

August 26, 2011

VIA MAIL

Mr. James F. Murley  
Interim Executive Director  
South Florida Regional Planning Council  
3440 Hollywood Boulevard, Suite 140  
Hollywood, FL 33021

Re: **Southeast Overtown Park West Development of Regional Impact (SEOPW DRI)  
Increment III  
Application for Development Approval**

Dear Mr. Murley:

Enclosed please find the formal transmittal of the Applicant's response to the First Statement of Information Needed (SIN) regarding the Southeast Overtown Park West DRI (SEOPW DRI) Increment III.

This SIN response includes both answers to the comments raised by all reviewing agencies, as well as revised pages of the ADA reflecting the same.

We appreciate the efforts of the Council and look forward to working with you in finalizing the review of this application. Please contact me at (305) 663-5800 if you have any questions.

Sincerely,



Rob Curtis, AICP

cc: Chelsa Arscott  
Community Redevelopment Agency, City of Miami  
Carmen Sanchez  
Department of Planning and Zoning, City of Miami  
Mike McDaniel  
Department of Community Affairs, State of Florida  
Chad Kennedy  
Florida Department of Environmental Protection  
James J. Golden  
South Florida Water Management District

COMPREHENSIVE DEVELOPMENT PLANNING

Maria A. Valdes  
Department of Water and Sewer, Miami-Dade County

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**DEPARTMENT OF COMMUNITY AFFAIRS**

## DEPARTMENT OF COMMUNITY AFFAIRS

- 1. The intensity of the Increment III land use plan is increasing under the current proposal, compared to what was previously approved in the master development order in 1992 by Resolution # 92-607. When the development order is submitted for Increment III, the applicant should also amend the master development order to establish consistency with the current proposal.**

Response: The Applicant has noted this comment and will amend the Master Development Order in concert with the adoption of the Increment III Development Order to establish consistency between both development orders.

**SOUTH FLORIDA REGIONAL PLANNING COUNCIL**

## SOUTH FLORIDA REGIONAL PLANNING COUNCIL

### Question 24: Affordable Housing

1. Pursuant to Attachment D of the Agreement to Delete, which was executed on 11 February 2011, the Applicant agreed to provide information on the linkage between housing and employment of residents within the Southeast Overtown Community Redevelopment Area. The Applicant did provide information about the employment goals the Community Redevelopment Agency (CRA) establishes for companies receiving financial assistance from the CRA; however, data was not provided that:

- (1) indicates the percentage of businesses (and associated employment) the CRA assists financially;

Response: Our June 3, 2011, agency tour of the area comprising the SEOPW DRI demonstrated there is limited employment in the western (largely Park West) portion of the DRI. In the eastern portion of the DRI, the CRA supports employment mostly through job retention efforts, as follows:

- For the time period of 2007 – 2010 the CRA provided indirect or direct financial assistance to sixty-one (61) businesses.
  - The CRA provides indirect financial assistance through the Downtown Miami Partnership, Inc (DMP) which facilitates the CRA's tenant build-out program. The DMP sub-grants CRA funds to entities seeking to improve their commercial properties in anticipation of a new business opening. During the period of 2007-2010, twenty-four (24) entities were assisted with grant funds totaling \$827, 676.85. See attached summary.
  - For the period from 2007 to present the CRA has provided \$5.39M in direct financial assistances through grant awards to thirty-seven (37) entities. See attached summary.

- (2) the number of businesses and/or number of the estimated employment that will be created by Increment III that will receive financial assistance from the CRA;

Response: An estimate of the number of businesses and/or number of the estimated employment that will be created by Increment III that will receive financial assistance from the CRA is difficult to identify with any certainty. Ultimately, the number of businesses and/or number of the estimated employment that will be created by Increment III that will receive financial assistance from the CRA depends on: the type and number of businesses created; the number of these businesses that apply to the CRA for financial assistances; and, the number of business that meet the requirements and qualify for assistance.

However, it is likely the development proposed in the western portion of the DRI (the non-Miami World Center portion) will seek subsidies from the CRA. If this is the case, approximately 25 percent of the projected 13,284 permanent full-time jobs for Increment III will receive some form of financial assistance from the CRA.

**(3) any other means the City of Miami and/or the CRA will use to link the anticipated new employment to residents within the Southeast Overtown Community Redevelopment Area.**

Response: The Applicant's response to ADA Question 10 – Project Description and Question 24 – Housing provided that:

- "...the SEOPW CRA currently requires developers receiving financial assistance in the form of tax increment revenue rebates, to agree in writing to adopt policies that give hiring priority to residents of the SEOPW Redevelopment District for both construction and permanent jobs. **Exhibit 24-5** is provided as an example of a developer undertaking a project in the Omni Redevelopment District immediately to the north of the SEOPW Redevelopment District. The two districts have the same composition in terms of Agency membership and staff and the same operating practices. The CRA is in the process of updating its grant agreement to require all businesses and/or developers receiving financial assistance from it to adopt policies that prioritize recruitment and hiring from within the Redevelopment District and the procurement of goods and services from businesses operating within the Redevelopment District."
- "The CRA will also continue to sponsor the job training programs discussed in response to Question 24B to better prepare residents of the Southeast Overtown Park West area to assume the jobs created as a result of Increment III development. It will also make efforts to ensure that companies locating in the Increment III development are aware of the area's a State-designated Enterprise Zone status, which means that firms that hire Zone residents can take advantage of a number of tax-saving incentives."

The City of Miami and/or the CRA does not have other means, beyond those described above, to link the anticipated new employment to residents within the SEOPW.

Per the Applicant's telephone conference discussion with Council staff on July 15, 2011, the Co-Applicants will consider a development order condition relating to the utilization of data available via the US Census Bureau Longitudinal Employer-Household Dynamics in analyzing the number of businesses and persons employed within the SEOPW DRI area to be reported in the biennial report.

**FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION**



## FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

### General Comments/Questions:

This DRI encompasses 209 acres of urban development in the City of Miami that is under the jurisdiction of the Southeast Overtown/Park West (SEOPW) Community Redevelopment Agency and the City of Miami. The SEOPW DRI is generally bounded on the north by I-395, on the east by Biscayne Boulevard, on the south by NW/NE 5th Street, and on the west by I-95.

It appears that many routine questions have already received deletion approval from the South Florida Regional Planning Council by Agreement, in correspondence dated March 10, 2011. Information deleted from the submittal include: Section 13, Wetlands; Section 14, Water (including existing water quality) and Section 19, Storm Water Management.

We concur that the air quality carbon monoxide analysis required in Question 22 can be deferred until after the transportation analysis has been reviewed and determined to be sufficient. After traffic is found sufficient, an air quality methodology meeting should be held with Miami-Dade Department of Environmental Resources Management (DERM) and Mr. Lee Hoefert of DEP (561-681-6626). A determination will be made then regarding which intersections and parking facilities need to be modeled as well as establishing parameters for the analysis.

The proposed wastewater collection transmission system will connect to the Miami-Dade Central District wastewater treatment facility which has sufficient capacity to serve the project. Some of the connections will require upsizing the existing collection/transmission system.

### Permits/Authorizations Needed:

1. The entire SEOPW DRI project falls within a Miami-Dade County or City of Miami designated "Brownfield" area(s). Coordination with those offices should be made early in the project. The State has a delegation agreement with DERM for Brownfields site management in accordance with Chapter 62-785, Florida Administrative Code (F.A.C.) Ms. Sandra Rezola with DERM is a contact for the Brownfields program (telephone 305/372-6700). Mr. Art Torvela, P.E., with the DEP/SEFD, telephone 561/681-6676 is the District's Brownfields Coordinator.

Useful internet websites in this regard may be found at:

<http://www.dep.state.fl.us/waste/categories/brownfields/default.htm>

[http://www.miamidade.gov/derm/program\\_brownfields.asp](http://www.miamidade.gov/derm/program_brownfields.asp)

Response: The Applicant has noted this comment.

2. The Asbestos Program for Miami-Dade County is delegated to the Miami-Dade Department of Environmental Resources Management (D.E.R.M.). All correspondence and notifications shall be directed to DERM. It is not necessary to copy the FDEP on asbestos notifications.

Response: The Applicant has noted this comment.

3. A permit (or permits) to construct the wastewater collection/transmission system is or are required, in accordance with Rule 62-604.600(1), Florida Administrative Code (F.A.C.). The wastewater collection/transmission system permits are issued by Miami-Dade County Environmental Resources Management (D.E.R.M.).

Response: The Applicant has noted this comment.

4. In the event that recovered (produced) groundwater must be discharged to an adjacent surface water body, or a stormwater drainage appurtenance that has a direct nexus to surface water bodies, the discharge must be authorized under the following FDEP permitting instrument - NPDES Generic Permit for the Discharge of Produced Groundwater from Any Non-Contaminated Site Activity, promulgated under Rule 62-621.300 (2), Florida Administrative Code (F.A.C.). General information pertaining to the generic permit rule document, the sampling and procedural requirements to seek coverage under the generic permit, can be found at the FDEP website:  
<http://www.dep.state.fl.us/water/wastewater/iw/genperm.htm>.  
The statutory authority for NPDES permitting requirement for discharge of recovered groundwater to surface water is established under s 403.0885, Florida Statutes (F.S.), and codified in the following sections in the F.A.C: Rule 62-620.300(1)-(3); Rule 62-620.310(1); and Rule 62-621.302.

Response: The Applicant has noted this comment.

**Conflicts:** None.

**Recommendations:**

1. The SEOPW project developers need to coordinate contaminated sites within this designated Brownfields Area in order to effectively manage project development goals. Different contamination cleanup options exist, depending on the “end use” of the individual parcels.

Response: The Applicant has noted this recommendation.

2. **Question 20 Solid Waste.** The applicant is advised that many types of facilities generate some type of hazardous material, especially during construction activities (paints, solvents, adhesives, oils, roofing coatings, etc.) For example, lubricating oils used in lawn care, generators, air compressors are frequently handled. Please be advised that petroleum storage tanks at fuel stations and for emergency generators must be constructed to comply with the current requirements of Chapter 62-761 or 62-762, F.A.C., as appropriate. In addition, there are special requirements for dry cleaner facilities governed by Chapter 62-781, F.A.C. as well as requirements for hazardous waste handlers, including laboratories, photographic developing, paint handling, etc. (Chapter 62-730, F.A.C.) An acknowledgment that these facilities would comply with the applicable requirements of these rules should be included. Best Management Practices guidance for many businesses that handle hazardous materials may be found at: <http://www.dep.state.fl.us/waste/categories/p2/default.htm>

Response: The SEOPW Master Development Order (City of Miami Resolution No. 88-110) Condition 5., addresses this recommendation and states:

*“5. Require Net New Developments to comply with Dade County hazardous waste requirements by the adoption and implementation of a uniform ordinance providing for hazardous materials accident prevention, mitigation, and response standards, as described in a. through h. below. These standards shall be maintained by individual developers who shall require by lease agreement or building rule that all tenants classified by a SIC code listed in Appendix 12A-8 of the CADA, incorporated herein by reference, that use, handle, store, display, or generate hazardous materials (materials that are ignitable, corrosive, toxic, or reactive), including those identified on page 6 of Appendix 12A-8 of the CADA comply with*

*these standards; provided however, that the uses in and the wastes listed in Appendix 12A-8 of the CADA shall be simultaneously amended upon the addition or deletion of any or all of the listed uses, materials, or wastes by amendment to the "County and Regional Hazardous Waste Assessment Guidelines" incorporated by Rule 17-31.03(2), Florida Administrative Code. At a minimum, these standards shall:*

- a. Require that buildings or portions of buildings where hazardous materials or hazardous wastes, as defined above, are to be used, displayed, handled, generated, or stored shall be constructed with impervious floors, without drains, to ensure containment and facilitate cleanup of any spill or leakage*
- b. Prohibit any outside storage of hazardous materials or hazardous waste. The exception to this condition is for retail goods typically associated with residential nursery activity, such as lawn fertilizers and garden pesticides. Those areas used for the storage of these goods are subject to the requirement contained in Condition 5c. below.*
- c. Require that any area used for loading and/or unloading of hazardous material be covered and equipped with a collection system to contain leakage and accidental spills.*
- d. Require all hazardous waste generators to contract with a licensed public or private hazardous waste disposal service or processing facility and provide Dade County DERM copies of the following forms of documentation or proper hazardous waste management practices:*
  - a hazardous waste manifest;*
  - a shipment to a permitted hazardous waste management facility; or*
  - a confirmation of receipt of materials from a recycler or a waste exchange operation*
- e. Prohibit generation of hazardous effluents, unless adequate facilities, approved by Dade County DERM and Florida Department of Environmental Regulation, are constructed and used by tenants generating such effluents.*
- f. Dispose of hazardous sludge materials generated by effluent pre-treatment in a manner approved by the Federal Department of Environmental Regulation.*
- g. Notify any tenant generating wastes of the penalties for improper disposal of hazardous waste pursuant to F.S. 403.727.*

*Allow reasonable access to facilities for monitoring by Dade County DERM, Council staff, and the Florida Department of Environmental Regulation to assure compliance with this Development Order and all applicable law and regulations."*

The Applicant will update this condition, as necessary, during the drafting and adoption of amendments to the Master Development Order simultaneous with the drafting and adoption of the Increment III Development Order.

- 3. Any land clearing or construction debris must be characterized for proper disposal. Potentially hazardous materials must be properly managed in accordance with Chapter 62-730, F.A.C. In**

**addition, any solid wastes or other non-hazardous debris must be managed in accordance with Chapter 62-701, F.A.C.**

Response: The Applicant has noted this recommendation.

- 4. With regard to Waste Program issues, what specific procedures would be followed by the applicant in the event drums, solid wastes, tanks or potentially contaminated soils are encountered during construction?**

Response: The Applicant, its successors or assigns, will follow all applicable waste program procedures and will comply with all legislation governing waste handling in the event that drums, solid wastes, tanks or potentially contaminated soils are encountered during construction.

- 5. Staging areas, with controlled access, should be planned in order to safely store raw material paints, adhesives, fuels, solvents, etc. that will be used during construction. All containers need to be properly labeled. The project developers should consider developing a written construction Contingency Plan in the event of a natural disaster (e.g. hurricane), spill, fire or environmental release of hazardous materials stored / handled for the project construction. Contingency planning should also include details on how construction and hazardous materials would be safely stored and secured prior to a hurricane or natural disaster.**

Response: The Applicant has noted this recommendation.

- 6. Groundwaters monitoring wells (and possibly water production wells) are likely present within the SEOPW DRI boundary. Arrangements need to be made to properly abandon (in accordance with Chapter 62-532, F.A.C.) and / or replace any wells that may be destroyed or damaged during construction.**

Response: The Applicant has noted this recommendation.

- 7. Based on the proximity to contaminated sites, "dewatering" should be discouraged since there is a potential to spread contamination to previously uncontaminated areas and affect contamination receptors, site workers and the public. Dewatering projects would require permits / approval from the South Florida Water Management District, Water Use Section and coordination with the Miami-Dade Department of Environmental Resources Management.**

Response: The Applicant has noted this recommendation.

- 8. Question 17. Water Supply. The SEOPW DRI states that no potable water production wells are planned and that all Water and Sewer services will be owned and operated by the Miami-Dade Water and Sewer Department.**

Response: The project area has no potable water production wells planned. All potable water and sanitary sewer services will be provided by the Miami-Dade Water and Sewer Department.

- 9. The current recommended air quality models are PAL2 and CAL3QHC, which will use emission factors from MOBILE6, <http://www.epa.gov/otaq/m6.htm>. Prior to using CAL3QHC it is recommended that a screening run be performed using Florida Department of**

**Transportation's CO Screening.** This model as well as CAL3QHC can be obtained at <http://www.dot.state.fl.us/emo/software/software.shtm>.

Response: The Applicant has noted this recommendation. The Applicant will address air quality after the transportation analysis has been reviewed and determined to be sufficient. Following sufficiency, the Applicant will meet with DERM and FDEP to discuss the scope of the air quality analysis.

- 10. It is recommended that wherever possible, an attempt to retain all the groundwater recovered from the construction dewatering activities, on-site or at a nearby location where the groundwater can be contained and recharged to groundwater aquifer by ground infiltration only. This can be achieved by transferring the recovered groundwater to a nearby dry retention area/ stormwater retention pond or a temporarily bermed catchment basin.**

Response: The Applicant has noted this recommendation.

- 11. In order to simplify the overall permitting burden on the applicant, in terms of the potentially vast number of sampling sites and repetitious applications, the applicant is advised to contact the FDEP Southeast District's Industrial Wastewater Program while planning the construction works in any defined geographical regions. This way the general framework of a regional "Master" type of the NPDES dewatering-discharge generic permit can be established ahead to minimize the permitting process.**

Response: The Applicant has noted this recommendation.

**SOUTH FLORIDA WATER MANAGEMENT DISTRICT**

## SOUTH FLORIDA WATER MANAGEMENT DISTRICT

### Question 17: Water Supply

1. **The response to Question 17.A indicates that most of the development's non-potable water demand will be used for landscape irrigation. Please revise Table 17-1 to include a projection of the average daily non-potable water demand for the end of each phase of development.**

Response: The Applicant has revised the response to include Table 17-2 calculating the average non-potable water demand for irrigation.

2. **Based on the response to Question 17.B, it appears that the proposed non-potable water supply source will be potable water obtained from the Miami-Dade Water and Sewer Department (WASD). Please clarify if the potable water obtained from Miami-Dade WASD will be the sole source of the project's non-potable demands. In addition to the project's landscape irrigation demands, please indicate if there will be other demands for non-potable water supply. If there are other demands, please specify.**

Response: The proposed non-potable water demand will be supplied by the potable water obtained from Miami Dade Water and Sewer Department (WASD). Landscape irrigation will account for most of the development's non-potable water demand, which varies seasonally. Any additional non-potable water demands will be determined as the site plan design process progresses.

3. **Although the response to Question 17.C and 17.D indicate that no wells are proposed for this project, the City of Miami submitted a water use permit application (No. 110228-13) on February 28, 2011 for the use of the Biscayne aquifer for landscape irrigation of 3.83 acres at Gibson Park. The application is currently undergoing technical review. As part of this review, the District requested that the City provide site-specific chloride concentration data to assess the potential for saline water intrusion. The proposed well(s) should be included on Map H. Since the DRI is located in close proximity to Biscayne Bay, any permit applications for well withdrawals would need to include an assessment of the potential for saline water intrusion in the area and as well as the potential use of reclaimed water for landscape irrigation.**

Response: As requested, the proposed well under review as part of water use permit application No. 110228-13 is included on Map H-1.

**Please note that the proposed DRI is located in the District's Lower East Coast Service Area which is classified as a Restricted Allocation Area (Section 3.2.1 of the Basis of Review for Water Use Permit Applications). Consequently, if well withdrawals are proposed, the applicant must demonstrate, at the time of permit application, that the water use demand will not cause a net increase in the volume or cause a change in timing on a monthly basis of surface and ground water withdrawn from Lower East Coast Everglades water bodies. Please clarify the use of well water for this project.**

Response: SEOPW increment III has no potable water production wells planned; all water and sewer services will be provided by the Miami-Dade Water and Sewer Department.

4. **Regarding the response to Question 17.G, please describe any proposed non-potable water conservation measures, such as the use of Florida-friendly landscape practices, rain sensors, or the use of computerized automated irrigation systems.**

Response: The SEOPW development proposed for Increment III will comply with Section 8-31, 32-84, and 8A-381 of the Code of Miami Dade County regarding water use efficiency techniques for indoor water use in the future development of the area. Additionally, the development will comply with the landscape standards in sections 18-A and 18-B of the Miami-Dade County Code.

5. **Additionally, on January 11, 2011, MDWASD implemented a Water Supply Certification Program to assure water supply is available to all water users of the MDWASD as required by policy CIE-5D and WS-2C in the County's CDMP and in accordance with the permitted withdrawal capacity in the MDWASD's 20-year Water Use Permit. Please note that all future development in the DRI boundary will be reviewed and issued a Water Supply Certification accordingly. The certification letter will be issued at the time an Agreement, Verification Form or Ordinance Letter is offered or during the Plat process prior to the final Development Order.**

Response: The SEOPW development proposed for Increment III will comply with the Water Supply Certification Program.



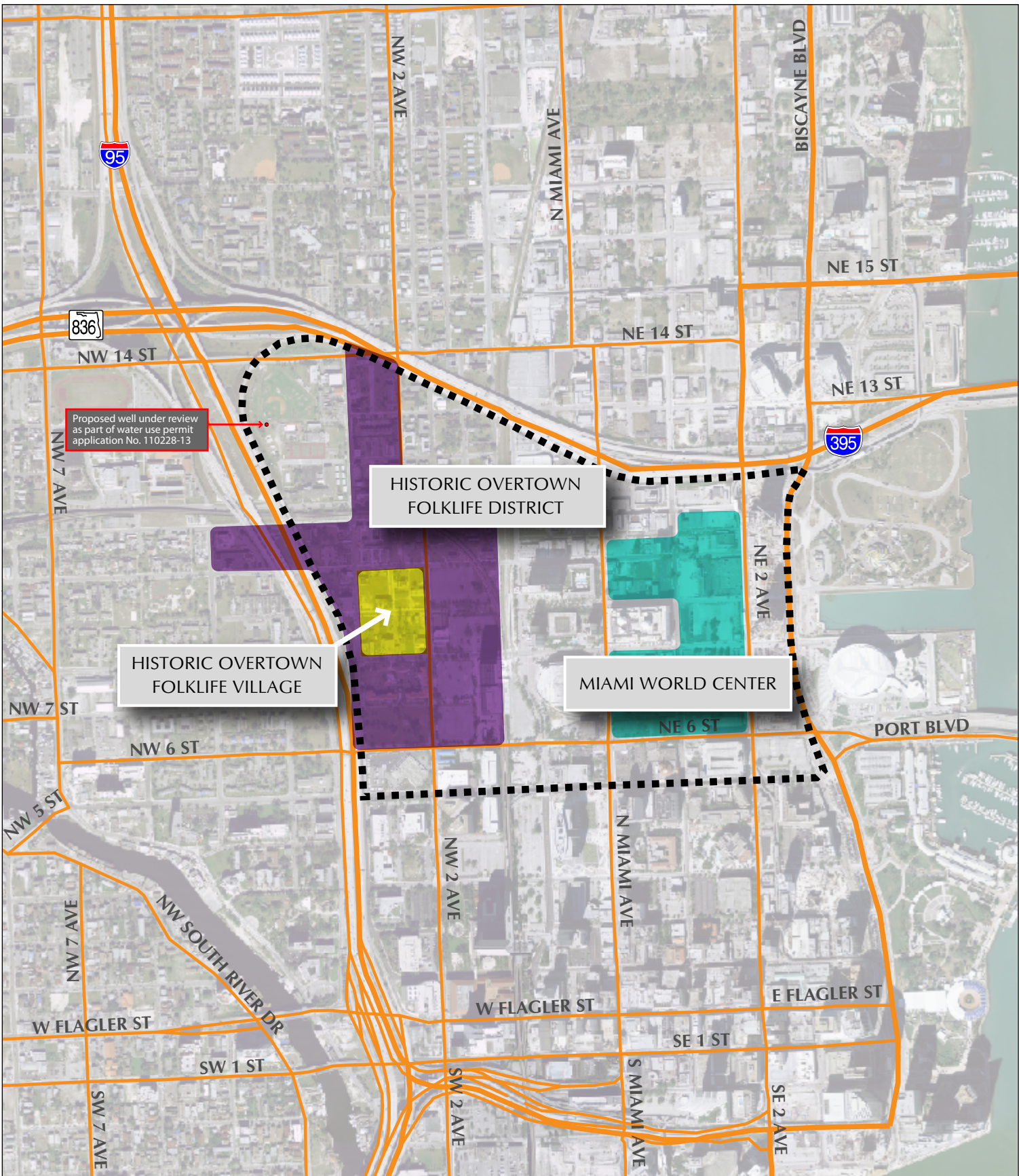
List of Revisions for  
Question 9 – Maps and Question 17 – Water Supply  
Response to Sufficiency Comments – July 2011

**Question 9**

- Revised Map H-1 – revised page 9-6

**Question 17**

- Table 17-2 – revised page 17-2



Proposed well under review as part of water use permit application No. 110228-13

HISTORIC OVERTOWN  
FOLKLIFE DISTRICT

HISTORIC OVERTOWN  
FOLKLIFE VILLAGE

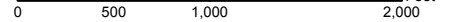
MIAMI WORLD CENTER

**LEGEND**

-  Southeast Overtown Park West DRI Boundary
-  Historic Overtown Folklife Village
-  Historic Overtown Folklife District
-  Miami World Center



Source: Miami-Dade GIS 2008, City of Miami GIS 2008;  
Adapted by The Curtis Group, 2010



**MAP H-1  
PROJECT DEVELOPMENT AREAS**

SEOPW DRI - INCREMENT III

Table 17-2 Average Non-Potable Water Demand for Irrigation (High Period)			
Proposed Development		Proposed Irrigation Water Demand*	
Sections	Acres	Acres Requiring Irrigation	Gallons Per Day
Folklife Village	6	10% of Total	2,326
Folklife District	19	10% of Total	7,367
Other SE Overtown	20	10% of Total	7,755
Miami World Center	25	10% of Total	9,694
Other Park West	17	10% of Total	6,592
<b>Total Gallons Per Day Demand</b>			<b>33,734</b>
* Estimates are for application of one inch weekly to areas requiring irrigation, representing usage in a warm period with low rainfall. Zoning allows 80 percent of area as maximum building coverage, thus assuming 10 percent of the section areas which include residential, retail, office, convention, and hotel, will require irrigation.			

Source: Ford Engineers, Inc.

Table 17-3 Potable Water Net Change in Demand					
Section-Categories	Existing Development	Existing Flow (GPD)	Proposed Development	Proposed Flow (GPD)	Flow Change (GPD)
Folklife Village					
Residential (DU)	70	10,500	600	90,000	79,500
Retail (SF)	8,148	815	75,000	7,500	6,685
Office (SF)	20,783	1,039	50,000	2,500	1,461
Convention (SF)	0	0	0	0	0
Hotel (Rooms)	0	0	0	0	0
<b>Sub Totals</b>		<b>12,354</b>		<b>100,000</b>	<b>87,646</b>
Folklife District					
Residential (DU)	321	48,150	1,000	150,000	101,850
Retail (SF)	52,534	4,253	250,000	25,000	19,747
Office (SF)	9,316	466	100,000	5,000	4,534
Convention (SF)	9,891	99	0	0	(99)

**MIAMI-DADE COUNTY WATER AND SEWER DEPARTMENT**

## MIAMI DADE COUNTY WATER AND SEWER DEPARTMENT

### Question 17: Water Supply

1. **Effective October 1, 2010, new flow rates are utilized to calculate water and sewer flows as per Policy adopted by the Department of Environmental Resources Management (DERM) to update Section 24-43.1(5) of the Miami-Dade County Code. All water flow rates shall be revised to reflect the new flow rates for the proposed development.**

Response: The Applicant has noted this comment and has revised Table 17-1 and Table 17-2 to reflect the new adopted water flow rates.

2. **Item G: Revise item G to reflect that all future development of the subject area will be required to comply with water use efficiency techniques for indoor water use in accordance with Section 8-31, 32-84 and 8A-381 of the Code of Miami-Dade County. In addition, the future development will be required to comply with the landscape standards in sections 18-A and 18-B of Miami-Dade County Code.**

For more information about our Water Conservation Program please go to <http://www.miamidade.gov/conservation/home.asp>.

For information concerning the Water-Use Efficiency Standards Manuel please go to [http://www.miamidade.gov/conservation/library/WUE\\_standards\\_manuel\\_final.pdf](http://www.miamidade.gov/conservation/library/WUE_standards_manuel_final.pdf)

Response: The Applicant has noted this comment and has revised Table 17-1 and Table 17-2 to reflect the new adopted water flow rates.

3. **Exhibit 17-1: The proposed retail development for the Folklife District is not consistent with the proposed development included in Table 17-2. Exhibit 17-1 and Table 17-2 shall be revised to demonstrate consistency.**

Response: Table 17-2 (now Table 17-3) has been revised to reflect the correct existing development for retail development in the Folklife District.

4. **Table 1: Table 1 references a recreational area consisting of 8,000 seats, though no reference is made of said proposed development on Table 17-1, nor on Exhibit 17-1 to account for water consumption. Further clarification is needed for the proposed use.**

Response: Table 1 was part of the capacity letter the Applicant sent to the agencies prior to submitting the ADA. Table 1 included the 8,000 seats as part of a rollover from the unused portion of the approved Increment II development program. Through the administrative conversion process allowed in the SEOPW development order these seats were eliminated prior to the finalizing and submitting ADA for agency review. The ADA does not propose any new seats of recreational land use in Increment III. Please refer to Tables 10-1A and 10-1B on page 10-3 of the ADA for further detail. As such, Table 21-A2 on page 21-4, Table 21-B1 on page 21-52 and Table 21-B3 on page 21-54 are correct, as is.

5. **Additionally, on January 11, 2011, MDWASD implemented a Water Supply Certification Program to assure water supply is available to all water users of the MDWASD as required by**

**policy CIE-5D and WS-2C in the County's CDMP and in accordance with the permitted withdrawal capacity in the MDWASD's 20-year Water Use Permit. Please note that all future development in the DRI boundary will be reviewed and issued a Water Supply Certification accordingly. The certification letter will be issued at the time an Agreement, Verification Form or Ordinance Letter is offered or during the Plat process prior to the final Development Order.**

Response: The Applicant has noted this comment and will comply with the implemented Water Supply Certification Program.

**Question 18: Wastewater Management:**

- 1. Effective October 1, 2010, new flow rates are utilized to calculate water and sewer flows as per policy adopted by the Department of Environmental Resources Management (DERM) to update Section 24-43.1(5) of the Miami-Dade County Code. All wastewater flow rates shall be revised to reflect the new flow rates for the proposed development.**

Response: The Applicant has revised Table 18-1 to reflect the new water flow rates.

List of Revisions for  
Question 17 – Water Supply and Question 18 – Wastewater Management  
Response to Sufficiency Comments – July 2011

**Question 17**

- Revised pages 17-1 through 17-5 – text modifications
- Revised Table 17-1 – revised pages 17-1
- Table 17-2 – revised page 17-2
- Revised Table 17-3 – revised pages 17-2 to 17-3

**Question 18**

- Revised pages 18-1 through 18-2 – text modifications
- Revised Table 18-1 – revised page 18-1



# Question 17 – Water Supply

- A. 1. Provide a projection of the average daily potable and non-potable water demands at the end of each phase of development. If significant seasonal demand variations will occur, discuss anticipated peaks and duration. Use the format below:

The following **Table 17-1** shows potable water demand for the project:

<b>Table 17-1 Potable Water Demand</b>					
<b>Proposed Development</b>			<b>Proposed Potable Water Demand</b>		
<b>Land Use</b>	<b>Amount</b>	<b>Units</b>	<b>Water Use (GPD/Unit)</b>	<b>Potable Water Demand (MGD*)</b>	<b>Max Water Demand (MGD)</b>
Residential					
Apartment	800	DU	150 GPD/unit	0.120	0.336
Condominium	2800	DU	150 GPD/unit	0.420	1.176
Townhouse	400	DU	180 GPD/unit	0.072	0.202
Retail	1,250,000	Sq.Ft.	10 GPD/100 sq.ft.	0.125	0.350
Office	2,300,000	Sq.Ft.	5 GPD/100 sq.ft.	0.115	0.322
Convention	200,000	Sq.Ft.	1 GPD/100 sq.ft.	0.002	0.006
Hotel	2,100	Rooms	100 GPD/room	0.210	0.588
<b>Total</b>				<b>1.064 MGD</b>	<b>2.979 MGD</b>

Source: Ford Engineers, Inc.

(\*) MGD = Millions of Gallons per Day

The Maximum Daily Demand (280% of A.D. D.) is 2.979 MGD

Landscape irrigation will account for most of the development's non-potable water demand, and this demand will vary seasonally. Periods of the year with low rainfall and high plant growth will be the maximum demand for irrigation in this project (see **Table 17-2**). Any substantial irrigation needs will be determined as the site plan design process progresses.

**Table 17-3** shows existing and potable water demand, with net flow changes by sections identified. The section categories were developed for infrastructure analysis purposes, and do not dictate the amount of development that can occur. The SEOPW DRI is an area-wide DRI which allows for proposed development to occur anywhere within its boundaries. **Exhibit 17-1** details the sub-divisions for each district and the flow assumptions by folio number.



Table 17-2 Average Non-Potable Water Demand for Irrigation (High Period)			
Proposed Development		Proposed Irrigation Water Demand*	
Sections	Acres	Acres Requiring Irrigation	Gallons Per Day
Folklife Village	6	10% of Total	2,326
Folklife District	19	10% of Total	7,367
Other SE Overtown	20	10% of Total	7,755
Miami World Center	25	10% of Total	9,694
Other Park West	17	10% of Total	6,592
<b>Total Gallons Per Day Demand</b>			<b>33,734</b>
* Estimates are for application of one inch weekly to areas requiring irrigation, representing usage in a warm period with low rainfall. Zoning allows 80 percent of area as maximum building coverage, thus assuming 10 percent of the section areas which include residential, retail, office, convention, and hotel, will require irrigation.			

Source: Ford Engineers, Inc.

Table 17-3 Potable Water Net Change in Demand					
Section-Categories	Existing Development	Existing Flow (GPD)	Proposed Development	Proposed Flow (GPD)	Flow Change (GPD)
Folklife Village					
Residential (DU)	70	10,500	600	90,000	79,500
Retail (SF)	8,148	815	75,000	7,500	6,685
Office (SF)	20,783	1,039	50,000	2,500	1,461
Convention (SF)	0	0	0	0	0
Hotel (Rooms)	0	0	0	0	0
<b>Sub Totals</b>		<b>12,354</b>		<b>100,000</b>	<b>87,646</b>
Folklife District					
Residential (DU)	321	48,150	1,000	150,000	101,850
Retail (SF)	52,534	4,253	250,000	25,000	19,747
Office (SF)	9,316	466	100,000	5,000	4,534
Convention (SF)	9,891	99	0	0	(99)

<b>Table 17-3 Potable Water Net Change in Demand</b>					
<b>Section-Categories</b>	<b>Existing Development</b>	<b>Existing Flow (GPD)</b>	<b>Proposed Development</b>	<b>Proposed Flow (GPD)</b>	<b>Flow Change (GDP)</b>
Hotel (Rooms)	0	0	100	10,000	10,000
<b>Sub Totals</b>		<b>52,979</b>		<b>190,000</b>	<b>136,032</b>
<b>Other SE Overtown</b>					
Residential (DU)	259	46,620	400	72,000	25,380
Retail (SF)	5,156	516	75,000	7,500	6,984
Office (SF)	7,641	382	100,000	5,000	4,618
Convention (SF)	0	0	0	0	0
Hotel (Rooms)	0	0	0	0	0
<b>Sub Totals</b>		<b>47,518</b>		<b>84,500</b>	<b>36,982</b>
<b>Miami World Center</b>					
Residential (DU)	0	0	2,000	300,000	300,000
Retail (SF)	31,501	3,150	720,000	72,000	68,850
Office (SF)	38,833	1,942	1,800,000	90,000	88,058
Convention (SF)	139,529	1,395	200,000	2,000	605
Hotel (Rooms)	0	0	1,800	180,000	180,000
<b>Totals</b>		<b>6,487</b>		<b>644,000</b>	<b>637,513</b>
<b>Other Park West</b>					
Residential (DU)	20	3,000	0	0	(3,000)
Retail (SF)	48,313	4,831	130,000	13,000	8,169
Office (SF)	11,064	553	250,000	12,500	11,947
Convention (SF)	153,987	1,540	0	0	(1,540)
Hotel (Rooms)	0	0	200	20,000	20,000
<b>Sub - Totals</b>		<b>9,924</b>		<b>45,500</b>	<b>35,576</b>
<b>TOTAL</b>		<b>129,262</b>		<b>1,064,000</b>	<b>933,749</b>

Source: Ford Engineers, Inc.

**2. Describe how this demand information was generated, including the identification of the consumption rates assumed in the analysis.**

Potable water demand estimates were obtained from Miami Dade Water and Sewer Department - 'Schedule of Daily Rated Gallonage for Various Occupancy'. Land Use categories from the schedule were applied to our proposed development uses as follows:

- Residential – Used the Apartments rate of 150 gpd per unit, Condominium rate of 150 gpd per unit, and Townhouse rate of 180 gpd per unit.
- Retail – Used the Shopping Centers (dry use) rate of 10 gpd/100 sq. ft.
- Office – Used the Office buildings rate of 5 gpd/100 sq. ft.
- Convention – Used the Warehouse/Industrial speculation building rate of 1 gpd/1000 sq. ft.
- Hotel – Used the Hotel/Motel rate of 100 gpd per room.

**B. Provide a breakdown of sources of water supply, both potable and non-potable, by development phase through project completion. Use the format below.**

The project will be reviewed as a single phase development in which Miami Dade Water and Sewer Department (WASD) will provide the potable water demand described in Table 17-1. The proposed non-potable water demand will be supplied by the potable water obtained from Miami Dade Water and Sewer Department (WASD). Landscape irrigation will account for most of the development's non-potable water demand, which varies seasonally. Any additional non-potable water demands will be determined as the site plan design process progresses.

**C. If water wells exist on-site, locate them on Map H and specify those that will continue to be used. Also locate on Map H all proposed on-site wells. (For residential developments, if individual wells for each lot are proposed, simply indicate the number of units to be served, general locations, and any plans for eventual phase-out.) Indicate the diameter, depth, and pumping rates (average and maximum) for each of the existing wells and project this information for the proposed wells (for lots served by individual dual wells, this information may be grouped for projection purposes). Also provide a breakdown of the wells with regard to potable and non-potable sources.**

This project does not propose any potable water supply wells. Due to the urban nature of the project, the existence of non-potable wells is highly unlikely. If in later development, irrigation wells are required, they will be permitted through the Miami Dade County DERM and South Florida Water Management District (SFWMD).

**D. If on-site water wells are used, will this result in interference with other water wells or result in adverse impacts to underlying or overlying aquifers? Document the assumptions underlying this response.**

No on-site potable water wells are proposed for this project. As stated above, if in later development irrigation wells are required, then they will be permitted through the Miami Dade County DERM and South Florida Water Management District (SFWMD).

**E. Who will operate and maintain the internal water supply system after completion of the development?**

Miami Dade Water and Sewer Department will own and operate utilities providing water service to the site.

**F. 1. If an off-site water supply is planned, attach a letter from the agency or firm providing service outlining:**

**(a) the projected excess capacities of the water supply facilities to which connection will be made at present and for each phase through completion of the project,**

**(b) any other commitments that have been made for this excess capacity,**

**(c) a statement of the agency or firm's ability to provide services at all times during and after development. (This agency must be supplied with the water demand and supply tables in paragraphs A and B above).**

A meeting with Miami Dade Water and Sewer Department was conducted to ensure that the department is able to accommodate the projected flow increases in the new development. A letter from Miami-Dade Water and Sewer in response to our request for capacity availability is included in **Exhibit 17-2**. The letter provided is consistent with existing Department policies. The Applicant understands that a water and sewer agreement for water and sewer service with the Department will be required for all net new development in the project area, provided the Department is able to offer those services.

**2. If service cannot be provided at all times during and after development, identify the required capital improvements, timing, cost, and proposed responsible entity for each phase in which service is unavailable.**

Miami Dade Water and Sewer Department has the capability to provide service during and after the development. Developers will need to pursue agreements with the Department to ensure availability to provide service throughout the development stage of their individual projects within the boundaries of the SEOPW DRI.

**G. Please describe any water conservation methods or devices incorporated into the plan of development. What percentage of reduction is anticipated over conventional plans?**

The Applicant proposes to comply with Section 8-31, 32-84, and 8A-381 of the Code of Miami Dade County regarding water use efficiency techniques for indoor water use in the future development of the area. Additionally, the development will comply with the landscape standards in sections 18-A and 18-B of the Miami-Dade County Code. Water Conservation devices and methods will be incorporated into the development phase of the project as expressed in the Florida Building Code. High efficiency plumbing fixtures, fixture fittings, and appliances expressed in Table 604.4 of the Florida Building Code may be included in development, but will not be limited to these options.

In periods of water shortage, the project will resort to Florida Administrative Code Chapter 40E-21 for recommendations and procedures.

In addition, where feasible and practicable:

- Consider water efficient appliance and equipment;
- Consider air assisted or compost toilets during design;
- Immediately repair all equipment and vehicle leaks during construction;
- Designate appropriate location for washing vehicles and equipment- away from surface waters, storm drains and slopes that could erode, at carwash or at builders' shop with a sump during construction;
- Use silt fencing or biofiltration (permeable bags filled with chips, compost, or bales of straw) to control erosion during construction;
- Maintain a naturally vegetated buffer next to streams, lakes, ponds, and wetlands;
- Install anti-backsiphoning valves between well and water pipes;

**H. Indicate whether proposed water service will be provided within an established service area boundary.**

The project is in Miami Dade Water and Sewer Service Department service area boundary.

# Question 18 – Wastewater Management

- A. Provide, in the table given below, the projected wastewater generation at the end of each phase of development and proposed wastewater treatment. Identify the assumptions used to project this demand.

<b>Table 18-1 Wastewater Flows</b>					
<b>Proposed Development</b>			<b>Proposed Wastewater Flow</b>		
<b>Land Use</b>	<b>Amount</b>	<b>Units</b>	<b>Sewage Loading (GPD/Unit)</b>	<b>Sewage Flows (MGD*)</b>	<b>Peak Sewage Flows (MGD)</b>
Residential					
Apartment	800	DU	150 GPD/unit	0.120	0.336
Condominium	2800	DU	150 GPD/unit	0.420	1.176
Townhouse	400	DU	180 GPD/unit	0.072	0.202
Retail	1,250,000	Sq.Ft.	10 GPD/100 sq.ft.	0.125	0.350
Office	2,300,000	Sq.Ft.	5 GPD/100 sq.ft.	0.115	0.322
Conference Center	200,000	Sq.Ft.	1 GPD/100 sq.ft.	0.002	0.006
Hotel	2,100	Sq.Ft.	100 GPD/room	0.210	0.588
<b>Total</b>				<b>1.064 MGD</b>	<b>2.979 MGD</b>

Source: Ford Engineers, Inc.

(\*) MGD = Millions of Gallons per Day

The Maximum Daily Demand (280% of A.D. D.) is 2.979 MGD

Rates were obtained from Miami Dade Water and Sewer Department – “Schedule of Daily Rated Gallonage for Various Occupancy”. Land Use categories from the schedule were applied to our proposed development uses as follows:

- Residential – Used the Apartments rate of 150 gpd per unit, Condominium rate of 150 gpd per unit, and Townhouse rate of 180 gpd per unit.
- Retail – Used the Shopping Centers (dry use) rate of 10 gpd/100 sq. ft.
- Office – Used the Office buildings rate of 5 gpd/100 sq. ft.
- Convention – Used the Warehouse/Industrial speculation building rate of 1 gpd/1000 sq. ft.
- Hotel – Used the Hotel/Motel rate of 100 gpd per room.

**B. If applicable, generally describe the volumes, characteristics and pre-treatment techniques of any industrial or other effluents prior to discharge from proposed industrial-related use(s).**

Based on the development program at this time, there are no industrial uses where pretreatment is anticipated.

**C. 1. If off-site treatment is planned, identify the treatment facility and attach a letter from the agency or firm providing the treatment outlining present and projected excess capacity of the treatment and transmission facilities through buildout, any other commitments that have been made for this excess and a statement of ability to provide service at all times during or after development.**

A meeting with Miami Dade Water and Sewer Department was conducted to ensure offsite treatment can be provided to the project's proposed flow total as identified in Question 18.A. A letter from Miami-Dade Water and Sewer in response to our request for capacity availability is included in **Exhibit 18-1**. The letter provided is consistent with existing Department policies. The Applicant understands that a water and sewer agreement for water and sewer service will be signed with the Department, provided the Department is able to offer those services.

**2. If service cannot be provided, identify the required capital improvements, cost, timing, and proposed responsible entity necessary to provide service at all times during and after development.**

Miami-Dade Water and Sewer Department has the capability to provide service during and after the development. Developers will need to pursue agreements with the Department to ensure availability to provide service throughout the development stage of their individual projects within the boundaries of the SEOPW DRI.

**D. If septic tanks will be used on site, indicate the number of units to be served, general locations and any plans for eventual phase-out.**

There are no septic tanks proposed in this project. The proposed development will be served by public sanitary sewer lines.

**E. Indicate whether proposed wastewater service will be provided within an established service area boundary.**

The project is in Miami-Dade Water and Sewer Service Department service area boundary.

**MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT –  
TRAFFIC ENGINEERING DIVISION**



**Question 21: Transportation**

- 1. Upon review of the Tables 21-D7 and 21-E1, it appears that the trip internalization capture is applied for the roadway segments within the DRI boundaries. Please note that the roadways within the DRI boundaries are already used, once the trips are made; therefore, no internalization capture should be implemented along roadways within the boundaries of DRI.**

Response: The SEOPW DRI, based upon its location in Downtown Miami, and based upon the guidelines and criteria that will have to be followed pursuant to the Miami 21 Zoning Code, will develop with mixed use projects and therefore will result in the use of internalization for the majority of the development sites before the trips hit the roadway. Individual mixed use projects throughout South Florida apply internalization to their individual sites when two or more uses share trips with one another because one use derives a portion of its customers as walk-in traffic from the other use. Two or more uses will share the same users, thus resulting in an internalization of project trips before they reach the roadway network. That practice is no different for the type of development that will occur in the SEOPW DRI. Individual sites within the DRI boundary will offer a mixture of land uses in order to be in compliance with the new Miami 21 Zoning Code. The majority of the SEOPW DRI is designated a T6 Urban Core Zone by Miami 21, which consists of the highest density and greatest variety of uses, many of which occur together in one building. A portion of the SEOPW DRI is designated as a T5 Urban Center Zone by Miami 21, which consists of higher density mixed use buildings that accommodate retail and office uses, rowhouses and apartments.

The Applicant has used very conservative assumptions in the development of the trip generation analysis, utilizing a minimal internalization equal to 10% of the gross trips plus an even greater minimal transit reduction equal to 5% of the trips after internalization. The Applicant has utilized no pass-by reduction and no pedestrian reduction, even though each of those reductions could have been justified based upon the uses proposed (1,250,000 square feet of retail use) and the location of this project in Downtown Miami, where a ¾ mile radius surrounding the Overtown Transit Village Metrorail Station has been designated as a Transit Oriented Development area by Miami 21, with a ¼ mile pedestrian shed and a ½ mile transit shed. The Miami 21 Zoning Code will require the development of mixed-use neighborhood corridors with medium and high densities (based upon location) that will provide jobs, neighborhood services, live-work options, and transit opportunities—all within walking distance of one another and often sharing the same site. Based upon the information provided herein, no changes have been made to Tables 21-D4 and 21-E1.

- 2. It appears for many locations in Table 21-A5 on page 21-27, only turning movement counts (TMC) are used for peak hour analysis along the segments. It is suggested that the daily machine counts be used for the analysis in order to analyze all 24 hours to identify the peak hour of the day.**

Response: As discussed in the May 18, 2011 meeting with Miami-Dade County Public Works Department and Planning Staff, the Applicant performed extensive data collection within and surrounding the SEOPW DRI boundaries and assembled all data available from Miami-Dade County and FDOT to provide data for the greater study area which extended generally to SR 112 on the north, Bayshore Drive on the south, NE/SE 37 Avenue on the west and Alton Road (via MacArthur Causeway) on the east. The Applicant utilized all available 72 hour traffic counts provided by FDOT and Miami-Dade County, but these were insufficient to cover the entire study area. The Applicant collected 24 hour bi-directional link counts at 55 locations (see DRI Map J-2A) for portions of the study area not counted by the County or the State for roadways located within the City of Miami.

The Applicant also collected intersection turning movement counts for the AM and PM peak hours at 59 intersections within and adjacent to the SEOPW DRI (see DRI Map J-2B) and 23 intersections located along corridors providing access to the downtown area (see DRI Map J-2C) in order to provide complete operational and traffic data for the DRI study area. The data collection program inclusive of the use of the turning movement counts for this DRI was presented to reviewing agencies during the November 10, 2009 Traffic Methodology Meeting, and was included graphically in the Pre-Application Summary Response to Agency Comments sent to all reviewing agencies in October of 2010, which is also included in Appendix 21-1 of the SEOPW DRI – Increment III. All data collected by the Applicant is included electronically in Appendix 21-3 for the SEOPW DRI.

**3. Please note that during the trip generation process for all the residential land uses (such as condominiums, town homes and apartments), equation methodology in the ITE Trips Generation Manual is used, which results in lower trips as compared to the rate methodology. Please explain and justify the use of the equation methodology.**

Response: The use of the ITE trip generation equations to develop the trip generation for the residential land uses in the SEOPW DRI is consistent with the trip generation procedures utilized by most DRI and local government reviewing agencies and is consistent with the procedures that were utilized for the prior Increments of the SEOPW DRI and the Downtown Miami DRI. The reliability of the trip generation equation is measured by the  $R^2$  value presented for each land use code. As indicated in the ITE Trip Generation Handbook, 2<sup>nd</sup> Edition,  $R^2$  values of 0.75 or greater are indicative of “good fits” with the data provided. The  $R^2$  values for the residential land use codes used for the SEOPW DRI are outlined below:

- ITE Land Use Code 230 (for townhomes)
  - $R^2$  value for the AM peak hour = 0.79
  - $R^2$  value for the PM peak hour = 0.80
- ITE Land Use Code 232 (for high rise condominiums)
  - $R^2$  value for the AM peak hour = 0.98
  - $R^2$  value for the PM peak hour = 0.99
- ITE Land Use Code 220 (for apartments)
  - $R^2$  value for the AM peak hour = 0.83
  - $R^2$  value for the PM peak hour = 0.77

All of the  $R^2$  values are within acceptable ranges pursuant to ITE. In addition, the trip generation analysis has been prepared with very conservative choices as they apply to the selection of the ITE land use codes. Please note the following as outlined below.

- The 800 Apartments have been analyzed using ITE LUC 220 which reflects the most conservative and broadly defined apartment category in ITE. Other appropriate choices for the SEOPW DRI (based upon its location in Downtown Miami) could have been High Rise Apartment (ITE LUC 222) or Mid Rise Apartment (ITE LUC 223).
- ITE LUC 220 reflects the highest apartment trip rates at 0.51 for the AM peak hour and 0.62 for the PM peak hour. In comparison, ITE LUC 222 for High Rise Apartment reflects 0.30 for the AM peak hour and 0.35 for the PM peak hour. ITE LUC 223 for Mid Rise Apartment reflects 0.30 for the AM peak hour and 0.39 for the PM peak hour.

- The use of the trip generation equation under ITE LUC 220 resulted in 396 AM peak hour trips which averages out to 0.50 trips per DU, which is 67% higher than both the High Rise Apartment rate and the Mid Rise Apartment rate for the AM peak hour.
- The use of the trip generation equation under ITE LUC 220 resulted in 458 PM peak hour trips which averages out to 0.57 trips per DU, which is 63% higher than the High Rise Apartment rate and 46% higher the Mid Rise Apartment rate for the PM peak hour.

Based upon the above, the Applicant maintains that it has utilized very conservative assumptions in developing the trip generation for the SEOPW DRI – Increment III analysis and therefore will not be making any changes to the residential trip generation.

- 4. On page 21-75, trip generation for un-built credits for the convention center, the ITE land use code 710 is used, which is not suitable for convention center land use. It should be revised and a similar land use code should be used.**

Response: As discussed in the May 18, 2011 meeting with Miami-Dade County Public Works Department and Planning Staff, the trip generation in Table 21-D3 on page 21-75 reflects the trip generation for the remaining entitlements for Increment II of the Downtown Miami DRI which is considered as a committed project in the SEOPW DRI – Increment III analysis. The trip generation for the Downtown Miami DRI has been prepared consistent with the trip generation analysis methodology used for that specific DRI, and cannot be modified by our application for the SEOPW DRI. Please also note that ITE does not have a specific land use code for convention center, and therefore in the past, the ITE land use code for office use was accepted by reviewing agencies to represent convention center use since the weekday impacts of arriving in the morning and departing in the afternoon were similar to the anticipated use of a convention center by meeting attendees.

- 5. Table 21-E1 on page 21-119 shows higher values of v/c ratios for NE 1 Avenue particularly between NW 6 Street and NW 14 Street. Also, upon analysis of the roadway network, it appears that this is one of the roadway segments within the DRI, providing access to I-395 and further extensions to I-95 and SR 836. Therefore, it is suggested that efforts should be made to maintain and enhance the capacity of this roadway.**

Response: As discussed in the May 18, 2011 meeting with Miami-Dade County Public Works Department and Planning Staff, NE 1 Avenue represents the east leg of a three lane one-way pair serving as a northbound corridor through the downtown area providing an access connection with I-395 and terminating at NE 17 Street, five blocks north of I-395. NE 1 Avenue is currently utilized as a truck access corridor for trucks leaving the Port of Miami, seeking access to the interstate system. With the Port Tunnel under construction, alternate travel routes will ultimately be utilized by port traffic and port truck traffic to gain direct access to MacArthur Causeway/I-395, without using NE 1 Avenue. Based upon the traffic counts collected for the SEOPW DRI, existing traffic volumes on NE 1 Avenue (which still reflect the existing truck traffic) will be reduced by over 300 vehicles between 4 and 6 PM with the reassignment of the existing and future truck traffic to the Port Tunnel. The Applicant agrees that the capacity provided by the three lane one-way pair should be maintained to facilitate access through the downtown area and the connections to I-395. The Applicant has updated Table 21-D5 for the future background traffic conditions to reflect the removal of heavy vehicles along NE 1 Avenue between NE 6 Street and I-395, and has modified Table 21-D7 and Table 21-E1 to also reflect these changes. The heavy vehicles removed from the analysis are summarized in the footnotes to Table 21-D5 and have been obtained from the intersection turning movement

counts collected by the Applicant and included in the electronic count data provided in Appendix 21-3 for the intersections along NE 1 Avenue from NE 6 Street to I-395.

- 6. It is suggested that during the later phases of the project, site specific traffic studies should be performed in order to assess the affected transportation elements such as individual roadway segments and specific intersections.**

Response: Article IV in Chapter 14 of the City Code outlines the rules to assist in the implementation of both the Downtown Development of Regional Impact and the Southeast Overtown/Park West Development of Regional Impact. These rules are in place to assure the orderly use and flow of development credits and to initiate the implementation of traffic control measures, parking controls and environmental protection measures for projects which exceed 10,000 net new square feet or 50 net new peak hour vehicle trips. The City of Miami has also required that Applicants seeking project approval which exceed specific net new square footage thresholds by use prepare site specific traffic studies to review local site specific impacts pursuant to the Major Use Special Permit application process. Under the most recent code for Miami 21 (adopted May 2011), traffic studies may also be required as part of the development review process for projects seeking plan approval for Warrants, Waivers, Exceptions and Variances.

- 7. 8,000 seats of recreational land use were mentioned in the methodology for the DRI development program, as provided in the Appendix 21-1. However, it is missing in the provided developed program on pages 21-4, 21-52 and 21-54.**

Response: As discussed in the May 18, 2011 meeting with Miami-Dade County Public Works Department and Planning Staff, the Applicant is not providing any new seats of recreational land use in Increment III. Table 21-A2 on page 21-4, Table 21-B1 on page 21-52 and Table 21-B3 on page 21-54 are correct as is. Table 21-1B on page 20 of the Transportation Methodology has been revised to correct the column outlining the Increment III proposed development program.

- 8. On page 21-21 in the first paragraph, "Table 21-5" should be replaced with "Table 21-A5."**

Response: The text correction has been made to page 21-21.

**MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING**

## MIAMI-DADE COUNTY DEPARTMENT OF PLANNING AND ZONING

### Question 21: Transportation

- 1) **Table 21-A2, Increment III Development Program (p. 21-1).** This table does not report any recreational use; however, Table 21-1B in Appendix 21-1 reports 8,000 seats under the Increment III Proposed Development Program. Please explain the discrepancy in the reported development programs for Increment III.

Response: As discussed in the May 18, 2011 meeting with Miami-Dade County Public Works Department and Planning Staff, the Applicant is not providing any new seats of recreational land use in Increment III. Table 21-A2 on page 21-4 is correct as is. Table 21-1B on page 20 of the Transportation Methodology has been revised to correct the column outlining the Increment III proposed development program. Table 21-A1 on page 20 of the Transportation Methodology has also be updated to reflect the development status information provided by the City of Miami for project approvals and fees paid from 2009 – 2010, providing consistency with Table 21-A1 on page 21-4 of the ADA.

- 2) **Table 21-A3, Project Distribution and Study Area Determination Pursuant to 5% Rule (pp. 21-11 through 21-19).**
- **Two-way Peak Hour Capacity. For County roadways, the two-way Peak Hour capacity should be estimated using the FDOT's ARTPLAN software rather than the FDOT's Generalized Tables.**

Response: The Applicant has utilized the two-way Peak Hour capacity from the FDOT Generalized Tables as the basis for the maximum service volume calculations for all roadway segments in the SEOPW DRI study area, since this methodology is accepted and preferred by both the City of Miami and FDOT and the generalized tables were utilized by the City of Miami as the basis for the Data and Analysis for the Miami Comprehensive Neighborhood Plan and the prior Increments for the SEOPW DRI and the Downtown Miami DRI. The majority of the roadway segments analyzed in the SEOPW DRI are either located within the jurisdiction of the City of Miami, or are state roadways, SIS or FIHS facilities as outlined below.

- Portions of SR 112, SR 836 and MacArthur Causeway extend beyond the City of Miami boundaries, however these roadways must be evaluated using the FDOT generalized tables.
- The study segments of SR 25/NW 36 Street are completely contained within the City of Miami, and as a state roadway the use of the generalized tables are preferred.
- The study segments of NW 28/29 Street and NW 20 Street extend west to NW 27 Avenue and therefore are contained within the City of Miami where the generalized tables are preferred.
- The study segments of SR 968/West Flagler Street to NW/SW 37 Avenue are contained within the City of Miami, and as a state roadway the use of the generalized tables are preferred.
- The study segments of SR 90/SW 8 Street to SW 37 Avenue are contained within the City of Miami, and as a state roadway the use of the generalized tables are preferred.
- The study segments of SW 22 Street extending to SW 37 Avenue are contained within the City of Miami, where the use of the generalized tables is preferred.
- The study segments of NW 37 Avenue are contained within the City of Miami up to NW 20 Street, where the use of the generalized tables is preferred. The segment from NW 20 Street to NW 25 Street was counted by FDOT at Count Station 3100 and for consistency, the use of the generalized tables are preferred.
- The study segments of NW 27 Avenue and NW 12 Avenue are contained within the City of Miami, and as state roadways the use of the generalized tables are preferred.

