

Question 21 – Transportation

- A. Using Map J or a table as a base, indicate existing conditions on the highway network within the study area (as previously defined on Map J), including AADT, peak-hour trips directional, traffic split, levels of service and maximum service volumes for the adopted level of service (LOS). Identify the assumptions used in this analysis, including "K" factor, directional "D" factor, facility type, number of lanes and existing signal locations. (If levels of service are based on some methodology other than the most recent procedures of the Transportation Research Board and FDOT, this should be agreed upon at the preapplication conference stage.) Identify the adopted LOS standards of the FDOT, appropriate regional planning council, and local government for roadways within the identified study area. Identify what improvements or new facilities within this study area are planned, programmed, or committed for improvement. Attach appropriate excerpts from published capital improvements plans, budgets and programs showing schedules and types of work and letters from the appropriate agencies stating the current status of the planned, programmed and committed improvements.**

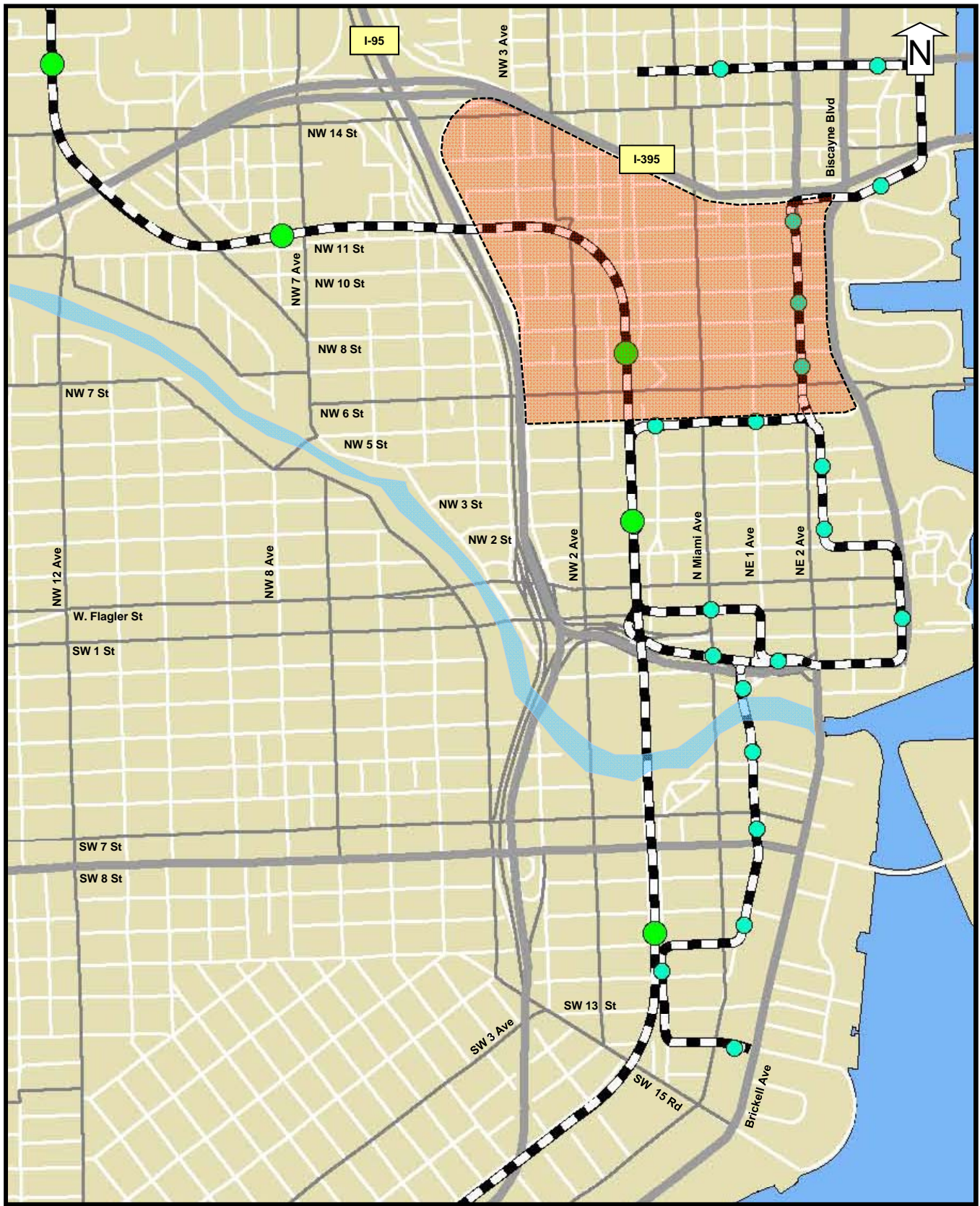
The responses prepared herein to Question 21 – Transportation for Increment III of the SEOPW DRI reflect a unique transportation study methodology developed with input from local, county, regional and state review agencies. The study methodology utilized in this analysis is consistent with the methodology used for the adjacent Downtown Miami DRI and reflects the Increment III transportation analysis for a previously approved Master Incremental DRI due to the special characteristics of the study area which are outlined below.

- The SEOPW DRI is located in an urban downtown area which is directly served by Metrorail, Metromover, Express Bus, Metrobus, connections to Tri-Rail via Metrorail to the north and connections to the Busway via Metrorail to the south.
- The SEOPW DRI is located within the City of Miami transportation concurrency exception area (TCEA) which was incorporated into the MCNP in 1999 pursuant to Ordinance 11864. The TCEA was originally approved by Miami-Dade County for the Urban Infill Area pursuant to Amendment 94-2 of the Miami-Dade County Comprehensive Development Master Plan.
- The City of Miami has designated Downtown Miami and the adjacent downtown areas inclusive of the SEOPW DRI as an Urban Central Business District (UCBD) in the MCNP, identifying downtown and the SEOPW CRA as the urban core within the City of Miami consistent with the Comprehensive Plan and Future Land Use Map, containing mass transit service and high density multi-use development.
- The City of Miami is further improving local transit access to the SEOPW study area through the implementation of a rubber tire Trolley System that will reinforce local connections to employment centers within and adjacent to SEOPW, connecting Brickell, Downtown Miami and Omni, the Health District and Civic Center, and the neighboring communities of Allapattah, Overtown and Coral Way.

