Marie Erlande Steril

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Maureen Harwitz  
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Charles Ernst  
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**Department of Public Works**  
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Brian Herbert, President

### **Architectural Alliance**

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John Kim, Project Manager

### **Michael Miller Planning Associates**

Michael Miller, President

### **Fortin, Leavy, Skiles, Inc.**

Daniel C. Fortin, Sr. President

Michael Vazquez, Vice President, Principal Engineer

## 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 126<sup>th</sup> Street and NE 17<sup>th</sup> 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.

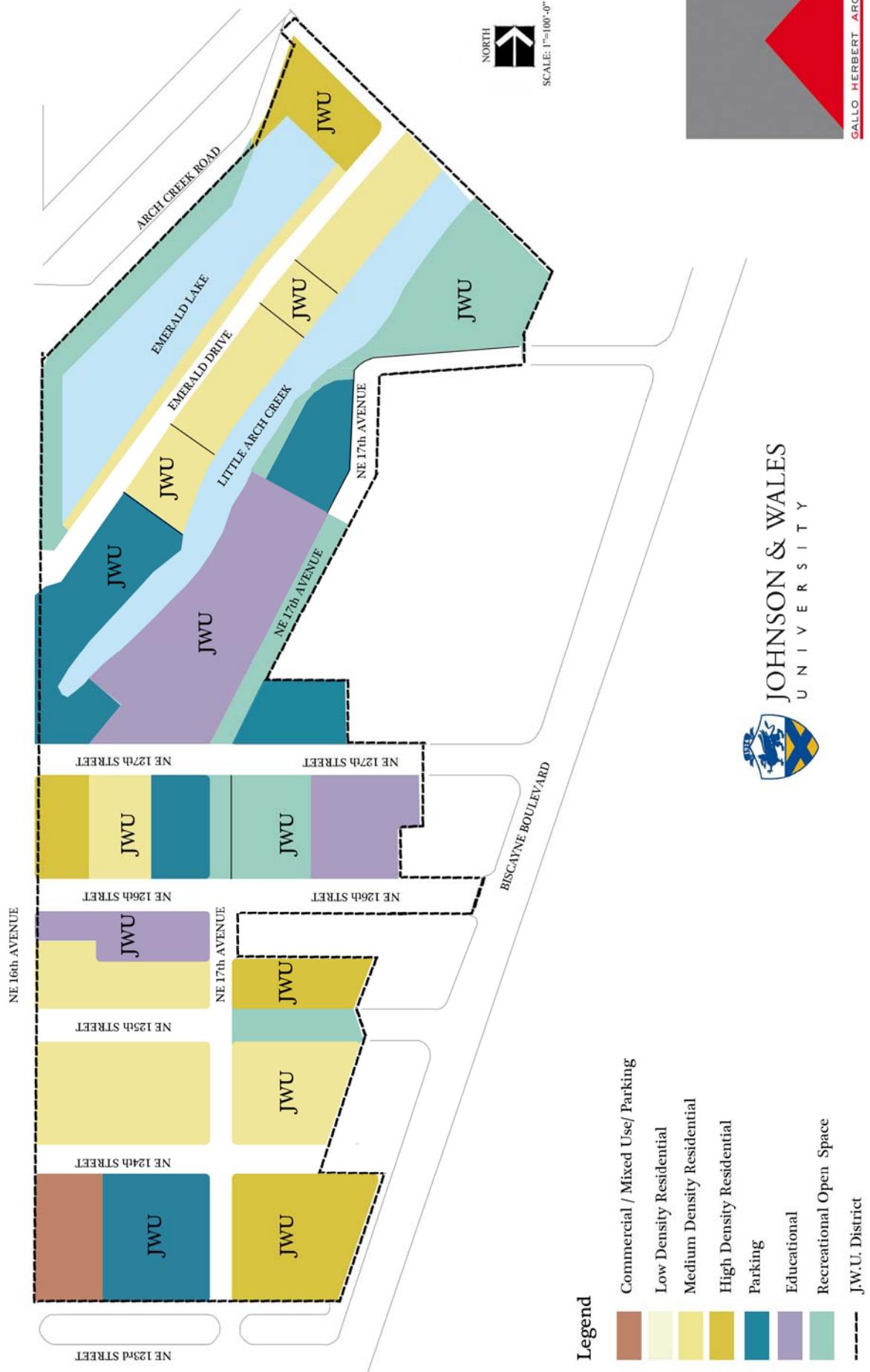


**Item 3 - District Survey by Fortin, Leavy, Skiles, Inc.**

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

#### Item 4 - Current Land Use



## 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 17<sup>th</sup> Avenue. Major parking lots are associated with the Publix Supermarket on Biscayne Boulevard, the Bay Imaging Building on NE 127<sup>th</sup> 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.

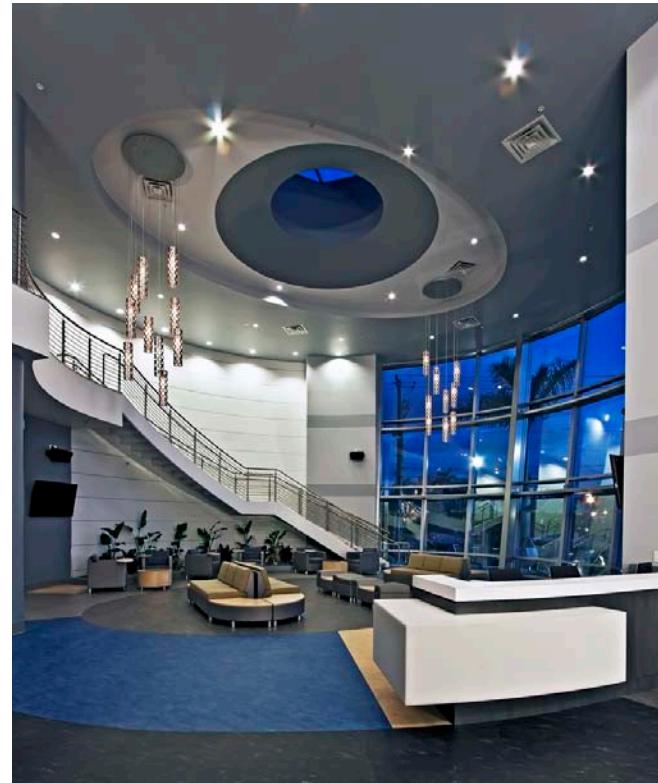
Johnson & Wales University educational buildings are found between NE 17<sup>th</sup> Avenue and Arch Creek running northeast from NE 126<sup>th</sup> Street. These buildings include the University Center, site of the old hospital; the Academic & Student Center and Wildcat Center.



**Wildcat Center**



**Wildcat Center**



**Wildcat Center**



**University Center Façade Renovation**

Between NE 126<sup>th</sup> and NE 127<sup>th</sup> Streets there is a large open space which straddles NE 17<sup>th</sup> 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**



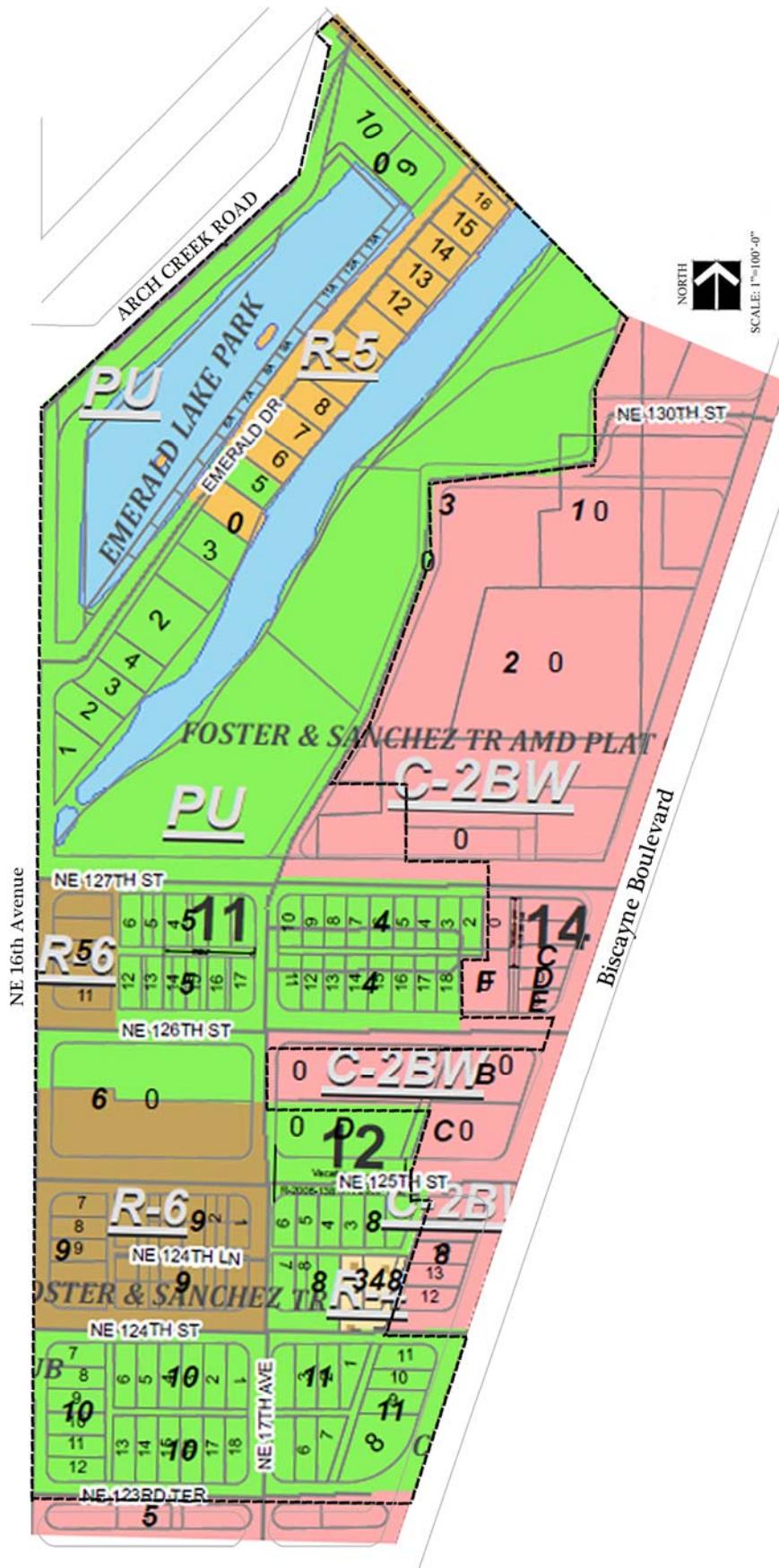
**University Commons**



**Arch Creek Field**

## Item 6 - Zoning & City Land Use

### ZONING & CITY LAND USE MAP



### 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



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GALLO HERBERT ARCHITECTS

SCALE: 1"=100'-0"



## **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.

Item 8 – Existing Master Plan



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



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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



GALLO HERBERT LEBOLLO  
ARCHITECTURE INTERIORS CONSULTING

**Item 9 - Inventory of Properties 2013**

<b>Johnson &amp; Wales University</b> <b>North Miami Campus</b> <b>Inventory of Properties - 2013</b>									
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
<b>Existing Inventory</b>									
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
	<b>Sub Total Existing</b>		<b>27.70</b>	<b>1,206,563</b>	<b>657,167</b>	<b>1,063</b>	<b>1,014</b>	<b>35</b>	
	<b>Total Existing Parking</b>						<b>1,049</b>		

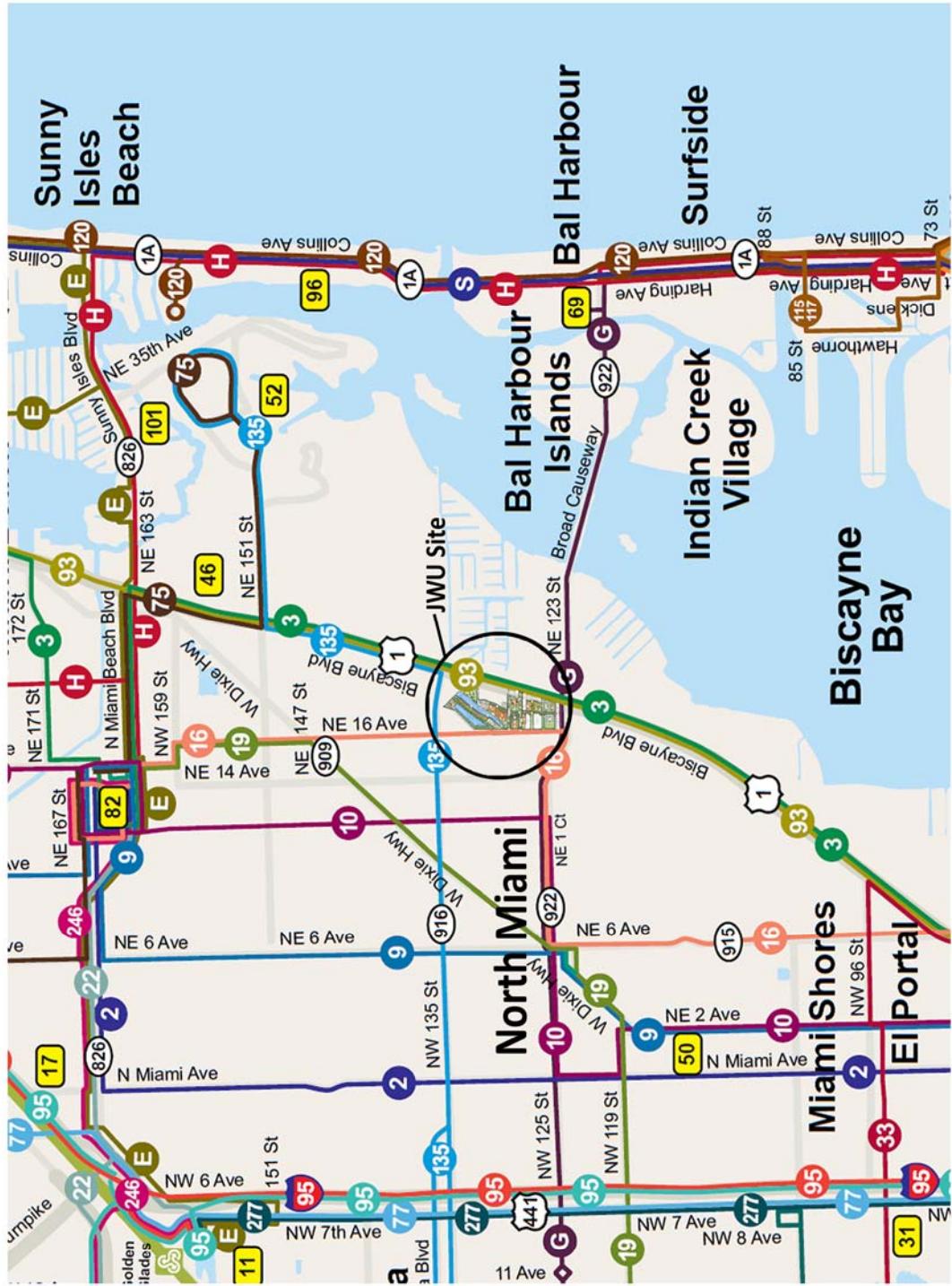
**Item 10 – Fortin, Leavy, Skiles, Inc. Existing Infrastructure Survey**

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.

**Item 11A - Area Map with JWU Site**

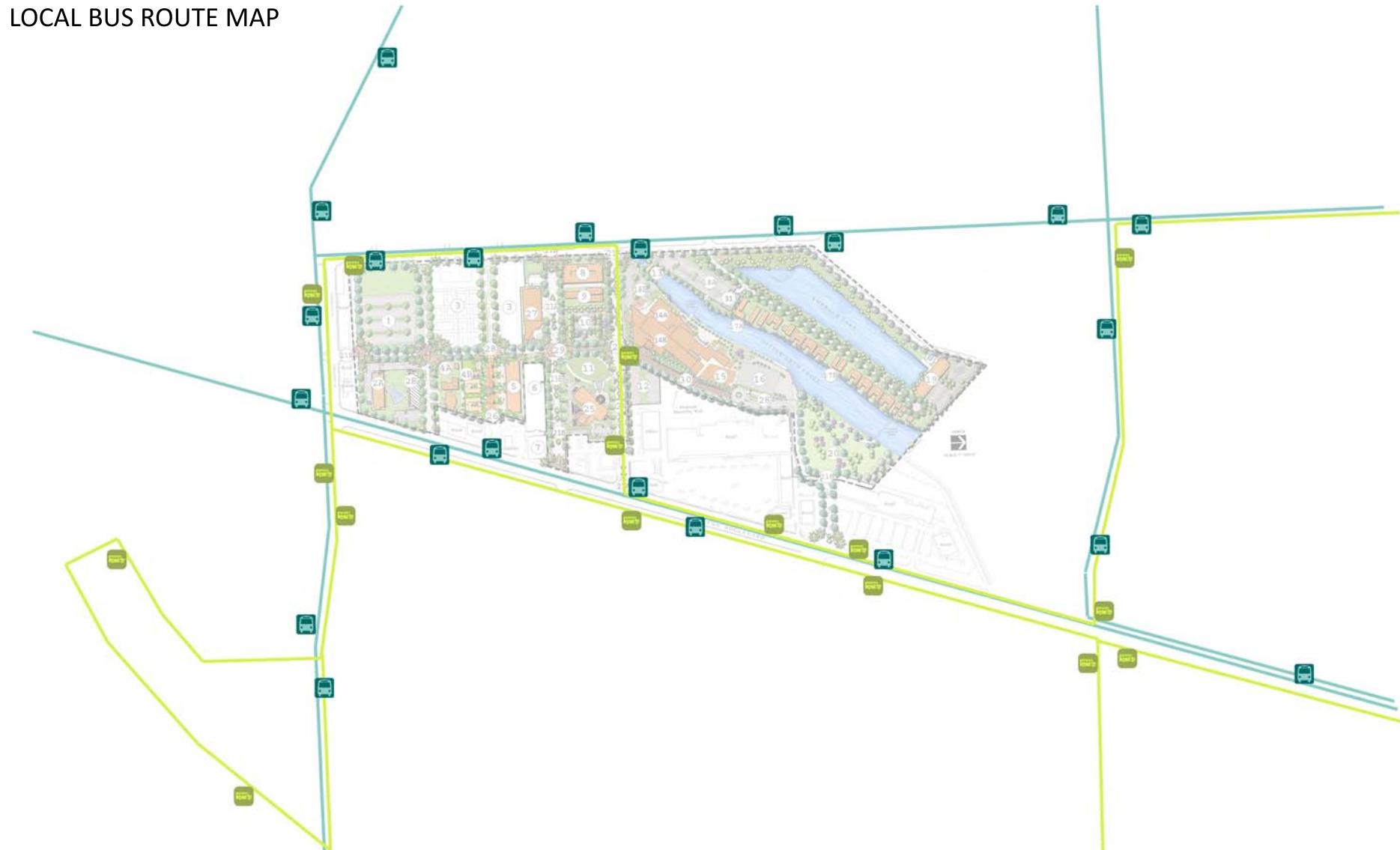


REGIONAL MAP



## LOCAL BUS ROUTE MAP

Item 11B - Local Bus Routes & Stops



## LEGEND

 NOMI EXPRESS

 MIAMI-DADE METRO BUS

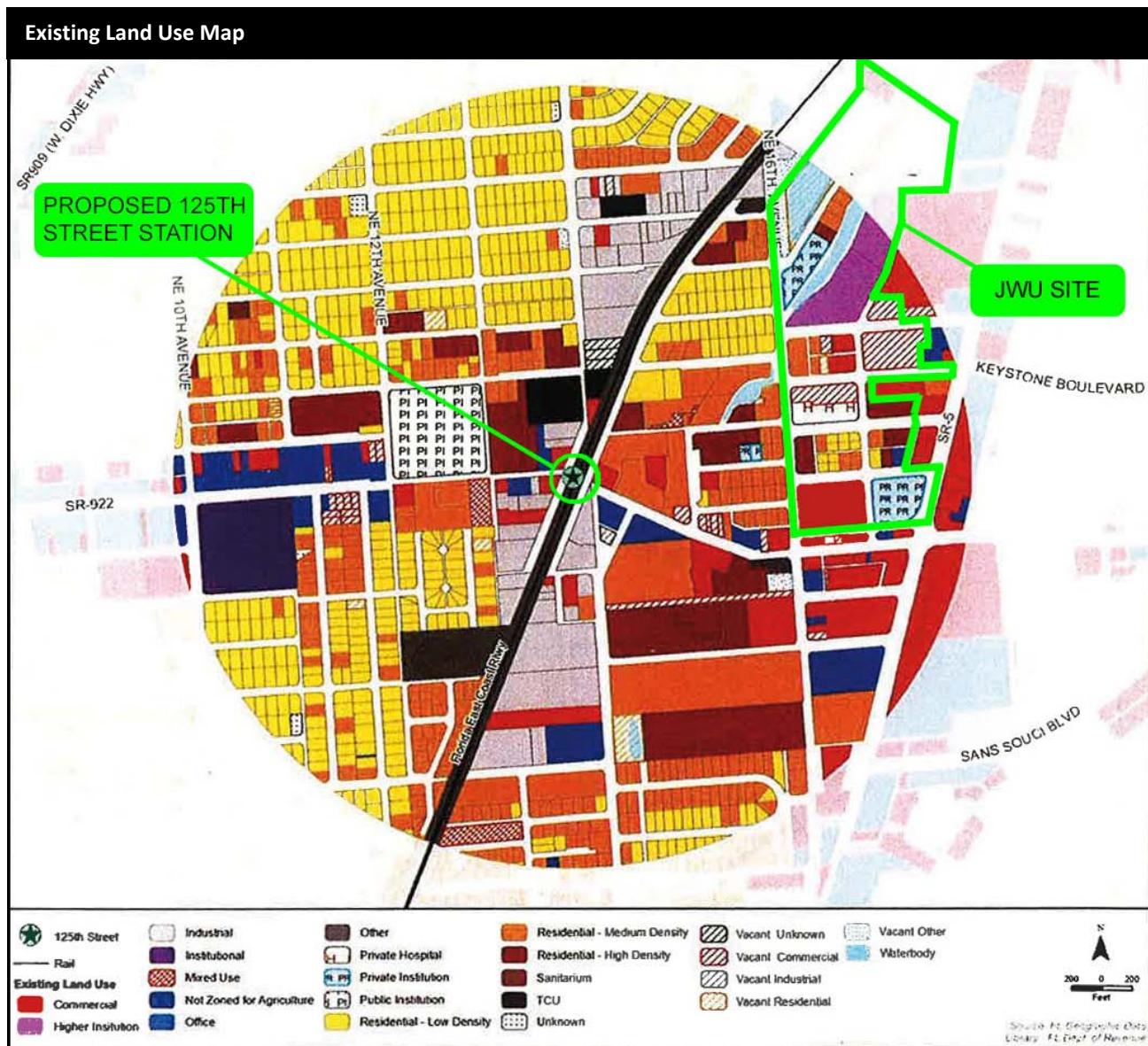


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## **Item 11C – Proposed Tri-Rail Service**

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 125<sup>th</sup> Street between NE 17<sup>th</sup> Avenue and US 1/Biscayne Boulevard and along NE 17<sup>th</sup> Avenue from NE 126<sup>th</sup> Street south to the university parking garage at 12900 NE 17<sup>th</sup> 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**

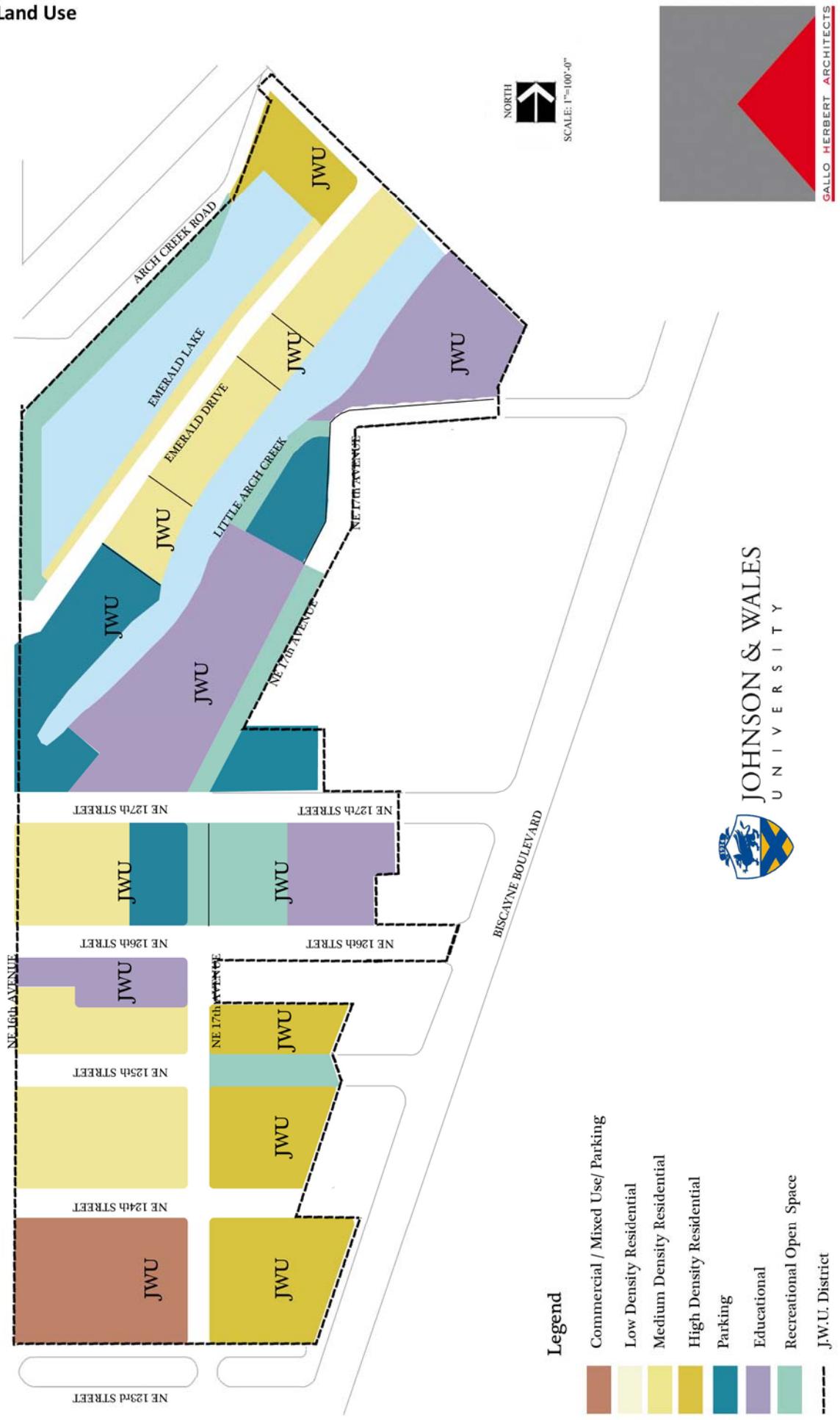
**Johnson & Wales University**  
**North Miami Campus**  
**Enrollment & Housing History**

<b>Year</b>	<b>Enrollment</b>	<b>Average Number of Residents</b>
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
<i>2018*</i>	2,200	968

*\* Projected*

## FUTURE LAND USE MAP

### Item 14 - Future Land Use



**Item 15 - Inventory of Properties 2018**

<b>Johnson &amp; Wales University</b> <b>North Miami Campus</b> <b>Inventory of Properties - 2018</b>									
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
<b>Existing Inventory</b>									
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
	<b>Sub Total Existing</b>		<b>27.70</b>	<b>1,206,563</b>	<b>657,167</b>	<b>1,063</b>	<b>1,014</b>	<b>35</b>	
	<b>Total Existing Parking</b>						<b>1,049</b>		
<b>Future Master Plan Facilities</b>									
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
	<b>Subtotal Future</b>		<b>1.30</b>	<b>56,519</b>	<b>96,108</b>	<b>206</b>	<b>150</b>	<b>11</b>	
	<b>Total Future Parking</b>						<b>161</b>		
	<b>Subtotal Master Plan</b>		<b>29</b>	<b>1,263,082</b>	<b>753,275</b>	<b>1,269</b>	<b>1,164</b>	<b>46</b>	
	<b>Grand Total Master Plan Parking</b>						<b>1,210</b>		

## Item 16 – New Master Plan



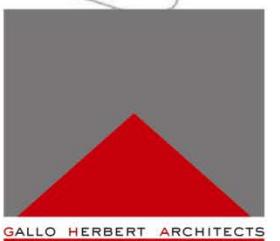
# JOHNSON & WALES UNIVERSITY

# MASTER PLAN NORTH MIAMI, FLORIDA UPDATE 2013- 2500 STUDENTS

Projected Parking Demand						
Number of Students Enrolled	Number of Parking Spaces Needed for Academics <sup>1</sup>	Number of Dormitory Students	Number of Parking Spaces Needed for Dormitories <sup>2</sup>	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.