- The study segments of NW 22 Avenue and NW 17 Avenue are contained within the City of Miami, where the use of the generalized tables is preferred.

Please note however that the Applicant has revised the maximum service volume for NW 37 Avenue to provide the generalized table values for a non-state roadway under Class II with up to 4.5 signalized intersections per mile. See revised pages provided with this response as outlined below:

- Table 21-A3 – revised page 21-14
- Table 21-A5 – revised page 21-32
- Table 21-D5 – revised page 21-89
- Table 21-D7 – revised page 21-108

**3) Table 21-A5, Existing PM Peak Hour Traffic Conditions (pp. 21-27 through 21-39).**

- **It is noted that where traffic count data was not available, the applicant is responsible for collecting data in accordance with standard procedures and consistent with agreed upon methodology. Analysis of existing conditions should be calculated based on 3-day traffic counts (72-hours of consecutive counts taken within the time frame of Monday afternoon through Friday morning). Explain the reason why one-day peak hour intersection counts were used to determine the existing peak hour traffic conditions.**

Response: As discussed in the May 18, 2011 meeting with Miami-Dade County Public Works Department and Planning Staff, the Applicant performed extensive data collection within and surrounding the SEOPW DRI boundaries and assembled all data available from Miami-Dade County and FDOT to provide data for the greater study area which extended generally to SR 112 on the north, Bayshore Drive on the south, NE/SE 37 Avenue on the west and Alton Road (via MacArthur Causeway) on the east. The Applicant utilized all available 72 hour traffic counts provided by FDOT and Miami-Dade County, but these were insufficient to cover the entire study area. The Applicant collected 24 hour bi-directional link counts at 55 locations (see DRI Map J-2A) for portions of the study area not counted by the County or the State for roadways located within the City of Miami. The Applicant also collected intersection turning movement counts for the AM and PM peak hours at 59 intersections within and adjacent to the SEOPW DRI (see DRI Map J-2B) and 23 intersections located along corridors providing access to the downtown area (see DRI Map J-2C) in order to provide complete operational and traffic data for the DRI study area. The data collection program inclusive of the use of the turning movement counts for this DRI was presented in detail to reviewing agencies during the November 10, 2009 Traffic Methodology Meeting, and was included graphically in the Pre-Application Summary Response to Agency Comments sent to all reviewing agencies in October of 2010, which is also included in Appendix 21-1 of the SEOPW DRI – Increment III. At no time during the November 10, 2009 Traffic Methodology Meeting, or the April 10, 2010 Traffic Methodology Meeting were any objections raised by reviewing agencies regarding the data collection methods to be used for this DRI. In fact, for an urban setting with closely spaced signals located within an urban downtown area, intersection turning movement counts provide reliable data to accurately reflect the AM and PM peak hour existing traffic conditions. All data collected by the Applicant is included electronically in Appendix 21-3 for the SEOPW DRI.

- **The new person-trip capacity ratio is 1.40 rather than the 1.42 persons per vehicle reported. Please revise accordingly.**

Response: The Applicant agrees that the new person-trip capacity should be 1.40 (rather than 1.42) in order to keep the same ratio between the prior vehicle occupancy factor of 1.4 and the prior

person-trip capacity of 1.6. Pages 21-21 and 21-22 have been revised to reflect these changes along with revised Table 21-A5 provided on revised pages 21-27 to 21-39.

**4) Table 21-D3, Trip Generation for the Remaining Unbuilt Entitlement for Downtown Miami DRI – Increment II (p. 21-75).**

- **The use of ITE LUC 710 (General Office) to estimate the Convention Center’s trip generation is not the appropriate land use code. Revise the trip generation accordingly.**

Response: As discussed in the May 18, 2011 meeting with Miami-Dade County Public Works Department and Planning Staff, the trip generation in Table 21-D3 on page 21-75 reflects the trip generation for the remaining entitlements for Increment II of the Downtown Miami DRI which is considered as a committed project in the SEOPW DRI – Increment III analysis. The trip generation for the Downtown Miami DRI has been prepared consistent with the trip generation analysis methodology used for that specific DRI, and cannot be modified by our application for the SEOPW DRI. Please also note that ITE does not have a specific land use code for convention center, and therefore in the past, the ITE land use code for office use was accepted by reviewing agencies to represent convention center use since the weekday impacts of arriving in the morning and departing in the afternoon were similar to the anticipated use of a convention center by meeting attendees.



# List of Revisions for Question 21 – Transportation Response to Sufficiency Comments – July 2011

## **Appendix 21-1**

- Revised page 20 from the Transportation Methodology
  - Revised Table 21-1A
  - Revised Table 21-1B

## **Question 21**

- Revised Table 21-A3 – revised pages 21-11 to 21-19
- Revised pages 21-21 and 21-22 – text modifications
- Revised Table 21-A5 – revised pages 21-27 to 21-39
- Revised Table 21-D5 – revised pages 21-85 to 21-94
- Revised Table 21-D7 – revised pages 21-105 to 21-113
- Revised Map J-6A – revised page 21-114
- Revised Table 21-E1 – revised pages 21-117 to 21-119

- ITE Trip Generation Handbook, June 2004 Update; and
- Updated vehicle occupancy studies for use in the application of the Person-Trip Methodology as outlined in *Transportation Corridors: Meeting the Challenge of Growth Management in Miami*.

### **Project Description**

The SEOPW DRI is governed by the Master Incremental Development Order and the DRI development orders for Increments I and II (as amended). The SEOPW DRI project area includes 209 acres of improved urban land bounded by I-395 on the north, Biscayne Boulevard on the east, NW/NE 5<sup>th</sup> Street on the south and I-95 on the west. The land use and scale of development remaining for Increments I and II is provided in Table 21-1A. The development proposed for Increment III is presented in Table 21-1B. The detailed accounting of the Increment I and II development credits dating back to the SEOPW DRI approval is based upon Tables 1, 2 and 3 submitted for the SEOPW DRI Biennial Report for the time period from 2005 to 2008. Pursuant to Sections 14-151 and 14-152 of the City Code, development credits for the SEOPW DRI are allocated for use based upon building permit issuance or Major Use Special Permit application approval along with the payment of all applicable SEOPW DRI development supplemental fees pursuant to Sections 13-98 to 13-108 of the City Code in order to reserve development credits.

Use	Units	Increment I Approved	Demolition Credit	Increment I plus Demolition Credit	Increment II Approved	Increments I and II Total Credits	Total Credits Used with Fees Paid	Total Credits Remaining after Fees Paid
		[A]	[B]	[A + B = C]	[D]	[C + D = E]	[F]	[E – F = G]
Office	SF	166,000	104,695	270,695	337,000	607,695	457,431	150,264
Retail	SF	95,400	63,243	158,643	71,700	230,343	110,043	120,300
Residential	DU	2,000	0	2,000	2,000	4,000	2,216	1,784
Hotel	Rooms	0	0	0	500	500	56	444
Recreation	Seats	8,000	0	8,000	8,000	16,000	1,250	14,750
Convention	SF	0	0	0	0	0	0	0

Use	Units	Total Credits Remaining after Fees Paid	Approved by MUSP Fees Not Paid	Total Credits Remaining Increments I and II	Administrative Conversions <sup>2</sup>	Credits Remaining after Admin. Conversions	Increment III Proposed Development Program
		[E – F = G]	[H]	[G – H = I]	[J]	[I – J = K]	
Office	SF	150,264	0	150,264	-43,500	106,764	2,300,000
Retail	SF	120,300	117,179	3,121	22,005	25,126	1,250,000
Residential	DU	1,784	1,947	-163	163	0	4,000
Hotel	Rooms	444	120	324	0	324	2,100
Recreation	Seats	14,750	0	14,750	-8,000	6,750	0
Convention	SF	0	0	0	0	0	200,000

1. The status of development credits was provided in the SEOPW DRI Biennial Status Report for Years 2005 to 2008 as supplemented by development records from the City of Miami for project approvals and fees paid from 2009 – 2010.

2. Administrative conversions permitted for the SEOPW DRI pursuant to the adopted Land Use Exchange Rates from Exhibit A-2 of the 2005 Adopted NOPC.

- Convert Seats to Retail = 8,000\*2.7506 exchange rate = 22,005 SF of Retail.
- Convert Office to Residential = 43.500\*3.7500 exchange rate = 163 DU.

TABLE 21-A3  
SEOPW DRI - INCREMENT III  
PROJECT DISTRIBUTION AND STUDY AREA DETERMINATION PURSUANT TO THE 5% RULE

ROADWAY SEGMENTS	[1] EXISTING OR PROGRAMMED LANE GEOMETRY	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] ADOPTED LOS STANDARD	[4] TRANSIT SERVICE ROUTE NUMBER	SEOPW DRI - INC III		[6] TWO-WAY PEAK HOUR CAPACITY	MCNP CDMP ADJUST- MENT FOR TRANSIT	ADJUSTED TWO-WAY PEAK HOUR CAPACITY	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO
					PROJECT DIST % [5]	TWO-WAY PM PK HR TRIPS					
<b>SR 112/ I-195</b>											
Okeechobee Road to NW 37 Avenue	6L-EXPY	SPA, FIHS, SIS, TCEA	E	95X, 150, 238	2.99%	260	11,290	1.00	11,290	2.30%	NO
NW 37 Avenue to NW 27 Avenue	6L-EXPY	SPA, FIHS, SIS, TCEA	E	95X, 150, 238	3.77%	327	11,290	1.00	11,290	2.90%	NO
NW 27 Avenue to NW 22 Avenue	6L-EXPY	SPA, FIHS, SIS, TCEA	E	95X, 150, 238	4.71%	409	11,290	1.00	11,290	3.62%	NO
NW 22 Avenue to NW 12 Avenue	8L-EXPY	SPA, FIHS, SIS, TCEA	E	95X, 150	4.95%	430	15,270	1.00	15,270	2.81%	NO
NW 12 Avenue to I-95	8L-EXPY	SPA, FIHS, SIS, TCEA	E	95X, 150	4.90%	425	15,270	1.00	15,270	2.79%	NO
I-95 to N. Miami Avenue	6L-EXPY	SPA, FIHS, SIS, TCEA	E	150	0.21%	18	11,290	1.00	11,290	0.16%	NO
N. Miami Avenue to Biscayne Blvd	6L-EXPY	SPA, FIHS, SIS, TCEA	E	150	0.18%	16	11,290	1.00	11,290	0.14%	NO
Biscayne Blvd to Alton Road	6L-EXPY	SPA, FIHS, SIS, TCEA	E	62, 150, J	2.14%	186	11,290	1.00	11,290	1.65%	NO
<b>SR 25/NW/NE 36 Street</b>											
NW 37 Avenue to NW 32 Avenue	4LU	State Minor Arterial	E * 120%	36, J	0.12%	10	3,230	1.20	3,876	0.27%	NO
NW 32 Avenue to NW 27 Avenue	4LU	State Minor Arterial	E * 120%	36, J	0.19%	16	3,230	1.20	3,876	0.43%	NO
NW 27 Avenue to NW 22 Avenue	4LU	State Minor Arterial	E * 120%	36, J	0.20%	17	3,230	1.20	3,876	0.45%	NO
NW 22 Avenue to NW 17 Avenue	4LU	State Minor Arterial	E * 120%	36, J	0.25%	22	3,230	1.20	3,876	0.56%	NO
NW 17 Avenue to NW 12 Avenue	2LD-WTL	State Minor Arterial	E * 120%	36, J	0.36%	31	1,727	1.20	2,072	1.51%	NO
NW 12 Avenue to NW 7 Avenue	2LD-WTL	State Minor Arterial	E * 120%	36, J	0.67%	58	1,727	1.20	2,072	2.81%	NO
NW 7 Avenue to NW 2 Avenue	4LD	State Minor Arterial	E * 120%	36, J	0.10%	9	3,400	1.20	4,080	0.21%	NO
NW 2 Avenue to N. Miami Avenue	2LD-WTL	State Minor Arterial	E * 120%	36, J	0.31%	27	1,727	1.20	2,072	1.30%	NO
N. Miami Avenue to NE 2 Avenue	4LD	State Minor Arterial	E * 120%	36, J	0.40%	35	3,400	1.20	4,080	0.85%	NO
NE 2 Avenue to Biscayne Blvd	4LD	State Minor Arterial	E * 120%	36, J	2.50%	217	3,400	1.20	4,080	5.32%	YES
<b>NW/NE 28/29 Street</b>											
NW 27 Avenue to NW 22 Avenue	2LU	County Urban Collector	E * 120%	1/2 mile 36	0.18%	16	1,413	1.20	1,696	0.92%	NO
NW 22 Avenue to NW 17 Avenue	2LU	County Urban Collector	E * 120%	1/2 mile 36	0.12%	10	1,413	1.20	1,696	0.61%	NO
NW 17 Avenue to NW 12 Avenue	4LU	County Urban Collector	E * 120%	6, 1/2 mile 36	0.40%	35	2,907	1.20	3,488	1.00%	NO
NW 12 Avenue to NW 7 Avenue	4LU	County Urban Collector	E * 120%	6, 1/2 mile 36	0.72%	63	2,907	1.20	3,488	1.79%	NO
NW 7 Avenue to NW 2 Avenue	4LU	County Urban Collector	E * 120%	6, 1/2 mile 36	0.57%	49	2,907	1.20	3,488	1.42%	NO
NW 2 Avenue to N. Miami Avenue	4LU	County Urban Collector	E * 120%	6, 1/2 mile 36	0.37%	32	2,907	1.20	3,488	0.92%	NO
N. Miami Avenue to NE 2 Avenue	4LU	County Urban Collector	E * 120%	2 mile 36	0.89%	77	2,907	1.20	3,488	2.21%	NO
NE 2 Avenue to Biscayne Blvd	2LU	County Urban Collector	E * 120%	1/2 mile 36	0.31%	27	1,413	1.20	1,696	1.59%	NO
<b>NW/NE 20 Street</b>											
NW 27 Avenue to NW 22 Avenue	4LD	County Minor Arterial	E	32	0.65%	56	3,060	1.00	3,060	1.84%	NO
NW 22 Avenue to NW 17 Avenue	4LD	County Minor Arterial	E	32	0.54%	47	3,060	1.00	3,060	1.53%	NO
NW 17 Avenue to NW 12 Avenue	4LD	County Minor Arterial	E	32	0.75%	65	3,060	1.00	3,060	2.13%	NO
NW 12 Avenue to NW 7 Avenue	4LD	County Minor Arterial	E	32	1.14%	99	3,060	1.00	3,060	3.23%	NO
NW 7 Avenue to NW 2 Avenue	4LD	County Minor Arterial	E	32	0.04%	3	3,060	1.00	3,060	0.11%	NO
NW 2 Avenue to N. Miami Avenue	4LU	County Minor Arterial	E	32	1.50%	130	2,907	1.00	2,907	4.48%	NO
N. Miami Avenue to NE 2 Avenue	2LU	County Minor Arterial	E*150%	32, 1/2 mi MM	0.31%	27	1,413	1.50	2,120	1.27%	NO
NE 2 Avenue to Biscayne Blvd	2LU	County Minor Arterial	E*150%	32, 1/2 mi MM	0.27%	23	1,413	1.50	2,120	1.11%	NO
<b>NW/NE 14 Street/NW 13 Ter</b>											
NW River Dr to NW 14 Avenue	4LD	County Urban Collector	E		0.02%	2	2,790	1.50	4,185	0.04%	NO
NW 14 Avenue to NW 12 Avenue	4LD	County Urban Collector	E		0.12%	10	2,790	1.50	4,185	0.25%	NO
NW 12 Avenue to NW 10 Avenue	4LD	County Urban Collector	E*150%	1/2 mi MR	3.26%	283	2,790	1.50	4,185	6.76%	YES
NW 10 Avenue to NW 7 Avenue	2LU	County Urban Collector	E*150%	1/2 mi MR	2.04%	177	1,296	1.50	1,944	9.11%	YES
NW 7 Avenue to NW 3 Avenue	3LD	County Urban Collector	E*150%	1/2 mi MR	0.83%	72	2,041	1.50	3,062	2.35%	NO
NW 3 Avenue to NW 1 Avenue	2LU	County Urban Collector	E*150%	1/2 mi MR	0.93%	81	1,296	1.50	1,944	4.15%	NO
NW 1 Avenue to N. Miami Avenue	2LU	County Urban Collector	E		3.87%	336	1,296	1.50	1,944	17.28%	YES
N. Miami Avenue to NE 1 Avenue	3LU	County Urban Collector	E*150%	1/2 mi MM	0.95%	82	1,944	1.50	2,916	2.83%	NO
NE 1 Avenue to NE 2 Avenue	3LU	County Urban Collector	E*150%	1/2 mi MM	1.17%	102	1,944	1.50	2,916	3.48%	NO
NE 2 Avenue to Biscayne Blvd	4LU	County Urban Collector	E*150%	1/2 mi MM	0.60%	52	2,651	1.50	3,976	1.31%	NO
Biscayne Blvd to Bayshore Drive	4LU	County Urban Collector	E*150%	1/2 mi MM	1.59%	138	2,651	1.50	3,976	3.47%	NO
<b>SR 836/ I-395/ MacArthur Cswy</b>											
SR 821 to NW 107 Avenue	12L-EXPY	SPA, FIHS, SIS	D		3.45%	299	21,950	1.00	21,950	1.36%	NO
NW 107 Avenue to NW 87 Avenue	8L-EXPY	SPA, FIHS, SIS	D		3.79%	329	13,480	1.00	13,480	2.44%	NO
NW 87 Avenue to SR 826	8L-EXPY	SPA, FIHS, SIS	D		3.79%	329	13,480	1.00	13,480	2.44%	NO
SR 826 to NW 72 Avenue	5L EB - 6L WB	SPA, FIHS, SIS, TCEA	E		4.69%	407	19,250	1.00	19,250	2.12%	NO
NW 72 Avenue to NW 57 Avenue	8L-EXPY	SPA, FIHS, SIS, TCEA	E		7.50%	651	15,270	1.00	15,270	4.26%	NO
NW 57 Avenue to NW 42 Avenue	8L-EXPY - CST	SPA, FIHS, SIS, TCEA	E		7.97%	692	15,270	1.00	15,270	4.53%	NO
NW 42 Avenue to NW 37 Avenue	6L-EXPY	SPA, FIHS, SIS, TCEA	E		8.91%	773	11,290	1.00	11,290	6.85%	YES
NW 37 Avenue to NW 27 Avenue	8L-EXPY	SPA, FIHS, SIS, TCEA	E		9.96%	865	15,270	1.00	15,270	5.66%	YES
NW 27 Avenue to NW 17 Avenue	8L-EXPY	SPA, FIHS, SIS, TCEA	E		10.28%	892	15,270	1.00	15,270	5.84%	YES
NW 17 Avenue to NW 12 Avenue	6L-EXPY	SPA, FIHS, SIS, TCEA	E		10.27%	892	11,290	1.00	11,290	7.90%	YES
NW 12 Avenue to I-95	8L-EXPY	SPA, FIHS, SIS, TCEA	E		10.27%	892	15,270	1.00	15,270	5.84%	YES
I-95 to N. Miami Avenue	5L EB - 5L WB	SPA, FIHS, SIS, TCEA	E		18.23%	1,583	19,250	1.00	19,250	8.22%	YES
N. Miami Avenue to NE 1 Avenue	5L EB - 5L WB	SPA, FIHS, SIS, TCEA	E		18.23%	1,583	19,250	1.00	19,250	8.22%	YES
NE 1 Avenue to Biscayne Blvd	4L EB - 4L WB	SPA, FIHS, SIS, TCEA	E		9.68%	840	15,270	1.00	15,270	5.50%	YES
Biscayne Blvd to Watson Island	6L-EXPY	SPA, SIS, TCEA	E	C, M, S, 120	4.18%	363	11,290	1.00	11,290	3.21%	NO
Watson Island to Alton Road	6L-EXPY	State Principal Arterial	D*120%	C, M, S, 120	4.18%	363	10,150	1.20	12,180	2.98%	NO

TABLE 21-A3  
SEOPW DRI - INCREMENT III  
PROJECT DISTRIBUTION AND STUDY AREA DETERMINATION PURSUANT TO THE 5% RULE

ROADWAY SEGMENTS	[1] EXISTING OR PROGRAMMED LANE GEOMETRY	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] ADOPTED LOS STANDARD	[4] TRANSIT SERVICE ROUTE NUMBER	SEOPW DRI - INC III		[6] TWO-WAY PEAK HOUR CAPACITY	MCNP CDMP ADJUST- MENT FOR TRANSIT	ADJUSTED TWO-WAY PEAK HOUR CAPACITY	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO
					PROJECT DIST % [5]	TWO-WAY PM PK HR TRIPS 8681					
<b>NW/NE 11 Street</b>											
NW 12 Street to NW 12 Avenue	4LU	County Urban Collector	E*150%	1/2 mi MR	2.43%	211	2,651	1.50	3,976	5.31%	YES
NW 12 Avenue to NW 8 St Road	3LU	County Urban Collector	E*150%	1/2 mi MR	3.27%	284	1,944	1.50	2,916	9.73%	YES
NW 8 St Road to NW 7 Avenue	2LOW - WB	County Urban Collector	E*150%	1/2 mi MR	2.55%	221	1,674	1.50	2,511	8.82%	YES
NW 7 Avenue to NW 3 Avenue	2LOW - WB	County Urban Collector	E*150%	1/2 mi MR	4.27%	371	1,674	1.50	2,511	14.76%	YES
NW 3 Avenue to NW 2 Avenue	2LOW - WB	County Urban Collector	E*150%	1/2 mi MR	4.55%	395	1,674	1.50	2,511	15.73%	YES
NW 2 Avenue to NW 1 Avenue	2LOW - WB	County Urban Collector	E*150%	1/2 mi MM	3.72%	323	1,674	1.50	2,511	12.86%	YES
NW 1 Avenue to N. Miami Avenue	2LOW - WB	County Urban Collector	E*150%	1/2 mi MM	4.00%	347	1,674	1.50	2,511	13.83%	YES
N. Miami Avenue to NE 1 Avenue	2LOW - WB	County Urban Collector	E*150%	1/2 mi MM	8.96%	778	1,674	1.50	2,511	30.98%	YES
NE 1 Avenue to NE 2 Avenue	2LOW - WB	County Urban Collector	E*150%	1/2 mi MM	10.38%	901	1,674	1.50	2,511	35.89%	YES
NE 2 Avenue to Biscayne Blvd	3LU	County Urban Collector	E*150%	1/2 mi MM	2.52%	219	1,944	1.50	2,916	7.50%	YES
<b>NW/NE 10 Street</b>											
NW 8 Street Rd to NW 7 Avenue	3LOW - EB	County Urban Collector	E*150%	1/2 mi MR	2.16%	188	2,527	1.50	3,791	4.95%	NO
NW 7 Avenue to NW 5 Avenue	3LOW - EB	County Urban Collector	E*150%	1/2 mi MR	4.29%	372	2,527	1.50	3,791	9.82%	YES
NW 5 Avenue to NW 3 Avenue	2LOW - EB	County Urban Collector	E*150%	1/2 mi MR	4.91%	426	1,674	1.50	2,511	16.97%	YES
NW 3 Avenue to NW 2 Avenue	2LOW - EB	County Urban Collector	E*150%	1/2 mi MR	5.19%	451	1,674	1.50	2,511	17.94%	YES
NW 2 Avenue to NW 1 Avenue	2LOW - EB	County Urban Collector	E*150%	1/2 mi MR	4.20%	365	1,674	1.50	2,511	14.52%	YES
NW 1 Avenue to N. Miami Avenue	2LOW - EB	County Urban Collector	E*150%	1/2 mi MM	6.85%	595	1,674	1.50	2,511	23.68%	YES
N. Miami Avenue to NE 1 Avenue	2LOW - EB	County Urban Collector	E*150%	1/2 mi MM	2.33%	202	1,674	1.50	2,511	8.06%	YES
NE 1 Avenue to NE 2 Avenue	2LOW - EB	County Urban Collector	E*150%	1/2 mi MM	3.50%	304	1,674	1.50	2,511	12.10%	YES
NE 2 Avenue to Biscayne Blvd	3LU	County Urban Collector	E*150%	1/2 mi MM	2.74%	238	1,944	1.50	2,916	8.16%	YES
<b>NW/NE 9 Street</b>											
NW 3 Avenue to NW 2 Avenue	2LU	County Urban Collector	E*150%	1/2 mi MR	2.95%	256	1,413	1.50	2,120	12.08%	YES
NW 1 Avenue to N. Miami Avenue	2LU	County Urban Collector	E*150%	1/2 mi MR	2.95%	256	1,413	1.50	2,120	12.08%	YES
N. Miami Avenue to NE 1 Avenue	2LU	County Urban Collector	E*150%	1/2 mi MR	2.44%	212	1,413	1.50	2,120	9.99%	YES
NE 1 Avenue to NE 2 Avenue	2LU	County Urban Collector	E*150%	1/2 mi MR	4.98%	432	1,413	1.50	2,120	20.40%	YES
NE 2 Avenue to Biscayne Blvd	3LU	County Urban Collector	E*150%	1/2 mi MR	2.58%	224	2,120	1.50	3,179	7.04%	YES
<b>NW/NE 8 Street</b>											
NW 7 Avenue to NW 5 Avenue	2LU	County Urban Collector	E*150%	1/2 mi MR	0.21%	18	1,296	1.50	1,944	0.94%	NO
NW 5 Avenue to NW 3 Court	2LU	County Urban Collector	E*150%	1/2 mi MR	0.18%	16	1,296	1.50	1,944	0.80%	NO
NW 3 Court to NW 3 Avenue	4LU	County Urban Collector	E*150%	1/2 mi MR	2.06%	179	2,651	1.50	3,976	4.50%	NO
NW 3 Avenue to NW 2 Avenue	2LU	County Urban Collector	E*150%	1/2 mi MR	4.81%	418	1,296	1.50	1,944	21.48%	YES
NW 2 Avenue to NW 1 Avenue	2LU	County Urban Collector	E*150%	1/2 mi MR	4.81%	418	1,296	1.50	1,944	21.48%	YES
NW 1 Avenue to N. Miami Avenue	2LU	County Urban Collector	E*150%	1/2 mi MM	4.81%	418	1,296	1.50	1,944	21.48%	YES
N. Miami Avenue to NE 1 Avenue	2LU	County Urban Collector	E*150%	1/2 mi MM	2.44%	212	1,296	1.50	1,944	10.90%	YES
NE 1 Avenue to NE 2 Avenue	2LU	County Urban Collector	E*150%	1/2 mi MM	4.98%	432	1,296	1.50	1,944	22.24%	YES
NE 2 Avenue to Biscayne Blvd	2LU	County Urban Collector	E*150%	1/2 mi MM	2.58%	224	1,296	1.50	1,944	11.52%	YES
<b>NW/NE 7 Street</b>											
NW 37 Avenue to NW 27 Avenue	4LD	County Urban Collector	E*120%	7	1.15%	100	3,060	1.20	3,672	2.72%	NO
NW 27 Avenue to NW 22 Avenue	4LD	County Urban Collector	E*120%	7	1.47%	128	3,060	1.20	3,672	3.48%	NO
NW 22 Avenue to NW 17 Avenue	4LD	County Urban Collector	E*120%	7	1.62%	141	3,060	1.20	3,672	3.83%	NO
NW 17 Avenue to NW 12 Avenue	4LD	County Urban Collector	E*120%	7	2.37%	206	3,060	1.20	3,672	5.60%	YES
NW 12 Avenue to NW 4 Street	2LD	County Urban Collector	E*150%	7, 1/2 mi MR	2.31%	201	1,413	1.50	2,225	9.01%	YES
NW 4 Street to NW 7 Avenue	4LD	County Urban Collector	E*150%	7, 1/2 mi MR	3.39%	294	3,100	1.50	4,650	6.33%	YES
NW 7 Avenue to NW 5 Avenue	2LU	County Urban Collector	E*150%	1/2 mi MR	0.21%	18	1,413	1.50	2,120	0.86%	NO
NW 5 Avenue to NW 3 Court	2LU	County Urban Collector	E*150%	1/2 mi MR	0.18%	16	1,413	1.50	2,120	0.74%	NO
NW 3 Court to NW 3 Avenue	2LU	County Urban Collector	E*150%	1/2 mi MR	0.18%	16	1,413	1.50	2,120	0.74%	NO
N. Miami Avenue to NE 1 Avenue	2LU	County Urban Collector	E*150%	1/2 mi MM	2.44%	212	1,413	1.50	2,120	9.99%	YES
NE 1 Avenue to NE 2 Avenue	2LU	County Urban Collector	E*150%	1/2 mi MM	4.98%	432	1,413	1.50	2,120	20.40%	YES
NE 2 Avenue to Biscayne Blvd	2LU	County Urban Collector	E*150%	1/2 mi MM	2.58%	224	1,413	1.50	2,120	10.57%	YES
<b>NW/NE 6 Street</b>											
NW 7 Avenue to NW 5 Avenue	3LOW - WB	County Urban Collector	E*150%	1/2 mi MR	1.41%	122	2,527	1.50	3,791	3.23%	NO
NW 5 Avenue to NW 3 Court	3LOW - WB	County Urban Collector	E*150%	1/2 mi MR	1.27%	110	2,527	1.50	3,791	2.91%	NO
NW 3 Court to NW 3 Avenue	3LOW - WB	County Urban Collector	E*150%	1/2 mi MR	2.66%	231	2,527	1.50	3,791	6.09%	YES
NW 3 Avenue to NW 2 Avenue	3LOW - WB	County Urban Collector	E*150%	1/2 mi MR	4.11%	357	2,527	1.50	3,791	9.41%	YES
NW 2 Avenue to NW 1 Avenue	3LOW - WB	County Urban Collector	E*150%	1/2 mi MR	4.56%	396	2,527	1.50	3,791	10.44%	YES
NW 1 Avenue to N. Miami Avenue	3LOW - WB	County Urban Collector	E*150%	1/2 mi MM	5.08%	441	2,527	1.50	3,791	11.63%	YES
N. Miami Avenue to NE 1 Avenue	3LOW - WB	County Urban Collector	E*150%	1/2 mi MM	3.75%	326	2,527	1.50	3,791	8.59%	YES
NE 1 Avenue to NE 2 Avenue	3LOW - WB	County Urban Collector	E*150%	1/2 mi MM	4.37%	379	2,527	1.50	3,791	10.01%	YES
NE 2 Avenue to Biscayne Blvd	3LOW - WB	County Urban Collector	E*150%	1/2 mi MM	2.52%	219	2,527	1.50	3,791	5.77%	YES

TABLE 21-A3  
SEOPW DRI - INCREMENT III  
PROJECT DISTRIBUTION AND STUDY AREA DETERMINATION PURSUANT TO THE 5% RULE

ROADWAY SEGMENTS	[1] EXISTING OR PROGRAMMED LANE GEOMETRY	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] ADOPTED LOS STANDARD	[4] TRANSIT SERVICE ROUTE NUMBER	SEOPW DRI - INC III		[6] TWO-WAY PEAK HOUR CAPACITY	MCNP CDMP ADJUST- MENT FOR TRANSIT	ADJUSTED TWO-WAY PEAK HOUR CAPACITY	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO
					PROJECT DIST % [5]	TWO-WAY PM PK HR TRIPS 8681					
<b>NW/NE 5 Street</b>											
NW 7 Avenue to NW 5 Avenue	3LOW - EB	County Urban Collector	E*150%	1/2 mi MR	1.75%	152	2,527	1.50	3,791	4.01%	NO
NW 5 Avenue to NW 3 Court	3LOW - EB	County Urban Collector	E*150%	1/2 mi MR	1.21%	105	2,527	1.50	3,791	2.77%	NO
NW 3 Court to NW 3 Avenue	3LOW - EB	County Urban Collector	E*150%	1/2 mi MR	1.29%	112	2,527	1.50	3,791	2.95%	NO
NW 3 Avenue to NW 2 Avenue	3LOW - EB	County Urban Collector	E*150%	1/2 mi MR	4.96%	431	2,527	1.50	3,791	11.36%	YES
NW 2 Avenue to NW 1 Avenue	3LOW - EB	County Urban Collector	E*150%	1/2 mi MR	5.56%	483	2,527	1.50	3,791	12.73%	YES
NW 1 Avenue to N. Miami Avenue	3LOW - EB	County Urban Collector	E*150%	1/2 mi MR	4.94%	429	2,527	1.50	3,791	11.31%	YES
N. Miami Avenue to NE 1 Avenue	3LOW - EB	County Urban Collector	E*150%	1/2 mi MM	3.94%	342	2,527	1.50	3,791	9.02%	YES
NE 1 Avenue to NE 2 Avenue	3LOW - EB	County Urban Collector	E*150%	1/2 mi MM	0.53%	46	2,527	1.50	3,791	1.21%	NO
NE 2 Avenue to Biscayne Blvd	3LOW - EB	County Urban Collector	E*150%	1/2 mi MM	0.66%	57	2,527	1.50	3,791	1.51%	NO
<b>NE 4 Street</b>											
NE 2 Avenue to Biscayne Blvd	2LU	County Urban Collector	E*150%	1/2 mi MM	0.46%	40	1,296	1.50	1,944	2.05%	NO
<b>NW 3 Street</b>											
North River Dr to NW 3 Court	2LOW - WB	County Urban Collector	E*150%	1/2 mi MR	0.00%	0	1,674	1.50	2,511	0.00%	NO
NW 3 Court to NW 3 Avenue	4LU	County Urban Collector	E*150%	1/2 mi MR	1.27%	110	2,651	1.50	3,976	2.77%	NO
NW 3 Avenue to NW 2 Avenue	4LU	County Urban Collector	E*150%	1/2 mi MR	1.26%	109	2,651	1.50	3,976	2.75%	NO
NW 2 Avenue to NW 1 Avenue	3LU	County Urban Collector	E*150%	1/2 mi MR	1.17%	102	1,944	1.50	2,916	3.48%	NO
NW 1 Avenue to N. Miami Avenue	3LOW - WB	County Urban Collector	E*150%	1/2 mi MM	3.03%	263	2,527	1.50	3,791	6.94%	YES
N. Miami Avenue to NE 1 Avenue	2LOW - WB	County Urban Collector	E*150%	1/2 mi MM	0.32%	28	1,674	1.50	2,511	1.11%	NO
NE 1 Avenue to NE 2 Avenue	2LOW - WB	County Urban Collector	E*150%	1/2 mi MM	0.06%	5	1,674	1.50	2,511	0.21%	NO
NE 2 Avenue to Biscayne Blvd	2LOW - WB	County Urban Collector	E*150%	1/2 mi MM	0.05%	4	1,674	1.50	2,511	0.17%	NO
<b>NW 2 Street</b>											
North River Dr to NW 3 Court	2LOW - EB	County Urban Collector	E*150%	11, 51 Flag Max	0.00%	0	1,836	1.50	2,754	0.00%	NO
NW 3 Court to NW 3 Avenue	2LD-WLT	County Urban Collector	E*150%	11, 51 Flag Max	0.02%	2	1,413	1.50	2,120	0.08%	NO
NW 3 Avenue to NW 2 Avenue	2LD-WTL	County Urban Collector	E*150%	11, 51 Flag Max	0.50%	43	1,413	1.50	2,120	2.05%	NO
NW 1 Avenue to N. Miami Avenue	2LOW - EB	County Urban Collector	E*150%	1/2 mi MM	0.65%	56	1,674	1.50	2,511	2.25%	NO
N. Miami Avenue to NE 1 Avenue	2LOW - WB	County Urban Collector	E*150%	1/2 mi MM	0.76%	66	1,674	1.50	2,511	2.63%	NO
NE 1 Avenue to NE 2 Avenue	2LOW - EB	County Urban Collector	E*150%	1/2 mi MM	0.57%	49	1,674	1.50	2,511	1.97%	NO
NE 2 Avenue to Biscayne Blvd	2LOW - EB	County Urban Collector	E*150%	1/2 mi MM	0.11%	10	1,674	1.50	2,511	0.38%	NO
<b>NW/NE 1 Street</b>											
NW 3 Court to NW 3 Avenue	3LOW - WB	County Urban Collector	E*150%	11, 51 Flag Max	2.81%	244	2,527	1.50	3,791	6.43%	YES
NW 3 Avenue to NW 2 Avenue	3LOW - WB	County Urban Collector	E*150%	11, 51 Flag Max	3.24%	281	3,391	1.50	5,087	5.53%	YES
NW 2 Avenue to NW 1 Avenue	3LOW - WB	County Urban Collector	E*150%	11, 51 Flag Max	2.18%	189	2,527	1.50	3,791	4.99%	NO
NW 1 Avenue to N. Miami Avenue	2L WB - 1L EB	County Urban Collector	E*150%	1/2 mi MM	0.28%	24	1,944	1.50	2,916	0.83%	NO
N. Miami Avenue to NE 1 Avenue	2LOW - WB	County Urban Collector	E*150%	1/2 mi MM	0.01%	1	1,674	1.50	2,511	0.03%	NO
NE 1 Avenue to NE 2 Avenue	2LOW - WB	County Urban Collector	E*150%	1/2 mi MM	0.23%	20	1,674	1.50	2,511	0.80%	NO
NE 2 Avenue to NE 3 Avenue	2LOW - WB	County Urban Collector	E*150%	1/2 mi MM	0.14%	12	1,674	1.50	2,511	0.48%	NO
NE 3 Avenue to Biscayne Blvd	2LOW - WB	County Urban Collector	E*150%	1/2 mi MM	0.04%	3	1,674	1.50	2,511	0.14%	NO
<b>SR 968/West/East Flagler Street</b>											
NW 37 Avenue to NW 32 Avenue	4LD	State Minor Arterial	E*150%	11, 51 Flag Max	0.90%	78	3,400	1.50	5,100	1.53%	NO
NW 32 Avenue to NW 27 Avenue	4LD	State Minor Arterial	E*150%	11, 51 Flag Max	1.06%	92	3,400	1.50	5,100	1.80%	NO
NW 27 Avenue to NW 24 Avenue	4LD	State Minor Arterial	E*150%	11, 51 Flag Max	1.24%	108	3,400	1.50	5,100	2.11%	NO
NW 24 Avenue to NW 22 Avenue	3LOW - WB	State Minor Arterial	E*150%	11, 51 Flag Max	0.77%	67	3,090	1.50	4,635	1.44%	NO
NW 22 Avenue to NW 17 Avenue	3LOW - WB	State Minor Arterial	E*150%	6, 11, 51, 208	2.00%	174	3,090	1.50	4,635	3.75%	NO
NW 17 Avenue to NW 12 Avenue	3LOW - WB	State Minor Arterial	E*150%	6, 11, 51, 208	2.49%	216	3,090	1.50	4,635	4.66%	NO
NW 12 Avenue to NW 8 Avenue	1L EB - 3L WB	State Minor Arterial	E*150%	6, 11, 51, 208	2.98%	259	3,090	1.50	4,635	5.58%	YES
NW 8 Avenue to NW 3 Court	3LOW - WB	State Minor Arterial	E*150%	6, 11, 51, 208	4.74%	411	3,090	1.50	4,635	8.88%	YES
NW 3 Court to NW 3 Avenue	3LOW - WB	State Minor Arterial	E*150%	11, 51, 208	4.05%	352	2,808	1.50	4,212	8.35%	YES
NW 3 Avenue to SW 2 Avenue	2LU	State Minor Arterial	E*150%	11, 51, 208	0.84%	73	1,440	1.50	2,160	3.38%	NO
SW 2 Avenue to SW 1 Avenue	2LU	County Urban Collector	E*150%	11, 51, 208	0.87%	76	1,296	1.50	1,944	3.89%	NO
SW 1 Avenue to S. Miami Avenue	2LU	County Urban Collector	E*150%	1/2 mi MM	0.88%	76	1,296	1.50	1,944	3.93%	NO
S. Miami Avenue to SE 1 Avenue	2LU	County Urban Collector	E*150%	1/2 mi MM	0.61%	53	1,296	1.50	1,944	2.72%	NO
SE 1 Avenue to SE 2 Avenue	2LU	County Urban Collector	E*150%	1/2 mi MM	0.15%	13	1,296	1.50	1,944	0.67%	NO
SE 2 Avenue to SE 3 Avenue	2LU	County Urban Collector	E*150%	1/2 mi MM	0.14%	12	1,296	1.50	1,944	0.63%	NO
SE 3 Avenue to Biscayne Blvd	2LU	County Urban Collector	E*150%	1/2 mi MM	0.00%	0	1,296	1.50	1,944	0.00%	NO

TABLE 21-A3  
SEOPW DRI - INCREMENT III  
PROJECT DISTRIBUTION AND STUDY AREA DETERMINATION PURSUANT TO THE 5% RULE

ROADWAY SEGMENTS	[1] EXISTING OR PROGRAMMED LANE GEOMETRY	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] ADOPTED LOS STANDARD	[4] TRANSIT SERVICE ROUTE NUMBER	SEOPW DRI - INC III		[6] TWO-WAY PEAK HOUR CAPACITY	MCNP CDMP ADJUST- MENT FOR TRANSIT	ADJUSTED TWO-WAY PEAK HOUR CAPACITY	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO
					PROJECT DIST % [5]	TWO-WAY PM PK HR TRIPS 8681					
<b>SR 968/SW/SE 1 Street</b>											
SW 24 Avenue to Beacon Blvd	3LOW - EB	State Minor Arterial	E*150%	11, 51 Flag Max	0.54%	47	3,090	1.50	4,635	1.01%	NO
Beacon Blvd to SW 22 Avenue	3LOW - EB	State Minor Arterial	E*150%	11, 51 Flag Max	1.38%	120	3,090	1.50	4,635	2.58%	NO
SW 22 Avenue to SW 17 Avenue	4LOW - EB	State Minor Arterial	E*150%	6, 11, 51, 207	1.95%	169	4,128	1.50	6,192	2.73%	NO
SW 17 Avenue to SW 12 Avenue	3LOW - EB	State Minor Arterial	E*150%	6, 11, 51, 207	2.23%	194	3,090	1.50	4,635	4.18%	NO
SW 12 Avenue to SW 8 Avenue	3LOW - EB	State Minor Arterial	E*150%	6, 11, 51, 207	2.57%	223	3,090	1.50	4,635	4.81%	NO
SW 8 Avenue to SW 5 Avenue	3LOW - EB	State Minor Arterial	E*150%	11, 51, 207	2.42%	210	3,090	1.50	4,635	4.53%	NO
SW 5 Avenue to SW 2 Avenue	4LOW - EB	State Minor Arterial	E*150%	11, 51, 207	2.09%	181	4,128	1.50	6,192	2.93%	NO
SW 2 Avenue to SW 1 Avenue	3LOW - EB	County Urban Collector	E*150%	11, 51, 207	2.82%	245	2,527	1.50	3,791	6.46%	YES
SW 1 Avenue to S. Miami Avenue	3LOW - EB	County Urban Collector	E*150%	1/2 mi MM	2.54%	220	2,527	1.50	3,791	5.82%	YES
S. Miami Avenue to SE 1 Avenue	3LOW - EB	County Urban Collector	E*150%	1/2 mi MM	3.90%	339	2,527	1.50	3,791	8.93%	YES
SE 1 Avenue to SE 2 Avenue	3LOW - EB	County Urban Collector	E*150%	1/2 mi MM	1.29%	112	2,527	1.50	3,791	2.95%	NO
SE 2 Avenue to SE 3 Avenue	3LOW - EB	County Urban Collector	E*150%	1/2 mi MM	0.53%	46	2,527	1.50	3,791	1.21%	NO
SE 3 Avenue to Biscayne Blvd	3LOW - EB	County Urban Collector	E*150%	1/2 mi MM	0.40%	35	2,527	1.50	3,791	0.92%	NO
<b>SR 90/SW/SE 7 Street</b>											
SW 27 Avenue to Beacon Blvd	3LOW - WB	State Principal Arterial	E*150%	8, 207	0.28%	24	3,090	1.50	4,635	0.52%	NO
Beacon Blvd to SW 22 Avenue	3LOW - WB	State Principal Arterial	E*150%	8, 207	0.19%	16	3,090	1.50	4,635	0.36%	NO
SW 22 Avenue to SW 17 Avenue	3LOW - WB	State Principal Arterial	E*150%	8, 207	0.46%	40	3,090	1.50	4,635	0.86%	NO
SW 17 Avenue to SW 12 Avenue	3LOW - WB	State Principal Arterial	E*150%	8, 207	0.63%	55	3,090	1.50	4,635	1.18%	NO
SW 12 Avenue to SW 8 Avenue	3LOW - WB	State Principal Arterial	E*150%	8, 207	0.80%	69	3,090	1.50	4,635	1.50%	NO
SW 8 Avenue to SW 4 Avenue	3LOW - WB	State Principal Arterial	E*150%	8, 207	1.17%	102	3,090	1.50	4,635	2.19%	NO
SW 4 Avenue to SW 3 Avenue	3LOW - WB	State Principal Arterial	E*150%	8, 207	0.00%	0	3,090	1.50	4,635	0.00%	NO
SW 3 Avenue to SW 2 Avenue	3LOW - WB	State Principal Arterial	E*150%	8, 207	0.03%	3	3,090	1.50	4,635	0.06%	NO
SW 2 Avenue to SW 1 Avenue	3LOW - WB	State Principal Arterial	E*150%	8, 207	0.16%	14	3,090	1.50	4,635	0.30%	NO
SW 1 Avenue to S. Miami Avenue	3LOW - WB	State Principal Arterial	E*150%	1/2 mi MM	0.13%	11	3,090	1.50	4,635	0.24%	NO
S. Miami Avenue to Brickell Avenue	3LOW - WB	State Principal Arterial	E*150%	1/2 mi MM	0.33%	29	3,090	1.50	4,635	0.62%	NO
<b>SR 90/SE/SW 8 Street</b>											
SW 37 Avenue to SW 34 Avenue	4LD	State Principal Arterial	E*150%	6, 8	1.18%	102	3,100	1.50	4,650	2.20%	NO
SW 34 Avenue to SW 32 Avenue	4LU	State Principal Arterial	E*150%	6, 8	1.33%	115	3,100	1.50	4,418	2.61%	NO
SW 32 Avenue to SW 27 Avenue	4LD	State Principal Arterial	E*150%	8	1.46%	127	3,100	1.50	4,650	2.73%	NO
SW 27 Avenue to Beacon Blvd	4LU	State Principal Arterial	E*150%	8, 208	1.36%	118	3,100	1.50	4,418	2.67%	NO
Beacon Blvd to SW 22 Avenue	3LOW - EB	State Principal Arterial	E*150%	8, 208	0.20%	17	2,808	1.50	4,212	0.41%	NO
SW 22 Avenue to SW 17 Avenue	3LOW - EB	State Principal Arterial	E*150%	8, 208	0.25%	22	2,808	1.50	4,212	0.52%	NO
SW 17 Avenue to SW 12 Avenue	3LOW - EB	State Principal Arterial	E*150%	8, 208	0.29%	25	2,808	1.50	4,212	0.60%	NO
SW 12 Avenue to SW 8 Avenue	3LOW - EB	State Principal Arterial	E*150%	8, 208	0.39%	34	2,808	1.50	4,212	0.80%	NO
SW 8 Avenue to SW 4 Avenue	3LOW - EB	State Principal Arterial	E*150%	8, 208	0.75%	65	2,808	1.50	4,212	1.55%	NO
SW 4 Avenue to SW 3 Avenue	3LOW - EB	State Principal Arterial	E*150%	8, 208	0.75%	65	2,808	1.50	4,212	1.55%	NO
SW 3 Avenue to SW 2 Avenue	3LOW - EB	State Principal Arterial	E*150%	8, 208	0.68%	59	2,808	1.50	4,212	1.40%	NO
SW 2 Avenue to SW 1 Avenue	3LOW - EB	State Principal Arterial	E*150%	8, 208	0.06%	5	2,808	1.50	4,212	0.12%	NO
SW 1 Avenue to S. Miami Avenue	3LOW - EB	State Principal Arterial	E*150%	1/2 mi MM	0.02%	2	2,808	1.50	4,212	0.04%	NO
S. Miami Avenue to Brickell Avenue	3LOW - EB	State Principal Arterial	E*150%	1/2 mi MM	0.01%	1	2,808	1.50	4,212	0.02%	NO
<b>SR 972/SW 22 St/SW 3 Ave/13 St</b>											
SW 37 Avenue to SW 32 Avenue	5LD	State Minor Arterial	E*120%	24	1.42%	123	3,400	1.20	4,080	3.02%	NO
SW 32 Avenue to SW 27 Avenue	4LD	State Minor Arterial	E*120%	24	1.59%	138	3,400	1.20	4,080	3.38%	NO
SW 27 Avenue to SW 22 Avenue	4LD	State Minor Arterial	E*120%	24	1.80%	156	3,400	1.20	4,080	3.83%	NO
SW 22 Avenue to SW 17 Avenue	4LD	State Minor Arterial	E*120%	24	1.97%	171	3,400	1.20	4,080	4.19%	NO
SW 17 Avenue to SW 12 Avenue	4LD	State Minor Arterial	E*150%	1/2 mi MM	2.16%	188	3,400	1.50	5,100	3.68%	NO
SW 12 Avenue to SW 13 Street	4LD	State Minor Arterial	E*150%	1/2 mi MM	2.17%	188	3,400	1.50	5,100	3.69%	NO
SW 13 Street to Brickell Drive	4LD	State Minor Arterial	E*150%	1/2 mi MM	1.29%	112	3,400	1.50	5,100	2.20%	NO
<b>NW/SW 37 Avenue</b>											
NW 25 Street to NW 21 Street	4LD	County Minor Arterial	E*150%	1/2 mi Tri-Rail	0.02%	2	3,060	1.50	4,590	0.04%	NO
NW 21 Street to NW 14 Street	4LD	County Minor Arterial	E	37	0.86%	75	3,060	1.00	3,060	2.44%	NO
NW 14 Street to NW 7 Street	4LD	County Minor Arterial	E	37	0.09%	8	3,060	1.00	3,060	0.26%	NO
NW 7 Street to W. Flagler Street	4LD	County Minor Arterial	E	37	0.08%	7	3,060	1.00	3,060	0.23%	NO
W. Flagler St to Ponce De Leon Blvd	4LD	County Minor Arterial	E	37	0.20%	17	3,060	1.00	3,060	0.57%	NO
Ponce De Leon Blvd to SW 8 Street	4LD	County Minor Arterial	E	37	0.06%	5	3,060	1.00	3,060	0.17%	NO
SW 8 Street to SW 24 Street	4LD	County Minor Arterial	E	37	0.44%	38	3,060	1.00	3,060	1.25%	NO
SW 24 Street to Bird Road	4LD	County Minor Arterial	E	37	0.43%	37	3,060	1.00	3,060	1.22%	NO
Bird Road to US-1	4LD	County Minor Arterial	E	37	0.15%	13	3,060	1.00	3,060	0.43%	NO



TABLE 21-A3  
SEOPW DRI - INCREMENT III  
PROJECT DISTRIBUTION AND STUDY AREA DETERMINATION PURSUANT TO THE 5% RULE

ROADWAY SEGMENTS	[1] EXISTING OR PROGRAMMED LANE GEOMETRY	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] ADOPTED LOS STANDARD	[4] TRANSIT SERVICE ROUTE NUMBER	SEOPW DRI - INC III		[6] TWO-WAY PEAK HOUR CAPACITY	MCNP CDMP ADJUST- MENT FOR TRANSIT	ADJUSTED TWO-WAY PEAK HOUR CAPACITY	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO
					PROJECT DIST % [5]	TWO-WAY PM PK HR TRIPS 8681					
<b>SR 933/NW/SW 27 Avenue</b>											
NW 41 Street to NW 38 Street	5LD	State Principal Arterial	E*120%	27	0.07%	6	3,400	1.20	4,080	0.15%	NO
NW 38 Street to NW 36 Street	6LD	State Principal Arterial	E*120%	27	0.06%	5	5,150	1.20	6,180	0.08%	NO
NW 36 Street to NW 28 Street	6LD	State Principal Arterial	E*120%	27	0.01%	1	5,150	1.20	6,180	0.01%	NO
NW 28 Street to NW 20 Street	6LD	State Principal Arterial	E*120%	27	0.08%	7	5,150	1.20	6,180	0.11%	NO
NW 20 Street to NW 14 Street	6LD	State Principal Arterial	E*120%	27	0.44%	38	5,150	1.20	6,180	0.62%	NO
NW 14 Street to SR 836	6LD	State Principal Arterial	E*120%	27	0.24%	21	5,150	1.20	6,180	0.34%	NO
SR 836 to NW 7 Street	6LD	State Principal Arterial	E*120%	27	0.04%	3	5,150	1.20	6,180	0.06%	NO
NW 7 Street to W. Flagler Street	6LD	State Principal Arterial	E*120%	27	0.06%	5	5,150	1.20	6,180	0.08%	NO
W. Flagler Street to SW 7 Street	6LD	State Principal Arterial	E*120%	27	0.16%	14	5,150	1.20	6,180	0.22%	NO
SW 7 Street to SW 8 Street	6LD	State Principal Arterial	E*120%	27	0.31%	27	5,150	1.20	6,180	0.44%	NO
SW 8 Street to SW 22 Street	4LD	State Principal Arterial	E*120%	27	0.38%	33	3,400	1.20	4,080	0.81%	NO
SW 22 Street to US-1	4LD	State Principal Arterial	E*120%	27	0.19%	16	3,400	1.20	4,080	0.40%	NO
<b>NW/SW 22 Avenue</b>											
NW 41 Street to NW 36 Street	4LD	County Minor Arterial	E*120%	22	0.12%	10	3,060	1.20	3,672	0.28%	NO
NW 36 Street to NW 28 Street	4LD	County Minor Arterial	E*120%	22	0.00%	0	3,060	1.20	3,672	0.00%	NO
NW 28 Street to NW 20 Street	4LD	County Minor Arterial	E*120%	22	0.17%	15	3,060	1.20	3,672	0.40%	NO
NW 20 Street to NW North River Dr	4LD	County Minor Arterial	E*120%	22	0.24%	21	3,060	1.20	3,672	0.57%	NO
NW North River Dr to NW 14 Street	4LD	County Minor Arterial	E*120%	22	0.50%	43	3,060	1.20	3,672	1.18%	NO
NW 14 Street to NW 11 Street	4LD	County Minor Arterial	E*120%	22	0.00%	0	3,060	1.20	3,672	0.00%	NO
NW 11 Street to NW 7 Street	4LD	County Minor Arterial	E*120%	22	0.00%	0	3,060	1.20	3,672	0.00%	NO
NW 7 Street to W. Flagler Street	4LD	County Minor Arterial	E*120%	22	0.01%	1	3,060	1.20	3,672	0.02%	NO
W. Flagler Street to SW 1 Street	4LD	County Minor Arterial	E*120%	22	0.06%	5	3,060	1.20	3,672	0.14%	NO
SW 1 Street to SW 7 Street	4LD	County Minor Arterial	E*120%	22	0.40%	35	3,060	1.20	3,672	0.95%	NO
SW 7 Street to SW 8 Street	4LD	County Minor Arterial	E*120%	22	0.45%	39	3,060	1.20	3,672	1.06%	NO
SW 8 Street to SW 22 Street	4LD	County Minor Arterial	E*120%	22	0.40%	35	3,060	1.20	3,672	0.95%	NO
SW 22 Street to US-1	4LD	County Minor Arterial	E*120%	22	0.11%	10	3,060	1.20	3,672	0.26%	NO
<b>NW/SW 17 Avenue</b>											
NW 40 Street to NW 36 Street	4LD	County Minor Arterial	E*120%	17	0.15%	13	3,060	1.20	3,672	0.35%	NO
NW 36 Street to NW 28 Street	2LD	County Minor Arterial	E*120%	17	0.02%	2	1,484	1.20	1,780	0.10%	NO
NW 28 Street to NW 20 Street	2LD	County Minor Arterial	E*120%	17	0.12%	10	1,484	1.20	1,780	0.59%	NO
NW 20 Street to NW 14 Street	2LD	County Minor Arterial	E*120%	17	0.18%	16	1,484	1.20	1,780	0.88%	NO
NW 14 St to NW S River Dr/836 WB	4LU	County Minor Arterial	E*120%	17	0.18%	16	2,907	1.20	3,488	0.45%	NO
NW S River Dr to SR 836 EB	4LD	County Minor Arterial	E*120%	17	0.04%	3	3,060	1.20	3,672	0.09%	NO
SR 836 EB to NW 7 Street	6LD	County Minor Arterial	E*120%	17	0.03%	3	4,635	1.20	5,562	0.05%	NO
NW 7 Street to NW 3 Street	6LD	County Minor Arterial	E*120%	17	0.27%	23	4,635	1.20	5,562	0.42%	NO
NW 3 Street to W. Flagler Street	6LD	County Minor Arterial	E*120%	17	0.03%	3	4,635	1.20	5,562	0.05%	NO
W. Flagler Street to SW 1 Street	4LD	County Minor Arterial	E*120%	17	0.04%	3	3,060	1.20	3,672	0.09%	NO
SW 1 Street to SW 7 Street	4LD	County Minor Arterial	E*120%	17	0.20%	17	3,060	1.20	3,672	0.47%	NO
SW 7 Street to SW 8 Street	4LD	County Minor Arterial	E*120%	17	0.26%	23	3,060	1.20	3,672	0.61%	NO
SW 8 Street to SW 22 Street	4LD	County Minor Arterial	E*120%	17	0.20%	17	3,060	1.20	3,672	0.47%	NO
SW 22 Street to US-1	4LD	County Minor Arterial	E		0.24%	21	3,060	1.00	3,060	0.68%	NO
<b>SR 933/NW/SW 12 Avenue</b>											
NW 40 Street to NW 36 Street	4LD	State Minor Arterial	E*150%	Metrorail	0.33%	29	3,100	1.50	4,650	0.62%	NO
NW 36 Street to NW 29 Street	4LD	State Minor Arterial	E*150%	Metrorail	0.01%	1	3,100	1.50	4,650	0.02%	NO
NW 29 Street to NW 20 Street	4LD	State Minor Arterial	E*150%	Metrorail	0.13%	11	3,100	1.50	4,650	0.24%	NO
NW 20 Street to NW 14 Street	6LD	State Minor Arterial	E*150%	Metrorail	1.20%	104	4,680	1.50	7,020	1.48%	NO
NW 14 St to NW 12 St/SR 836 WB	5LD	State Minor Arterial	E*150%	Metrorail	0.70%	61	3,100	1.50	4,650	1.31%	NO
NW 12 St/SR 836 WB to NW 11 St	5LD	State Minor Arterial	E*150%	Metrorail	0.70%	61	3,100	1.50	4,650	1.31%	NO
NW 11 Street to NW 7 Street	6LD	State Minor Arterial	E*120%	12, 1/2 mi 17	0.10%	9	4,680	1.20	5,616	0.15%	NO
NW 7 Street to NW 3 Street	4LU	State Minor Arterial	E*120%	12, 1/2 mi 17	0.04%	3	2,945	1.20	3,534	0.10%	NO
NW 3 Street to W. Flagler Street	4LU	State Minor Arterial	E*120%	12, 1/2 mi 17	0.00%	0	2,945	1.20	3,534	0.00%	NO
W. Flagler Street to SW 1 Street	6LU	State Minor Arterial	E*120%	12, 1/2 mi 17	0.14%	12	4,446	1.20	5,335	0.23%	NO
SW 1 Street to SW 7 Street	4LU	State Minor Arterial	E*120%	12, 1/2 mi 17	0.49%	43	2,945	1.20	3,534	1.20%	NO
SW 7 Street to SW 8 Street	4LU	State Minor Arterial	E*120%	12, 1/2 mi 17	0.11%	10	2,945	1.20	3,534	0.27%	NO
SW 8 Street to SW 13 Street	4LU	State Minor Arterial	E*120%	12, 1/2 mi 17	0.04%	3	2,945	1.20	3,534	0.10%	NO
SW 13 Street to SW 3 Avenue	2LD	State Minor Arterial	E*120%	12, 1/2 mi 17	0.04%	3	1,512	1.20	1,814	0.19%	NO