- The Florida Department of Transportation in partnership with the South Florida Regional Transportation Authority continues to advance the South Florida East Coast Corridor Transit Analysis Study for regional and local transit service along the Florida East Coast Railway. This premium transit corridor will connect the SEOPW CRA and Downtown Miami with the eastern coastal towns extending 85 miles to the north into Palm Beach County.
- The City of Miami utilizes unique person-trip based transportation system capacity provisions as outlined in the City of Miami’s adopted comprehensive plan. The Transportation Corridors Capacity Methodology was adopted by the City of Miami as part of their MCNP and is documented in *Transportation Corridors: Meeting the Challenge of Growth Management in Miami* from the Transportation Element of the *Miami Comprehensive Neighborhood Plan 1989-2000*, adopted February 1989 and revised in September 1990. This person-trip based capacity methodology remains in effect today for the SEOPW DRI and is applied city-wide to analyze the transportation impacts of new development and redevelopment.
- A specialized level of service was granted to roadways adjacent to transit corridors meeting service frequency thresholds and was adopted by Miami-Dade County as part of their Comprehensive Development Master Plan.
- Section 14-182 of the City of Miami City Code outlines the requirements for Transportation Control Measures that must be met for development and redevelopment projects located within the SEOPW DRI. These Transportation Control Measures promote a reduction in peak hour traffic and a reduction in the single occupant vehicle, and are already incorporated into the adopted Master Incremental Development Order for the SEOPW DRI.
- The Miami-Dade County Metropolitan Planning Organization is in the process of completing a Downtown Miami Bicycle-Pedestrian Mobility Plan, the implementation of which will have a beneficial impact on promoting alternative travel modes within the SEOPW DRI study area.

A-1. Project Description

The SEOPW DRI is governed by the Master Incremental Development Order and the DRI development orders for Increments I and II. The SEOPW DRI includes 209 acres of improved urban land bounded by I-395 on the north, Biscayne Boulevard on the east, NW/NE 5th Street on the south and I-95 on the west as depicted on **Map J-1A**. The development credits remaining for Increments I and II are provided in **Table 21-A1**. The development credits remaining are operating under a build out date of March 21, 2015. The development proposed for Increment III is provided in **Table 21-A2**. The general locations for Increment III development are illustrated on **Map J-1B**. The proposed build out date for Increment III has been established as the year 2020.



-  Metrorail
-  Metromover
-  SEOPW DRI Boundaries

Map J-1A
 Site Location
 SEOPW DRI – Increment III

| Use | Units | Inc. I Approved | Demo Credit | Inc. I plus Demo Credit | Inc. II Approved | Inc. I and II Total Credits | Total Credits Used with Fees Paid | Credits after Fees Paid | Credits Approved by MUSP but Fees Not Paid | Credits after MUSP Approvals | Administrative Conversions ² | Credits after Conversions |
|-------------|-------|-----------------|-------------|-------------------------|------------------|-----------------------------|-----------------------------------|-------------------------|--|------------------------------|---|---------------------------|
| | | [A] | [B] | [A + B = C] | [D] | [C + D = E] | [F] | [E - F = G] | [H] | [G - H = I] | [J] | [I - J = K] |
| Office | SF | 166,000 | 104,695 | 270,695 | 337,000 | 607,695 | 457,431 | 150,264 | 0 | 150,264 | -43,500 | 106,764 |
| Retail | SF | 95,400 | 63,243 | 158,643 | 71,700 | 230,343 | 110,043 | 120,300 | 117,179 | 3,121 | 22,005 | 25,126 |
| Residential | DU | 2,000 | 0 | 2,000 | 2,000 | 4,000 | 2,216 | 1,784 | 1,947 | -163 | 163 | 0 |
| Hotel | Rooms | 0 | 0 | 0 | 500 | 500 | 56 | 444 | 120 | 324 | 0 | 324 |
| Recreation | Seats | 8,000 | 0 | 8,000 | 8,000 | 16,000 | 1,250 | 14,750 | 0 | 14,750 | -8,000 | 6,750 |

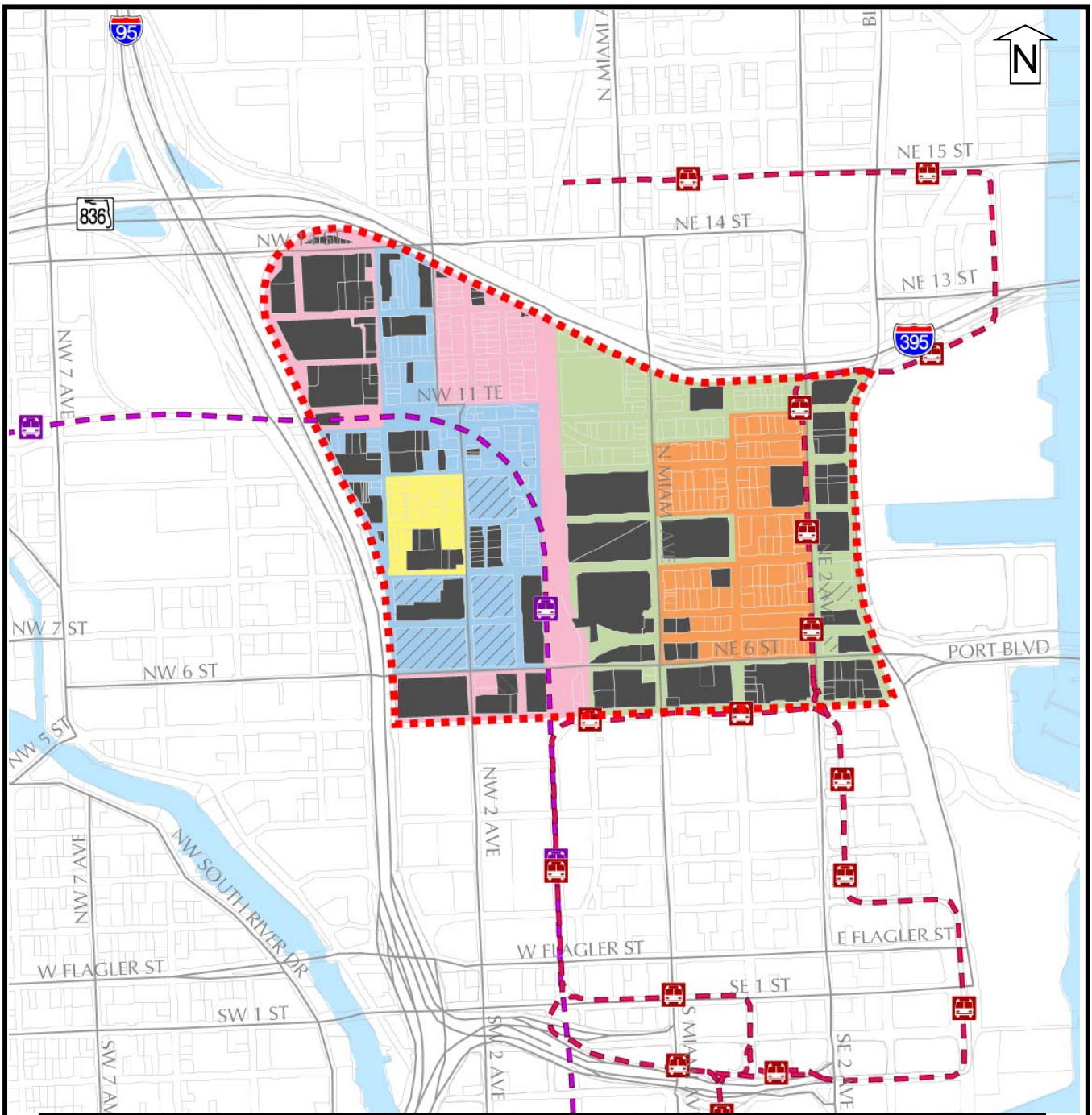
Note 1: Pursuant to City Code Sections 14-151 and 14-152, development credits for the SEOPW DRI are allocated based upon building permit issuance or Major Use Special Permit approval along with the payment of all applicable SEOPW DRI development supplemental fees pursuant to City Code Sections 13-98 to 13-108. The status of the Increment I and II development credits was provided in the SEOPW DRI Biennial Report 2005-2008, supplemented by development records obtained from the City of Miami for project approvals and fees paid from 2009-2010.