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GALLO HERBERT ARCHITECTS

**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 <sup>1</sup>	Number of Dormitory Students	Number of Parking Spaces Needed for Dormitories <sup>2</sup>	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**

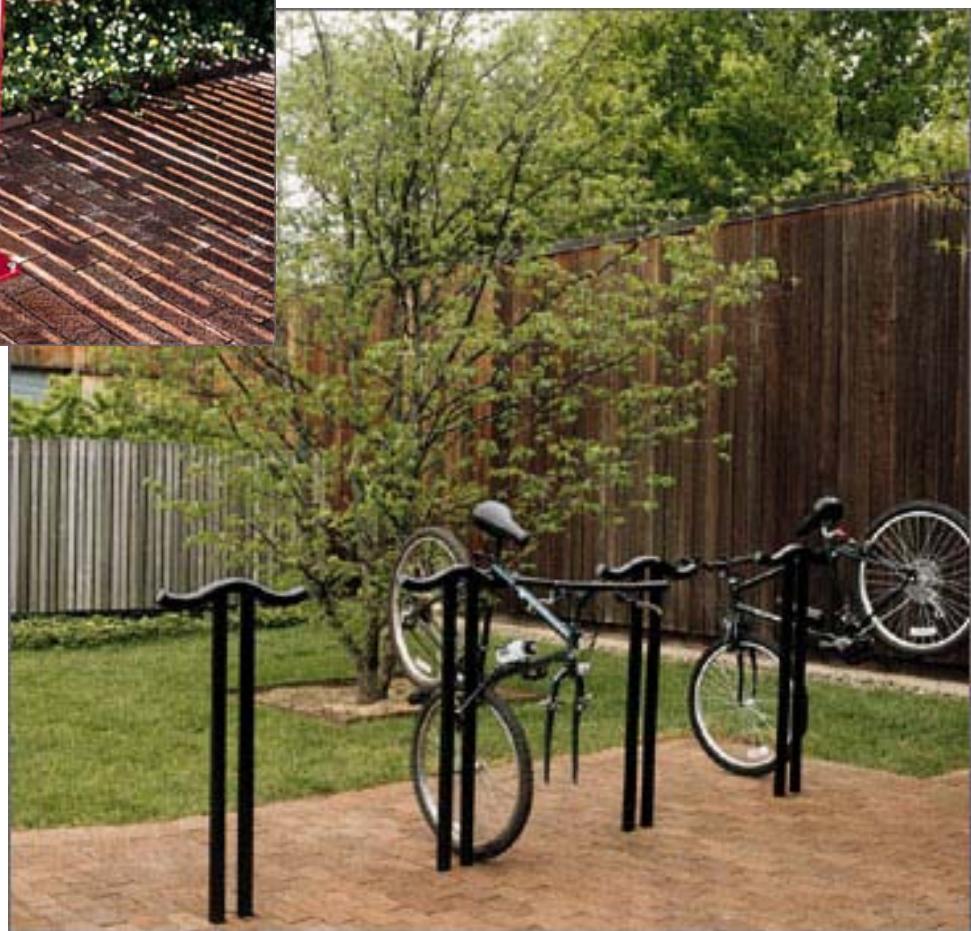
- The university purchases expendable materials from environmentally responsible sources.
- The university sources environmentally responsible food materials.

## **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 127<sup>th</sup> Street and NE 17<sup>th</sup> 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**

**FORTIN, LEAVY, SKILES, INC.**  
**CONSULTING ENGINEERS, SURVEYORS & MAPPERS**  
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Telephone: (305) 653-4493 Facsimile (305) 651-7152  
e-mail: [fls@flssurvey.com](mailto:fls@flssurvey.com)

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

**February 12, 2013**

**Prepared By:**

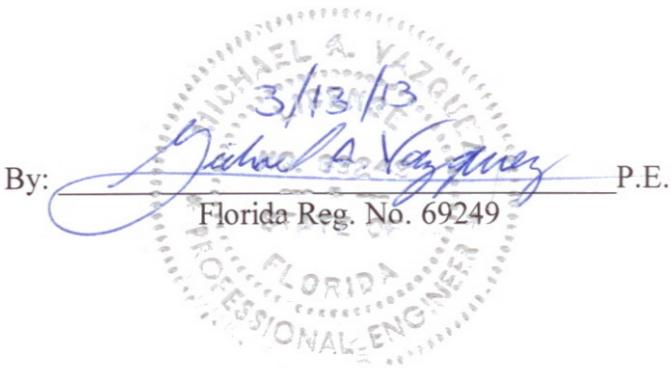
**Fortin, Leavy, Skiles, Inc.**

**Job No. 137006**

By:

P.E.

Florida Reg. No. 69249



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- Exhibit G.** Water Distribution Master Plan Sheet 2 of 2
- Exhibit H.** Sanitary Sewer Master Plan Sheet 1 of 2
- Exhibit I.** Sanitary Sewer Master Plan Sheet 2 of 2
- Exhibit D.** Storm Water Master Plan Sheet 1 of 2
- Exhibit E.** Storm Water Master Plan Sheet 2 of 2

### **I. PROPERTY LOCATION**

The subject site is located in the northeast 1/4 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. 133<sup>rd</sup> Road on the north, Biscayne Boulevard (State Road 5) on the east, N.E. 123<sup>rd</sup> Terrace on the south, and N.E. 16<sup>th</sup> 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. 16<sup>th</sup> Avenue to N.E. 133<sup>rd</sup> Road.
  - A 6" water main located along the south right of way line of N.E. 133<sup>rd</sup> 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. 16<sup>th</sup> Avenue to N.E. 133<sup>rd</sup> 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. 130<sup>th</sup> 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. 130<sup>th</sup> Street from N.E. 17<sup>th</sup> Avenue to Biscayne Boulevard.
  - A 12" water main located along the west right of way line of N.E. 17<sup>th</sup> Avenue from N.E. 127<sup>th</sup> Street to N.E. 130<sup>th</sup> Street.
  - A 20" water main located along the east right of way line of N.E. 16<sup>th</sup> Avenue from N.E. 123<sup>rd</sup> Terrace to N.E. 128<sup>th</sup> Street.
  - A 10" water main located along the west right of way line of N.E. 16<sup>th</sup> Avenue from N.E. 127<sup>th</sup> Street to Arch Creek Road.
  - A 12" water main located along the east right of way line of N.E. 16<sup>th</sup> Avenue from N.E. 123<sup>rd</sup> Terrace to N.E. 127<sup>th</sup> Street.
  - A 6" water main located along the west right of way line of N.E. 16<sup>th</sup> Avenue from N.E. 123<sup>rd</sup> Terrace to N.E. 126<sup>th</sup> Street.
  - A 2" water service located along the west right of way line of N.E. 16<sup>th</sup> Avenue from N.E. 126<sup>th</sup> Street to N.E. 127<sup>th</sup> Street.

- An 8" water main located along the north right of way line of N.E. 127<sup>th</sup> Street from N.E. 16<sup>th</sup> Avenue to Biscayne Boulevard.
- A 12" water main located along the south right of way line of N.E. 126<sup>th</sup> Street from N.E. 16<sup>th</sup> Avenue to Biscayne Boulevard.
- A 12" water main located along the west right of way line of N.E. 17<sup>th</sup> Avenue from N.E. 126<sup>th</sup> Street to N.E. 127<sup>th</sup> Street.
- A 2" water service located along the north right of way line of N.E. 126<sup>th</sup> Street to a dedicated alley approximately 146.5 feet east of the west right of way line of N.E. 16<sup>th</sup> Avenue, and continuing north and east along said dedicated alley approximately 120.0 feet from the north right of way line of N.E. 126<sup>th</sup> Street to N.E. 17<sup>th</sup> Avenue.
- A 2" water service located approximately 455.0 feet east of the east right of way line of N.E. 17<sup>th</sup> Avenue from N.E. 126<sup>th</sup> Street to N.E. 127<sup>th</sup> Street.
- A 2" water service located approximately 512.6 feet east of the east right of way line of N.E. 17<sup>th</sup> Avenue from N.E. 126<sup>th</sup> Street to N.E. 127<sup>th</sup> Street.
- An 8" water main located approximately 525.0 feet east of the east right of way line of N.E. 17<sup>th</sup> Avenue from N.E. 126<sup>th</sup> Street to N.E. 127<sup>th</sup> Street.
- A 10" water main located along the west right of way line of N.E. 17<sup>th</sup> Avenue from N.E. 123<sup>rd</sup> Terrace to N.E. 126<sup>th</sup> Street.
- An 8" water main located along the east right of way line of N.E. 17<sup>th</sup> Avenue to a point approximately 146.0 feet north of the north right of way line of N.E. 123<sup>rd</sup> Terrace.
- A 2" water service located along the north right of way line of N.E. 125<sup>th</sup> Street to a dedicated alley approximately 350.0 feet east of the east right of way line of N.E. 17<sup>th</sup> Avenue, and continuing south along said dedicated to N.E. 124<sup>th</sup> Street.
- A 6" water main located along the south right of way line of N.E. 125<sup>th</sup> Street from N.E. 16<sup>th</sup> Avenue to N.E. 17<sup>th</sup> Avenue.
- A 2" water service starting at the south right of way line of N.E. 125<sup>th</sup> Street approximately 132.0 feet east of the east right of way line of N.E. 16<sup>th</sup> 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. 17<sup>th</sup> Avenue.
- A 12" water main located along the south right of way line of N.E. 124<sup>th</sup> Street from N.E. 16<sup>th</sup> 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. 16<sup>th</sup> Avenue.
- An 8” gravity sewer main located along the north right of way line of N.E. 133<sup>rd</sup> Road from Venice Park Road to Emerald Drive.
- An 8” gravity sewer main located along the center line of Emerald Drive from N.E. 16<sup>th</sup> Avenue to N.E. 133<sup>rd</sup> 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. 130<sup>th</sup> Street.
- An 8” gravity sewer main located along the center line of N.E. 130<sup>th</sup> Street from N.E. 17<sup>th</sup> Avenue to a Private Road.
- An 8” gravity sewer main located along the center line of N.E. 16<sup>th</sup> Avenue from N.E. 123<sup>rd</sup> Street to Arch Creek Road.
- An 8” gravity sewer main located along the south right of way line of N.E. 127<sup>th</sup> Street from N.E. 16<sup>th</sup> 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. 17<sup>th</sup> Ave from N.E. 126<sup>th</sup> Street to N.E. 127<sup>th</sup> Street.
- An 8” gravity sewer main located along the north right of way line of N.E. 126<sup>th</sup> Street from N.E. 16<sup>th</sup> Avenue to Biscayne Boulevard.
- An 10” gravity sewer main located along the center line of N.E. 17<sup>th</sup> Avenue from N.E. 125<sup>th</sup> Street to N.E. 126<sup>th</sup> Street.
- An 8” gravity sewer main located along the north right of way line of N.E. 125<sup>th</sup> Street from N.E. 16<sup>th</sup> Avenue to Biscayne Boulevard.
- An 8” gravity sewer main located along the center line of N.E. 124<sup>th</sup> Street from N.E. 16<sup>th</sup> Avenue to Biscayne Boulevard.
- An 10” gravity sewer main located along the center line of N.E. 17<sup>th</sup> Avenue from N.E. 123<sup>rd</sup> Terrace to N.E. 124<sup>th</sup> Street.
- An 8” gravity sewer main located along the south right of way line of N.E. 123<sup>rd</sup> Terrace from N.E. 16<sup>th</sup> 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. 16<sup>th</sup> Avenue to N.E. 133<sup>rd</sup> Road.
  - A 6” sanitary force main located along the north right of way lane of N.E. 130<sup>th</sup> Street from N.E. 17<sup>th</sup> 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. 16<sup>th</sup> Avenue from N.E. 123<sup>rd</sup> Terrace to Arch Creek Road.
  - A 10” sanitary force main located along the east right of way line of N.E. 16<sup>th</sup> Avenue from N.E. 126<sup>th</sup> Street to N.E. 129<sup>th</sup> Street.
  - A 6” sanitary force main located along the east right of way line of N.E. 17<sup>th</sup> Avenue from N.E. 126<sup>th</sup> Street to N.E. 130<sup>th</sup> Street.
  - A 10” sanitary force main located along the north right of way line of N.E. 126<sup>th</sup> Street from N.E. 16<sup>th</sup> 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. 130<sup>th</sup> Street and west of the Private Road leading to the Arch Creek Plaza site.
- 3 drainage structures located on N.E. 17<sup>th</sup> Avenue from N.E. 127<sup>th</sup> Street to N.E. 130<sup>th</sup> Street.
- 9 drainage structures located on N.E. 127<sup>th</sup> Street from N.E. 16<sup>th</sup> Avenue to Biscayne Boulevard.
- 12 drainage structures located on N.E. 126<sup>th</sup> Street from N.E. 16<sup>th</sup> Avenue to Biscayne Boulevard.
- 4 drainage structure located on N.E. 17<sup>th</sup> Avenue from N.E. 124<sup>th</sup> Street to N.E. 125<sup>th</sup> Street
- 4 drainage structure located on N.E. 17<sup>th</sup> Avenue from N.E. 125<sup>th</sup> Street to N.E. 126<sup>th</sup> Street.
- 3 drainage structures located on N.E. 124<sup>th</sup> Street from N.E. 17<sup>th</sup> Avenue to Biscayne Boulevard.
- 5 drainage structures located on N.E. 17<sup>th</sup> Avenue from N.E. 123<sup>rd</sup> Terrace to N.E. 124<sup>th</sup> 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 "I" 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

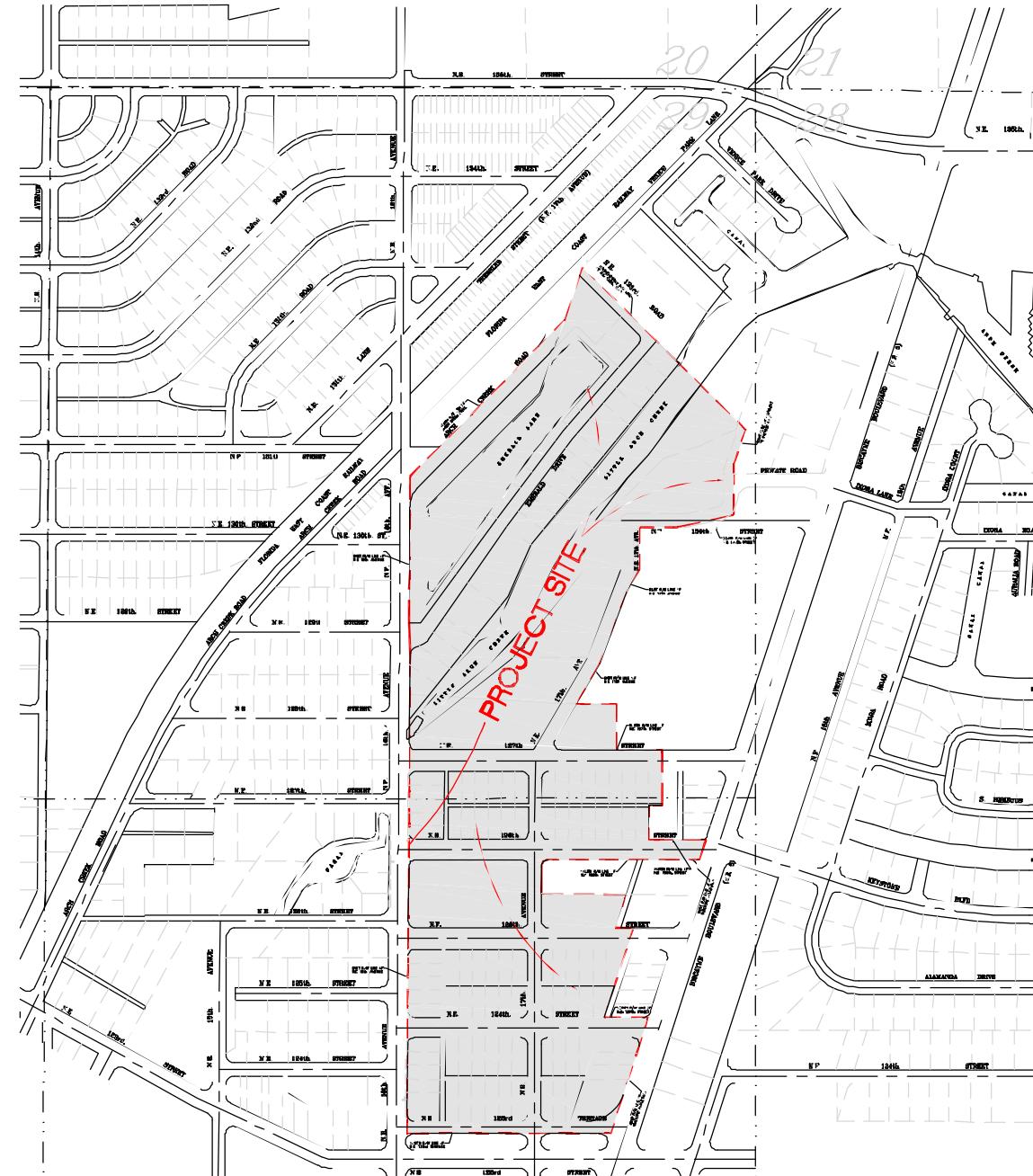
MICHAEL R. BLYNN

JEAN R. MARCELLUS

MARIE ERLANDE STERIL

CITY MANAGER: STEPHEN E. JOHNSON

CITY CLERK: MICHAEL A. ETIENNE



# EXISTING UTILITY PLAN

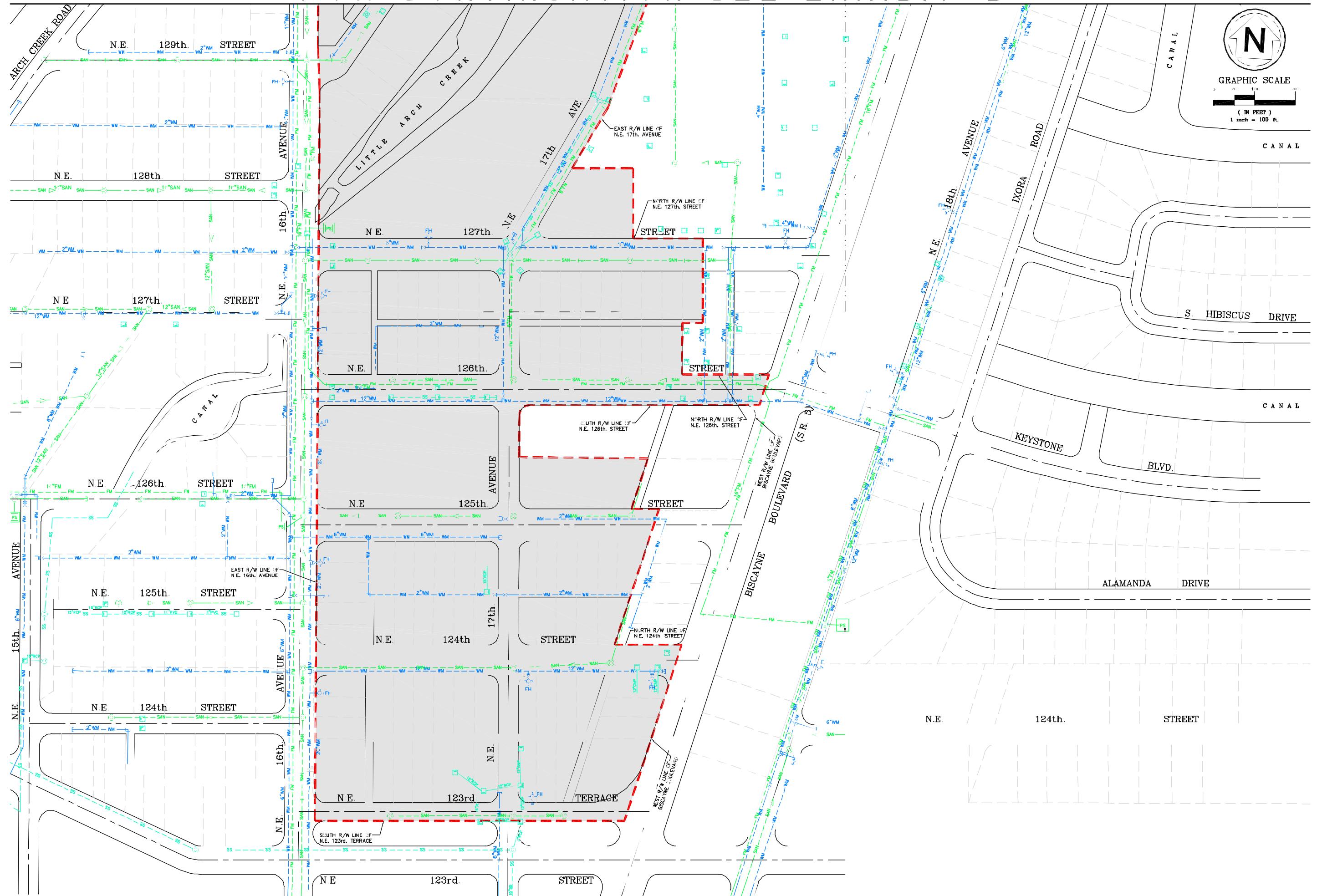


GRAPHIC SCALE

( IN FEET )  
1 inch = 100 ft.