TABLE 21-A3  
SEOPW DRI - INCREMENT III  
PROJECT DISTRIBUTION AND STUDY AREA DETERMINATION PURSUANT TO THE 5% RULE

ROADWAY SEGMENTS	[1] EXISTING OR PROGRAMMED LANE GEOMETRY	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] ADOPTED LOS STANDARD	[4] TRANSIT SERVICE ROUTE NUMBER	SEOPW DRI - INC III		[6] TWO-WAY PEAK HOUR CAPACITY	MCNP CDMP ADJUST- MENT FOR TRANSIT	ADJUSTED TWO-WAY PEAK HOUR CAPACITY	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO
					PROJECT DIST % [5]	TWO-WAY PM PK HR TRIPS 8681					
<b>SR 7/NW/SW 7 Ave/SW 8 Ave</b>											
NW 46 Street to NW 36 Street	4LD	State Minor Arterial	E*150%	77, 277 Max	0.40%	35	3,100	1.50	4,650	0.75%	NO
NW 36 Street to NW 29 Street	4LD	State Minor Arterial	E*150%	1/2 mi MR	0.96%	83	3,100	1.50	4,650	1.79%	NO
NW 29 Street to NW 20 Street	4LD	State Minor Arterial	E*150%	1/2 mi MR	1.90%	165	3,100	1.50	4,650	3.55%	NO
NW 20 Street to NW 17 Street	4LD	State Minor Arterial	E*150%	1/2 mi MR	3.01%	261	3,100	1.50	4,650	5.62%	YES
NW 17 Street to NW 14 Street	4LD	State Minor Arterial	E*150%	1/2 mi MR	2.19%	190	3,100	1.50	4,650	4.09%	NO
NW 14 Street to NW 11 Street	4LD	State Minor Arterial	E*150%	1/2 mi MR	3.40%	295	3,100	1.50	4,650	6.35%	YES
NW 11 Street to NW 10 Street	4LD	State Minor Arterial	E*150%	77, 277 Max	2.26%	196	3,100	1.50	4,650	4.22%	NO
NW 10 Street to NW 8 Street	4LD	State Minor Arterial	E*150%	77, 277 Max	0.41%	36	3,100	1.50	4,650	0.77%	NO
NW 8 Street to NW 7 Street	4LD	State Minor Arterial	E*150%	77, 277 Max	0.42%	36	3,100	1.50	4,650	0.78%	NO
NW 7 Street to NW 6 Street	4LD	State Minor Arterial	E*150%	77, 277 Max	0.41%	36	3,100	1.50	4,650	0.77%	NO
NW 6 Street to NW 5 Street	5LD	State Minor Arterial	E*150%	77, 277 Max	1.67%	145	3,100	1.50	4,650	3.12%	NO
NW 5 Street to NW 4 Street	4LD	State Minor Arterial	E*150%	7, 1/2 mi MR	3.39%	294	3,100	1.50	4,650	6.33%	YES
NW 4 Street to NW 3 Street	2L NB - 1L SB	State Minor Arterial	E		0.37%	32	2,160	1.00	2,160	1.49%	NO
NW 3 Street to NW 2 Street	2LU	State Minor Arterial	E		0.31%	27	1,440	1.00	1,440	1.87%	NO
NW 2 Street to NW 1 Street	2LU	State Minor Arterial	E		0.31%	27	1,440	1.00	1,440	1.87%	NO
NW 1 Street to W. Flagler Street	2LD-WLT	State Minor Arterial	E		0.31%	27	1,512	1.00	1,512	1.78%	NO
W. Flagler Street to SW 1 Street	2LD-WLT	State Minor Arterial	E	6	0.70%	61	1,512	1.00	1,512	4.02%	NO
SW 1 Street to SW 7 Street	2LU	State Minor Arterial	E	6	0.89%	77	1,440	1.00	1,440	5.37%	YES
SW 7 Street to SW 8 Street	2LU	State Minor Arterial	E	6	0.01%	1	1,440	1.00	1,440	0.06%	NO
<b>NW 3 Court</b>											
I-95 to NW 8 Street	4LOW - SB	County Urban Collector	E*150%	1/2 mi MR	3.94%	342	3,391	1.50	5,087	6.72%	YES
NW 8 Street to NW 7 Street	4LOW - SB	County Urban Collector	E*150%	1/2 mi MR	2.32%	201	3,391	1.50	5,087	3.96%	NO
NW 7 Street to NW 6 Street	4LOW - SB	County Urban Collector	E*150%	1/2 mi MR	1.59%	138	3,391	1.50	5,087	2.71%	NO
NW 6 Street to NW 5 Street	3LOW - SB	County Urban Collector	E*150%	1/2 mi MR	2.97%	258	2,527	1.50	3,791	6.80%	YES
NW 5 Street to NW 4 Street	3LOW - SB	County Urban Collector	E*150%	1/2 mi MR	2.89%	251	2,527	1.50	3,791	6.62%	YES
NW 4 Street to NW 3 Street	3LOW - SB	County Urban Collector	E*150%	1/2 mi MR	2.89%	251	2,527	1.50	3,791	6.62%	YES
NW 3 Street to NW 2 Street	3LOW - SB	County Urban Collector	E*150%	1/2 mi MR	3.99%	346	2,527	1.50	3,791	9.14%	YES
NW 2 Street to NW 1 Street	3LOW - SB	County Urban Collector	E*150%	1/2 mi MR	0.27%	23	2,527	1.50	3,791	0.62%	NO
NW 1 Street to W. Flagler Street	3LOW - SB	County Urban Collector	E*150%	1/2 mi MR	0.70%	61	2,527	1.50	3,791	1.60%	NO
<b>I-95</b>											
NW 79 Street to NW 62 Street	12L-EXPY	SPA, FIHS, SIS, TCEA	E	95 GG, 95 DB Exp	10.82%	939	23,230	1.00	23,230	4.04%	NO
NW 62 Street to SR 112/I-195	12L-EXPY	SPA, FIHS, SIS, TCEA	E	95 GG, 95 DB Exp	10.82%	939	23,230	1.00	23,230	4.04%	NO
SR 112/I-195 to SR 836	12L-EXPY	SPA, FIHS, SIS, TCEA	E	95 GG, 95 DB Exp	16.84%	1,462	23,230	1.00	23,230	6.29%	YES
SR 836 to the Distributor	8L-EXPY	SPA, FIHS, SIS, TCEA	E	95 GG, 95 DB Exp	7.45%	647	15,270	1.00	15,270	4.24%	NO
Distributor to SW 8 Street	6L-EXPY	SPA, FIHS, SIS, TCEA	E	95 GG, 95 DB Exp	8.76%	760	11,290	1.00	11,290	6.74%	YES
SW 8 Street to Rickenbacker Cswy	6L-EXPY	SPA, FIHS, SIS, TCEA	E	95 GG, 95 DB Exp	8.67%	753	11,290	1.00	11,290	6.67%	YES
Rickenbacker Cswy to US-1	4L-EXPY	SPA, FIHS, SIS, TCEA	E	95 GG, 95 DB Exp	4.91%	426	7,300	1.00	7,300	5.84%	YES
<b>NW 3 Avenue</b>											
NW 20 Street to NW 17 Street	2LU	County Urban Collector	E*120%	2	0.29%	25	1,296	1.20	1,555	1.62%	NO
NW 17 Street to NW 14 Street	2LU	County Urban Collector	E*120%	2, 21, M, 211	0.15%	13	1,296	1.20	1,555	0.84%	NO
NW 14 Street to NW 13 Street	2LU	County Urban Collector	E*120%	2, 21, M, 211	0.05%	4	1,296	1.20	1,555	0.28%	NO
NW 13 Street to NW 12 Street	2LU	County Urban Collector	E*120%	1/2 mi 2, 21, 211	0.05%	4	1,296	1.20	1,555	0.28%	NO
NW 12 Street to NW 11 Terrace	2LU	County Urban Collector	E*120%	1/2 mi 2, 21, 211	0.05%	4	1,296	1.20	1,555	0.28%	NO
NW 11 Terrace to NW 11 Street	2LU	County Urban Collector	E*120%	1/2 mi 2, 21, 211	0.05%	4	1,296	1.20	1,555	0.28%	NO
NW 11 Street to NW 10 Street	2LU	County Urban Collector	E*150%	1/2 mi MR	0.01%	1	1,296	1.50	1,944	0.04%	NO
NW 10 Street to NW 9 Street	2LU	County Urban Collector	E*150%	1/2 mi MR	0.27%	23	1,296	1.50	1,944	1.21%	NO
NW 9 Street to NW 8 Street	1LOW - NB	County Urban Collector	E*150%	1/2 mi MR	0.27%	23	778	1.50	1,166	2.01%	NO
I-95/NW 8 Street to NW 7 Street	2LOW - NB	County Urban Collector	E*150%	1/2 mi MR	2.71%	235	1,674	1.50	2,511	9.37%	YES
NW 7 Street to NW 6 Street	2LOW - NB	County Urban Collector	E*150%	1/2 mi MR	1.79%	155	1,674	1.50	2,511	6.19%	YES
NW 6 Street to NW 5 Street	3LOW - NB	County Urban Collector	E*150%	1/2 mi MR	0.72%	63	2,527	1.50	3,791	1.65%	NO
NW 5 Street to NW 4 Street	3LOW - NB	County Urban Collector	E*150%	1/2 mi MR	4.38%	380	2,527	1.50	3,791	10.03%	YES
NW 4 Street to NW 3 Street	2LOW - NB	County Urban Collector	E*150%	1/2 mi MR	4.38%	380	1,674	1.50	2,511	15.14%	YES
NW 3 Street to NW 2 Street	2LOW - NB	County Urban Collector	E*150%	1/2 mi MR	4.28%	372	1,674	1.50	2,511	14.80%	YES
NW 2 Street to NW 1 Street	2LOW - NB	County Urban Collector	E*150%	1/2 mi MR	4.35%	378	1,674	1.50	2,511	15.04%	YES
NW 1 Street to W. Flagler Street	2LOW - NB	County Urban Collector	E*150%	1/2 mi MR	4.35%	378	1,674	1.50	2,511	15.04%	YES



TABLE 21-A3  
SEOPW DRI - INCREMENT III  
PROJECT DISTRIBUTION AND STUDY AREA DETERMINATION PURSUANT TO THE 5% RULE

ROADWAY SEGMENTS	[1] EXISTING OR PROGRAMMED LANE GEOMETRY	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] ADOPTED LOS STANDARD	[4] TRANSIT SERVICE ROUTE NUMBER	SEOPW DRI - INC III		[6] TWO-WAY PEAK HOUR CAPACITY	MCNP CDMP ADJUST- MENT FOR TRANSIT	ADJUSTED TWO-WAY PEAK HOUR CAPACITY	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO
					PROJECT DIST % [5]	TWO-WAY PM PK HR TRIPS 8681					
<b>NW/SW 2 Avenue/NW 1 Place</b>											
NW 36 Street to NW 29 Street	2LU	County Urban Collector	E*120%	2	2.34%	203	1,296	1.20	1,555	13.06%	YES
NW 29 Street to NW 20 Street	2LU	County Urban Collector	E*120%	2	3.15%	273	1,296	1.20	1,555	17.58%	YES
NW 20 Street to NW 17 Street	2LOW - NB	County Urban Collector	E*120%	1/2 mi 2	3.23%	280	1,674	1.20	2,009	13.96%	YES
NW 17 Street to NW 14 Street	2LOW - NB	County Urban Collector	E*120%	1/2 mi 2	4.29%	372	1,674	1.20	2,009	18.54%	YES
NW 14 Street to NW 13 Street	2LU	County Minor Arterial	E*120%	2	4.95%	430	1,296	1.20	1,555	27.63%	YES
NW 13 Street to NW 12 Street	2LU	County Minor Arterial	E*120%	2	5.13%	445	1,296	1.20	1,555	28.64%	YES
NW 12 Street to NW 11 Street	2LU	County Minor Arterial	E*120%	2	6.70%	582	1,296	1.20	1,555	37.40%	YES
NW 11 Street to NW 10 Street	2LU	County Minor Arterial	E*150%	1/2 mi MR	6.43%	558	1,296	1.50	1,944	28.71%	YES
NW 10 Street to NW 9 Street	2LU	County Minor Arterial	E*150%	1/2 mi MR	6.09%	529	1,296	1.50	1,944	27.20%	YES
NW 9 Street to NW 8 Street	2LU	County Minor Arterial	E*150%	1/2 mi MR	5.73%	497	1,296	1.50	1,944	25.59%	YES
NW 8 Street to NW 7 Street	2LU	County Minor Arterial	E*150%	1/2 mi MR	2.24%	194	1,296	1.50	1,944	10.00%	YES
NW 7 Street to NW 6 Street	2LU	County Minor Arterial	E*150%	1/2 mi MR	2.09%	181	1,296	1.50	1,944	9.33%	YES
NW 6 Street to NW 5 Street	3LU	County Minor Arterial	E*150%	1/2 mi MR	2.36%	205	1,944	1.50	2,916	7.03%	YES
NW 5 Street to NW 4 Street	3LU	County Minor Arterial	E*150%	1/2 mi MR	2.94%	255	1,944	1.50	2,916	8.75%	YES
NW 4 Street to NW 3 Street	3LU	County Minor Arterial	E*150%	1/2 mi MR	2.94%	255	1,944	1.50	2,916	8.75%	YES
NW 3 Street to NW 2 Street	3LU	County Minor Arterial	E*150%	1/2 mi MR	2.84%	247	1,944	1.50	2,916	8.45%	YES
NW 2 Street to NW 1 Street	2L NB - 1L SB	County Minor Arterial	E*150%	1/2 mi MR	2.31%	201	1,944	1.50	2,916	6.88%	YES
NW 1 Street to W. Flagler Street	2L NB - 1L SB	County Minor Arterial	E*150%	1/2 mi MR	1.25%	109	1,944	1.50	2,916	3.72%	NO
W. Flagler Street to SW 1 Street	3LU	County Minor Arterial	E*150%	1/2 mi MR	1.00%	87	1,944	1.50	2,916	2.98%	NO
SW 1 Street to SW 2 Street	4LD	County Minor Arterial	E*150%	1/2 mi MR	1.37%	119	2,790	1.50	4,185	2.84%	NO
SW 2 Street to SW 3 Street	4LD	County Minor Arterial	E*150%	1/2 mi MR	1.30%	113	2,790	1.50	4,185	2.70%	NO
SW 3 Street to SW 7 Street	4LD	County Minor Arterial	E*150%	1/2 mi MR	1.31%	114	2,790	1.50	4,185	2.72%	NO
SW 7 Street to SW 8 Street	4LD	County Minor Arterial	E*150%	1/2 mi MR	1.17%	102	2,790	1.50	4,185	2.43%	NO
SW 8 Street to SW 13 Street	2LU	County Minor Arterial	E*150%	1/2 mi MR	0.44%	38	1,296	1.50	1,944	1.96%	NO
SW 13 Street to SW 15 Road	2LU	County Minor Arterial	E*150%	1/2 mi MR	0.13%	11	1,296	1.50	1,944	0.58%	NO
<b>NW/SW 1 Avenue</b>											
NW 20 Street to NW 17 Street	2LU	County Urban Collector	E*150%	1/2 mi 93 Max	1.79%	155	1,296	1.50	1,944	7.99%	YES
NW 17 Street to NW 14 Street	2LU	County Urban Collector	E*150%	1/2 mi 93 Max	2.23%	194	1,296	1.50	1,944	9.96%	YES
NW 14 Street to NW 13 Street	2LU	County Urban Collector	E*150%	1/2 mi 93 Max	2.71%	235	1,296	1.50	1,944	12.10%	YES
NW 13 Street to NW 11 Street	2LU	County Urban Collector	E*150%	1/2 mi 93 Max	2.71%	235	1,296	1.50	1,944	12.10%	YES
NW 11 Street to NW 10 Street	2LU	County Urban Collector	E*150%	1/2 mi MR	4.59%	398	1,296	1.50	1,944	20.50%	YES
NW 10 Street to NW 9 Street	4LD	County Urban Collector	E*150%	1/2 mi MR	5.47%	475	2,790	1.50	4,185	11.35%	YES
NW 9 Street to NW 8 Street	4LD	County Urban Collector	E*150%	1/2 mi MR	5.47%	475	2,790	1.50	4,185	11.35%	YES
NW 8 Street to NW 7 Street	4LD	County Urban Collector	E*150%	1/2 mi MR	5.68%	493	2,790	1.50	4,185	11.78%	YES
NW 7 Street to NW 6 Street	4LD	County Urban Collector	E*150%	1/2 mi MR	5.37%	466	2,790	1.50	4,185	11.14%	YES
NW 6 Street to NW 5 Street	4LD	County Urban Collector	E*150%	1/2 mi MR	2.43%	211	2,790	1.50	4,185	5.04%	YES
NW 5 Street to NW 3 Street	4LD	County Urban Collector	E*150%	1/2 mi MR	1.42%	123	2,790	1.50	4,185	2.95%	NO
NW 3 Street to NW 2 Street	3LU	County Urban Collector	E*150%	1/2 mi MR	2.64%	229	1,944	1.50	2,916	7.86%	YES
NW 2 Street to NW 1 Street	4LU	County Urban Collector	E*150%	1/2 mi MR	2.84%	247	2,651	1.50	3,976	6.20%	YES
NW 1 Street to W. Flagler Street	1L NB - 2L SB	County Urban Collector	E*150%	1/2 mi MR	0.63%	55	1,944	1.50	2,916	1.88%	NO
W. Flagler Street to SW 1 Street	1L NB - 2L SB	County Urban Collector	E*150%	1/2 mi MR	0.58%	50	1,944	1.50	2,916	1.73%	NO
SW 1 Street to SW 2 Street	1L NB - 2L SB	County Urban Collector	E*150%	1/2 mi MR	0.03%	3	1,944	1.50	2,916	0.09%	NO
SW 7 Street to SW 8 Street	3LOW - SB	County Minor Arterial	E*150%	1/2 mi MR, MM	0.94%	82	2,527	1.50	3,791	2.15%	NO
SW 8 Street to SW 9 Street	3LOW - SB	County Minor Arterial	E*150%	1/2 mi MR, MM	0.99%	86	2,527	1.50	3,791	2.27%	NO
SW 9 Street to SW 10 Street	2LOW - SB	County Minor Arterial	E*150%	1/2 mi MR, MM	0.99%	86	1,674	1.50	2,511	3.42%	NO
SW 10 Street to SW 11 Street	2LOW - SB	County Minor Arterial	E*150%	1/2 mi MR, MM	0.83%	72	1,674	1.50	2,511	2.87%	NO
SW 11 Street to SW 12 Street	2LOW - SB	County Minor Arterial	E*150%	1/2 mi MR, MM	0.83%	72	1,674	1.50	2,511	2.87%	NO

**TABLE 21-A3  
SEOPW DRI - INCREMENT III  
PROJECT DISTRIBUTION AND STUDY AREA DETERMINATION PURSUANT TO THE 5% RULE**

ROADWAY SEGMENTS	[1] EXISTING OR PROGRAMMED LANE GEOMETRY	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] ADOPTED LOS STANDARD	[4] TRANSIT SERVICE ROUTE NUMBER	SEOPW DRI - INC III		[6] TWO-WAY PEAK HOUR CAPACITY	MCNP CDMP ADJUST- MENT FOR TRANSIT	ADJUSTED TWO-WAY PEAK HOUR CAPACITY	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO
					PROJECT DIST % [5]	TWO-WAY PM PK HR TRIPS 8681					
<b>N. Miami Avenue</b>											
NW 38 Street/I-195 to NW 36 Street	4LD	County Minor Arterial	E*150%	1/2 mi 93 Max	2.49%	216	2,790	1.50	4,185	5.17%	YES
NW 36 Street to NW 29 Street	4LD	County Minor Arterial	E*150%	1/2 mi 93 Max	4.39%	381	2,790	1.50	4,185	9.11%	YES
NW 29 Street to NW 20 Street	4LU	County Minor Arterial	E*150%	6, 1/2 mi 93 Max	5.63%	489	2,790	1.50	4,185	11.68%	YES
NW 20 Street to NW 17 Street	4LU	County Minor Arterial	E*150%	6, 1/2 mi 93 Max	4.59%	398	2,790	1.50	4,185	9.52%	YES
NW 17 Street to NW 15 Street	3LOW - SB	County Minor Arterial	E*150%	6, 1/2 mi 93 Max	3.87%	336	2,527	1.50	3,791	8.86%	YES
NW 15 Street to NW 14 Street	3LOW - SB	County Minor Arterial	E*150%	1/2 mi MM	3.88%	337	2,527	1.50	3,791	8.89%	YES
NW 14 Street to NW 13 Street	3LOW - SB	County Minor Arterial	E*150%	1/2 mi MM	4.58%	398	2,527	1.50	3,791	10.49%	YES
NW 13 Street to NW 11 Street	3LOW - SB	County Minor Arterial	E*150%	1/2 mi MM	4.65%	404	2,527	1.50	3,791	10.65%	YES
NW 11 Street to NW 10 Street	3LOW - SB	County Minor Arterial	E*150%	1/2 mi MR, MM	9.61%	834	2,527	1.50	3,791	22.01%	YES
NW 10 Street to NW 9 Street	3LOW - SB	County Minor Arterial	E*150%	1/2 mi MR, MM	14.13%	1,227	2,527	1.50	3,791	32.36%	YES
NW 9 Street to NW 8 Street	3LOW - SB	County Minor Arterial	E*150%	1/2 mi MR, MM	14.15%	1,228	2,527	1.50	3,791	32.40%	YES
NW 8 Street to NW 7 Street	3LOW - SB	County Minor Arterial	E*150%	1/2 mi MR, MM	11.17%	970	2,527	1.50	3,791	25.58%	YES
NW 7 Street to NW 6 Street	3LOW - SB	County Minor Arterial	E*150%	1/2 mi MR, MM	9.72%	844	2,527	1.50	3,791	22.26%	YES
NW 6 Street to NW 5 Street	3LOW - SB	County Minor Arterial	E*150%	1/2 mi MR, MM	7.98%	693	2,527	1.50	3,791	18.27%	YES
NW 5 Street to NW 3 Street	2LOW - SB	County Minor Arterial	E*150%	1/2 mi MR, MM	8.97%	779	1,674	1.50	2,511	31.01%	YES
NW 3 Street to NW 2 Street	2LOW - SB	County Minor Arterial	E*150%	1/2 mi MR, MM	6.12%	531	1,674	1.50	2,511	21.16%	YES
NW 2 Street to NW 1 Street	2LOW - SB	County Minor Arterial	E*150%	1/2 mi MR, MM	4.83%	419	1,674	1.50	2,511	16.70%	YES
NW 1 Street to W. Flagler Street	2LOW - SB	County Minor Arterial	E*150%	1/2 mi MR, MM	4.53%	393	1,674	1.50	2,511	15.66%	YES
W. Flagler Street to SW 1 Street	3LOW - SB	County Minor Arterial	E*150%	1/2 mi MR, MM	4.25%	369	2,527	1.50	3,791	9.73%	YES
SW 1 Street to SW 2 Street	3LOW - SB	County Minor Arterial	E*150%	1/2 mi MR, MM	2.89%	251	2,527	1.50	3,791	6.62%	YES
SW 2 Street to SW 3 Street	3LOW - SB	County Minor Arterial	E*150%	1/2 mi MR, MM	1.01%	88	2,527	1.50	3,791	2.31%	NO
SW 3 Street to SW 6 Street	6LD	County Minor Arterial	E*150%	1/2 mi MR, MM	2.86%	248	4,212	1.50	6,318	3.93%	NO
SW 6 Street to SW 7 Street	3LOW - NB	County Minor Arterial	E*150%	1/2 mi MR, MM	1.61%	140	2,527	1.50	3,791	3.69%	NO
SW 7 Street to SW 8 Street	3LOW - NB	County Minor Arterial	E*150%	1/2 mi MR, MM	1.40%	122	2,527	1.50	3,791	3.21%	NO
SW 8 Street to SW 9 Street	3LOW - NB	County Minor Arterial	E*150%	1/2 mi MR, MM	1.40%	122	2,527	1.50	3,791	3.21%	NO
<b>NE/SE 1 Avenue</b>											
NE 17 Street to NE 15 Street	3LOW - NB	County Urban Collector	E*150%	6, 9, 1/2 mi 93	3.68%	319	2,527	1.50	3,791	8.43%	YES
NE 15 Street to NE 14 Street	3LOW - NB	County Urban Collector	E*150%	1/2 mi MM	4.13%	359	2,527	1.50	3,791	9.46%	YES
NE 14 Street to NE 13 Street	3LOW - NB	County Urban Collector	E*150%	1/2 mi MM	4.38%	380	2,527	1.50	3,791	10.03%	YES
NE 13 Street to NE 12 Street/I-395	3LOW - NB	County Urban Collector	E*150%	1/2 mi MM	4.45%	386	2,527	1.50	3,791	10.19%	YES
NE 12 Street/I-395 to NE 11 Street	3LOW - NB	County Urban Collector	E*150%	1/2 mi MM	13.60%	1,181	2,527	1.50	3,791	31.14%	YES
NE 11 Street to NE 10 Street	3LOW - NB	County Urban Collector	E*150%	1/2 mi MM	12.31%	1,069	2,527	1.50	3,791	28.19%	YES
NE 10 Street to NE 9 Street	3LOW - NB	County Urban Collector	E*150%	1/2 mi MM	14.86%	1,290	2,527	1.50	3,791	34.03%	YES
NE 9 Street to NE 8 Street	3LOW - NB	County Urban Collector	E*150%	1/2 mi MM	14.86%	1,290	2,527	1.50	3,791	34.03%	YES
NE 8 Street to NE 7 Street	3LOW - NB	County Urban Collector	E*150%	1/2 mi MM	11.98%	1,040	2,527	1.50	3,791	27.43%	YES
NE 7 Street to NE 6 Street	3LOW - NB	County Urban Collector	E*150%	1/2 mi MM	9.14%	793	2,527	1.50	3,791	20.93%	YES
NE 6 Street to NE 5 Street	3LOW - NB	County Urban Collector	E*150%	1/2 mi MM	9.38%	814	2,527	1.50	3,791	21.48%	YES
NE 5 Street to NE 4 Street	3LOW - NB	County Urban Collector	E*150%	1/2 mi MM	5.99%	520	2,527	1.50	3,791	13.72%	YES
NE 4 Street to NE 3 Street	3LOW - NB	County Urban Collector	E*150%	1/2 mi MM	5.41%	470	2,527	1.50	3,791	12.39%	YES
NE 3 Street to NE 2 Street	3LOW - NB	County Urban Collector	E*150%	1/2 mi MM	5.62%	488	2,527	1.50	3,791	12.87%	YES
NE 2 Street to NE 1 Street	3LOW - NB	County Urban Collector	E*150%	1/2 mi MM	5.45%	473	2,527	1.50	3,791	12.48%	YES
NE 1 Street to E. Flagler Street	3LOW - NB	County Urban Collector	E*150%	1/2 mi MM	5.23%	454	2,527	1.50	3,791	11.98%	YES
E. Flagler Street to SE 1 Street	3LOW - NB	County Urban Collector	E*150%	1/2 mi MM	4.52%	392	2,527	1.50	3,791	10.35%	YES
SE 1 Street to SE 2 Street	3LOW - NB	County Urban Collector	E*150%	1/2 mi MM	1.85%	161	2,527	1.50	3,791	4.24%	NO
SE 2 Street to SE 3 Street	3LOW - NB	County Urban Collector	E*150%	1/2 mi MM	1.58%	137	2,527	1.50	3,791	3.62%	NO
<b>NE/SE 2 Avenue</b>											
NE 36 Street to NE 29 Street	4LU	County Minor Arterial	E*150%	9, 10, 1/2 mi 93	3.81%	331	2,790	1.50	4,185	7.90%	YES
NE 29 Street to NE 20 Street	4LU	County Minor Arterial	E*150%	9, 10, 1/2 mi 93	3.96%	344	2,790	1.50	4,185	8.21%	YES
NE 20 Street to NE 17 Street	4LU	County Minor Arterial	E*150%	9, 10, 1/2 mi 93	3.91%	339	2,790	1.50	4,185	8.11%	YES
NE 17 Street to NE 15 Street	3L	County Minor Arterial	E*150%	9, 10, 1/2 mi 93	2.23%	194	2,790	1.50	4,185	4.63%	NO
NE 15 Street to NE 14 Street	3L	County Minor Arterial	E*150%	1/2 mi MM	1.82%	158	2,790	1.50	4,185	3.78%	NO
NE 14 Street to NE 13 Street	3LD	County Urban Collector	E*150%	1/2 mi MM	1.26%	109	2,790	1.50	4,185	2.61%	NO
NE 13 Street to NE 12 Street	4LD	County Urban Collector	E*150%	1/2 mi MM	1.29%	112	2,790	1.50	4,185	2.68%	NO
NE 12 Street to I-395/NE 11 Terr	4LD	County Urban Collector	E*150%	1/2 mi MM	1.89%	164	2,790	1.50	4,185	3.92%	NO
I-395/NE 11 Terr to NE 11 Street	3LOW - SB	County Urban Collector	E*150%	1/2 mi MM	10.97%	952	2,527	1.50	3,791	25.12%	YES
NE 11 Street to NE 10 Street	3LOW - SB	County Urban Collector	E*150%	Metromover	3.11%	270	2,527	1.50	3,791	7.12%	YES
NE 10 Street to NE 9 Street	3LOW - SB	County Urban Collector	E*150%	Metromover	3.86%	335	2,527	1.50	3,791	8.84%	YES
NE 9 Street to NE 8 Street	3LOW - SB	County Urban Collector	E*150%	Metromover	3.86%	335	2,527	1.50	3,791	8.84%	YES
NE 8 Street to NE 7 Street	3LOW - SB	County Urban Collector	E*150%	Metromover	3.86%	335	2,527	1.50	3,791	8.84%	YES
NE 7 Street to NE 6 Street	3LOW - SB	County Urban Collector	E*150%	Metromover	3.73%	324	2,527	1.50	3,791	8.54%	YES
NE 6 Street to NE 5 Street	3LOW - SB	County Urban Collector	E*150%	Metromover	1.88%	163	2,527	1.50	3,791	4.31%	NO
NE 5 Street to NE 4 Street	2LOW - SB	County Urban Collector	E*150%	Metromover	1.70%	148	2,527	1.50	3,791	3.89%	NO
NE 4 Street to NE 3 Street	3LOW - SB	County Urban Collector	E*150%	Metromover	1.16%	101	2,527	1.50	3,791	2.66%	NO
NE 3 Street to NE 2 Street	3LOW - SB	County Urban Collector	E*150%	Metromover	1.15%	100	2,527	1.50	3,791	2.63%	NO
NE 2 Street to NE 1 Street	4LD	County Urban Collector	E*150%	Metromover	1.60%	139	2,790	1.50	4,185	3.32%	NO
NE 1 Street to W. Flagler Street	4LD	County Urban Collector	E*150%	Metromover	1.52%	132	2,790	1.50	4,185	3.15%	NO
E. Flagler Street to SE 1 Street	4LD	County Urban Collector	E*150%	Metromover	1.52%	132	2,790	1.50	4,185	3.15%	NO
SE 1 Street to SE 2 Street	4LD	County Urban Collector	E*150%	1/2 mi MM	2.18%	189	2,790	1.50	4,185	4.52%	NO

TABLE 21-A3  
SEOPW DRI - INCREMENT III  
PROJECT DISTRIBUTION AND STUDY AREA DETERMINATION PURSUANT TO THE 5% RULE

ROADWAY SEGMENTS	[1] EXISTING OR PROGRAMMED LANE GEOMETRY	[2] ROADWAY FUNCTIONAL CLASSIFICATION	[3] ADOPTED LOS STANDARD	[4] TRANSIT SERVICE ROUTE NUMBER	SEOPW DRI - INC III		[6] TWO-WAY PEAK HOUR CAPACITY	MCNP CDMP ADJUST- MENT FOR TRANSIT	ADJUSTED TWO-WAY PEAK HOUR CAPACITY	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO
					PROJECT DIST % [5]	TWO-WAY PM PK HR TRIPS 8681					
<b>Biscayne Blvd/US-1</b>											
NE 38 Street/I-195 to NE 36 Street	4LD	State Principal Arterial	E*150%	3, 16, 93 Max	1.91%	166	3,100	1.50	4,650	3.57%	NO
NE 36 Street to NE 34 Street	4LD	State Principal Arterial	E*150%	3, 16, 93 Max	0.57%	49	3,100	1.50	4,650	1.06%	NO
NE 34 Street to NE 29 Street	4LD	State Principal Arterial	E*150%	3, 16, 93 Max	1.07%	93	3,100	1.50	4,650	2.00%	NO
NE 29 Street to NE 20 Terrace	4LD	State Principal Arterial	E*150%	3, 16, 93 Max	1.83%	159	3,100	1.50	4,650	3.42%	NO
NE 20 Terrace to NE 15 Street	4LD	State Principal Arterial	E*150%	3, 16, 32, 93	1.56%	135	3,100	1.50	4,650	2.91%	NO
NE 15 Street to NE 14 Street	4LD	State Principal Arterial	E*150%	1/2 mi MM	0.77%	67	3,100	1.50	4,650	1.44%	NO
NE 14 Street to NE 13 Street	4LD	State Principal Arterial	E*150%	1/2 mi MM	1.77%	154	3,100	1.50	4,650	3.30%	NO
NE 13 Street to NE 12 Street/I-395	6LD	State Principal Arterial	E*150%	1/2 mi MM	3.69%	320	4,680	1.50	7,020	4.56%	NO
NE 12 Street to NE 11 Terrace/I-395	6LD	State Principal Arterial	E*150%	1/2 mi MM	3.09%	268	4,680	1.50	7,020	3.82%	NO
NE 11 Terrace/I-395 to NE 11 Street	7LD	State Principal Arterial	E*150%	1/2 mi MM	5.35%	464	5,460	1.50	8,190	5.67%	YES
NE 11 Street to NE 10 Street	6LD	State Principal Arterial	E*150%	1/2 mi MM	3.15%	273	4,680	1.50	7,020	3.90%	NO
NE 10 Street to NE 9 Street	6LD	State Principal Arterial	E*150%	1/2 mi MM	0.87%	76	4,680	1.50	7,020	1.08%	NO
NE 9 Street to NE 8 Street	6LD	State Principal Arterial	E*150%	1/2 mi MM	0.85%	74	4,680	1.50	7,020	1.05%	NO
NE 8 Street to NE 7 Street	6LD	State Principal Arterial	E*150%	1/2 mi MM	1.29%	112	4,680	1.50	7,020	1.60%	NO
NE 7 Street to NE 6 Street	6LD	State Principal Arterial	E*150%	1/2 mi MM	1.76%	153	4,680	1.50	7,020	2.18%	NO
NE 6 Street to NE 5 Street	8LD	State Principal Arterial	E*150%	1/2 mi MM	2.89%	251	6,280	1.50	9,420	2.66%	NO
NE 5 Street to NE 4 Street	8LD	State Principal Arterial	E*150%	1/2 mi MM	2.15%	187	6,280	1.50	9,420	1.98%	NO
NE 4 Street to NE 3 Street	8LD	State Principal Arterial	E*150%	1/2 mi MM	2.57%	223	6,280	1.50	9,420	2.37%	NO
NE 3 Street to NE 2 Street	8LD	State Principal Arterial	E*150%	1/2 mi MM	2.55%	221	6,280	1.50	9,420	2.35%	NO
NE 2 Street to NE 1 Street	8LD	State Principal Arterial	E*150%	1/2 mi MM	2.54%	220	6,280	1.50	9,420	2.34%	NO
NE 1 Street to Flagler Street	8LD	State Principal Arterial	E*150%	1/2 mi MM	2.50%	217	6,280	1.50	9,420	2.30%	NO
Flagler Street to SE 1 Street	8LD	State Principal Arterial	E*150%	1/2 mi MM	2.50%	217	6,280	1.50	9,420	2.30%	NO
SE 1 Street to SE 2 Street	8LD	State Principal Arterial	E*150%	1/2 mi MM	2.50%	217	6,280	1.50	9,420	2.30%	NO
SE 2 Street to SE 3 Street	4LOW - NB	State Principal Arterial	E*150%	1/2 mi MM	1.87%	162	3,768	1.50	5,652	2.87%	NO
SE 3 Street to Biscayne Blvd Way	3LOW - NB	State Principal Arterial	E*150%	1/2 mi MM	0.89%	77	2,808	1.50	4,212	1.83%	NO
<b>Brickell Avenue/US-1</b>											
SE 2 Street to SE 3 Street	3LOW - SB	State Principal Arterial	E*150%	1/2 mi MM	1.98%	172	3,090	1.50	4,635	3.71%	NO
SE 3 Street to Biscayne Blvd Way	3LOW - SB	State Principal Arterial	E*150%	1/2 mi MM	1.86%	161	3,090	1.50	4,635	3.48%	NO
Biscayne Blvd Way to SE 5 Street	6LD	State Principal Arterial	E*150%	1/2 mi MR	2.61%	227	5,150	1.50	7,725	2.93%	NO
SE 5 Street to SE 6 Street	6LD	State Principal Arterial	E*150%	1/2 mi MR	2.34%	203	5,150	1.50	7,725	2.63%	NO
SE 6 Street to SE 7 Street	6LD	State Principal Arterial	E*150%	1/2 mi MR	2.33%	202	5,150	1.50	7,725	2.62%	NO
SE 7 Street to SE 8 Street	6LD	State Principal Arterial	E*150%	1/2 mi MR	2.29%	199	5,150	1.50	7,725	2.57%	NO
SE 8 Street to SE 10 Street	2L SB - 3L NB	State Principal Arterial	E*150%	1/2 mi MR	1.78%	155	3,400	1.50	5,100	3.03%	NO
SE 10 Street to SE 13 Street	4LD	State Principal Arterial	E*150%	1/2 mi MR	0.50%	43	3,400	1.50	5,100	0.85%	NO
SE 13 Street to SE 14 Street	4LD	State Principal Arterial	E*150%	1/2 mi MR	0.42%	36	3,400	1.50	5,100	0.71%	NO
SE 14 Street to SE 15 Road	4LD	State Principal Arterial	E*150%	1/2 mi MR	0.14%	12	3,400	1.50	5,100	0.24%	NO
SE 15 Road to SE 25 Road	4LD	State Principal Arterial	E*150%	1/2 mi MR	0.63%	55	3,400	1.50	5,100	1.07%	NO
SE 25 Road to SE 26 Road	4LD	State Principal Arterial	E*150%	1/2 mi MR	0.39%	34	3,400	1.50	5,100	0.66%	NO
SE 26 Road to S. Miami Avenue	5LD	State Principal Arterial	E*150%	1/2 mi MR	0.39%	34	3,400	1.50	5,100	0.66%	NO
S. Miami Avenue to S. Dixie Hwy	4LD	State Principal Arterial	E*150%	1/2 mi MR	0.39%	34	3,400	1.50	5,100	0.66%	NO
<b>US-1</b>											
I-95 to SW 17 Avenue	6LD	State Principal Arterial	E*150%	1/2 mi MR	4.85%	421	5,150	1.50	7,725	5.45%	YES
SW 17 Avenue to SW 27 Avenue	6LD	State Principal Arterial	E*150%	1/2 mi MR	4.37%	379	5,150	1.50	7,725	4.91%	NO
SW 27 Avenue to SW 37 Avenue	6LD	State Principal Arterial	E*150%	1/2 mi MR	3.07%	267	5,150	1.50	7,725	3.45%	NO

- [1] Reflects existing or programmed (i.e. funded) lane geometry.
- [2] The roadway functional classification is based upon the 2009 Florida Highway Data DVD. SPA = State Principal Arterial.
- [3] Adopted LOS standards are consistent with the Transportation Elements from the Miami MCNP, the Miami-Dade CDMP and the Miami Beach Comprehensive Plan.
- [4] See Tables 21-A8 and 21-A9 for the Transit Service headways. MR = Metrorail and MM = Metromover.
- [5] Project distribution has been developed using SERPM Modeling as depicted on the project distribution maps in Appendix 21-10.
- [6] The two-way peak hour roadway capacities are consistent with Table 4 (dated 10-4-2010) from the 2009 FDOT Quality/LOS Handbook, and include adjustments for Transit pursuant to the adopted LOS standards. See the LOS Look-Up Table provided in Appendix 21-2.

TABLE 21-A4 - Updated Vehicle Occupancy Counts						
Vehicle Occupancy Count Locations	Count Date	Timeframe Surveyed	Roadway Direction	Total Persons	Total Vehicles	PPV
Biscayne Blvd at NE 11 Street	5/6/2009	AM and PM	Two-Way	11547	9113	1.2671
Biscayne Blvd at NE 6 Street	5/7/2009	AM and PM	Two-Way	13124	10328	1.2707
Brickell Avenue at SE 7 Street	5/6/2009	AM and PM	Two-Way	12907	10841	1.1906
Brickell Avenue at SE 15 Road	5/5/2009	AM and PM	Two-Way	9594	8226	1.1663
NE 1 Avenue at NE 11 Street	5/5/2009	PM	WB	4210	3593	1.1717
North Miami Avenue at NE 11 Street	5/5/2009	AM	EB	1352	1087	1.2438
NW 3 Avenue at NW 6 Street	5/5/2009	PM	WB	3530	2960	1.1926
NW 3 Court at NW 5 Street	5/5/2009	AM	EB	4076	3488	1.1686
SW 2 Avenue at Flagler Street	5/5/2009	PM	WB	3202	2507	1.2772
SW 2 Avenue at SW 1 Street	5/5/2009	AM	EB	4273	3317	1.2882
SW 2 Avenue at SW 7 Street	5/5/2009	PM	WB	6048	4816	1.2558
SW 2 Avenue at SW 8 Street	5/5/2009	AM	EB	6174	5225	1.1816
<b>Average</b>				<b>80037</b>	<b>65501</b>	<b>1.2219</b>
Two-Way Roadways			Two-Way	47172	38508	1.2250
Westbound - PM Peak Hour			WB - PM	16990	13876	1.2244
Eastbound - AM Peak Hour			EB - AM	15875	13117	1.2103
<b>Overall Average</b>				<b>80037</b>	<b>65501</b>	<b>1.2219</b>

- The analysis of the existing vehicular traffic conditions on study area roadways is presented in **Table 21-A5** and includes the number of travel lanes, count station reference number, source and date of the traffic count, the adopted level of service standard, the peak hour volumes collected for one to three days as available, the corresponding weekly PSCF and axle factor, the resulting PM peak hour peak season volumes, the peak hour maximum service volumes and the PM peak hour level of service. Using the updated vehicle occupancy rates outlined above and as further described below, **Table 21-A5** includes a calculation of the existing **Person-Trip Volume** for each of the study roadway segments using the vehicle occupancy factor of 1.22 applied to the existing peak season vehicular volumes for the PM peak hour. **Table 21-A5** also includes a calculation of the existing **Person-Trip Capacity** for each of the study roadway segments using the vehicle occupancy factor of 1.40 applied to the existing vehicular capacity for the PM peak hour under existing traffic conditions.

### **Person-Trip Capacity**

The calculation of the person-trip capacity for each of the study corridors has been updated using the following general guidelines. The vehicular capacity of each of the study corridors has been updated using the *2009 FDOT Quality/LOS Handbook* (as amended) and has been used to establish the vehicular capacity at the adopted level of service standard, recognizing specialized levels of service which are granted to qualifying roadways adjacent or parallel to transit facilities as specified in the City of Miami MCNP and the Miami-Dade County CDMP. The vehicle occupancy for the person-trip capacity calculations has traditionally been based upon a comprehensive study performed for the City of Miami in 1989. The vehicle occupancy factor of 1.6 persons per vehicle was approved for use as the practical capacity of a private passenger vehicle to determine the person-trip capacity of the vehicular traffic system as demonstrated in the City's corridor methodology. The CRA and the City of Miami have performed independent research by collecting vehicle occupancy data within the SEOPW and downtown study areas to determine the appropriateness of the vehicle occupancy factor to represent the person-trip capacity conversion of the roadway system. The following has resulted from the independent research:

- The updated vehicle occupancy factor for existing traffic was found to equate to **1.22** persons per vehicle (see **Table 21-A4**), replacing the factor of 1.4 approved in 1989.

- The updated vehicle occupancy factor to estimate the practical person-trip capacity of the automobile has been established at **1.40** persons per vehicle (instead of 1.6 approved in 1989) in order to keep the prior ratios constant. This updated vehicle occupancy factor shall be utilized in this analysis to estimate the person-trip capacity of a private passenger vehicle.

Corridor capacity has been established using the adopted level of service standards listed below:

- For roadways with no transit service, the facility capacity will operate at 100% of capacity at LOS E pursuant to Policy TR-1.1.2.1 of the MCNP.
- For roadways located parallel to and within ½ mile of local bus transit service operating with a minimum of 20 minute headways, the facility capacity will operate at 120% of capacity at LOS E pursuant to Policy TR-1.1.2.2 of the MCNP. The local bus transit capacity for each corridor can be further updated based upon the number of transit vehicles per hour and the person-trip capacity of each transit vehicle.
- For roadways located parallel to and within ½ mile of premium transit service (fixed rail or express bus) operating with a minimum of 20 minute headways, the facility capacity will operate at 150% of capacity at LOS E pursuant to Policy TR-1.1.2.3 of the MCNP. The fixed rail transit capacity for each corridor can be further updated based upon the number of transit vehicles per hour and the person-trip capacity of each transit vehicle.

#### **Available Person-Trip Capacity**

The available person-trip capacity for each corridor is based upon the following: **Person-Trip Capacity – Person-Trip Volume = Available Person-Trip Capacity**. A general level of service designation has been provided for each study corridor based upon the calculated available person trip capacity. A person-trip level of service “look-up” table has been developed based upon the ratios derived from the FDOT peak hour directional maximum service volumes from the *FDOT 2009 Quality/Level of Service Handbook*.

TABLE 21-A5  
SEOPW DRI - INCREMENT III  
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

ROADWAY SEGMENTS	[1]	[2]	[3]	[4]	[5]	DAY 1	DAY 2	DAY 3	AVERAGE	EXISTING	[6]	EXISTING	PERSON	PERSON	EXISTING		
	EXISTING OR PROGRAMMED LANE GEOMETRY	ADOPTED LOS WITH TRANSIT ADJUSTMENT	COUNT STATION	COUNT DATE	2009 FDOT PSCF	FDOT AXLE FACTOR	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING TWO-WAY PK HR PK SEASON VOLUME	TWO-WAY PEAK HOUR CAPACITY	PM PK HOUR LOS	TRIP VOLUMES [9]	TRIP CAPACITY [10]	TRIP PERSON V/C	
<b>SR 112/I-195</b>																	
Okeechobee Road to NW 37 Avenue	6L-EXPY	E	FDOT-2065	4/21-23/2009	1.03	0.97	8,581	8,958	8,979	8,839	8,831	11,290	D	0.78	N/A	N/A	N/A
NW 37 Avenue to NW 27 Avenue	6L-EXPY	E	FDOT-2055	4/7-9/2009	1.02	0.97	8,429	8,064	8,110	8,201	8,114	11,290	C	0.72	N/A	N/A	N/A
NW 27 Avenue to NW 22 Avenue	6L-EXPY	E	FDOT-2055	4/7-9/2009	1.02	0.97	8,429	8,064	8,110	8,201	8,114	11,290	C	0.72	N/A	N/A	N/A
NW 22 Avenue to NW 12 Avenue	8L-EXPY	E	FDOT-2050	4/21-23/2009	1.03	0.97	6,448	6,653	6,966	6,689	6,683	15,270	B	0.44	N/A	N/A	N/A
NW 12 Avenue to I-95	8L-EXPY	E	FDOT-2023	4/21-23/2009	1.03	0.97	7,242	7,388	8,375	7,668	7,661	15,270	B	0.50	N/A	N/A	N/A
I-95 to N. Miami Avenue	6L-EXPY	E	FDOT-5384	4/7-9/2009	1.02	0.97	1,899	1,862	1,937	1,899	1,879	11,290	B	0.17	N/A	N/A	N/A
N. Miami Avenue to Biscayne Blvd	6L-EXPY	E	FDOT-5384	4/7-9/2009	1.02	0.97	1,899	1,862	1,937	1,899	1,879	11,290	B	0.17	N/A	N/A	N/A
Biscayne Blvd to Alton Road	6L-EXPY	E	FDOT-9020	4/7-9/2009	1.02	0.97	7,422	7,402	7,199	7,341	7,263	11,290	C	0.64	N/A	N/A	N/A
<b>SR 25/NW/NE 36 Street</b>																	
NW 37 Avenue to NW 32 Avenue	4LU	E * 120%	FDOT-0107	2/10-12/2009	1.01	0.99	1,547	1,549	1,613	1,570	1,570	3,876	C	0.40	1,915	5,426	0.35
NW 32 Avenue to NW 27 Avenue	4LU	E * 120%	FDOT-5080	6/16-18/2009	1.04	0.99	1,603	1,494	1,527	1,541	1,587	3,876	C	0.41	1,936	5,426	0.36
NW 27 Avenue to NW 22 Avenue	4LU	E * 120%	FDOT-5080	6/16-18/2009	1.04	0.99	1,603	1,494	1,527	1,541	1,587	3,876	C	0.41	1,936	5,426	0.36
NW 22 Avenue to NW 17 Avenue	4LU	E * 120%	FDOT-5083	1/20-22/2009	1.04	0.99	1,169	1,257	1,184	1,203	1,239	3,876	C	0.32	1,512	5,426	0.28
NW 17 Avenue to NW 12 Avenue	2LD-WTL	E * 120%	FDOT-5083	1/20-22/2009	1.04	0.99	1,169	1,257	1,184	1,203	1,239	2,072	D	0.60	1,512	2,901	0.52
NW 12 Avenue to NW 7 Avenue	2LD-WTL	E * 120%	FDOT-5083	1/20-22/2009	1.04	0.99	1,169	1,257	1,184	1,203	1,239	2,072	D	0.60	1,512	2,901	0.52
NW 7 Avenue to NW 2 Avenue	4LD	E * 120%	FDOT-5077	6/23-25/2009	1.05	0.99	1,150	1,177	1,307	1,211	1,259	4,080	C	0.31	1,536	5,712	0.27
NW 2 Avenue to N. Miami Avenue	2LD-WTL	E * 120%	FDOT-5077	6/23-25/2009	1.05	0.99	1,150	1,177	1,307	1,211	1,259	2,072	D	0.61	1,536	2,901	0.53
N. Miami Avenue to NE 2 Avenue	4LD	E * 120%	FDOT-5077	6/23-25/2009	1.05	0.99	1,150	1,177	1,307	1,211	1,259	4,080	C	0.31	1,536	5,712	0.27
NE 2 Avenue to Biscayne Blvd	4LD	E * 120%	FDOT-5077	6/23-25/2009	1.05	0.99	1,150	1,177	1,307	1,211	1,259	4,080	C	0.31	1,536	5,712	0.27
<b>NW/NE 28/29 Street</b>																	
NW 27 Avenue to NW 22 Avenue	2LU	E * 120%	MD-9420	10/9-11/2007	1.04	0.99	1,234	1,170	1,213	1,206	1,241	1,696	D	0.73	1,514	2,374	0.64
NW 22 Avenue to NW 17 Avenue	2LU	E * 120%	MD-9420	10/9-11/2007	1.04	0.99	1,234	1,170	1,213	1,206	1,241	1,696	D	0.73	1,514	2,374	0.64
NW 17 Avenue to NW 12 Avenue	4LU	E * 120%	MD-9420	10/9-11/2007	1.04	0.99	1,234	1,170	1,213	1,206	1,241	3,488	C	0.36	1,514	4,884	0.31
NW 12 Avenue to NW 7 Avenue	4LU	E * 120%	MD-9420	10/9-11/2007	1.04	0.99	1,234	1,170	1,213	1,206	1,241	3,488	C	0.36	1,514	4,884	0.31
NW 7 Avenue to NW 2 Avenue	4LU	E * 120%	MD-9420	10/9-11/2007	1.04	0.99	1,234	1,170	1,213	1,206	1,241	3,488	C	0.36	1,514	4,884	0.31
NW 2 Avenue to N. Miami Avenue	4LU	E * 120%	MD-9420	10/9-11/2007	1.04	0.99	1,234	1,170	1,213	1,206	1,241	3,488	C	0.36	1,514	4,884	0.31
N. Miami Avenue to NE 2 Avenue	4LU	E * 120%	MD-9420	10/9-11/2007	1.04	0.99	1,234	1,170	1,213	1,206	1,241	3,488	C	0.36	1,514	4,884	0.31
NE 2 Avenue to Biscayne Blvd	2LU	E * 120%	MD-9420	10/9-11/2007	1.04	0.99	1,234	1,170	1,213	1,206	1,241	1,696	D	0.73	1,514	2,374	0.64
<b>NW/NE 20 Street</b>																	
NW 27 Avenue to NW 22 Avenue	4LD	E	MD-9386	11/16-18/2010	1.07	0.99	2,144	1,965	2,049	2,053	2,174	3,060	C	0.71	2,653	4,284	0.62
NW 22 Avenue to NW 17 Avenue	4LD	E	MD-9386	11/16-18/2010	1.07	0.99	2,144	1,965	2,049	2,053	2,174	3,060	C	0.71	2,653	4,284	0.62
NW 17 Avenue to NW 12 Avenue	4LD	E	MD-9384	11/30-12/2/2010	1.07	0.99	1,701	1,698	1,764	1,721	1,823	3,060	C	0.60	2,224	4,284	0.52
NW 12 Avenue to NW 7 Avenue	4LD	E	MD-9384	11/30-12/2/2010	1.07	0.99	1,701	1,698	1,764	1,721	1,823	3,060	C	0.60	2,224	4,284	0.52
NW 7 Avenue to NW 2 Avenue	4LD	E	MD-9382	4/6-8/2010	1.00	0.99	1,099	1,126	1,137	1,121	1,109	3,060	C	0.36	1,354	4,284	0.32
NW 2 Avenue to N. Miami Avenue	4LU	E	MD-9382	4/6-8/2010	1.00	0.99	1,099	1,126	1,137	1,121	1,109	2,907	C	0.38	1,354	4,070	0.33
N. Miami Avenue to NE 2 Avenue	2LU	E*150%	MD-9382	4/6-8/2010	1.00	0.99	1,099	1,126	1,137	1,121	1,109	2,120	D	0.52	1,354	2,967	0.46
NE 2 Avenue to Biscayne Blvd	2LU	E*150%	MD-9382	4/6-8/2010	1.00	0.99	1,099	1,126	1,137	1,121	1,109	2,120	D	0.52	1,354	2,967	0.46



TABLE 21-A5  
SEOPW DRI - INCREMENT III  
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