Note 2: Pursuant to the SEOPW DRI Development Order, the City is able to administratively modify remaining development in Increment II to simultaneously increase and decrease the allowable land use within each category to respond to market demand. The Administrative Conversion process was applied to a portion of the remaining credits for office use and attraction seats in order to address a credit deficit in residential units and limited remaining credits for retail use. Unreserved credits remaining at the Increment II build out date will be transferred into the Increment III development program consistent with the approach utilized for Increments I and II.

- Administrative conversions permitted pursuant to the Land Use Exchange Rates from Exhibit A-2 of the Adopted 2005 SEOPW DRI-NOPC.
 - Conversion of Seats to Retail = 8,000*2.7506 exchange rate = 22,005 SF of Retail.
 - Conversion of Office to Residential = 43.500*3.7500 exchange rate = 163 DU.

| Proposed Increment III Development Program | | | Folklife Village | Folklife District | Other SE Overtown | Miami World Center | Other Park West |
|--|-----------|-------|------------------|-------------------|-------------------|--------------------|-----------------|
| Use | Scale | Units | | | | | |
| Residential | 4,000 | DU | 600 | 1,000 | 400 | 2,000 | 0 |
| Retail | 1,250,000 | SF | 75,000 | 250,000 | 75,000 | 720,000 | 130,000 |
| Office | 2,300,000 | SF | 50,000 | 100,000 | 100,000 | 1,800,000 | 250,000 |
| Conference | 200,000 | SF | 0 | 0 | 0 | 200,000 | 0 |
| Hotel | 2,100 | Rooms | 0 | 100 | 0 | 1,800 | 200 |

The proposed Increment III development program expands development credits for residential, retail, office and hotel use and reflects the addition of a conference center. This program has been established after reviewing the sub-area master plans within the DRI boundaries and development proposals in Park West. The Increment III development program will provide entitlements to assist the Community in implementing the 2009 Amended SEOPW Redevelopment Plan, development concepts outlined for the Historic Folklife Village and Folklife District and for development proposals which have been proposed for Park West. Using updated trip generation calculations, it is anticipated that Increment III will maintain the same procedures used in Increments I and II to implement a flexible development program in order to respond to market demand.



| Proposed Increment III Development Program | | | Folklife Village | Folklife District | Other SE Overtown | Miami World Center | Other Park West |
|--|-----------|-------|------------------|-------------------|-------------------|--------------------|-----------------|
| Use | Scale | Units | | | | | |
| Residential | 4,000 | DU | 600 | 1,000 | 400 | 2,000 | 0 |
| Retail | 1,250,000 | SF | 75,000 | 250,000 | 75,000 | 720,000 | 130,000 |
| Office | 2,300,000 | SF | 50,000 | 100,000 | 100,000 | 1,800,000 | 250,000 |
| Conference | 200,000 | SF | 0 | 0 | 0 | 200,000 | 0 |
| Hotel | 2,100 | Rooms | 0 | 100 | 0 | 1,800 | 200 |



SEOPW DRI Boundaries

Map J-1B
Increment III Development Program
SEOPW DRI – Increment III

A-2. Methodology Assumptions and Guidelines

The unique transportation study methodology for Increment III of the SEOPW DRI was reviewed at the Transportation Methodology Meetings held on November 10, 2009 and May 10, 2010, and incorporates the comments provided by reviewing agencies. The transportation study methodology is documented in the *Transportation Methodology Letter of Understanding (MLOU)* included in **Appendix 21-1** of this ADA, along with responses provided to the October 2010 agency comments. The transportation study methodology addresses comments made by the Downtown Development Authority, Miami-Dade County Department of Planning and Zoning, Miami-Dade County Public Works Department, Miami-Dade County MPO, Miami-Dade Transit and the Florida Department of Transportation. Based upon the land use characteristics of the SEOPW DRI, the conditions included in the effective Master Incremental Development Order, the conditions included in the Development Orders for Increments I and II, and the methodologies suggested by the agencies having jurisdiction to review the SEOPW DRI, this transportation study will maintain consistency with the guidelines, policies and standards listed below (including amendments to these standards and policies which occur from time to time).

1. The adopted level of service standards and the traffic concurrency policies and procedures from the Transportation Element of the *Miami Comprehensive Neighborhood Plan (MCNP)*;
2. *Transportation Corridors: Meeting the Challenge of Growth Management in Miami from the Transportation Element of the Miami Comprehensive Neighborhood Plan 1989-2000*, adopted February 1989, revised September 1990;
3. The Florida Department of Transportation, *Transportation Impact Handbook*, July 4, 2010;
4. The Florida Department of Community Affairs (DCA) Rule 9J-2.045, Florida Administrative Code (F.A.C.), *Transportation Uniform Standard Rule*, as amended;
5. Rule 23 CFR 625.5, 1994 Transportation Research Board Special Report 209, *Highway Capacity Manual* (latest edition and revisions);
6. The adopted level of service standards from the Transportation Element of the *Miami-Dade County Comprehensive Development Master Plan (CDMP)* for any impacted roadway located within the jurisdiction of Miami-Dade County;
7. The adopted level of service standards from the Transportation Element of the *City of Miami Beach Comprehensive Plan* for any impacted roadway located within the jurisdiction of the City of Miami Beach;
8. *2009 Quality/Level of Service Handbook* published by FDOT and as amended in 2010;
9. *Design Traffic Handbook*, Topic No. 525-030-120f, published by FDOT in March 1997;
10. *Trip Generation, An Informational Report, 8th Edition*, ITE, 2008;
11. *ITE Trip Generation Handbook*, June 2004 Update; and
12. Updated vehicle occupancy studies by the Applicant for use in the application of the Person-Trip Methodology as outlined in *Transportation Corridors: Meeting the Challenge of Growth Management in Miami*.

The evaluation of the Increment III transportation impacts will determine the need for multi-modal corridor mitigation strategies to encourage greater efficiency out of the multi-modal transportation system to facilitate the use of underutilized multi-modal corridor capacity. These goals will promote alternative travel modes and will be accomplished by using the City's adopted Transportation Corridor framework to identify corridor deficiencies and by establishing an Increment III development mitigation fee to implement corridor improvements.