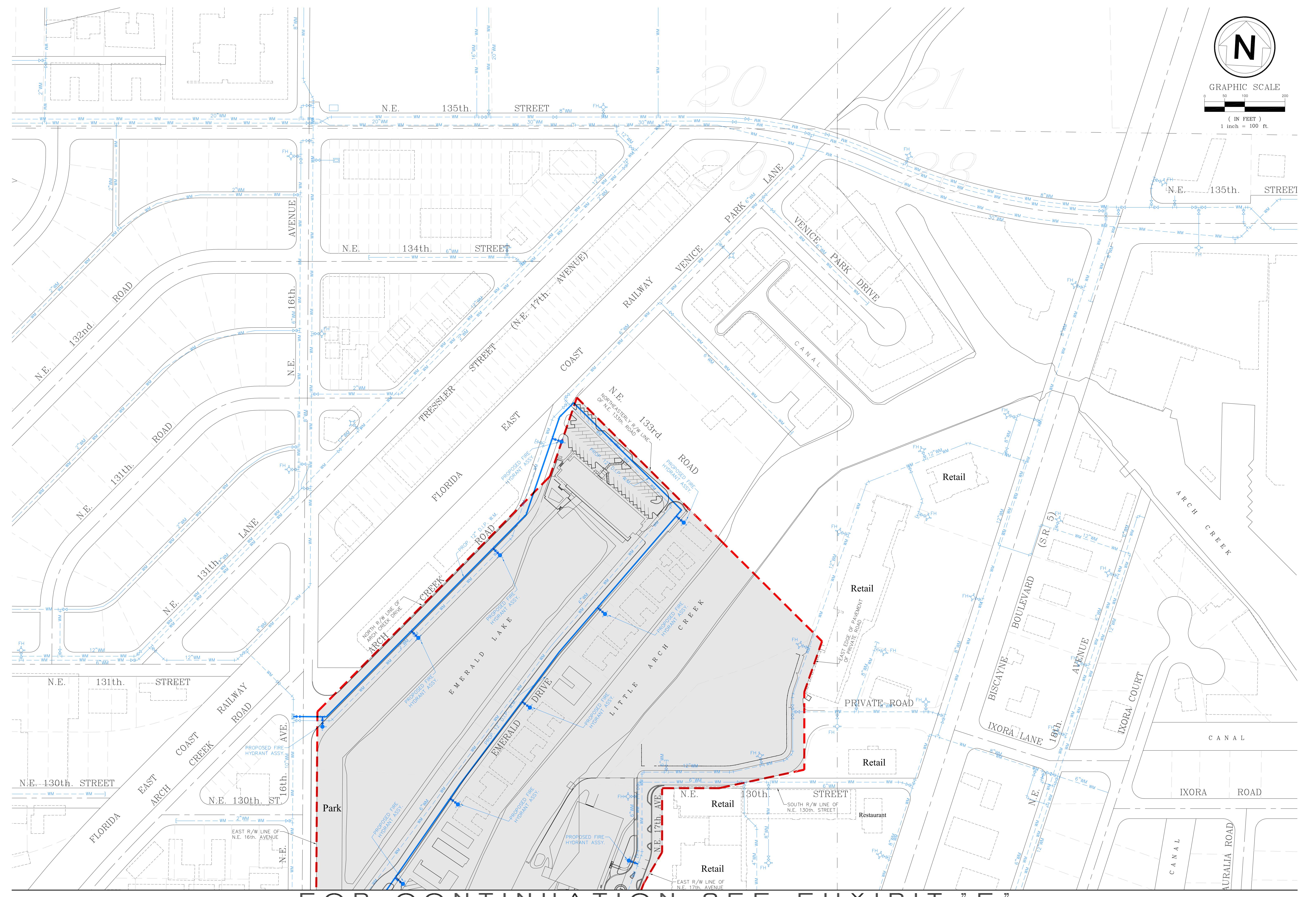


FOR CONTINUATION SEE EXHIBIT "B"



**EXHIBIT "C"  
EXISTING UTILITY PLAN**

# WATER DISTRIBUTION MASTER PLAN EXHIBIT "D"



FOR CONTINUATION SEE EXHIBIT "H"

ARCH CREEK ROAD

N.E. 129th STREET

N.E. 128th STREET

N.E. 127th STREET

N.E. 126th STREET

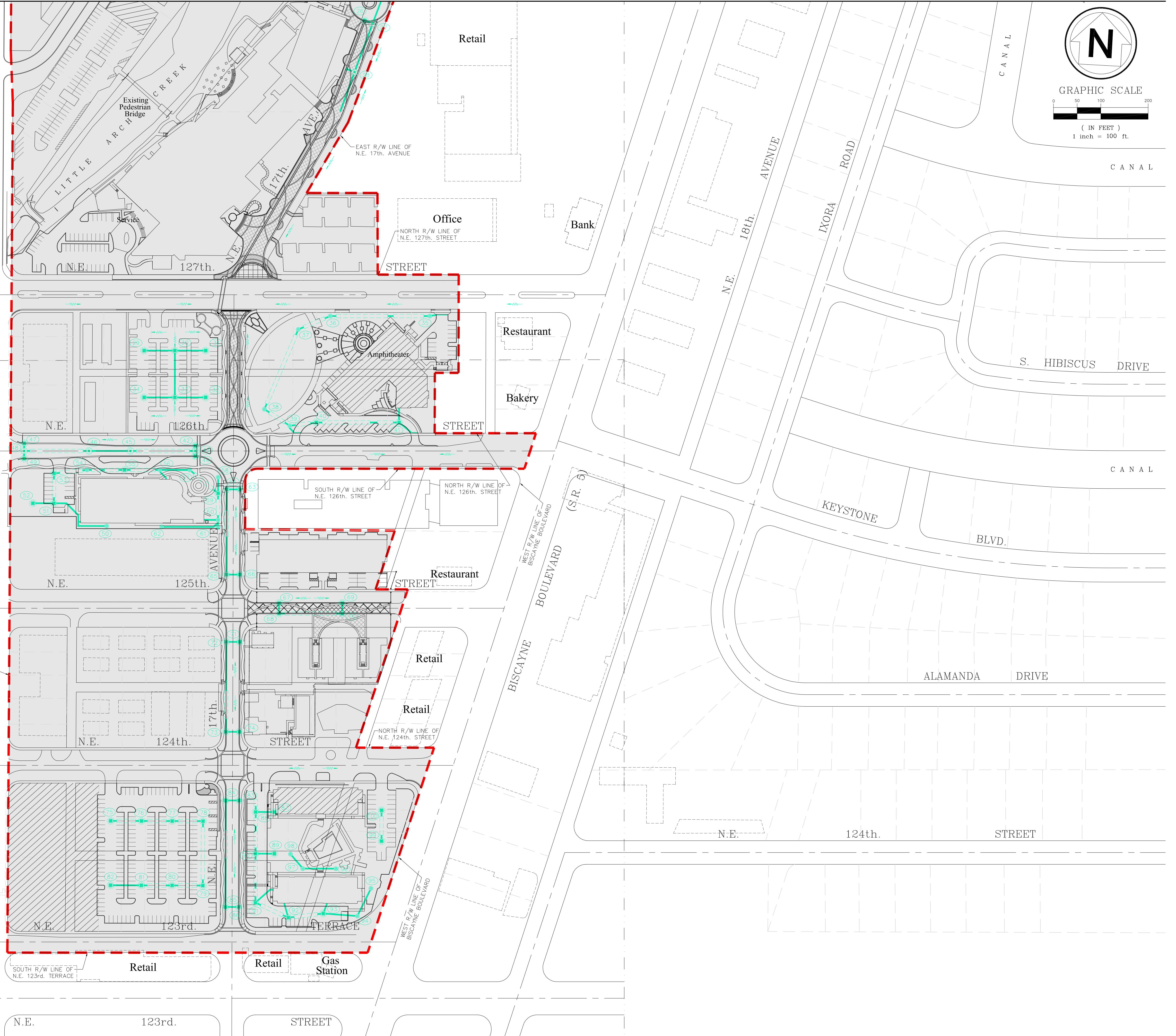
C A N A L

N.E. 125th STREET

EAST R/W LINE OF  
N.E. 16th AVENUE

N.E. 124th STREET

N.E. 16th AVENUE



# EXHIBIT "I" STORM WATER MASTER PLAN





# EXHIBIT "F" SANITARY SEWER MASTER PLAN



FOR CONTINUATION SEE EXHIBIT "D"

The figure consists of six vertically stacked maps, each showing a section of a street plan. The maps are arranged from bottom to top as follows:

- Bottom Map:** Shows N.E. 124th STREET. It includes labels for N.E. 124th STREET, 125th STREET, and 126th STREET. It also shows property lines and dimensions for sidewalks and property widths.
- Second Map:** Shows N.E. 125th STREET. It includes labels for N.E. 125th STREET, 126th STREET, and 127th STREET. It also shows property lines and dimensions for sidewalks and property widths.
- Third Map:** Shows N.E. 126th STREET. It includes labels for N.E. 126th STREET, 127th STREET, and 128th STREET. It also shows property lines and dimensions for sidewalks and property widths.
- Fourth Map:** Shows N.E. 128th STREET. It includes labels for N.E. 128th STREET, 129th STREET, and 130th STREET. It also shows property lines and dimensions for sidewalks and property widths.
- Fifth Map:** Shows N.E. 130th STREET. It includes labels for N.E. 130th STREET, 129th STREET, and 128th STREET. It also shows property lines and dimensions for sidewalks and property widths.
- Top Map:** Shows N.E. 130th STREET. It includes labels for N.E. 130th STREET, 129th STREET, and 128th STREET. It also shows property lines and dimensions for sidewalks and property widths.

Each map includes labels for streets, property lines, and dimensions for sidewalks and property widths. The maps are arranged vertically, showing the progression of the street plan from N.E. 124th Street to N.E. 16th Avenue.

This architectural site plan illustrates a mixed-use development with various buildings, streets, and infrastructure. Key features include:

- Streets and Avenues:** N.E. 123rd Street, N.E. 124th Street, N.E. 125th Street, N.E. 126th Street, N.E. 127th Street, 17th Avenue, 17th Street, and Biscayne Boulevard (S.R.).
- Buildings:** Retail, Office, Restaurant, Bakery, and Gas Station.
- Infrastructure:** PROPOSED FIRE HYDRANT ASSY. (multiple locations), PROPOSED 12" D.I.P. W.M. (multiple locations), PROPOSED 10" D.I.P. W.M. (multiple locations), PROPOSED 6" W.M. (multiple locations), and PROPOSED 12" D.I.P. W.M. (multiple locations).
- Landmarks:** Existing Pedestrian Bridge, CREEK, and Amphitheater.
- Other:** WM (Walls), FH (Fire Hydrants), and various building footprints and internal structures.

124th. STREET

N.E. STREET

18th. N.E. AVENUE

IXORA ROAD

C A N A L

C A N A L

ALAMANDA DRIVE

KEYSTONE BLVD.

S. HIBISCUS DRIVE

C A N A L

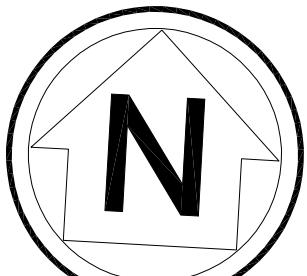
GRAPHIC SCALE

0 50 100 200

( IN FEET )

1 inch = 100 ft.

N



GRAPHIC SCALE

50      100      200

( IN FEET )

1 inch = 100 ft.

# WATER DISTRIBUTION MASTER PLAN EXHIBIT "E"

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

**PRINCIPALS**  
Joseph W. McMahon, P.E.  
Joseph J. DeSantis, P.E., PTOE  
John S. DePalma  
William T. Steffens  
Casey A. Moore, P.E.  
Gary R. McNaughton, P.E., PTOE

**ASSOCIATES**  
John J. Mitchell, P.E.  
Christopher J. Williams, P.E.  
John F. Yacapsin, P.E.  
R. Trent Ebersole, P.E.  
Matthew M. Kozsuch, P.E.

**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 123<sup>rd</sup> Street, NE 16<sup>th</sup> 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.



**MCMAHON**  
TRANSPORTATION ENGINEERS & PLANNERS

**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
<b>Existing Inventory</b>		
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
	<b>Total</b>	<b>1049</b>
<b>Future Additional Parking</b>		
Future Parking (Mixed Use)	1B	98
Proposed Residence Hall	2B	23
Proposed College of Hospitality	25	25
Proposed Greenhouse	31	15
	<b>Total</b>	<b>161</b>

**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 <sup>1</sup>	Number of Dormitory Students	Number of Parking Spaces Needed for Dormitories <sup>2</sup>	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.



# JOHNSON & WALES UNIVERSITY

## Traffic Impact Analysis

North Miami, FL



Prepared for:



Prepared by:



October 10, 2012

# JOHNSON & WALES UNIVERSITY

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## Traffic Impact Analysis

North Miami, FL



Prepared for:



McM No.: K11160.03



Prepared by:

October 10, 2012

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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 16<sup>th</sup> Avenue, north of NE 123<sup>rd</sup> Street and south of NE 130<sup>th</sup> 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

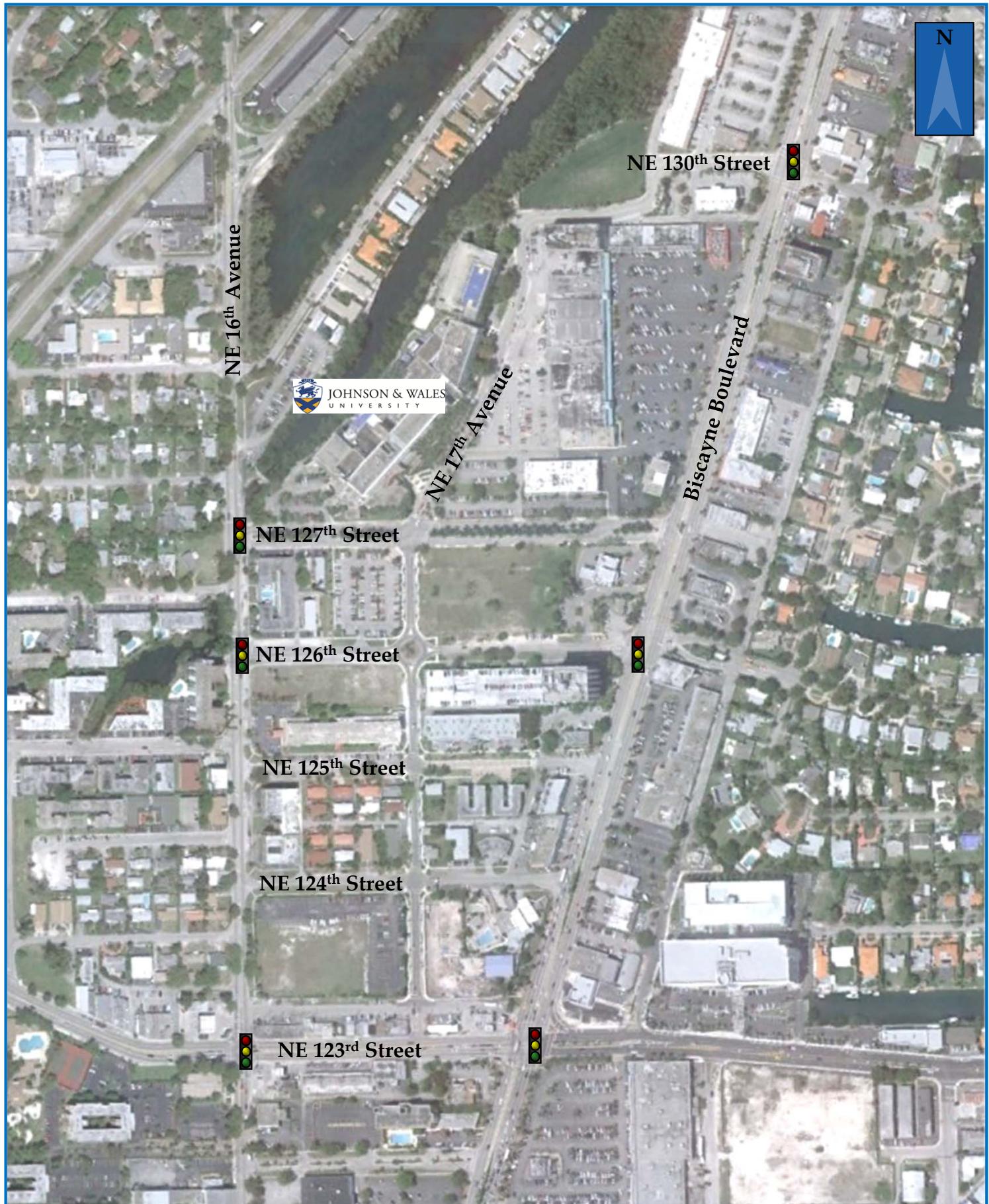


Figure 1  
Location Map  
Johnson & Wales Traffic Impact Analysis  
North Miami, FL

## EXISTING CONDITIONS

The JWUNMC main campus area is located on the northwest corner of NE 17<sup>th</sup> Avenue and NE 127<sup>th</sup> 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 16<sup>th</sup> Avenue, NE 17<sup>th</sup> Avenue and US-1. The east/west roadways include NE 126<sup>th</sup> Street, NE 127<sup>th</sup> Street and NE 130<sup>th</sup> 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 16<sup>th</sup> Avenue is a two-lane undivided collector roadway that serves as the western boundary. NE 126<sup>th</sup> and 127<sup>th</sup> Streets are two-lane roadways that run between US-1 and NE 16<sup>th</sup> Avenue. NE 127<sup>th</sup> Street is a two-lane divided roadway. NE 17<sup>th</sup> Avenue is a two-lane undivided roadway that becomes NE 130<sup>th</sup> 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 17<sup>th</sup> Avenue just south of NE 130<sup>th</sup> 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 126<sup>th</sup> Street and US-1 (signalized intersection).
- NE 127<sup>th</sup> Street and US-1 (two-way stop controlled).
- NE 130<sup>th</sup> Street and US-1 (signalized intersection).
- NE 126<sup>th</sup> Street with NE 16<sup>th</sup> Avenue (signalized intersection).
- NE 127<sup>th</sup> Street with NE 16<sup>th</sup> 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 127<sup>th</sup> Street and US-1 is unsignalized and the LOS reported for this intersection is the stop sign controlled eastbound approach (NE 127<sup>th</sup> 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.

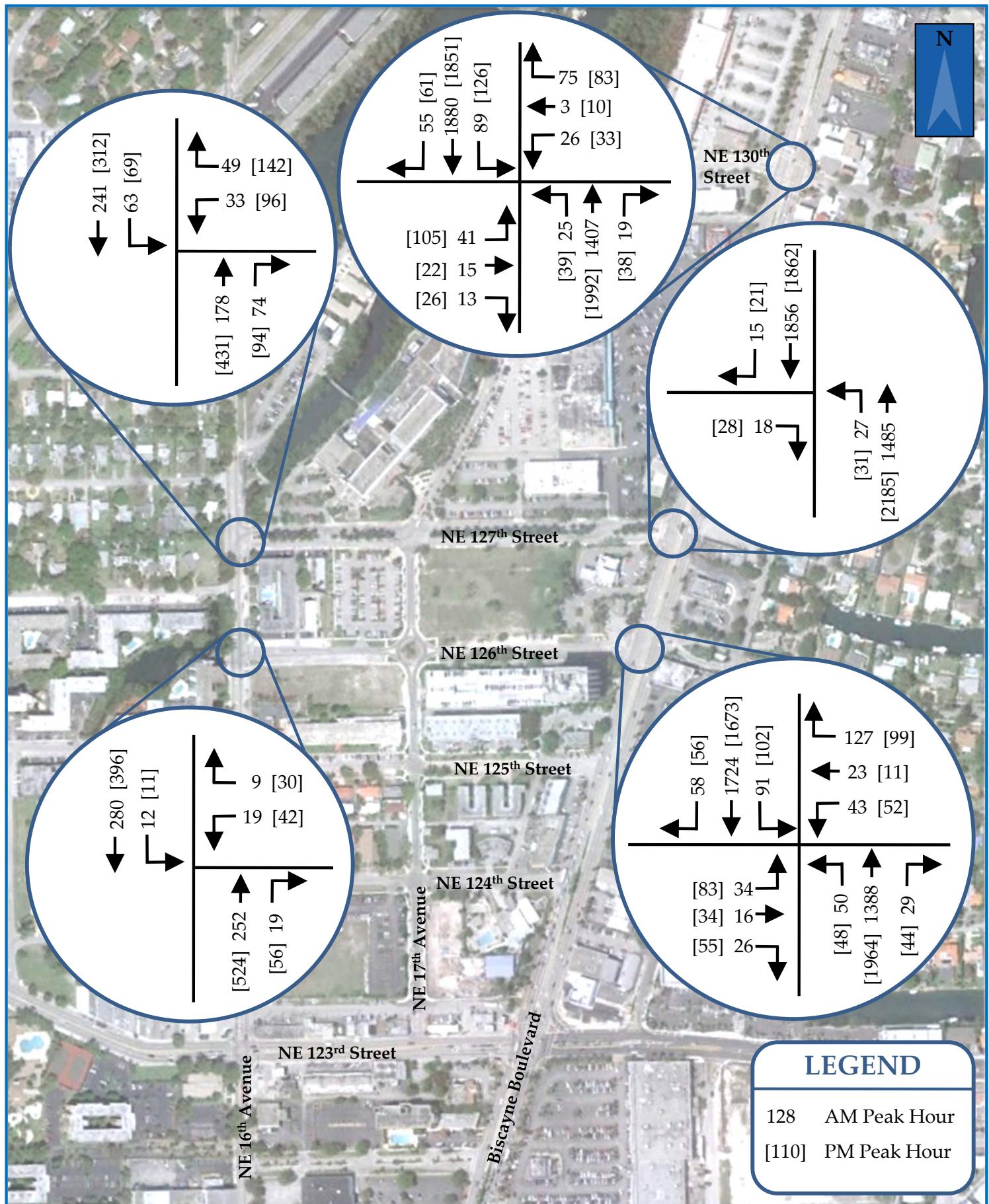


Figure 2  
2011 Existing Intersection Volumes  
Johnson & Wales Traffic Impact Analysis  
North Miami, FL

**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 17<sup>th</sup> Avenue, NE 126<sup>th</sup> Street and NE 127<sup>th</sup> 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*, 8<sup>th</sup> 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	
<b>Daily</b>								
University/ College	550	2,500 2,000	students	T=2.23(X) + 440	50 / 50 50 / 50	3,008 2,450	3,007 2,450	6,015 4,900
					<b>Difference</b>	<b>558</b>	<b>557</b>	<b>1,115</b>
<b>Morning Peak Hour</b>								
University/ College	550	2,500 2,000	students	T=0.21(X) - 69.14	80 / 20 80 / 20	365 281	91 70	456 351
					<b>Difference</b>	<b>84</b>	<b>21</b>	<b>105</b>
<b>Afternoon Peak Hour</b>								
University/ College	550	2,500 2,000	students	T=0.19(X) + 118.58	30 / 70 30 / 70	178 150	416 349	594 499
					<b>Difference</b>	<b>28</b>	<b>67</b>	<b>95</b>

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	NE 127 Street NE 135 Street	2LU 2LU	E E	1,413 1,413	570 531	C C	590 550	32% 17%	34 18	624 568	C C	NO NO
NE 17 Avenue	NE 123 Street NE 127 Street	NE 127 Street NE 130 Street	2LU 2LU	E E	1,021 1,021	156 175	C C	162 181	32% 90%	34 95	196 276	C C	NO NO
US-1/Biscayne Boulevard	NE 123 Street NE 127 Street	NE 127 Street NE 135 Street	6LD 6LD	E+50% E+50%	7,725 7,725	3,422 3,547	C C	3,544 3,673	23% 22%	24 23	3,568 3,696	C C	NO NO
NE 127 Street	NE 16 Avenue NE 17 Avenue	NE 17 Avenue US-1	2LU 2LU	E E	1,021 1,021	225 101	C C	233 105	39% 19%	41 20	274 125	C C	NO NO
NE 126 Street	NE 16 Avenue NE 17 Avenue	NE 17 Avenue US-1	2LU 2LU	E E	1,021 1,021	59 207	C C	61 214	10% 16%	11 17	72 231	C C	NO 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	NE 127 Street NE 135 Street	2LU 2LU	E E	1,413 1,413	1,018 954	C C	1,054 988	32% 17%	30 16	1,084 1,004	D D	NO NO
NE 17 Avenue	NE 123 Street NE 127 Street	NE 127 Street NE 130 Street	2LU 2LU	E E	1,021 1,021	225 341	C C	233 353	32% 90%	30 86	263 439	C C	NO NO
US-1/Biscayne Boulevard	NE 123 Street NE 127 Street	NE 127 Street NE 135 Street	6LD 6LD	E+50% E+50%	7,725 7,725	4,106 4,218	C C	4,252 4,368	23% 22%	22 21	4,274 4,389	D D	NO NO
NE 127 Street	NE 16 Avenue NE 17 Avenue	NE 17 Avenue US-1	2LU 2LU	E E	1,021 1,021	407 185	C C	421 192	39% 19%	37 18	458 210	C C	NO NO
NE 126 Street	NE 16 Avenue NE 17 Avenue	NE 17 Avenue US-1	2LU 2LU	E E	1,021 1,021	139 287	C C	144 297	10% 16%	10 15	154 312	C C	NO 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)

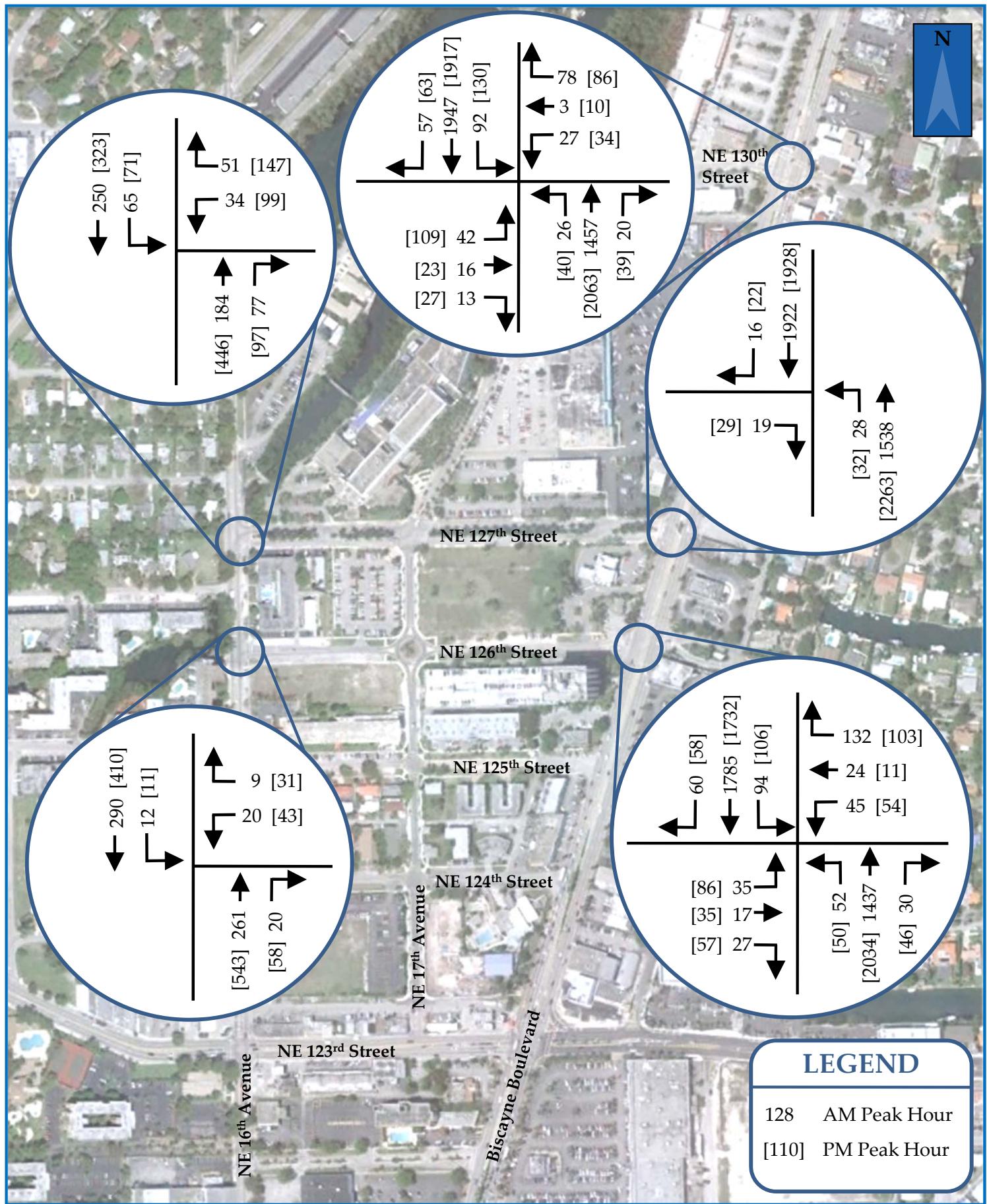


Figure 4  
 2018 Without Project Traffic Intersection Volumes  
**Johnson & Wales Traffic Impact Analysis**  
 North Miami, FL