ROADWAY SEGMENTS	[1]	[2]	[3]	COUNT DATE	[4]		DAY 1	DAY 2	DAY 3	AVERAGE	EXISTING	[6]	EXISTING PM PK HOUR LOS	PM PK HOUR VIC	PERSON	PERSON	EXISTING TRIP VIC
	EXISTING OR PROGRAMMED LANE GEOMETRY	ADOPTED LOS WITH TRANSIT ADJUSTMENT	COUNT STATION		2009 FDOT PSCF	FDOT AXLE FACTOR	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING TWO-WAY PK HR PK SEASON VOLUME			EXISTING TWO-WAY PEAK HOUR CAPACITY	TRIP VOLUMES [9]	
<b>NW/NE 14 Street/NW 13 Ter</b>																	
NW River Dr to NW 14 Avenue	4LD	E	TM Counts	9/11/2008	1.05	1.00	1,059	0	0	1,059	1,112	2,790	D	0.40	1,357	3,906	0.35
NW 14 Avenue to NW 12 Avenue	4LD	E	TM Counts	9/11/2008	1.05	1.00	1,059	0	0	1,059	1,112	2,790	D	0.40	1,357	3,906	0.35
NW 12 Avenue to NW 10 Avenue	4LD	E*150%	TM Counts	9/11/2008	1.05	1.00	994	0	0	994	1,044	4,185	C	0.25	1,273	5,859	0.22
NW 10 Avenue to NW 7 Avenue	2LU	E*150%	TM Counts	2/10/2009	1.01	1.00	444	0	0	444	448	1,944	C	0.23	547	2,722	0.20
NW 7 Avenue to NW 3 Avenue	3LD	E*150%	TM Counts	2/10/2009	1.01	1.00	444	0	0	444	448	2,916	C	0.15	547	4,082	0.13
NW 3 Avenue to NW 1 Avenue	2LU	E*150%	TM Counts	2/11/2009	1.01	1.00	473	0	0	473	478	1,944	D	0.25	583	2,722	0.21
NW 1 Avenue to N. Miami Avenue	2LU	E	TM Counts	2/11/2009	1.01	1.00	472	0	0	472	477	1,296	D	0.37	582	1,814	0.32
N. Miami Avenue to NE 1 Avenue	3LU	E*150%	TM Counts	2/18/2009	1.00	1.00	405	0	0	405	405	2,916	C	0.14	494	4,082	0.12
NE 1 Avenue to NE 2 Avenue	3LU	E*150%	TM Counts	2/18/2009	1.00	1.00	494	0	0	494	494	2,916	C	0.17	603	4,082	0.15
NE 2 Avenue to Biscayne Blvd	4LU	E*150%	TM Counts	2/18/2009	1.00	1.00	412	0	0	412	412	3,976	C	0.10	503	5,566	0.09
Biscayne Blvd to Bayshore Drive	4LU	E*150%	TM Counts	2/26/2009	1.00	1.00	532	0	0	532	532	3,976	C	0.13	649	5,566	0.12
<b>SR 836/ I-395/ MacArthur Cswy</b>																	
SR 821 to NW 107 Avenue	12L-EXPY	D	FDOT-2242	4/21-23/2009	1.01	0.98	5,708	5,940	6,294	5,981	5,920	21,950	B	0.27	N/A	N/A	N/A
NW 107 Avenue to NW 87 Avenue	8L-EXPY	D	FDOT-2243	4/21-23/2009	1.01	0.98	8,181	8,539	8,621	8,447	8,361	13,480	C	0.62	N/A	N/A	N/A
NW 87 Avenue to SR 826	8L-EXPY	D	FDOT-2244	4/21-23/2009	1.01	0.98	7,665	8,465	8,639	8,256	8,172	13,480	C	0.61	N/A	N/A	N/A
SR 826 to NW 72 Avenue	5L EB - 6L WB	E	FDOT-2188	4/21-23/2009	1.01	0.98	11,720	11,736	12,122	11,859	11,738	19,250	C	0.61	N/A	N/A	N/A
NW 72 Avenue to NW 57 Avenue	8L-EXPY	E	FDOT-2193	4/21-23/2009	1.01	0.98	12,445	13,880	13,341	13,222	13,087	15,270	D	0.86	N/A	N/A	N/A
NW 57 Avenue to NW 42 Avenue	8L-EXPY - CST	E	FDOT-2198	4/21-23/2009	1.01	0.98	11,921	12,058	11,826	11,935	11,813	15,270	D	0.77	N/A	N/A	N/A
NW 42 Avenue to NW 37 Avenue	6L-EXPY	E	FDOT-2207	5/12-14/2009	1.02	0.98	9,915	9,754	9,678	9,782	9,778	11,290	D	0.87	N/A	N/A	N/A
NW 37 Avenue to NW 27 Avenue	8L-EXPY	E	FDOT-2210	5/12-14/2009	1.02	0.98	11,059	10,945	10,625	10,876	10,872	15,270	C	0.71	N/A	N/A	N/A
NW 27 Avenue to NW 17 Avenue	8L-EXPY	E	FDOT-2232	5/12-14/2009	1.02	0.98	9,089	8,487	8,599	8,725	8,722	15,270	C	0.57	N/A	N/A	N/A
NW 17 Avenue to NW 12 Avenue	6L-EXPY	E	FDOT-2208	5/12-14/2009	1.02	0.98	8,111	7,793	9,350	8,418	8,415	11,290	D	0.75	N/A	N/A	N/A
NW 12 Avenue to I-95	8L-EXPY	E	FDOT-2240	5/12-14/2009	1.02	0.98	9,776	9,311	9,801	9,629	9,625	15,270	C	0.63	N/A	N/A	N/A
I-95 to N. Miami Avenue	5L EB - 5L WB	E	FDOT-2506	5/12-14/2009	1.02	0.98	8,334	8,358	8,791	8,494	8,491	19,250	B	0.44	N/A	N/A	N/A
N. Miami Avenue to NE 1 Avenue	5L EB - 5L WB	E	FDOT-2506	5/12-14/2009	1.02	0.98	8,334	8,358	8,791	8,494	8,491	19,250	B	0.44	N/A	N/A	N/A
NE 1 Avenue to Biscayne Blvd	4L EB - 4L WB	E	FDOT-2506	5/12-14/2009	1.02	0.98	8,334	8,358	8,791	8,494	8,491	15,270	C	0.56	N/A	N/A	N/A
Biscayne Blvd to Watson Island	6L-EXPY	E	FDOT-9080	6/16-18/2009	1.04	0.98	5,820	5,982	6,038	5,947	6,061	11,290	C	0.54	N/A	N/A	N/A
Watson Island to Alton Road	6L-EXPY	D*120%	FDOT-9080	6/16-18/2009	1.04	0.98	5,820	5,982	6,038	5,947	6,061	10,150	C	0.60	N/A	N/A	N/A
<b>NW/NE 11 Street</b>																	
NW 12 Street to NW 12 Avenue	4LU	E*150%	TM Counts	9/10/2008	1.05	1.00	721	0	0	721	757	3,976	C	0.19	924	5,566	0.17
NW 12 Avenue to NW 8 St Road	3LU	E*150%	TM Counts	9/10/2008	1.05	1.00	721	0	0	721	757	2,916	D	0.26	924	4,082	0.23
NW 8 St Road to NW 7 Avenue	2LOW - WB	E*150%	MD-9352	10/26-28/10	1.05	1.00	170	178	177	175	184	2,511	C	0.07	224	3,515	0.06
NW 7 Avenue to NW 3 Avenue	2LOW - WB	E*150%	MD-9352	10/26-28/10	1.05	1.00	170	178	177	175	184	2,511	C	0.07	224	3,515	0.06
NW 3 Avenue to NW 2 Avenue	2LOW - WB	E*150%	TM Counts	2/11/2009	1.01	1.00	88	0	0	88	89	2,511	C	0.04	108	3,515	0.03
NW 2 Avenue to NW 1 Avenue	2LOW - WB	E*150%	TM Counts	2/11/2009	1.01	1.00	60	0	0	60	61	2,511	C	0.02	74	3,515	0.02
NW 1 Avenue to N. Miami Avenue	2LOW - WB	E*150%	TM Counts	2/11/2009	1.01	1.00	38	0	0	38	38	2,511	C	0.02	47	3,515	0.01
N. Miami Avenue to NE 1 Avenue	2LOW - WB	E*150%	TM Counts	2/17/2009	1.00	1.00	68	0	0	68	68	2,511	C	0.03	83	3,515	0.02
NE 1 Avenue to NE 2 Avenue	2LOW - WB	E*150%	TM Counts	2/17/2009	1.00	1.00	164	0	0	164	164	2,511	C	0.07	200	3,515	0.06
NE 2 Avenue to Biscayne Blvd	3LU	E*150%	TM Counts	2/24/2009	1.00	1.00	159	0	0	159	159	2,916	C	0.05	194	4,082	0.05

TABLE 21-A5  
SEOPW DRI - INCREMENT III  
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

ROADWAY SEGMENTS	[1]	[2]	[3]	[4]	[5]	DAY 1	DAY 2	DAY 3	AVERAGE	EXISTING	[6]	EXISTING	PERSON TRIP VOLUMES [9]	PERSON TRIP CAPACITY [10]	EXISTING TRIP VOLUME		
	EXISTING OR PROGRAMMED LANE GEOMETRY	ADOPTED LOS WITH TRANSIT ADJUSTMENT	COUNT STATION	COUNT DATE	2009 FDOT PSCF	FDOT AXLE FACTOR	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	TWO-WAY PEAK HOUR CAPACITY	EXISTING PM PK HOUR LOS				PM PK HOUR VIC	
<b>NW/NE 10 Street</b>																	
NW 8 Street Rd to NW 7 Avenue	3LOW - EB	E*150%	MD-9350	4/6-8/2010	1.00	0.99	143	128	145	139	137	3,791	C	0.04	167	5,307	0.03
NW 7 Avenue to NW 5 Avenue	3LOW - EB	E*150%	MD-9350	4/6-8/2010	1.00	0.99	143	128	145	139	137	3,791	C	0.04	167	5,307	0.03
NW 5 Avenue to NW 3 Avenue	2LOW - EB	E*150%	MD-9350	4/6-8/2010	1.00	0.99	143	128	145	139	137	2,511	C	0.05	167	3,515	0.05
NW 3 Avenue to NW 2 Avenue	2LOW - EB	E*150%	TM Counts	2/11/2009	1.01	1.00	130	0	0	130	131	2,511	C	0.05	160	3,515	0.05
NW 2 Avenue to NW 1 Avenue	2LOW - EB	E*150%	TM Counts	2/11/2009	1.01	1.00	80	0	0	80	81	2,511	C	0.03	99	3,515	0.03
NW 1 Avenue to N. Miami Avenue	2LOW - EB	E*150%	TM Counts	2/11/2009	1.01	1.00	167	0	0	167	169	2,511	C	0.07	206	3,515	0.06
N. Miami Avenue to NE 1 Avenue	2LOW - EB	E*150%	TM Counts	2/11/2009	1.01	1.00	175	0	0	175	177	2,511	C	0.07	216	3,515	0.06
NE 1 Avenue to NE 2 Avenue	2LOW - EB	E*150%	TM Counts	2/17/2009	1.00	1.00	70	0	0	70	70	2,511	C	0.03	85	3,515	0.02
NE 2 Avenue to Biscayne Blvd	3LU	E*150%	TM Counts	2/24/2009	1.00	1.00	283	0	0	283	283	2,916	C	0.10	345	4,082	0.08
<b>NW/NE 9 Street</b>																	
NW 3 Avenue to NW 2 Avenue	2LU	E*150%	TM Counts	2/11/2009	1.01	1.00	55	0	0	55	56	2,120	C	0.03	68	2,967	0.02
NW 1 Avenue to N. Miami Avenue	2LU	E*150%	TM Counts	2/11/2009	1.01	1.00	55	0	0	55	56	2,120	C	0.03	68	2,967	0.02
N. Miami Avenue to NE 1 Avenue	2LU	E*150%	TM Counts	2/12/2009	1.01	1.00	87	0	0	87	88	2,120	C	0.04	107	2,967	0.04
NE 1 Avenue to NE 2 Avenue	2LU	E*150%	TM Counts	2/17/2009	1.00	1.00	153	0	0	153	153	2,120	C	0.07	187	2,967	0.06
NE 2 Avenue to Biscayne Blvd	3LU	E*150%	TM Counts	2/24/2009	1.00	1.00	129	0	0	129	129	3,179	C	0.04	157	4,451	0.04
<b>NW/NE 8 Street</b>																	
NW 7 Avenue to NW 5 Avenue	2LU	E*150%	TM Counts	2/19/2009	1.00	1.00	319	0	0	319	319	1,944	C	0.16	389	2,722	0.14
NW 5 Avenue to NW 3 Court	2LU	E*150%	TM Counts	2/19/2009	1.00	1.00	401	0	0	401	401	1,944	C	0.21	489	2,722	0.18
NW 3 Court to NW 3 Avenue	4LU	E*150%	TM Counts	2/19/2009	1.00	1.00	426	0	0	426	426	3,976	C	0.11	520	5,566	0.09
NW 3 Avenue to NW 2 Avenue	2LU	E*150%	TM Counts	2/11/2009	1.01	1.00	509	0	0	509	514	1,944	D	0.26	627	2,722	0.23
NW 2 Avenue to NW 1 Avenue	2LU	E*150%	TM Counts	2/11/2009	1.01	1.00	500	0	0	500	505	1,944	D	0.26	616	2,722	0.23
NW 1 Avenue to N. Miami Avenue	2LU	E*150%	TM Counts	2/11/2009	1.01	1.00	381	0	0	381	385	1,944	C	0.20	469	2,722	0.17
N. Miami Avenue to NE 1 Avenue	2LU	E*150%	TM Counts	2/11/2009	1.01	1.00	261	0	0	261	264	1,944	C	0.14	322	2,722	0.12
NE 1 Avenue to NE 2 Avenue	2LU	E*150%	TM Counts	2/12/2009	1.01	1.00	222	0	0	222	224	1,944	C	0.12	274	2,722	0.10
NE 2 Avenue to Biscayne Blvd	2LU	E*150%	TM Counts	2/24/2009	1.00	1.00	258	0	0	258	258	1,944	C	0.13	315	2,722	0.12
<b>NW/NE 7 Street</b>																	
NW 37 Avenue to NW 27 Avenue	4LD	E*120%	MD-9342	4/6-8/2010	1.00	1.00	2,122	2,115	2,012	2,083	2,083	3,672	C	0.57	2,541	5,141	0.49
NW 27 Avenue to NW 22 Avenue	4LD	E*120%	MD-9342	4/6-8/2010	1.00	1.00	2,122	2,115	2,012	2,083	2,083	3,672	C	0.57	2,541	5,141	0.49
NW 22 Avenue to NW 17 Avenue	4LD	E*120%	MD-9340	4/6-8/2010	1.00	1.00	1,708	1,810	1,822	1,780	1,780	3,672	C	0.48	2,172	5,141	0.42
NW 17 Avenue to NW 12 Avenue	4LD	E*120%	MD-9340	4/6-8/2010	1.00	1.00	1,708	1,810	1,822	1,780	1,780	3,672	C	0.48	2,172	5,141	0.42
NW 12 Avenue to NW 4 Street	2LD	E*150%	FDOT-7053	9/22-23/2009	1.00	1.00	245	244	0	245	245	2,120	C	0.12	298	2,967	0.10
NW 4 Street to NW 7 Avenue	4LD	E*150%	Link Counts	3/17-18/2009	1.00	1.00	222	248	0	235	235	4,650	C	0.05	287	6,510	0.04
NW 7 Avenue to NW 5 Avenue	2LU	E*150%	TM Counts	2/12/2009	1.01	1.00	40	0	0	40	40	2,120	C	0.02	49	2,967	0.02
NW 5 Avenue to NW 3 Court	2LU	E*150%	TM Counts	2/12/2009	1.01	1.00	40	0	0	40	40	2,120	C	0.02	49	2,967	0.02
NW 3 Court to NW 3 Avenue	2LU	E*150%	TM Counts	2/12/2009	1.01	1.00	40	0	0	40	40	2,120	C	0.02	49	2,967	0.02
N. Miami Avenue to NE 1 Avenue	2LU	E*150%	TM Counts	2/12/2009	1.01	1.00	40	0	0	40	40	2,120	C	0.02	49	2,967	0.02
NE 1 Avenue to NE 2 Avenue	2LU	E*150%	TM Counts	2/12/2009	1.01	1.00	103	0	0	103	104	2,120	C	0.05	127	2,967	0.04
NE 2 Avenue to Biscayne Blvd	2LU	E*150%	TM Counts	2/24/2009	1.00	1.00	36	0	0	36	36	2,120	C	0.02	44	2,967	0.01



TABLE 21-A5  
SEOPW DRI - INCREMENT III  
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

ROADWAY SEGMENTS	[1]	[2]	[3]	COUNT DATE	[4]		DAY 1	DAY 2	DAY 3	AVERAGE	EXISTING	[6]	EXISTING LOS	PM PK HOUR VIC	PERSON	PERSON	EXISTING	
	EXISTING OR PROGRAMMED LANE GEOMETRY	ADOPTED LOS WITH TRANSIT ADJUSTMENT	COUNT STATION		2009 FDOT PSCF	FDOT AXLE FACTOR	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING TWO-WAY PK HR PK SEASON VOLUME			EXISTING TWO-WAY PEAK HOUR CAPACITY	TRIP VOLUMES [9]	TRIP CAPACITY [10]	TRIP PERSON VIC
<b>NW/NE 6 Street</b>																		
NW 7 Avenue to NW 5 Avenue	3LOW - WB	E*150%	TM Counts	2/19/2009	1.00	1.00	319	0	0	319	319	3,791	C	0.08	389	5,307	0.07	
NW 5 Avenue to NW 3 Court	3LOW - WB	E*150%	TM Counts	2/19/2009	1.00	1.00	214	0	0	214	214	3,791	C	0.06	261	5,307	0.05	
NW 3 Court to NW 3 Avenue	3LOW - WB	E*150%	TM Counts	2/19/2009	1.00	1.00	432	0	0	432	432	3,791	C	0.11	527	5,307	0.10	
NW 3 Avenue to NW 2 Avenue	3LOW - WB	E*150%	TM Counts	2/19/2009	1.00	1.00	697	0	0	697	697	3,791	C	0.18	850	5,307	0.16	
NW 2 Avenue to NW 1 Avenue	3LOW - WB	E*150%	TM Counts	2/11/2009	1.01	1.00	564	0	0	564	570	3,791	C	0.15	695	5,307	0.13	
NW 1 Avenue to N. Miami Avenue	3LOW - WB	E*150%	TM Counts	2/12/2009	1.01	1.00	356	0	0	356	360	3,791	C	0.09	439	5,307	0.08	
N. Miami Avenue to NE 1 Avenue	3LOW - WB	E*150%	TM Counts	2/12/2009	1.01	1.00	372	0	0	372	376	3,791	C	0.10	458	5,307	0.09	
NE 1 Avenue to NE 2 Avenue	3LOW - WB	E*150%	TM Counts	2/12/2009	1.01	1.00	1,207	0	0	1,207	1,219	3,791	C	0.32	1,487	5,307	0.28	
NE 2 Avenue to Biscayne Blvd	3LOW - WB	E*150%	TM Counts	2/19/2009	1.00	1.00	1,082	0	0	1,082	1,082	3,791	C	0.29	1,320	5,307	0.25	
<b>NW/NE 5 Street</b>																		
NW 7 Avenue to NW 5 Avenue	3LOW - EB	E*150%	TM Counts	2/19/2009	1.00	1.00	271	0	0	271	271	3,791	C	0.07	331	5,307	0.06	
NW 5 Avenue to NW 3 Court	3LOW - EB	E*150%	TM Counts	2/19/2009	1.00	1.00	271	0	0	271	271	3,791	C	0.07	331	5,307	0.06	
NW 3 Court to NW 3 Avenue	3LOW - EB	E*150%	TM Counts	2/19/2009	1.00	1.00	323	0	0	323	323	3,791	C	0.09	394	5,307	0.07	
NW 3 Avenue to NW 2 Avenue	3LOW - EB	E*150%	TM Counts	2/19/2009	1.00	1.00	377	0	0	377	377	3,791	C	0.10	460	5,307	0.09	
NW 2 Avenue to NW 1 Avenue	3LOW - EB	E*150%	TM Counts	2/18/2009	1.00	1.00	585	0	0	585	585	3,791	C	0.15	714	5,307	0.13	
NW 1 Avenue to N. Miami Avenue	3LOW - EB	E*150%	TM Counts	2/18/2009	1.00	1.00	574	0	0	574	574	3,791	C	0.15	700	5,307	0.13	
N. Miami Avenue to NE 1 Avenue	3LOW - EB	E*150%	TM Counts	2/18/2009	1.00	1.00	713	0	0	713	713	3,791	C	0.19	870	5,307	0.16	
NE 1 Avenue to NE 2 Avenue	3LOW - EB	E*150%	TM Counts	2/18/2009	1.00	1.00	787	0	0	787	787	3,791	C	0.21	960	5,307	0.18	
NE 2 Avenue to Biscayne Blvd	3LOW - EB	E*150%	TM Counts	2/18/2009	1.00	1.00	405	0	0	405	405	3,791	C	0.11	494	5,307	0.09	
<b>NE 4 Street</b>																		
NE 2 Avenue to Biscayne Blvd	2LU	E*150%	TM Counts	2/19/2009	1.00	1.00	214	0	0	214	214	1,944	C	0.11	261	2,722	0.10	
<b>NW 3 Street</b>																		
North River Dr to NW 3 Court	2LOW - WB	E*150%	TM Counts	3/19/2009	1.00	1.00	62	0	0	62	62	2,511	C	0.02	76	3,515	0.02	
NW 3 Court to NW 3 Avenue	4LU	E*150%	TM Counts	3/19/2009	1.00	1.00	337	0	0	337	337	3,976	C	0.08	411	5,566	0.07	
NW 3 Avenue to NW 2 Avenue	4LU	E*150%	TM Counts	3/19/2009	1.00	1.00	721	0	0	721	721	3,976	C	0.18	880	5,566	0.16	
NW 2 Avenue to NW 1 Avenue	3LU	E*150%	TM Counts	3/19/2009	1.00	1.00	721	0	0	721	721	2,916	D	0.25	880	4,082	0.22	
NW 1 Avenue to N. Miami Avenue	3LOW - WB	E*150%	TM Counts	3/19/2009	1.00	1.00	204	0	0	204	204	3,791	C	0.05	249	5,307	0.05	
N. Miami Avenue to NE 1 Avenue	2LOW - WB	E*150%	TM Counts	3/19/2009	1.00	1.00	204	0	0	204	204	2,511	C	0.08	249	3,515	0.07	
NE 1 Avenue to NE 2 Avenue	2LOW - WB	E*150%	TM Counts	3/19/2009	1.00	1.00	204	0	0	204	204	2,511	C	0.08	249	3,515	0.07	
NE 2 Avenue to Biscayne Blvd	2LOW - WB	E*150%	TM Counts	3/19/2009	1.00	1.00	204	0	0	204	204	2,511	C	0.08	249	3,515	0.07	
<b>NW 2 Street</b>																		
North River Dr to NW 3 Court	2LOW - EB	E*150%	TM Counts	3/19/2009	1.00	1.00	96	0	0	96	96	2,754	C	0.03	117	3,856	0.03	
NW 3 Court to NW 3 Avenue	2LD-WLT	E*150%	TM Counts	3/19/2009	1.00	1.00	204	0	0	204	204	2,225	C	0.09	249	3,116	0.08	
NW 3 Avenue to NW 2 Avenue	2LD-WTL	E*150%	TM Counts	3/19/2009	1.00	1.00	420	0	0	420	420	2,225	C	0.19	512	3,116	0.16	
NW 1 Avenue to N. Miami Avenue	2LOW - EB	E*150%	TM Counts	3/19/2009	1.00	1.00	204	0	0	204	204	2,511	C	0.08	249	3,515	0.07	
N. Miami Avenue to NE 1 Avenue	2LOW - EB	E*150%	TM Counts	3/19/2009	1.00	1.00	204	0	0	204	204	2,511	C	0.08	249	3,515	0.07	
NE 1 Avenue to NE 2 Avenue	2LOW - EB	E*150%	TM Counts	3/19/2009	1.00	1.00	204	0	0	204	204	2,511	C	0.08	249	3,515	0.07	
NE 2 Avenue to Biscayne Blvd	2LOW - EB	E*150%	TM Counts	3/19/2009	1.00	1.00	204	0	0	204	204	2,511	C	0.08	249	3,515	0.07	

TABLE 21-A5  
SEOPW DRI - INCREMENT III  
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

ROADWAY SEGMENTS	[1]	[2]	[3]	[4]	[5]	DAY 1	DAY 2	DAY 3	AVERAGE	EXISTING	[6]	EXISTING	PERSON	PERSON	EXISTING		
	EXISTING OR PROGRAMMED LANE GEOMETRY	ADOPTED LOS WITH TRANSIT ADJUSTMENT	COUNT STATION	COUNT DATE	2009 FDOT PSCF	FDOT AXLE FACTOR	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	TWO-WAY PK HR PK SEASON VOLUME	TWO-WAY PEAK HOUR CAPACITY	PM PK HOUR LOS	TRIP VOLUMES [9]	TRIP CAPACITY [10]	TRIP PERSON V/C	
<b>NW/NE 1 Street</b>																	
NW 3 Court to NW 3 Avenue	3LOW - WB	E*150%	FDOT-7055	9/2-4/2009	1.05	0.99	452	473	0	463	481	3,791	C	0.13	587	5,307	0.11
NW 3 Avenue to NW 2 Avenue	3LOW - WB	E*150%	FDOT-7055	9/2-4/2009	1.05	0.99	452	473	0	463	481	5,087	C	0.09	587	7,122	0.08
NW 2 Avenue to NW 1 Avenue	3LOW - WB	E*150%	FDOT-7055	9/2-4/2009	1.05	0.99	452	473	0	463	481	3,791	C	0.13	587	5,307	0.11
NW 1 Avenue to N. Miami Avenue	2L WB - 1L EB	E*150%	FDOT-7055	9/2-4/2009	1.05	0.99	452	473	0	463	481	2,916	C	0.16	587	4,082	0.14
N. Miami Avenue to NE 1 Avenue	2LOW - WB	E*150%	FDOT-7055	9/2-4/2009	1.05	0.99	452	473	0	463	481	2,511	C	0.19	587	3,515	0.17
NE 1 Avenue to NE 2 Avenue	2LOW - WB	E*150%	FDOT-7055	9/2-4/2009	1.05	0.99	452	473	0	463	481	2,511	C	0.19	587	3,515	0.17
NE 2 Avenue to NE 3 Avenue	2LOW - WB	E*150%	FDOT-7055	9/2-4/2009	1.05	0.99	452	473	0	463	481	2,511	C	0.19	587	3,515	0.17
NE 3 Avenue to Biscayne Blvd	2LOW - WB	E*150%	FDOT-7055	9/2-4/2009	1.05	0.99	452	473	0	463	481	2,511	C	0.19	587	3,515	0.17
<b>SR 968/West/East Flagler Street</b>																	
NW 37 Avenue to NW 32 Avenue	4LD	E*150%	FDOT-1138	1/6-8/2009	1.06	0.98	2,641	2,600	2,686	2,642	2,745	5,100	D	0.54	3,349	7,140	0.47
NW 32 Avenue to NW 27 Avenue	4LD	E*150%	FDOT-0097	2/3-5/2009	1.02	0.98	2,668	2,592	2,729	2,663	2,662	5,100	D	0.52	3,248	7,140	0.45
NW 27 Avenue to NW 24 Avenue	4LD	E*150%	FDOT-0097	2/3-5/2009	1.02	0.98	2,668	2,592	2,729	2,663	2,662	5,100	D	0.52	3,248	7,140	0.45
NW 24 Avenue to NW 22 Avenue	3LOW - WB	E*150%	FDOT-5102	7/28-30/2009	1.06	0.98	1,479	1,471	1,456	1,469	1,526	4,635	C	0.33	1,861	6,489	0.29
NW 22 Avenue to NW 17 Avenue	3LOW - WB	E*150%	FDOT-5102	7/28-30/2009	1.06	0.98	1,479	1,471	1,456	1,469	1,526	4,635	C	0.33	1,861	6,489	0.29
NW 17 Avenue to NW 12 Avenue	3LOW - WB	E*150%	FDOT-0099	3/24-26/2009	1.00	0.98	1,434	1,571	1,385	1,463	1,434	4,635	C	0.31	1,750	6,489	0.27
NW 12 Avenue to NW 8 Avenue	1L EB - 3L WB	E*150%	FDOT-0099	3/24-26/2009	1.00	0.98	1,434	1,571	1,385	1,463	1,434	4,635	C	0.31	1,750	6,489	0.27
NW 8 Avenue to NW 3 Court	3LOW - WB	E*150%	TM Counts	3/19/2009	1.00	1.00	1,367	0	0	1,367	1,367	4,635	C	0.29	1,668	6,489	0.26
NW 3 Court to NW 3 Avenue	3LOW - WB	E*150%	TM Counts	3/19/2009	1.00	1.00	692	0	0	692	692	4,635	C	0.15	844	6,489	0.13
NW 3 Avenue to SW 2 Avenue	2LU	E*150%	TM Counts	3/24/2009	1.00	1.00	539	0	0	539	539	2,160	D	0.25	658	3,024	0.22
SW 2 Avenue to SW 1 Avenue	2LU	E*150%	TM Counts	3/19/2009	1.00	1.00	363	0	0	363	363	1,944	C	0.19	443	2,722	0.16
SW 1 Avenue to S. Miami Avenue	2LU	E*150%	TM Counts	3/19/2009	1.00	1.00	1,367	0	0	1,367	1,367	1,944	E	0.70	1,668	2,722	0.61
S. Miami Avenue to SE 1 Avenue	2LU	E*150%	TM Counts	3/19/2009	1.00	1.00	1,367	0	0	1,367	1,367	1,944	E	0.70	1,668	2,722	0.61
SE 1 Avenue to SE 2 Avenue	2LU	E*150%	TM Counts	3/19/2009	1.00	1.00	1,367	0	0	1,367	1,367	1,944	E	0.70	1,668	2,722	0.61
SE 2 Avenue to SE 3 Avenue	2LU	E*150%	TM Counts	3/19/2009	1.00	1.00	1,367	0	0	1,367	1,367	1,944	E	0.70	1,668	2,722	0.61
SE 3 Avenue to Biscayne Blvd	2LU	E*150%	TM Counts	3/19/2009	1.00	1.00	1,367	0	0	1,367	1,367	1,944	E	0.70	1,668	2,722	0.61
<b>SR 968/SW/SE 1 Street</b>																	
SW 24 Avenue to Beacon Blvd	3LOW - EB	E*150%	FDOT-5101	6/30-7/2/2009	1.04	0.98	1,783	1,712	1,847	1,781	1,815	4,635	C	0.39	2,214	6,489	0.34
Beacon Blvd to SW 22 Avenue	3LOW - EB	E*150%	FDOT-5101	6/30-7/2/2009	1.04	0.98	1,783	1,712	1,847	1,781	1,815	4,635	C	0.39	2,214	6,489	0.34
SW 22 Avenue to SW 17 Avenue	4LOW - EB	E*150%	FDOT-5101	6/30-7/2/2009	1.04	0.98	1,783	1,712	1,847	1,781	1,815	6,192	C	0.29	2,214	8,669	0.26
SW 17 Avenue to SW 12 Avenue	3LOW - EB	E*150%	FDOT-0098	3/24-26/2009	1.00	0.98	507	1,021	1,116	881	864	4,635	C	0.19	1,054	6,489	0.16
SW 12 Avenue to SW 8 Avenue	3LOW - EB	E*150%	FDOT-0098	3/24-26/2009	1.00	0.98	507	1,021	1,116	881	864	4,635	C	0.19	1,054	6,489	0.16
SW 8 Avenue to SW 5 Avenue	3LOW - EB	E*150%	FDOT-0098	3/24-26/2009	1.00	0.98	507	1,021	1,116	881	864	4,635	C	0.19	1,054	6,489	0.16
SW 5 Avenue to SW 2 Avenue	4LOW - EB	E*150%	TM Counts	3/24/2009	1.00	1.00	738	0	0	738	738	6,192	C	0.12	900	8,669	0.10
SW 2 Avenue to SW 1 Avenue	3LOW - EB	E*150%	TM Counts	3/24/2009	1.00	1.00	722	0	0	722	722	3,791	C	0.19	881	5,307	0.17
SW 1 Avenue to S. Miami Avenue	3LOW - EB	E*150%	TM Counts	3/24/2009	1.00	1.00	722	0	0	722	722	3,791	C	0.19	881	5,307	0.17
S. Miami Avenue to SE 1 Avenue	3LOW - EB	E*150%	TM Counts	3/25/2009	1.00	1.00	481	0	0	481	481	3,791	C	0.13	587	5,307	0.11
SE 1 Avenue to SE 2 Avenue	3LOW - EB	E*150%	TM Counts	3/25/2009	1.00	1.00	481	0	0	481	481	3,791	C	0.13	587	5,307	0.11
SE 2 Avenue to SE 3 Avenue	3LOW - EB	E*150%	TM Counts	3/25/2009	1.00	1.00	391	0	0	391	391	3,791	C	0.10	477	5,307	0.09
SE 3 Avenue to Biscayne Blvd	3LOW - EB	E*150%	TM Counts	3/25/2009	1.00	1.00	391	0	0	391	391	3,791	C	0.10	477	5,307	0.09

TABLE 21-A5  
SEOPW DRI - INCREMENT III  
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

ROADWAY SEGMENTS	[1]	[2]	[3]	COUNT DATE	[4]	[5]	DAY 1	DAY 2	DAY 3	AVERAGE	EXISTING	[6]	EXISTING PM PK LOS	PM PK HOUR VIC	PERSON	PERSON	EXISTING	
	EXISTING OR PROGRAMMED LANE GEOMETRY	ADOPTED LOS WITH TRANSIT ADJUSTMENT	COUNT STATION		2009 FDOT PSCF	FDOT AXLE FACTOR	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING TWO-WAY PK HR PK SEASON VOLUME			EXISTING TWO-WAY PEAK HOUR CAPACITY	TRIP VOLUMES [9]	TRIP CAPACITY [10]	TRIP VIC
<b>SR 90/SW/SE 7 Street</b>																		
SW 27 Avenue to Beacon Blvd	3LOW - WB	E*150%	FDOT-5105	6/30-7/2/2009	1.04	0.98	1,521	1,534	1,515	1,523	1,553	4,635	C	0.33	1,894	6,489	0.29	
Beacon Blvd to SW 22 Avenue	3LOW - WB	E*150%	FDOT-5105	6/30-7/2/2009	1.04	0.98	1,521	1,534	1,515	1,523	1,553	4,635	C	0.33	1,894	6,489	0.29	
SW 22 Avenue to SW 17 Avenue	3LOW - WB	E*150%	FDOT-5097	6/30-7/2/2009	1.04	0.98	1,824	1,900	1,849	1,858	1,893	4,635	C	0.41	2,310	6,489	0.36	
SW 17 Avenue to SW 12 Avenue	3LOW - WB	E*150%	FDOT-5097	6/30-7/2/2009	1.04	0.98	1,824	1,900	1,849	1,858	1,893	4,635	C	0.41	2,310	6,489	0.36	
SW 12 Avenue to SW 8 Avenue	3LOW - WB	E*150%	FDOT-5096	5/12-14/2009	1.02	0.98	729	1,171	1,167	1,022	1,022	4,635	C	0.22	1,247	6,489	0.19	
SW 8 Avenue to SW 4 Avenue	3LOW - WB	E*150%	TM Counts	3/25/2009	1.00	1.00	1,479	0	0	1,479	1,479	4,635	C	0.32	1,804	6,489	0.28	
SW 4 Avenue to SW 3 Avenue	3LOW - WB	E*150%	TM Counts	3/25/2009	1.00	1.00	1,265	0	0	1,265	1,265	4,635	C	0.27	1,543	6,489	0.24	
SW 3 Avenue to SW 2 Avenue	3LOW - WB	E*150%	TM Counts	3/24/2009	1.00	1.00	1,861	0	0	1,861	1,861	4,635	C	0.40	2,270	6,489	0.35	
SW 2 Avenue to SW 1 Avenue	3LOW - WB	E*150%	TM Counts	3/24/2009	1.00	1.00	1,607	0	0	1,607	1,607	4,635	C	0.35	1,961	6,489	0.30	
SW 1 Avenue to S. Miami Avenue	3LOW - WB	E*150%	TM Counts	3/24/2009	1.00	1.00	1,432	0	0	1,432	1,432	4,635	C	0.31	1,747	6,489	0.27	
S. Miami Avenue to Brickell Avenue	3LOW - WB	E*150%	FDOT-5091	6/30-7/2/2009	1.04	0.98	1,211	1,236	1,269	1,239	1,262	4,635	C	0.27	1,540	6,489	0.24	
<b>SR 90/SE/SW 8 Street</b>																		
SW 37 Avenue to SW 34 Avenue	4LD	E*150%	FDOT-5117	5/19-21/2009	1.02	0.98	2,574	2,361	2,300	2,412	2,411	4,650	D	0.52	2,941	6,510	0.45	
SW 34 Avenue to SW 32 Avenue	4LU	E*150%	FDOT-5104	5/19-21/2009	1.02	0.98	2,219	2,363	2,436	2,339	2,338	4,418	D	0.53	2,853	6,185	0.46	
SW 32 Avenue to SW 27 Avenue	4LD	E*150%	FDOT-5104	5/19-21/2009	1.02	0.98	2,219	2,363	2,436	2,339	2,338	4,650	D	0.50	2,853	6,510	0.44	
SW 27 Avenue to Beacon Blvd	4LU	E*150%	FDOT-5103	6/30-7/2/2009	1.04	0.98	1,277	1,214	1,320	1,270	1,295	4,418	D	0.29	1,580	6,185	0.26	
Beacon Blvd to SW 22 Avenue	3LOW - EB	E*150%	FDOT-5103	6/30-7/2/2009	1.04	0.98	1,277	1,214	1,320	1,270	1,295	4,212	C	0.31	1,580	5,897	0.27	
SW 22 Avenue to SW 17 Avenue	3LOW - EB	E*150%	FDOT-5103	6/30-7/2/2009	1.04	0.98	1,277	1,214	1,320	1,270	1,295	4,212	C	0.31	1,580	5,897	0.27	
SW 17 Avenue to SW 12 Avenue	3LOW - EB	E*150%	FDOT-5098	6/30-7/2/2009	1.04	0.98	1,613	1,588	1,591	1,597	1,628	4,212	C	0.39	1,986	5,897	0.34	
SW 12 Avenue to SW 8 Avenue	3LOW - EB	E*150%	FDOT-5095	5/12-14/2009	1.02	0.98	991	985	890	955	955	4,212	C	0.23	1,165	5,897	0.20	
SW 8 Avenue to SW 4 Avenue	3LOW - EB	E*150%	TM Counts	3/25/2009	1.00	1.00	1,295	0	0	1,295	1,295	4,212	C	0.31	1,580	5,897	0.27	
SW 4 Avenue to SW 3 Avenue	3LOW - EB	E*150%	TM Counts	3/25/2009	1.00	1.00	2,433	0	0	2,433	2,433	4,212	D	0.58	2,968	5,897	0.50	
SW 3 Avenue to SW 2 Avenue	3LOW - EB	E*150%	TM Counts	3/24/2009	1.00	1.00	1,527	0	0	1,527	1,527	4,212	C	0.36	1,863	5,897	0.32	
SW 2 Avenue to SW 1 Avenue	3LOW - EB	E*150%	TM Counts	3/24/2009	1.00	1.00	1,206	0	0	1,206	1,206	4,212	C	0.29	1,471	5,897	0.25	
SW 1 Avenue to S. Miami Avenue	3LOW - EB	E*150%	TM Counts	3/25/2009	1.00	1.00	1,156	0	0	1,156	1,156	4,212	C	0.27	1,410	5,897	0.24	
S. Miami Avenue to Brickell Avenue	3LOW - EB	E*150%	TM Counts	3/26/2009	1.00	1.00	932	0	0	932	932	4,212	C	0.22	1,137	5,897	0.19	
<b>SR 972/SW 22 St/SW 3 Ave/13 St</b>																		
SW 37 Avenue to SW 32 Avenue	5LD	E*120%	FDOT-2534	1/20-22/2009	1.03	1.00	3,015	2,924	2,482	2,807	2,891	4,080	D	0.71	3,527	5,712	0.62	
SW 32 Avenue to SW 27 Avenue	4LD	E*120%	FDOT-1038	7/21-23/2009	1.00	1.00	3,371	3,477	3,313	3,387	3,387	4,080	E	0.83	4,132	5,712	0.72	
SW 27 Avenue to SW 22 Avenue	4LD	E*120%	FDOT-2549	1/20-22/2009	1.03	1.00	3,069	3,229	3,264	3,187	3,283	4,080	E	0.80	4,005	5,712	0.70	
SW 22 Avenue to SW 17 Avenue	4LD	E*120%	FDOT-2549	1/20-22/2009	1.03	1.00	3,069	3,229	3,264	3,187	3,283	4,080	E	0.80	4,005	5,712	0.70	
SW 17 Avenue to SW 12 Avenue	4LD	E*150%	FDOT-1037	1/13-15/2009	1.03	1.00	2,125	1,992	2,245	2,121	2,184	5,100	C	0.43	2,665	7,140	0.37	
SW 12 Avenue to SW 13 Street	4LD	E*150%	FDOT-1035	2/3-5/2009	1.02	1.00	1,980	1,913	2,035	1,976	2,016	5,100	C	0.40	2,459	7,140	0.34	
SW 13 Street to Brickell Drive	4LD	E*150%	FDOT-0086	2/10-12/2009	1.01	1.00	1,201	1,221	1,263	1,228	1,241	5,100	C	0.24	1,514	7,140	0.21	
<b>NW/SW 37 Avenue</b>																		
NW 25 Street to NW 21 Street	4LD	E*150%	FDOT-3100	4/14-16/2009	1.01	0.99	1,754	1,556	1,642	1,651	1,651	4,590	C	0.36	2,014	6,426	0.31	
NW 21 Street to NW 14 Street	4LD	E	FDOT-3100	4/14-16/2009	1.01	0.99	1,754	1,556	1,642	1,651	1,651	3,060	C	0.54	2,014	4,284	0.47	
NW 14 Street to NW 7 Street	4LD	E	MD-9678	4/24-26/2007	1.01	0.99	2,044	2,062	2,066	2,057	2,057	3,060	C	0.67	2,510	4,284	0.59	
NW 7 Street to W. Flagler Street	4LD	E	MD-9678	4/24-26/2007	1.01	0.99	2,044	2,062	2,066	2,057	2,057	3,060	C	0.67	2,510	4,284	0.59	
W. Flagler St to Ponce De Leon Blvd	4LD	E	MD-9678	4/24-26/2007	1.01	0.99	2,044	2,062	2,066	2,057	2,057	3,060	C	0.67	2,510	4,284	0.59	
Ponce De Leon Blvd to SW 8 Street	4LD	E	MD-9678	4/24-26/2007	1.01	0.99	2,044	2,062	2,066	2,057	2,057	3,060	C	0.67	2,510	4,284	0.59	
SW 8 Street to SW 24 Street	4LD	E	MD-9678	4/24-26/2007	1.01	0.99	2,044	2,062	2,066	2,057	2,057	3,060	C	0.67	2,510	4,284	0.59	
SW 24 Street to Bird Road	4LD	E	MD-9678	4/24-26/2007	1.01	0.99	2,044	2,062	2,066	2,057	2,057	3,060	C	0.67	2,510	4,284	0.59	
Bird Road to US-1	4LD	E	MD-9678	4/24-26/2007	1.01	0.99	2,044	2,062	2,066	2,057	2,057	3,060	C	0.67	2,510	4,284	0.59	

TABLE 21-A5  
SEOPW DRI - INCREMENT III  
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

ROADWAY SEGMENTS	[1]	[2]	[3]	[4]		[5]	DAY 1	DAY 2	DAY 3	AVERAGE	EXISTING	[6]	EXISTING	PM PK HOUR LOS	PERSON TRIP VOLUMES [9]	PERSON TRIP CAPACITY [10]	EXISTING TRIP VIC	
	EXISTING OR PROGRAMMED LANE GEOMETRY	ADOPTED LOS WITH TRANSIT ADJUSTMENT	COUNT STATION	COUNT DATE	2009 FDOT PSCF	FDOT AXLE FACTOR	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING TWO-WAY PK HR PK SEASON VOLUME	EXISTING TWO-WAY PEAK HOUR CAPACITY						
<b>SR 9/NW/SW 27 Avenue</b>																		
NW 41 Street to NW 38 Street	5LD	E*120%	FDOT-0417	4/14-16/2009	1.01	0.98	2,774	2,638	2,596	2,669	2,642	4,080	D	0.65	3,223	5,712	0.56	
NW 38 Street to NW 36 Street	6LD	E*120%	FDOT-0417	4/14-16/2009	1.01	0.98	2,774	2,638	2,596	2,669	2,642	6,180	C	0.43	3,223	8,652	0.37	
NW 36 Street to NW 28 Street	6LD	E*120%	FDOT-0417	4/14-16/2009	1.01	0.98	2,774	2,638	2,596	2,669	2,642	6,180	C	0.43	3,223	8,652	0.37	
NW 28 Street to NW 20 Street	6LD	E*120%	FDOT-0417	4/14-16/2009	1.01	0.98	2,774	2,638	2,596	2,669	2,642	6,180	C	0.43	3,223	8,652	0.37	
NW 20 Street to NW 14 Street	6LD	E*120%	FDOT-1166	6/2-4/2009	1.03	0.96	3,794	3,876	3,714	3,795	3,752	6,180	C	0.61	4,578	8,652	0.53	
NW 14 Street to SR 836	6LD	E*120%	FDOT-1166	6/2-4/2009	1.03	0.96	3,794	3,876	3,714	3,795	3,752	6,180	C	0.61	4,578	8,652	0.53	
SR 836 to NW 7 Street	6LD	E*120%	FDOT-0552	4/28-30/2009	1.01	0.98	3,991	3,445	4,005	3,814	3,775	6,180	C	0.61	4,605	8,652	0.53	
NW 7 Street to W. Flagler Street	6LD	E*120%	FDOT-5128	7/21-23/2009	1.06	0.94	3,163	3,201	3,083	3,149	3,138	6,180	C	0.51	3,828	8,652	0.44	
W. Flagler Street to SW 7 Street	6LD	E*120%	FDOT-5128	7/21-23/2009	1.06	0.94	3,163	3,201	3,083	3,149	3,138	6,180	C	0.51	3,828	8,652	0.44	
SW 7 Street to SW 8 Street	6LD	E*120%	FDOT-5126	7/21-23/2009	1.06	0.94	2,421	2,495	2,465	2,460	2,451	6,180	C	0.40	2,991	8,652	0.35	
SW 8 Street to SW 22 Street	4LD	E*120%	FDOT-5125	6/2-4/2009	1.03	0.96	2,628	2,775	2,618	2,674	2,644	4,080	D	0.65	3,225	5,712	0.56	
SW 22 Street to US-1	4LD	E*120%	FDOT-5120	6/2-4/2009	1.03	0.96	1,742	1,885	1,645	1,757	1,738	4,080	C	0.43	2,120	5,712	0.37	
<b>NW/SW 22 Avenue</b>																		
NW 41 Street to NW 36 Street	4LD	E*120%	Link Count	3/18-19/2009	1.00	0.99	2,250	2,137	0	2,194	2,172	3,672	C	0.59	2,649	5,141	0.52	
NW 36 Street to NW 28 Street	4LD	E*120%	Link Count	3/18-19/2009	1.00	0.99	1,809	1,736	0	1,773	1,755	3,672	C	0.48	2,141	5,141	0.42	
NW 28 Street to NW 20 Street	4LD	E*120%	Link Count	3/18-19/2009	1.00	0.99	1,861	1,793	0	1,827	1,809	3,672	C	0.49	2,207	5,141	0.43	
NW 20 Street to NW North River Dr	4LD	E*120%	Link Count	3/18/2009	1.00	0.99	2,451	0	0	2,451	2,426	3,672	D	0.66	2,960	5,141	0.58	
NW North River Dr to NW 14 Street	4LD	E*120%	Link Count	3/18/2009	1.00	0.99	2,451	0	0	2,451	2,426	3,672	D	0.66	2,960	5,141	0.58	
NW 14 Street to NW 11 Street	4LD	E*120%	Link Count	3/17-18/2009	1.00	0.99	1,954	2,012	0	1,983	1,963	3,672	C	0.53	2,395	5,141	0.47	
NW 11 Street to NW 7 Street	4LD	E*120%	Link Count	3/17-18/2009	1.00	0.99	1,954	2,012	0	1,983	1,963	3,672	C	0.53	2,395	5,141	0.47	
NW 7 Street to W. Flagler Street	4LD	E*120%	Link Count	3/17-18/2009	1.00	0.99	1,954	2,012	0	1,983	1,963	3,672	C	0.53	2,395	5,141	0.47	
W. Flagler Street to SW 1 Street	4LD	E*120%	Link Count	3/17-18/2009	1.00	0.99	1,616	1,579	0	1,598	1,582	3,672	C	0.43	1,929	5,141	0.38	
SW 1 Street to SW 7 Street	4LD	E*120%	Link Count	3/17-18/2009	1.00	0.99	1,616	1,579	0	1,598	1,582	3,672	C	0.43	1,929	5,141	0.38	
SW 7 Street to SW 8 Street	4LD	E*120%	Link Count	3/17-18/2009	1.00	0.99	1,616	1,579	0	1,598	1,582	3,672	C	0.43	1,929	5,141	0.38	
SW 8 Street to SW 22 Street	4LD	E*120%	MD-9672	4/24-26/2007	1.01	0.99	1,683	1,634	1,661	1,659	1,659	3,672	C	0.45	2,024	5,141	0.39	
SW 22 Street to US-1	4LD	E*120%	MD-9672	4/24-26/2007	1.01	0.99	1,683	1,634	1,661	1,659	1,659	3,672	C	0.45	2,024	5,141	0.39	
<b>NW/SW 17 Avenue</b>																		
NW 40 Street to NW 36 Street	4LD	E*120%	Link Count	3/25-26/2009	1.00	0.99	1,094	1,146	0	1,120	1,109	3,672	C	0.30	1,353	5,141	0.26	
NW 36 Street to NW 28 Street	2LD	E*120%	Link Count	3/18-19/2009	1.00	0.99	1,518	1,290	0	1,404	1,390	1,780	E	0.78	1,696	2,493	0.68	
NW 28 Street to NW 20 Street	2LD	E*120%	Link Count	3/18-19/2009	1.00	0.99	1,308	1,268	0	1,288	1,275	1,780	D	0.72	1,556	2,493	0.62	
NW 20 Street to NW 14 Street	2LD	E*120%	Link Count	3/17-18/2009	1.00	0.99	1,269	1,340	0	1,305	1,291	1,780	D	0.73	1,576	2,493	0.63	
NW 14 St to NW S River Dr/836 WB	4LD	E*120%	Link Count	3/17-18/2009	1.00	0.99	1,616	1,579	0	1,598	1,582	3,672	C	0.43	1,929	5,141	0.38	
NW S River Dr to SR 836 EB	4LD	E*120%	TM Counts	9/10/2008	1.05	1.00	1,949	0	0	1,949	2,046	3,672	C	0.56	2,497	5,141	0.49	
SR 836 EB to NW 7 Street	6LD	E*120%	TM Counts	9/9/2008	1.05	1.00	1,726	0	0	1,726	1,812	5,562	C	0.33	2,211	7,787	0.28	
NW 7 Street to NW 3 Street	6LD	E*120%	Link Count	3/17-18/2009	1.00	0.99	2,267	2,394	0	2,331	2,307	5,562	C	0.41	2,815	7,787	0.36	
NW 3 Street to W. Flagler Street	6LD	E*120%	Link Count	3/17-18/2009	1.00	0.99	2,267	2,394	0	2,331	2,307	5,562	C	0.41	2,815	7,787	0.36	
W. Flagler Street to SW 1 Street	4LD	E*120%	Link Count	3/17-18/2009	1.00	0.99	2,267	2,394	0	2,331	2,307	3,672	D	0.63	2,815	5,141	0.55	
SW 1 Street to SW 7 Street	4LD	E*120%	Link Count	3/17-18/2009	0.99	0.99	1,694	1,756	0	1,725	1,691	3,672	C	0.46	2,063	5,141	0.40	
SW 7 Street to SW 8 Street	4LD	E*120%	Link Count	3/17-18/2009	0.99	0.99	1,694	1,756	0	1,725	1,691	3,672	C	0.46	2,063	5,141	0.40	
SW 8 Street to SW 22 Street	4LD	E*120%	MD-9670	9/4-6/2007	1.04	0.99	1,788	2,038	1,966	1,931	1,988	3,672	C	0.54	2,425	5,141	0.47	
SW 22 Street to US-1	4LD	E	MD-9670	9/4-6/2007	1.04	0.99	1,788	2,038	1,966	1,931	1,988	3,060	C	0.65	2,425	4,284	0.57	

TABLE 21-A5  
SEOPW DRI - INCREMENT III  
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

ROADWAY SEGMENTS	[1]	[2]	[3]	COUNT DATE	[4]		DAY 1	DAY 2	DAY 3	AVERAGE	EXISTING	[6]	EXISTING PM PK HOUR LOS	PM PK HOUR VIC	PERSON	PERSON	EXISTING	
	EXISTING OR PROGRAMMED LANE GEOMETRY	ADOPTED LOS WITH TRANSIT ADJUSTMENT	COUNT STATION		2009 FDOT PSCF	[5] FDOT AXLE FACTOR	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING TWO-WAY PK HR PK SEASON VOLUME			EXISTING TWO-WAY PEAK HOUR CAPACITY	TRIP VOLUMES [9]	TRIP CAPACITY [10]	TRIP PERSON VIC
<b>SR 933/NW/SW 12 Avenue</b>																		
NW 40 Street to NW 36 Street	4LD	E*150%	Link Count	3/18-19/2009	1.00	1.00	1,504	1,408	0	1,456	1,456	4,650	D	0.31	1,776	6,510	0.27	
NW 36 Street to NW 29 Street	4LD	E*150%	Link Count	3/18-19/2009	1.00	1.00	2,288	2,044	0	2,166	2,166	4,650	D	0.47	2,643	6,510	0.41	
NW 29 Street to NW 20 Street	4LD	E*150%	FDOT-1146	6/23-25/2009	1.01	1.00	1,800	1,839	1,799	1,813	1,831	4,650	D	0.39	2,234	6,510	0.34	
NW 20 Street to NW 14 Street	6LD	E*150%	Link Count	3/17-19/2009	1.00	1.00	2,122	2,457	1,844	2,141	2,141	7,020	D	0.30	2,612	9,828	0.27	
NW 14 St to NW 12 St/SR 836 WB	5LD	E*150%	TM Counts	9/11/2008	1.05	1.00	1,924	0	0	1,924	2,020	4,650	D	0.43	2,465	6,510	0.38	
NW 12 St/SR 836 WB to NW 11 St	5LD	E*150%	TM Counts	9/16/2008	1.05	1.00	2,059	0	0	2,059	2,162	4,650	D	0.46	2,638	6,510	0.41	
NW 11 Street to NW 7 Street	6LD	E*120%	TM Counts	9/10/2008	1.05	1.00	1,746	0	0	1,746	1,833	5,616	C	0.33	2,237	7,862	0.28	
NW 7 Street to NW 3 Street	4LU	E*120%	FDOT-5012	1/20-22/2009	1.00	1.00	1,777	1,784	1,765	1,775	1,775	3,534	D	0.50	2,166	4,948	0.44	
NW 3 Street to W. Flagler Street	4LU	E*120%	FDOT-5012	1/20-22/2009	1.00	1.00	1,777	1,784	1,765	1,775	1,775	3,534	D	0.50	2,166	4,948	0.44	
W. Flagler Street to SW 1 Street	6LU	E*120%	FDOT-5012	1/20-22/2009	1.00	1.00	1,777	1,784	1,765	1,775	1,775	5,616	C	0.32	2,166	7,862	0.28	
SW 1 Street to SW 7 Street	4LU	E*120%	Link Count	3/17-18/2009	1.00	1.00	1,354	1,438	0	1,396	1,396	3,534	D	0.40	1,703	4,948	0.34	
SW 7 Street to SW 8 Street	4LU	E*120%	FDOT-5011	4/14-16/2009	1.00	1.00	1,267	1,266	1,412	1,315	1,315	3,534	D	0.37	1,604	4,948	0.32	
SW 8 Street to SW 13 Street	4LU	E*120%	FDOT-5008	1/20-22/2009	1.03	1.00	544	491	591	542	558	3,534	C	0.16	681	4,948	0.14	
SW 13 Street to SW 3 Avenue	2LD	E*120%	FDOT-5008	1/20-22/2009	1.03	1.00	544	491	591	542	558	1,814	D	0.31	681	2,540	0.27	
<b>SR 7/NW/SW 7 Ave/SW 8 Ave</b>																		
NW 46 Street to NW 36 Street	4LD	E*150%	FDOT-9030	6/23-25/2009	1.01	0.98	1,977	2,004	1,948	1,976	1,956	4,650	D	0.42	2,387	6,510	0.37	
NW 36 Street to NW 29 Street	4LD	E*150%	Link Count	3/18-19/2009	1.00	0.98	2,059	1,904	0	1,982	1,942	4,650	D	0.42	2,369	6,510	0.36	
NW 29 Street to NW 20 Street	4LD	E*150%	FDOT-5005	2/24-26/2009	1.00	0.98	2,076	1,890	1,911	1,959	1,920	4,650	D	0.41	2,342	6,510	0.36	
NW 20 Street to NW 17 Street	4LD	E*150%	FDOT-5005	2/24-26/2009	1.00	0.98	2,076	1,890	1,911	1,959	1,920	4,650	D	0.41	2,342	6,510	0.36	
NW 17 Street to NW 14 Street	4LD	E*150%	Link Count	3/17-19/2009	1.00	0.98	1,178	1,316	1,124	1,206	1,182	4,650	C	0.25	1,442	6,510	0.22	
NW 14 Street to NW 11 Street	4LD	E*150%	Link Count	3/17-19/2009	1.00	0.98	1,178	1,316	1,124	1,206	1,182	4,650	C	0.25	1,442	6,510	0.22	
NW 11 Street to NW 10 Street	4LD	E*150%	Link Count	3/17-18/2009	1.00	0.98	222	248	0	235	230	4,650	C	0.05	281	6,510	0.04	
NW 10 Street to NW 8 Street	4LD	E*150%	Link Count	3/17-18/2009	1.00	0.98	222	248	0	235	230	4,650	C	0.05	281	6,510	0.04	
NW 8 Street to NW 7 Street	4LD	E*150%	Link Count	3/17-18/2009	1.00	0.98	222	248	0	235	230	4,650	C	0.05	281	6,510	0.04	
NW 7 Street to NW 6 Street	4LD	E*150%	Link Count	3/17-18/2009	1.00	0.98	222	248	0	235	230	4,650	C	0.05	281	6,510	0.04	
NW 6 Street to NW 5 Street	5LD	E*150%	Link Count	3/17-18/2009	1.00	0.98	222	248	0	235	230	4,650	C	0.05	281	6,510	0.04	
NW 5 Street to NW 4 Street	4LD	E*120%	Link Count	3/17-18/2009	1.00	0.98	222	248	0	235	230	3,720	C	0.06	281	5,208	0.05	
NW 4 Street to NW 3 Street	2L NB - 1L SB	E	FDOT-5001	4/22-24/2008	1.00	0.98	482	485	447	471	462	2,160	C	0.21	564	3,024	0.19	
NW 3 Street to NW 2 Street	2LU	E	FDOT-5001	4/22-24/2008	1.00	0.98	482	485	447	471	462	1,440	C	0.32	564	2,016	0.28	
NW 2 Street to NW 1 Street	2LU	E	FDOT-5001	4/22-24/2008	1.00	0.98	482	485	447	471	462	1,440	C	0.32	564	2,016	0.28	
NW 1 Street to W. Flagler Street	2LD-WLT	E	FDOT-5001	4/22-24/2008	1.00	0.98	482	485	447	471	462	1,440	C	0.32	564	2,016	0.28	
W. Flagler Street to SW 1 Street	2LD-WLT	E	FDOT-5001	4/22-24/2008	1.00	0.98	482	485	447	471	462	1,440	C	0.32	564	2,016	0.28	
SW 1 Street to SW 7 Street	2LU	E	FDOT-5000	1/20-22/2009	1.04	0.98	514	502	511	509	519	1,440	D	0.36	633	2,016	0.31	
SW 7 Street to SW 8 Street	2LU	E	FDOT-5000	1/20-22/2009	1.04	0.98	514	502	511	509	519	1,440	D	0.36	633	2,016	0.31	
<b>NW 3 Court</b>																		
I-95 to NW 8 Street	4LOW - SB	E*150%	TM Counts	2/19/2009	1.00	1.00	786	0	0	786	786	5,087	C	0.15	959	7,122	0.13	
NW 8 Street to NW 7 Street	4LOW - SB	E*150%	TM Counts	2/19/2009	1.00	1.00	733	0	0	733	733	5,087	C	0.14	894	7,122	0.13	
NW 7 Street to NW 6 Street	4LOW - SB	E*150%	TM Counts	2/19/2009	1.00	1.00	713	0	0	713	713	5,087	C	0.14	870	7,122	0.12	
NW 6 Street to NW 5 Street	3LOW - SB	E*150%	TM Counts	2/19/2009	1.00	1.00	931	0	0	931	931	3,791	C	0.25	1,136	5,307	0.21	
NW 5 Street to NW 4 Street	3LOW - SB	E*150%	TM Counts	2/19/2009	1.00	1.00	883	0	0	883	883	3,791	C	0.23	1,077	5,307	0.20	
NW 4 Street to NW 3 Street	3LOW - SB	E*150%	TM Counts	2/19/2009	1.00	1.00	880	0	0	880	880	3,791	C	0.23	1,074	5,307	0.20	
NW 3 Street to NW 2 Street	3LOW - SB	E*150%	TM Counts	3/19/2009	1.00	1.00	1,038	0	0	1,038	1,038	3,791	C	0.27	1,266	5,307	0.24	
NW 2 Street to NW 1 Street	3LOW - SB	E*150%	TM Counts	3/19/2009	1.00	1.00	1,253	0	0	1,253	1,253	3,791	C	0.33	1,529	5,307	0.29	
NW 1 Street to W. Flagler Street	3LOW - SB	E*150%	TM Counts	3/19/2009	1.00	1.00	675	0	0	675	675	3,791	C	0.18	824	5,307	0.16	