A-3. Traffic Impact Study Area

The traffic impact study area for a DRI is defined by **Rule 9J-2.045(6), F.A.C.** to include all state and regionally significant roadway segments where the peak hour traffic generated by the proposed DRI will utilize 5.0% or more of the adopted peak hour level of service maximum service volume of the roadway at the adopted level of service (LOS) standard pursuant to **Rule 9J-2.045(5), F.A.C.**, as established by the local government of jurisdiction's approved Comprehensive Plan. For state and regional roadways that are a part of the Florida Intrastate Highway System (FIHS) and the Strategic Intermodal System (SIS), the adopted level of service standard shall be consistent with designated FDOT statewide minimum level of service standards as documented in the 2009 FDOT Quality/Level of Service Handbook. Affected FIHS and SIS roadway facilities relative to the DRI study area include I-95, I-195/SR 112 and portions of SR 836/I-395/MacArthur Causeway. Pursuant to **Policy TR-1.1.3.2** of the City of Miami MCNP, controlled access FIHS highways shall operate at LOS D or better, except that where such roadways are parallel to exclusive transit facilities or are located within a Transportation Concurrency Exception Area (TCEA), roadways may operate at LOS E.

Map J-1C illustrates the preliminary traffic impact study area which extends to I-195/SR 112 on the north, NW/SW 37 Avenue on the west, Bayshore Drive on the south and Alton Road on the east. The FIHS/SIS facilities in the study area (I-95, I-195/SR 112 and SR 836/I-395/MacArthur Causeway) have each been analyzed beyond the preliminary traffic impact study area limits (where applicable) in order to determine project significance.

Map J-1D illustrates the final traffic impact study area and highlights those roadway segments where project trips anticipated from the build out of Increment III of the DRI are equal to or exceed 5.0% of the adopted peak hour maximum service volume pursuant to **Rule 9J-2.045(6), F.A.C.** The calculations performed to determine compliance with this 5.0% rule are provided in **Table 21-A3**, where project trip assignments are established using SERPM modeling consistent with the modeling format used by Miami-Dade County in their adopted Long Range Transportation Plan. **Table 21-A3** also includes existing and programmed roadway lane geometry (from TIP 2011), the adopted level of service standards, existing transit service on or parallel to and within a ½ mile of each roadway segment and the jurisdiction and functional classification of the roadways within the traffic impact study area as identified on **Map J-1E**.

Roadway maximum service volumes in the preliminary study area have been established using the adopted level of service standards outlined in the Transportation Element of the City of Miami MCNP, the Miami-Dade County CDMP and the City of Miami Beach Comprehensive Plan. The adopted LOS standards have been applied in **Table 21-A3** based upon vehicular roadway capacity, roadway jurisdiction and transit service (as detailed in **Appendix 21-2**), pursuant to the following:

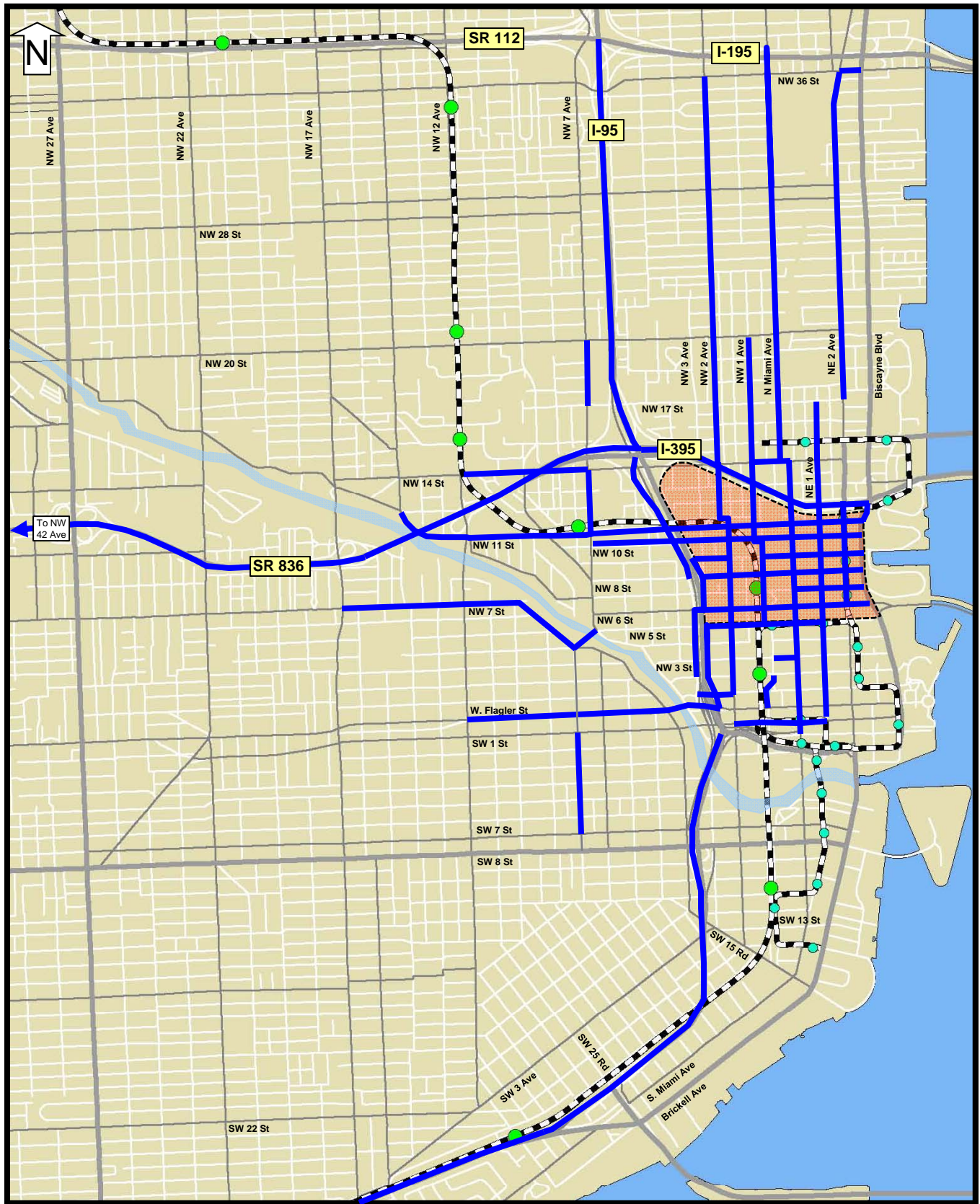
- Policies TR-1.1.2, TR-1.1.2.1, TR-1.1.2.2, TR-1.1.2.3 and TR-1.1.3 of the City of Miami MCNP;
- Page II-11 of the Miami-Dade County CDMP; and
- Policies 1.1, 1.2 and 1.3 of the City of Miami Beach Transportation Element.

The significance determination analysis provided in **Table 21-A3** utilizes the net external PM peak hour trip generation for the SEOPW DRI – Increment III development program, identifying the PM peak hour inbound and outbound trips assigned to each roadway segment in the preliminary traffic impact study area. The SERPM project distribution modeling plots for the Increment III development program (as presented in **Table 21-A3**) are included for reference in **Appendix 21-10**.