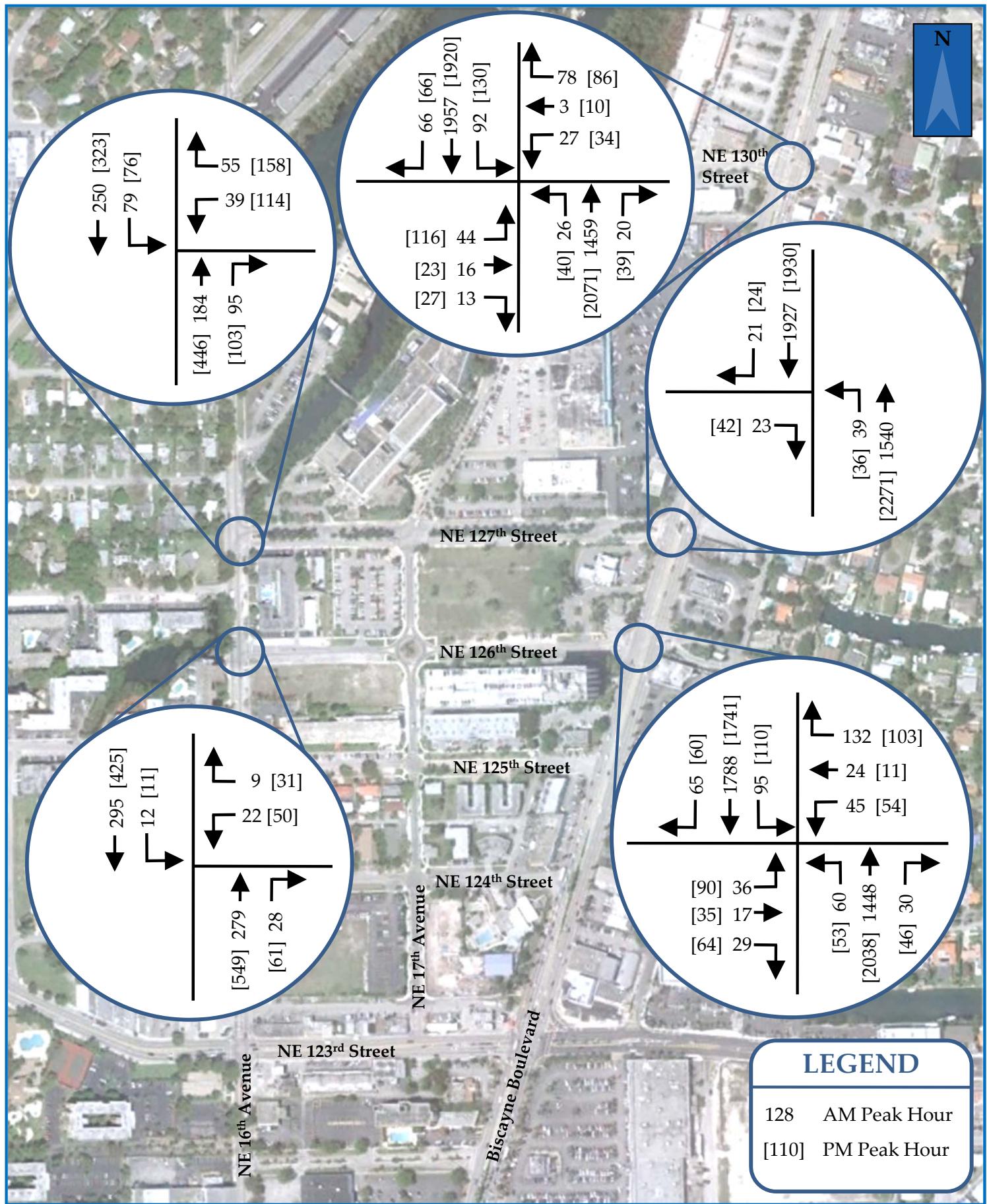
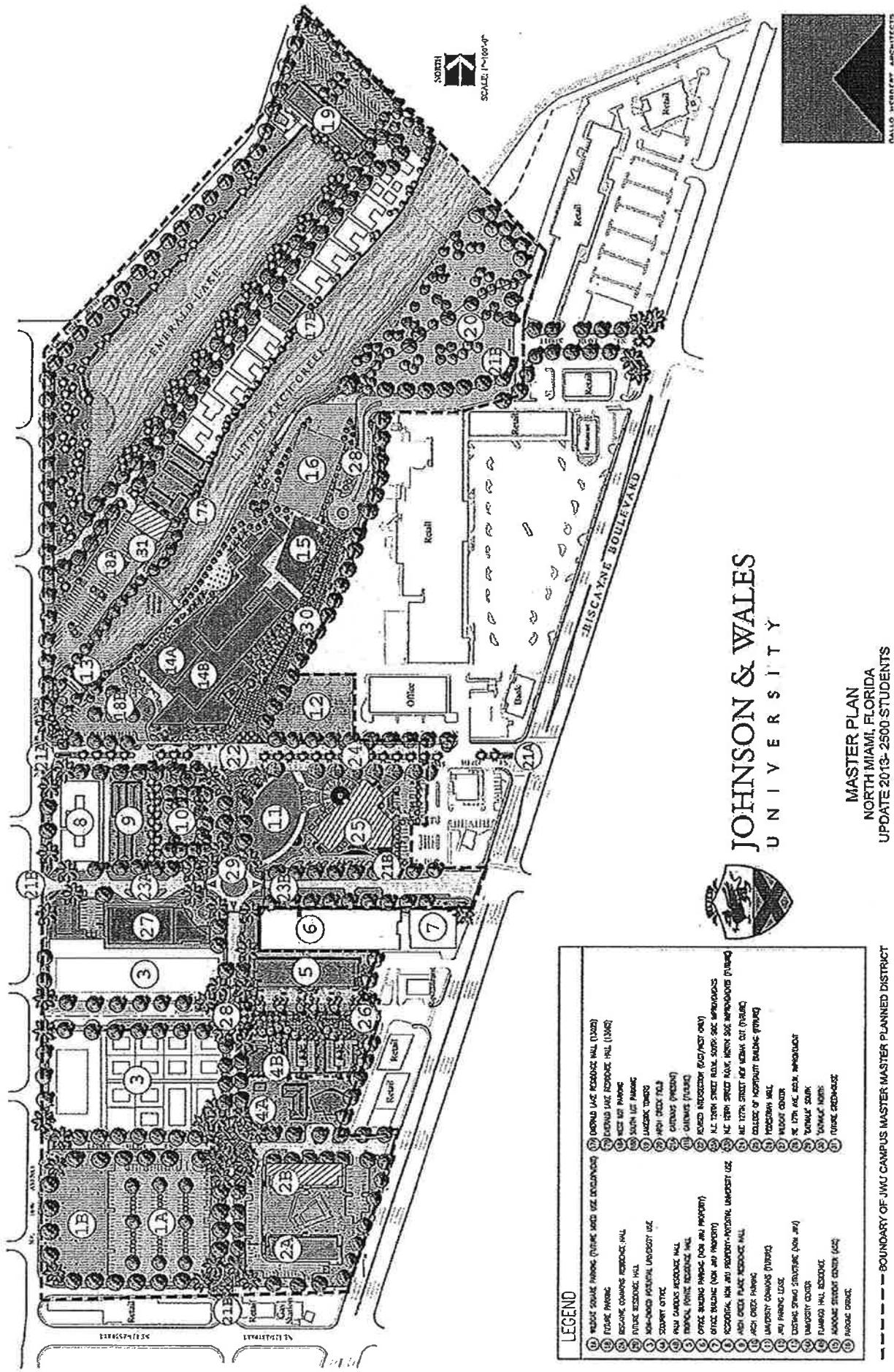


Figure 5  
2018 With Project Traffic Intersection Volumes  
**Johnson & Wales Traffic Impact Analysis**  
North Miami, FL

## 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**



**APPENDIX B**  
**FDOT LOS TABLE/MIAMI-DADE TAZ**  
**DATA/TRAFFIC VOLUME DATA**

TABLE 4

Generalized Peak Hour Two-Way Volumes for Florida's  
Urbanized Areas<sup>1</sup>

9/4/09

STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (>0.00 to 1.99 signalized intersections per mile)											
Lanes	Median	B	C	D	E	Lanes	B	C	E		
2	Undivided	930	1,500	1,600	***	4	4,000	5,500	6,770		
4	Divided	2,840	3,440	3,560	***	6	6,000	8,320	10,150		
6	Divided	4,370	5,200	5,360	***	8	8,000	11,050	13,480		
8	Divided	5,900	6,970	7,160	***	10	10,000	13,960	16,930		
						12	13,730	18,600	21,950		
Class II (2.00 to 4.50 signalized intersections per mile)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lanes	Ramp Metering	Oversaturated Conditions*			
2	Undivided	**	1,020	1,480	1,570	+ 1,800	+ 5%	-10% of E			
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)						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	B	C	D	E	Lanes	Median	B	E		
2	Undivided	**	500	1,150	1,440	2	Undivided	730	1,460		
4	Divided	**	1,220	2,730	3,100	4	Divided	3,220	4,660		
6	Divided	**	1,910	4,240	4,680	6	Divided	4,840	6,990		
8	Divided	**	2,620	5,770	6,280			9,060	10,280		
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						Uninterrupted Flow Highway Adjustments					
Major City/County Roadways - 10%						Lanes	Median	Exclusive left lanes	Adjustment factors		
Other Signalized Roadways - 35%						2	Divided	Yes	+5%		
State & Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						Multi	Undivided	Yes	-5%		
Divided/Undivided & Turn Lane Adjustments						Multi	Undivided	No	-25%		
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		BICYCLE MODE <sup>2</sup>					
2	Divided	Yes	No	+5%		(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
2	Undivided	No	No	-20%		Paved Shoulder/ Bicycle Lane	B	C	E		
Multi	Undivided	Yes	No	-5%		Coverage	**	310	>1,180		
Multi	Undivided	No	No	-25%		0-49%					
-	-	-	Yes	+ 15%		50-84%	240	360	>360		
One-Way Facility Adjustment						85-100%	620	>620	***		
Multiply the corresponding two-directional volumes in this table by 0.6.											
						PEDESTRIAN MODE <sup>2</sup>					
						(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
						Sidewalk Coverage	B	C	E		
						0-49%	**	**	480		
						50-84%	**	**	1,100		
						85-100%	**	1,100	1,820		
									>1,820		
BUS MODE (Scheduled Fixed Route) <sup>3</sup>						(Buses in peak hour in peak direction)					
						Sidewalk Coverage	B	C	E		
						0-84%	>5	>4	>3		
						85-100%	>4	>3	>2		
									>1		
<p><sup>1</sup> 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.</p>											
<p><sup>2</sup> 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.</p>											
<p><sup>3</sup> Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.</p>											
<p>* 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.</p>											
<p>** Cannot be achieved using table input value defaults.</p>											
<p>*** 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.</p>											
<p><i>Source:</i> Florida Department of Transportation Systems Planning Office 605 Suwannee Street, MS 19 Tallahassee, FL 32399-0450</p>											

MIAMI-DADE 2005 DIRECTIONAL DISTRIBUTION SUMMARY											
ORIGIN ZONE		CARDINAL DIRECTIONS									
County TAZ	Regional TAZ	TRIPS	NNE	ENE	ESS	SSF	SSW	WSW	WNW	NNW	TOTAL
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	TRIP ID	PERCENT	CARDINAL DIRECTIONS								TOTAL
			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	
		PERCENT	269	265	118	269	460	817	277	234	2,709
173	2873	TRIPS	9.93	9.78	4.36	9.93	16.98	30.16	10.23	8.64	
		PERCENT	55	59	65	83	76	135	68	41	582
174	2874	TRIPS	9.45	10.14	11.17	14.26	13.06	23.2	11.68	7.04	
		PERCENT	4370	2117	1331	2439	3155	3633	3737	3891	24,673
175	2875	TRIPS	17.71	8.58	5.39	9.89	12.79	14.72	15.15	15.77	
		PERCENT	22	14	9	11	7	5	12	11	91
176	2876	TRIPS	24.18	15.38	9.89	12.09	7.69	5.49	13.19	12.09	
		PERCENT	544	702	326	1007	893	535	392	335	4,734
177	2877	TRIPS	11.49	14.83	6.89	21.27	18.86	11.3	8.28	7.08	
		PERCENT	48	52	36	69	63	53	38	47	406
178	2878	TRIPS	11.82	12.81	8.87	17	15.52	13.05	9.36	11.58	
		PERCENT	1083	761	268	870	1183	935	879	981	6,960
179	2879	TRIPS	15.56	10.93	3.85	12.5	17	13.43	12.63	14.09	
		PERCENT	390	488	218	617	540	423	191	268	3,135
180	2880	TRIPS	13.54	11.43	3.07	10.89	21.4	17.01	10.38	12.29	
		PERCENT	1032	871	234	830	1631	1297	791	937	7,623
181	2881	TRIPS	13.7	14.51	5.49	11.71	20.46	13.4	9.99	10.75	
		PERCENT	542	574	217	463	809	530	395	425	3,955
182	2882	TRIPS	18.61	8.01	1.41	8.19	14.65	14.71	15.72	18.71	
		PERCENT	927	399	70	408	730	733	783	932	4,982
183	2883	TRIPS	15.29	8.24	0.77	6.54	23.61	714	679	961	
		PERCENT	790	426	40	338	1220	13.82	13.14	18.6	5,168
184	2884	TRIPS	16.56	6.91	1.16	4.43	22.8	15.03	14.1	19.02	
		PERCENT	1753	731	123	469	2413	1591	1492	2013	10,585
185	2885	TRIPS	16.34	7.64	0.47	4.89	24.87	15.18	13.99	16.62	
		PERCENT	828	387	24	248	1260	769	709	842	5,067
186	2886	TRIPS	20.8	11.03	1	4.01	16	85	41	50	
		PERCENT	83	44	4	4	213	10.28	12.53	19.05	399
187	2887	TRIPS	16.02	6.42	0.45	3.66	19.67	15.57	17.24	20.98	
		PERCENT	394	158	11	90	484	383	424	516	2,460
188	2888	TRIPS	10.36	0	0	3.69	11.78	26.26	326	349	
		PERCENT	146	0	0	52	166	370	23.14	24.77	1,409
189	2889	TRIPS	9.09	9.09	0	9.09	9.09	1	3	1	
		PERCENT	1	1	0	1	1	3	1	3	11
190	2890	TRIPS	16.58	2	0.28	3.7	13.82	19.25	20.47	23.9	
		PERCENT	1468	177	25	328	1224	1704	1812	2116	8,854
191	2891	TRIPS	16.35	1.7	4.39	3.85	37.3	19.66	5.82	10.93	
		PERCENT	365	38	98	86	833	439	130	244	2,233
192	2892	TRIPS	24.85	2.16	0.69	3.63	15.32	12.57	18.66	22.1	
		PERCENT	253	22	7	37	156	128	190	225	1,018
193	2893	TRIPS	26.85	1.4	1.44	3.9	17.96	14.45	12.36	21.64	
		PERCENT	1362	71	73	198	911	733	627	1098	5,073
194	2894	TRIPS	27.85	1.91	1.39	3.82	17.04	14.23	13.99	19.78	
		PERCENT	904	62	45	124	553	462	454	642	3,246
195	2895	TRIPS	17.49	0.18	1.65	3.95	17.61	21.02	14.61	23.5	
		PERCENT	297	3	28	67	299	357	248	399	1,698
196	2896	TRIPS	22.41	1.42	3.01	5.49	15.8	13.43	13.55	24.89	
		PERCENT	804	51	108	197	567	482	486	893	3,588
197	2897	TRIPS	16.83	0.96	2.62	4	16.42	16.42	19.21	23.54	
		PERCENT	404	23	63	96	394	394	461	565	2,400
198	2898	TRIPS	26.44	2.52	2.16	4.23	16.43	13.19	11.87	23.16	
		PERCENT	1886	180	154	302	1172	941	847	1652	7,134
199	2899	TRIPS	26.61	2.7	3.63	5.14	20.78	12.64	10.36	18.14	
		PERCENT	886	90	121	171	692	421	345	604	3,330
200	2900	TRIPS	23.01	3.1	4.64	6.88	17.76	13.84	14.02	16.75	
		PERCENT	1195	173	90	380	1445	954	815	889	5,941
201	2901	TRIPS	20.11	2.91	1.51	6.4	24.32	16.06	13.72	14.96	
		PERCENT	1262	94	164	242	1200	893	721	1000	5,576
202	2902	TRIPS	22.63	1.69	2.94	4.34	21.52	16.02	12.93	17.93	
		PERCENT	1106	137	117	265	1197	806	804	1058	5,490
203	2903	TRIPS	20.15	2.5	2.13	4.83	21.8	14.68	14.64	19.27	
		PERCENT	1776	239	358	531	1371	1068	1082	1293	7,718
204	2904	TRIPS	23.01	3.1	4.64	6.88	17.76	13.84	14.02	16.75	
		PERCENT	435	95	70	254	1080	615	271	367	3,187

## Traffic Survey Specialists, Inc.

624 Gardenia Terrace

Delray Beach, Florida 33444

Phone (561) 272-3255

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

Site Code : 00110052

Start Date: 04/20/11

File I.D. : 126S\_US1

Page : 1

## 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	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	0	2	428	
07:15	1	7	320	6	0	5	0	13	0	2	195	4	0	1	0	1	0	1	555	
07:30	0	10	388	.8	0	9	0	21	2	9	240	7	0	6	1	1	1	1	702	
<u>07:45</u>	<u>0</u>	<u>17</u>	<u>408</u>	<u>8</u>	<u>0</u>	<u>12</u>	<u>1</u>	<u>24</u>	<u>4</u>	<u>7</u>	<u>313</u>	<u>6</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>3</u>	<u>806</u>	
Hr Total	1	39	1346	24	0	30	2	76	7	18	904	23	0	13	1	7	1	7	2491	
08:00	0	18	407	9	1	9	5	29	1	4	305	0	0	2	2	5	0	2	797	
08:15	3	24	437	11	0	8	4	38	1	9	319	12	0	7	2	3	0	7	878	
08:30	1	21	437	23	0	17	6	28	0	11	354	4	0	14	5	9	0	9	930	
<u>08:45</u>	<u>3</u>	<u>21</u>	<u>443</u>	<u>15</u>	<u>0</u>	<u>8</u>	<u>8</u>	<u>32</u>	<u>3</u>	<u>21</u>	<u>410</u>	<u>13</u>	<u>0</u>	<u>11</u>	<u>7</u>	<u>9</u>	<u>0</u>	<u>9</u>	<u>1004</u>	
Hr Total	7	84	1724	58	1	42	23	127	5	45	1388	29	0	34	16	26	0	26	3609	
----- * BREAK * -----																				
16:00	3	19	398	12	0	14	5	20	4	10	495	5	0	15	5	9	0	15	1014	
16:15	4	26	389	13	0	16	4	15	3	10	475	4	0	14	6	10	0	14	989	
16:30	1	24	439	11	0	7	5	25	0	14	461	13	0	14	9	16	0	14	1039	
<u>16:45</u>	<u>2</u>	<u>17</u>	<u>416</u>	<u>14</u>	<u>0</u>	<u>17</u>	<u>1</u>	<u>27</u>	<u>0</u>	<u>5</u>	<u>496</u>	<u>8</u>	<u>0</u>	<u>25</u>	<u>8</u>	<u>9</u>	<u>0</u>	<u>25</u>	<u>1045</u>	
Hr Total	10	86	1642	50	0	54	15	87	7	39	1927	30	0	68	28	44	0	44	4087	
17:00	3	17	407	19	0	13	5	29	6	14	478	17	0	22	6	14	0	22	1050	
17:15	2	33	418	11	0	13	3	23	0	10	479	12	0	17	7	21	0	17	1049	
17:30	2	26	432	12	0	9	2	20	2	11	511	7	0	19	13	11	0	19	1077	
<u>17:45</u>	<u>4</u>	<u>30</u>	<u>438</u>	<u>8</u>	<u>0</u>	<u>8</u>	<u>7</u>	<u>21</u>	<u>0</u>	<u>4</u>	<u>465</u>	<u>13</u>	<u>0</u>	<u>15</u>	<u>15</u>	<u>6</u>	<u>0</u>	<u>15</u>	<u>1034</u>	
Hr Total	11	106	1695	50	0	43	17	93	8	39	1933	49	0	73	41	52	0	52	4210	

\*TOTAL\* 29 315 6407 182 | 1 169 57 383 | 27 141 6152 131 | 0 188 86 129 | 14397

## Traffic Survey Specialists, Inc.

624 Gardenia Terrace

Delray Beach, Florida 33444

Phone (561) 272-3255

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

Site Code : 00110052

Start Date: 04/20/11

File I.D. : 126S\_US1

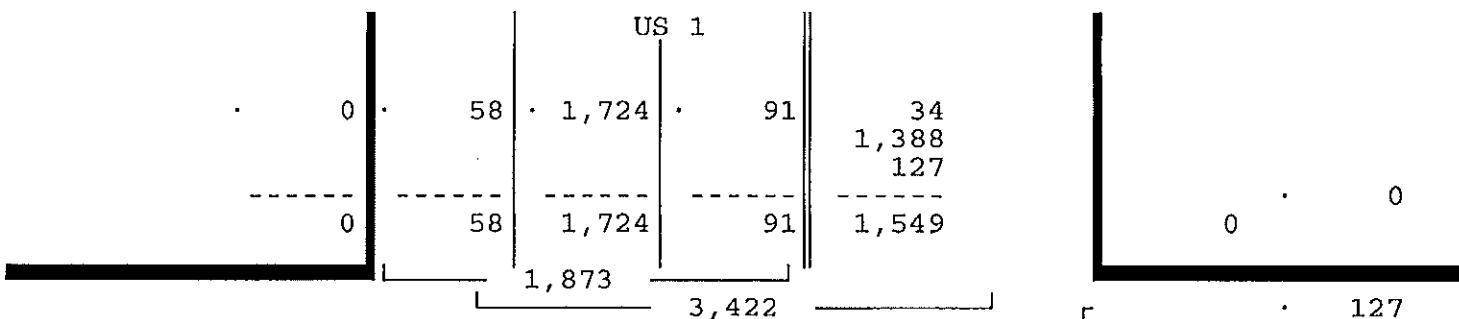
Page : 2

## ALL VEHICLES

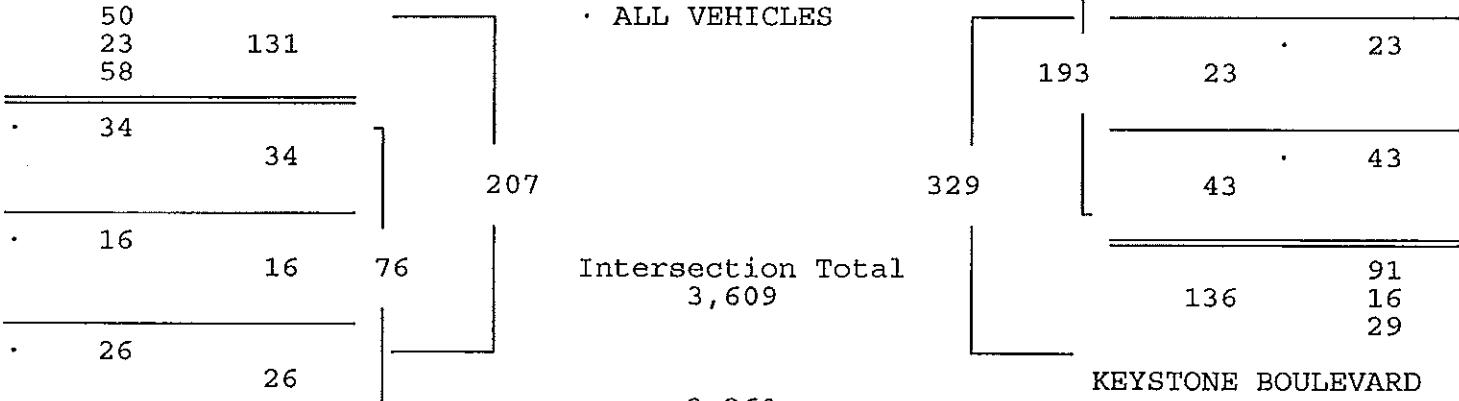
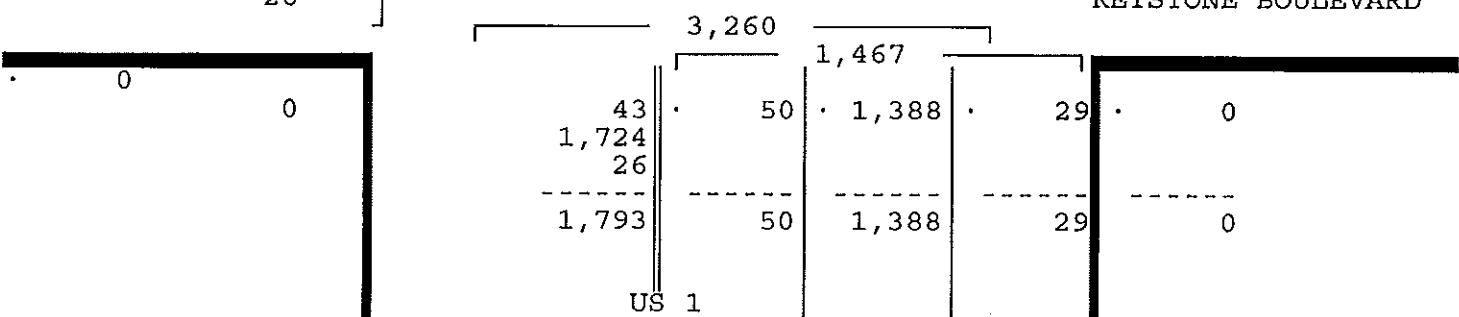
US 1				KEYSTONE BOULEVARD				US 1				NE 126TH STREET				
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/20/11																

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			



## NE 126TH STREET

Intersection Total  
3,609

US 1

## Traffic Survey Specialists, Inc.

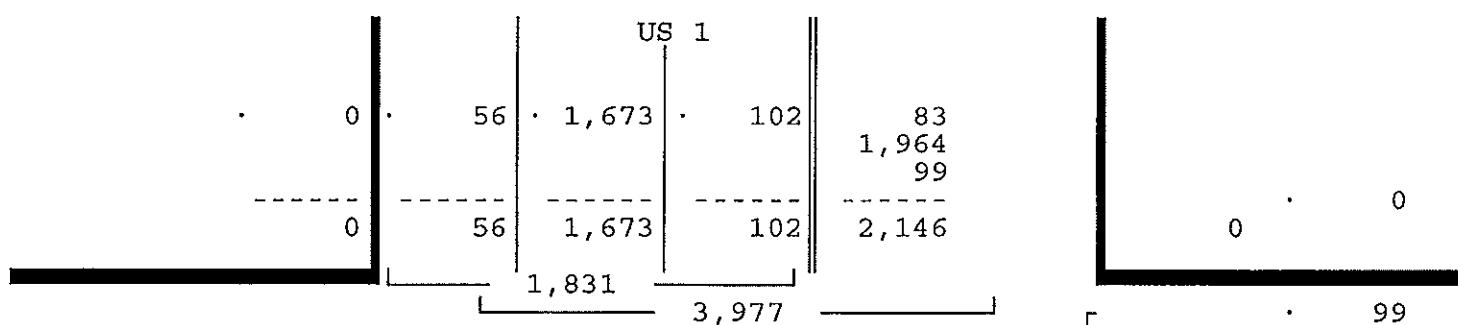
NE 126TH STREET & US 1  
NORTH MIAMI, FLORIDA  
COUNTED BY: MIKE MALONE  
SIGNALIZED

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

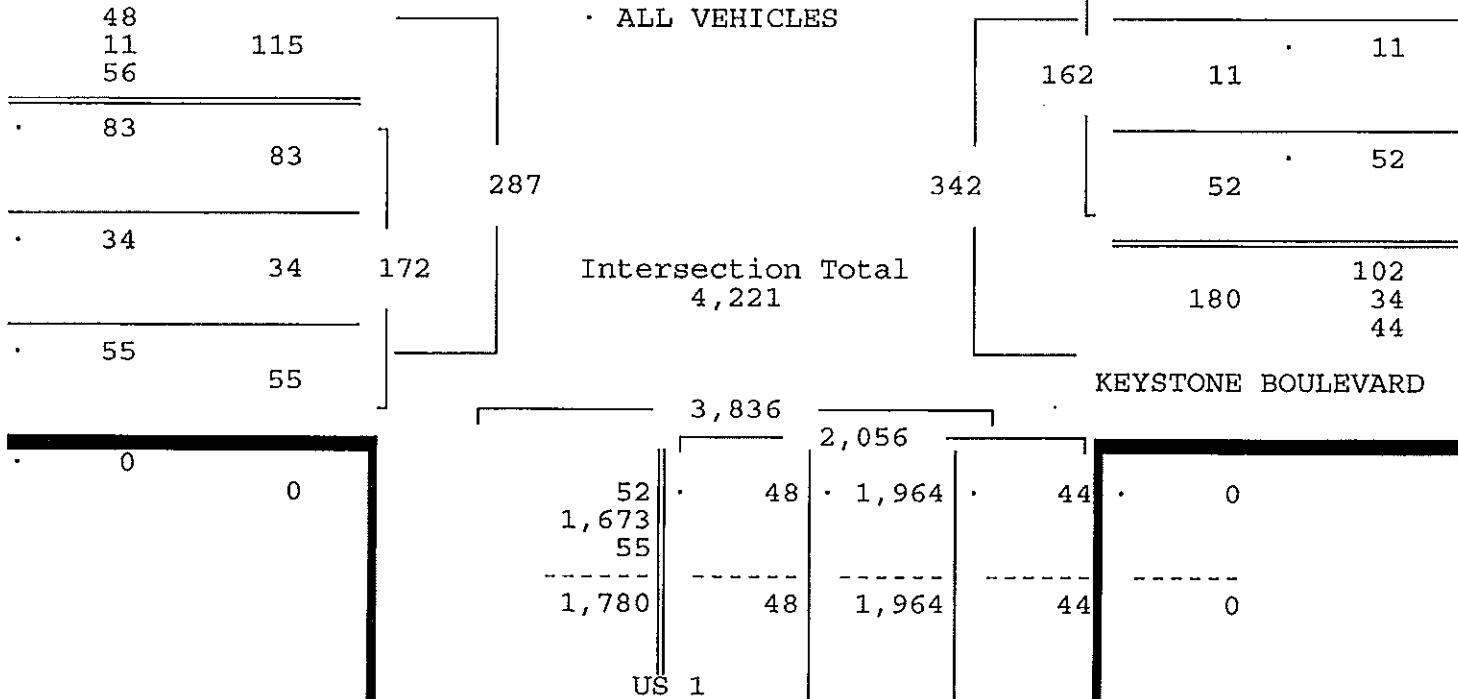
Site Code : 00110052  
Start Date: 04/20/11  
File I.D. : 126S\_US1  
Page : 3

## 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																
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			

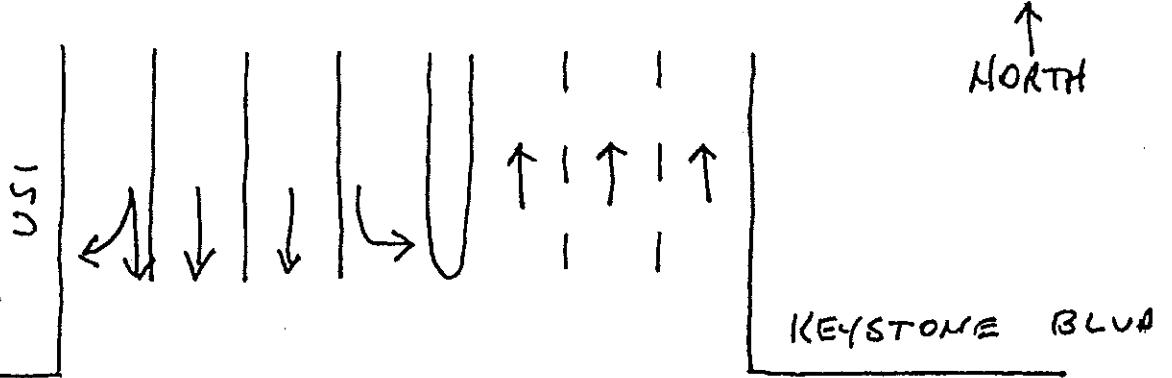
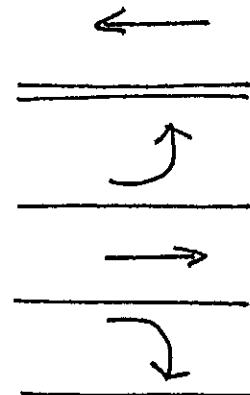


## NE 126TH STREET



Roxy  
BURGER

NE 126<sup>th</sup> ST.