TABLE 21-A5  
SEOPW DRI - INCREMENT III  
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

ROADWAY SEGMENTS	[1]	[2]	[3]	[4]	[5]	DAY 1	DAY 2	DAY 3	AVERAGE	EXISTING	[6]	EXISTING	PERSON	PERSON	EXISTING		
	EXISTING OR PROGRAMMED LANE GEOMETRY	ADOPTED LOS WITH TRANSIT ADJUSTMENT	COUNT STATION	COUNT DATE	2009 FDOT PSCF	FDOT AXLE FACTOR	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING TWO-WAY PK HR PK SEASON VOLUME	TWO-WAY PEAK HOUR CAPACITY	PM PK HOUR LOS	TRIP VOLUMES [9]	TRIP CAPACITY [10]	TRIP PERSON V/C	
<b>I-95</b>																	
NW 79 Street to NW 62 Street	12L-EXPY	E	FDOT-2036	6/9-11/2009	1.08	0.96	15,789	14,799	14,913	15,167	15,725	23,230	C	0.68	N/A	N/A	N/A
NW 62 Street to SR 112/I-195	12L-EXPY	E	FDOT-2553	6/9-11/2009	1.08	0.96	14,100	12,821	13,241	13,387	13,880	23,230	C	0.60	N/A	N/A	N/A
SR 112/I-195 to SR 836	12L-EXPY	E	FDOT-2095	6/9-11/2009	1.08	0.96	12,358	12,273	12,737	12,456	12,914	23,230	B	0.56	N/A	N/A	N/A
SR 836 to the Distributor	8L-EXPY	E	FDOT-2505	6/9-11/2009	1.08	0.96	10,606	9,924	10,233	10,254	10,632	15,270	C	0.70	N/A	N/A	N/A
Distributor to SW 8 Street	6L-EXPY	E	[7]	3/24-26/2009	1.00	0.96	8,838	8,886	0	8,862	8,508	11,290	D	0.75	N/A	N/A	N/A
SW 8 Street to Rickenbacker Cswy	6L-EXPY	E	[8]	3/24-26/2009	1.00	0.96	7,759	7,832	0	7,796	7,484	11,290	C	0.66	N/A	N/A	N/A
Rickenbacker Cswy to US-1	4L-EXPY	E	FDOT-2162	3/24-26/2009	1.00	0.96	4,559	4,521	4,395	4,492	4,312	7,300	C	0.59	N/A	N/A	N/A
<b>NW 3 Avenue</b>																	
NW 20 Street to NW 17 Street	2LU	E*120%	MD-9330	11/16-18/2010	1.07	1.00	396	470	464	443	474	1,555	D	0.31	579	2,177	0.27
NW 17 Street to NW 14 Street	2LU	E*120%	TM Counts	2/10/2009	1.01	1.00	588	0	500	363	366	1,555	C	0.24	447	2,177	0.21
NW 14 Street to NW 13 Street	2LU	E*120%	TM Counts	2/10/2009	1.01	1.00	558	0	500	353	356	1,555	C	0.23	435	2,177	0.20
NW 13 Street to NW 12 Street	2LU	E*120%	TM Counts	2/10/2009	1.01	1.00	558	0	500	353	356	1,555	C	0.23	435	2,177	0.20
NW 12 Street to NW 11 Terrace	2LU	E*120%	TM Counts	2/11/2009	1.01	1.00	452	0	500	317	321	1,555	C	0.21	391	2,177	0.18
NW 11 Terrace to NW 11 Street	2LU	E*120%	TM Counts	2/11/2009	1.01	1.00	452	0	0	452	457	1,555	D	0.29	557	2,177	0.26
NW 11 Street to NW 10 Street	2LU	E*150%	TM Counts	2/11/2009	1.01	1.00	438	0	0	438	442	1,944	C	0.23	540	2,722	0.20
NW 10 Street to NW 9 Street	2LU	E*150%	TM Counts	2/11/2009	1.01	1.00	342	0	0	342	345	1,944	C	0.18	421	2,722	0.15
NW 9 Street to I-95/NW 8 Street	1LOW - NB	E*150%	TM Counts	2/19/2009	1.00	1.00	453	0	0	453	453	1,166	D	0.39	553	1,633	0.34
I-95/NW 8 Street to NW 7 Street	2LOW - NB	E*150%	TM Counts	2/19/2009	1.00	1.00	1,302	0	0	1,302	1,302	2,511	D	0.52	1,588	3,515	0.45
NW 7 Street to NW 6 Street	2LOW - NB	E*150%	TM Counts	2/19/2009	1.00	1.00	1,294	0	0	1,294	1,294	2,511	D	0.52	1,579	3,515	0.45
NW 6 Street to NW 5 Street	3LOW - NB	E*150%	TM Counts	2/19/2009	1.00	1.00	1,037	0	0	1,037	1,037	3,791	C	0.27	1,265	5,307	0.24
NW 5 Street to NW 4 Street	3LOW - NB	E*150%	TM Counts	2/19/2009	1.00	1.00	1,091	0	0	1,091	1,091	3,791	C	0.29	1,331	5,307	0.25
NW 4 Street to NW 3 Street	2LOW - NB	E*150%	TM Counts	3/19/2009	1.00	1.00	1,026	0	0	1,026	1,026	2,511	C	0.41	1,252	3,515	0.36
NW 3 Street to NW 2 Street	2LOW - NB	E*150%	TM Counts	3/19/2009	1.00	1.00	675	0	0	675	675	2,511	C	0.27	824	3,515	0.23
NW 2 Street to NW 1 Street	2LOW - NB	E*150%	TM Counts	3/19/2009	1.00	1.00	493	0	0	493	493	2,511	C	0.20	601	3,515	0.17
NW 1 Street to W. Flagler Street	2LOW - NB	E*150%	TM Counts	3/24/2009	1.00	1.00	206	0	0	206	206	2,511	C	0.08	251	3,515	0.07
<b>NW/SW 2 Avenue/NW 1 Place</b>																	
NW 36 Street to NW 29 Street	2LU	E*120%	Link Count	3/11-12/2009	1.00	1.00	776	690	0	733	733	1,555	D	0.47	894	2,177	0.41
NW 29 Street to NW 20 Street	2LU	E*120%	Link Count	3/11-12/2009	1.00	1.00	543	494	0	519	519	1,555	D	0.33	633	2,177	0.29
NW 20 Street to NW 17 Street	2LOW - NB	E*120%	MD-9320	10/25-27/2010	1.05	1.00	11	12	6	10	10	2,009	C	0.01	12	2,812	0.00
NW 17 Street to NW 14 Street	2LOW - NB	E*120%	TM Counts	2/11/2009	1.01	1.00	158	0	0	158	160	2,009	C	0.08	195	2,812	0.07
NW 14 Street to NW 13 Street	2LU	E*120%	TM Counts	2/11/2009	1.01	1.00	327	0	0	327	330	1,555	C	0.21	403	2,177	0.19
NW 13 Street to NW 12 Street	2LU	E*120%	TM Counts	2/11/2009	1.01	1.00	371	0	0	371	375	1,555	C	0.24	457	2,177	0.21
NW 12 Street to NW 11 Street	2LU	E*120%	TM Counts	2/11/2009	1.01	1.00	371	0	0	371	375	1,555	C	0.24	457	2,177	0.21
NW 11 Street to NW 10 Street	2LU	E*150%	TM Counts	2/11/2009	1.01	1.00	389	0	0	389	393	1,944	C	0.20	479	2,722	0.18
NW 10 Street to NW 9 Street	2LU	E*150%	TM Counts	2/11/2009	1.01	1.00	422	0	0	422	426	1,944	C	0.22	520	2,722	0.19
NW 9 Street to NW 8 Street	2LU	E*150%	TM Counts	2/11/2009	1.01	1.00	492	0	0	492	497	1,944	D	0.26	606	2,722	0.22
NW 8 Street to NW 7 Street	2LU	E*150%	TM Counts	2/11/2009	1.01	1.00	575	0	0	575	581	1,944	D	0.30	709	2,722	0.26
NW 7 Street to NW 6 Street	2LU	E*150%	TM Counts	2/11/2009	1.01	1.00	555	0	0	555	561	1,944	D	0.29	684	2,722	0.25
NW 6 Street to NW 5 Street	3LU	E*150%	TM Counts	2/19/2009	1.00	1.00	622	0	0	622	622	2,916	C	0.21	759	4,082	0.19
NW 5 Street to NW 4 Street	3LU	E*150%	TM Counts	2/19/2009	1.00	1.00	770	0	0	770	770	2,916	D	0.26	939	4,082	0.23
NW 4 Street to NW 3 Street	3LU	E*150%	Link Count	3/11-12/2009	1.00	1.00	886	800	0	843	843	2,916	D	0.29	1,028	4,082	0.25
NW 3 Street to NW 2 Street	3LU	E*150%	Link Count	3/11-12/2009	1.00	1.00	886	800	0	843	843	2,916	D	0.29	1,028	4,082	0.25
NW 2 Street to NW 1 Street	2L NB - 1L SB	E*150%	TM Counts	3/24/2009	1.00	1.00	894	0	0	894	894	2,916	D	0.31	1,091	4,082	0.27
NW 1 Street to W. Flagler Street	2L NB - 1L SB	E*150%	TM Counts	3/24/2009	1.00	1.00	894	0	0	894	894	2,916	D	0.31	1,091	4,082	0.27
W. Flagler Street to SW 1 Street	3LU	E*150%	TM Counts	3/24/2009	1.00	1.00	990	0	0	990	990	2,916	D	0.34	1,208	4,082	0.30
SW 1 Street to SW 2 Street	4LD	E*150%	TM Counts	3/24/2009	1.00	1.00	898	0	0	898	898	4,185	C	0.21	1,096	5,859	0.19
SW 2 Street to SW 3 Street	4LD	E*150%	Link Count	3/11-12/2009	1.00	1.00	1,088	1,240	0	1,164	1,164	4,185	D	0.28	1,420	5,859	0.24



TABLE 21-A5  
SEOPW DRI - INCREMENT III  
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

ROADWAY SEGMENTS	[1]	[2]	[3]	[4]	[5]	DAY 1	DAY 2	DAY 3	AVERAGE	EXISTING	[6]	EXISTING	PERSON	PERSON	EXISTING		
	EXISTING OR PROGRAMMED LANE GEOMETRY	ADOPTED LOS WITH TRANSIT ADJUSTMENT	COUNT STATION	COUNT DATE	2009 FDOT PSCF	FDOT AXLE FACTOR	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING TWO-WAY PK HR PK SEASON VOLUME	TWO-WAY PEAK HOUR CAPACITY	PM PK HOUR LOS	TRIP VOLUMES [9]	TRIP CAPACITY [10]	TRIP PERSON V/C	
SW 3 Street to SW 7 Street	4LD	E*150%	Link Count	3/11-12/2009	1.00	1.00	1,088	1,240	0	1,164	1,164	4,185	D	0.28	1,420	5,859	0.24
SW 7 Street to SW 8 Street	4LD	E*150%	Link Count	3/11-12/2009	1.00	1.00	1,079	1,127	0	1,103	1,103	4,185	D	0.26	1,346	5,859	0.23
SW 8 Street to SW 13 Street	2LU	E*150%	FDOT-7061	9/2-4/2009	1.04	1.00	973	1,055	0	1,014	1,055	1,944	E	0.54	1,287	2,722	0.47
SW 13 Street to SW 15 Road	2LU	E*150%	FDOT-7061	9/2-4/2009	1.04	1.00	973	1,055	0	1,014	1,055	1,944	E	0.54	1,287	2,722	0.47
<b>NW/SW 1 Avenue</b>																	
NW 20 Street to NW 17 Street	2LU	E*150%	TM Counts	2/11/2009	1.01	1.00	203	0	0	203	205	1,944	C	0.11	250	2,722	0.09
NW 17 Street to NW 14 Street	2LU	E*150%	TM Counts	2/11/2009	1.01	1.00	203	0	0	203	205	1,944	C	0.11	250	2,722	0.09
NW 14 Street to NW 13 Street	2LU	E*150%	TM Counts	2/11/2009	1.01	1.00	203	0	0	203	205	1,944	C	0.11	250	2,722	0.09
NW 13 Street to NW 11 Street	2LU	E*150%	TM Counts	2/11/2009	1.01	1.00	203	0	0	203	205	1,944	C	0.11	250	2,722	0.09
NW 11 Street to NW 10 Street	2LU	E*150%	TM Counts	2/11/2009	1.01	1.00	203	0	0	203	205	1,944	C	0.11	250	2,722	0.09
NW 10 Street to NW 9 Street	4LD	E*150%	TM Counts	2/11/2009	1.01	1.00	203	0	0	203	205	4,185	C	0.05	250	5,859	0.04
NW 9 Street to NW 8 Street	4LD	E*150%	TM Counts	2/11/2009	1.01	1.00	203	0	0	203	205	4,185	C	0.05	250	5,859	0.04
NW 8 Street to NW 7 Street	4LD	E*150%	TM Counts	2/11/2009	1.01	1.00	207	0	0	207	209	4,185	C	0.05	255	5,859	0.04
NW 7 Street to NW 6 Street	4LD	E*150%	TM Counts	2/11/2009	1.01	1.00	207	0	0	207	209	4,185	C	0.05	255	5,859	0.04
NW 6 Street to NW 5 Street	4LD	E*150%	TM Counts	2/18/2009	1.00	1.00	259	0	0	259	259	4,185	C	0.06	316	5,859	0.05
NW 5 Street to NW 3 Street	4LD	E*150%	TM Counts	2/18/2009	1.00	1.00	339	0	0	339	339	4,185	C	0.08	414	5,859	0.07
NW 3 Street to NW 2 Street	3LU	E*150%	Link Count	3/25-26/2009	1.00	1.00	353	321	0	337	337	2,916	C	0.12	411	4,082	0.10
NW 2 Street to NW 1 Street	4LU	E*150%	Link Count	3/25-26/2009	1.00	1.00	353	321	0	337	337	3,976	C	0.08	411	5,566	0.07
NW 1 Street to W. Flagler Street	1L NB - 2L SB	E*150%	Link Count	3/25-26/2009	1.00	1.00	353	321	0	337	337	2,916	C	0.12	411	4,082	0.10
W. Flagler Street to SW 1 Street	1L NB - 2L SB	E*150%	Link Count	3/25-26/2009	1.00	1.00	353	321	0	337	337	2,916	C	0.12	411	4,082	0.10
SW 1 Street to SW 2 Street	1L NB - 2L SB	E*150%	Link Count	3/25-26/2009	1.00	1.00	353	321	0	337	337	2,916	C	0.12	411	4,082	0.10
SW 7 Street to SW 8 Street	3LOW - SB	E*150%	Link Count	3/17-18/2009	1.00	1.00	642	603	0	623	623	3,791	C	0.16	759	5,307	0.14
SW 8 Street to SW 9 Street	3LOW - SB	E*150%	Link Count	3/17-18/2009	1.00	1.00	642	603	0	623	623	3,791	C	0.16	759	5,307	0.14
SW 9 Street to SW 10 Street	2LOW - SB	E*150%	Link Count	3/17-18/2009	1.00	1.00	642	603	0	623	623	2,511	C	0.25	759	3,515	0.22
SW 10 Street to SW 11 Street	2LOW - SB	E*150%	Link Count	3/17-18/2009	1.00	1.00	642	603	0	623	623	2,511	C	0.25	759	3,515	0.22
SW 11 Street to SW 12 Street	2LOW - SB	E*150%	Link Count	3/17-18/2009	1.00	1.00	642	603	0	623	623	2,511	C	0.25	759	3,515	0.22
<b>N. Miami Avenue</b>																	
NW 38 Street/I-195 to NW 36 Street	4LD	E*150%	Link Count	3/11-12/2009	1.00	1.00	1,346	1,454	0	1,400	1,400	4,185	D	0.33	1,708	5,859	0.29
NW 36 Street to NW 29 Street	4LD	E*150%	Link Count	3/11-12/2009	1.00	1.00	1,581	1,548	0	1,565	1,565	4,185	D	0.37	1,909	5,859	0.33
NW 29 Street to NW 20 Street	4LU	E*150%	Link Count	3/11-12/2009	1.00	1.00	1,175	1,146	0	1,161	1,161	4,185	D	0.28	1,416	5,859	0.24
NW 20 Street to NW 17 Street	4LU	E*150%	MD-9308	11/9-11/2010	1.00	1.00	671	701	490	621	621	4,185	C	0.15	757	5,859	0.13
NW 17 Street to NW 15 Street	3LOW - SB	E*150%	MD-9308	11/9-11/2010	1.00	1.00	671	701	490	621	621	3,791	C	0.16	757	5,307	0.14
NW 15 Street to NW 14 Street	3LOW - SB	E*150%	TM Counts	2/18/2009	1.00	1.00	367	0	0	367	367	3,791	C	0.10	448	5,307	0.08
NW 14 Street to NW 13 Street	3LOW - SB	E*150%	TM Counts	2/18/2009	1.00	1.00	266	0	0	266	266	3,791	C	0.07	325	5,307	0.06
NW 13 Street to NW 11 Street	3LOW - SB	E*150%	TM Counts	3/12/2009	1.00	1.00	260	0	0	260	260	3,791	C	0.07	317	5,307	0.06
NW 11 Street to NW 10 Street	3LOW - SB	E*150%	TM Counts	2/11/2009	1.01	1.00	322	0	0	322	325	3,791	C	0.09	397	5,307	0.07
NW 10 Street to NW 9 Street	3LOW - SB	E*150%	TM Counts	2/11/2009	1.01	1.00	317	0	0	317	320	3,791	C	0.08	391	5,307	0.07
NW 9 Street to NW 8 Street	3LOW - SB	E*150%	TM Counts	2/11/2009	1.01	1.00	375	0	0	375	379	3,791	C	0.10	462	5,307	0.09
NW 8 Street to NW 7 Street	3LOW - SB	E*150%	TM Counts	2/12/2009	1.01	1.00	327	0	0	327	330	3,791	C	0.09	403	5,307	0.08
NW 7 Street to NW 6 Street	3LOW - SB	E*150%	TM Counts	2/12/2009	1.01	1.00	322	0	0	322	325	3,791	C	0.09	397	5,307	0.07
NW 6 Street to NW 5 Street	3LOW - SB	E*150%	TM Counts	2/18/2009	1.00	1.00	332	0	0	332	332	3,791	C	0.09	405	5,307	0.08
NW 5 Street to NW 3 Street	2LOW - SB	E*150%	TM Counts	2/18/2009	1.00	1.00	260	0	0	260	260	2,511	C	0.10	317	3,515	0.09
NW 3 Street to NW 2 Street	2LOW - SB	E*150%	Link Count	3/11-12/2009	1.00	1.00	369	321	0	345	345	2,511	C	0.14	421	3,515	0.12
NW 2 Street to NW 1 Street	2LOW - SB	E*150%	Link Count	3/11-12/2009	1.00	1.00	369	321	0	345	345	2,511	C	0.14	421	3,515	0.12
NW 1 Street to W. Flagler Street	2LOW - SB	E*150%	Link Count	3/11-12/2009	1.00	1.00	369	321	0	345	345	2,511	C	0.14	421	3,515	0.12
W. Flagler Street to SW 1 Street	3LOW - SB	E*150%	TM Counts	3/25/2009	1.00	1.00	382	0	0	382	382	3,791	C	0.10	466	5,307	0.09
SW 1 Street to SW 2 Street	3LOW - SB	E*150%	TM Counts	3/25/2009	1.00	1.00	882	0	0	882	882	3,791	C	0.23	1,076	5,307	0.20
SW 2 Street to SW 3 Street	3LOW - SB	E*150%	TM Counts	3/25/2009	1.00	1.00	389	0	0	389	389	3,791	C	0.10	475	5,307	0.09

TABLE 21-A5  
SEOPW DRI - INCREMENT III  
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

ROADWAY SEGMENTS	[1]	[2]	[3]	[4]	[5]	DAY 1	DAY 2	DAY 3	AVERAGE	EXISTING	[6]	EXISTING	PERSON	PERSON	EXISTING		
	EXISTING OR PROGRAMMED LANE	ADOPTED LOS WITH TRANSIT ADJUSTMENT	COUNT STATION	COUNT DATE	2009 FDOT PSCF	FDOT AXLE FACTOR	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	TWO-WAY PK HR PK SEASON VOLUME	TWO-WAY PEAK HOUR CAPACITY	EXISTING PM PK HOUR LOS	PM PK HOUR VIC	PERSON TRIP VOLUMES [9] 1.22	PERSON TRIP CAPACITY [10] 1.40	EXISTING TRIP PERSON TRIP VIC
	GEOMETRY																
SW 3 Street to SW 6 Street	6LD	E*150%	Link Count	3/17-18/2009	1.00	1.00	1,244	1,380	0	1,312	1,312	6,318	C	0.21	1,601	8,845	0.18
SW 6 Street to SW 7 Street	3LOW - NB	E*150%	Link Count	3/17-18/2009	1.00	1.00	624	777	0	701	701	3,791	C	0.18	855	5,307	0.16
SW 7 Street to SW 8 Street	3LOW - NB	E*150%	TM Counts	3/25/2009	1.00	1.00	1,022	0	0	1,022	1,022	3,791	C	0.27	1,247	5,307	0.23
SW 8 Street to SW 9 Street	3LOW - NB	E*150%	TM Counts	3/25/2009	1.00	1.00	763	0	0	763	763	3,791	C	0.20	931	5,307	0.18
<b>NE/SE 1 Avenue</b>																	
NE 17 Street to NE 15 Street	3LOW - NB	E*150%	TM Counts	2/18/2009	1.00	1.00	688	0	0	688	688	3,791	C	0.18	839	5,307	0.16
NE 15 Street to NE 14 Street	3LOW - NB	E*150%	TM Counts	2/18/2009	1.00	1.00	688	0	0	688	688	3,791	C	0.18	839	5,307	0.16
NE 14 Street to NE 13 Street	3LOW - NB	E*150%	TM Counts	2/18/2009	1.00	1.00	746	0	0	746	746	3,791	C	0.20	910	5,307	0.17
NE 13 Street to NE 12 Street/I-395	3LOW - NB	E*150%	TM Counts	2/18/2009	1.00	1.00	1,170	0	0	1,170	1,170	3,791	C	0.31	1,427	5,307	0.27
NE 12 Street/I-395 to NE 11 Street	3LOW - NB	E*150%	TM Counts	2/17/2009	1.00	1.00	1,925	0	0	1,925	1,925	3,791	D	0.51	2,349	5,307	0.44
NE 11 Street to NE 10 Street	3LOW - NB	E*150%	TM Counts	2/17/2009	1.00	1.00	1,822	0	0	1,822	1,822	3,791	D	0.48	2,223	5,307	0.42
NE 10 Street to NE 9 Street	3LOW - NB	E*150%	TM Counts	2/12/2009	1.01	1.00	1,648	0	0	1,648	1,664	3,791	C	0.44	2,031	5,307	0.38
NE 9 Street to NE 8 Street	3LOW - NB	E*150%	TM Counts	2/12/2009	1.01	1.00	1,600	0	0	1,600	1,616	3,791	C	0.43	1,972	5,307	0.37
NE 8 Street to NE 7 Street	3LOW - NB	E*150%	TM Counts	2/12/2009	1.01	1.00	1,541	0	0	1,541	1,556	3,791	C	0.41	1,899	5,307	0.36
NE 7 Street to NE 6 Street	3LOW - NB	E*150%	TM Counts	2/12/2009	1.01	1.00	1,494	0	0	1,494	1,509	3,791	C	0.40	1,841	5,307	0.35
NE 6 Street to NE 5 Street	3LOW - NB	E*150%	TM Counts	2/12/2009	1.01	1.00	848	0	0	848	856	3,791	C	0.23	1,045	5,307	0.20
NE 5 Street to NE 4 Street	3LOW - NB	E*150%	TM Counts	2/18/2009	1.00	1.00	867	0	0	867	867	3,791	C	0.23	1,058	5,307	0.20
NE 4 Street to NE 3 Street	3LOW - NB	E*150%	Link Count	3/25-26/2009	1.00	1.00	760	707	0	734	734	3,791	C	0.19	895	5,307	0.17
NE 3 Street to NE 2 Street	3LOW - NB	E*150%	Link Count	3/25-26/2009	1.00	1.00	760	707	0	734	734	3,791	C	0.19	895	5,307	0.17
NE 2 Street to NE 1 Street	3LOW - NB	E*150%	Link Count	3/25-26/2009	1.00	1.00	760	707	0	734	734	3,791	C	0.19	895	5,307	0.17
NE 1 Street to E. Flagler Street	3LOW - NB	E*150%	Link Count	3/25-26/2009	1.00	1.00	760	707	0	734	734	3,791	C	0.19	895	5,307	0.17
E. Flagler Street to SE 1 Street	3LOW - NB	E*150%	Link Count	3/25-26/2009	1.00	1.00	760	707	0	734	734	3,791	C	0.19	895	5,307	0.17
SE 1 Street to SE 2 Street	3LOW - NB	E*150%	Link Count	3/25-26/2009	1.00	1.00	760	707	0	734	734	3,791	C	0.19	895	5,307	0.17
SE 2 Street to SE 3 Street	3LOW - NB	E*150%	Link Count	3/25-26/2009	1.00	1.00	760	707	0	734	734	3,791	C	0.19	895	5,307	0.17
<b>NE/SE 2 Avenue</b>																	
NE 36 Street to NE 29 Street	4LU	E*150%	Link Count	3/11-12/2009	1.00	1.00	1,229	1,197	0	1,213	1,213	4,185	D	0.29	1,480	5,859	0.25
NE 29 Street to NE 20 Street	4LU	E*150%	Link Count	3/11-12/2009	1.00	1.00	1,462	1,450	0	1,456	1,456	4,185	D	0.35	1,776	5,859	0.30
NE 20 Street to NE 17 Street	4LU	E*150%	MD-9276	5/11-13/2010	1.02	1.00	1,668	1,653	1,620	1,647	1,680	4,185	D	0.40	2,050	5,859	0.35
NE 17 Street to NE 15 Street	3L	E*150%	MD-9276	5/11-13/2010	1.02	1.00	1,668	1,653	1,620	1,647	1,680	4,185	D	0.40	2,050	5,859	0.35
NE 15 Street to NE 14 Street	3L	E*150%	TM Counts	2/18/2009	1.00	1.00	1,617	0	0	1,617	1,617	4,185	D	0.39	1,973	5,859	0.34
NE 14 Street to NE 13 Street	3LD	E*150%	TM Counts	2/18/2009	1.00	1.00	1,567	0	0	1,567	1,567	4,185	D	0.37	1,912	5,859	0.33
NE 13 Street to NE 12 Street	4LD	E*150%	TM Counts	2/18/2009	1.00	1.00	1,628	0	0	1,628	1,628	4,185	D	0.39	1,986	5,859	0.34
NE 12 Street to I-395/NE 11 Terr	4LD	E*150%	TM Counts	2/17/2009	1.00	1.00	814	0	0	814	814	4,185	C	0.19	993	5,859	0.17
I-395/NE 11 Terr to NE 11 Street	3LOW - SB	E*150%	TM Counts	2/17/2009	1.00	1.00	836	0	0	836	836	3,791	C	0.22	1,020	5,307	0.19
NE 11 Street to NE 10 Street	3LOW - SB	E*150%	TM Counts	2/17/2009	1.00	1.00	724	0	0	724	724	3,791	C	0.19	883	5,307	0.17
NE 10 Street to NE 9 Street	3LOW - SB	E*150%	FDOT-3060	4/28-30/2009	1.01	1.00	1,042	740	750	844	852	3,791	C	0.22	1,040	5,307	0.20
NE 9 Street to NE 8 Street	3LOW - SB	E*150%	TM Counts	2/17/2009	1.00	1.00	646	0	0	646	646	3,791	C	0.17	788	5,307	0.15
NE 8 Street to NE 7 Street	3LOW - SB	E*150%	TM Counts	2/12/2009	1.01	1.00	693	0	0	693	700	3,791	C	0.18	854	5,307	0.16
NE 7 Street to NE 6 Street	3LOW - SB	E*150%	TM Counts	2/12/2009	1.01	1.00	710	0	0	710	717	3,791	C	0.19	875	5,307	0.16
NE 6 Street to NE 5 Street	3LOW - SB	E*150%	TM Counts	2/12/2009	1.01	1.00	519	0	0	519	524	3,791	C	0.14	640	5,307	0.12
NE 5 Street to NE 4 Street	2LOW - SB	E*150%	TM Counts	2/18/2009	1.00	1.00	635	0	0	635	635	3,791	C	0.17	775	5,307	0.15
NE 4 Street to NE 3 Street	3LOW - SB	E*150%	Link Count	3/11-12/2009	1.00	1.00	513	455	0	484	484	3,791	C	0.13	590	5,307	0.11
NE 3 Street to NE 2 Street	3LOW - SB	E*150%	Link Count	3/11-12/2009	1.00	1.00	513	455	0	484	484	3,791	C	0.13	590	5,307	0.11
NE 2 Street to NE 1 Street	4LD	E*150%	Link Count	3/11-12/2009	1.00	1.00	513	455	0	484	484	4,185	C	0.12	590	5,859	0.10
NE 1 Street to W. Flagler Street	4LD	E*150%	TM Counts	3/25/2009	1.00	1.00	471	0	0	471	471	4,185	C	0.11	575	5,859	0.10
E. Flagler Street to SE 1 Street	4LD	E*150%	TM Counts	3/25/2009	1.00	1.00	471	0	0	471	471	4,185	C	0.11	575	5,859	0.10
SE 1 Street to SE 2 Street	4LD	E*150%	TM Counts	3/25/2009	1.00	1.00	561	0	0	561	561	4,185	C	0.13	684	5,859	0.12



TABLE 21-A5  
SEOPW DRI - INCREMENT III  
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

ROADWAY SEGMENTS	[1]	[2]	[3]	COUNT DATE	[4]	[5]	DAY 1	DAY 2	DAY 3	AVERAGE	EXISTING	[6]	EXISTING	PM PK HOUR LOS	PERSON TRIP VOLUMES [9]	PERSON TRIP CAPACITY [10]	EXISTING TRIP VIC	
	EXISTING OR PROGRAMMED LANE GEOMETRY	ADOPTED LOS WITH TRANSIT ADJUSTMENT	COUNT STATION		2009 FDOT PSCF	FDOT AXLE FACTOR	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING TWO-WAY PK HR PK SEASON VOLUME	EXISTING TWO-WAY PEAK HOUR CAPACITY					
<b>Biscayne Blvd/US-1</b>																		
NE 38 Street/I-195 to NE 36 Street	4LD	E*150%	FDOT-5059	1/27-29/2009	1.03	0.99	3,020	2,539	2,440	2,666	2,719	4,650	D	0.58	3,317	6,510	0.51	
NE 36 Street to NE 34 Street	4LD	E*150%	FDOT-0143	2/17-19/2009	1.00	0.99	1,992	1,996	1,870	1,953	1,933	4,650	D	0.42	2,358	6,510	0.36	
NE 34 Street to NE 29 Street	4LD	E*150%	FDOT-5058	2/3-5/2009	1.02	0.99	2,423	2,350	2,587	2,453	2,477	4,650	D	0.53	3,022	6,510	0.46	
NE 29 Street to NE 20 Terrace	4LD	E*150%	Link Count	3/11-12/2009	1.00	0.99	2,675	2,607	0	2,641	2,615	4,650	D	0.56	3,190	6,510	0.49	
NE 20 Terrace to NE 15 Street	4LD	E*150%	Link Count	3/11-12/2009	1.00	0.99	2,675	2,607	0	2,641	2,615	4,650	D	0.56	3,190	6,510	0.49	
NE 15 Street to NE 14 Street	4LD	E*150%	FDOT-5053	1/20-22/2009	1.03	0.99	2,197	2,592	2,147	2,312	2,358	4,650	D	0.51	2,876	6,510	0.44	
NE 14 Street to NE 13 Street	4LD	E*150%	FDOT-5053	1/20-22/2009	1.03	0.99	2,197	2,592	2,147	2,312	2,358	4,650	D	0.51	2,876	6,510	0.44	
NE 13 Street to NE 12 Street/I-395	6LD	E*150%	FDOT-5052	6/23-25/2009	1.05	0.99	3,030	3,446	3,240	3,239	3,367	7,020	D	0.48	4,107	9,828	0.42	
NE 12 Street to NE 11 Terrace/I-395	6LD	E*150%	FDOT-5052	6/23-25/2009	1.05	0.99	3,030	3,446	3,240	3,239	3,367	7,020	D	0.48	4,107	9,828	0.42	
NE 11 Terrace/I-395 to NE 11 Street	7LD	E*150%	FDOT-5049	6/23-25/2009	1.05	0.99	2,611	2,553	2,404	2,523	2,622	8,190	D	0.32	3,199	11,466	0.28	
NE 11 Street to NE 10 Street	6LD	E*150%	FDOT-5049	6/23-25/2009	1.05	0.99	2,611	2,553	2,404	2,523	2,622	7,020	D	0.37	3,199	9,828	0.33	
NE 10 Street to NE 9 Street	6LD	E*150%	FDOT-5049	6/23-25/2009	1.05	0.99	2,611	2,553	2,404	2,523	2,622	7,020	D	0.37	3,199	9,828	0.33	
NE 9 Street to NE 8 Street	6LD	E*150%	FDOT-5049	6/23-25/2009	1.05	0.99	2,611	2,553	2,404	2,523	2,622	7,020	D	0.37	3,199	9,828	0.33	
NE 8 Street to NE 7 Street	6LD	E*150%	FDOT-5049	6/23-25/2009	1.05	0.99	2,611	2,553	2,404	2,523	2,622	7,020	D	0.37	3,199	9,828	0.33	
NE 7 Street to NE 6 Street	6LD	E*150%	FDOT-5049	6/23-25/2009	1.05	0.99	2,611	2,553	2,404	2,523	2,622	7,020	D	0.37	3,199	9,828	0.33	
NE 6 Street to NE 5 Street	8LD	E*150%	FDOT-5049	6/23-25/2009	1.05	0.99	2,611	2,553	2,404	2,523	2,622	9,420	D	0.28	3,199	13,188	0.24	
NE 5 Street to NE 4 Street	8LD	E*150%	Link Count	3/11/2009	1.00	0.99	2,871	0	0	2,871	2,842	9,420	D	0.30	3,468	13,188	0.26	
NE 4 Street to NE 3 Street	8LD	E*150%	Link Count	3/11/2009	1.00	0.99	2,871	0	0	2,871	2,842	9,420	D	0.30	3,468	13,188	0.26	
NE 3 Street to NE 2 Street	8LD	E*150%	FDOT-5047	1/20-22/2009	1.03	0.99	2,371	2,887	2,570	2,609	2,661	9,420	D	0.28	3,246	13,188	0.25	
NE 2 Street to NE 1 Street	8LD	E*150%	FDOT-5047	1/20-22/2009	1.03	0.99	2,371	2,887	2,570	2,609	2,661	9,420	D	0.28	3,246	13,188	0.25	
NE 1 Street to Flagler Street	8LD	E*150%	FDOT-5047	1/20-22/2009	1.03	0.99	2,371	2,887	2,570	2,609	2,661	9,420	D	0.28	3,246	13,188	0.25	
Flagler Street to SE 1 Street	8LD	E*150%	FDOT-5047	1/20-22/2009	1.03	0.99	2,371	2,887	2,570	2,609	2,661	9,420	D	0.28	3,246	13,188	0.25	
SE 1 Street to SE 2 Street	8LD	E*150%	FDOT-5047	1/20-22/2009	1.03	0.99	2,371	2,887	2,570	2,609	2,661	9,420	D	0.28	3,246	13,188	0.25	
SE 2 Street to SE 3 Street	4LOW - NB	E*150%	FDOT-5045	1/13-15/2009	1.03	0.99	1,132	1,250	1,129	1,170	1,193	5,652	C	0.21	1,456	7,913	0.18	
SE 3 Street to Biscayne Blvd Way	3LOW - NB	E*150%	FDOT-5045	1/13-15/2009	1.03	0.99	1,132	1,250	1,129	1,170	1,193	4,212	C	0.28	1,456	5,897	0.25	
<b>Brickell Avenue/US-1</b>																		
SE 2 Street to SE 3 Street	3LOW - SB	E*150%	FDOT-0550	3/10-12/2009	1.00	0.98	1,567	1,311	1,376	1,418	1,390	4,635	C	0.30	1,695	6,489	0.26	
SE 3 Street to Biscayne Blvd Way	3LOW - SB	E*150%	FDOT-0550	3/10-12/2009	1.00	0.98	1,567	1,311	1,376	1,418	1,390	4,635	C	0.30	1,695	6,489	0.26	
Biscayne Blvd Way to SE 5 Street	6LD	E*150%	FDOT-0550	3/10-12/2009	1.00	0.98	2,745	2,585	2,652	2,661	2,607	7,725	C	0.34	3,181	10,815	0.29	
SE 5 Street to SE 6 Street	6LD	E*150%	FDOT-0550	3/10-12/2009	1.00	0.98	2,745	2,585	2,652	2,661	2,607	7,725	C	0.34	3,181	10,815	0.29	
SE 6 Street to SE 7 Street	6LD	E*150%	TM Counts	3/26/2009	1.00	1.00	2,878	0	0	2,878	2,878	7,725	C	0.37	3,511	10,815	0.32	
SE 7 Street to SE 8 Street	6LD	E*150%	TM Counts	3/26/2009	1.00	1.00	3,074	0	0	3,074	3,074	7,725	C	0.40	3,750	10,815	0.35	
SE 8 Street to SE 10 Street	2L SB - 3L NB	E*150%	TM Counts	3/26/2009	1.00	1.00	2,609	0	0	2,609	2,609	5,100	D	0.51	3,183	7,140	0.45	
SE 10 Street to SE 13 Street	4LD	E*150%	TM Counts	3/31/2009	1.00	1.00	2,383	0	0	2,383	2,383	5,100	C	0.47	2,907	7,140	0.41	
SE 13 Street to SE 14 Street	4LD	E*150%	TM Counts	3/31/2009	1.00	1.00	2,003	0	0	2,003	2,003	5,100	C	0.39	2,444	7,140	0.34	
SE 14 Street to SE 15 Road	4LD	E*150%	TM Counts	3/25/2009	1.00	1.00	2,012	0	0	2,012	2,012	5,100	C	0.39	2,455	7,140	0.34	
SE 15 Road to SE 25 Road	4LD	E*150%	TM Counts	3/25/2009	1.00	1.00	2,351	0	0	2,351	2,351	5,100	C	0.46	2,868	7,140	0.40	
SE 25 Road to SE 26 Road	4LD	E*150%	FDOT-5039	1/13-25/2009	1.03	0.98	2,357	2,342	2,297	2,332	2,354	5,100	C	0.46	2,872	7,140	0.40	
SE 26 Road to S. Miami Avenue	5LD	E*150%	FDOT-5037	1/20-22/2009	1.03	0.98	1,802	1,813	1,677	1,764	1,781	5,100	C	0.35	2,172	7,140	0.30	
S. Miami Avenue to S. Dixie Hwy	4LD	E*150%	FDOT-5037	1/20-22/2009	1.03	0.98	1,802	1,813	1,677	1,764	1,781	5,100	C	0.35	2,172	7,140	0.30	

TABLE 21-A5  
SEOPW DRI - INCREMENT III  
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

ROADWAY SEGMENTS	[1]	[2]	[3]	COUNT DATE	[4]		DAY 1	DAY 2	DAY 3	AVERAGE	EXISTING	[6]	EXISTING PM PK HOUR LOS	PM PK HOUR V/C	PERSON	PERSON	EXISTING	
	EXISTING OR PROGRAMMED LANE GEOMETRY	ADOPTED LOS WITH TRANSIT ADJUSTMENT	COUNT STATION		2009 FDOT PSCF	[5] FDOT AXLE FACTOR	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING 2-WAY PM PEAK HOUR VOLUME	EXISTING TWO-WAY PK HR PK SEASON VOLUME	EXISTING TWO-WAY PEAK HOUR CAPACITY			TRIP VOLUMES [9]	TRIP CAPACITY [10]	PERSON TRIP V/C	
<b>US-1</b>																		
I-95 to SW 17 Avenue	6LD	E*150%	FDOT-2162	3/24-26/2009	1.00	0.96	4,559	4,521	4,395	4,492	4,312	7,725	D	0.56	5,261	10,815	0.49	
SW 17 Avenue to SW 27 Avenue	6LD	E*150%	FDOT-5201	7/21-23/2009	1.04	0.98	7,468	6,543	7,454	7,155	7,292	7,725	E	0.94	8,897	10,815	0.82	
SW 27 Avenue to SW 37 Avenue	6LD	E*150%	FDOT-5200	7/21-23/2009	1.04	0.98	6,651	6,215	6,657	6,508	6,633	7,725	E	0.86	8,092	10,815	0.75	

[1] Reflects existing or programmed (i.e. funded) lane geometry.

[2] Adopted LOS standards are consistent with the Transportation Elements from the Miami MCNP, the Miami-Dade CDMP and the Miami Beach Comprehensive Plan.

[3] The traffic count data used in the analysis was obtained from either FDOT, Miami-Dade County or from counts collected by the Applicant and reflects data from the years 2007, 2008, 2009 or 2010.

[4] All data collected and assembled has been adjusted for peak season using the 2009 FDOT PSCF.

[5] The existing link counts have been adjusted using the 2009 FDOT Axle Factors.

[6] The two-way peak hour roadway capacities are consistent with Table 4 (dated 10-4-2010) from the 2009 FDOT Quality/LOS Handbook, and include adjustments for Transit per the adopted LOS standards.  
See the LOS Look-Up Table provided in Appendix 21-2.

[7] Used Count Station FDOT-2162 plus the volumes from Ramp Count Stations 6299, 6355 6303 and 6356, less the volume from Ramp Count Station 6302.

[8] Used Count Station FDOT-2162 plus the volumes from Ramp Count Stations 6299 and 6355.

[9] The Person-Trip Volumes are derived from vehicular counts based upon the updated Persons per Vehicle Occupancy Factor of 1.22 persons per vehicle. See Table 21-A4.

[10] The Person-Trip Capacity on this table reflects the use of the updated Persons per Vehicle Occupancy Factor of 1.40 persons per vehicle.

Table 21-D5  
SEOPW DRI - INCREMENT III  
YEAR 2020 FUTURE BACKGROUND AND COMMITTED DEVELOPMENT TRAFFIC CONDITIONS ON STUDY AREA ROADWAYS

7/23/2011

ROADWAY SEGMENTS	[1]	[2]	EXISTING	[3]	[4]	[5]	2020	[6]	2020	2020
	YEAR	ADOPTED	PM PEAK	GROWTH	2020	TOTAL	BACKGROUND	TWO-WAY	PM	PM
	2020	LOS	HOUR	RATE	FUTURE	COMMITTED	PLUS	PEAK HOUR	PEAK	PEAK
LANES	STANDARD	VOLUMES	[See Table 21-A5]	[See Table 21-D1]	BACKGROUND	VOLUMES	COMMITTED	MAX	HOUR	HOUR
					VOLUMES	[See Table 21-D4]	VOLUMES	CAPACITY	LOS	V/C
<b>SR 112/ I-195</b>										
Okeechobee Road to NW 37 Avenue	6L-EXPY	E	8,831	0.24%	9,067	76	9,144	11,290	D	0.81
NW 37 Avenue to NW 27 Avenue	6L-EXPY	E	8,114	0.24%	8,331	109	8,440	11,290	D	0.75
NW 27 Avenue to NW 22 Avenue	6L-EXPY	E	8,114	0.24%	8,331	129	8,460	11,290	D	0.75
NW 22 Avenue to NW 12 Avenue	8L-EXPY	E	6,683	0.24%	6,862	142	7,004	15,270	B	0.46
NW 12 Avenue to I-95	8L-EXPY	E	7,661	0.24%	7,866	142	8,009	15,270	C	0.52
I-95 to N. Miami Avenue	6L-EXPY	E	1,879	0.24%	1,929	156	2,085	11,290	B	0.18
N. Miami Avenue to Biscayne Blvd	6L-EXPY	E	1,879	0.24%	1,929	70	1,999	11,290	B	0.18
Biscayne Blvd to Alton Road	6L-EXPY	E	7,263	0.24%	7,457	43	7,500	11,290	C	0.66
<b>SR 25/NW/NE 36 Street</b>										
NW 37 Avenue to NW 32 Avenue	4LU	E * 120%	1,570	0.58%	1,673	17	1,689	3,876	C	0.44
NW 32 Avenue to NW 27 Avenue	4LU	E * 120%	1,587	0.58%	1,691	23	1,715	3,876	C	0.44
NW 27 Avenue to NW 22 Avenue	4LU	E * 120%	1,587	0.58%	1,691	30	1,721	3,876	C	0.44
NW 22 Avenue to NW 17 Avenue	4LU	E * 120%	1,239	0.58%	1,320	37	1,357	3,876	C	0.35
NW 17 Avenue to NW 12 Avenue	2LD-WTL	E * 120%	1,239	0.58%	1,320	37	1,357	2,072	D	0.65
NW 12 Avenue to NW 7 Avenue	2LD-WTL	E * 120%	1,239	0.58%	1,320	43	1,364	2,072	D	0.66
NW 7 Avenue to NW 2 Avenue	4LD	E * 120%	1,259	0.58%	1,342	56	1,398	4,080	C	0.34
NW 2 Avenue to N. Miami Avenue	2LD-WTL	E * 120%	1,259	0.58%	1,342	43	1,385	2,072	D	0.67
N. Miami Avenue to NE 2 Avenue	4LD	E * 120%	1,259	0.58%	1,342	70	1,412	4,080	C	0.35
NE 2 Avenue to Biscayne Blvd	4LD	E * 120%	1,259	0.58%	1,342	63	1,405	4,080	C	0.34
<b>NW/NE 28/29 Street</b>										
NW 27 Avenue to NW 22 Avenue	2LU	E * 120%	1,241	0.58%	1,338	23	1,362	1,696	E	0.80
NW 22 Avenue to NW 17 Avenue	2LU	E * 120%	1,241	0.58%	1,338	30	1,368	1,696	E	0.81
NW 17 Avenue to NW 12 Avenue	4LU	E * 120%	1,241	0.58%	1,338	37	1,375	3,488	C	0.39
NW 12 Avenue to NW 7 Avenue	4LU	E * 120%	1,241	0.58%	1,338	56	1,395	3,488	C	0.40
NW 7 Avenue to NW 2 Avenue	4LU	E * 120%	1,241	0.58%	1,338	63	1,401	3,488	C	0.40
NW 2 Avenue to N. Miami Avenue	4LU	E * 120%	1,241	0.58%	1,338	56	1,395	3,488	C	0.40
N. Miami Avenue to NE 2 Avenue	4LU	E * 120%	1,241	0.58%	1,338	76	1,415	3,488	C	0.41
NE 2 Avenue to Biscayne Blvd	2LU	E * 120%	1,241	0.58%	1,338	56	1,395	1,696	E	0.82
<b>NW/NE 20 Street</b>										
NW 27 Avenue to NW 22 Avenue	4LD	E	2,174	0.58%	2,304	60	2,364	3,060	D	0.77
NW 22 Avenue to NW 17 Avenue	4LD	E	2,174	0.58%	2,304	73	2,377	3,060	D	0.78
NW 17 Avenue to NW 12 Avenue	4LD	E	1,823	0.58%	1,932	86	2,018	3,060	C	0.66
NW 12 Avenue to NW 7 Avenue	4LD	E	1,823	0.58%	1,932	120	2,051	3,060	C	0.67
NW 7 Avenue to NW 2 Avenue	4LD	E	1,109	0.58%	1,176	139	1,315	3,060	C	0.43
NW 2 Avenue to N. Miami Avenue	4LU	E	1,109	0.58%	1,176	133	1,308	2,907	C	0.45
N. Miami Avenue to NE 2 Avenue	2LU	E*150%	1,109	0.58%	1,176	73	1,249	2,120	D	0.59
NE 2 Avenue to Biscayne Blvd	2LU	E*150%	1,109	0.58%	1,176	73	1,249	2,120	D	0.59
<b>NW/NE 14 Street/NW 13 Ter</b>										
NW River Dr to NW 14 Avenue	4LD	E	1,112	0.58%	1,192	47	1,239	2,790	D	0.44
NW 14 Avenue to NW 12 Avenue	4LD	E	1,112	0.58%	1,192	74	1,266	2,790	D	0.45
NW 12 Avenue to NW 10 Avenue	4LD	E*150%	1,044	0.58%	1,119	127	1,245	4,185	D	0.30
NW 10 Avenue to NW 7 Avenue	2LU	E*150%	448	0.58%	478	186	664	1,944	D	0.34
NW 7 Avenue to NW 3 Avenue	3LD	E*150%	448	0.58%	478	226	704	2,916	D	0.24
NW 3 Avenue to NW 1 Avenue	2LU	E*150%	478	0.58%	509	252	761	1,944	D	0.39
NW 1 Avenue to N. Miami Avenue	2LU	E	477	0.58%	508	265	774	1,296	D	0.60
N. Miami Avenue to NE 1 Avenue	3LU	E*150%	405	0.58%	432	153	585	2,916	C	0.20
NE 1 Avenue to NE 2 Avenue	3LU	E*150%	494	0.58%	526	265	792	2,916	D	0.27
NE 2 Avenue to Biscayne Blvd	4LU	E*150%	412	0.58%	439	338	777	3,976	C	0.20
Biscayne Blvd to Bayshore Drive	4LU	E*150%	532	0.58%	567	272	839	3,976	C	0.21

Table 21-D5  
SEOPW DRI - INCREMENT III  
YEAR 2020 FUTURE BACKGROUND AND COMMITTED DEVELOPMENT TRAFFIC CONDITIONS ON STUDY AREA ROADWAYS

7/23/2011

ROADWAY SEGMENTS	[1]	[2]	EXISTING	[3]	[4]	[5]	2020	[6]	2020	2020
	YEAR	ADOPTED	PM PEAK	GROWTH	2020	TOTAL	BACKGROUND	TWO-WAY	PM	PM
	2020	LOS	HOUR	RATE	FUTURE	COMMITTED	PLUS	PEAK HOUR	PEAK	PEAK
LANES	STANDARD	VOLUMES	[See Table 21-A5]	[See Table 21-D1]	BACKGROUND	VOLUMES	COMMITTED	MAX	HOUR	HOUR
					VOLUMES	[See Table 21-D4]	VOLUMES	CAPACITY	LOS	V/C
<b>SR 836/ I-395/ MacArthur Cswy</b>										
SR 821 to NW 107 Avenue	12L-EXPY	D	5,920	0.23%	6,071	220	6,291	21,950	B	0.29
NW 107 Avenue to NW 87 Avenue	8L-EXPY	D	8,361	0.23%	8,575	246	8,820	13,480	C	0.65
NW 87 Avenue to SR 826	8L-EXPY	D	8,172	0.23%	8,381	265	8,646	13,480	C	0.64
SR 826 to NW 72 Avenue	5L EB - 6L WB	E	11,738	0.23%	12,039	331	12,369	19,250	C	0.64
NW 72 Avenue to NW 57 Avenue	8L-EXPY	E	13,087	0.23%	13,422	892	14,314	15,270	E	0.94
NW 57 Avenue to NW 42 Avenue	8L-EXPY - CST	E	11,813	0.23%	12,116	978	13,094	15,270	D	0.86
NW 42 Avenue to NW 37 Avenue	6L-EXPY	E	9,778	0.23%	10,029	1,050	11,079	11,290	E	0.98
NW 37 Avenue to NW 27 Avenue	8L-EXPY	E	10,872	0.23%	11,150	1,090	12,240	15,270	D	0.80
NW 27 Avenue to NW 17 Avenue	8L-EXPY	E	8,722	0.23%	8,945	1,056	10,001	15,270	C	0.65
NW 17 Avenue to NW 12 Avenue	6L-EXPY	E	8,415	0.23%	8,630	918	9,548	11,290	D	0.85
NW 12 Avenue to I-95	8L-EXPY	E	9,625	0.23%	9,872	1,037	10,908	15,270	C	0.71
I-95 to N. Miami Avenue	5L EB - 5L WB	E	8,491	0.23%	8,708	1,231	9,939	19,250	B	0.52
N. Miami Avenue to NE 1 Avenue	5L EB - 5L WB	E	8,491	0.23%	8,708	1,231	9,939	19,250	B	0.52
NE 1 Avenue to Biscayne Blvd	4L EB - 4L WB	E	8,491	0.23%	8,708	901	9,609	15,270	C	0.63
Biscayne Blvd to Watson Island	6L-EXPY	E	6,061	0.23%	6,216	185	6,401	11,290	C	0.57
Watson Island to Alton Road	6L-EXPY	D*120%	6,061	0.23%	6,216	185	6,401	10,150	C	0.63
<b>NW/NE 11 Street</b>										
NW 12 Street to NW 12 Avenue	4LU	E*150%	757	0.58%	811	213	1,024	3,976	C	0.26
NW 12 Avenue to NW 8 St Road	3LU	E*150%	757	0.58%	811	232	1,043	2,916	D	0.36
NW 8 St Road to NW 7 Avenue	2LOW - WB	E*150%	184	0.58%	195	152	347	2,511	C	0.14
NW 7 Avenue to NW 3 Avenue	2LOW - WB	E*150%	184	0.58%	195	158	353	2,511	C	0.14
NW 3 Avenue to NW 2 Avenue	2LOW - WB	E*150%	89	0.58%	95	143	238	2,511	C	0.09
NW 2 Avenue to NW 1 Avenue	2LOW - WB	E*150%	61	0.58%	65	249	313	2,511	C	0.12
NW 1 Avenue to N. Miami Avenue	2LOW - WB	E*150%	38	0.58%	41	275	316	2,511	C	0.13
N. Miami Avenue to NE 1 Avenue	2LOW - WB	E*150%	68	0.58%	72	222	295	2,511	C	0.12
NE 1 Avenue to NE 2 Avenue	2LOW - WB	E*150%	164	0.58%	175	328	503	2,511	C	0.20
NE 2 Avenue to Biscayne Blvd	3LU	E*150%	159	0.58%	169	295	464	2,916	C	0.16
<b>NW/NE 10 Street</b>										
NW 8 Street Rd to NW 7 Avenue	3LOW - EB	E*150%	137	0.58%	145	108	253	3,791	C	0.07
NW 7 Avenue to NW 5 Avenue	3LOW - EB	E*150%	137	0.58%	145	188	334	3,791	C	0.09
NW 5 Avenue to NW 3 Avenue	2LOW - EB	E*150%	137	0.58%	145	275	421	2,511	C	0.17
NW 3 Avenue to NW 2 Avenue	2LOW - EB	E*150%	131	0.58%	140	316	456	2,511	C	0.18
NW 2 Avenue to NW 1 Avenue	2LOW - EB	E*150%	81	0.58%	86	363	449	2,511	C	0.18
NW 1 Avenue to N. Miami Avenue	2LOW - EB	E*150%	169	0.58%	180	396	576	2,511	C	0.23
N. Miami Avenue to NE 1 Avenue	2LOW - EB	E*150%	177	0.58%	188	447	636	2,511	C	0.25
NE 1 Avenue to NE 2 Avenue	2LOW - EB	E*150%	70	0.58%	75	414	489	2,511	C	0.19
NE 2 Avenue to Biscayne Blvd	3LU	E*150%	283	0.58%	302	401	703	2,916	D	0.24
<b>NW/NE 9 Street</b>										
NW 3 Avenue to NW 2 Avenue	2LU	E*150%	56	0.58%	59	110	169	2,120	C	0.08
NW 1 Avenue to N. Miami Avenue	2LU	E*150%	56	0.58%	59	108	167	2,120	C	0.08
N. Miami Avenue to NE 1 Avenue	2LU	E*150%	88	0.58%	94	110	204	2,120	C	0.10
NE 1 Avenue to NE 2 Avenue	2LU	E*150%	153	0.58%	163	112	275	2,120	C	0.13
NE 2 Avenue to Biscayne Blvd	3LU	E*150%	129	0.58%	137	114	251	3,179	C	0.08
<b>NW/NE 8 Street</b>										
NW 7 Avenue to NW 5 Avenue	2LU	E*150%	319	0.58%	340	106	446	1,944	C	0.23
NW 5 Avenue to NW 3 Court	2LU	E*150%	401	0.58%	427	108	535	1,944	D	0.28
NW 3 Court to NW 3 Avenue	4LU	E*150%	426	0.58%	454	110	564	3,976	C	0.14
NW 3 Avenue to NW 2 Avenue	2LU	E*150%	514	0.58%	548	158	706	1,944	D	0.36
NW 2 Avenue to NW 1 Avenue	2LU	E*150%	505	0.58%	538	110	648	1,944	D	0.33
NW 1 Avenue to N. Miami Avenue	2LU	E*150%	385	0.58%	410	108	518	1,944	D	0.27
N. Miami Avenue to NE 1 Avenue	2LU	E*150%	264	0.58%	281	110	391	1,944	C	0.20
NE 1 Avenue to NE 2 Avenue	2LU	E*150%	224	0.58%	239	112	351	1,944	C	0.18
NE 2 Avenue to Biscayne Blvd	2LU	E*150%	258	0.58%	275	114	389	1,944	C	0.20