- Metrorail
- Metromover
- SEOPW DRI Boundaries

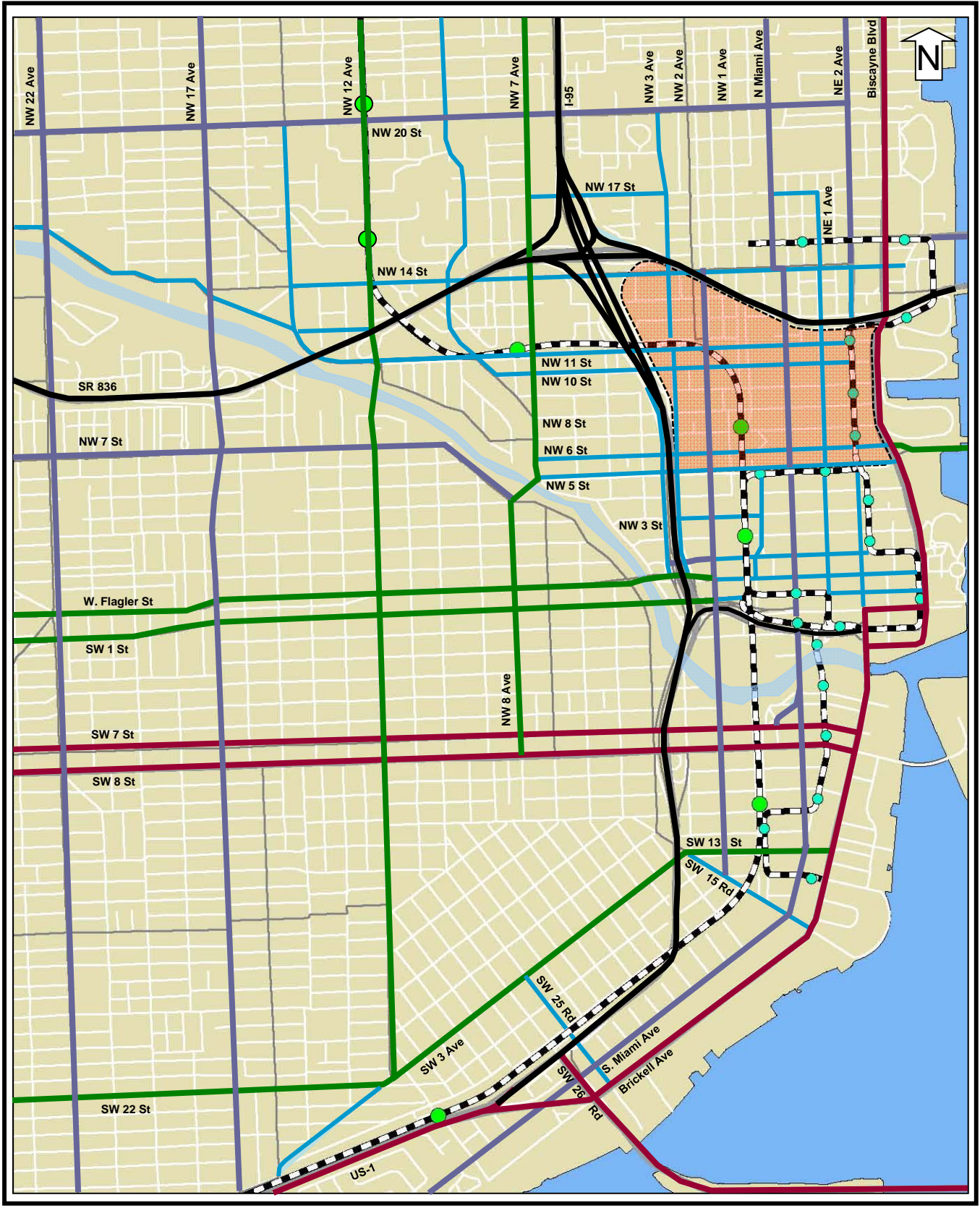
Map J-1C
 Preliminary Traffic Impact Study Area
 SEOPW DRI – Increment III











-  Metrorail
-  Metromover
-  SEOPW DRI Boundaries

 Roadways carrying Increment III project trips which are $\geq 5.0\%$ of the MSV at the Adopted LOS Standard

Map J-1D
Final Traffic Impact Study Area
SEOPW DRI – Increment III



-  Metrorail
-  Metromover
-  SEOPW DRI Boundaries

-  Florida Intrastate Highway
-  State Principal Arterial
-  State Minor Arterial
-  County Minor Arterial
-  Urban Collector