WACHOVIA



NORTH MIAMI, FLORIDA  
APRIL 20<sup>th</sup>, 2011  
DRAWN BY: KEVIN McNAULY

SIGNALIZED

## Traffic Survey Specialists, Inc.

624 Gardenia Terrace

Delray Beach, Florida 33444

Phone (561) 272-3255

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

Site Code : 00110052

Start Date: 04/20/11

File I.D. : 127S\_US1

Page : 1

## 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																			
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.

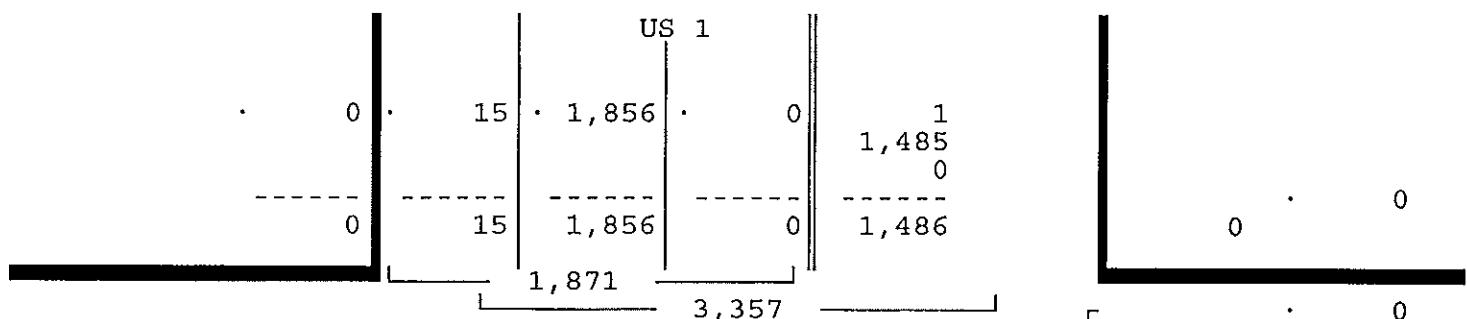
NE 127TH STREET & US 1  
NORTH MIAMI, FLORIDA  
COUNTED BY: SEBASTIAN SALVO  
NOT SIGNALIZED

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

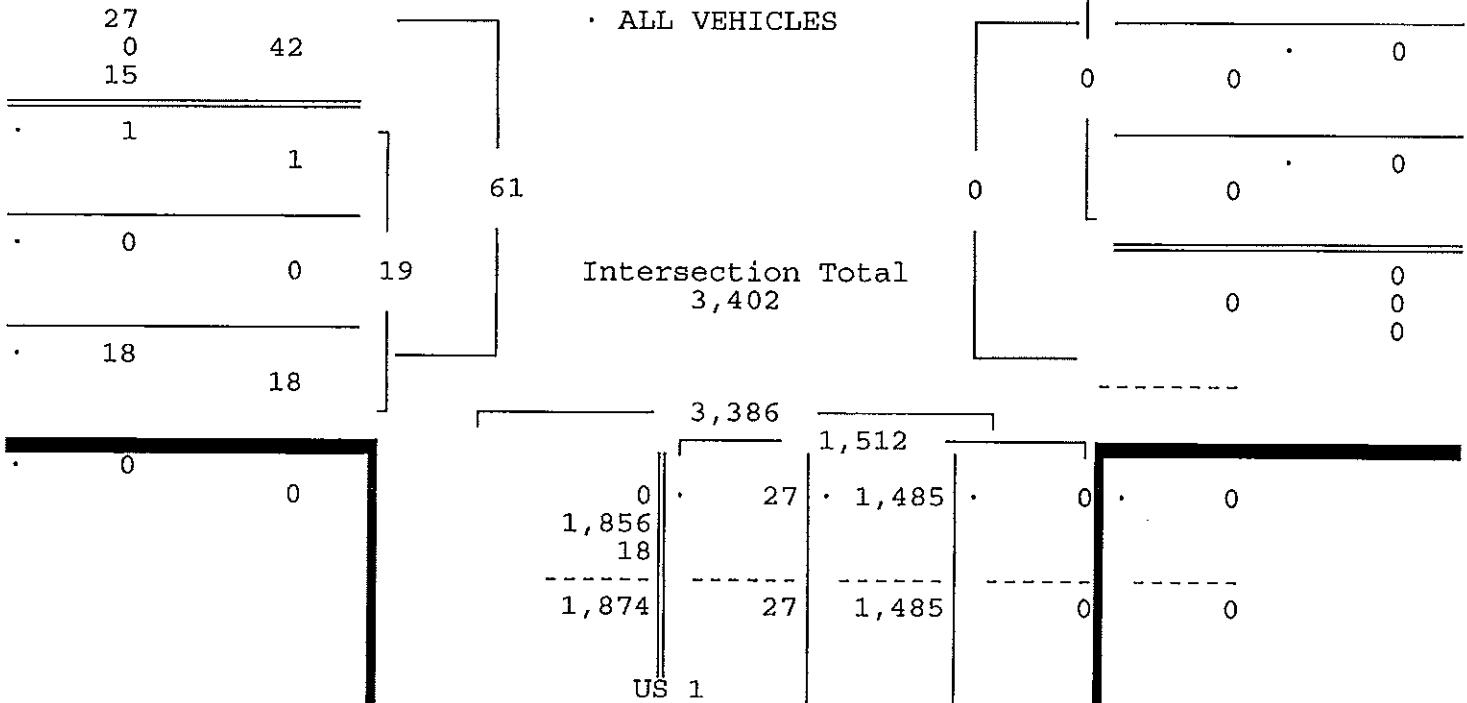
Site Code : 00110052  
Start Date: 04/20/11  
File I.D. : 127S\_US1  
Page : 2

## ALL VEHICLES

US 1				From East				US 1				From South				NE 127TH STREET				From West					
From North	UTurn	Left	Thru Right	From East	UTurn	Left	Thru Right	From South	UTurn	Left	Thru Right	From West	UTurn	Left	Thru Right	From East	UTurn	Left	Thru Right	From South	UTurn	Left	Thru Right	Total	
	UTurn	Left	Thru Right		UTurn	Left	Thru Right		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				08:00							
Volume 0 0 1856 15					0 0 0 0				3 24 1485 0					0 0 1 0 18				0 0 1 0 18							
Percent 0% 0% 99% 1%					0% 0% 0% 0%				0% 2% 98% 0%					0% 5% 0% 95%				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 0 7				0 0 0 0 7							
Hi total 485					0				415					7											
PHF .96					.0				.91					.68											



## NE 127TH STREET



## Traffic Survey Specialists, Inc.

624 Gardenia Terrace

Delray Beach, Florida 33444

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NE 127TH STREET & US 1  
 NORTH MIAMI, FLORIDA  
 COUNTED BY: SEBASTIAN SALVO  
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Site Code : 00110052

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Page : 3

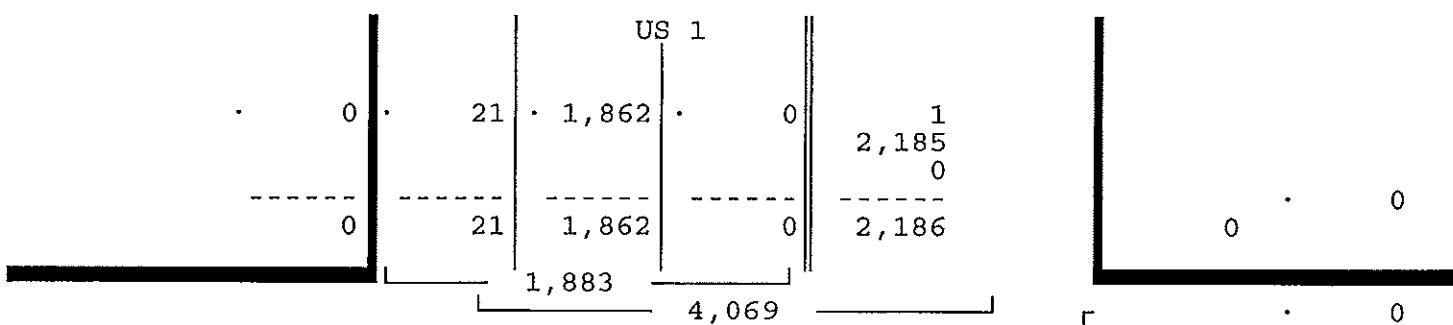
## ALL VEHICLES

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	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total			

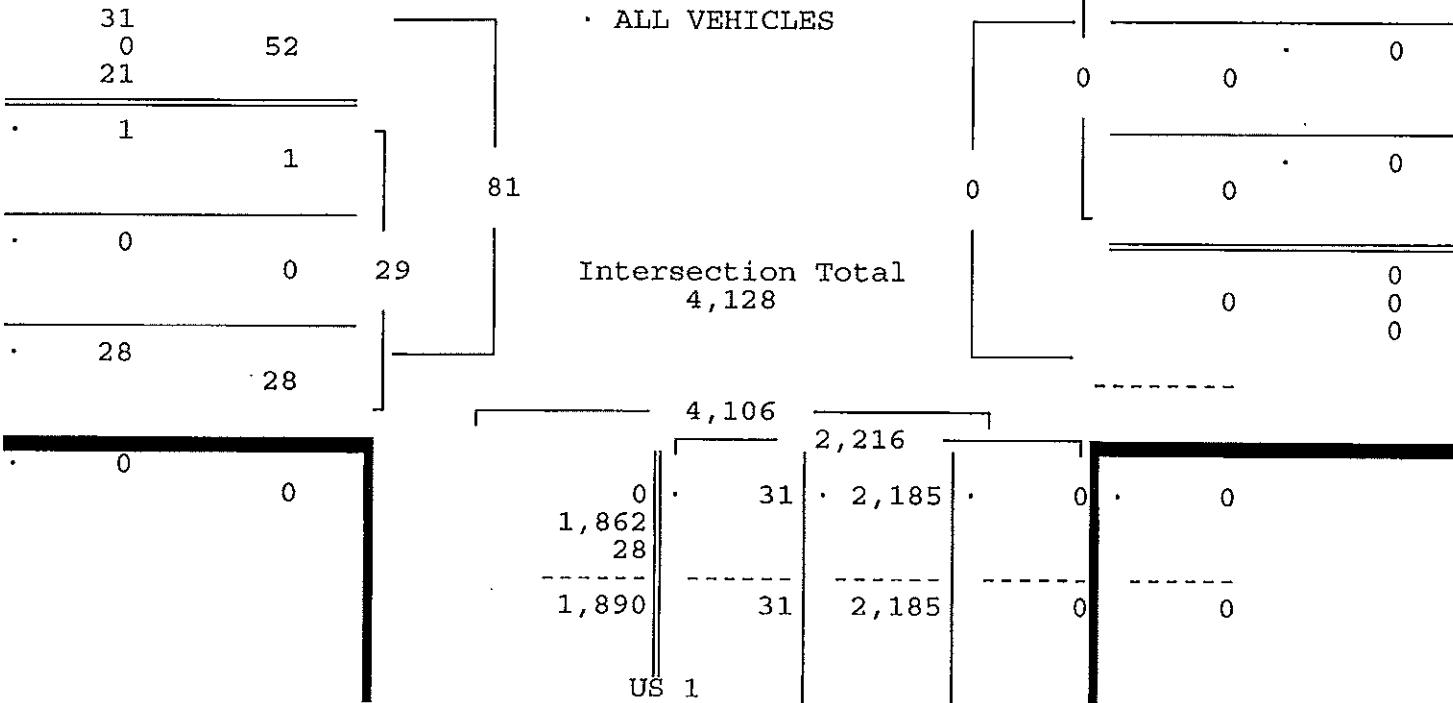
Date 04/20/11

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				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										



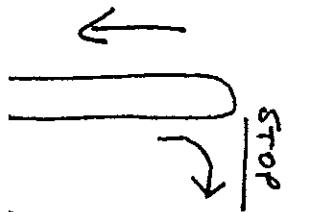
## NE 127TH STREET



SABADELL BANK

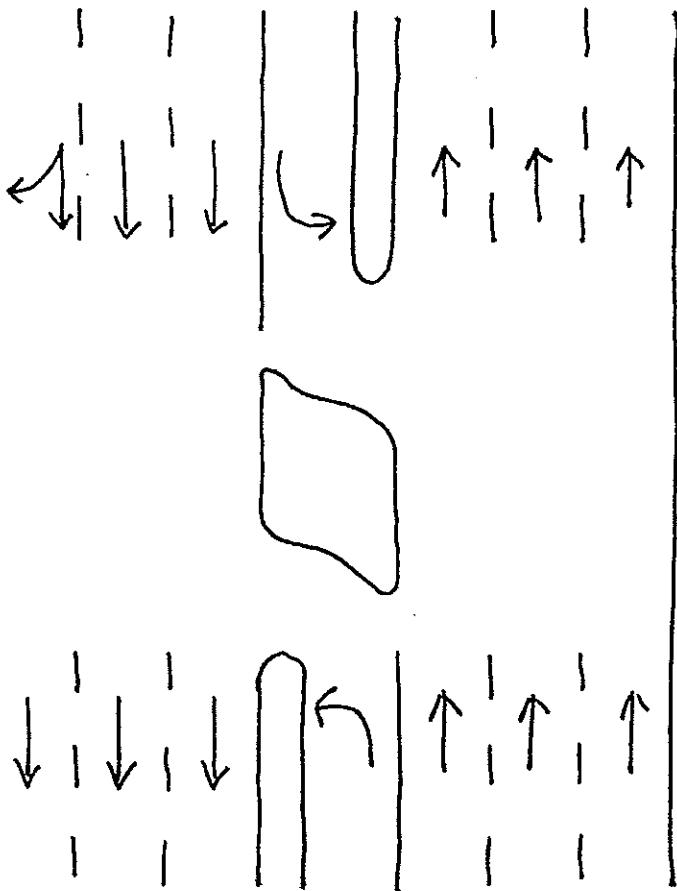
US1

NE 127 STREET



TD BANK

NORTH  
↑



NORTH MIAMI, FLORIDA  
APRIL 20<sup>TH</sup>, 2011

DRAWN BY: KEVIN McNALLY

NOT SIGNALIZED

## Traffic Survey Specialists, Inc.

624 Gardenia Terrace

Delray Beach, Florida 33444

Phone (561) 272-3255

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

Site Code : 00110052

Start Date: 04/20/11

File I.D. : 130S\_US1

Page : 1

## 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																	
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

## Traffic Survey Specialists, Inc.

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

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

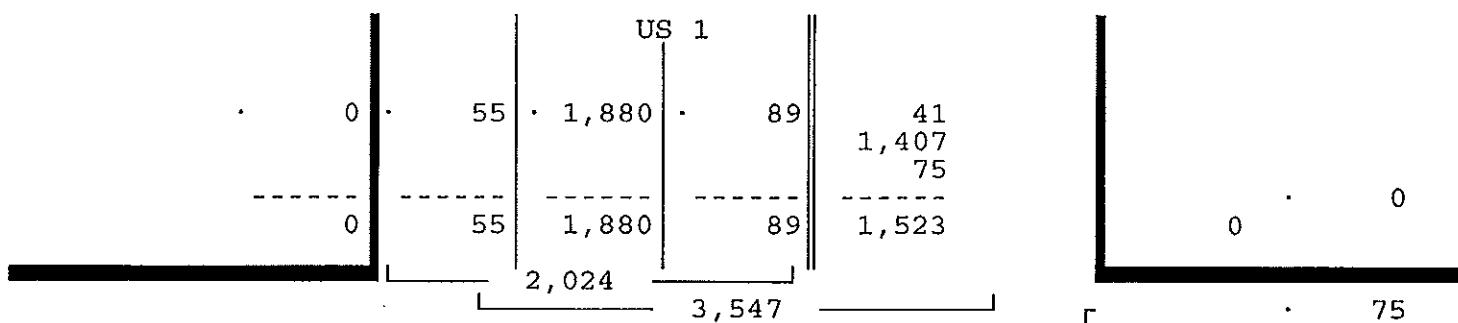
Site Code : 00110052  
Start Date: 04/20/11  
File I.D. : 130S\_US1  
Page : 2

## ALL VEHICLES

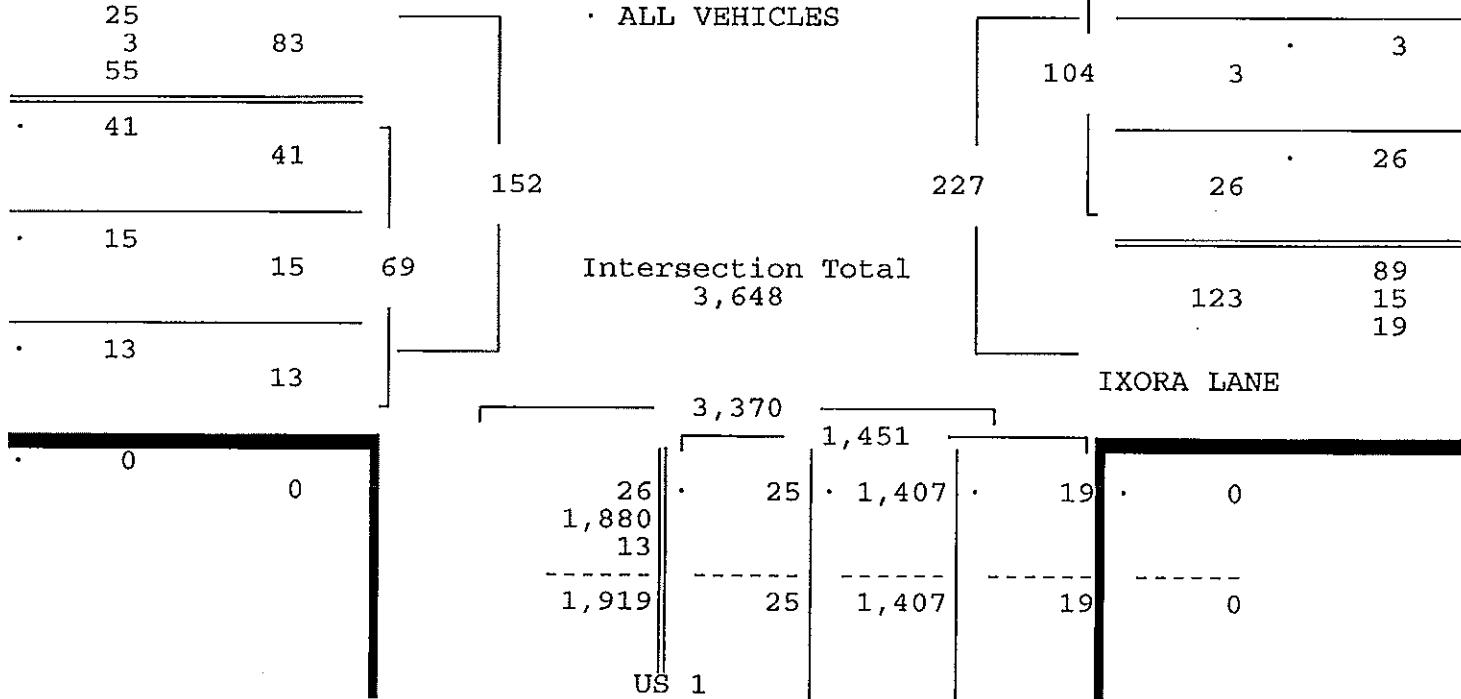
US 1		IXORA LANE		US 1		NE 130TH STREET										
From North		From East		From South		From West										
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/20/11																

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



## Traffic Survey Specialists, Inc.

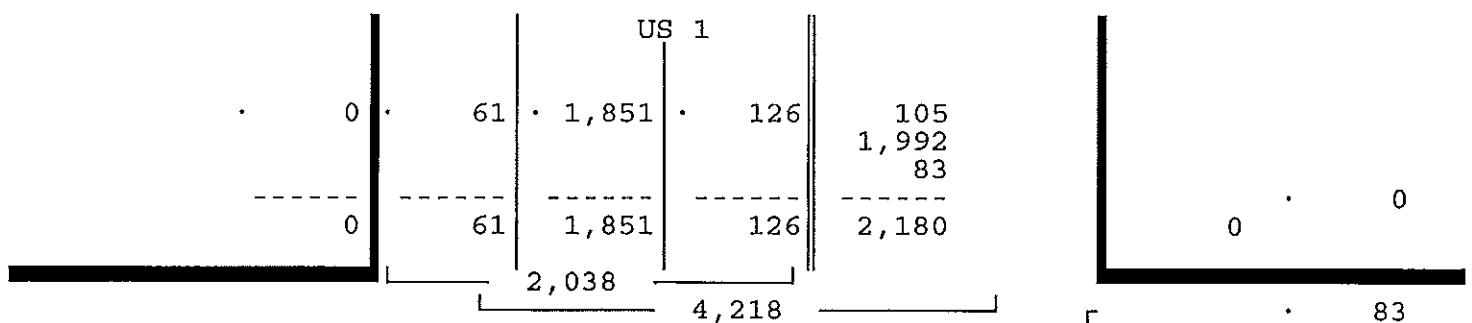
NE 130TH STREET & US 1  
NORTH MIAMI, FLORIDA  
COUNTED BY: MAXIE ESPINOSA  
SIGNALIZED

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

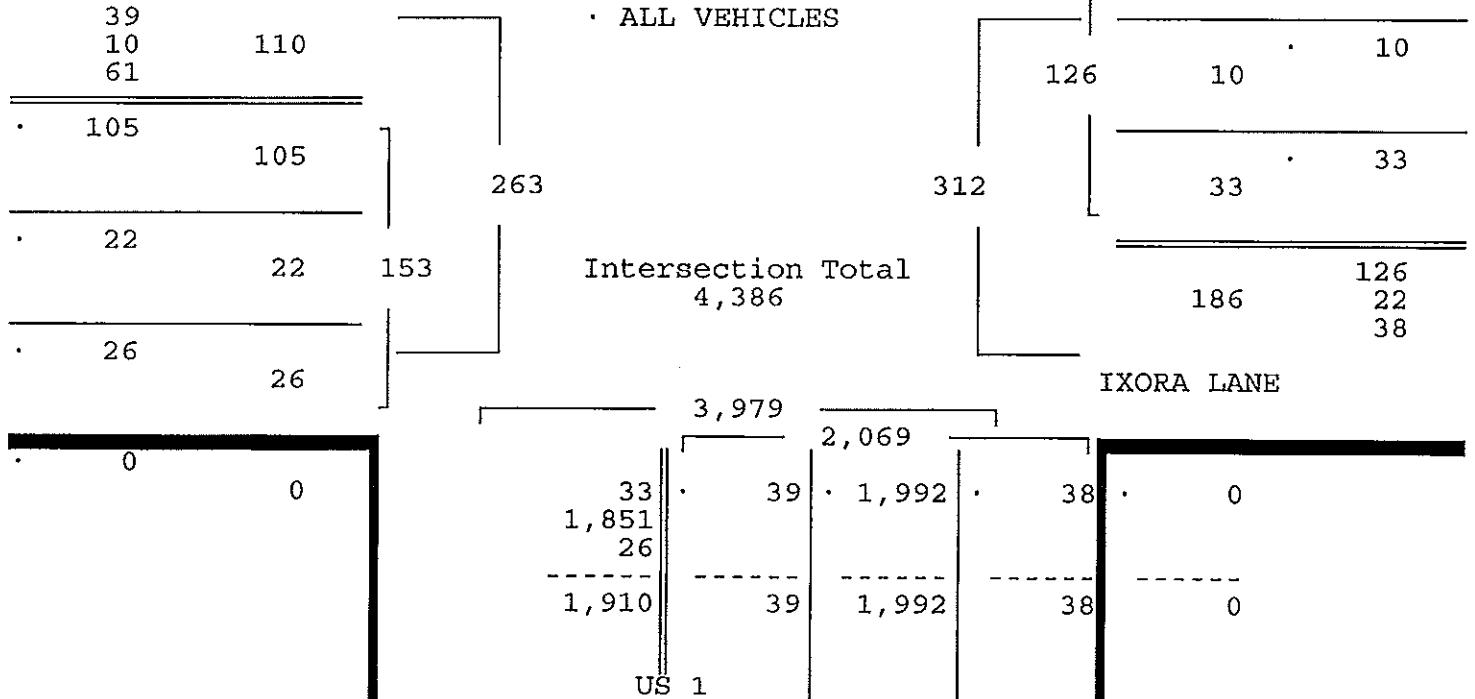
Site Code : 00110052  
Start Date: 04/20/11  
File I.D. : 130S\_US1  
Page : 3

## 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		
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				

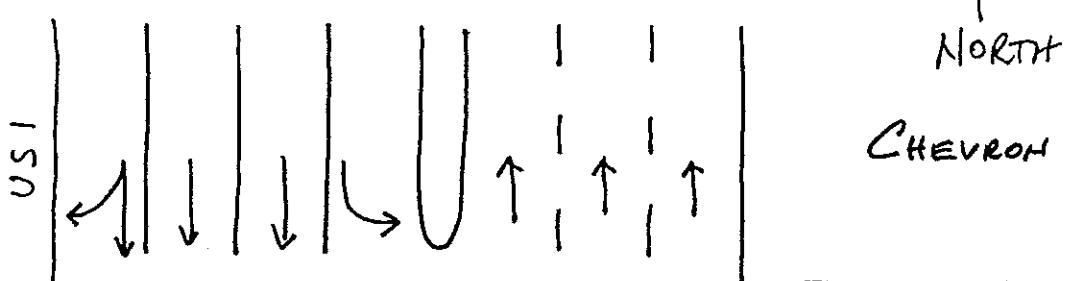


## NE 130TH STREET



SHOPPES AT  
ARCH CREEK

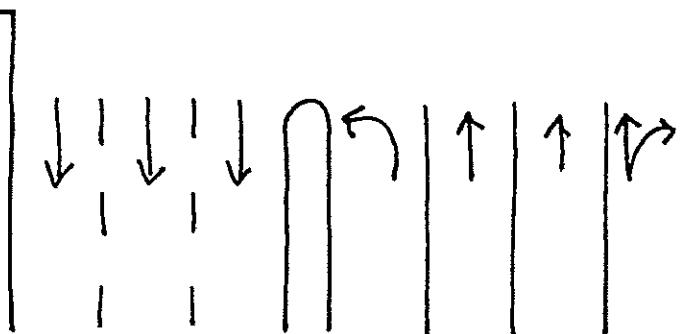
NE 130 STREET



BLOCKBUSTER

NOT MARKED  
BUT FUNCTIONS AS  
A RIGHT & THRU/  
LEFT

BP  
STATION



NORTH MIAMI, FLORIDA  
APRIL 20<sup>TH</sup>, 2011  
DRAWN BY: KEVIN McNALLY

SIGNALIZED

Traffic Survey Specialists, Inc.