Table 21-D5  
SEOPW DRI - INCREMENT III  
YEAR 2020 FUTURE BACKGROUND AND COMMITTED DEVELOPMENT TRAFFIC CONDITIONS ON STUDY AREA ROADWAYS

7/23/2011

ROADWAY SEGMENTS	[1]	[2]	EXISTING	[3]	[4]	[5]	2020	[6]	2020	2020
	YEAR	ADOPTED	PM PEAK	GROWTH	2020	TOTAL	BACKGROUND	TWO-WAY	PM	PM
	2020	LOS	HOUR	RATE	FUTURE	COMMITTED	PLUS	PEAK HOUR	PEAK	PEAK
LANES	STANDARD	VOLUMES	[See Table 21-A5]	[See Table 21-D1]	BACKGROUND	VOLUMES	COMMITTED	MAX	HOUR	HOUR
					VOLUMES	[See Table 21-D4]	VOLUMES	CAPACITY	LOS	V/C
<b>NW/NE 7 Street</b>										
NW 37 Avenue to NW 27 Avenue	4LD	E*120%	2,083	0.58%	2,207	69	2,276	3,672	D	0.62
NW 27 Avenue to NW 22 Avenue	4LD	E*120%	2,083	0.58%	2,207	143	2,350	3,672	D	0.64
NW 22 Avenue to NW 17 Avenue	4LD	E*120%	1,780	0.58%	1,886	165	2,051	3,672	C	0.56
NW 17 Avenue to NW 12 Avenue	4LD	E*120%	1,780	0.58%	1,886	167	2,053	3,672	C	0.56
NW 12 Avenue to NW 4 Street	2LD	E*150%	245	0.58%	261	136	397	2,120	C	0.19
NW 4 Street to NW 7 Avenue	4LD	E*150%	235	0.58%	250	203	453	4,650	C	0.10
NW 7 Avenue to NW 5 Avenue	2LU	E*150%	40	0.58%	43	94	137	2,120	C	0.06
NW 5 Avenue to NW 3 Court	2LU	E*150%	40	0.58%	43	98	141	2,120	C	0.07
NW 3 Court to NW 3 Avenue	2LU	E*150%	40	0.58%	43	95	138	2,120	C	0.07
N. Miami Avenue to NE 1 Avenue	2LU	E*150%	40	0.58%	43	93	136	2,120	C	0.06
NE 1 Avenue to NE 2 Avenue	2LU	E*150%	104	0.58%	111	110	221	2,120	C	0.10
NE 2 Avenue to Biscayne Blvd	2LU	E*150%	36	0.58%	38	134	172	2,120	C	0.08
<b>NW/NE 6 Street</b>										
NW 7 Avenue to NW 5 Avenue	3LOW - WB	E*150%	319	0.58%	340	142	481	3,791	C	0.13
NW 5 Avenue to NW 3 Court	3LOW - WB	E*150%	214	0.58%	228	122	350	3,791	C	0.09
NW 3 Court to NW 3 Avenue	3LOW - WB	E*150%	432	0.58%	460	300	761	3,791	C	0.20
NW 3 Avenue to NW 2 Avenue	3LOW - WB	E*150%	697	0.58%	743	135	878	3,791	C	0.23
NW 2 Avenue to NW 1 Avenue	3LOW - WB	E*150%	570	0.58%	607	142	749	3,791	C	0.20
NW 1 Avenue to N. Miami Avenue	3LOW - WB	E*150%	360	0.58%	383	155	538	3,791	C	0.14
N. Miami Avenue to NE 1 Avenue	3LOW - WB	E*150%	376	0.58%	400	194	595	3,791	C	0.16
NE 1 Avenue to NE 2 Avenue	3LOW - WB	E*150%	1,219	0.58%	1,299	168	1,467	3,791	C	0.39
NE 2 Avenue to Biscayne Blvd	3LOW - WB	E*150%	1,082	0.58%	1,153	214	1,367	3,791	C	0.36
<b>NW/NE 5 Street</b>										
NW 7 Avenue to NW 5 Avenue	3LOW - EB	E*150%	271	0.58%	289	144	433	3,791	C	0.11
NW 5 Avenue to NW 3 Court	3LOW - EB	E*150%	271	0.58%	289	124	413	3,791	C	0.11
NW 3 Court to NW 3 Avenue	3LOW - EB	E*150%	323	0.58%	344	124	468	3,791	C	0.12
NW 3 Avenue to NW 2 Avenue	3LOW - EB	E*150%	377	0.58%	402	124	526	3,791	C	0.14
NW 2 Avenue to NW 1 Avenue	3LOW - EB	E*150%	585	0.58%	623	157	781	3,791	C	0.21
NW 1 Avenue to N. Miami Avenue	3LOW - EB	E*150%	574	0.58%	612	151	762	3,791	C	0.20
N. Miami Avenue to NE 1 Avenue	3LOW - EB	E*150%	713	0.58%	760	118	877	3,791	C	0.23
NE 1 Avenue to NE 2 Avenue	3LOW - EB	E*150%	787	0.58%	839	144	983	3,791	C	0.26
NE 2 Avenue to Biscayne Blvd	3LOW - EB	E*150%	405	0.58%	432	131	562	3,791	C	0.15
<b>NE 4 Street</b>										
NE 2 Avenue to Biscayne Blvd	2LU	E*150%	214	0.58%	228	44	272	1,944	C	0.14
<b>NW 3 Street</b>										
North River Dr to NW 3 Court	2LOW - WB	E*150%	62	0.58%	66	80	146	2,511	C	0.06
NW 3 Court to NW 3 Avenue	4LU	E*150%	337	0.58%	359	69	428	3,976	C	0.11
NW 3 Avenue to NW 2 Avenue	4LU	E*150%	721	0.58%	768	71	840	3,976	C	0.21
NW 2 Avenue to NW 1 Avenue	3LU	E*150%	721	0.58%	768	133	901	2,916	D	0.31
NW 1 Avenue to N. Miami Avenue	3LOW - WB	E*150%	204	0.58%	217	102	319	3,791	C	0.08
N. Miami Avenue to NE 1 Avenue	2LOW - WB	E*150%	204	0.58%	217	80	297	2,511	C	0.12
NE 1 Avenue to NE 2 Avenue	2LOW - WB	E*150%	204	0.58%	217	71	289	2,511	C	0.11
NE 2 Avenue to Biscayne Blvd	2LOW - WB	E*150%	204	0.58%	217	69	287	2,511	C	0.11
<b>NW 2 Street</b>										
North River Dr to NW 3 Court	2LOW - EB	E*150%	96	0.58%	102	41	144	2,754	C	0.05
NW 3 Court to NW 3 Avenue	2LD-WLT	E*150%	204	0.58%	217	56	274	2,225	C	0.12
NW 3 Avenue to NW 2 Avenue	2LD-WTL	E*150%	420	0.58%	448	78	526	2,225	C	0.24
NW 1 Avenue to N. Miami Avenue	2LOW - EB	E*150%	204	0.58%	217	127	344	2,511	C	0.14
N. Miami Avenue to NE 1 Avenue	2LOW - EB	E*150%	204	0.58%	217	314	531	2,511	C	0.21
NE 1 Avenue to NE 2 Avenue	2LOW - EB	E*150%	204	0.58%	217	111	328	2,511	C	0.13
NE 2 Avenue to Biscayne Blvd	2LOW - EB	E*150%	204	0.58%	217	146	363	2,511	C	0.14

Table 21-D5  
SEOPW DRI - INCREMENT III  
YEAR 2020 FUTURE BACKGROUND AND COMMITTED DEVELOPMENT TRAFFIC CONDITIONS ON STUDY AREA ROADWAYS

7/23/2011

ROADWAY SEGMENTS	[1]	[2]	EXISTING	[3]	[4]	[5]	2020	[6]	2020	2020
	YEAR	ADOPTED	PM PEAK	GROWTH	2020	TOTAL	BACKGROUND	TWO-WAY	PM	PM
	2020	LOS	HOUR	RATE	FUTURE	COMMITTED	PLUS	PEAK HOUR	PEAK	PEAK
LANES	STANDARD	VOLUMES	[See Table 21-A5]	[See Table 21-D1]	BACKGROUND	VOLUMES	COMMITTED	MAX	HOUR	HOUR
					VOLUMES	[See Table 21-D4]	VOLUMES	CAPACITY	LOS	V/C
<b>NW/NE 1 Street</b>										
NW 3 Court to NW 3 Avenue	3LOW - WB	E*150%	481	0.58%	512	102	615	3,791	C	0.16
NW 3 Avenue to NW 2 Avenue	3LOW - WB	E*150%	481	0.58%	512	102	615	5,087	C	0.12
NW 2 Avenue to NW 1 Avenue	3LOW - WB	E*150%	481	0.58%	512	69	582	3,791	C	0.15
NW 1 Avenue to N. Miami Avenue	2L WB - 1L EB	E*150%	481	0.58%	512	122	634	2,916	C	0.22
N. Miami Avenue to NE 1 Avenue	2LOW - WB	E*150%	481	0.58%	512	221	734	2,511	C	0.29
NE 1 Avenue to NE 2 Avenue	2LOW - WB	E*150%	481	0.58%	512	82	595	2,511	C	0.24
NE 2 Avenue to NE 3 Avenue	2LOW - WB	E*150%	481	0.58%	512	82	595	2,511	C	0.24
NE 3 Avenue to Biscayne Blvd	2LOW - WB	E*150%	481	0.58%	512	63	575	2,511	C	0.23
<b>SR 968/West/East Flagler Street</b>										
NW 37 Avenue to NW 32 Avenue	4LD	E*150%	2,745	0.58%	2,925	84	3,009	5,100	D	0.59
NW 32 Avenue to NW 27 Avenue	4LD	E*150%	2,662	0.58%	2,837	91	2,927	5,100	D	0.57
NW 27 Avenue to NW 24 Avenue	4LD	E*150%	2,662	0.58%	2,837	117	2,954	5,100	D	0.58
NW 24 Avenue to NW 22 Avenue	3LOW - WB	E*150%	1,526	0.58%	1,626	84	1,710	4,635	C	0.37
NW 22 Avenue to NW 17 Avenue	3LOW - WB	E*150%	1,526	0.58%	1,626	104	1,730	4,635	C	0.37
NW 17 Avenue to NW 12 Avenue	3LOW - WB	E*150%	1,434	0.58%	1,528	91	1,619	4,635	C	0.35
NW 12 Avenue to NW 8 Avenue	1L EB - 3L WB	E*150%	1,434	0.58%	1,528	190	1,718	4,635	C	0.37
NW 8 Avenue to NW 3 Court	3LOW - WB	E*150%	1,367	0.58%	1,457	183	1,640	4,635	C	0.35
NW 3 Court to NW 3 Avenue	3LOW - WB	E*150%	692	0.58%	737	124	861	4,635	C	0.19
NW 3 Avenue to SW 2 Avenue	2LU	E*150%	539	0.58%	574	124	698	2,160	D	0.32
SW 2 Avenue to SW 1 Avenue	2LU	E*150%	363	0.58%	387	104	491	1,944	D	0.25
SW 1 Avenue to S. Miami Avenue	2LU	E*150%	1,367	0.58%	1,457	124	1,580	1,944	E	0.81
S. Miami Avenue to SE 1 Avenue	2LU	E*150%	1,367	0.58%	1,457	91	1,547	1,944	E	0.80
SE 1 Avenue to SE 2 Avenue	2LU	E*150%	1,367	0.58%	1,457	110	1,567	1,944	E	0.81
SE 2 Avenue to SE 3 Avenue	2LU	E*150%	1,367	0.58%	1,457	104	1,561	1,944	E	0.80
SE 3 Avenue to Biscayne Blvd	2LU	E*150%	1,367	0.58%	1,457	84	1,541	1,944	E	0.79
<b>SR 968/SW/SE 1 Street</b>										
SW 24 Avenue to Beacon Blvd	3LOW - EB	E*150%	1,815	0.58%	1,934	45	1,979	4,635	C	0.43
Beacon Blvd to SW 22 Avenue	3LOW - EB	E*150%	1,815	0.58%	1,934	45	1,979	4,635	C	0.43
SW 22 Avenue to SW 17 Avenue	4LOW - EB	E*150%	1,815	0.58%	1,934	72	2,006	6,192	C	0.32
SW 17 Avenue to SW 12 Avenue	3LOW - EB	E*150%	864	0.58%	920	144	1,065	4,635	C	0.23
SW 12 Avenue to SW 8 Avenue	3LOW - EB	E*150%	864	0.58%	920	138	1,058	4,635	C	0.23
SW 8 Avenue to SW 5 Avenue	3LOW - EB	E*150%	864	0.58%	920	125	1,045	4,635	C	0.23
SW 5 Avenue to SW 2 Avenue	4LOW - EB	E*150%	738	0.58%	786	163	950	6,192	C	0.15
SW 2 Avenue to SW 1 Avenue	3LOW - EB	E*150%	722	0.58%	769	163	933	3,791	C	0.25
SW 1 Avenue to S. Miami Avenue	3LOW - EB	E*150%	722	0.58%	769	163	933	3,791	C	0.25
S. Miami Avenue to SE 1 Avenue	3LOW - EB	E*150%	481	0.58%	513	203	716	3,791	C	0.19
SE 1 Avenue to SE 2 Avenue	3LOW - EB	E*150%	481	0.58%	513	243	755	3,791	C	0.20
SE 2 Avenue to SE 3 Avenue	3LOW - EB	E*150%	391	0.58%	417	375	791	3,791	C	0.21
SE 3 Avenue to Biscayne Blvd	3LOW - EB	E*150%	391	0.58%	417	137	554	3,791	C	0.15
<b>SR 90/SW/SE 7 Street</b>										
SW 27 Avenue to Beacon Blvd	3LOW - WB	E*150%	1,553	0.58%	1,655	53	1,708	4,635	C	0.37
Beacon Blvd to SW 22 Avenue	3LOW - WB	E*150%	1,553	0.58%	1,655	53	1,708	4,635	C	0.37
SW 22 Avenue to SW 17 Avenue	3LOW - WB	E*150%	1,893	0.58%	2,018	113	2,131	4,635	C	0.46
SW 17 Avenue to SW 12 Avenue	3LOW - WB	E*150%	1,893	0.58%	2,018	139	2,157	4,635	C	0.47
SW 12 Avenue to SW 8 Avenue	3LOW - WB	E*150%	1,022	0.58%	1,089	166	1,255	4,635	C	0.27
SW 8 Avenue to SW 4 Avenue	3LOW - WB	E*150%	1,479	0.58%	1,576	179	1,755	4,635	C	0.38
SW 4 Avenue to SW 3 Avenue	3LOW - WB	E*150%	1,265	0.58%	1,348	197	1,545	4,635	C	0.33
SW 3 Avenue to SW 2 Avenue	3LOW - WB	E*150%	1,861	0.58%	1,983	204	2,187	4,635	C	0.47
SW 2 Avenue to SW 1 Avenue	3LOW - WB	E*150%	1,607	0.58%	1,713	244	1,956	4,635	C	0.42
SW 1 Avenue to S. Miami Avenue	3LOW - WB	E*150%	1,432	0.58%	1,526	277	1,803	4,635	C	0.39
S. Miami Avenue to Brickell Avenue	3LOW - WB	E*150%	1,262	0.58%	1,345	224	1,569	4,635	C	0.34

Table 21-D5  
SEOPW DRI - INCREMENT III  
YEAR 2020 FUTURE BACKGROUND AND COMMITTED DEVELOPMENT TRAFFIC CONDITIONS ON STUDY AREA ROADWAYS

7/23/2011

ROADWAY SEGMENTS	[1]	[2]	EXISTING	[3]	[4]	[5]	2020	[6]	2020	2020
	YEAR	ADOPTED	PM PEAK	GROWTH	2020	TOTAL	BACKGROUND	TWO-WAY	PM	PM
	2020	LOS	HOUR	RATE	FUTURE	COMMITTED	PLUS	PEAK HOUR	PEAK	PEAK
	LANES	STANDARD	VOLUMES	[See Table 21-A5]	BACKGROUND	VOLUMES	COMMITTED	MAX	LOS	V/C
<b>SR 90/SE/SW 8 Street</b>										
SW 37 Avenue to SW 34 Avenue	4LD	E*150%	2,411	0.58%	2,569	52	2,621	4,650	D	0.56
SW 34 Avenue to SW 32 Avenue	4LU	E*150%	2,338	0.58%	2,492	59	2,551	4,418	D	0.58
SW 32 Avenue to SW 27 Avenue	4LD	E*150%	2,338	0.58%	2,492	79	2,571	4,650	D	0.55
SW 27 Avenue to Beacon Blvd	4LU	E*150%	1,295	0.58%	1,380	72	1,452	4,418	D	0.33
Beacon Blvd to SW 22 Avenue	3LOW - EB	E*150%	1,295	0.58%	1,380	79	1,459	4,212	C	0.35
SW 22 Avenue to SW 17 Avenue	3LOW - EB	E*150%	1,295	0.58%	1,380	118	1,498	4,212	C	0.36
SW 17 Avenue to SW 12 Avenue	3LOW - EB	E*150%	1,628	0.58%	1,735	158	1,893	4,212	C	0.45
SW 12 Avenue to SW 8 Avenue	3LOW - EB	E*150%	955	0.58%	1,018	171	1,189	4,212	C	0.28
SW 8 Avenue to SW 4 Avenue	3LOW - EB	E*150%	1,295	0.58%	1,380	231	1,611	4,212	C	0.38
SW 4 Avenue to SW 3 Avenue	3LOW - EB	E*150%	2,433	0.58%	2,593	428	3,020	4,212	D	0.72
SW 3 Avenue to SW 2 Avenue	3LOW - EB	E*150%	1,527	0.58%	1,627	428	2,055	4,212	D	0.49
SW 2 Avenue to SW 1 Avenue	3LOW - EB	E*150%	1,206	0.58%	1,285	481	1,766	4,212	C	0.42
SW 1 Avenue to S. Miami Avenue	3LOW - EB	E*150%	1,156	0.58%	1,232	401	1,633	4,212	C	0.39
S. Miami Avenue to Brickell Avenue	3LOW - EB	E*150%	932	0.58%	993	322	1,315	4,212	C	0.31
<b>SR 972/SW 22 St/SW 3 Ave/13 St</b>										
SW 37 Avenue to SW 32 Avenue	5LD	E*120%	2,891	0.58%	3,081	92	3,173	4,080	D	0.78
SW 32 Avenue to SW 27 Avenue	4LD	E*120%	3,387	0.58%	3,609	105	3,714	4,080	E	0.91
SW 27 Avenue to SW 22 Avenue	4LD	E*120%	3,283	0.58%	3,499	111	3,610	4,080	E	0.88
SW 22 Avenue to SW 17 Avenue	4LD	E*120%	3,283	0.58%	3,499	131	3,630	4,080	E	0.89
SW 17 Avenue to SW 12 Avenue	4LD	E*150%	2,184	0.58%	2,328	144	2,472	5,100	D	0.48
SW 12 Avenue to SW 13 Street	4LD	E*150%	2,016	0.58%	2,148	211	2,358	5,100	C	0.46
SW 13 Street to Brickell Drive	4LD	E*150%	1,241	0.58%	1,322	270	1,592	5,100	C	0.31
<b>NW/SW 37 Avenue</b>										
NW 25 Street to NW 21 Street	4LD	E*150%	1,651	0.58%	1,759	30	1,789	4,590	C	0.39
NW 21 Street to NW 14 Street	4LD	E	1,651	0.58%	1,759	30	1,789	3,060	C	0.58
NW 14 Street to NW 7 Street	4LD	E	2,057	0.58%	2,218	30	2,248	3,060	D	0.73
NW 7 Street to W. Flagler Street	4LD	E	2,057	0.58%	2,218	23	2,241	3,060	D	0.73
W. Flagler St to Ponce De Leon Blvd	4LD	E	2,057	0.58%	2,218	30	2,248	3,060	D	0.73
Ponce De Leon Blvd to SW 8 Street	4LD	E	2,057	0.58%	2,218	17	2,235	3,060	D	0.73
SW 8 Street to SW 24 Street	4LD	E	2,057	0.58%	2,218	43	2,261	3,060	D	0.74
SW 24 Street to Bird Road	4LD	E	2,057	0.58%	2,218	37	2,254	3,060	D	0.74
Bird Road to US-1	4LD	E	2,057	0.58%	2,218	30	2,248	3,060	D	0.73
<b>SR 9/NW/SW 27 Avenue</b>										
NW 41 Street to NW 38 Street	5LD	E*120%	2,642	0.58%	2,816	30	2,846	4,080	D	0.70
NW 38 Street to NW 36 Street	6LD	E*120%	2,642	0.58%	2,816	30	2,846	6,180	C	0.46
NW 36 Street to NW 28 Street	6LD	E*120%	2,642	0.58%	2,816	37	2,852	6,180	C	0.46
NW 28 Street to NW 20 Street	6LD	E*120%	2,642	0.58%	2,816	37	2,852	6,180	C	0.46
NW 20 Street to NW 14 Street	6LD	E*120%	3,752	0.58%	3,999	43	4,042	6,180	D	0.65
NW 14 Street to SR 836	6LD	E*120%	3,752	0.58%	3,999	43	4,042	6,180	D	0.65
SR 836 to NW 7 Street	6LD	E*120%	3,775	0.58%	4,023	162	4,185	6,180	D	0.68
NW 7 Street to W. Flagler Street	6LD	E*120%	3,138	0.58%	3,344	96	3,440	6,180	C	0.56
W. Flagler Street to SW 7 Street	6LD	E*120%	3,138	0.58%	3,344	43	3,387	6,180	C	0.55
SW 7 Street to SW 8 Street	6LD	E*120%	2,451	0.58%	2,612	43	2,656	6,180	C	0.43
SW 8 Street to SW 22 Street	4LD	E*120%	2,644	0.58%	2,817	43	2,861	4,080	D	0.70
SW 22 Street to US-1	4LD	E*120%	1,738	0.58%	1,852	50	1,902	4,080	C	0.47
<b>NW/SW 22 Avenue</b>										
NW 41 Street to NW 36 Street	4LD	E*120%	2,172	0.58%	2,314	17	2,331	3,672	D	0.63
NW 36 Street to NW 28 Street	4LD	E*120%	1,755	0.58%	1,870	17	1,887	3,672	C	0.51
NW 28 Street to NW 20 Street	4LD	E*120%	1,809	0.58%	1,928	23	1,951	3,672	C	0.53
NW 20 Street to NW North River Dr	4LD	E*120%	2,426	0.58%	2,586	23	2,609	3,672	D	0.71
NW North River Dr to NW 14 Street	4LD	E*120%	2,426	0.58%	2,586	30	2,616	3,672	D	0.71
NW 14 Street to NW 11 Street	4LD	E*120%	1,963	0.58%	2,092	30	2,122	3,672	C	0.58
NW 11 Street to NW 7 Street	4LD	E*120%	1,963	0.58%	2,092	30	2,122	3,672	C	0.58
NW 7 Street to W. Flagler Street	4LD	E*120%	1,963	0.58%	2,092	50	2,142	3,672	C	0.58
W. Flagler Street to SW 1 Street	4LD	E*120%	1,582	0.58%	1,685	50	1,735	3,672	C	0.47
SW 1 Street to SW 7 Street	4LD	E*120%	1,582	0.58%	1,685	50	1,735	3,672	C	0.47
SW 7 Street to SW 8 Street	4LD	E*120%	1,582	0.58%	1,685	50	1,735	3,672	C	0.47
SW 8 Street to SW 22 Street	4LD	E*120%	1,659	0.58%	1,789	50	1,839	3,672	C	0.50
SW 22 Street to US-1	4LD	E*120%	1,659	0.58%	1,789	37	1,825	3,672	C	0.50



Table 21-D5  
SEOPW DRI - INCREMENT III  
YEAR 2020 FUTURE BACKGROUND AND COMMITTED DEVELOPMENT TRAFFIC CONDITIONS ON STUDY AREA ROADWAYS

7/23/2011

ROADWAY SEGMENTS	[1]	[2]	EXISTING	[3]	[4]	[5]	2020	[6]	2020	2020
	YEAR	ADOPTED	PM PEAK	GROWTH	2020	TOTAL	BACKGROUND	TWO-WAY	PM	PM
	2020	LOS	HOUR	RATE	FUTURE	COMMITTED	PLUS	PEAK HOUR	PEAK	PEAK
LANES	STANDARD	VOLUMES	[See Table 21-A5]	[See Table 21-D1]	BACKGROUND	VOLUMES	COMMITTED	MAX	HOUR	HOUR
					VOLUMES	[See Table 21-D4]	VOLUMES	CAPACITY	LOS	V/C
<b>NW/SW 17 Avenue</b>										
NW 40 Street to NW 36 Street	4LD	E*120%	1,109	0.58%	1,182	17	1,198	3,672	C	0.33
NW 36 Street to NW 28 Street	2LD	E*120%	1,390	0.58%	1,481	17	1,498	1,780	E	0.84
NW 28 Street to NW 20 Street	2LD	E*120%	1,275	0.58%	1,359	17	1,376	1,780	E	0.77
NW 20 Street to NW 14 Street	2LD	E*120%	1,291	0.58%	1,376	23	1,400	1,780	E	0.79
NW 14 St to NW S River Dr/836 WB	4LD	E*120%	1,582	0.58%	1,685	37	1,722	3,672	C	0.47
NW S River Dr to SR 836 EB	4LD	E*120%	2,046	0.58%	2,194	37	2,230	3,672	D	0.61
SR 836 EB to NW 7 Street	6LD	E*120%	1,812	0.58%	1,943	116	2,058	5,562	C	0.37
NW 7 Street to NW 3 Street	6LD	E*120%	2,307	0.58%	2,459	169	2,628	5,562	C	0.47
NW 3 Street to W. Flagler Street	6LD	E*120%	2,307	0.58%	2,459	169	2,628	5,562	C	0.47
W. Flagler Street to SW 1 Street	4LD	E*120%	2,307	0.58%	2,459	50	2,509	3,672	D	0.68
SW 1 Street to SW 7 Street	4LD	E*120%	1,691	0.58%	1,802	50	1,852	3,672	C	0.50
SW 7 Street to SW 8 Street	4LD	E*120%	1,691	0.58%	1,802	50	1,852	3,672	C	0.50
SW 8 Street to SW 22 Street	4LD	E*120%	1,988	0.58%	2,143	50	2,193	3,672	D	0.60
SW 22 Street to US-1	4LD	E	1,988	0.58%	2,143	43	2,186	3,060	D	0.71
<b>SR 933/NW/SW 12 Avenue</b>										
NW 40 Street to NW 36 Street	4LD	E*150%	1,456	0.58%	1,552	30	1,582	4,650	D	0.34
NW 36 Street to NW 29 Street	4LD	E*150%	2,166	0.58%	2,308	17	2,325	4,650	D	0.50
NW 29 Street to NW 20 Street	4LD	E*150%	1,831	0.58%	1,951	37	1,988	4,650	D	0.43
NW 20 Street to NW 14 Street	6LD	E*150%	2,141	0.58%	2,282	116	2,398	7,020	D	0.34
NW 14 St to NW 12 St/SR 836 WB	5LD	E*150%	2,020	0.58%	2,165	96	2,261	4,650	D	0.49
NW 12 St/SR 836 WB to NW 11 St	5LD	E*150%	2,162	0.58%	2,317	96	2,413	4,650	D	0.52
NW 11 Street to NW 7 Street	6LD	E*120%	1,833	0.58%	1,965	76	2,041	5,616	D	0.36
NW 7 Street to NW 3 Street	4LU	E*120%	1,775	0.58%	1,892	50	1,942	3,534	D	0.55
NW 3 Street to W. Flagler Street	4LU	E*120%	1,775	0.58%	1,892	43	1,935	3,534	D	0.55
W. Flagler Street to SW 1 Street	6LU	E*120%	1,775	0.58%	1,892	23	1,915	5,616	D	0.34
SW 1 Street to SW 7 Street	4LU	E*120%	1,396	0.58%	1,488	96	1,584	3,534	D	0.45
SW 7 Street to SW 8 Street	4LU	E*120%	1,315	0.58%	1,401	23	1,425	3,534	D	0.40
SW 8 Street to SW 13 Street	4LU	E*120%	558	0.58%	595	63	658	3,534	C	0.19
SW 13 Street to SW 3 Avenue	2LD	E*120%	558	0.58%	595	23	618	1,814	D	0.34
<b>SR 7/NW/SW 7 Ave/SW 8 Ave</b>										
NW 46 Street to NW 36 Street	4LD	E*150%	1,956	0.58%	2,085	40	2,125	4,650	D	0.46
NW 36 Street to NW 29 Street	4LD	E*150%	1,942	0.58%	2,069	40	2,110	4,650	D	0.45
NW 29 Street to NW 20 Street	4LD	E*150%	1,920	0.58%	2,046	53	2,099	4,650	D	0.45
NW 20 Street to NW 17 Street	4LD	E*150%	1,920	0.58%	2,046	47	2,093	4,650	D	0.45
NW 17 Street to NW 14 Street	4LD	E*150%	1,182	0.58%	1,260	113	1,372	4,650	D	0.30
NW 14 Street to NW 11 Street	4LD	E*150%	1,182	0.58%	1,260	106	1,366	4,650	D	0.29
NW 11 Street to NW 10 Street	4LD	E*150%	230	0.58%	245	106	352	4,650	C	0.08
NW 10 Street to NW 8 Street	4LD	E*150%	230	0.58%	245	126	372	4,650	C	0.08
NW 8 Street to NW 7 Street	4LD	E*150%	230	0.58%	245	159	405	4,650	C	0.09
NW 7 Street to NW 6 Street	4LD	E*150%	230	0.58%	245	159	405	4,650	C	0.09
NW 6 Street to NW 5 Street	5LD	E*150%	230	0.58%	245	179	424	4,650	C	0.09
NW 5 Street to NW 4 Street	4LD	E*120%	230	0.58%	245	199	444	3,720	C	0.12
NW 4 Street to NW 3 Street	2L NB - 1L SB	E	462	0.58%	495	120	615	2,160	C	0.28
NW 3 Street to NW 2 Street	2LU	E	462	0.58%	495	120	615	1,440	D	0.43
NW 2 Street to NW 1 Street	2LU	E	462	0.58%	495	113	608	1,440	D	0.42
NW 1 Street to W. Flagler Street	2LD-WLT	E	462	0.58%	495	113	608	1,440	D	0.42
W. Flagler Street to SW 1 Street	2LD-WLT	E	462	0.58%	495	67	562	1,440	D	0.39
SW 1 Street to SW 7 Street	2LU	E	519	0.58%	553	106	659	1,440	D	0.46
SW 7 Street to SW 8 Street	2LU	E	519	0.58%	553	86	639	1,440	D	0.44
<b>NW 3 Court</b>										
I-95 to NW 8 Street	4LOW - SB	E*150%	786	0.58%	838	67	904	5,087	C	0.18
NW 8 Street to NW 7 Street	4LOW - SB	E*150%	733	0.58%	781	106	887	5,087	C	0.17
NW 7 Street to NW 6 Street	4LOW - SB	E*150%	713	0.58%	760	106	866	5,087	C	0.17
NW 6 Street to NW 5 Street	3LOW - SB	E*150%	931	0.58%	992	139	1,132	3,791	C	0.30
NW 5 Street to NW 4 Street	3LOW - SB	E*150%	883	0.58%	941	139	1,080	3,791	C	0.28
NW 4 Street to NW 3 Street	3LOW - SB	E*150%	880	0.58%	938	146	1,084	3,791	C	0.29
NW 3 Street to NW 2 Street	3LOW - SB	E*150%	1,038	0.58%	1,106	159	1,265	3,791	C	0.33
NW 2 Street to NW 1 Street	3LOW - SB	E*150%	1,253	0.58%	1,335	47	1,382	3,791	C	0.36
NW 1 Street to W. Flagler Street	3LOW - SB	E*150%	675	0.58%	719	53	773	3,791	C	0.20



Table 21-D5  
SEOPW DRI - INCREMENT III  
YEAR 2020 FUTURE BACKGROUND AND COMMITTED DEVELOPMENT TRAFFIC CONDITIONS ON STUDY AREA ROADWAYS

7/23/2011

ROADWAY SEGMENTS	[1]	[2]	EXISTING	[3]	[4]	[5]	2020	[6]	2020	2020
	YEAR	ADOPTED	PM PEAK	GROWTH	2020	TOTAL	BACKGROUND	TWO-WAY	PM	PM
	2020	LOS	HOUR	RATE	FUTURE	COMMITTED	PLUS	PEAK HOUR	PEAK	PEAK
LANES	STANDARD	VOLUMES	[See Table 21-A5]	[See Table 21-D1]	BACKGROUND	VOLUMES	COMMITTED	MAX	HOUR	HOUR
			[See Table 21-A5]	[See Table 21-D1]	VOLUMES	[See Table 21-D4]	VOLUMES	CAPACITY	LOS	V/C
<b>I-95</b>										
NW 79 Street to NW 62 Street	12L-EXPY	E	15,725	0.40%	16,431	791	17,222	23,230	C	0.74
NW 62 Street to SR 112/I-195	12L-EXPY	E	13,880	0.40%	14,503	791	15,294	23,230	C	0.66
SR 112/I-195 to SR 836	12L-EXPY	E	12,914	0.40%	13,494	972	14,466	23,230	C	0.62
SR 836 to the Distributor	8L-EXPY	E	10,632	0.40%	11,109	963	12,072	15,270	D	0.79
Distributor to SW 8 Street	6L-EXPY	E	8,508	0.40%	8,889	392	9,282	11,290	D	0.82
SW 8 Street to Rickenbacker Cswy	6L-EXPY	E	7,484	0.40%	7,820	312	8,131	11,290	C	0.72
Rickenbacker Cswy to US-1	4L-EXPY	E	4,312	0.40%	4,506	179	4,685	7,300	C	0.64
<b>NW 3 Avenue</b>										
NW 20 Street to NW 17 Street	2LU	E*120%	474	0.58%	503	54	557	1,555	D	0.36
NW 17 Street to NW 14 Street	2LU	E*120%	366	0.58%	390	63	453	1,555	D	0.29
NW 14 Street to NW 13 Street	2LU	E*120%	356	0.58%	380	85	465	1,555	D	0.30
NW 13 Street to NW 12 Street	2LU	E*120%	356	0.58%	380	87	467	1,555	D	0.30
NW 12 Street to NW 11 Terrace	2LU	E*120%	321	0.58%	342	89	431	1,555	C	0.28
NW 11 Terrace to NW 11 Street	2LU	E*120%	457	0.58%	487	91	578	1,555	D	0.37
NW 11 Street to NW 10 Street	2LU	E*150%	442	0.58%	471	87	558	1,944	D	0.29
NW 10 Street to NW 9 Street	2LU	E*150%	345	0.58%	368	75	443	1,944	C	0.23
NW 9 Street to I-95/NW 8 Street	1LOW - NB	E*150%	453	0.58%	483	77	560	1,166	D	0.48
I-95/NW 8 Street to NW 7 Street	2LOW - NB	E*150%	1,302	0.58%	1,388	155	1,543	2,511	D	0.61
NW 7 Street to NW 6 Street	2LOW - NB	E*150%	1,294	0.58%	1,379	164	1,543	2,511	D	0.61
NW 6 Street to NW 5 Street	3LOW - NB	E*150%	1,037	0.58%	1,105	174	1,279	3,791	C	0.34
NW 5 Street to NW 4 Street	3LOW - NB	E*150%	1,091	0.58%	1,163	176	1,339	3,791	C	0.35
NW 4 Street to NW 3 Street	2LOW - NB	E*150%	1,026	0.58%	1,093	172	1,265	2,511	D	0.50
NW 3 Street to NW 2 Street	2LOW - NB	E*150%	675	0.58%	719	148	867	2,511	C	0.35
NW 2 Street to NW 1 Street	2LOW - NB	E*150%	493	0.58%	525	91	617	2,511	C	0.25
NW 1 Street to W. Flagler Street	2LOW - NB	E*150%	206	0.58%	220	127	346	2,511	C	0.14
<b>NW/SW 2 Avenue/NW 1 Place</b>										
NW 36 Street to NW 29 Street	2LU	E*120%	733	0.58%	781	83	865	1,555	D	0.56
NW 29 Street to NW 20 Street	2LU	E*120%	519	0.58%	553	137	689	1,555	D	0.44
NW 20 Street to NW 17 Street	2LOW - NB	E*120%	10	0.58%	11	157	168	2,009	C	0.08
NW 17 Street to NW 14 Street	2LOW - NB	E*120%	160	0.58%	170	171	341	2,009	C	0.17
NW 14 Street to NW 13 Street	2LU	E*120%	330	0.58%	352	257	609	1,555	D	0.39
NW 13 Street to NW 12 Street	2LU	E*120%	375	0.58%	399	278	677	1,555	D	0.44
NW 12 Street to NW 11 Street	2LU	E*120%	375	0.58%	399	298	698	1,555	D	0.45
NW 11 Street to NW 10 Street	2LU	E*150%	393	0.58%	419	352	770	1,944	D	0.40
NW 10 Street to NW 9 Street	2LU	E*150%	426	0.58%	454	332	786	1,944	D	0.40
NW 9 Street to NW 8 Street	2LU	E*150%	497	0.58%	530	332	861	1,944	D	0.44
NW 8 Street to NW 7 Street	2LU	E*150%	581	0.58%	619	272	891	1,944	D	0.46
NW 7 Street to NW 6 Street	2LU	E*150%	561	0.58%	597	252	850	1,944	D	0.44
NW 6 Street to NW 5 Street	3LU	E*150%	622	0.58%	663	239	902	2,916	D	0.31
NW 5 Street to NW 4 Street	3LU	E*150%	770	0.58%	821	232	1,052	2,916	D	0.36
NW 4 Street to NW 3 Street	3LU	E*150%	843	0.58%	898	211	1,110	2,916	D	0.38
NW 3 Street to NW 2 Street	3LU	E*150%	843	0.58%	898	237	1,135	2,916	D	0.39
NW 2 Street to NW 1 Street	2L NB - 1L SB	E*150%	894	0.58%	953	237	1,189	2,916	D	0.41
NW 1 Street to W. Flagler Street	2L NB - 1L SB	E*150%	894	0.58%	953	177	1,129	2,916	D	0.39
W. Flagler Street to SW 1 Street	3LU	E*150%	990	0.58%	1,055	193	1,248	2,916	D	0.43
SW 1 Street to SW 2 Street	4LD	E*150%	898	0.58%	957	183	1,140	4,185	D	0.27
SW 2 Street to SW 3 Street	4LD	E*150%	1,164	0.58%	1,240	135	1,375	4,185	D	0.33
SW 3 Street to SW 7 Street	4LD	E*150%	1,164	0.58%	1,240	241	1,481	4,185	D	0.35
SW 7 Street to SW 8 Street	4LD	E*150%	1,103	0.58%	1,175	174	1,350	4,185	D	0.32
SW 8 Street to SW 13 Street	2LU	E*150%	1,055	0.58%	1,124	122	1,245	1,944	E	0.64
SW 13 Street to SW 15 Road	2LU	E*150%	1,055	0.58%	1,124	115	1,239	1,944	E	0.64

Table 21-D5  
SEOPW DRI - INCREMENT III  
YEAR 2020 FUTURE BACKGROUND AND COMMITTED DEVELOPMENT TRAFFIC CONDITIONS ON STUDY AREA ROADWAYS

7/23/2011

ROADWAY SEGMENTS	[1]	[2]	EXISTING	[3]	[4]	[5]	2020	[6]	2020	2020
	YEAR	ADOPTED	PM PEAK	GROWTH	2020	TOTAL	BACKGROUND	TWO-WAY	PM	PM
	2020	LOS	HOUR	RATE	FUTURE	COMMITTED	PLUS	PEAK HOUR	PEAK	PEAK
	LANES	STANDARD	VOLUMES	[See Table 21-A5]	BACKGROUND	VOLUMES	COMMITTED	MAX	LOS	V/C
<b>NW/SW 1 Avenue</b>										
NW 20 Street to NW 17 Street	2LU	E*150%	205	0.58%	218	19	238	1,944	C	0.12
NW 17 Street to NW 14 Street	2LU	E*150%	205	0.58%	218	54	272	1,944	C	0.14
NW 14 Street to NW 13 Street	2LU	E*150%	205	0.58%	218	107	326	1,944	C	0.17
NW 13 Street to NW 11 Street	2LU	E*150%	205	0.58%	218	128	346	1,944	C	0.18
NW 11 Street to NW 10 Street	2LU	E*150%	205	0.58%	218	112	331	1,944	C	0.17
NW 10 Street to NW 9 Street	4LD	E*150%	205	0.58%	218	146	364	4,185	C	0.09
NW 9 Street to NW 8 Street	4LD	E*150%	205	0.58%	218	146	364	4,185	C	0.09
NW 8 Street to NW 7 Street	4LD	E*150%	209	0.58%	223	146	368	4,185	C	0.09
NW 7 Street to NW 6 Street	4LD	E*150%	209	0.58%	223	152	375	4,185	C	0.09
NW 6 Street to NW 5 Street	4LD	E*150%	259	0.58%	276	118	394	4,185	C	0.09
NW 5 Street to NW 3 Street	4LD	E*150%	339	0.58%	361	129	491	4,185	C	0.12
NW 3 Street to NW 2 Street	3LU	E*150%	337	0.58%	359	141	500	2,916	C	0.17
NW 2 Street to NW 1 Street	4LU	E*150%	337	0.58%	359	126	485	3,976	C	0.12
NW 1 Street to W. Flagler Street	1L NB - 2L SB	E*150%	337	0.58%	359	105	464	2,916	C	0.16
W. Flagler Street to SW 1 Street	1L NB - 2L SB	E*150%	337	0.58%	359	103	462	2,916	C	0.16
SW 1 Street to SW 2 Street	1L NB - 2L SB	E*150%	337	0.58%	359	166	525	2,916	C	0.18
SW 7 Street to SW 8 Street	3LOW - SB	E*150%	623	0.58%	663	199	862	3,791	C	0.23
SW 8 Street to SW 9 Street	3LOW - SB	E*150%	623	0.58%	663	278	942	3,791	C	0.25
SW 9 Street to SW 10 Street	2LOW - SB	E*150%	623	0.58%	663	278	942	2,511	C	0.37
SW 10 Street to SW 11 Street	2LOW - SB	E*150%	623	0.58%	663	192	856	2,511	C	0.34
SW 11 Street to SW 12 Street	2LOW - SB	E*150%	623	0.58%	663	192	856	2,511	C	0.34
<b>N. Miami Avenue</b>										
NW 38 Street/I-195 to NW 36 Street	4LD	E*150%	1,400	0.58%	1,492	161	1,653	4,185	D	0.40
NW 36 Street to NW 29 Street	4LD	E*150%	1,565	0.58%	1,667	188	1,855	4,185	D	0.44
NW 29 Street to NW 20 Street	4LU	E*150%	1,161	0.58%	1,237	195	1,432	4,185	D	0.34
NW 20 Street to NW 17 Street	4LU	E*150%	621	0.58%	658	296	953	4,185	C	0.23
NW 17 Street to NW 15 Street	3LOW - SB	E*150%	621	0.58%	658	323	981	3,791	C	0.26
NW 15 Street to NW 14 Street	3LOW - SB	E*150%	367	0.58%	391	324	715	3,791	C	0.19
NW 14 Street to NW 13 Street	3LOW - SB	E*150%	266	0.58%	283	391	675	3,791	C	0.18
NW 13 Street to NW 11 Street	3LOW - SB	E*150%	260	0.58%	277	618	895	3,791	C	0.24
NW 11 Street to NW 10 Street	3LOW - SB	E*150%	325	0.58%	347	577	924	3,791	C	0.24
NW 10 Street to NW 9 Street	3LOW - SB	E*150%	320	0.58%	341	503	845	3,791	C	0.22
NW 9 Street to NW 8 Street	3LOW - SB	E*150%	379	0.58%	404	463	866	3,791	C	0.23
NW 8 Street to NW 7 Street	3LOW - SB	E*150%	330	0.58%	352	422	774	3,791	C	0.20
NW 7 Street to NW 6 Street	3LOW - SB	E*150%	325	0.58%	347	408	754	3,791	C	0.20
NW 6 Street to NW 5 Street	3LOW - SB	E*150%	332	0.58%	354	413	767	3,791	C	0.20
NW 5 Street to NW 3 Street	2LOW - SB	E*150%	260	0.58%	277	405	683	2,511	C	0.27
NW 3 Street to NW 2 Street	2LOW - SB	E*150%	345	0.58%	368	385	752	2,511	C	0.30
NW 2 Street to NW 1 Street	2LOW - SB	E*150%	345	0.58%	368	159	526	2,511	C	0.21
NW 1 Street to W. Flagler Street	2LOW - SB	E*150%	345	0.58%	368	238	605	2,511	C	0.24
W. Flagler Street to SW 1 Street	3LOW - SB	E*150%	382	0.58%	407	163	570	3,791	C	0.15
SW 1 Street to SW 2 Street	3LOW - SB	E*150%	882	0.58%	940	172	1,112	3,791	C	0.29
SW 2 Street to SW 3 Street	3LOW - SB	E*150%	389	0.58%	415	466	880	3,791	C	0.23
SW 3 Street to SW 6 Street	6LD	E*150%	1,312	0.58%	1,398	607	2,005	6,318	D	0.32
SW 6 Street to SW 7 Street	3LOW - NB	E*150%	701	0.58%	747	336	1,083	3,791	C	0.29
SW 7 Street to SW 8 Street	3LOW - NB	E*150%	1,022	0.58%	1,089	387	1,476	3,791	C	0.39
SW 8 Street to SW 9 Street	3LOW - NB	E*150%	763	0.58%	813	308	1,121	3,791	C	0.30

Table 21-D5  
SEOPW DRI - INCREMENT III  
YEAR 2020 FUTURE BACKGROUND AND COMMITTED DEVELOPMENT TRAFFIC CONDITIONS ON STUDY AREA ROADWAYS

7/23/2011

ROADWAY SEGMENTS	[1]	[2]	EXISTING	[3]	[4]	[5]	2020	[6]	2020	2020
	YEAR	ADOPTED	PM PEAK	GROWTH	2020	TOTAL	BACKGROUND	TWO-WAY	PM	PM
	2020	LOS	HOUR	RATE	FUTURE	COMMITTED	PLUS	PEAK HOUR	PEAK	PEAK
	LANES	STANDARD	VOLUMES	[See Table 21-A5]	BACKGROUND	VOLUMES	COMMITTED	MAX	LOS	V/C
<b>NE/SE 1 Avenue</b>										
NE 17 Street to NE 15 Street	3LOW - NB	E*150%	688	0.58%	733	436	1,169	3,791	C	0.31
NE 15 Street to NE 14 Street	3LOW - NB	E*150%	688	0.58%	733	529	1,263	3,791	C	0.33
NE 14 Street to NE 13 Street	3LOW - NB	E*150%	746	0.58%	795	683	1,478	3,791	C	0.39
NE 13 Street to NE 12 Street/I-395	3LOW - NB	E*150%	1,170	0.58%	1,247	657	1,904	3,791	D	0.50
NE 12 Street/I-395 to NE 11 Street [7]	3LOW - NB	E*150%	1,786	0.58%	1,903	916	2,819	3,791	D	0.74
NE 11 Street to NE 10 Street [7]	3LOW - NB	E*150%	1,631	0.58%	1,738	831	2,569	3,791	D	0.68
NE 10 Street to NE 9 Street [7]	3LOW - NB	E*150%	1,598	0.58%	1,703	777	2,480	3,791	D	0.65
NE 9 Street to NE 8 Street [7]	3LOW - NB	E*150%	1,565	0.58%	1,668	737	2,404	3,791	D	0.63
NE 8 Street to NE 7 Street [7]	3LOW - NB	E*150%	1,505	0.58%	1,604	696	2,300	3,791	D	0.61
NE 7 Street to NE 6 Street [7]	3LOW - NB	E*150%	1,458	0.58%	1,554	655	2,209	3,791	D	0.58
NE 6 Street to NE 5 Street	3LOW - NB	E*150%	856	0.58%	913	641	1,553	3,791	C	0.41
NE 5 Street to NE 4 Street	3LOW - NB	E*150%	867	0.58%	924	626	1,550	3,791	C	0.41
NE 4 Street to NE 3 Street	3LOW - NB	E*150%	734	0.58%	782	592	1,374	3,791	C	0.36
NE 3 Street to NE 2 Street	3LOW - NB	E*150%	734	0.58%	782	558	1,340	3,791	C	0.35
NE 2 Street to NE 1 Street	3LOW - NB	E*150%	734	0.58%	782	352	1,134	3,791	C	0.30
NE 1 Street to E. Flagler Street	3LOW - NB	E*150%	734	0.58%	782	404	1,186	3,791	C	0.31
E. Flagler Street to SE 1 Street	3LOW - NB	E*150%	734	0.58%	782	330	1,112	3,791	C	0.29
SE 1 Street to SE 2 Street	3LOW - NB	E*150%	734	0.58%	782	336	1,117	3,791	C	0.29
SE 2 Street to SE 3 Street	3LOW - NB	E*150%	734	0.58%	782	275	1,057	3,791	C	0.28
<b>NE/SE 2 Avenue</b>										
NE 36 Street to NE 29 Street	4LU	E*150%	1,213	0.58%	1,293	171	1,464	4,185	D	0.35
NE 29 Street to NE 20 Street	4LU	E*150%	1,456	0.58%	1,552	279	1,831	4,185	D	0.44
NE 20 Street to NE 17 Street	4LU	E*150%	1,680	0.58%	1,780	327	2,107	4,185	D	0.50
NE 17 Street to NE 15 Street	3L	E*150%	1,680	0.58%	1,780	371	2,151	4,185	D	0.51
NE 15 Street to NE 14 Street	3L	E*150%	1,617	0.58%	1,723	282	2,005	4,185	D	0.48
NE 14 Street to NE 13 Street	3LD	E*150%	1,567	0.58%	1,670	345	2,015	4,185	D	0.48
NE 13 Street to NE 12 Street	4LD	E*150%	1,628	0.58%	1,735	355	2,090	4,185	D	0.50
NE 12 Street to I-395/NE 11 Terr	4LD	E*150%	814	0.58%	867	220	1,087	4,185	C	0.26
I-395/NE 11 Terr to NE 11 Street	3LOW - SB	E*150%	836	0.58%	891	346	1,237	3,791	C	0.33
NE 11 Street to NE 10 Street	3LOW - SB	E*150%	724	0.58%	772	307	1,079	3,791	C	0.28
NE 10 Street to NE 9 Street	3LOW - SB	E*150%	852	0.58%	908	308	1,217	3,791	C	0.32
NE 9 Street to NE 8 Street	3LOW - SB	E*150%	646	0.58%	688	296	985	3,791	C	0.26
NE 8 Street to NE 7 Street	3LOW - SB	E*150%	700	0.58%	746	304	1,050	3,791	C	0.28
NE 7 Street to NE 6 Street	3LOW - SB	E*150%	717	0.58%	764	338	1,102	3,791	C	0.29
NE 6 Street to NE 5 Street	3LOW - SB	E*150%	524	0.58%	559	339	897	3,791	C	0.24
NE 5 Street to NE 4 Street	2LOW - SB	E*150%	635	0.58%	677	327	1,003	3,791	C	0.26
NE 4 Street to NE 3 Street	3LOW - SB	E*150%	484	0.58%	516	306	822	3,791	C	0.22
NE 3 Street to NE 2 Street	3LOW - SB	E*150%	484	0.58%	516	339	855	3,791	C	0.23
NE 2 Street to NE 1 Street	4LD	E*150%	484	0.58%	516	318	834	4,185	C	0.20
NE 1 Street to W. Flagler Street	4LD	E*150%	471	0.58%	502	322	824	4,185	C	0.20
E. Flagler Street to SE 1 Street	4LD	E*150%	471	0.58%	502	393	895	4,185	C	0.21
SE 1 Street to SE 2 Street	4LD	E*150%	561	0.58%	598	258	856	4,185	C	0.20

Table 21-D5  
SEOPW DRI - INCREMENT III  
YEAR 2020 FUTURE BACKGROUND AND COMMITTED DEVELOPMENT TRAFFIC CONDITIONS ON STUDY AREA ROADWAYS

7/23/2011

ROADWAY SEGMENTS	[1]	[2]	EXISTING	[3]	[4]	[5]	2020	[6]	2020	2020
	YEAR	ADOPTED	PM PEAK	GROWTH	2020	TOTAL	BACKGROUND	TWO-WAY	PM	PM
	2020	LOS	HOUR	RATE	FUTURE	COMMITTED	PLUS	PEAK HOUR	PEAK	PEAK
LANES	STANDARD	[See Table 21-A5]	[See Table 21-D1]	BACKGROUND	[See Table 21-D4]	COMMITTED	COMMITTED	MAX	LOS	V/C
			VOLUMES		VOLUMES	VOLUMES	VOLUMES	CAPACITY		
<b>Biscayne Blvd/US-1</b>										
NE 38 Street/I-195 to NE 36 Street	4LD	E*150%	2,719	0.58%	2,897	214	3,111	4,650	E	0.67
NE 36 Street to NE 34 Street	4LD	E*150%	1,933	0.58%	2,060	246	2,306	4,650	D	0.50
NE 34 Street to NE 29 Street	4LD	E*150%	2,477	0.58%	2,640	279	2,919	4,650	E	0.63
NE 29 Street to NE 20 Terrace	4LD	E*150%	2,615	0.58%	2,786	336	3,122	4,650	E	0.67
NE 20 Terrace to NE 15 Street	4LD	E*150%	2,615	0.58%	2,786	333	3,119	4,650	E	0.67
NE 15 Street to NE 14 Street	4LD	E*150%	2,358	0.58%	2,512	291	2,803	4,650	E	0.60
NE 14 Street to NE 13 Street	4LD	E*150%	2,358	0.58%	2,512	447	2,959	4,650	E	0.64
NE 13 Street to NE 12 Street/I-395	6LD	E*150%	3,367	0.58%	3,588	749	4,336	7,020	E	0.62
NE 12 Street to NE 11 Terrace/I-395	6LD	E*150%	3,367	0.58%	3,588	941	4,529	7,020	E	0.65
NE 11 Terrace/I-395 to NE 11 Street	7LD	E*150%	2,622	0.58%	2,795	1,033	3,827	8,190	D	0.47
NE 11 Street to NE 10 Street	6LD	E*150%	2,622	0.58%	2,795	760	3,555	7,020	D	0.51
NE 10 Street to NE 9 Street	6LD	E*150%	2,622	0.58%	2,795	660	3,454	7,020	D	0.49
NE 9 Street to NE 8 Street	6LD	E*150%	2,622	0.58%	2,795	652	3,446	7,020	D	0.49
NE 8 Street to NE 7 Street	6LD	E*150%	2,622	0.58%	2,795	643	3,438	7,020	D	0.49
NE 7 Street to NE 6 Street	6LD	E*150%	2,622	0.58%	2,795	609	3,403	7,020	D	0.48
NE 6 Street to NE 5 Street	8LD	E*150%	2,622	0.58%	2,795	535	3,330	9,420	D	0.35
NE 5 Street to NE 4 Street	8LD	E*150%	2,842	0.58%	3,029	520	3,549	9,420	D	0.38
NE 4 Street to NE 3 Street	8LD	E*150%	2,842	0.58%	3,029	518	3,547	9,420	D	0.38
NE 3 Street to NE 2 Street	8LD	E*150%	2,661	0.58%	2,836	549	3,384	9,420	D	0.36
NE 2 Street to NE 1 Street	8LD	E*150%	2,661	0.58%	2,836	435	3,270	9,420	D	0.35
NE 1 Street to Flagler Street	8LD	E*150%	2,661	0.58%	2,836	413	3,248	9,420	D	0.34
Flagler Street to SE 1 Street	8LD	E*150%	2,661	0.58%	2,836	385	3,220	9,420	D	0.34
SE 1 Street to SE 2 Street	8LD	E*150%	2,661	0.58%	2,836	323	3,158	9,420	D	0.34
SE 2 Street to SE 3 Street	4LOW - NB	E*150%	1,193	0.58%	1,272	235	1,507	5,652	C	0.27
SE 3 Street to Biscayne Blvd Way	3LOW - NB	E*150%	1,193	0.58%	1,272	213	1,485	4,212	C	0.35
<b>Brickell Avenue/US-1</b>										
SE 2 Street to SE 3 Street	3LOW - SB	E*150%	1,390	0.58%	1,481	559	2,040	4,635	C	0.44
SE 3 Street to Biscayne Blvd Way	3LOW - SB	E*150%	1,390	0.58%	1,481	431	1,912	4,635	C	0.41
Biscayne Blvd Way to SE 5 Street	6LD	E*150%	2,607	0.58%	2,779	435	3,214	7,725	C	0.42
SE 5 Street to SE 6 Street	6LD	E*150%	2,607	0.58%	2,779	693	3,472	7,725	C	0.45
SE 6 Street to SE 7 Street	6LD	E*150%	2,878	0.58%	3,067	680	3,747	7,725	C	0.49
SE 7 Street to SE 8 Street	6LD	E*150%	3,074	0.58%	3,276	423	3,699	7,725	C	0.48
SE 8 Street to SE 10 Street	2L SB - 3L NB	E*150%	2,609	0.58%	2,780	399	3,180	5,100	D	0.62
SE 10 Street to SE 13 Street	4LD	E*150%	2,383	0.58%	2,540	184	2,723	5,100	D	0.53
SE 13 Street to SE 14 Street	4LD	E*150%	2,003	0.58%	2,135	140	2,274	5,100	C	0.45
SE 14 Street to SE 15 Road	4LD	E*150%	2,012	0.58%	2,144	123	2,267	5,100	C	0.44
SE 15 Road to SE 25 Road	4LD	E*150%	2,351	0.58%	2,505	132	2,637	5,100	D	0.52
SE 25 Road to SE 26 Road	4LD	E*150%	2,354	0.58%	2,509	117	2,626	5,100	D	0.51
SE 26 Road to S. Miami Avenue	5LD	E*150%	1,781	0.58%	1,898	115	2,013	5,100	C	0.39
S. Miami Avenue to S. Dixie Hwy	4LD	E*150%	1,781	0.58%	1,898	113	2,011	5,100	C	0.39
<b>US-1</b>										
I-95 to SW 17 Avenue	6LD	E*150%	4,312	0.58%	4,595	272	4,867	7,725	D	0.63
SW 17 Avenue to SW 27 Avenue	6LD	E*150%	7,292	0.58%	7,771	230	8,002	7,725	F	1.04
SW 27 Avenue to SW 37 Avenue	6LD	E*150%	6,633	0.58%	7,068	202	7,270	7,725	E	0.94

- [1] Reflects existing or programmed (i.e. funded) lane geometry.
- [2] Adopted LOS standards are consistent with the Transportation Elements from the Miami MCNP, the Miami-Dade CDMP and the Miami Beach Comprehensive Plan.
- [3] See Table 21-D1 for the growth rate calculations derived from the 2005 and 2035 SERPM model outputs from the LRTP.
- [4] See Table 21-D4 for the assignment of committed development traffic in the study area.
- [6] The two-way peak hour roadway capacities are consistent with Table 4 (dated 10-4-2010) from the 2009 FDOT Quality/LOS Handbook, and include adjustments for Transit pursuant to the adopted LOS standards. See the LOS Look-Up Table provided in Appendix 21-2.
- [7] Reflects the removal of heavy vehicles from NE 1 Avenue from NE 6 Street to I-395 due to the Construction of the Port Tunnel as documented by the TMCs (see Appendix 21-3).