Map J-1E
 Roadway Functional Classification
 SEOPW DRI – Increment III

Source: Cathy Sweetapple & Associates

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 | | | | | |
| SR 112/ I-195 | | | | | | | | | | | |
| 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 |
| SR 25/NW/NE 36 Street | | | | | | | | | | | |
| 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 |
| NW/NE 28/29 Street | | | | | | | | | | | |
| 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% | 1/2 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 |
| NW/NE 20 Street | | | | | | | | | | | |
| 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 |
| NW/NE 14 Street/NW 13 Ter | | | | | | | | | | | |
| 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 |
| SR 836/ I-395/ MacArthur Cswy | | | | | | | | | | | |
| 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 | | | | | |
| NW/NE 11 Street | | | | | | | | | | | |
| 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 |
| NW/NE 10 Street | | | | | | | | | | | |
| 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 |
| NW/NE 9 Street | | | | | | | | | | | |
| 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 |
| NW/NE 8 Street | | | | | | | | | | | |
| 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 |
| NW/NE 7 Street | | | | | | | | | | | |
| 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 |
| NW/NE 6 Street | | | | | | | | | | | |
| 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 | | | | | |
| NW/NE 5 Street | | | | | | | | | | | |
| 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 |
| NE 4 Street | | | | | | | | | | | |
| 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 |
| NW 3 Street | | | | | | | | | | | |
| 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 |
| NW 2 Street | | | | | | | | | | | |
| 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 - EB | 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 |
| NW/NE 1 Street | | | | | | | | | | | |
| 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 |
| SR 968/West/East Flagler Street | | | | | | | | | | | |
| 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 | | | | | |
| SR 968/SW/SE 1 Street | | | | | | | | | | | |
| 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 |
| SR 90/SW/SE 7 Street | | | | | | | | | | | |
| 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 |
| SR 90/SE/SW 8 Street | | | | | | | | | | | |
| 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 |
| SR 972/SW 22 St/SW 3 Ave/13 St | | | | | | | | | | | |
| 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 |
| NW/SW 37 Avenue | | | | | | | | | | | |
| NW 25 Street to NW 21 Street | 4LD | County Minor Arterial | E*150% | 1/2 mi Tri-Rail | 0.02% | 2 | 3,400 | 1.50 | 5,100 | 0.03% | NO |
| NW 21 Street to NW 14 Street | 4LD | County Minor Arterial | E | 37 | 0.86% | 75 | 3,400 | 1.00 | 3,400 | 2.20% | NO |
| NW 14 Street to NW 7 Street | 4LD | County Minor Arterial | E | 37 | 0.09% | 8 | 3,400 | 1.00 | 3,400 | 0.23% | NO |
| NW 7 Street to W. Flagler Street | 4LD | County Minor Arterial | E | 37 | 0.08% | 7 | 3,400 | 1.00 | 3,400 | 0.20% | NO |
| W. Flagler St to Ponce De Leon Blvd | 4LD | County Minor Arterial | E | 37 | 0.20% | 17 | 3,400 | 1.00 | 3,400 | 0.51% | NO |
| Ponce De Leon Blvd to SW 8 Street | 4LD | County Minor Arterial | E | 37 | 0.06% | 5 | 3,400 | 1.00 | 3,400 | 0.15% | NO |
| SW 8 Street to SW 24 Street | 4LD | County Minor Arterial | E | 37 | 0.44% | 38 | 3,400 | 1.00 | 3,400 | 1.12% | NO |
| SW 24 Street to Bird Road | 4LD | County Minor Arterial | E | 37 | 0.43% | 37 | 3,400 | 1.00 | 3,400 | 1.10% | NO |
| Bird Road to US-1 | 4LD | County Minor Arterial | E | 37 | 0.15% | 13 | 3,400 | 1.00 | 3,400 | 0.38% | 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 | | | | | |
| | | | | | | | | | | | |
| SR 9/NW/SW 27 Avenue | | | | | | | | | | | |
| 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 |
| NW/SW 22 Avenue | | | | | | | | | | | |
| 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 |
| NW/SW 17 Avenue | | | | | | | | | | | |
| 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 |
| SR 933/NW/SW 12 Avenue | | | | | | | | | | | |
| 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 | | | | | |
| SR 7/NW/SW 7 Ave/SW 8 Ave | | | | | | | | | | | |
| 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 |
| NW 3 Court | | | | | | | | | | | |
| 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 |
| I-95 | | | | | | | | | | | |
| 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 |
| NW 3 Avenue | | | | | | | | | | | |
| 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 | | | | | |
| NW/SW 2 Avenue/NW 1 Place | | | | | | | | | | | |
| 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 |
| NW/SW 1 Avenue | | | | | | | | | | | |
| 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 | | | | | |
| N. Miami Avenue | | | | | | | | | | | |
| 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 |
| NE/SE 1 Avenue | | | | | | | | | | | |
| 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 |
| NE/SE 2 Avenue | | | | | | | | | | | |
| 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 | TWO-WAY | | | | | |
| | | | | | DIST % [5] | PM PK HR TRIPS | | | | | |
| Biscayne Blvd/US-1 | | | | | | | | | | | |
| 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 |
| Brickell Avenue/US-1 | | | | | | | | | | | |
| 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 |
| US-1 | | | | | | | | | | | |
| 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.

A-4. Existing Traffic Conditions

Existing vehicular traffic conditions have been established on study area roadways using vehicular volumes and vehicular capacities and person-trip volumes and person-trip capacities to determine if network deficiencies exist. The evaluation of existing traffic conditions has been provided for the two-way peak hour consistent with both the City of Miami and Miami-Dade County Comprehensive Plans. Existing traffic conditions have been analyzed during the peak season. The adopted LOS standards have been applied based upon roadway jurisdiction and transit service headways pursuant to Policies TR-1.1.2, TR-1.1.2.1, TR-1.1.2.2, TR-1.1.2.3, TR-1.1.3 and TR-1.1.3.2 of the City of Miami MCNP, page II-11 of the Miami-Dade County CDMP and Policy 1.1 and 1.2 from the City of Miami Beach Transportation Element. An update of the corridor volumes and the corridor capacity calculations based upon the existing transit service headways, have been performed to identify the operating level of service for each study area roadway. The existing conditions analysis has been developed using the guidelines and standards described below.

- **The PM peak hour vehicular volumes** within the study area have been established using traffic counts obtained from Miami-Dade County, FDOT and from data collected in peak season 2009 by the Applicant. All data collected has been adjusted to peak season where needed (for the PM peak hour) using seasonal adjustment factors provided by FDOT. **Map J-2A** identifies the location of the Miami-Dade County and FDOT count stations in the study area, along with the link count locations collected by the Applicant. **Maps J-2B and J-2C** identify the location of the AM and PM peak hour intersection turning movement counts collected by the Applicant. The traffic counts collected and/or used by the Applicant along with the FDOT weekly seasonal factors, weekly peak season conversion factors and axle factors are provided for reference in **Appendix 21-3**.
- **The PM peak hour person-trip volumes** within the study area are based on a vehicle occupancy factor applied to existing traffic counts to establish the estimated person-trip volumes based upon existing traffic conditions. Vehicle occupancy is currently based upon a comprehensive study performed for the City of Miami in 1989. The vehicle occupancy factor of 1.4 persons per vehicle is approved for use to determine person trips from existing vehicular traffic as demonstrated in the City's corridor methodology. The CRA and the City of Miami has performed updated vehicle occupancy counts at twelve locations within the SEOPW and downtown study areas to establish a more appropriate vehicle occupancy factor to represent the person-trip conversion from the existing vehicular traffic on the roadway system. **Table 21-A4** has been provided to summarize the results of the updated vehicle occupancy counts. **Map J-2D** illustrates the vehicle occupancy count locations and updated vehicle occupancy data for each location surveyed. See **Appendix 21-9** for the vehicle occupancy data collected and used to derive the new vehicle occupancy factor presented in **Table 21-A4**.
- **The updated vehicle occupancy factor equates to 1.22 persons per vehicle** which shall be utilized in this analysis to convert existing and projected vehicle trips to person-trips instead of the old factor of 1.4 persons per vehicle.

| 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 |
| Average | | | | 80037 | 65501 | 1.2219 |
| 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 |
| Overall Average | | | | 80037 | 65501 | 1.2219 |

- 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 21-5** also includes a calculation of the existing **Person-Trip Capacity** for each of the study roadway segments using the vehicle occupancy factor of 1.42 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 **1.42** 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