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

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

## Traffic Survey Specialists, Inc.

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

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

Site Code : 00110052  
Start Date: 04/20/11  
File I.D. : 126S16AV  
Page : 2

## ALL VEHICLES

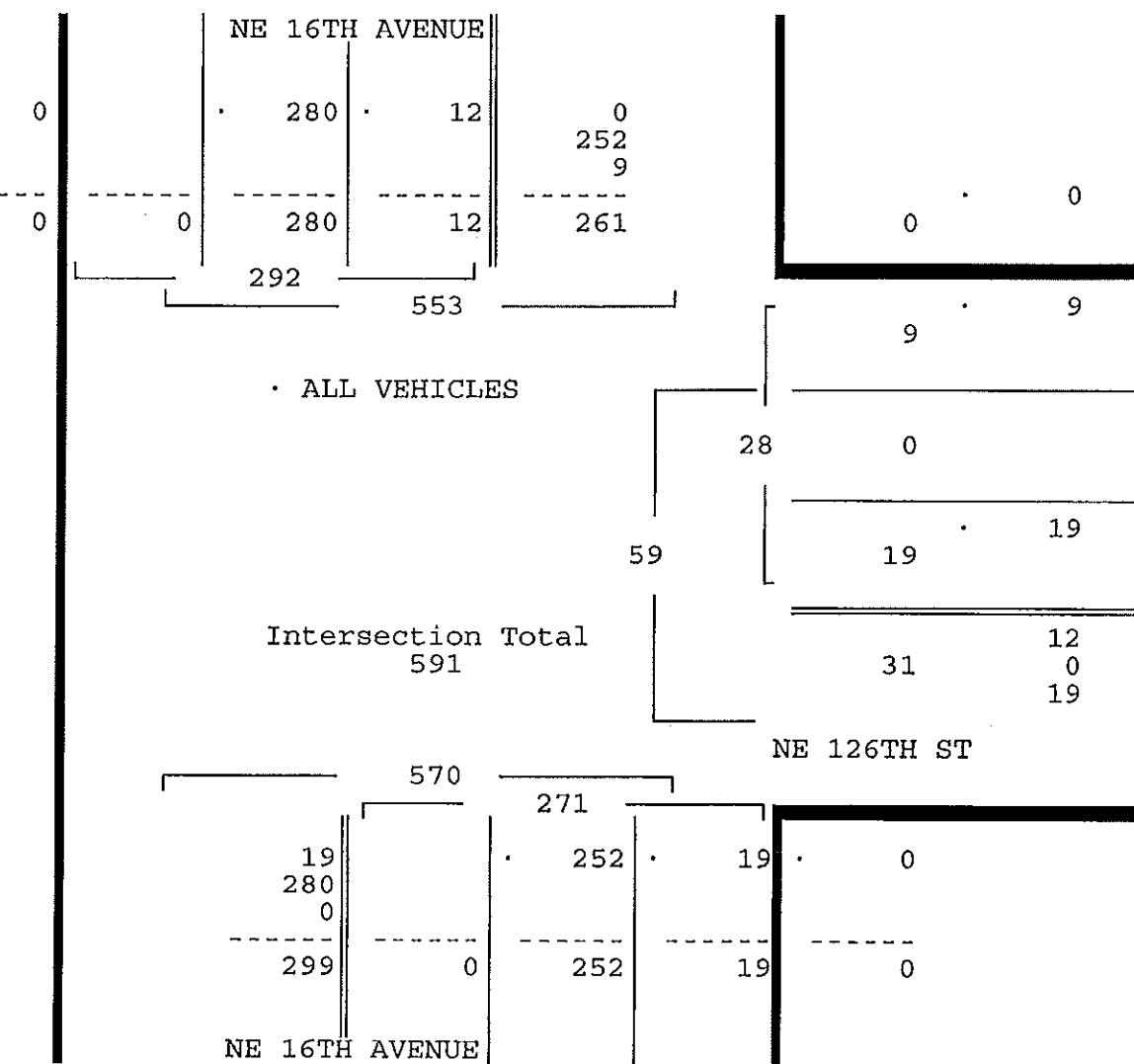
NE 16TH AVENUE		NE 126TH ST		NE 16TH AVENUE	
From North	From East	From East	From South	From South	
UTurn	Left	Thru	UTurn	Left	Right

UTurn	Left	Thru	UTurn	Left	Right	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
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



## Traffic Survey Specialists, Inc.

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

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

Site Code : 00110052  
Start Date: 04/20/11  
File I.D. : 126S16AV  
Page : 3

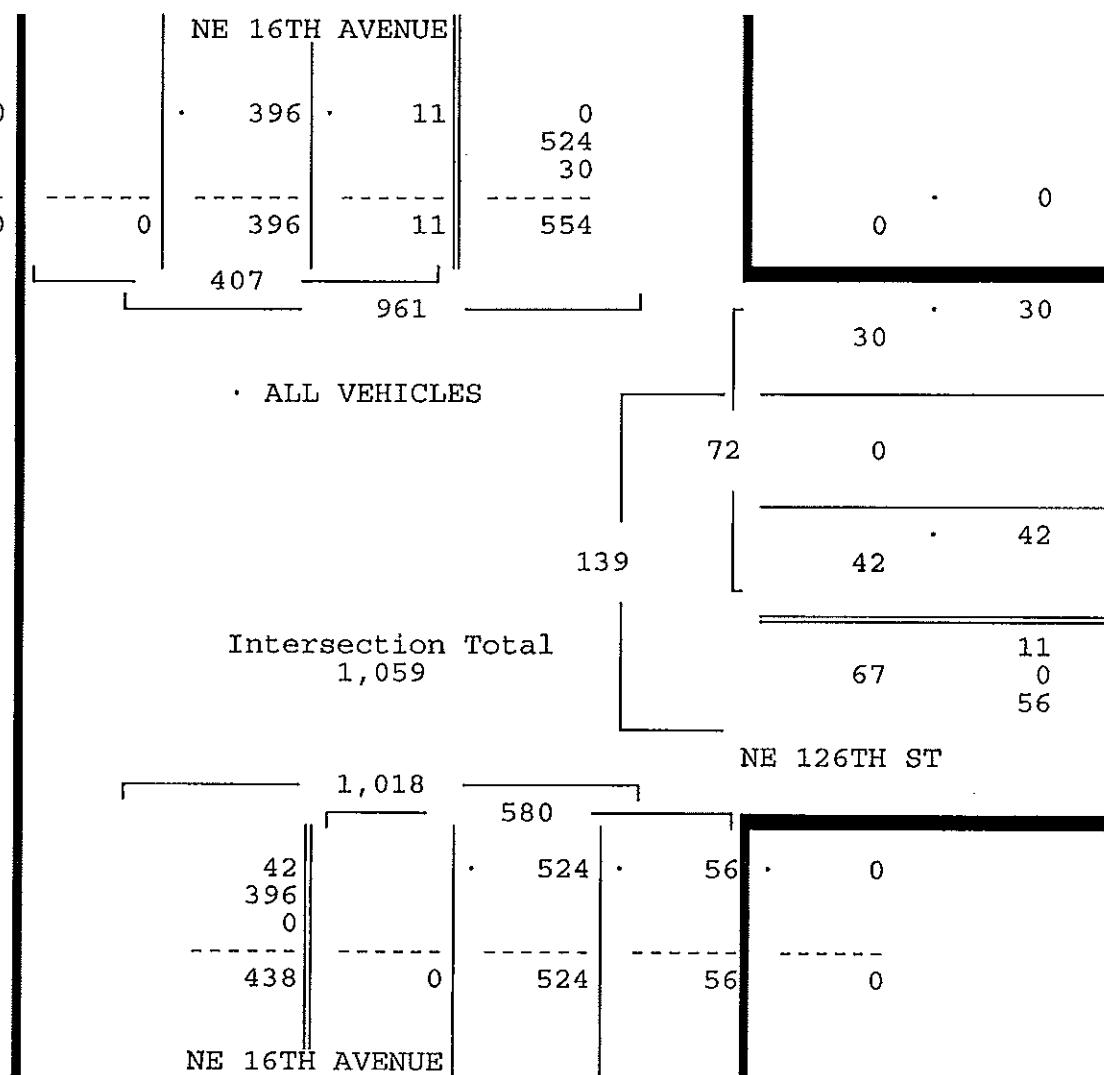
## ALL VEHICLES

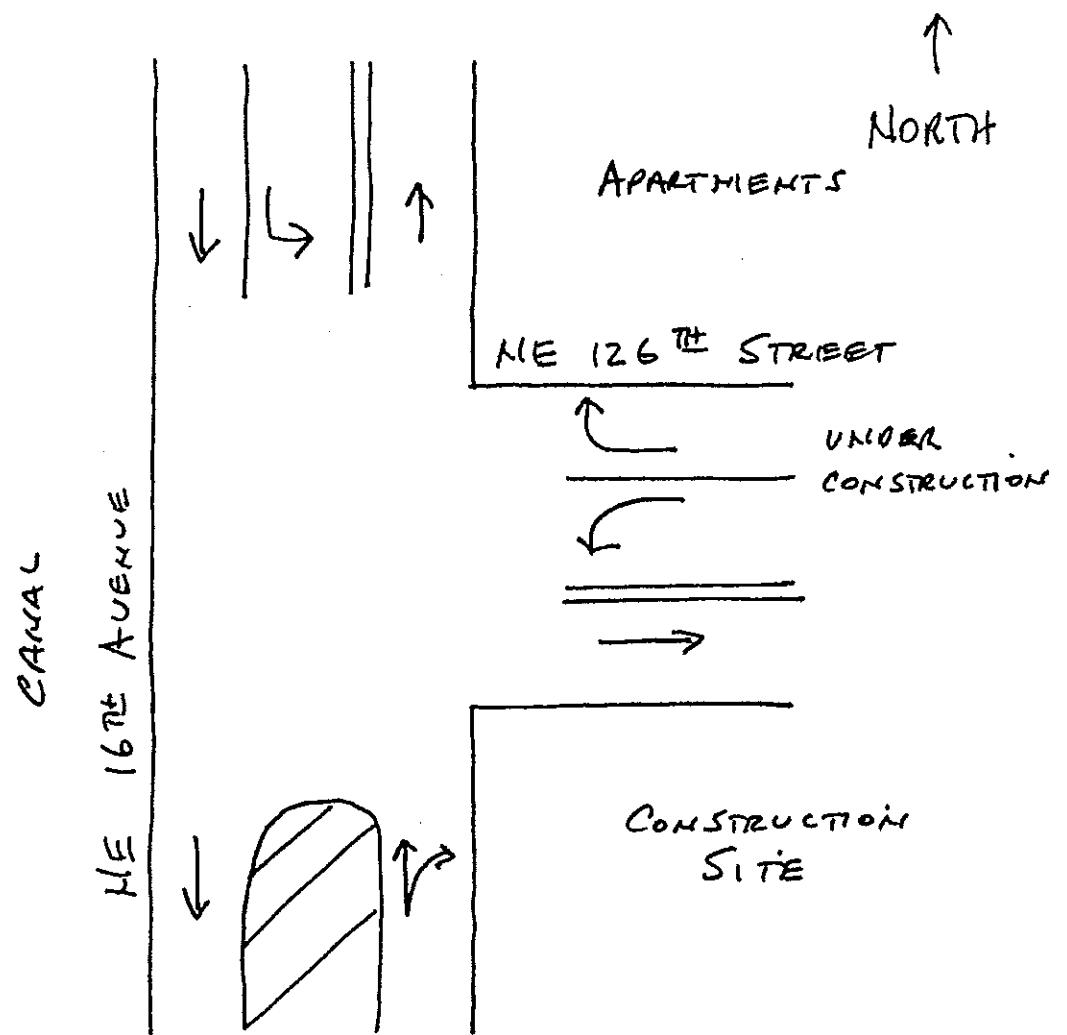
NE 16TH AVENUE		NE 126TH ST		NE 16TH AVENUE	
From North	From East	From East	From South	From South	
UTurn	Left	Thru	UTurn	Left	Right
					Total

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	
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 20<sup>th</sup>, 2011  
DRAWN BY: KEVIN McNALLY

SIGNALIZED

## Traffic Survey Specialists, Inc.

624 Gardenia Terrace

Delray Beach, Florida 33444

Phone (561) 272-3255

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

Site Code : 00110052

Start Date: 04/20/11

File I.D. : 127S16AV

Page : 1

## 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																
07:00	0	19	47	0	0	3	0	9	0	0	40	19	0	0	0	137
07:15	0	14	55	0	0	8	0	11	0	0	29	16	0	0	0	133
07:30	0	20	52	0	0	5	0	5	0	0	35	19	0	0	0	136
07:45	0	17	46	0	0	7	0	11	0	0	44	13	0	0	0	138
Hr Total	0	70	200	0	0	23	0	36	0	0	148	67	0	0	0	544
08:00	0	14	55	0	0	4	0	11	0	0	55	15	0	0	0	154
08:15	0	13	58	0	0	8	0	11	0	0	37	21	0	0	0	148
08:30	0	24	60	0	0	12	0	12	0	0	42	17	0	0	0	167
08:45	0	12	68	0	0	9	0	15	0	0	44	21	0	0	0	169
Hr Total	0	63	241	0	0	33	0	49	0	0	178	74	0	0	0	638
* BREAK *																
16:00	0	18	74	0	1	21	0	44	0	0	91	13	0	0	0	262
16:15	0	9	66	0	0	15	0	34	1	0	69	16	0	0	0	210
16:30	0	14	68	0	1	37	0	38	0	0	93	28	0	0	0	279
16:45	0	14	78	0	0	18	0	40	0	0	107	16	0	0	0	273
Hr Total	0	55	286	0	2	91	0	156	1	0	360	73	0	0	0	1024
17:00	0	25	84	0	0	17	0	32	0	0	116	29	0	0	0	303
17:15	0	16	82	0	0	23	0	32	0	0	115	21	0	0	0	289
17:30	0	12	70	0	1	30	0	16	0	0	125	21	0	0	0	275
17:45	0	11	67	0	0	21	0	29	0	0	107	13	0	0	0	248
Hr Total	0	64	303	0	1	91	0	109	0	0	463	84	0	0	0	1115
*TOTAL*	0	252	1030	0	3	238	0	350	1	0	1149	298	0	0	0	3321

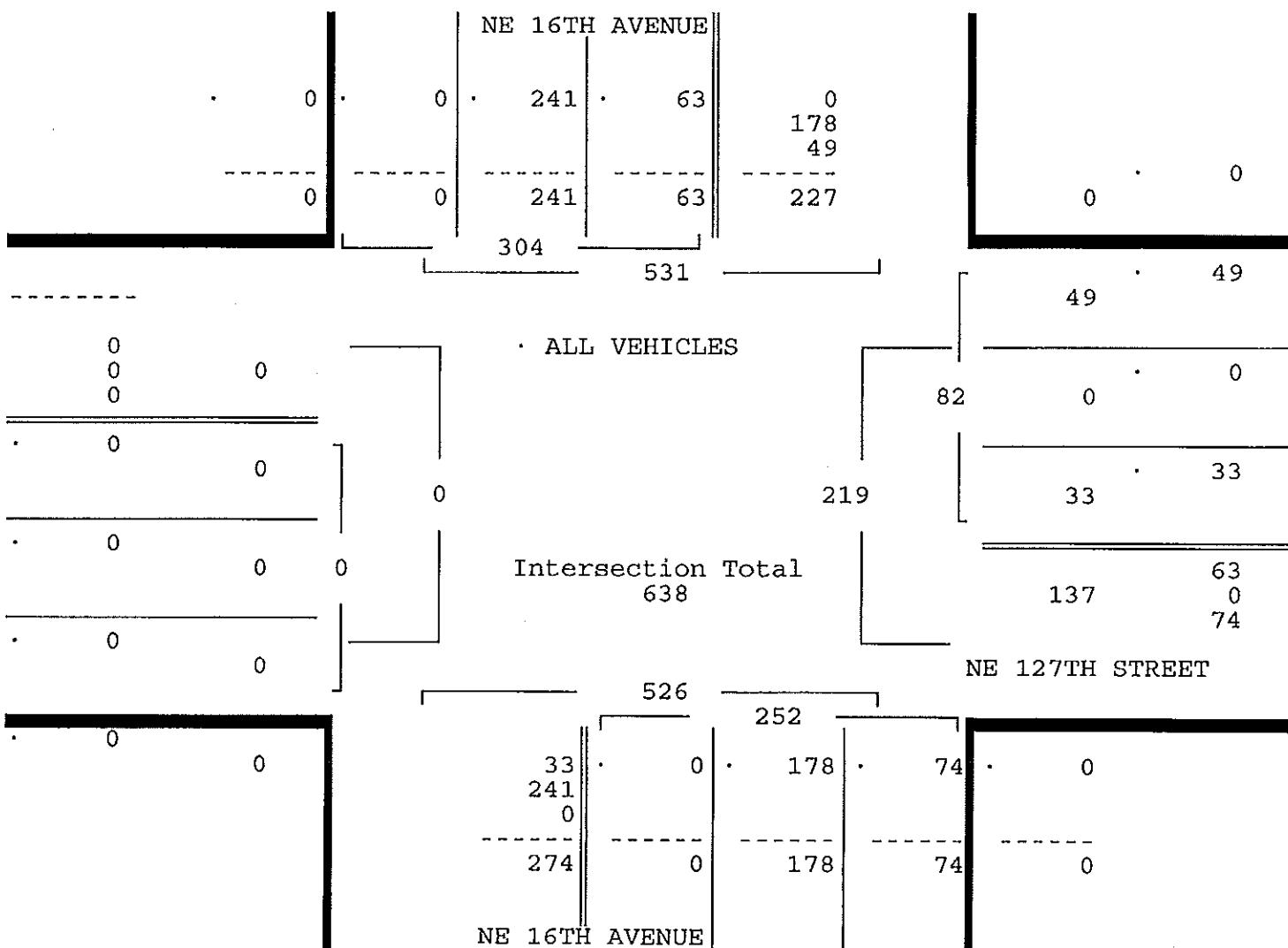
NE 127TH ST & NE 16TH AVENUE  
NORTH MIAMI, FLORIDA  
COUNTED BY: LUIS PALOMINO  
SIGNALIZED

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  
Page : 2

**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: 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			0			
Highest	08:30			08:30			08:00			07:00			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			0			
PHF	.90			.85			.90			.0			.0			



Traffic Survey Specialists, Inc.

624 Gardenia Terrace

Delray Beach, Florida 33444

Phone (561) 272-3255

Site Code : 00110052

Start Date: 04/20/11

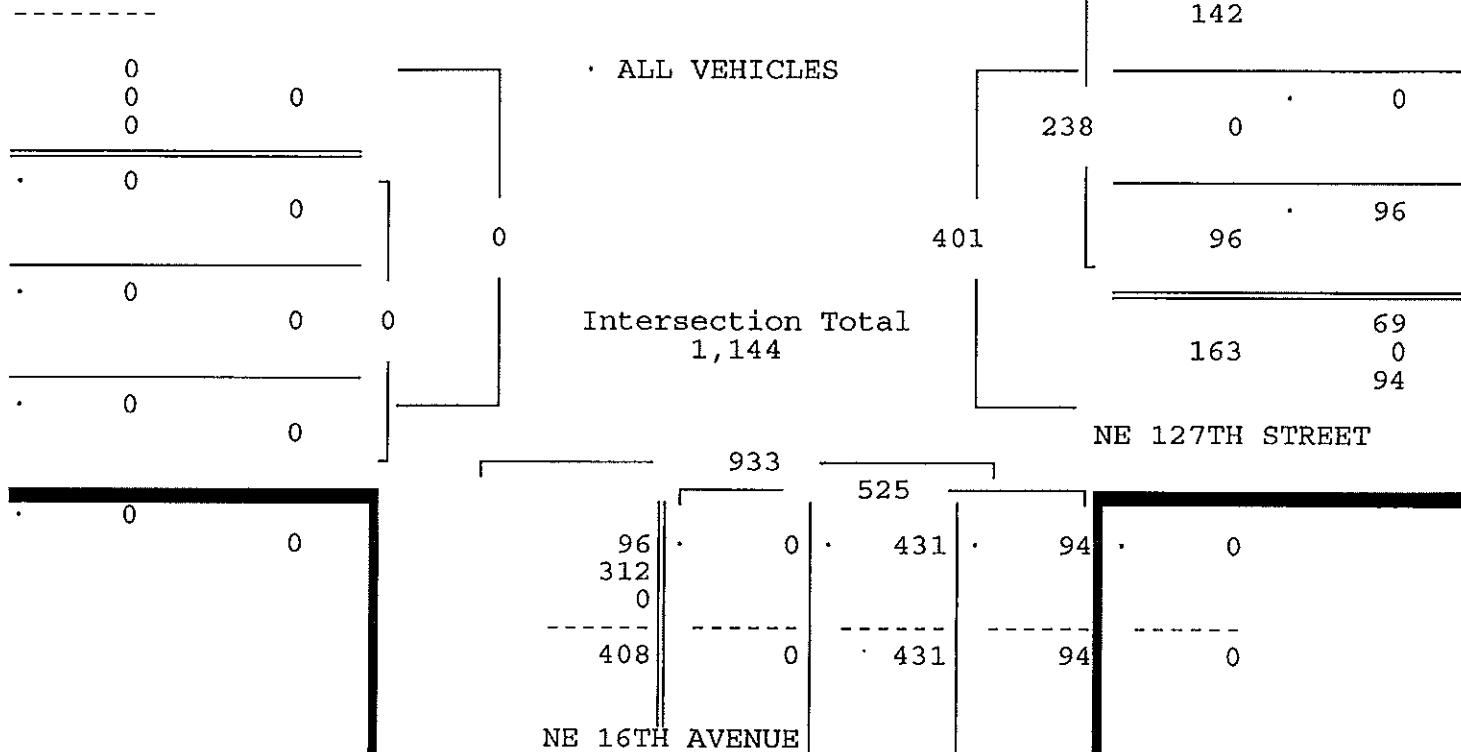
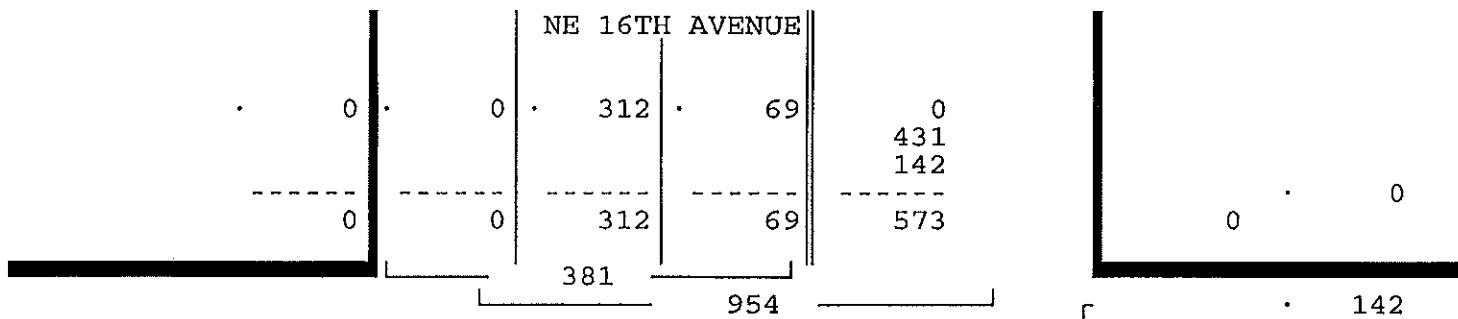
File I.D. : 127S16AV