Roadway Segments	Existing Volumes	Heavy Veh	Future w/o HV
NE 12 St/I-395 to NE 11 St	1,925	139	1,786
NE 11 St to NE 10 St	1,822	191	1,631
NE 10 St to NE 9 St	1,648	50	1,598
NE 9 St to NE 8 St	1,616	51	1,565
NE 8 St to NE 7 St	1,556	51	1,505
NE 7 St to NE 6 St	1,509	51	1,458

TABLE 21-D7  
SEOPW DRI - INCREMENT III  
YEAR 2020 TOTAL TRAFFIC CONDITIONS AND DRI SIGNIFICANCE DETERMINATION ANALYSIS

7/23/2011

ROADWAY SEGMENTS	[1]	[2]	SEOPW DRI - INC III			[4]	2020	2020	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% FAILING YES / NO	
	YEAR	ADOPTED	2020	PROJECT	TWO-WAY	TWO-WAY	PM					
	2020	LOS	WITHOUT PROJECT	DIST %	PM PK HR TRIPS	PEAK HOUR MAX CAPACITY	PEAK HOUR LOS	PM PEAK HOUR V/C				
<b>SR 112/I-195</b>			[See Table 21-D5]	[3]	8681							
Okeechobee Road to NW 37 Avenue	6L-EXPY	E	9,144	2.99%	260	9,403	11,290	D	0.83	2.30%	NO	NO
NW 37 Avenue to NW 27 Avenue	6L-EXPY	E	8,440	3.77%	327	8,767	11,290	D	0.78	2.90%	NO	NO
NW 27 Avenue to NW 22 Avenue	6L-EXPY	E	8,460	4.71%	409	8,869	11,290	D	0.79	3.62%	NO	NO
NW 22 Avenue to NW 12 Avenue	8L-EXPY	E	7,004	4.95%	430	7,434	15,270	B	0.49	2.81%	NO	NO
NW 12 Avenue to I-95	8L-EXPY	E	8,009	4.90%	425	8,434	15,270	C	0.55	2.79%	NO	NO
I-95 to N. Miami Avenue	6L-EXPY	E	2,085	0.21%	18	2,103	11,290	B	0.19	0.16%	NO	NO
N. Miami Avenue to Biscayne Blvd	6L-EXPY	E	1,999	0.18%	16	2,015	11,290	B	0.18	0.14%	NO	NO
Biscayne Blvd to Alton Road	6L-EXPY	E	7,500	2.14%	186	7,686	11,290	C	0.68	1.65%	NO	NO
<b>SR 25/NW/NE 36 Street</b>												
NW 37 Avenue to NW 32 Avenue	4LU	E * 120%	1,689	0.12%	10	1,700	3,876	C	0.44	0.27%	NO	NO
NW 32 Avenue to NW 27 Avenue	4LU	E * 120%	1,715	0.19%	16	1,731	3,876	C	0.45	0.43%	NO	NO
NW 27 Avenue to NW 22 Avenue	4LU	E * 120%	1,721	0.20%	17	1,739	3,876	C	0.45	0.45%	NO	NO
NW 22 Avenue to NW 17 Avenue	4LU	E * 120%	1,357	0.25%	22	1,379	3,876	C	0.36	0.56%	NO	NO
NW 17 Avenue to NW 12 Avenue	2LD-WTL	E * 120%	1,357	0.36%	31	1,388	2,072	D	0.67	1.51%	NO	NO
NW 12 Avenue to NW 7 Avenue	2LD-WTL	E * 120%	1,364	0.67%	58	1,422	2,072	D	0.69	2.81%	NO	NO
NW 7 Avenue to NW 2 Avenue	4LD	E * 120%	1,398	0.10%	9	1,407	4,080	C	0.34	0.21%	NO	NO
NW 2 Avenue to N. Miami Avenue	2LD-WTL	E * 120%	1,385	0.31%	27	1,412	2,072	D	0.68	1.30%	NO	NO
N. Miami Avenue to NE 2 Avenue	4LD	E * 120%	1,412	0.40%	35	1,446	4,080	C	0.35	0.85%	NO	NO
NE 2 Avenue to Biscayne Blvd	4LD	E * 120%	1,405	2.50%	217	1,622	4,080	C	0.40	5.32%	YES	NO
<b>NW/NE 28/29 Street</b>												
NW 27 Avenue to NW 22 Avenue	2LU	E * 120%	1,362	0.18%	16	1,377	1,696	E	0.81	0.92%	NO	NO
NW 22 Avenue to NW 17 Avenue	2LU	E * 120%	1,368	0.12%	10	1,379	1,696	E	0.81	0.61%	NO	NO
NW 17 Avenue to NW 12 Avenue	4LU	E * 120%	1,375	0.40%	35	1,410	3,488	C	0.40	1.00%	NO	NO
NW 12 Avenue to NW 7 Avenue	4LU	E * 120%	1,395	0.72%	63	1,457	3,488	C	0.42	1.79%	NO	NO
NW 7 Avenue to NW 2 Avenue	4LU	E * 120%	1,401	0.57%	49	1,451	3,488	C	0.42	1.42%	NO	NO
NW 2 Avenue to N. Miami Avenue	4LU	E * 120%	1,395	0.37%	32	1,427	3,488	C	0.41	0.92%	NO	NO
N. Miami Avenue to NE 2 Avenue	4LU	E * 120%	1,415	0.89%	77	1,492	3,488	C	0.43	2.21%	NO	NO
NE 2 Avenue to Biscayne Blvd	2LU	E * 120%	1,395	0.31%	27	1,422	1,696	E	0.84	1.59%	NO	NO
<b>NW/NE 20 Street</b>												
NW 27 Avenue to NW 22 Avenue	4LD	E	2,364	0.65%	56	2,420	3,060	D	0.79	1.84%	NO	NO
NW 22 Avenue to NW 17 Avenue	4LD	E	2,377	0.54%	47	2,424	3,060	D	0.79	1.53%	NO	NO
NW 17 Avenue to NW 12 Avenue	4LD	E	2,018	0.75%	65	2,083	3,060	C	0.68	2.13%	NO	NO
NW 12 Avenue to NW 7 Avenue	4LD	E	2,051	1.14%	99	2,150	3,060	C	0.70	3.23%	NO	NO
NW 7 Avenue to NW 2 Avenue	4LD	E	1,315	0.04%	3	1,318	3,060	C	0.43	0.11%	NO	NO
NW 2 Avenue to N. Miami Avenue	4LU	E	1,308	1.50%	130	1,438	2,907	C	0.49	4.48%	NO	NO
N. Miami Avenue to NE 2 Avenue	2LU	E*150%	1,249	0.31%	27	1,276	2,120	D	0.60	1.27%	NO	NO
NE 2 Avenue to Biscayne Blvd	2LU	E*150%	1,249	0.27%	23	1,272	2,120	D	0.60	1.11%	NO	NO
<b>NW/NE 14 Street/NW 13 Ter</b>												
NW River Dr to NW 14 Avenue	4LD	E	1,239	0.02%	2	1,241	2,790	D	0.44	0.06%	NO	NO
NW 14 Avenue to NW 12 Avenue	4LD	E	1,266	0.12%	10	1,276	2,790	D	0.46	0.37%	NO	NO
NW 12 Avenue to NW 10 Avenue	4LD	E*150%	1,245	3.26%	283	1,528	4,185	D	0.37	6.76%	YES	NO
NW 10 Avenue to NW 7 Avenue	2LU	E*150%	664	2.04%	177	841	1,944	D	0.43	9.11%	YES	NO
NW 7 Avenue to NW 3 Avenue	3LD	E*150%	704	0.83%	72	776	2,916	D	0.27	2.47%	NO	NO
NW 3 Avenue to NW 1 Avenue	2LU	E*150%	761	0.93%	81	842	1,944	D	0.43	4.15%	NO	NO
NW 1 Avenue to N. Miami Avenue	2LU	E	774	3.87%	336	1,109	1,296	E	0.86	25.92%	YES	NO
N. Miami Avenue to NE 1 Avenue	3LU	E*150%	585	0.95%	82	667	2,916	C	0.23	2.83%	NO	NO
NE 1 Avenue to NE 2 Avenue	3LU	E*150%	792	1.17%	102	893	2,916	D	0.31	3.48%	NO	NO
NE 2 Avenue to Biscayne Blvd	4LU	E*150%	777	0.60%	52	829	3,976	C	0.21	1.31%	NO	NO
Biscayne Blvd to Bayshore Drive	4LU	E*150%	839	1.59%	138	977	3,976	C	0.25	3.47%	NO	NO
<b>SR 836/I-395/ MacArthur Cswy</b>												
SR 821 to NW 107 Avenue	12L-EXPY	D	6,291	3.45%	299	6,590	21,950	B	0.30	1.36%	NO	NO
NW 107 Avenue to NW 87 Avenue	8L-EXPY	D	8,820	3.79%	329	9,149	13,480	C	0.68	2.44%	NO	NO
NW 87 Avenue to SR 826	8L-EXPY	D	8,646	3.79%	329	8,975	13,480	C	0.67	2.44%	NO	NO
SR 826 to NW 72 Avenue	5L EB - 6L WB	E	12,369	4.69%	407	12,777	19,250	C	0.66	2.12%	NO	NO
NW 72 Avenue to NW 57 Avenue	8L-EXPY	E	14,314	7.50%	651	14,965	15,270	E	0.98	4.26%	NO	NO
NW 57 Avenue to NW 42 Avenue	8L-EXPY - CST	E	13,094	7.97%	692	13,785	15,270	E	0.90	4.53%	NO	NO
NW 42 Avenue to NW 37 Avenue	6L-EXPY	E	11,079	8.91%	773	11,852	11,290	F	1.05	6.85%	YES	YES
NW 37 Avenue to NW 27 Avenue	8L-EXPY	E	12,240	9.96%	865	13,105	15,270	D	0.86	5.66%	YES	NO
NW 27 Avenue to NW 17 Avenue	8L-EXPY	E	10,001	10.28%	892	10,893	15,270	C	0.71	5.84%	YES	NO
NW 17 Avenue to NW 12 Avenue	6L-EXPY	E	9,548	10.27%	892	10,439	11,290	E	0.92	7.90%	YES	NO
NW 12 Avenue to I-95	8L-EXPY	E	10,908	10.27%	892	11,800	15,270	D	0.77	5.84%	YES	NO
I-95 to N. Miami Avenue	5L EB - 5L WB	E	9,939	18.23%	1,583	11,522	19,250	C	0.60	8.22%	YES	NO
N. Miami Avenue to NE 1 Avenue	5L EB - 5L WB	E	9,939	18.23%	1,583	11,522	19,250	C	0.60	8.22%	YES	NO
NE 1 Avenue to Biscayne Blvd	4L EB - 4L WB	E	9,609	9.68%	840	10,449	15,270	C	0.68	5.50%	YES	NO
Biscayne Blvd to Watson Island	6L-EXPY	E	6,401	4.18%	363	6,763	11,290	C	0.60	3.21%	NO	NO
Watson Island to Alton Road	6L-EXPY	D*120%	6,401	4.18%	363	6,763	10,150	C	0.67	3.58%	NO	NO

TABLE 21-D7  
SEOPW DRI - INCREMENT III  
YEAR 2020 TOTAL TRAFFIC CONDITIONS AND DRI SIGNIFICANCE DETERMINATION ANALYSIS

7/23/2011

ROADWAY SEGMENTS	[1]	[2]	SEOPW DRI - INC III			2020 VOLUMES WITH PROJECT	[4]	2020	2020	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND FAILING YES / NO
	YEAR	ADOPTED	WITHOUT	PROJECT	TWO-WAY		PM	PM				
	2020	LOS	PROJECT	DIST %	PM PK HR		PEAK HOUR	PEAK HOUR				
	LANES	STANDARD	[See Table 21-D5]	[3]	8681		MAX CAPACITY	LOS VIC				
<b>NW/NE 11 Street</b>												
NW 12 Street to NW 12 Avenue	4LU	E*150%	1,024	2.43%	211	1,235	3,976	D	0.31	5.31%	YES	NO
NW 12 Avenue to NW 8 St Road	3LU	E*150%	1,043	3.27%	284	1,327	2,916	D	0.46	9.73%	YES	NO
NW 8 St Road to NW 7 Avenue	2LOW - WB	E*150%	347	2.55%	221	568	2,511	C	0.23	8.82%	YES	NO
NW 7 Avenue to NW 3 Avenue	2LOW - WB	E*150%	353	4.27%	371	724	2,511	C	0.29	14.76%	YES	NO
NW 3 Avenue to NW 2 Avenue	2LOW - WB	E*150%	238	4.55%	395	633	2,511	C	0.25	15.73%	YES	NO
NW 2 Avenue to NW 1 Avenue	2LOW - WB	E*150%	313	3.72%	323	636	2,511	C	0.25	12.86%	YES	NO
NW 1 Avenue to N. Miami Avenue	2LOW - WB	E*150%	316	4.00%	347	663	2,511	C	0.26	13.83%	YES	NO
N. Miami Avenue to NE 1 Avenue	2LOW - WB	E*150%	295	8.96%	778	1,073	2,511	C	0.43	30.98%	YES	NO
NE 1 Avenue to NE 2 Avenue	2LOW - WB	E*150%	503	10.38%	901	1,404	2,511	D	0.56	35.89%	YES	NO
NE 2 Avenue to Biscayne Blvd	3LU	E*150%	464	2.52%	219	683	2,916	D	0.23	7.50%	YES	NO
<b>NW/NE 10 Street</b>												
NW 8 Street Rd to NW 7 Avenue	3LOW - EB	E*150%	253	2.16%	188	441	3,791	C	0.12	4.95%	NO	NO
NW 7 Avenue to NW 5 Avenue	3LOW - EB	E*150%	334	4.29%	372	706	3,791	C	0.19	9.82%	YES	NO
NW 5 Avenue to NW 3 Avenue	2LOW - EB	E*150%	421	4.91%	426	847	2,511	C	0.34	16.97%	YES	NO
NW 3 Avenue to NW 2 Avenue	2LOW - EB	E*150%	456	5.19%	451	907	2,511	C	0.36	17.94%	YES	NO
NW 2 Avenue to NW 1 Avenue	2LOW - EB	E*150%	449	4.20%	365	814	2,511	C	0.32	14.52%	YES	NO
NW 1 Avenue to N. Miami Avenue	2LOW - EB	E*150%	576	6.85%	595	1,171	2,511	D	0.47	23.68%	YES	NO
N. Miami Avenue to NE 1 Avenue	2LOW - EB	E*150%	636	2.33%	202	838	2,511	C	0.33	8.06%	YES	NO
NE 1 Avenue to NE 2 Avenue	2LOW - EB	E*150%	489	3.50%	304	793	2,511	C	0.32	12.10%	YES	NO
NE 2 Avenue to Biscayne Blvd	3LU	E*150%	703	2.74%	238	941	2,916	D	0.32	8.16%	YES	NO
<b>NW/NE 9 Street</b>												
NW 3 Avenue to NW 2 Avenue	2LU	E*150%	169	2.95%	256	425	2,120	C	0.20	12.08%	YES	NO
NW 1 Avenue to N. Miami Avenue	2LU	E*150%	167	2.95%	256	423	2,120	C	0.20	12.08%	YES	NO
N. Miami Avenue to NE 1 Avenue	2LU	E*150%	204	2.44%	212	415	2,120	C	0.20	9.99%	YES	NO
NE 1 Avenue to NE 2 Avenue	2LU	E*150%	275	4.98%	432	707	2,120	C	0.33	20.40%	YES	NO
NE 2 Avenue to Biscayne Blvd	3LU	E*150%	251	2.58%	224	475	3,179	C	0.15	7.04%	YES	NO
<b>NW/NE 8 Street</b>												
NW 7 Avenue to NW 5 Avenue	2LU	E*150%	446	0.21%	18	464	1,944	D	0.24	0.94%	NO	NO
NW 5 Avenue to NW 3 Court	2LU	E*150%	535	0.18%	16	551	1,944	D	0.28	0.80%	NO	NO
NW 3 Court to NW 3 Avenue	4LU	E*150%	564	2.06%	179	743	3,976	C	0.19	4.50%	NO	NO
NW 3 Avenue to NW 2 Avenue	2LU	E*150%	706	4.81%	418	1,124	1,944	E	0.58	21.48%	YES	NO
NW 2 Avenue to NW 1 Avenue	2LU	E*150%	648	4.81%	418	1,066	1,944	E	0.55	21.48%	YES	NO
NW 1 Avenue to N. Miami Avenue	2LU	E*150%	518	4.81%	418	936	1,944	D	0.48	21.48%	YES	NO
N. Miami Avenue to NE 1 Avenue	2LU	E*150%	391	2.44%	212	603	1,944	D	0.31	10.90%	YES	NO
NE 1 Avenue to NE 2 Avenue	2LU	E*150%	351	4.98%	432	783	1,944	D	0.40	22.24%	YES	NO
NE 2 Avenue to Biscayne Blvd	2LU	E*150%	389	2.58%	224	613	1,944	D	0.32	11.52%	YES	NO
<b>NW/NE 7 Street</b>												
NW 37 Avenue to NW 27 Avenue	4LD	E*120%	2,276	1.15%	100	2,376	3,672	D	0.65	2.72%	NO	NO
NW 27 Avenue to NW 22 Avenue	4LD	E*120%	2,350	1.47%	128	2,478	3,672	D	0.67	3.48%	NO	NO
NW 22 Avenue to NW 17 Avenue	4LD	E*120%	2,051	1.62%	141	2,192	3,672	D	0.60	3.83%	NO	NO
NW 17 Avenue to NW 12 Avenue	4LD	E*120%	2,053	2.37%	206	2,259	3,672	D	0.62	5.60%	YES	NO
NW 12 Avenue to NW 4 Street	2LD	E*150%	397	2.31%	201	597	2,120	C	0.28	9.46%	YES	NO
NW 4 Street to NW 7 Avenue	4LD	E*150%	453	3.39%	294	748	4,650	C	0.16	6.33%	YES	NO
NW 7 Avenue to NW 5 Avenue	2LU	E*150%	137	0.21%	18	155	2,120	C	0.07	0.86%	NO	NO
NW 5 Avenue to NW 3 Court	2LU	E*150%	141	0.18%	16	156	2,120	C	0.07	0.74%	NO	NO
NW 3 Court to NW 3 Avenue	2LU	E*150%	138	0.18%	16	154	2,120	C	0.07	0.74%	NO	NO
N. Miami Avenue to NE 1 Avenue	2LU	E*150%	136	2.44%	212	347	2,120	C	0.16	9.99%	YES	NO
NE 1 Avenue to NE 2 Avenue	2LU	E*150%	221	4.98%	432	653	2,120	C	0.31	20.40%	YES	NO
NE 2 Avenue to Biscayne Blvd	2LU	E*150%	172	2.58%	224	396	2,120	C	0.19	10.57%	YES	NO
<b>NW/NE 6 Street</b>												
NW 7 Avenue to NW 5 Avenue	3LOW - WB	E*150%	481	1.41%	122	604	3,791	C	0.16	3.23%	NO	NO
NW 5 Avenue to NW 3 Court	3LOW - WB	E*150%	350	1.27%	110	460	3,791	C	0.12	2.91%	NO	NO
NW 3 Court to NW 3 Avenue	3LOW - WB	E*150%	761	2.66%	231	991	3,791	C	0.26	6.09%	YES	NO
NW 3 Avenue to NW 2 Avenue	3LOW - WB	E*150%	878	4.11%	357	1,234	3,791	C	0.33	9.41%	YES	NO
NW 2 Avenue to NW 1 Avenue	3LOW - WB	E*150%	749	4.56%	396	1,144	3,791	C	0.30	10.44%	YES	NO
NW 1 Avenue to N. Miami Avenue	3LOW - WB	E*150%	538	5.08%	441	979	3,791	C	0.26	11.63%	YES	NO
N. Miami Avenue to NE 1 Avenue	3LOW - WB	E*150%	595	3.75%	326	920	3,791	C	0.24	8.59%	YES	NO
NE 1 Avenue to NE 2 Avenue	3LOW - WB	E*150%	1,467	4.37%	379	1,846	3,791	D	0.49	10.01%	YES	NO
NE 2 Avenue to Biscayne Blvd	3LOW - WB	E*150%	1,367	2.52%	219	1,586	3,791	C	0.42	5.77%	YES	NO



TABLE 21-D7  
SEOPW DRI - INCREMENT III  
YEAR 2020 TOTAL TRAFFIC CONDITIONS AND DRI SIGNIFICANCE DETERMINATION ANALYSIS

7/23/2011

ROADWAY SEGMENTS	[1] YEAR 2020 LANES	[2] ADOPTED LOS STANDARD	2020 VOLUMES WITHOUT PROJECT [See Table 21-D5]	SEOPW DRI - INC III		2020 VOLUMES WITH PROJECT	[4] TWO-WAY PEAK HOUR MAX CAPACITY	2020 PM PEAK HOUR LOS	2020 PM PEAK HOUR V/C	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND FAILING YES / NO
				PROJECT DIST %	TWO-WAY PM PK HR TRIPS							
				[3]	8681							
<b>NW/NE 5 Street</b>												
NW 7 Avenue to NW 5 Avenue	3LOW - EB	E*150%	433	1.75%	152	585	3,791	C	0.15	4.01%	NO	NO
NW 5 Avenue to NW 3 Court	3LOW - EB	E*150%	413	1.21%	105	518	3,791	C	0.14	2.77%	NO	NO
NW 3 Court to NW 3 Avenue	3LOW - EB	E*150%	468	1.29%	112	580	3,791	C	0.15	2.95%	NO	NO
NW 3 Avenue to NW 2 Avenue	3LOW - EB	E*150%	526	4.96%	431	957	3,791	C	0.25	11.36%	YES	NO
NW 2 Avenue to NW 1 Avenue	3LOW - EB	E*150%	781	5.56%	483	1,263	3,791	C	0.33	12.73%	YES	NO
NW 1 Avenue to N. Miami Avenue	3LOW - EB	E*150%	762	4.94%	429	1,191	3,791	C	0.31	11.31%	YES	NO
N. Miami Avenue to NE 1 Avenue	3LOW - EB	E*150%	877	3.94%	342	1,219	3,791	C	0.32	9.02%	YES	NO
NE 1 Avenue to NE 2 Avenue	3LOW - EB	E*150%	983	0.53%	46	1,029	3,791	C	0.27	1.21%	NO	NO
NE 2 Avenue to Biscayne Blvd	3LOW - EB	E*150%	562	0.66%	57	620	3,791	C	0.16	1.51%	NO	NO
<b>NE 4 Street</b>												
NE 2 Avenue to Biscayne Blvd	2LU	E*150%	272	0.46%	40	312	1,944	C	0.16	2.05%	NO	NO
<b>NW 3 Street</b>												
North River Dr to NW 3 Court	2LOW - WB	E*150%	146	0.00%	0	146	2,511	C	0.06	0.00%	NO	NO
NW 3 Court to NW 3 Avenue	4LU	E*150%	428	1.27%	110	539	3,976	C	0.14	2.77%	NO	NO
NW 3 Avenue to NW 2 Avenue	4LU	E*150%	840	1.26%	109	949	3,976	C	0.24	2.75%	NO	NO
NW 2 Avenue to NW 1 Avenue	3LU	E*150%	901	1.17%	102	1,003	2,916	D	0.34	3.48%	NO	NO
NW 1 Avenue to N. Miami Avenue	3LOW - WB	E*150%	319	3.03%	263	582	3,791	C	0.15	6.94%	YES	NO
N. Miami Avenue to NE 1 Avenue	2LOW - WB	E*150%	297	0.32%	28	325	2,511	C	0.13	1.11%	NO	NO
NE 1 Avenue to NE 2 Avenue	2LOW - WB	E*150%	289	0.06%	5	294	2,511	C	0.12	0.21%	NO	NO
NE 2 Avenue to Biscayne Blvd	2LOW - WB	E*150%	287	0.05%	4	291	2,511	C	0.12	0.17%	NO	NO
<b>NW 2 Street</b>												
North River Dr to NW 3 Court	2LOW - EB	E*150%	144	0.00%	0	144	2,754	C	0.05	0.00%	NO	NO
NW 3 Court to NW 3 Avenue	2LD-WLT	E*150%	274	0.02%	2	276	2,225	C	0.12	0.08%	NO	NO
NW 3 Avenue to NW 2 Avenue	2LD-WLT	E*150%	526	0.50%	43	569	2,225	C	0.26	1.95%	NO	NO
NW 1 Avenue to N. Miami Avenue	2LOW - EB	E*150%	344	0.65%	56	400	2,511	C	0.16	2.25%	NO	NO
N. Miami Avenue to NE 1 Avenue	2LOW - EB	E*150%	531	0.76%	66	597	2,511	C	0.24	2.63%	NO	NO
NE 1 Avenue to NE 2 Avenue	2LOW - EB	E*150%	328	0.57%	49	378	2,511	C	0.15	1.97%	NO	NO
NE 2 Avenue to Biscayne Blvd	2LOW - EB	E*150%	363	0.11%	10	373	2,511	C	0.15	0.38%	NO	NO
<b>NW/NE 1 Street</b>												
NW 3 Court to NW 3 Avenue	3LOW - WB	E*150%	615	2.81%	244	859	3,791	C	0.23	6.43%	YES	NO
NW 3 Avenue to NW 2 Avenue	3LOW - WB	E*150%	615	3.24%	281	896	5,087	C	0.18	5.53%	YES	NO
NW 2 Avenue to NW 1 Avenue	3LOW - WB	E*150%	582	2.18%	189	771	3,791	C	0.20	4.99%	NO	NO
NW 1 Avenue to N. Miami Avenue	2L WB - 1L EB	E*150%	634	0.28%	24	659	2,916	C	0.23	0.83%	NO	NO
N. Miami Avenue to NE 1 Avenue	2LOW - WB	E*150%	734	0.01%	1	734	2,511	C	0.29	0.03%	NO	NO
NE 1 Avenue to NE 2 Avenue	2LOW - WB	E*150%	595	0.23%	20	615	2,511	C	0.24	0.80%	NO	NO
NE 2 Avenue to NE 3 Avenue	2LOW - WB	E*150%	595	0.14%	12	607	2,511	C	0.24	0.48%	NO	NO
NE 3 Avenue to Biscayne Blvd	2LOW - WB	E*150%	575	0.04%	3	578	2,511	C	0.23	0.14%	NO	NO
<b>SR 968/West/East Flagler Street</b>												
NW 37 Avenue to NW 32 Avenue	4LD	E*150%	3,009	0.90%	78	3,087	5,100	D	0.61	1.53%	NO	NO
NW 32 Avenue to NW 27 Avenue	4LD	E*150%	2,927	1.06%	92	3,019	5,100	D	0.59	1.80%	NO	NO
NW 27 Avenue to NW 24 Avenue	4LD	E*150%	2,954	1.24%	108	3,061	5,100	D	0.60	2.11%	NO	NO
NW 24 Avenue to NW 22 Avenue	3LOW - WB	E*150%	1,710	0.77%	67	1,777	4,635	C	0.38	1.44%	NO	NO
NW 22 Avenue to NW 17 Avenue	3LOW - WB	E*150%	1,730	2.00%	174	1,903	4,635	C	0.41	3.75%	NO	NO
NW 17 Avenue to NW 12 Avenue	3LOW - WB	E*150%	1,619	2.49%	216	1,835	4,635	C	0.40	4.66%	NO	NO
NW 12 Avenue to NW 8 Avenue	1L EB - 3L WB	E*150%	1,718	2.98%	259	1,977	4,635	C	0.43	5.58%	YES	NO
NW 8 Avenue to NW 3 Court	3LOW - WB	E*150%	1,640	4.74%	411	2,051	4,635	C	0.44	8.88%	YES	NO
NW 3 Court to NW 3 Avenue	3LOW - WB	E*150%	861	4.05%	352	1,213	4,635	C	0.26	7.59%	YES	NO
NW 3 Avenue to SW 2 Avenue	2LU	E*150%	698	0.84%	73	771	2,160	D	0.36	3.38%	NO	NO
SW 2 Avenue to SW 1 Avenue	2LU	E*150%	491	0.87%	76	566	1,944	D	0.29	3.89%	NO	NO
SW 1 Avenue to S. Miami Avenue	2LU	E*150%	1,580	0.88%	76	1,657	1,944	E	0.85	3.93%	NO	NO
S. Miami Avenue to SE 1 Avenue	2LU	E*150%	1,547	0.61%	53	1,600	1,944	E	0.82	2.72%	NO	NO
SE 1 Avenue to SE 2 Avenue	2LU	E*150%	1,567	0.15%	13	1,580	1,944	E	0.81	0.67%	NO	NO
SE 2 Avenue to SE 3 Avenue	2LU	E*150%	1,561	0.14%	12	1,573	1,944	E	0.81	0.63%	NO	NO
SE 3 Avenue to Biscayne Blvd	2LU	E*150%	1,541	0.00%	0	1,541	1,944	E	0.79	0.00%	NO	NO

TABLE 21-D7  
SEOPW DRI - INCREMENT III  
YEAR 2020 TOTAL TRAFFIC CONDITIONS AND DRI SIGNIFICANCE DETERMINATION ANALYSIS

7/23/2011

ROADWAY SEGMENTS	[1]	[2]	2020	SEOPW DRI - INC III		2020	[4]	2020	2020	PROJECT	PROJECT	PROJECT
	YEAR	ADOPTED	VOLUMES	PROJECT	TWO-WAY	VOLUMES	TWO-WAY	PM	PM	AS A	TRIPS	≥ 5% AND
	2020	LOS	WITHOUT PROJECT	DIST %	TRIPS	WITH PROJECT	PEAK HOUR MAX CAPACITY	PEAK HOUR LOS	PEAK HOUR V/C	PERCENT OF MSV	≥ 5% YES / NO	FAILING YES / NO
LANES	STANDARD	[See Table 21-D5]	[3]	8681								
<b>SR 968/SW/SE 1 Street</b>												
SW 24 Avenue to Beacon Blvd	3LOW - EB	E*150%	1,979	0.54%	47	2,026	4,635	C	0.44	1.01%	NO	NO
Beacon Blvd to SW 22 Avenue	3LOW - EB	E*150%	1,979	1.38%	120	2,099	4,635	C	0.45	2.58%	NO	NO
SW 22 Avenue to SW 17 Avenue	4LOW - EB	E*150%	2,006	1.95%	169	2,175	6,192	C	0.35	2.73%	NO	NO
SW 17 Avenue to SW 12 Avenue	3LOW - EB	E*150%	1,065	2.23%	194	1,258	4,635	C	0.27	4.18%	NO	NO
SW 12 Avenue to SW 8 Avenue	3LOW - EB	E*150%	1,058	2.57%	223	1,281	4,635	C	0.28	4.81%	NO	NO
SW 8 Avenue to SW 5 Avenue	3LOW - EB	E*150%	1,045	2.42%	210	1,255	4,635	C	0.27	4.53%	NO	NO
SW 5 Avenue to SW 2 Avenue	4LOW - EB	E*150%	950	2.09%	181	1,131	6,192	C	0.18	2.93%	NO	NO
SW 2 Avenue to SW 1 Avenue	3LOW - EB	E*150%	933	2.82%	245	1,178	3,791	C	0.31	6.46%	YES	NO
SW 1 Avenue to S. Miami Avenue	3LOW - EB	E*150%	933	2.54%	220	1,153	3,791	C	0.30	5.82%	YES	NO
S. Miami Avenue to SE 1 Avenue	3LOW - EB	E*150%	716	3.90%	339	1,054	3,791	C	0.28	8.93%	YES	NO
SE 1 Avenue to SE 2 Avenue	3LOW - EB	E*150%	755	1.29%	112	867	3,791	C	0.23	2.95%	NO	NO
SE 2 Avenue to SE 3 Avenue	3LOW - EB	E*150%	791	0.53%	46	838	3,791	C	0.22	1.21%	NO	NO
SE 3 Avenue to Biscayne Blvd	3LOW - EB	E*150%	554	0.40%	35	588	3,791	C	0.16	0.92%	NO	NO
<b>SR 90/SW/SE 7 Street</b>												
SW 27 Avenue to Beacon Blvd	3LOW - WB	E*150%	1,708	0.28%	24	1,732	4,635	C	0.37	0.52%	NO	NO
Beacon Blvd to SW 22 Avenue	3LOW - WB	E*150%	1,708	0.19%	16	1,724	4,635	C	0.37	0.36%	NO	NO
SW 22 Avenue to SW 17 Avenue	3LOW - WB	E*150%	2,131	0.46%	40	2,171	4,635	C	0.47	0.86%	NO	NO
SW 17 Avenue to SW 12 Avenue	3LOW - WB	E*150%	2,157	0.63%	55	2,212	4,635	C	0.48	1.18%	NO	NO
SW 12 Avenue to SW 8 Avenue	3LOW - WB	E*150%	1,255	0.80%	69	1,324	4,635	C	0.29	1.50%	NO	NO
SW 8 Avenue to SW 4 Avenue	3LOW - WB	E*150%	1,755	1.17%	102	1,857	4,635	C	0.40	2.19%	NO	NO
SW 4 Avenue to SW 3 Avenue	3LOW - WB	E*150%	1,545	0.00%	0	1,545	4,635	C	0.33	0.00%	NO	NO
SW 3 Avenue to SW 2 Avenue	3LOW - WB	E*150%	2,187	0.03%	3	2,190	4,635	C	0.47	0.06%	NO	NO
SW 2 Avenue to SW 1 Avenue	3LOW - WB	E*150%	1,956	0.16%	14	1,970	4,635	C	0.43	0.30%	NO	NO
SW 1 Avenue to S. Miami Avenue	3LOW - WB	E*150%	1,803	0.13%	11	1,814	4,635	C	0.39	0.24%	NO	NO
S. Miami Avenue to Brickell Avenue	3LOW - WB	E*150%	1,569	0.33%	29	1,598	4,635	C	0.34	0.62%	NO	NO
<b>SR 90/SE/SW 8 Street</b>												
SW 37 Avenue to SW 34 Avenue	4LD	E*150%	2,621	1.18%	102	2,724	4,650	D	0.59	2.20%	NO	NO
SW 34 Avenue to SW 32 Avenue	4LU	E*150%	2,551	1.33%	115	2,666	4,418	D	0.60	2.61%	NO	NO
SW 32 Avenue to SW 27 Avenue	4LD	E*150%	2,571	1.46%	127	2,698	4,650	D	0.58	2.73%	NO	NO
SW 27 Avenue to Beacon Blvd	4LU	E*150%	1,452	1.36%	118	1,570	4,418	D	0.36	2.67%	NO	NO
Beacon Blvd to SW 22 Avenue	3LOW - EB	E*150%	1,459	0.20%	17	1,476	4,212	C	0.35	0.41%	NO	NO
SW 22 Avenue to SW 17 Avenue	3LOW - EB	E*150%	1,498	0.25%	22	1,520	4,212	C	0.36	0.52%	NO	NO
SW 17 Avenue to SW 12 Avenue	3LOW - EB	E*150%	1,893	0.29%	25	1,918	4,212	D	0.46	0.60%	NO	NO
SW 12 Avenue to SW 8 Avenue	3LOW - EB	E*150%	1,189	0.39%	34	1,223	4,212	C	0.29	0.80%	NO	NO
SW 8 Avenue to SW 4 Avenue	3LOW - EB	E*150%	1,611	0.75%	65	1,676	4,212	C	0.40	1.55%	NO	NO
SW 4 Avenue to SW 3 Avenue	3LOW - EB	E*150%	3,020	0.75%	65	3,086	4,212	D	0.73	1.55%	NO	NO
SW 3 Avenue to SW 2 Avenue	3LOW - EB	E*150%	2,055	0.68%	59	2,114	4,212	D	0.50	1.40%	NO	NO
SW 2 Avenue to SW 1 Avenue	3LOW - EB	E*150%	1,766	0.06%	5	1,771	4,212	C	0.42	0.12%	NO	NO
SW 1 Avenue to S. Miami Avenue	3LOW - EB	E*150%	1,633	0.02%	2	1,635	4,212	C	0.39	0.04%	NO	NO
S. Miami Avenue to Brickell Avenue	3LOW - EB	E*150%	1,315	0.01%	1	1,316	4,212	C	0.31	0.02%	NO	NO
<b>SR 972/SW 22 St/SW 3 Ave/13 St</b>												
SW 37 Avenue to SW 32 Avenue	5LD	E*120%	3,173	1.42%	123	3,296	4,080	E	0.81	3.02%	NO	NO
SW 32 Avenue to SW 27 Avenue	4LD	E*120%	3,714	1.59%	138	3,852	4,080	E	0.94	3.38%	NO	NO
SW 27 Avenue to SW 22 Avenue	4LD	E*120%	3,610	1.80%	156	3,766	4,080	E	0.92	3.83%	NO	NO
SW 22 Avenue to SW 17 Avenue	4LD	E*120%	3,630	1.97%	171	3,801	4,080	E	0.93	4.19%	NO	NO
SW 17 Avenue to SW 12 Avenue	4LD	E*150%	2,472	2.16%	188	2,660	5,100	D	0.52	3.68%	NO	NO
SW 12 Avenue to SW 13 Street	4LD	E*150%	2,358	2.17%	188	2,547	5,100	D	0.50	3.69%	NO	NO
SW 13 Street to Brickell Drive	4LD	E*150%	1,592	1.29%	112	1,704	5,100	C	0.33	2.20%	NO	NO
<b>NW/SW 37 Avenue</b>												
NW 25 Street to NW 21 Street	4LD	E*150%	1,789	0.02%	2	1,791	4,590	C	0.39	0.04%	NO	NO
NW 21 Street to NW 14 Street	4LD	E	1,789	0.86%	75	1,864	3,060	C	0.61	2.44%	NO	NO
NW 14 Street to NW 7 Street	4LD	E	2,248	0.09%	8	2,256	3,060	D	0.74	0.26%	NO	NO
NW 7 Street to W. Flagler Street	4LD	E	2,241	0.08%	7	2,248	3,060	D	0.73	0.23%	NO	NO
W. Flagler St to Ponce De Leon Blvd	4LD	E	2,248	0.20%	17	2,265	3,060	D	0.74	0.57%	NO	NO
Ponce De Leon Blvd to SW 8 Street	4LD	E	2,235	0.06%	5	2,240	3,060	D	0.73	0.17%	NO	NO
SW 8 Street to SW 24 Street	4LD	E	2,261	0.44%	38	2,299	3,060	D	0.75	1.25%	NO	NO
SW 24 Street to Bird Road	4LD	E	2,254	0.43%	37	2,292	3,060	D	0.75	1.22%	NO	NO
Bird Road to US-1	4LD	E	2,248	0.15%	13	2,261	3,060	D	0.74	0.43%	NO	NO



TABLE 21-D7  
SEOPW DRI - INCREMENT III  
YEAR 2020 TOTAL TRAFFIC CONDITIONS AND DRI SIGNIFICANCE DETERMINATION ANALYSIS

7/23/2011

ROADWAY SEGMENTS	[1]	[2]	2020	SEOPW DRI - INC III		2020	[4]	2020	2020	PROJECT	PROJECT	PROJECT
	YEAR	ADOPTED	VOLUMES	PROJECT	TWO-WAY	VOLUMES	TWO-WAY	PM	PM	AS A	TRIPS	≥ 5% AND
	2020	LOS	WITHOUT	DIST %	PK HR	WITH	PEAK HOUR	PEAK	PEAK	PERCENT	≥ 5%	FAILING
LANES	STANDARD	[See Table 21-D5]	[3]	8681	PROJECT	CAPACITY	LOS	V/C	OF MSV	YES / NO	YES / NO	
<b>SR 9/NW/SW 27 Avenue</b>												
NW 41 Street to NW 38 Street	5LD	E*120%	2,846	0.07%	6	2,852	4,080	D	0.70	0.15%	NO	NO
NW 38 Street to NW 36 Street	6LD	E*120%	2,846	0.06%	5	2,851	6,180	C	0.46	0.08%	NO	NO
NW 36 Street to NW 28 Street	6LD	E*120%	2,852	0.01%	1	2,853	6,180	C	0.46	0.01%	NO	NO
NW 28 Street to NW 20 Street	6LD	E*120%	2,852	0.08%	7	2,859	6,180	C	0.46	0.11%	NO	NO
NW 20 Street to NW 14 Street	6LD	E*120%	4,042	0.44%	38	4,080	6,180	D	0.66	0.62%	NO	NO
NW 14 Street to SR 836	6LD	E*120%	4,042	0.24%	21	4,063	6,180	D	0.66	0.34%	NO	NO
SR 836 to NW 7 Street	6LD	E*120%	4,185	0.04%	3	4,188	6,180	D	0.68	0.06%	NO	NO
NW 7 Street to W. Flagler Street	6LD	E*120%	3,440	0.06%	5	3,445	6,180	C	0.56	0.08%	NO	NO
W. Flagler Street to SW 7 Street	6LD	E*120%	3,387	0.16%	14	3,401	6,180	C	0.55	0.22%	NO	NO
SW 7 Street to SW 8 Street	6LD	E*120%	2,656	0.31%	27	2,683	6,180	C	0.43	0.44%	NO	NO
SW 8 Street to SW 22 Street	4LD	E*120%	2,861	0.38%	33	2,894	4,080	D	0.71	0.81%	NO	NO
SW 22 Street to US-1	4LD	E*120%	1,902	0.19%	16	1,918	4,080	C	0.47	0.40%	NO	NO
<b>NW/SW 22 Avenue</b>												
NW 41 Street to NW 36 Street	4LD	E*120%	2,331	0.12%	10	2,341	3,672	D	0.64	0.28%	NO	NO
NW 36 Street to NW 28 Street	4LD	E*120%	1,887	0.00%	0	1,887	3,672	C	0.51	0.00%	NO	NO
NW 28 Street to NW 20 Street	4LD	E*120%	1,951	0.17%	15	1,966	3,672	C	0.54	0.40%	NO	NO
NW 20 Street to NW North River Dr	4LD	E*120%	2,609	0.24%	21	2,630	3,672	D	0.72	0.57%	NO	NO
NW North River Dr to NW 14 Street	4LD	E*120%	2,616	0.50%	43	2,659	3,672	D	0.72	1.18%	NO	NO
NW 14 Street to NW 11 Street	4LD	E*120%	2,122	0.00%	0	2,122	3,672	C	0.58	0.00%	NO	NO
NW 11 Street to NW 7 Street	4LD	E*120%	2,122	0.00%	0	2,122	3,672	C	0.58	0.00%	NO	NO
NW 7 Street to W. Flagler Street	4LD	E*120%	2,142	0.01%	1	2,143	3,672	C	0.58	0.02%	NO	NO
W. Flagler Street to SW 1 Street	4LD	E*120%	1,735	0.06%	5	1,740	3,672	C	0.47	0.14%	NO	NO
SW 1 Street to SW 7 Street	4LD	E*120%	1,735	0.40%	35	1,770	3,672	C	0.48	0.95%	NO	NO
SW 7 Street to SW 8 Street	4LD	E*120%	1,735	0.45%	39	1,774	3,672	C	0.48	1.06%	NO	NO
SW 8 Street to SW 22 Street	4LD	E*120%	1,839	0.40%	35	1,873	3,672	C	0.51	0.95%	NO	NO
SW 22 Street to US-1	4LD	E*120%	1,825	0.11%	10	1,835	3,672	C	0.50	0.26%	NO	NO
<b>NW/SW 17 Avenue</b>												
NW 40 Street to NW 36 Street	4LD	E*120%	1,198	0.15%	13	1,211	3,672	C	0.33	0.35%	NO	NO
NW 36 Street to NW 28 Street	2LD	E*120%	1,498	0.02%	2	1,500	1,780	E	0.84	0.10%	NO	NO
NW 28 Street to NW 20 Street	2LD	E*120%	1,376	0.12%	10	1,386	1,780	E	0.78	0.59%	NO	NO
NW 20 Street to NW 14 Street	2LD	E*120%	1,400	0.18%	16	1,415	1,780	E	0.79	0.88%	NO	NO
NW 14 St to NW S River Dr/836 WB	4LD	E*120%	1,722	0.18%	16	1,738	3,672	C	0.47	0.43%	NO	NO
NW S River Dr to SR 836 EB	4LD	E*120%	2,230	0.04%	3	2,234	3,672	D	0.61	0.09%	NO	NO
SR 836 EB to NW 7 Street	6LD	E*120%	2,058	0.03%	3	2,061	5,562	C	0.37	0.05%	NO	NO
NW 7 Street to NW 3 Street	6LD	E*120%	2,628	0.27%	23	2,651	5,562	C	0.48	0.42%	NO	NO
NW 3 Street to W. Flagler Street	6LD	E*120%	2,628	0.03%	3	2,630	5,562	C	0.47	0.05%	NO	NO
W. Flagler Street to SW 1 Street	4LD	E*120%	2,509	0.04%	3	2,512	3,672	D	0.68	0.09%	NO	NO
SW 1 Street to SW 7 Street	4LD	E*120%	1,852	0.20%	17	1,869	3,672	C	0.51	0.47%	NO	NO
SW 7 Street to SW 8 Street	4LD	E*120%	1,852	0.26%	23	1,874	3,672	C	0.51	0.61%	NO	NO
SW 8 Street to SW 22 Street	4LD	E*120%	2,193	0.20%	17	2,210	3,672	D	0.60	0.47%	NO	NO
SW 22 Street to US-1	4LD	E	2,186	0.24%	21	2,207	3,060	D	0.72	0.68%	NO	NO
<b>SR 933/NW/SW 12 Avenue</b>												
NW 40 Street to NW 36 Street	4LD	E*150%	1,582	0.33%	29	1,610	4,650	D	0.35	0.62%	NO	NO
NW 36 Street to NW 29 Street	4LD	E*150%	2,325	0.01%	1	2,326	4,650	D	0.50	0.02%	NO	NO
NW 29 Street to NW 20 Street	4LD	E*150%	1,988	0.13%	11	1,999	4,650	D	0.43	0.24%	NO	NO
NW 20 Street to NW 14 Street	6LD	E*150%	2,398	1.20%	104	2,502	7,020	D	0.36	1.48%	NO	NO
NW 14 St to NW 12 St/SR 836 WB	5LD	E*150%	2,261	0.70%	61	2,322	4,650	D	0.50	1.31%	NO	NO
NW 12 St/SR 836 WB to NW 11 St	5LD	E*150%	2,413	0.70%	61	2,474	4,650	D	0.53	1.31%	NO	NO
NW 11 Street to NW 7 Street	6LD	E*120%	2,041	0.10%	9	2,050	5,616	D	0.37	0.15%	NO	NO
NW 7 Street to NW 3 Street	4LU	E*120%	1,942	0.04%	3	1,945	3,534	D	0.55	0.10%	NO	NO
NW 3 Street to W. Flagler Street	4LU	E*120%	1,935	0.00%	0	1,935	3,534	D	0.55	0.00%	NO	NO
W. Flagler Street to SW 1 Street	6LU	E*120%	1,915	0.14%	12	1,928	5,616	D	0.34	0.22%	NO	NO
SW 1 Street to SW 7 Street	4LU	E*120%	1,584	0.49%	43	1,626	3,534	D	0.46	1.20%	NO	NO
SW 7 Street to SW 8 Street	4LU	E*120%	1,425	0.11%	10	1,434	3,534	D	0.41	0.27%	NO	NO
SW 8 Street to SW 13 Street	4LU	E*120%	658	0.04%	3	661	3,534	C	0.19	0.10%	NO	NO
SW 13 Street to SW 3 Avenue	2LD	E*120%	618	0.04%	3	622	1,814	D	0.34	0.19%	NO	NO

TABLE 21-D7  
SEOPW DRI - INCREMENT III  
YEAR 2020 TOTAL TRAFFIC CONDITIONS AND DRI SIGNIFICANCE DETERMINATION ANALYSIS

7/23/2011

ROADWAY SEGMENTS	[1]	[2]	SEOPW DRI - INC III			2020 VOLUMES WITH PROJECT	[4]	2020	2020	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND FAILING YES / NO
	YEAR	ADOPTED	WITHOUT	PROJECT	TWO-WAY		TWO-WAY	PM	PM			
	2020	LOS	PROJECT	DIST %	PM PK HR		PEAK HOUR	PEAK	PEAK			
LANES	STANDARD	[See Table 21-D5]	[3]	8681	CAPACITY	LOS	V/C	OF MSV	YES / NO	YES / NO		
<b>SR 7/NW/SW 7 Ave/SW 8 Ave</b>												
NW 46 Street to NW 36 Street	4LD	E*150%	2,125	0.40%	35	2,160	4,650	D	0.46	0.75%	NO	NO
NW 36 Street to NW 29 Street	4LD	E*150%	2,110	0.96%	83	2,193	4,650	D	0.47	1.79%	NO	NO
NW 29 Street to NW 20 Street	4LD	E*150%	2,099	1.90%	165	2,264	4,650	D	0.49	3.55%	NO	NO
NW 20 Street to NW 17 Street	4LD	E*150%	2,093	3.01%	261	2,354	4,650	D	0.51	5.62%	YES	NO
NW 17 Street to NW 14 Street	4LD	E*150%	1,372	2.19%	190	1,563	4,650	D	0.34	4.09%	NO	NO
NW 14 Street to NW 11 Street	4LD	E*150%	1,366	3.40%	295	1,661	4,650	D	0.36	6.35%	YES	NO
NW 11 Street to NW 10 Street	4LD	E*150%	352	2.26%	196	548	4,650	C	0.12	4.22%	NO	NO
NW 10 Street to NW 8 Street	4LD	E*150%	372	0.41%	36	407	4,650	C	0.09	0.77%	NO	NO
NW 8 Street to NW 7 Street	4LD	E*150%	405	0.42%	36	441	4,650	C	0.09	0.78%	NO	NO
NW 7 Street to NW 6 Street	4LD	E*150%	405	0.41%	36	440	4,650	C	0.09	0.77%	NO	NO
NW 6 Street to NW 5 Street	5LD	E*150%	424	1.67%	145	569	4,650	C	0.12	3.12%	NO	NO
NW 5 Street to NW 4 Street	4LD	E*120%	444	3.39%	294	739	3,720	C	0.20	7.91%	YES	NO
NW 4 Street to NW 3 Street	2L NB - 1L SB	E	615	0.37%	32	647	2,160	C	0.30	1.49%	NO	NO
NW 3 Street to NW 2 Street	2LU	E	615	0.31%	27	642	1,440	D	0.45	1.87%	NO	NO
NW 2 Street to NW 1 Street	2LU	E	608	0.31%	27	635	1,440	D	0.44	1.87%	NO	NO
NW 1 Street to W. Flagler Street	2LD-WLT	E	608	0.31%	27	635	1,440	D	0.44	1.87%	NO	NO
W. Flagler Street to SW 1 Street	2LD-WLT	E	562	0.70%	61	623	1,440	D	0.43	4.22%	NO	NO
SW 1 Street to SW 7 Street	2LU	E	659	0.89%	77	736	1,440	D	0.51	5.37%	YES	NO
SW 7 Street to SW 8 Street	2LU	E	639	0.01%	1	640	1,440	D	0.44	0.06%	NO	NO
<b>NW 3 Court</b>												
I-95 to NW 8 Street	4LOW - SB	E*150%	904	3.94%	342	1,246	5,087	C	0.25	6.72%	YES	NO
NW 8 Street to NW 7 Street	4LOW - SB	E*150%	887	2.32%	201	1,089	5,087	C	0.21	3.96%	NO	NO
NW 7 Street to NW 6 Street	4LOW - SB	E*150%	866	1.59%	138	1,004	5,087	C	0.20	2.71%	NO	NO
NW 6 Street to NW 5 Street	3LOW - SB	E*150%	1,132	2.97%	258	1,389	3,791	C	0.37	6.80%	YES	NO
NW 5 Street to NW 4 Street	3LOW - SB	E*150%	1,080	2.89%	251	1,331	3,791	C	0.35	6.62%	YES	NO
NW 4 Street to NW 3 Street	3LOW - SB	E*150%	1,084	2.89%	251	1,335	3,791	C	0.35	6.62%	YES	NO
NW 3 Street to NW 2 Street	3LOW - SB	E*150%	1,265	3.99%	346	1,612	3,791	C	0.43	9.14%	YES	NO
NW 2 Street to NW 1 Street	3LOW - SB	E*150%	1,382	0.27%	23	1,406	3,791	C	0.37	0.62%	NO	NO
NW 1 Street to W. Flagler Street	3LOW - SB	E*150%	773	0.70%	61	834	3,791	C	0.22	1.60%	NO	NO
<b>I-95</b>												
NW 79 Street to NW 62 Street	12L-EXPY	E	17,222	10.82%	939	18,161	23,230	C	0.78	4.04%	NO	NO
NW 62 Street to SR 112/I-195	12L-EXPY	E	15,294	10.82%	939	16,233	23,230	C	0.70	4.04%	NO	NO
SR 112/I-195 to SR 836	12L-EXPY	E	14,466	16.84%	1,462	15,928	23,230	C	0.69	6.29%	YES	NO
SR 836 to the Distributor	8L-EXPY	E	12,072	7.45%	647	12,719	15,270	D	0.83	4.24%	NO	NO
Distributor to SW 8 Street	6L-EXPY	E	9,282	8.76%	760	10,042	11,290	D	0.89	6.74%	YES	NO
SW 8 Street to Rickenbacker Cswy	6L-EXPY	E	8,131	8.67%	753	8,884	11,290	D	0.79	6.67%	YES	NO
Rickenbacker Cswy to US-1	4L-EXPY	E	4,685	4.91%	426	5,111	7,300	C	0.70	5.84%	YES	NO
<b>NW 3 Avenue</b>												
NW 20 Street to NW 17 Street	2LU	E*120%	557	0.29%	25	582	1,555	D	0.37	1.62%	NO	NO
NW 17 Street to NW 14 Street	2LU	E*120%	453	0.15%	13	466	1,555	D	0.30	0.84%	NO	NO
NW 14 Street to NW 13 Street	2LU	E*120%	465	0.05%	4	469	1,555	D	0.30	0.28%	NO	NO
NW 13 Street to NW 12 Street	2LU	E*120%	467	0.05%	4	471	1,555	D	0.30	0.28%	NO	NO
NW 12 Street to NW 11 Terrace	2LU	E*120%	431	0.05%	4	435	1,555	C	0.28	0.28%	NO	NO
NW 11 Terrace to NW 11 Street	2LU	E*120%	578	0.05%	4	582	1,555	D	0.37	0.28%	NO	NO
NW 11 Street to NW 10 Street	2LU	E*150%	558	0.01%	1	559	1,944	D	0.29	0.04%	NO	NO
NW 10 Street to NW 9 Street	2LU	E*150%	443	0.27%	23	467	1,944	D	0.24	1.21%	NO	NO
NW 9 Street to I-95/NW 8 Street	1LOW - NB	E*150%	560	0.27%	23	584	1,166	D	0.50	2.01%	NO	NO
I-95/NW 8 Street to NW 7 Street	2LOW - NB	E*150%	1,543	2.71%	235	1,778	2,511	D	0.71	9.37%	YES	NO
NW 7 Street to NW 6 Street	2LOW - NB	E*150%	1,543	1.79%	155	1,699	2,511	D	0.68	6.19%	YES	NO
NW 6 Street to NW 5 Street	3LOW - NB	E*150%	1,279	0.72%	63	1,341	3,791	C	0.35	1.65%	NO	NO
NW 5 Street to NW 4 Street	3LOW - NB	E*150%	1,339	4.38%	380	1,719	3,791	C	0.45	10.03%	YES	NO
NW 4 Street to NW 3 Street	2LOW - NB	E*150%	1,265	4.38%	380	1,646	2,511	D	0.66	15.14%	YES	NO
NW 3 Street to NW 2 Street	2LOW - NB	E*150%	867	4.28%	372	1,239	2,511	D	0.49	14.80%	YES	NO
NW 2 Street to NW 1 Street	2LOW - NB	E*150%	617	4.35%	378	994	2,511	C	0.40	15.04%	YES	NO
NW 1 Street to W. Flagler Street	2LOW - NB	E*150%	346	4.35%	378	724	2,511	C	0.29	15.04%	YES	NO