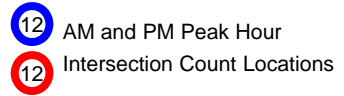
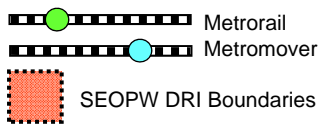
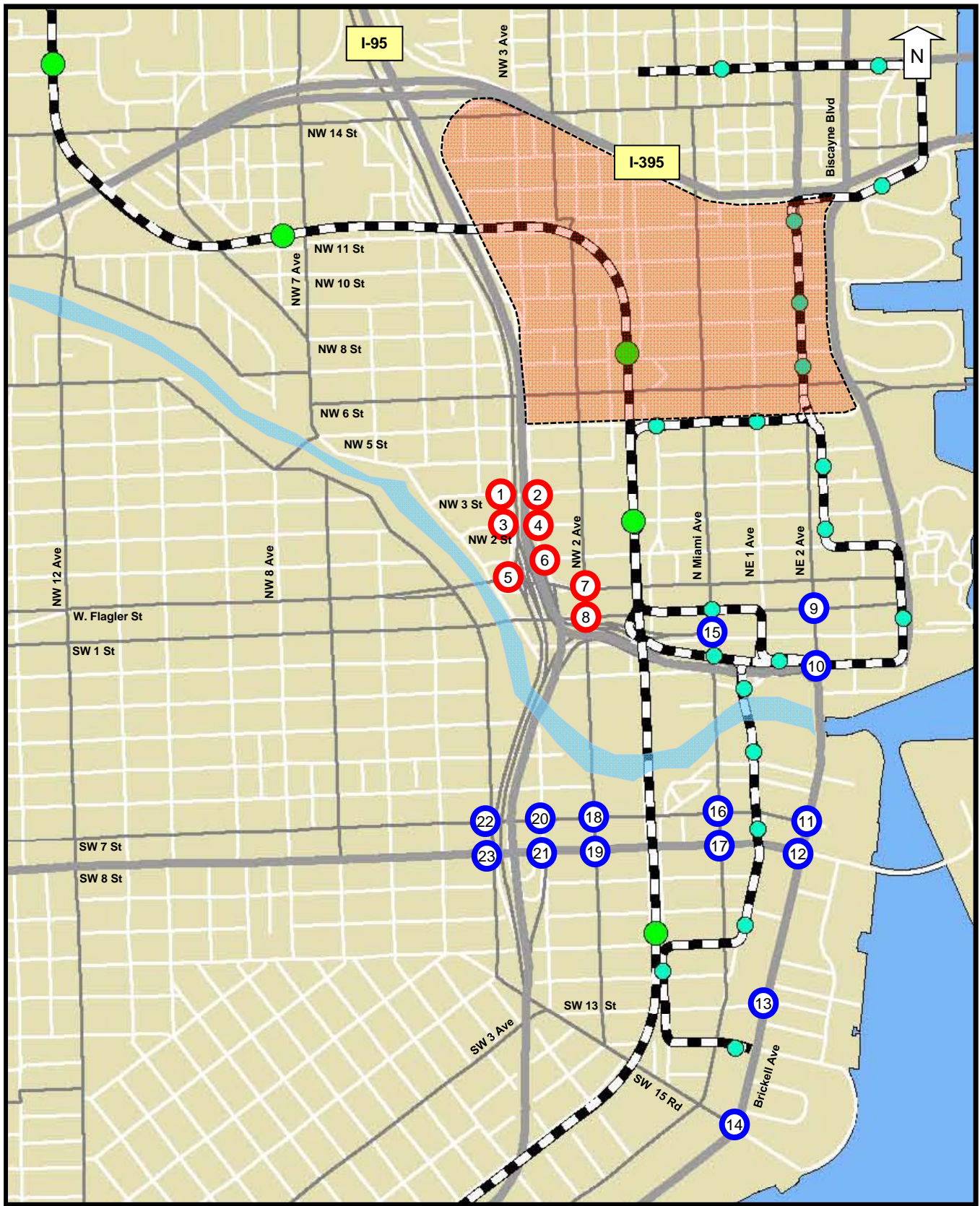
The available person-trip capacity for each corridor is based upon the following: **Person-Trip Capacity – Person-Trip Volume = Available Person-Trip Capacity**. A general level of service designation has been provided for each study corridor based upon the calculated available person trip capacity. 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*.



-  Metrorail
-  Metromover
-  SEOPW DRI Boundaries
-  9336 County Counts
-  1000 State Counts
-  Applicant Counts

Map J-2A
Link Counts - Central Study Area
SEOPW DRI - Increment III

Source: Cathy Sweetapple & Associates



Map J-2C
 Intersection Turning Movement Traffic Count Locations
 SEOPW DRI – Increment III

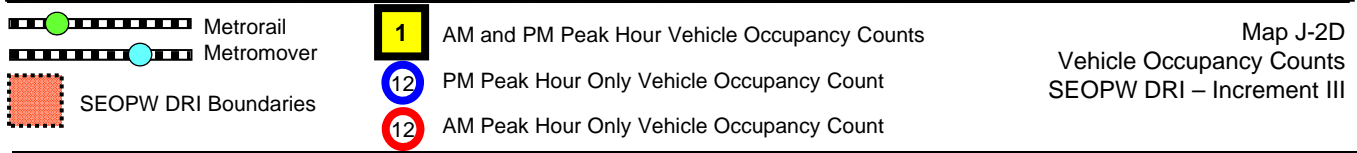
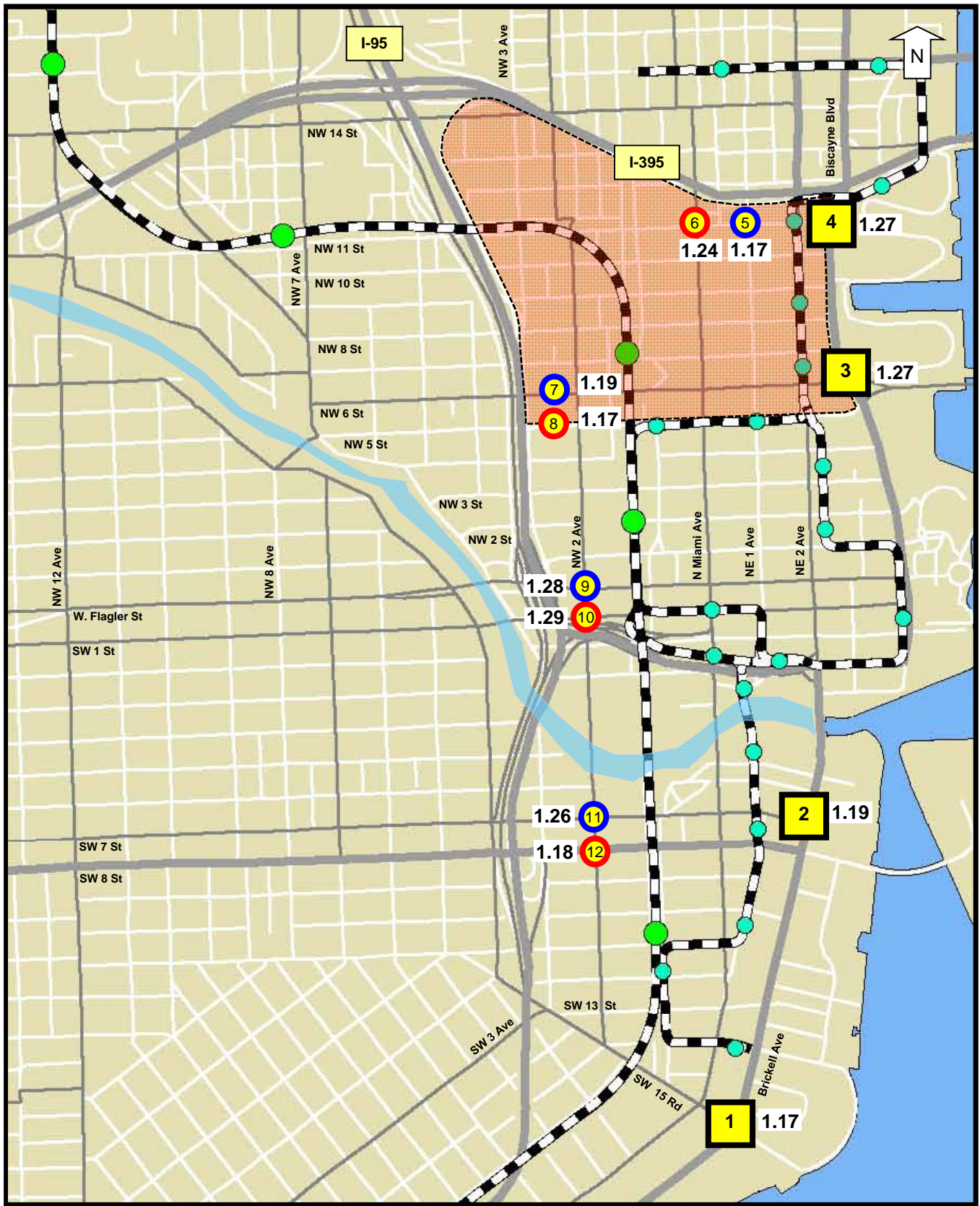