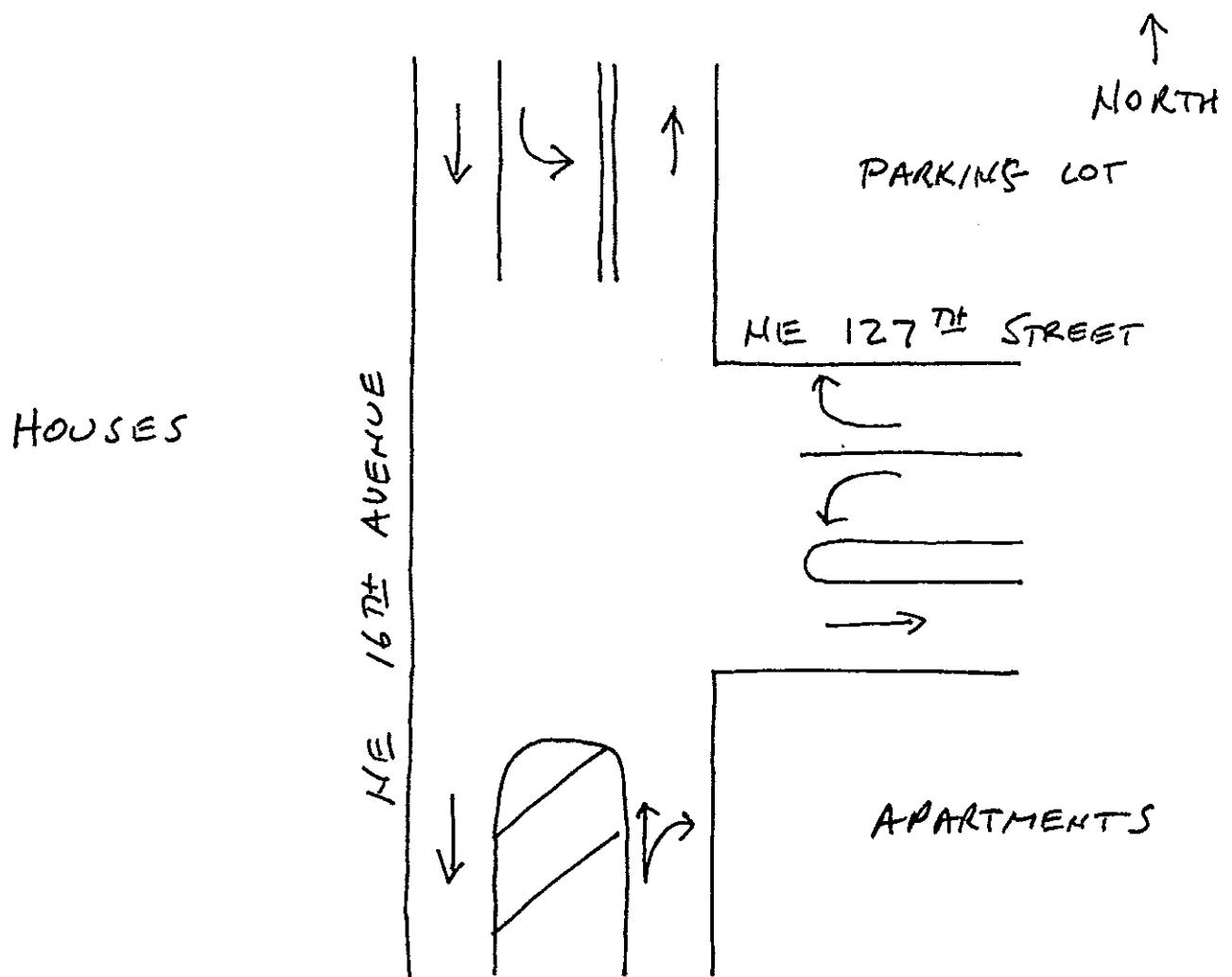
Page : 3

**ALL VEHICLES**

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
Percent	0%	18%	82%	0%	0%	40%	0%	60%	0%	0%	82%	18%	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
Hi total	109				76			145			0				
PHF	.87				.78			.91			.0				





NORTH MIAMI, FLORIDA  
APRIL 20<sup>TH</sup>, 2011  
DRAWN BY: KEVIN MCKEALLY

SIGNALIZED

## 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  
 Page : 1

## 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	UTurn	Left	Thru	Right
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

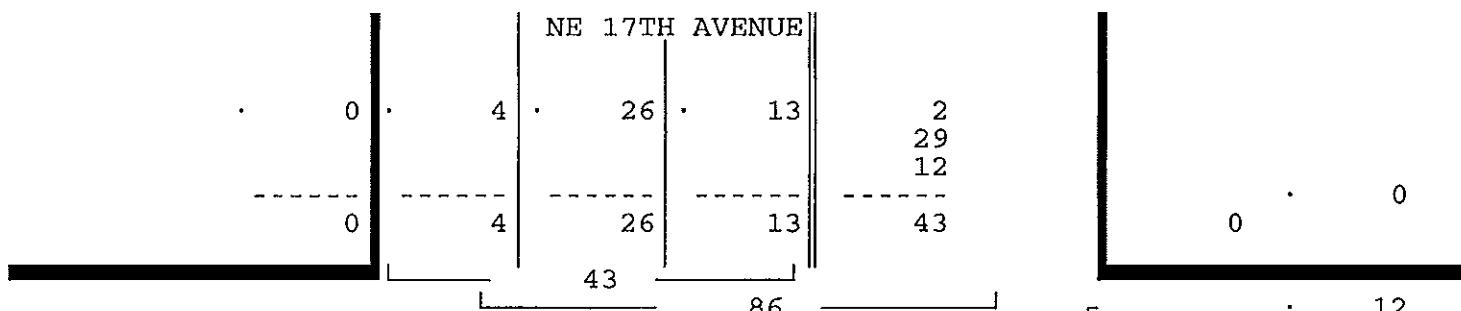
Site Code : 00110052  
Start Date: 04/20/11  
File I.D. : 126S17AV  
Page : 2

## ALL VEHICLES

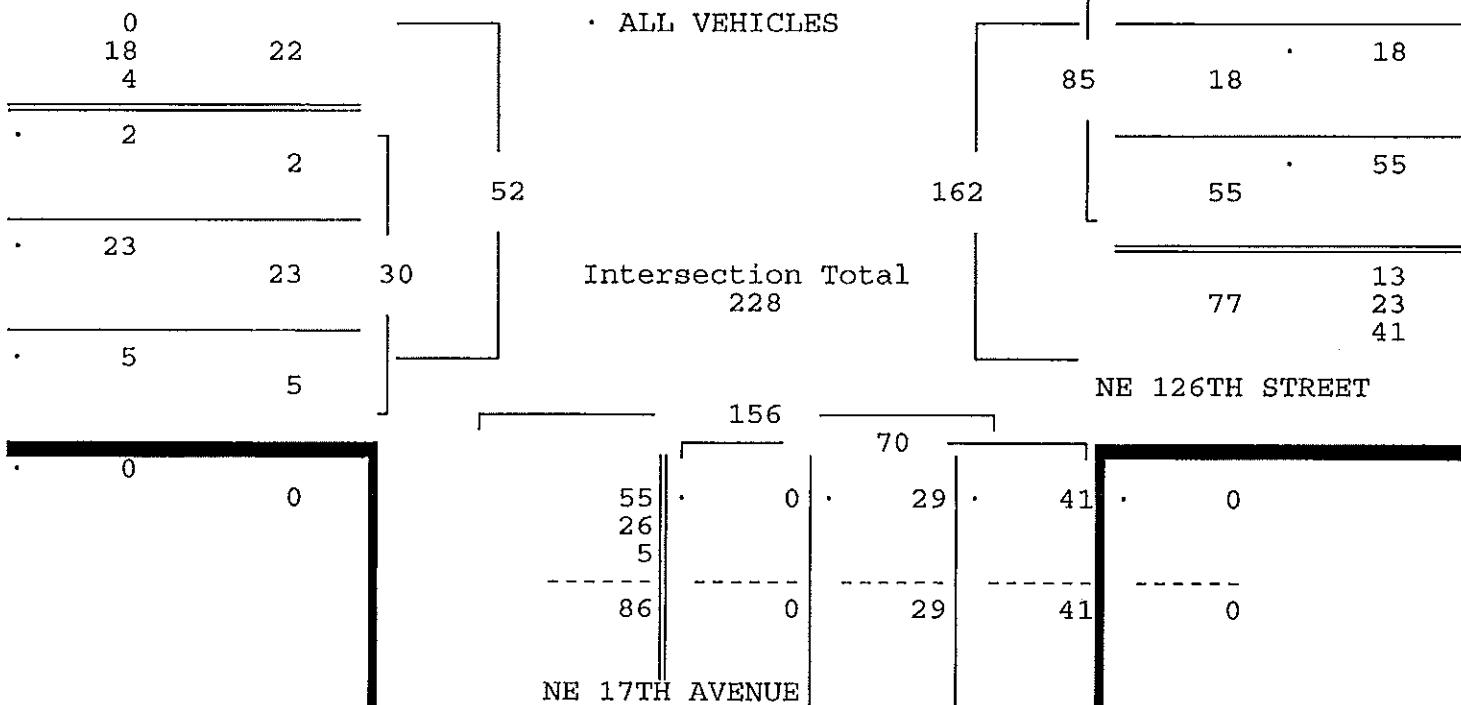
NE 17TH AVENUE				NE 126TH STREET				NE 17TH AVENUE				NE 126TH STREET				
From North				From East				From South				From West				
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 04/20/11 -----																

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



## Traffic Survey Specialists, Inc.

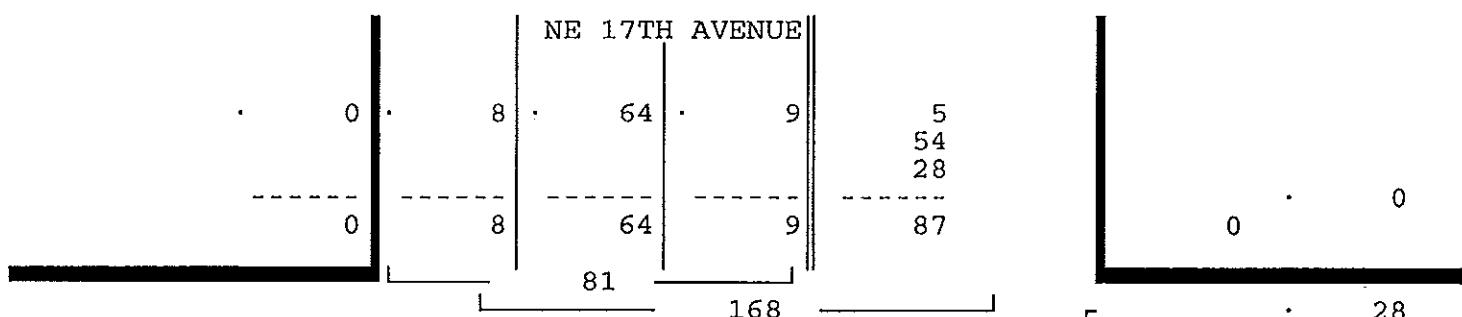
NE 126TH STREET & NE 17TH AVENUE  
NORTH MIAMI, FLORIDA  
COUNTED BY: MAURICE GOMEZ  
NOT SIGNALIZED

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

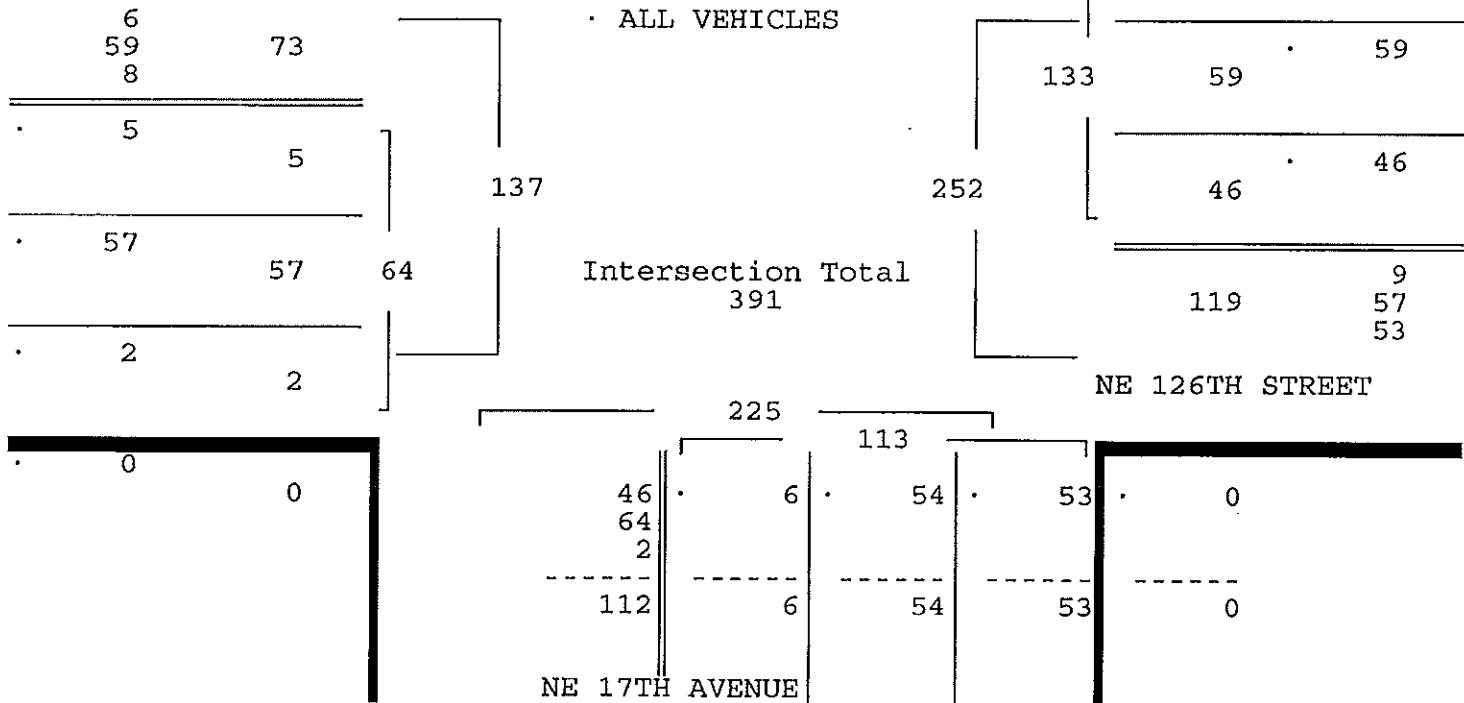
Site Code : 00110052  
Start Date: 04/20/11  
File I.D. : 126S17AV  
Page : 3

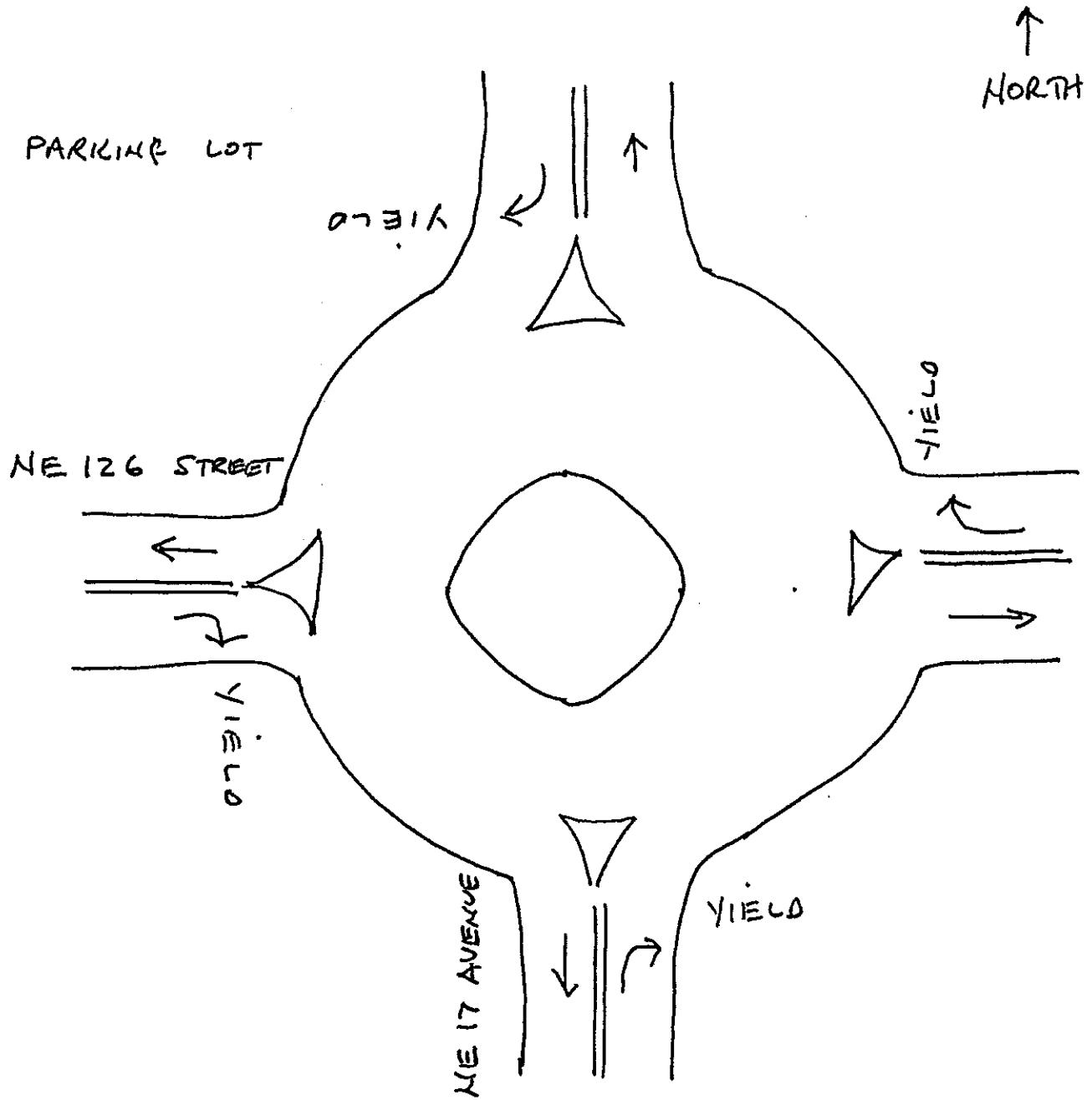
## ALL VEHICLES

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																
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			



## NE 126TH STREET





NORTH MIAMI, FLORIDA  
 APRIL 20<sup>th</sup>, 2011  
 DRAWN BY: KEVIN MCHALLY

NOT SIGNALIZED

## Traffic Survey Specialists, Inc.

624 Gardenia Terrace

Delray Beach, Florida 33444

Phone (561) 272-3255

NE 127TH STREET &amp; NE 17TH AVENUE

NORTH MIAMI, FLORIDA

COUNTED BY: RAYMUNDO HERNANDEZ

NOT SIGNALIZED

Site Code : 00110052

Start Date: 04/20/11

File I.D. : 127S17AV

Page : 1

## 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																	
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

## Traffic Survey Specialists, Inc.

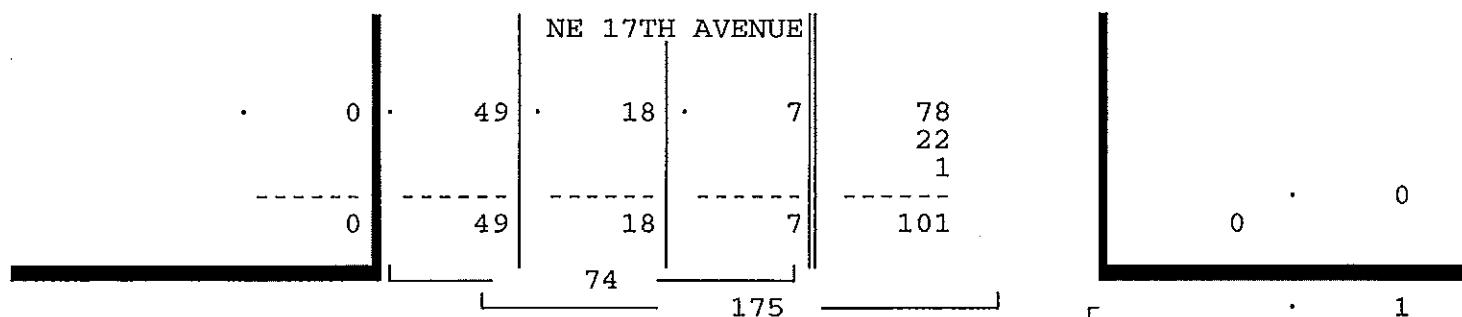
NE 127TH STREET & NE 17TH AVENUE  
NORTH MIAMI, FLORIDA  
COUNTED BY: RAYMUNDO HERNANDEZ  
NOT SIGNALIZED

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

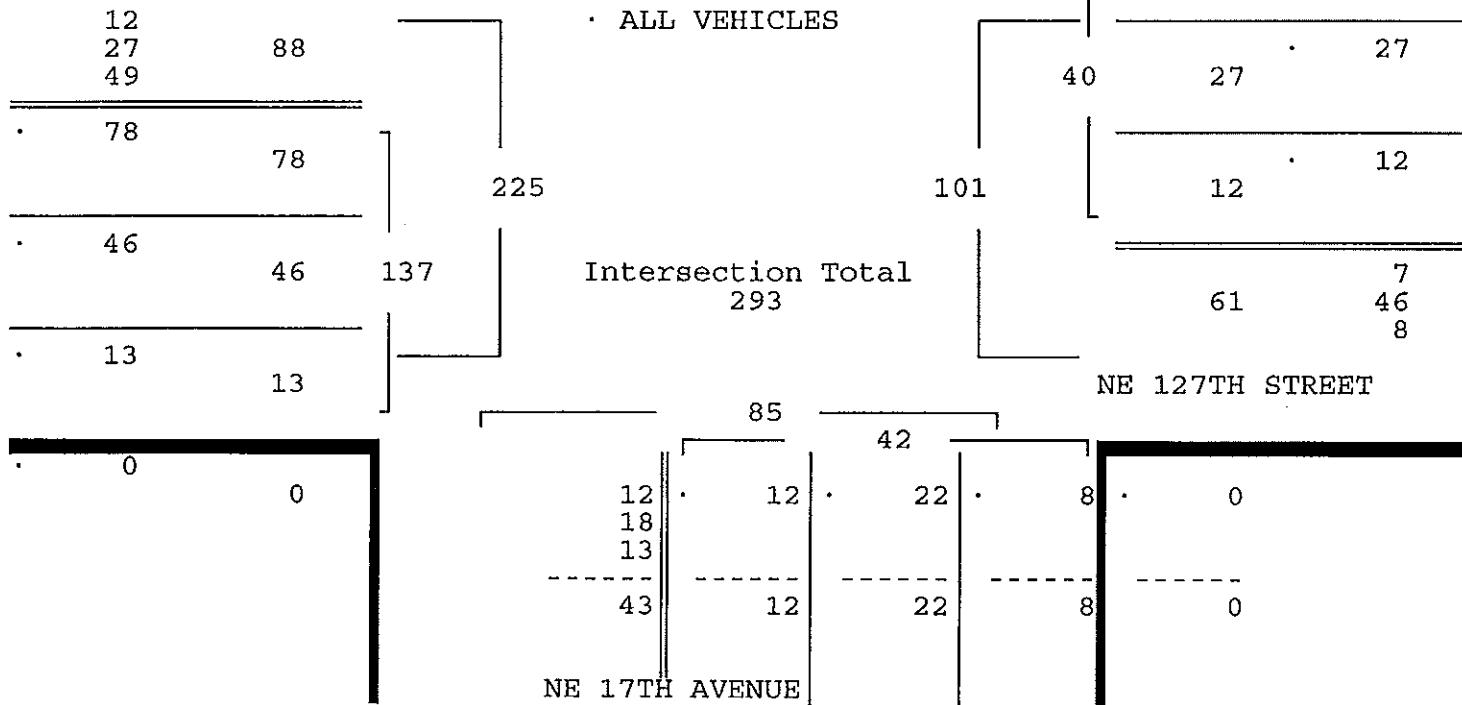
Site Code : 00110052  
Start Date: 04/20/11  
File I.D. : 127S17AV  
Page : 2