TABLE 21-D7  
SEOPW DRI - INCREMENT III  
YEAR 2020 TOTAL TRAFFIC CONDITIONS AND DRI SIGNIFICANCE DETERMINATION ANALYSIS

7/23/2011

ROADWAY SEGMENTS	[1]	[2]	2020	SEOPW DRI - INC III		2020	[4]	2020	2020	PROJECT	PROJECT	PROJECT
	YEAR	ADOPTED	VOLUMES	PROJECT	TWO-WAY	VOLUMES	TWO-WAY	PM	PM	AS A	TRIPS	≥ 5% AND
	2020	LOS	WITHOUT	DIST %	PK HR	WITH	PEAK HOUR	PEAK	PEAK	PERCENT	≥ 5%	FAILING
LANES	STANDARD	[See Table 21-D5]	[3]	8681	PROJECT	CAPACITY	LOS	V/C	OF MSV	YES / NO	YES / NO	
<b>NW/SW 2 Avenue/NW 1 Place</b>												
NW 36 Street to NW 29 Street	2LU	E*120%	865	2.34%	203	1,068	1,555	E	0.69	13.06%	YES	NO
NW 29 Street to NW 20 Street	2LU	E*120%	689	3.15%	273	963	1,555	D	0.62	17.58%	YES	NO
NW 20 Street to NW 17 Street	2LOW - NB	E*120%	168	3.23%	280	448	2,009	C	0.22	13.96%	YES	NO
NW 17 Street to NW 14 Street	2LOW - NB	E*120%	341	4.29%	372	713	2,009	C	0.36	18.54%	YES	NO
NW 14 Street to NW 13 Street	2LU	E*120%	609	4.95%	430	1,039	1,555	E	0.67	27.63%	YES	NO
NW 13 Street to NW 12 Street	2LU	E*120%	677	5.13%	445	1,122	1,555	E	0.72	28.64%	YES	NO
NW 12 Street to NW 11 Street	2LU	E*120%	698	6.70%	582	1,279	1,555	E	0.82	37.40%	YES	NO
NW 11 Street to NW 10 Street	2LU	E*150%	770	6.43%	558	1,328	1,944	E	0.68	28.71%	YES	NO
NW 10 Street to NW 9 Street	2LU	E*150%	786	6.09%	529	1,315	1,944	E	0.68	27.20%	YES	NO
NW 9 Street to NW 8 Street	2LU	E*150%	861	5.73%	497	1,359	1,944	E	0.70	25.59%	YES	NO
NW 8 Street to NW 7 Street	2LU	E*150%	891	2.24%	194	1,086	1,944	E	0.56	10.00%	YES	NO
NW 7 Street to NW 6 Street	2LU	E*150%	850	2.09%	181	1,031	1,944	D	0.53	9.33%	YES	NO
NW 6 Street to NW 5 Street	3LU	E*150%	902	2.36%	205	1,106	2,916	D	0.38	7.03%	YES	NO
NW 5 Street to NW 4 Street	3LU	E*150%	1,052	2.94%	255	1,307	2,916	D	0.45	8.75%	YES	NO
NW 4 Street to NW 3 Street	3LU	E*150%	1,110	2.94%	255	1,365	2,916	D	0.47	8.75%	YES	NO
NW 3 Street to NW 2 Street	3LU	E*150%	1,135	2.84%	247	1,382	2,916	D	0.47	8.45%	YES	NO
NW 2 Street to NW 1 Street	2L NB - 1L SB	E*150%	1,189	2.31%	201	1,390	2,916	D	0.48	6.88%	YES	NO
NW 1 Street to W. Flagler Street	2L NB - 1L SB	E*150%	1,129	1.25%	109	1,238	2,916	D	0.42	3.72%	NO	NO
W. Flagler Street to SW 1 Street	3LU	E*150%	1,248	1.00%	87	1,335	2,916	D	0.46	2.98%	NO	NO
SW 1 Street to SW 2 Street	4LD	E*150%	1,140	1.37%	119	1,258	4,185	D	0.30	2.84%	NO	NO
SW 2 Street to SW 3 Street	4LD	E*150%	1,375	1.30%	113	1,488	4,185	D	0.36	2.70%	NO	NO
SW 3 Street to SW 7 Street	4LD	E*150%	1,481	1.31%	114	1,595	4,185	D	0.38	2.72%	NO	NO
SW 7 Street to SW 8 Street	4LD	E*150%	1,350	1.17%	102	1,451	4,185	D	0.35	2.43%	NO	NO
SW 8 Street to SW 13 Street	2LU	E*150%	1,245	0.44%	38	1,284	1,944	E	0.66	1.96%	NO	NO
SW 13 Street to SW 15 Road	2LU	E*150%	1,239	0.13%	11	1,250	1,944	E	0.64	0.58%	NO	NO
<b>NW/SW 1 Avenue</b>												
NW 20 Street to NW 17 Street	2LU	E*150%	238	1.79%	155	393	1,944	C	0.20	7.99%	YES	NO
NW 17 Street to NW 14 Street	2LU	E*150%	272	2.23%	194	466	1,944	D	0.24	9.96%	YES	NO
NW 14 Street to NW 13 Street	2LU	E*150%	326	2.71%	235	561	1,944	D	0.29	12.10%	YES	NO
NW 13 Street to NW 11 Street	2LU	E*150%	346	2.71%	235	581	1,944	D	0.30	12.10%	YES	NO
NW 11 Street to NW 10 Street	2LU	E*150%	331	4.59%	398	729	1,944	D	0.38	20.50%	YES	NO
NW 10 Street to NW 9 Street	4LD	E*150%	364	5.47%	475	839	4,185	C	0.20	11.35%	YES	NO
NW 9 Street to NW 8 Street	4LD	E*150%	364	5.47%	475	839	4,185	C	0.20	11.35%	YES	NO
NW 8 Street to NW 7 Street	4LD	E*150%	368	5.68%	493	861	4,185	C	0.21	11.78%	YES	NO
NW 7 Street to NW 6 Street	4LD	E*150%	375	5.37%	466	841	4,185	C	0.20	11.14%	YES	NO
NW 6 Street to NW 5 Street	4LD	E*150%	394	2.43%	211	605	4,185	C	0.14	5.04%	YES	NO
NW 5 Street to NW 3 Street	4LD	E*150%	491	1.42%	123	614	4,185	C	0.15	2.95%	NO	NO
NW 3 Street to NW 2 Street	3LU	E*150%	500	2.64%	229	729	2,916	D	0.25	7.86%	YES	NO
NW 2 Street to NW 1 Street	4LU	E*150%	485	2.84%	247	732	3,976	C	0.18	6.20%	YES	NO
NW 1 Street to W. Flagler Street	1L NB - 2L SB	E*150%	464	0.63%	55	519	2,916	C	0.18	1.88%	NO	NO
W. Flagler Street to SW 1 Street	1L NB - 2L SB	E*150%	462	0.58%	50	513	2,916	C	0.18	1.73%	NO	NO
SW 1 Street to SW 2 Street	1L NB - 2L SB	E*150%	525	0.03%	3	528	2,916	C	0.18	0.09%	NO	NO
SW 7 Street to SW 8 Street	3LOW - SB	E*150%	862	0.94%	82	944	3,791	C	0.25	2.15%	NO	NO
SW 8 Street to SW 9 Street	3LOW - SB	E*150%	942	0.99%	86	1,027	3,791	C	0.27	2.27%	NO	NO
SW 9 Street to SW 10 Street	2LOW - SB	E*150%	942	0.99%	86	1,027	2,511	C	0.41	3.42%	NO	NO
SW 10 Street to SW 11 Street	2LOW - SB	E*150%	856	0.83%	72	928	2,511	C	0.37	2.87%	NO	NO
SW 11 Street to SW 12 Street	2LOW - SB	E*150%	856	0.83%	72	928	2,511	C	0.37	2.87%	NO	NO

TABLE 21-D7  
SEOPW DRI - INCREMENT III  
YEAR 2020 TOTAL TRAFFIC CONDITIONS AND DRI SIGNIFICANCE DETERMINATION ANALYSIS

7/23/2011

ROADWAY SEGMENTS	[1]	[2]	SEOPW DRI - INC III			2020 VOLUMES WITH PROJECT	[4]	2020	2020	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND FAILING YES / NO
	YEAR	ADOPTED	WITHOUT	TWO-WAY	2020		PM	PM				
	2020	LOS	PROJECT	PM PK HR	VOLUMES		PEAK HOUR	PEAK HOUR				
	LANES	STANDARD	[See Table 21-D5] PROJECT	TRIPS	PROJECT		MAX CAPACITY	LOS	VC			
			[3]	8681								
<b>N. Miami Avenue</b>												
NW 38 Street/I-195 to NW 36 Street	4LD	E*150%	1,653	2.49%	216	1,869	4,185	D	0.45	5.17%	YES	NO
NW 36 Street to NW 29 Street	4LD	E*150%	1,855	4.39%	381	2,237	4,185	D	0.53	9.11%	YES	NO
NW 29 Street to NW 20 Street	4LU	E*150%	1,432	5.63%	489	1,921	4,185	D	0.46	11.68%	YES	NO
NW 20 Street to NW 17 Street	4LU	E*150%	953	4.59%	398	1,352	4,185	D	0.32	9.52%	YES	NO
NW 17 Street to NW 15 Street	3LOW - SB	E*150%	981	3.87%	336	1,317	3,791	C	0.35	8.86%	YES	NO
NW 15 Street to NW 14 Street	3LOW - SB	E*150%	715	3.88%	337	1,052	3,791	C	0.28	8.89%	YES	NO
NW 14 Street to NW 13 Street	3LOW - SB	E*150%	675	4.58%	398	1,072	3,791	C	0.28	10.49%	YES	NO
NW 13 Street to NW 11 Street	3LOW - SB	E*150%	895	4.65%	404	1,299	3,791	C	0.34	10.65%	YES	NO
NW 11 Street to NW 10 Street	3LOW - SB	E*150%	924	9.61%	834	1,758	3,791	D	0.46	22.01%	YES	NO
NW 10 Street to NW 9 Street	3LOW - SB	E*150%	845	14.13%	1,227	2,071	3,791	D	0.55	32.36%	YES	NO
NW 9 Street to NW 8 Street	3LOW - SB	E*150%	866	14.15%	1,228	2,095	3,791	D	0.55	32.40%	YES	NO
NW 8 Street to NW 7 Street	3LOW - SB	E*150%	774	11.17%	970	1,744	3,791	D	0.46	25.58%	YES	NO
NW 7 Street to NW 6 Street	3LOW - SB	E*150%	754	9.72%	844	1,598	3,791	C	0.42	22.26%	YES	NO
NW 6 Street to NW 5 Street	3LOW - SB	E*150%	767	7.98%	693	1,460	3,791	C	0.39	18.27%	YES	NO
NW 5 Street to NW 3 Street	2LOW - SB	E*150%	683	8.97%	779	1,461	2,511	D	0.58	31.01%	YES	NO
NW 3 Street to NW 2 Street	2LOW - SB	E*150%	752	6.12%	531	1,284	2,511	D	0.51	21.16%	YES	NO
NW 2 Street to NW 1 Street	2LOW - SB	E*150%	526	4.83%	419	946	2,511	C	0.38	16.70%	YES	NO
NW 1 Street to W. Flagler Street	2LOW - SB	E*150%	605	4.53%	393	998	2,511	C	0.40	15.66%	YES	NO
W. Flagler Street to SW 1 Street	3LOW - SB	E*150%	570	4.25%	369	939	3,791	C	0.25	9.73%	YES	NO
SW 1 Street to SW 2 Street	3LOW - SB	E*150%	1,112	2.89%	251	1,363	3,791	C	0.36	6.62%	YES	NO
SW 2 Street to SW 3 Street	3LOW - SB	E*150%	880	1.01%	88	968	3,791	C	0.26	2.31%	NO	NO
SW 3 Street to SW 6 Street	6LD	E*150%	2,005	2.86%	248	2,254	6,318	D	0.36	3.93%	NO	NO
SW 6 Street to SW 7 Street	3LOW - NB	E*150%	1,083	1.61%	140	1,222	3,791	C	0.32	3.69%	NO	NO
SW 7 Street to SW 8 Street	3LOW - NB	E*150%	1,476	1.40%	122	1,598	3,791	C	0.42	3.21%	NO	NO
SW 8 Street to SW 9 Street	3LOW - NB	E*150%	1,121	1.40%	122	1,242	3,791	C	0.33	3.21%	NO	NO
<b>NE/SE 1 Avenue</b>												
NE 17 Street to NE 15 Street	3LOW - NB	E*150%	1,169	3.68%	319	1,488	3,791	C	0.39	8.43%	YES	NO
NE 15 Street to NE 14 Street	3LOW - NB	E*150%	1,263	4.13%	359	1,621	3,791	C	0.43	9.46%	YES	NO
NE 14 Street to NE 13 Street	3LOW - NB	E*150%	1,478	4.38%	380	1,858	3,791	D	0.49	10.03%	YES	NO
NE 13 Street to NE 12 Street/I-395	3LOW - NB	E*150%	1,904	4.45%	386	2,290	3,791	D	0.60	10.19%	YES	NO
NE 12 Street/I-395 to NE 11 Street	3LOW - NB	E*150%	2,819	13.60%	1,181	4,000	3,791	E	1.06	31.14%	YES	NO
NE 11 Street to NE 10 Street	3LOW - NB	E*150%	2,569	12.31%	1,069	3,637	3,791	D	0.96	28.19%	YES	NO
NE 10 Street to NE 9 Street	3LOW - NB	E*150%	2,480	14.86%	1,290	3,770	3,791	D	0.99	34.03%	YES	NO
NE 9 Street to NE 8 Street	3LOW - NB	E*150%	2,404	14.86%	1,290	3,694	3,791	D	0.97	34.03%	YES	NO
NE 8 Street to NE 7 Street	3LOW - NB	E*150%	2,300	11.98%	1,040	3,340	3,791	D	0.88	27.43%	YES	NO
NE 7 Street to NE 6 Street	3LOW - NB	E*150%	2,209	9.14%	793	3,002	3,791	D	0.79	20.93%	YES	NO
NE 6 Street to NE 5 Street	3LOW - NB	E*150%	1,553	9.38%	814	2,368	3,791	D	0.62	21.48%	YES	NO
NE 5 Street to NE 4 Street	3LOW - NB	E*150%	1,550	5.99%	520	2,070	3,791	D	0.55	13.72%	YES	NO
NE 4 Street to NE 3 Street	3LOW - NB	E*150%	1,374	5.41%	470	1,844	3,791	D	0.49	12.39%	YES	NO
NE 3 Street to NE 2 Street	3LOW - NB	E*150%	1,340	5.62%	488	1,828	3,791	D	0.48	12.87%	YES	NO
NE 2 Street to NE 1 Street	3LOW - NB	E*150%	1,134	5.45%	473	1,607	3,791	C	0.42	12.48%	YES	NO
NE 1 Street to E. Flagler Street	3LOW - NB	E*150%	1,186	5.23%	454	1,640	3,791	C	0.43	11.98%	YES	NO
E. Flagler Street to SE 1 Street	3LOW - NB	E*150%	1,112	4.52%	392	1,504	3,791	C	0.40	10.35%	YES	NO
SE 1 Street to SE 2 Street	3LOW - NB	E*150%	1,117	1.85%	161	1,278	3,791	C	0.34	4.24%	NO	NO
SE 2 Street to SE 3 Street	3LOW - NB	E*150%	1,057	1.58%	137	1,194	3,791	C	0.31	3.62%	NO	NO
<b>NE/SE 2 Avenue</b>												
NE 36 Street to NE 29 Street	4LU	E*150%	1,464	3.81%	331	1,795	4,185	D	0.43	7.90%	YES	NO
NE 29 Street to NE 20 Street	4LU	E*150%	1,831	3.96%	344	2,175	4,185	D	0.52	8.21%	YES	NO
NE 20 Street to NE 17 Street	4LU	E*150%	2,107	3.91%	339	2,447	4,185	D	0.58	8.11%	YES	NO
NE 17 Street to NE 15 Street	3L	E*150%	2,151	2.23%	194	2,344	4,185	D	0.56	4.63%	NO	NO
NE 15 Street to NE 14 Street	3L	E*150%	2,005	1.82%	158	2,163	4,185	D	0.52	3.78%	NO	NO
NE 14 Street to NE 13 Street	3LD	E*150%	2,015	1.26%	109	2,124	4,185	D	0.51	2.61%	NO	NO
NE 13 Street to NE 12 Street	4LD	E*150%	2,090	1.29%	112	2,202	4,185	D	0.53	2.68%	NO	NO
NE 12 Street to I-395/NE 11 Terr	4LD	E*150%	1,087	1.89%	164	1,251	4,185	D	0.30	3.92%	NO	NO
I-395/NE 11 Terr to NE 11 Street	3LOW - SB	E*150%	1,237	10.97%	952	2,189	3,791	D	0.58	25.12%	YES	NO
NE 11 Street to NE 10 Street	3LOW - SB	E*150%	1,079	3.11%	270	1,349	3,791	C	0.36	7.12%	YES	NO
NE 10 Street to NE 9 Street	3LOW - SB	E*150%	1,217	3.86%	335	1,552	3,791	C	0.41	8.84%	YES	NO
NE 9 Street to NE 8 Street	3LOW - SB	E*150%	985	3.86%	335	1,320	3,791	C	0.35	8.84%	YES	NO
NE 8 Street to NE 7 Street	3LOW - SB	E*150%	1,050	3.86%	335	1,385	3,791	C	0.37	8.84%	YES	NO
NE 7 Street to NE 6 Street	3LOW - SB	E*150%	1,102	3.73%	324	1,426	3,791	C	0.38	8.54%	YES	NO
NE 6 Street to NE 5 Street	3LOW - SB	E*150%	897	1.88%	163	1,061	3,791	C	0.28	4.31%	NO	NO
NE 5 Street to NE 4 Street	2LOW - SB	E*150%	1,003	1.70%	148	1,151	3,791	C	0.30	3.89%	NO	NO
NE 4 Street to NE 3 Street	3LOW - SB	E*150%	822	1.16%	101	923	3,791	C	0.24	2.66%	NO	NO
NE 3 Street to NE 2 Street	3LOW - SB	E*150%	855	1.15%	100	954	3,791	C	0.25	2.63%	NO	NO
NE 2 Street to NE 1 Street	4LD	E*150%	834	1.60%	139	973	4,185	C	0.23	3.32%	NO	NO
NE 1 Street to W. Flagler Street	4LD	E*150%	824	1.52%	132	956	4,185	C	0.23	3.15%	NO	NO
E. Flagler Street to SE 1 Street	4LD	E*150%	895	1.52%	132	1,026	4,185	C	0.25	3.15%	NO	NO
SE 1 Street to SE 2 Street	4LD	E*150%	856	2.18%	189	1,045	4,185	C	0.25	4.52%	NO	NO

TABLE 21-D7  
SEOPW DRI - INCREMENT III  
YEAR 2020 TOTAL TRAFFIC CONDITIONS AND DRI SIGNIFICANCE DETERMINATION ANALYSIS

7/23/2011

ROADWAY SEGMENTS	[1]	[2]	2020	SEOPW DRI - INC III		2020	[4]	2020	2020	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND FAILING YES / NO
	YEAR	ADOPTED	VOLUMES	PROJECT	TWO-WAY	VOLUMES	TWO-WAY	PM	PM			
	2020	LOS	WITHOUT PROJECT	DIST %	PK HR TRIPS	WITH PROJECT	PEAK HOUR MAX CAPACITY	PEAK HOUR	PEAK HOUR			
LANES	STANDARD	[See Table 21-D5]	[3]	8681				LOS	V/C			
<b>Biscayne Blvd/US-1</b>												
NE 38 Street/I-195 to NE 36 Street	4LD	E*150%	3,111	1.91%	166	3,277	4,650	E	0.70	3.57%	NO	NO
NE 36 Street to NE 34 Street	4LD	E*150%	2,306	0.57%	49	2,356	4,650	D	0.51	1.06%	NO	NO
NE 34 Street to NE 29 Street	4LD	E*150%	2,919	1.07%	93	3,012	4,650	E	0.65	2.00%	NO	NO
NE 29 Street to NE 20 Terrace	4LD	E*150%	3,122	1.83%	159	3,281	4,650	E	0.71	3.42%	NO	NO
NE 20 Terrace to NE 15 Street	4LD	E*150%	3,119	1.56%	135	3,255	4,650	E	0.70	2.91%	NO	NO
NE 15 Street to NE 14 Street	4LD	E*150%	2,803	0.77%	67	2,870	4,650	E	0.62	1.44%	NO	NO
NE 14 Street to NE 13 Street	4LD	E*150%	2,959	1.77%	154	3,113	4,650	E	0.67	3.30%	NO	NO
NE 13 Street to NE 12 Street/I-395	6LD	E*150%	4,336	3.69%	320	4,657	7,020	E	0.66	4.56%	NO	NO
NE 12 Street to NE 11 Terrace/I-395	6LD	E*150%	4,529	3.09%	268	4,797	7,020	E	0.68	3.82%	NO	NO
NE 11 Terrace/I-395 to NE 11 Street	7LD	E*150%	3,827	5.35%	464	4,292	8,190	D	0.52	5.67%	YES	NO
NE 11 Street to NE 10 Street	6LD	E*150%	3,555	3.15%	273	3,828	7,020	D	0.55	3.90%	NO	NO
NE 10 Street to NE 9 Street	6LD	E*150%	3,454	0.87%	76	3,530	7,020	D	0.50	1.08%	NO	NO
NE 9 Street to NE 8 Street	6LD	E*150%	3,446	0.85%	74	3,520	7,020	D	0.50	1.05%	NO	NO
NE 8 Street to NE 7 Street	6LD	E*150%	3,438	1.29%	112	3,550	7,020	D	0.51	1.60%	NO	NO
NE 7 Street to NE 6 Street	6LD	E*150%	3,403	1.76%	153	3,556	7,020	D	0.51	2.18%	NO	NO
NE 6 Street to NE 5 Street	8LD	E*150%	3,330	2.89%	251	3,580	9,420	D	0.38	2.66%	NO	NO
NE 5 Street to NE 4 Street	8LD	E*150%	3,549	2.15%	187	3,735	9,420	D	0.40	1.98%	NO	NO
NE 4 Street to NE 3 Street	8LD	E*150%	3,547	2.57%	223	3,770	9,420	D	0.40	2.37%	NO	NO
NE 3 Street to NE 2 Street	8LD	E*150%	3,384	2.55%	221	3,606	9,420	D	0.38	2.35%	NO	NO
NE 2 Street to NE 1 Street	8LD	E*150%	3,270	2.54%	220	3,491	9,420	D	0.37	2.34%	NO	NO
NE 1 Street to Flagler Street	8LD	E*150%	3,248	2.50%	217	3,466	9,420	D	0.37	2.30%	NO	NO
Flagler Street to SE 1 Street	8LD	E*150%	3,220	2.50%	217	3,437	9,420	D	0.36	2.30%	NO	NO
SE 1 Street to SE 2 Street	8LD	E*150%	3,158	2.50%	217	3,376	9,420	D	0.36	2.30%	NO	NO
SE 2 Street to SE 3 Street	4LOW - NB	E*150%	1,507	1.87%	162	1,669	5,652	C	0.30	2.87%	NO	NO
SE 3 Street to Biscayne Blvd Way	3LOW - NB	E*150%	1,485	0.89%	77	1,562	4,212	C	0.37	1.83%	NO	NO
<b>Brickell Avenue/US-1</b>												
SE 2 Street to SE 3 Street	3LOW - SB	E*150%	2,040	1.98%	172	2,212	4,635	C	0.48	3.71%	NO	NO
SE 3 Street to Biscayne Blvd Way	3LOW - SB	E*150%	1,912	1.86%	161	2,074	4,635	C	0.45	3.48%	NO	NO
Biscayne Blvd Way to SE 5 Street	6LD	E*150%	3,214	2.61%	227	3,441	7,725	C	0.45	2.93%	NO	NO
SE 5 Street to SE 6 Street	6LD	E*150%	3,472	2.34%	203	3,675	7,725	C	0.48	2.63%	NO	NO
SE 6 Street to SE 7 Street	6LD	E*150%	3,747	2.33%	202	3,949	7,725	D	0.51	2.62%	NO	NO
SE 7 Street to SE 8 Street	6LD	E*150%	3,699	2.29%	199	3,898	7,725	D	0.50	2.57%	NO	NO
SE 8 Street to SE 10 Street	2L SB - 3L NB	E*150%	3,180	1.78%	155	3,334	5,100	E	0.65	3.03%	NO	NO
SE 10 Street to SE 13 Street	4LD	E*150%	2,723	0.50%	43	2,767	5,100	D	0.54	0.85%	NO	NO
SE 13 Street to SE 14 Street	4LD	E*150%	2,274	0.42%	36	2,311	5,100	C	0.45	0.71%	NO	NO
SE 14 Street to SE 15 Road	4LD	E*150%	2,267	0.14%	12	2,279	5,100	C	0.45	0.24%	NO	NO
SE 15 Road to SE 25 Road	4LD	E*150%	2,637	0.63%	55	2,692	5,100	D	0.53	1.07%	NO	NO
SE 25 Road to SE 26 Road	4LD	E*150%	2,626	0.39%	34	2,660	5,100	D	0.52	0.66%	NO	NO
SE 26 Road to S. Miami Avenue	5LD	E*150%	2,013	0.39%	34	2,047	5,100	C	0.40	0.66%	NO	NO
S. Miami Avenue to S. Dixie Hwy	4LD	E*150%	2,011	0.39%	34	2,045	5,100	C	0.40	0.66%	NO	NO
<b>US-1</b>												
I-95 to SW 17 Avenue	6LD	E*150%	4,867	4.85%	421	5,288	7,725	E	0.68	5.45%	YES	NO
SW 17 Avenue to SW 27 Avenue	6LD	E*150%	8,002	4.37%	379	8,381	7,725	F	1.08	4.91%	NO	NO
SW 27 Avenue to SW 37 Avenue	6LD	E*150%	7,270	3.07%	267	7,537	7,725	E	0.98	3.45%	NO	NO

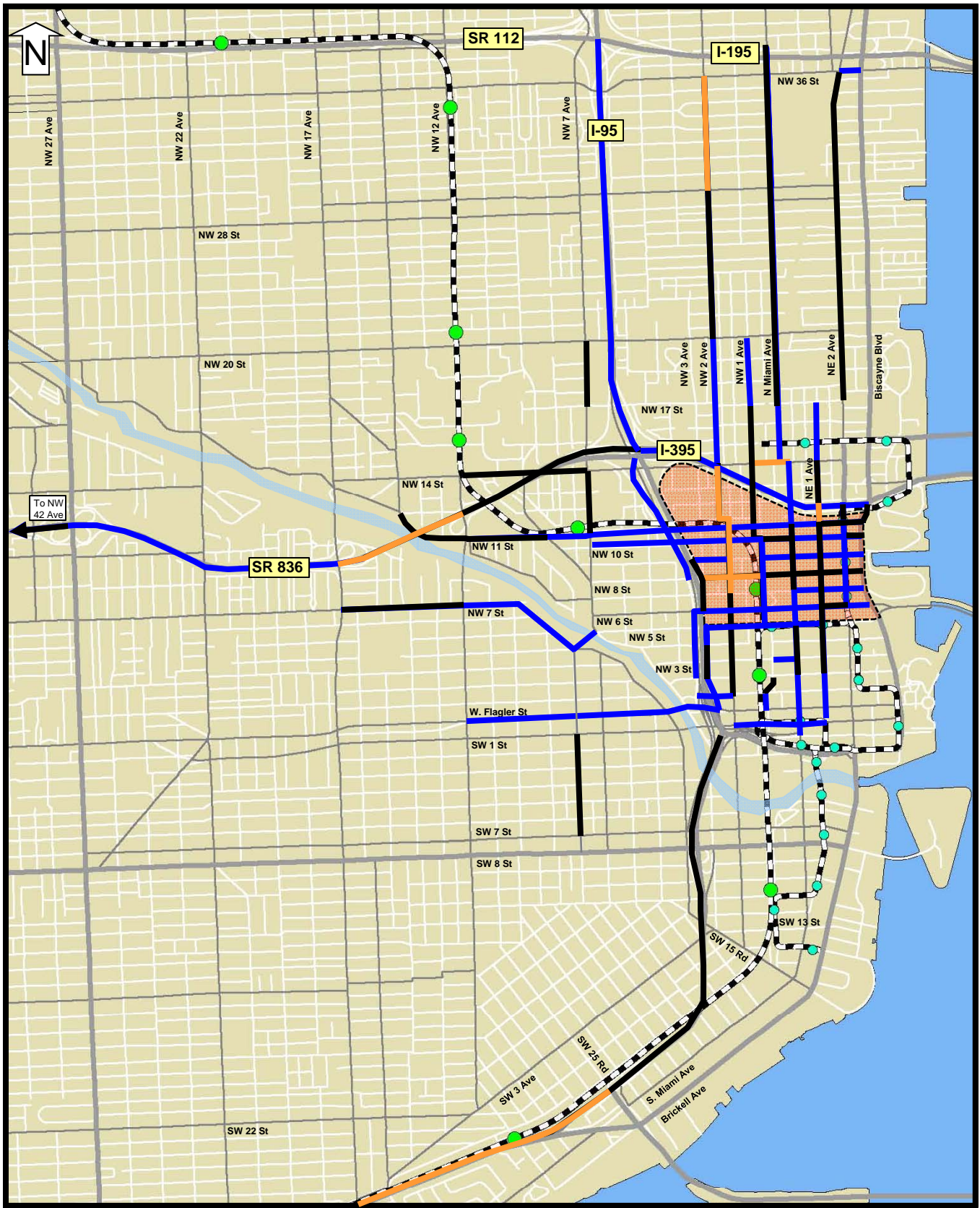
[1] Reflects existing or programmed (i.e. funded) lane geometry.

[2] Adopted LOS standards are consistent with the Transportation Elements from the Miami MCNP, the Miami-

[3] The directional project distribution has been developed using SERPM Modeling as depicted on the project distribution maps in Appendix 21-10.

[4] The two-way peak hour roadway capacities are consistent with Table 4 (dated 10-4-2010) from the 2009 FDOT Quality/LOS Handbook, and include adjustments for Transit pursuant to the adopted LOS standards. See the LOS Look-Up Table provided in Appendix 21-2.





- Metrorail
- Metromover
- SEOPW DRI Boundaries
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

Revised Map J-6A  
 2020 Total Traffic LOS on Roadways where Project Traffic  $\geq$  5.0% of MSV  
 SEOPW DRI – Increment III

TABLE 21-E1  
SEOPW DRI - INCREMENT III  
YEAR 2020 TOTAL TRAFFIC CONDITIONS AND THE EVALUATION OF SIGNIFICANT IMPACT

7/23/2011

ROADWAY SEGMENTS	[1]	[2]	2020 VOLUMES WITHOUT PROJECT [See Table 21-D5]	SEOPW DRI - INC III		2020 VOLUMES WITH PROJECT	[4]	2020	2020	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO	PROJECT AS A PERCENT OF 2020 VOLUMES
	YEAR	ADOPTED		PROJECT	TWO-WAY		TWO-WAY	PM	PM				
	2020 LANES	LOS STANDARD		DIST % [3]	PM PK HR TRIPS		PEAK HOUR MAX CAPACITY	PEAK HOUR LOS	PEAK HOUR VIC				
SR 25/NW/NE 36 Street NE 2 Avenue to Biscayne Blvd	4LD	E * 120%	1,405	2.50%	217	1,622	4,080	C	0.40	5.32%	YES	NO	13.38%
NW/NE 14 Street/NW 13 Ter NW 12 Avenue to NW 10 Avenue NW 10 Avenue to NW 7 Avenue NW 1 Avenue to N. Miami Avenue	4LD 2LU 2LU	E*150% E*150% E	1,245 664 774	3.26% 2.04% 3.87%	283 177 336	1,528 841 1,109	4,185 1,944 1,296	D D E	0.37 0.43 0.86	6.76% 9.11% 25.92%	YES YES YES	NO NO NO	18.52% 21.05% 30.28%
SR 836/I-395/ MacArthur Cswy NW 42 Avenue to NW 37 Avenue NW 37 Avenue to NW 27 Avenue NW 27 Avenue to NW 17 Avenue NW 17 Avenue to NW 12 Avenue NW 12 Avenue to I-95 I-95 to N. Miami Avenue N. Miami Avenue to NE 1 Avenue NE 1 Avenue to Biscayne Blvd	6L-EXPY 8L-EXPY 8L-EXPY 6L-EXPY 8L-EXPY 5L EB - 5L WB 5L EB - 5L WB 4L EB - 4L WB	E E E E E E E E	11,079 12,240 10,001 9,548 10,908 9,939 9,939 9,609	8.91% 9.96% 10.28% 10.27% 10.27% 18.23% 18.23% 9.68%	773 865 892 892 892 1,583 1,583 840	11,852 13,105 10,893 10,439 11,800 11,522 11,522 10,449	11,290 15,270 15,270 11,290 15,270 19,250 19,250 15,270	F D C E D C C C	1.05 0.86 0.71 0.92 0.77 0.60 0.60 0.68	6.85% 5.66% 5.84% 7.90% 5.84% 8.22% 8.22% 5.50%	YES YES YES YES YES YES YES YES	YES NO NO NO NO NO NO NO	6.53% 6.60% 8.19% 8.54% 7.56% 13.74% 13.74% 8.04%
NW/NE 11 Street NW 12 Street to NW 12 Avenue NW 12 Avenue to NW 8 St Road NW 8 St Road to NW 7 Avenue NW 7 Avenue to NW 3 Avenue NW 3 Avenue to NW 2 Avenue NW 2 Avenue to NW 1 Avenue NW 1 Avenue to N. Miami Avenue N. Miami Avenue to NE 1 Avenue NE 1 Avenue to NE 2 Avenue NE 2 Avenue to Biscayne Blvd	4LU 3LU 2LOW - WB 2LOW - WB 2LOW - WB 2LOW - WB 2LOW - WB 2LOW - WB 2LOW - WB 3LU	E*150% E*150% E*150% E*150% E*150% E*150% E*150% E*150% E*150% E*150%	1,024 1,043 347 353 238 313 316 295 503 464	2.43% 3.27% 2.55% 4.27% 4.55% 3.72% 4.00% 8.96% 10.38% 2.52%	211 284 221 371 395 323 347 778 901 219	1,235 1,327 568 724 633 636 663 1,073 1,404 683	3,976 2,916 2,511 2,511 2,511 2,511 2,511 2,511 2,511 2,916	D D C C C C C C D D	0.31 0.46 0.23 0.29 0.25 0.25 0.26 0.43 0.56 0.23	5.31% 9.73% 8.82% 14.76% 15.73% 12.86% 13.83% 30.98% 35.89% 7.50%	YES YES YES YES YES YES YES YES YES YES	NO NO NO NO NO NO NO NO NO NO	17.08% 21.39% 38.96% 51.23% 62.44% 50.76% 52.35% 72.52% 64.19% 32.02%
NW/NE 10 Street NW 7 Avenue to NW 5 Avenue NW 5 Avenue to NW 3 Avenue NW 3 Avenue to NW 2 Avenue NW 2 Avenue to NW 1 Avenue NW 1 Avenue to N. Miami Avenue N. Miami Avenue to NE 1 Avenue NE 1 Avenue to NE 2 Avenue NE 2 Avenue to Biscayne Blvd	3LOW - EB 2LOW - EB 2LOW - EB 2LOW - EB 2LOW - EB 2LOW - EB 2LOW - EB 3LU	E*150% E*150% E*150% E*150% E*150% E*150% E*150% E*150%	334 421 456 449 576 636 489 703	4.29% 4.91% 5.19% 4.20% 6.85% 2.33% 3.50% 2.74%	372 426 451 365 595 202 304 238	706 847 907 814 1,171 838 793 941	3,791 2,511 2,511 2,511 2,511 2,511 2,511 2,916	C C C C D C C D	0.19 0.34 0.36 0.32 0.47 0.33 0.32 0.32	9.82% 16.97% 17.94% 14.52% 23.68% 8.06% 12.10% 8.16%	YES YES YES YES YES YES YES YES	NO NO NO NO NO NO NO NO	52.74% 50.32% 49.70% 44.81% 50.79% 24.14% 38.33% 25.29%
NW/NE 9 Street NW 3 Avenue to NW 2 Avenue NW 1 Avenue to N. Miami Avenue N. Miami Avenue to NE 1 Avenue NE 1 Avenue to NE 2 Avenue NE 2 Avenue to Biscayne Blvd	2LU 2LU 2LU 2LU 3LU	E*150% E*150% E*150% E*150% E*150%	169 167 204 275 251	2.95% 2.95% 2.44% 4.98% 2.58%	256 256 212 432 224	425 423 415 707 475	2,120 2,120 2,120 2,120 3,179	C C C C C	0.20 0.20 0.20 0.33 0.15	12.08% 12.08% 9.99% 20.40% 7.04%	YES YES YES YES YES	NO NO NO NO NO	60.23% 60.52% 50.99% 61.12% 47.11%
NW/NE 8 Street NW 3 Avenue to NW 2 Avenue NW 2 Avenue to NW 1 Avenue NW 1 Avenue to N. Miami Avenue N. Miami Avenue to NE 1 Avenue NE 1 Avenue to NE 2 Avenue NE 2 Avenue to Biscayne Blvd	2LU 2LU 2LU 2LU 2LU 2LU	E*150% E*150% E*150% E*150% E*150% E*150%	706 648 518 391 351 389	4.81% 4.81% 4.81% 2.44% 4.98% 2.58%	418 418 418 212 432 224	1,124 1,066 936 603 783 613	1,944 1,944 1,944 1,944 1,944 1,944	E E D D D D	0.58 0.55 0.48 0.31 0.40 0.32	21.48% 21.48% 21.48% 10.90% 22.24% 11.52%	YES YES YES YES YES YES	NO NO NO NO NO NO	37.16% 39.18% 44.63% 35.15% 55.20% 36.54%
NW/NE 7 Street NW 17 Avenue to NW 12 Avenue NW 12 Avenue to NW 4 Street NW 4 Street to NW 7 Avenue N. Miami Avenue to NE 1 Avenue NE 1 Avenue to NE 2 Avenue NE 2 Avenue to Biscayne Blvd	4LD 2LD 4LD 2LU 2LU 2LU	E*120% E*150% E*150% E*150% E*150% E*150%	2,053 397 453 136 221 172	2.37% 2.31% 3.39% 2.44% 4.98% 2.58%	206 201 294 212 432 224	2,259 597 748 347 653 396	3,672 2,120 4,650 2,120 2,120 2,120	D C C C C C	0.62 0.28 0.16 0.16 0.31 0.19	5.60% 9.46% 6.33% 9.99% 20.40% 10.57%	YES YES YES YES YES YES	NO NO NO NO NO NO	9.11% 33.57% 39.36% 60.96% 66.19% 56.54%
NW/NE 6 Street NW 3 Court to NW 3 Avenue NW 3 Avenue to NW 2 Avenue NW 2 Avenue to NW 1 Avenue NW 1 Avenue to N. Miami Avenue N. Miami Avenue to NE 1 Avenue NE 1 Avenue to NE 2 Avenue NE 2 Avenue to Biscayne Blvd	3LOW - WB 3LOW - WB 3LOW - WB 3LOW - WB 3LOW - WB 3LOW - WB 3LOW - WB	E*150% E*150% E*150% E*150% E*150% E*150% E*150%	761 878 749 538 595 1,467 1,367	2.66% 4.11% 4.56% 5.08% 3.75% 4.37% 2.52%	231 357 396 441 326 379 219	991 1,234 1,144 979 920 1,846 1,586	3,791 3,791 3,791 3,791 3,791 3,791 3,791	C C C C C D C	0.26 0.33 0.30 0.26 0.24 0.49 0.42	6.09% 9.41% 10.44% 11.63% 8.59% 10.01% 5.77%	YES YES YES YES YES YES YES	NO NO NO NO NO NO NO	23.29% 28.90% 34.59% 45.05% 35.37% 20.55% 13.79%
NW/NE 5 Street NW 3 Avenue to NW 2 Avenue NW 2 Avenue to NW 1 Avenue NW 1 Avenue to N. Miami Avenue N. Miami Avenue to NE 1 Avenue	3LOW - EB 3LOW - EB 3LOW - EB 3LOW - EB	E*150% E*150% E*150% E*150%	526 781 762 877	4.96% 5.56% 4.94% 3.94%	431 483 429 342	957 1,263 1,191 1,219	3,791 3,791 3,791 3,791	C C C C	0.25 0.33 0.31 0.32	11.36% 12.73% 11.31% 9.02%	YES YES YES YES	NO NO NO NO	45.02% 38.21% 36.00% 28.05%

TABLE 21-E1  
SEOPW DRI - INCREMENT III  
YEAR 2020 TOTAL TRAFFIC CONDITIONS AND THE EVALUATION OF SIGNIFICANT IMPACT

7/23/2011

ROADWAY SEGMENTS	[1] YEAR 2020 LANES	[2] ADOPTED LOS STANDARD	2020 VOLUMES WITHOUT PROJECT [See Table 21-D5]	SEOPW DRI - INC III		2020 VOLUMES WITH PROJECT	[4] TWO-WAY PEAK HOUR MAX CAPACITY	2020 PM PEAK HOUR LOS	2020 PM PEAK HOUR VIC	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO	PROJECT AS A PERCENT OF 2020 VOLUMES
				PROJECT DIST %	TWO-WAY PM PK HR TRIPS								
				[3]	8681								
<b>NW 3 Street</b> NW 1 Avenue to N. Miami Avenue	3LOW - WB	E*150%	319	3.03%	263	582	3,791	C	0.15	6.94%	YES	NO	45.18%
<b>NW/NE 1 Street</b> NW 3 Court to NW 3 Avenue NW 3 Avenue to NW 2 Avenue	3LOW - WB 3LOW - WB	E*150% E*150%	615 615	2.81% 3.24%	244 281	859 896	3,791 5,087	C C	0.23 0.18	6.43% 5.53%	YES YES	NO NO	28.41% 31.40%
<b>SR 968/West/East Flagler Street</b> NW 12 Avenue to NW 8 Avenue NW 8 Avenue to NW 3 Court NW 3 Court to NW 3 Avenue	1L EB - 3L WB 3LOW - WB 3LOW - WB	E*150% E*150% E*150%	1,718 1,640 861	2.98% 4.74% 4.05%	259 411 352	1,977 2,051 1,213	4,635 4,635 4,635	C C C	0.43 0.44 0.26	5.58% 8.88% 7.59%	YES YES YES	NO NO NO	13.09% 20.06% 28.99%
<b>SR 968/SW/SE 1 Street</b> SW 2 Avenue to SW 1 Avenue SW 1 Avenue to S. Miami Avenue S. Miami Avenue to SE 1 Avenue	3LOW - EB 3LOW - EB 3LOW - EB	E*150% E*150% E*150%	933 933 716	2.82% 2.54% 3.90%	245 220 339	1,178 1,153 1,054	3,791 3,791 3,791	C C C	0.31 0.30 0.28	6.46% 5.82% 8.93%	YES YES YES	NO NO NO	20.79% 19.12% 32.12%
<b>SR 7/NW/SW 7 Ave/SW 8 Ave</b> NW 20 Street to NW 17 Street NW 14 Street to NW 11 Street NW 5 Street to NW 4 Street SW 1 Street to SW 7 Street	4LD 4LD 4LD 2LU	E*150% E*150% E*120% E	2,093 1,366 444 659	3.01% 3.40% 3.39% 0.89%	261 295 294 77	2,354 1,661 739 736	4,650 4,650 3,720 1,440	D D C D	0.51 0.36 0.20 0.51	5.62% 6.35% 7.91% 5.37%	YES YES YES YES	NO NO NO NO	11.10% 17.77% 39.84% 10.49%
<b>NW 3 Court</b> I-95 to NW 8 Street NW 6 Street to NW 5 Street NW 5 Street to NW 4 Street NW 4 Street to NW 3 Street NW 3 Street to NW 2 Street	4LOW - SB 3LOW - SB 3LOW - SB 3LOW - SB 3LOW - SB	E*150% E*150% E*150% E*150% E*150%	904 1,132 1,080 1,084 1,265	3.94% 2.97% 2.89% 2.89% 3.99%	342 258 251 251 346	1,246 1,389 1,331 1,335 1,612	5,087 3,791 3,791 3,791 3,791	C C C C C	0.25 0.37 0.35 0.35 0.43	6.72% 6.80% 6.62% 6.62% 9.14%	YES YES YES YES YES	NO NO NO NO NO	27.44% 18.56% 18.85% 18.80% 21.49%
<b>I-95</b> SR 112/I-195 to SR 836 Distributor to SW 8 Street SW 8 Street to Rickenbacker Cswy Rickenbacker Cswy to US-1	12L-EXPY 6L-EXPY 6L-EXPY 4L-EXPY	E E E E	14,466 9,282 8,131 4,685	16.84% 8.76% 8.67% 4.91%	1,462 760 753 426	15,928 10,042 8,884 5,111	23,230 11,290 11,290 7,300	C D D C	0.69 0.89 0.79 0.70	6.29% 6.74% 6.67% 5.84%	YES YES YES YES	NO NO NO NO	9.18% 7.57% 8.47% 8.34%
<b>NW 3 Avenue</b> I-95/NW 8 Street to NW 7 Street NW 7 Street to NW 6 Street NW 5 Street to NW 4 Street NW 4 Street to NW 3 Street NW 3 Street to NW 2 Street NW 2 Street to NW 1 Street NW 1 Street to W. Flagler Street	2LOW - NB 2LOW - NB 3LOW - NB 2LOW - NB 2LOW - NB 2LOW - NB 2LOW - NB	E*150% E*150% E*150% E*150% E*150% E*150% E*150%	1,543 1,543 1,339 1,265 867 617 346	2.71% 1.79% 4.38% 4.38% 4.28% 4.35% 4.35%	235 155 380 380 372 378 378	1,778 1,699 1,719 1,646 1,239 994 724	2,511 2,511 3,791 2,511 2,511 2,511 2,511	D D C D D C C	0.71 0.68 0.45 0.66 0.49 0.40 0.29	9.37% 6.19% 10.03% 15.14% 14.80% 15.04% 15.04%	YES YES YES YES YES YES YES	NO NO NO NO NO NO NO	13.23% 9.15% 22.12% 23.11% 29.99% 37.99% 52.17%
<b>NW/SW 2 Avenue/NW 1 Place</b> NW 36 Street to NW 29 Street NW 29 Street to NW 20 Street NW 20 Street to NW 17 Street NW 17 Street to NW 14 Street NW 14 Street to NW 13 Street NW 13 Street to NW 12 Street NW 12 Street to NW 11 Street NW 11 Street to NW 10 Street NW 10 Street to NW 9 Street NW 9 Street to NW 8 Street NW 8 Street to NW 7 Street NW 7 Street to NW 6 Street NW 6 Street to NW 5 Street NW 5 Street to NW 4 Street NW 4 Street to NW 3 Street NW 3 Street to NW 2 Street NW 2 Street to NW 1 Street	2LU 2LU 2LOW - NB 2LOW - NB 2LU 2LU 2LU 2LU 2LU 2LU 2LU 2LU 3LU 3LU 3LU 3LU 2L NB - 1L SB	E*120% E*120% E*120% E*120% E*120% E*120% E*120% E*150% E*150% E*150% E*150% E*150% E*150% E*150% E*150% E*150%	865 689 168 341 609 677 698 770 786 861 891 850 902 1,052 1,110 1,135 1,189	2.34% 3.15% 3.23% 4.29% 4.95% 5.13% 6.70% 6.43% 6.09% 5.73% 2.24% 2.09% 2.36% 2.94% 2.94% 2.84% 2.31%	203 273 280 372 430 445 582 558 529 497 194 181 205 255 255 247 201	1,068 963 448 713 1,039 1,122 1,279 1,328 1,315 1,359 1,086 1,031 1,106 1,307 1,365 1,382 1,390	1,555 1,555 2,009 2,009 1,555 1,555 1,555 1,944 1,944 1,944 1,944 1,944 2,916 2,916 2,916 2,916 2,916	E D C C E E E E E E E D D D D D	0.69 0.62 0.22 0.36 0.67 0.72 0.82 0.68 0.68 0.70 0.56 0.53 0.38 0.45 0.47 0.47 0.48	13.06% 17.58% 13.96% 18.54% 27.63% 28.64% 37.40% 28.71% 27.20% 25.59% 10.00% 9.33% 7.03% 8.75% 8.75% 8.45% 6.88%	YES YES YES YES YES YES YES YES YES YES YES YES YES YES YES YES YES	NO NO NO NO NO NO NO NO NO NO NO NO NO NO NO NO NO	19.03% 28.40% 62.54% 52.20% 41.35% 39.67% 45.47% 42.02% 40.21% 36.61% 17.91% 17.59% 18.52% 19.52% 18.70% 17.84% 14.43%
<b>NW/SW 1 Avenue</b> NW 20 Street to NW 17 Street NW 17 Street to NW 14 Street NW 14 Street to NW 13 Street NW 13 Street to NW 11 Street NW 11 Street to NW 10 Street NW 10 Street to NW 9 Street NW 9 Street to NW 8 Street NW 8 Street to NW 7 Street NW 7 Street to NW 6 Street NW 6 Street to NW 5 Street NW 5 Street to NW 4 Street NW 4 Street to NW 3 Street NW 3 Street to NW 2 Street NW 2 Street to NW 1 Street	2LU 2LU 2LU 2LU 2LU 4LD 4LD 4LD 4LD 4LD 3LU 3LU 4LU	E*150% E*150% E*150% E*150% E*150% E*150% E*150% E*150% E*150% E*150% E*150% E*150% E*150%	238 272 326 346 331 364 364 368 375 394 500 485	1.79% 2.23% 2.71% 2.71% 4.59% 5.47% 5.47% 5.68% 5.37% 2.43% 2.64% 2.84%	155 194 235 235 398 475 475 493 466 605 229 247	393 466 561 581 729 839 839 861 841 605 729 732	1,944 1,944 1,944 1,944 1,944 4,185 4,185 4,185 4,185 4,185 2,916 3,976	C D D D D C C C C C D C	0.20 0.24 0.29 0.30 0.38 0.20 0.20 0.21 0.20 0.14 0.25 0.18	7.99% 9.96% 12.10% 12.10% 20.50% 11.35% 11.35% 11.78% 11.14% 5.04% 7.86% 6.20%	YES YES YES YES YES YES YES YES YES YES YES YES	NO NO NO NO NO NO NO NO NO NO NO NO	39.52% 41.54% 41.93% 40.46% 54.62% 56.60% 56.60% 57.24% 55.42% 34.89% 31.43% 33.69%



TABLE 21-E1  
SEOPW DRI - INCREMENT III  
YEAR 2020 TOTAL TRAFFIC CONDITIONS AND THE EVALUATION OF SIGNIFICANT IMPACT

7/23/2011

ROADWAY SEGMENTS	[1] YEAR 2020 LANES	[2] ADOPTED LOS STANDARD	2020 VOLUMES WITHOUT PROJECT [See Table 21-D5]	SEOPW DRI - INC III		2020 VOLUMES WITH PROJECT	[4] TWO-WAY PEAK HOUR MAX CAPACITY	2020	2020	PROJECT AS A PERCENT OF MSV	PROJECT TRIPS ≥ 5% YES / NO	PROJECT ≥ 5% AND ROADWAY FAILING YES / NO	PROJECT AS A PERCENT OF 2020 VOLUMES
				PM	PM								
				PEAK HOUR LOS	PEAK HOUR VIC								
<b>N. Miami Avenue</b>				[3]	8681								
NW 38 Street/I-195 to NW 36 Street	4LD	E*150%	1,653	2.49%	216	1,869	4,185	D	0.45	5.17%	YES	NO	11.56%
NW 36 Street to NW 29 Street	4LD	E*150%	1,855	4.39%	381	2,237	4,185	D	0.53	9.11%	YES	NO	17.04%
NW 29 Street to NW 20 Street	4LU	E*150%	1,432	5.63%	489	1,921	4,185	D	0.46	11.68%	YES	NO	25.44%
NW 20 Street to NW 17 Street	4LU	E*150%	953	4.59%	398	1,352	4,185	D	0.32	9.52%	YES	NO	29.48%
NW 17 Street to NW 15 Street	3LOW - SB	E*150%	981	3.87%	336	1,317	3,791	C	0.35	8.86%	YES	NO	25.52%
NW 15 Street to NW 14 Street	3LOW - SB	E*150%	715	3.88%	337	1,052	3,791	C	0.28	8.89%	YES	NO	32.01%
NW 14 Street to NW 13 Street	3LOW - SB	E*150%	675	4.58%	398	1,072	3,791	C	0.28	10.49%	YES	NO	37.07%
NW 13 Street to NW 11 Street	3LOW - SB	E*150%	895	4.65%	404	1,299	3,791	C	0.34	10.65%	YES	NO	31.08%
NW 11 Street to NW 10 Street	3LOW - SB	E*150%	924	9.61%	834	1,758	3,791	D	0.46	22.01%	YES	NO	47.45%
NW 10 Street to NW 9 Street	3LOW - SB	E*150%	845	14.13%	1,227	2,071	3,791	D	0.55	32.36%	YES	NO	59.22%
NW 9 Street to NW 8 Street	3LOW - SB	E*150%	866	14.15%	1,228	2,095	3,791	D	0.55	32.40%	YES	NO	58.64%
NW 8 Street to NW 7 Street	3LOW - SB	E*150%	774	11.17%	970	1,744	3,791	D	0.46	25.58%	YES	NO	55.61%
NW 7 Street to NW 6 Street	3LOW - SB	E*150%	754	9.72%	844	1,598	3,791	C	0.42	22.26%	YES	NO	52.80%
NW 6 Street to NW 5 Street	3LOW - SB	E*150%	767	7.98%	693	1,460	3,791	C	0.39	18.27%	YES	NO	47.46%
NW 5 Street to NW 3 Street	2LOW - SB	E*150%	683	8.97%	779	1,461	2,511	D	0.58	31.01%	YES	NO	53.29%
NW 3 Street to NW 1 Street	2LOW - SB	E*150%	752	6.12%	531	1,284	2,511	D	0.51	21.16%	YES	NO	41.39%
NW 2 Street to NW 1 Street	2LOW - SB	E*150%	526	4.83%	419	946	2,511	C	0.38	16.70%	YES	NO	44.34%
NW 1 Street to W. Flagler Street	2LOW - SB	E*150%	605	4.53%	393	998	2,511	C	0.40	15.66%	YES	NO	39.39%
W. Flagler Street to SW 1 Street	3LOW - SB	E*150%	570	4.25%	369	939	3,791	C	0.25	9.73%	YES	NO	39.28%
SW 1 Street to SW 2 Street	3LOW - SB	E*150%	1,112	2.89%	251	1,363	3,791	C	0.36	6.62%	YES	NO	18.40%
<b>NE/SE 1 Avenue</b>													
NE 17 Street to NE 15 Street	3LOW - NB	E*150%	1,169	3.68%	319	1,488	3,791	C	0.39	8.43%	YES	NO	21.46%
NE 15 Street to NE 14 Street	3LOW - NB	E*150%	1,263	4.13%	359	1,621	3,791	C	0.43	9.46%	YES	NO	22.12%
NE 14 Street to NE 13 Street	3LOW - NB	E*150%	1,478	4.38%	380	1,858	3,791	D	0.49	10.03%	YES	NO	20.47%
NE 13 Street to NE 12 Street/I-395	3LOW - NB	E*150%	1,904	4.45%	386	2,290	3,791	D	0.60	10.19%	YES	NO	16.87%
NE 12 Street/I-395 to NE 11 Street	3LOW - NB	E*150%	2,819	13.60%	1,181	4,000	3,791	E	1.06	31.14%	YES	NO	29.52%
NE 11 Street to NE 10 Street	3LOW - NB	E*150%	2,569	12.31%	1,069	3,637	3,791	D	0.96	28.19%	YES	NO	29.38%
NE 10 Street to NE 9 Street	3LOW - NB	E*150%	2,480	14.86%	1,290	3,770	3,791	D	0.99	34.03%	YES	NO	34.22%
NE 9 Street to NE 8 Street	3LOW - NB	E*150%	2,404	14.86%	1,290	3,694	3,791	D	0.97	34.03%	YES	NO	34.92%
NE 8 Street to NE 7 Street	3LOW - NB	E*150%	2,300	11.98%	1,040	3,340	3,791	D	0.88	27.43%	YES	NO	31.14%
NE 7 Street to NE 6 Street	3LOW - NB	E*150%	2,209	9.14%	793	3,002	3,791	D	0.79	20.93%	YES	NO	26.43%
NE 6 Street to NE 5 Street	3LOW - NB	E*150%	1,553	9.38%	814	2,368	3,791	D	0.62	21.48%	YES	NO	34.39%
NE 5 Street to NE 4 Street	3LOW - NB	E*150%	1,550	5.99%	520	2,070	3,791	D	0.55	13.72%	YES	NO	25.12%
NE 4 Street to NE 3 Street	3LOW - NB	E*150%	1,374	5.41%	470	1,844	3,791	D	0.49	12.39%	YES	NO	25.47%
NE 3 Street to NE 2 Street	3LOW - NB	E*150%	1,340	5.62%	488	1,828	3,791	D	0.48	12.87%	YES	NO	26.69%
NE 2 Street to NE 1 Street	3LOW - NB	E*150%	1,134	5.45%	473	1,607	3,791	C	0.42	12.48%	YES	NO	29.44%
NE 1 Street to E. Flagler Street	3LOW - NB	E*150%	1,186	5.23%	454	1,640	3,791	C	0.43	11.98%	YES	NO	27.69%
E. Flagler Street to SE 1 Street	3LOW - NB	E*150%	1,112	4.52%	392	1,504	3,791	C	0.40	10.35%	YES	NO	26.08%
<b>NE/SE 2 Avenue</b>													
NE 36 Street to NE 29 Street	4LU	E*150%	1,464	3.81%	331	1,795	4,185	D	0.43	7.90%	YES	NO	18.43%
NE 29 Street to NE 20 Street	4LU	E*150%	1,831	3.96%	344	2,175	4,185	D	0.52	8.21%	YES	NO	15.81%
NE 20 Street to NE 17 Street	4LU	E*150%	2,107	3.91%	339	2,447	4,185	D	0.58	8.11%	YES	NO	13.87%
I-395/NE 11 Terr to NE 11 Street	3LOW - SB	E*150%	1,237	10.97%	952	2,189	3,791	D	0.58	25.12%	YES	NO	43.50%
NE 11 Street to NE 10 Street	3LOW - SB	E*150%	1,079	3.11%	270	1,349	3,791	C	0.36	7.12%	YES	NO	20.01%
NE 10 Street to NE 9 Street	3LOW - SB	E*150%	1,217	3.86%	335	1,552	3,791	C	0.41	8.84%	YES	NO	21.59%
NE 9 Street to NE 8 Street	3LOW - SB	E*150%	985	3.86%	335	1,320	3,791	C	0.35	8.84%	YES	NO	25.39%
NE 8 Street to NE 7 Street	3LOW - SB	E*150%	1,050	3.86%	335	1,385	3,791	C	0.37	8.84%	YES	NO	24.20%
NE 7 Street to NE 6 Street	3LOW - SB	E*150%	1,102	3.73%	324	1,426	3,791	C	0.38	8.54%	YES	NO	22.71%
<b>Biscayne Blvd/US-1</b>													
NE 11 Terrace/I-395 to NE 11 Street	7LD	E*150%	3,827	5.35%	464	4,292	8,190	D	0.52	5.67%	YES	NO	10.82%
<b>US-1</b>													
I-95 to SW 17 Avenue	6LD	E*150%	4,867	4.85%	421	5,288	7,725	E	0.68	5.45%	YES	NO	7.96%

[1] Reflects existing or programmed (i.e. funded) lane geometry.

[2] Adopted LOS standards are consistent with the Transportation Elements from the Miami MCNP, the Miami-

[3] Project distribution has been developed using SERPM Modeling as depicted on the project distribution maps in Appendix 21-10.

[4] The two-way peak hour roadway capacities are consistent with Table 4 (dated 10-4-2010) from the 2009 FDOT Quality/LOS Handbook, and include adjustments for Transit pursuant to the adopted LOS standards. See the LOS Look-Up Table provided in Appendix 21-2.