## 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



## Traffic Survey Specialists, Inc.

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

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

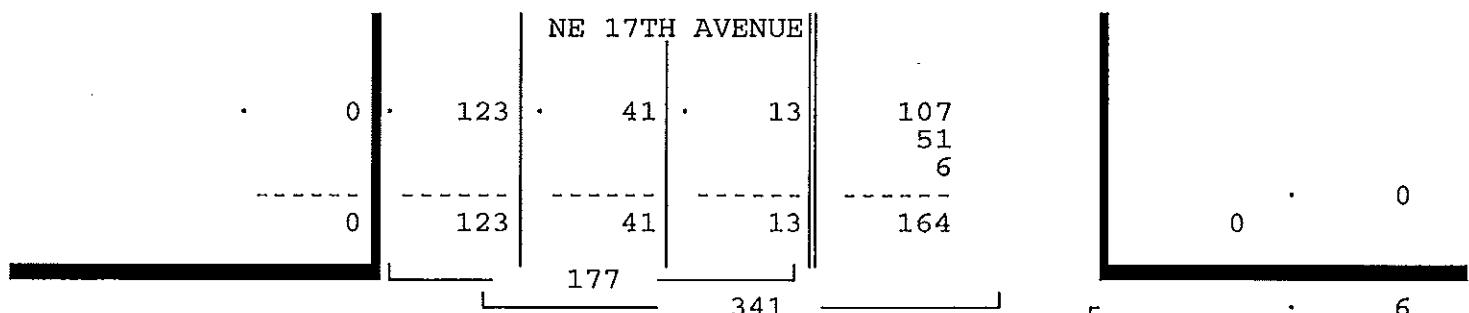
## ALL VEHICLES

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			



## NE 127TH STREET

30	89	242
123		
-----		

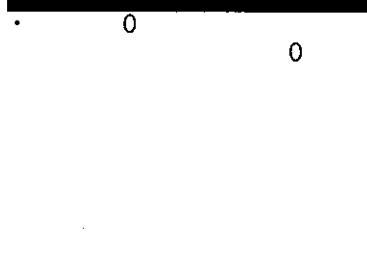
107	107	
-----		

49	49	165
-----		

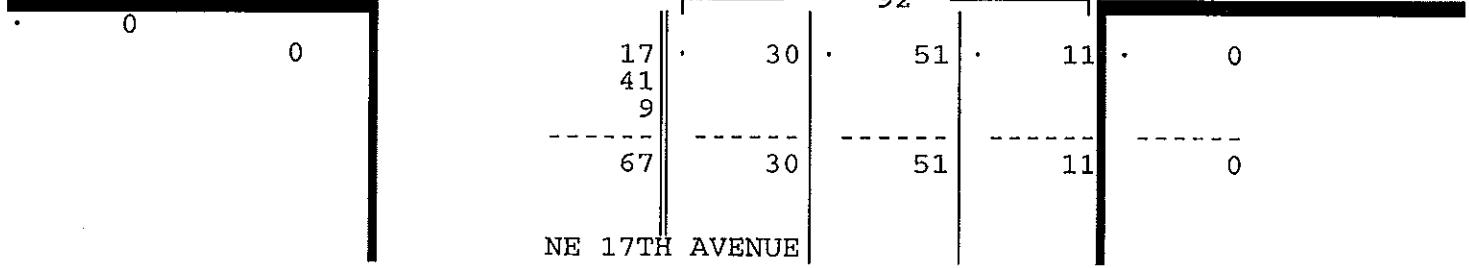
9	9	
-----		

## ALL VEHICLES

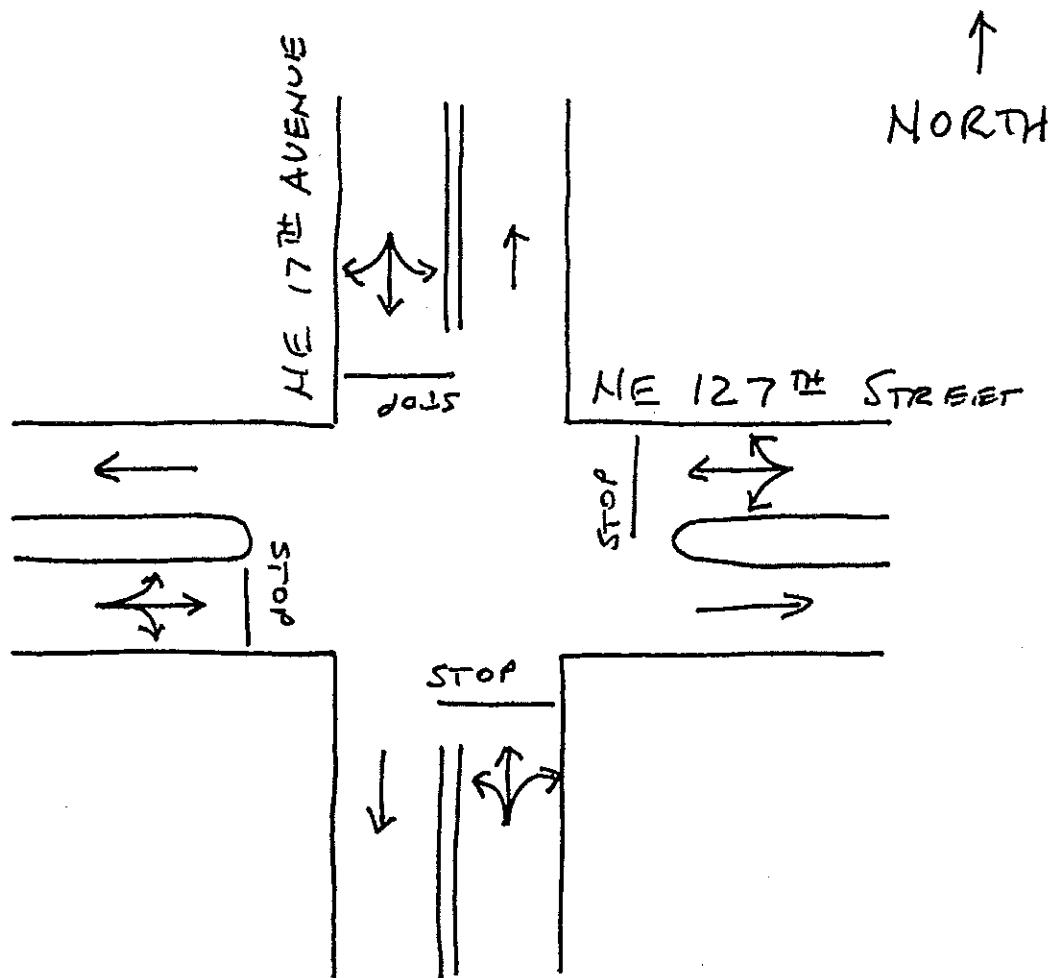
112	89	
-----		
185	17	
-----		
73	13	49
	-----	
	11	



NE 17TH AVENUE



NE 17TH AVENUE



NORTH MIAMI, FLORIDA

APRIL 20<sup>TH</sup>, 2011

DRAWN BY: KEVIN MCMALLY

NOT SIGNALIZED

**APPENDIX C**  
**MIAMI-DADE COUNTY**  
**SIGNAL TIMING DATA**

Print Date:  
4/27/2011

Print Time:  
4:38 PM

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

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active Phase Bank Maximum</u>
2549	2549: US 1&NE 126 St	DOW-4	TOD	[04] HEAVY	150	107	N/A	1 Max 2
PH 1 NBL	PH 2 SBT	PH 3 WBT	PH 4 SBL	PH 5 NBT	PH 6 EBT	PH 7 0	PH 8 0	



### Active Phase Bank: Phase Bank 1

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

Permitted Phases								
1	2	3	4	5	6	7	8	9
NBL	0 - 0 - 0	0 - 0 - 0	5 - 4 - 4	2 - 3 - 3	6 - 20 - 20	12 - 30 - 30	3.5	0
SBT	7 - 7 - 7	17 - 15 - 15	7 - 7 - 7	1 - 4 - 4	30 - 30 - 30	0 - 50 - 50	4	1
WBT	0 - 0 - 0	0 - 0 - 0	0 - 4 - 4	0 - 3 - 3	0 - 20 - 20	0 - 30 - 30	0	0
SBL	0 - 0 - 0	0 - 0 - 0	5 - 4 - 4	2 - 3 - 3	6 - 20 - 20	12 - 30 - 30	3.5	0
NBT	7 - 7 - 7	17 - 15 - 15	7 - 7 - 7	1 - 4 - 4	30 - 30 - 30	0 - 50 - 50	4	1
EBT	0 - 7 - 7	0 - 15 - 15	7 - 4 - 4	2.5 - 4 - 4	8 - 25 - 25	14 - 40 - 40	4	1.3

12345678

12-456-8

Default

External Permit 0

External Permit 1

External Permit 2

Local TOD Schedule									
Time	Plan	DOW							
Current	Plan	Cycle	1	2	3	4	5	6	7
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	21
5	110	10	66	0	21	10	66	0	21
6	80	7	49	0	11	7	49	0	11
7	80	9	37	0	21	9	37	0	21
9	80	7	39	0	21	7	39	0	21
10	110	5	71	0	21	5	71	0	21
13	80	7	49	0	11	7	49	0	11
15	120	8	83	0	16	8	83	0	16
16	130	13	85	0	19	13	85	0	19
17	110	10	66	0	21	10	66	0	21
22	150	10	109	0	18	10	109	0	18
25	130	10	81	0	26	10	81	0	26
26	110	13	58	0	26	13	58	0	26
27	140	15	86	0	26	15	86	0	26
28	100	10	51	0	26	10	51	0	26

Current Time of Day Function									
Time	Function	Settings *	Day of Week						
0000	TOD OUTPUTS	-----	SUM T W ThF 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	

Local Time of Day Function									
Time	Function	Settings *	Day of Week						
0000	TOD OUTPUTS	-----	SUM T W ThF S						

No Calendar Defined/Enabled

Print Date:  
12/27/2011

Print Time:  
4:39 PM  
TOD Schedule Report for 6456: W Dixie Hwy&NE 130 St

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

PH	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
0	0	0	0	0	NET	SBT	



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
1	2	3	1	2	3	1	2	3
2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
4	NBT	7	7	18	18	7	7	2.5
5	0	0	0	0	0	0	0	0
6	NET	7	7	13	13	7	7	1
7	0	0	0	0	0	0	0	0
8	SBT	7	7	18	18	7	7	2.5

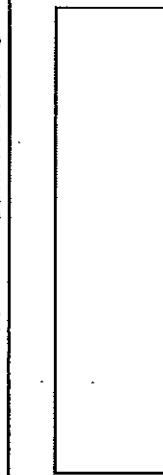
Green Time

Current TOD Schedule	Plan	Cycle	1	2	3	4	5	6	7	8	SBT	Ring Offset	Offset
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												

Last In Service Date: unknown

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

Local TOD Schedule
Time
Plan
DOW
0000
0600
0700
0930
1330
1500
1530
1830
2300



* 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 Time of Day Function							
Time	Function	Time	Function	Settings *	Day of Week	Settings *	Day of Week
0000	TOD OUTPUTS	0000	TOD OUTPUTS	-----1	SuM T W ThF S	-----1	SuM T W ThF S
0600	TOD OUTPUTS	0600	TOD OUTPUTS	-----	SuM T W ThF S	-----	SuM T W ThF S
2300	TOD OUTPUTS	2300	TOD OUTPUTS	-----1	SuM T W ThF S	-----1	SuM T W ThF S

*No Calendar Defined/Enabled*

Print Date:  
1/27/2011

Print Time: 4:39 PM  
*TOD Schedule Report for 6711: NE 16 Av&NE 126 St*

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

Print Time:  
4:39 PM



## Active Phase Bank: Phase Bank 2

Last In Service Date: unknown

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

Local TOD Schedule														
Current TOD Schedule	Plan	Time	Green Time	1	2	3	4	5	6					
				SBT	WBT	NBT			Ring Offset					
									Offset					
0600	19	0	75	0	46	0	21	0	46	0	0	0	0	65
1000	8	0	55	0	36	0	11	0	36	0	0	0	0	13
1545	4	0	75	0	46	0	21	0	46	0	0	0	0	35
1900	8	0	55	0	36	0	11	0	36	0	0	0	0	13
2300	23	0	80	0	62	0	10	0	62	0	0	0	0	49
1	90	0	43	0	39	0	43	0	0	0	0	0	0	54
5	110	0	54	0	48	0	54	0	0	0	0	0	0	107
6	80	0	37	0	35	0	37	0	0	0	0	0	0	36
7	80	0	37	0	35	0	37	0	0	0	0	0	0	42
9	80	0	38	0	34	0	38	0	0	0	0	0	0	43
10	110	0	58	0	44	0	58	0	0	0	0	0	0	4
13	80	0	37	0	35	0	37	0	0	0	0	0	0	36
17	110	0	54	0	48	0	54	0	0	0	0	0	0	69
22	150	0	82	0	60	0	82	0	0	0	0	0	0	94
25	130	0	66	0	56	0	66	0	0	0	0	0	0	65
26	110	0	56	0	46	0	56	0	0	0	0	0	0	42
27	140	0	71	0	61	0	71	0	0	0	0	0	0	91
28	100	0	49	0	43	0	49	0	0	0	0	0	0	64

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

Local Time of Day Function									
Time	Function	Time	Function	Time	Function	Time	Function	Time	Function
0000	TOD OUTPUTS	0000	TOD OUTPUTS	0630	TOD OUTPUTS	0800	TOD OUTPUTS	0930	TOD OUTPUTS
0630	TOD OUTPUTS	0630	TOD OUTPUTS	0800	TOD OUTPUTS	0930	TOD OUTPUTS	1530	TOD OUTPUTS
0930	TOD OUTPUTS	0800	TOD OUTPUTS	0930	TOD OUTPUTS	1530	TOD OUTPUTS	1900	TOD OUTPUTS
1530	TOD OUTPUTS	0930	TOD OUTPUTS	1530	TOD OUTPUTS	1900	TOD OUTPUTS	2200	TOD OUTPUTS

#### Current Time of Day Function

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

**No Calendar Defined/Enabled**

Time	Function	Day of Week	Settings
0000	Free	0000	Blank - FREE
0000	Free	0100	Blank - Plan - Phase Bank 1, Max 1
0600	Free	0600	Blank - Plan - Phase Bank 1, Max 2
1000	Free	1000	1 - Phase Bank 2, Max 1
1545	Free	1545	2 - Phase Bank 2, Max 2
1900	Free	1900	3 - Phase Bank 3, Max 1
2300	Free	2300	4 - Phase Bank 3, Max 2
0000	Sum	0100	5 - EXTERNAL PERMIT 1
0600	Sum	0600	6 - EXTERNAL PERMIT 2
1000	Sum	1000	7 - X-PED OMIT
1545	Sum	1545	8 - TBA

Print Date:  
1/27/2011

Print Time:  
4:40 PM

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

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank Maximum
4161	4161: NE 16 Av&NE 127 St	DOW-4	TOD	[04] HEAVY	75	43	N/A	2 Max 2
PH1	PH 2 SBT	PH 3 WBT	PH 4 WBT	PH 5 NBT	PH 6 NBT	PH 7 PH 8		
0	0	0	0	0	0	0		



### Active Phase Bank: Phase Bank 2

Phase	Walk	Don't Walk	Min Initial	Yield Ext	Max Limit	Max 2	Yellow	Red
1	2	3	1	2	3	1	2	3
2	0 - 0 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0
3	0 - 0 - 0	0 - 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 - 7	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 23 - 15	23 - 23 - 15	4 - 4 - 4
5	0 - 0 - 0	0 - 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 - 4 - 4
7	0 - 0 - 0	0 - 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 - 0	0 - 0 - 0

Last In Service Date: unknown

Permitted Phases								
<u>12345678</u>								
<u>-2-4-6-</u>								

Default  
External Permit 0  
External Permit 1  
External Permit 2



Print Date:  
1/27/2011

Print Time:  
**4:40 PM**

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

<u>Asset</u>	<u>Intersection</u>		<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
	<u>Splits</u>									
4161	4161: NE 16 Av&NE 127 St		DOW-4	TOD	[04] HEAVY	75	43		N/A	
PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8			
0	0	0	0	0	0	0	0		2	Max 2



Last In Service Date:	unknown										
Permitted Phases	<table> <tr> <td>12345678</td> <td>-2-4-6-</td> </tr> <tr> <td>Default</td> <td>_____</td> </tr> <tr> <td>External Permit 0</td> <td>_____</td> </tr> <tr> <td>External Permit 1</td> <td>_____</td> </tr> <tr> <td>External Permit 2</td> <td>_____</td> </tr> </table>	12345678	-2-4-6-	Default	_____	External Permit 0	_____	External Permit 1	_____	External Permit 2	_____
12345678	-2-4-6-										
Default	_____										
External Permit 0	_____										
External Permit 1	_____										
External Permit 2	_____										

Local TOD Schedule		Plan		DOW	
Time	Free	Time	Free	Time	Free
0000	0000	0000	0000	0000	0000
0100	0100	0100	0100	0100	0100
0600	0600	0600	0600	0600	0600
1100	1100	1100	1100	1100	1100
1545	1545	1545	1545	1545	1545
1900	1900	1900	1900	1900	1900
2300	2300	2300	2300	2300	2300

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

Local TOD Schedule		Plan		DOW	
Time	Free	Time	Free	Time	Free
0000	0000	0000	0000	0000	0000
0100	0100	0100	0100	0100	0100
0600	0600	0600	0600	0600	0600
1100	1100	1100	1100	1100	1100
1545	1545	1545	1545	1545	1545
1900	1900	1900	1900	1900	1900
2300	2300	2300	2300	2300	2300

Local Time of Day Function		Settings		Day of Week	
Time	Function	Settings	Day of Week	Settings	Day of Week
0000	TOD OUTPUTS	3-	SuM T W ThF S	3-	SuM T W ThF S
0630	TOD OUTPUTS	1-	M T W ThF	1-	M T W ThF
0930	TOD OUTPUTS	1-	M T W ThF	1-	M T W ThF
1530	TOD OUTPUTS	1-	M T W ThF	1-	M T W ThF
1900	TOD OUTPUTS	1-	M T W ThF	1-	M T W ThF
2200	TOD OUTPUTS	3-	SuM T W ThF S	3-	SuM T W ThF S

Local Time of Day Function		Settings		Day of Week	
Time	Function	Settings	Day of Week	Settings	Day of Week
0000	TOD OUTPUTS	3-	SuM T W ThF S	3-	SuM T W ThF S
0630	TOD OUTPUTS	1-	M T W ThF	1-	M T W ThF
0800	TOD OUTPUTS				
0930	TOD OUTPUTS				
1530	TOD OUTPUTS				
1900	TOD OUTPUTS				
2100	TOD OUTPUTS				
2200	TOD OUTPUTS				

**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

**APPENDIX D**  
**HCS+ SUMMARY REPORTS**

**EXISTING**

SHORT REPORT												
General Information						Site Information						
Analyst J Kim Agency or Co. McMahon Associates, Inc. Date Performed 5/10/2011 Time Period Morning Peak Hour						Intersection US-1 @ NE 130 St.	Area Type All other areas	Jurisdiction Miami-Dade County	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	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		
	43	30			109		26	1501		94	2037	
Adjusted Flow Rate												
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	J Kim					Intersection	US-1 @ NE 130 St.				

	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	J Kim			Intersection	US-1 @ NE 126 St.			Area Type	All other areas			
Agency or Co.	McMahon Associates, Inc.					Jurisdiction	Miami-Dade County			Analysis Year	2011 - Existing	
Date Performed	5/10/2011			Time Period	Morning Peak Hour							
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
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		
	36	17	27	45	24	134	53	1492		96	1876	
Adjusted Flow Rate	239	323	274	241	323	274	130	3372		130	3366	
Lane Group Capacity	0.15	0.05	0.10	0.19	0.07	0.49	0.41	0.44		0.74	0.56	
v/c Ratio	0.17	0.17	0.17	0.17	0.17	0.17	0.07	0.67		0.07	0.67	
Green Ratio	52.6	51.7	52.1	53.0	51.9	56.0	66.4	11.8		68.1	13.3	
Uniform Delay $d_1$	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50		0.50	0.50	
Delay Factor k	1.3	0.3	0.7	1.7	0.4	6.1	9.2	0.4		31.0	0.7	
PF Factor	54.0	52.0	52.9	54.7	52.4	62.1	75.6	12.2		99.0	13.9	
Control Delay	D	D	D	D	D	E	E	B		F	B	
Lane Group LOS	53.2			59.3			14.4			18.1		
Approach Delay	D			E			B			B		
Approach LOS	19.5			Intersection LOS			B			B		

SHORT REPORT																	
General Information						Site Information											
Analyst J Kim Agency or Co. McMahon Associates, Inc. Date Performed 5/10/2011 Time Period Afternoon Peak Hour						Intersection US-1 @ NE 126 St.	Area Type All other areas	Jurisdiction Miami-Dade County	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	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	J Kim			Intersection	NE 126 St. @ 16 Ave.			Area Type	All other areas			
Agency or Co.	McMahon Associates, Inc.					Jurisdiction	Miami-Dade County			Analysis Year	2011 - Existing	
Date Performed	5/10/2011			Time Period	Morning Peak Hour							
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
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
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	
				44		32		611		12	417
Adjusted Flow Rate											
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 J Kim Agency or Co. McMahon Associates, Inc. Date Performed 5/10/2011 Time Period Morning Peak Hour						Intersection NE 127 St. @ 16 Ave.	All other areas									
Area Type Miami-Dade County																
Jurisdiction Analysis Year 2011 - Existing																
Volume and Timing Input																
			EB			WB			NB							
			LT	TH	RT	LT	TH	RT	LT	TH	RT					
Number of Lanes						1		1	1	0	1					
Lane Group						L		R		TR						
Volume (vph)						33		49		178	74					
% Heavy Vehicles						2		2	2	2	2					
PHF						0.95		0.95		0.95	0.95					
Pretimed/Actuated (P/A)						P		P		P	P					
Startup Lost Time						2.0		2.0		2.0	2.0					
Extension of Effective Green						2.0		2.0		2.0	2.0					
Arrival Type						3		3		3	3					
Unit Extension						3.0		3.0		3.0	3.0					
Ped/Bike/RTOR Volume						0	0	0	0	0	0					
Lane Width						12.0		12.0		12.0	12.0					
Parking/Grade/Parking						N	0	N	0	N	N					
Parking/Hour																
Bus Stops/Hour						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							
Adjusted Flow Rate						35		52		265						
Lane Group Capacity						472		422		1073						
v/c Ratio						0.07		0.12		0.25						
Green Ratio						0.27		0.27		0.60						
Uniform Delay $d_1$						20.6		20.9		7.0						
Delay Factor k						0.50		0.50		0.50						
Incremental Delay $d_2$						0.3		0.6		0.5						
PF Factor						1.000		1.000		1.000	1.000					
Control Delay						20.9		21.5		7.6						
Lane Group LOS						C		C		A	A					
Approach Delay						21.2				7.6						
Approach LOS								C		A						
Intersection Delay						9.2				Intersection LOS						
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## SHORT REPORT

General Information						Site Information														
Analyst J Kim			Intersection NE 127 St. @ 16 Ave.			Area Type All other areas			Jurisdiction Miami-Dade County											
Agency or Co. McMahon Associates, Inc.																				
Date Performed 5/10/2011			Analysis Year 2011 - Existing																	
Time Period Afternoon Peak Hour																				
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	1	1								
Lane Group					L			R		TR	L	T								
Volume (vph)					96			142		431	94	69	312							
% Heavy Vehicles					2			2		2	2	2								
PHF					0.95			0.95		0.95	0.95	0.95								
Pretimed/Actuated (P/A)					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								
Lane Width					12.0			12.0		12.0	12.0	12.0								
Parking/Grade/Parking					N	0		N	N	0	N	N	0							
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	G = 0.0										
	Y = 5	Y = 0	Y = 0	Y = 0	Y = 5		Y = 0	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					101			149			73	328								
Lane Group Capacity					472			422			1091	1118								
v/c Ratio					0.21			0.35			0.51	0.17	0.29							
Green Ratio					0.27			0.27			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								
Incremental Delay $d_2$					1.0			2.3			1.7	0.8	0.7							
PF Factor					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					Intersection LOS						B									

**FUTURE  
WITHOUT PROJECT**

## SHORT REPORT

General Information				Site Information							
Analyst J Kim. Agency or Co. McMahon Associates, Inc. Date Performed 2/22/2013 Time Period Morning Peak Hour				Intersection NE 126 St. @ 16 Ave.	Area Type All other areas	Jurisdiction Miami-Dade County	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 Agency or Co. McMahon Associates, Inc. Date Performed 2/22/2013 Time Period Afternoon Peak Hour					Intersection NE 126 St. @ 16 Ave.	Area Type All other areas	Jurisdiction Miami-Dade County	Analysis Year 2018 Without Project					
<b>Volume and Timing Input</b>													
			EB			WB			NB			SB	
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	
Number of Lanes					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	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	G = 0.0	G = 0.0			
	Y = 4	Y = 0	Y = 0	Y = 0	Y = 4	Y = 0	Y = 0	Y = 0	Y = 0	Y = 0			
Duration of Analysis (hrs) = 0.25					Cycle Length C = 75.0								
<b>Lane Group Capacity, Control Delay, and LOS Determination</b>													
				EB			WB			NB			
				45		33			633		12	432	
Adjusted Flow Rate													
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 Agency or Co. McMahon Associates, Inc. Date Performed 2/22/2013 Time Period Morning Peak Hour				Intersection NE 127 St. @ 16 Ave.	Area Type All other areas	Jurisdiction Miami-Dade County	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 Agency or Co. McMahon Associates, Inc. Date Performed 2/22/2013 Time Period Afternoon Peak Hour				Intersection NE 127 St. @ 16 Ave.	Area Type All other areas	Jurisdiction Miami-Dade County	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.			Area Type	All other areas						
Agency or Co.	McMahon Associates, Inc.			Jurisdiction	Miami-Dade County			Analysis Year	2018 - Without Project						
Date Performed	2/22/2013														
Time Period	Afternoon Peak Hour														
Volume and Timing Input															
		EB			WB			NB			SB				
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT				
Number of Lanes		1	1	1	1	1	1	1	3	0	1				
Lane Group		L	T	R	L	T	R	L	TR		L				
Volume (vph)		86	35	57	54	11	103	50	2034	46	106				
% Heavy Vehicles		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				
Pretimed/Actuated (P/A)		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				
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				
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				
Lane Group Capacity		242	323	274	237	323	274	130	3371		130				
v/c Ratio		0.38	0.11	0.22	0.24	0.04	0.39	0.41	0.65		0.86				
Green Ratio		0.17	0.17	0.17	0.17	0.17	0.17	0.07	0.67		0.07				
Uniform Delay $d_1$		54.8	52.3	53.3	53.5	51.6	55.0	66.4	14.7		68.7				
Delay Factor k		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				
PF Factor		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				
Lane Group LOS		E	D	E	E	D	E	E	B		F				
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	0.95		
Hourly Flow Rate, HFR (veh/h)	29	1618		0		2023	16		
Percent Heavy Vehicles	2	--		2		--	--		
Median Type	Raised curb								
RT Channelized				0			0		
Lanes	1	2	0	1	2	0	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	0.95		
Hourly Flow Rate, HFR (veh/h)	0	0	20	0	0	0	0		
Percent Heavy Vehicles	0	0	2	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	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	
w/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	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	0.95	
Hourly Flow Rate, HFR (veh/h)	0	0	30	0	0	0	0	
Percent Heavy Vehicles	0	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	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	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	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 Agency or Co. McMahon Associates, Inc. Date Performed 2/22/2013 Time Period Afternoon Peak Hour						Intersection Area Type Jurisdiction Analysis Year	US-1 @ NE 130 St. All other areas Miami-Dade County 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	
Timing	G = 28.0	G = 0.0		G = 0.0		G = 0.0	G = 91.0		G = 0.0		G = 0.0	
	Y = 5.5	Y = 0		Y = 0		Y = 0	Y = 5.5		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		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 Agency or Co. McMahon Associates, Inc. Date Performed 2/22/2013 Time Period Morning Peak Hour					Intersection NE 127 St. @ 16 Ave.	Area Type All other areas	Jurisdiction Miami-Dade County	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	1	1	
Lane Group				L			R		TR	L	T	
Volume (vph)				39			55		184	95	79	250
% Heavy Vehicles				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	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 Agency or Co. McMahon Associates, Inc. Date Performed 2/22/2013 Time Period Afternoon Peak Hour				Intersection NE 127 St. @ 16 Ave.	Area Type All other areas	Jurisdiction Miami-Dade County	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.			Area Type All other areas			Jurisdiction Miami-Dade County		
Agency or Co. McMahon Associates, Inc.			Analysis Year 2018 with Project								
Date Performed 2/22/2013											
Time Period Morning Peak Hour											

## 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	
Timing	G = 26.0	G = 0.0		G = 0.0		G = 0.0		G = 11.0	G = 100.0		G = 0.0	
	Y = 5	Y = 0		Y = 0		Y = 0		Y = 3	Y = 5		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.			All other areas					
Agency or Co.						Miami-Dade County							
Date Performed	2/22/2013			Analysis Year	2018 with Project								
Time Period	Afternoon Peak Hour												
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	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	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	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	0.95						
Hourly Flow Rate, HFR (veh/h)	0	0	44	0	0	0	0						
Percent Heavy Vehicles	0	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	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)	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			Intersection Area Type Jurisdiction Analysis Year						US-1 @ NE 130 St. All other areas Miami-Dade County 2018 With Project		
Agency or Co.			McMahon Associates, Inc.								
Date Performed			2/22/2013								
Time Period			Morning Peak Hour								

## 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						
	Y = 5.5	Y = 0	Y = 0	Y = 0	Y = 5.5	Y = 0	Y = 0	Y = 0	Y = 0	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		