TABLE 21-A5
SEOPW DRI - INCREMENT III
EXISTING PM PEAK HOUR TRAFFIC CONDITIONS

| 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 | |
| SR 112/I-195 | | | | | | | | | | | | | | | | | |
| 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 |
| SR 25/NW/NE 36 Street | | | | | | | | | | | | | | | | | |
| 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 | 5,504 | 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 | 5,504 | 0.35 |
| 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 | 5,504 | 0.35 |
| 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 | 5,504 | 0.27 |
| 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 | 2,942 | 0.51 |
| 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 | 2,942 | 0.51 |
| 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 | 5,794 | 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 | 2,942 | 0.52 |
| 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 | 5,794 | 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 | 5,794 | 0.27 |
| NW/NE 28/29 Street | | | | | | | | | | | | | | | | | |
| 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 | 2,408 | 0.63 |
| 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 | 2,408 | 0.63 |
| 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 | 4,954 | 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 | 4,954 | 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 | 4,954 | 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 | 4,954 | 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 | 4,954 | 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 | 2,408 | 0.63 |
| NW/NE 20 Street | | | | | | | | | | | | | | | | | |
| 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 | 4,345 | 0.61 |
| 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 | 4,345 | 0.61 |
| 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 | 4,345 | 0.51 |
| 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 | 4,345 | 0.51 |
| 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 | 4,345 | 0.31 |
| 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 | 4,128 | 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 | 3,010 | 0.45 |
| 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 | 3,010 | 0.45 |

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 | 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 TRIP VIC |
| NW/NE 14 Street/NW 13 Ter | | | | | | | | | | | | | | | | | | |
| 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 | 3,962 | 0.34 | |
| 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 | 3,962 | 0.34 | |
| 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 | 5,943 | 0.21 | |
| 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 | 2,760 | 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 | 4,141 | 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 | 2,760 | 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 | 1,840 | 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 | 4,141 | 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 | 4,141 | 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 | 5,646 | 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 | 5,646 | 0.11 | |
| SR 836/ I-395/ MacArthur Cswy | | | | | | | | | | | | | | | | | | |
| 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 | |
| NW/NE 11 Street | | | | | | | | | | | | | | | | | | |
| 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 | 5,646 | 0.16 | |
| 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 | 4,141 | 0.22 | |
| 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 | 3,566 | 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 | 3,566 | 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 | 3,566 | 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 | 3,566 | 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 | 3,566 | 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 | 3,566 | 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 | 3,566 | 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 | 4,141 | 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 | 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 | |
| NW/NE 10 Street | | | | | | | | | | | | | | | | | |
| 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 | 5,383 | 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 | 5,383 | 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 | 3,566 | 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 | 3,566 | 0.04 |
| 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 | 3,566 | 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 | 3,566 | 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 | 3,566 | 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 | 3,566 | 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 | 4,141 | 0.08 |
| NW/NE 9 Street | | | | | | | | | | | | | | | | | |
| 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 | 3,010 | 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 | 3,010 | 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 | 3,010 | 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 | 3,010 | 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 | 4,515 | 0.03 |
| NW/NE 8 Street | | | | | | | | | | | | | | | | | |
| 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 | 2,760 | 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 | 2,760 | 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 | 5,646 | 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 | 2,760 | 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 | 2,760 | 0.22 |
| 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 | 2,760 | 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 | 2,760 | 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 | 2,760 | 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 | 2,760 | 0.11 |
| NW/NE 7 Street | | | | | | | | | | | | | | | | | |
| 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 | 5,214 | 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 | 5,214 | 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 | 5,214 | 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 | 5,214 | 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 | 3,010 | 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 | 6,603 | 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 | 3,010 | 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 | 3,010 | 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 | 3,010 | 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 | 3,010 | 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 | 3,010 | 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 | 3,010 | 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 | [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] 1.22 | TRIP CAPACITY [10] 1.42 | TRIP PERSON VIC | |
| NW/NE 6 Street | | | | | | | | | | | | | | | | | | |
| 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 0.25 | |
| NW/NE 5 Street | | | | | | | | | | | | | | | | | | |
| 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 0.09 | |
| NE 4 Street | | | | | | | | | | | | | | | | | | |
| 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 | 2,760 | 0.09 | |
| NW 3 Street | | | | | | | | | | | | | | | | | | |
| 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 | 3,566 | 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 | 5,646 | 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 | 5,646 | 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 | 4,141 | 0.21 | |
| 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 | 5,383 | 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 | 3,566 | 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 | 3,566 | 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 | 3,566 | 0.07 | |
| NW 2 Street | | | | | | | | | | | | | | | | | | |
| 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 | 3,911 | 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 | 3,160 | 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 | 3,160 | 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 | 3,566 | 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 | 3,566 | 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 | 3,566 | 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 | 3,566 | 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 | 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 | |
| NW/NE 1 Street | | | | | | | | | | | | | | | | | |
| 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 | 5,383 | 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 | 7,223 | 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 | 5,383 | 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 | 4,141 | 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 | 3,566 | 0.16 |
| 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 | 3,566 | 0.16 |
| 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 | 3,566 | 0.16 |
| 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 | 3,566 | 0.16 |
| SR 968/West/East Flagler Street | | | | | | | | | | | | | | | | | |
| 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 | 7,242 | 0.46 |
| 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 | 7,242 | 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 | 7,242 | 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 | 6,582 | 0.28 |
| 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 | 6,582 | 0.28 |
| 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 | 6,582 | 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 | 6,582 | 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 | 6,582 | 0.25 |
| 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 | 6,582 | 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 | 3,067 | 0.21 |
| 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 | 2,760 | 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 | 2,760 | 0.60 |
| 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 | 2,760 | 0.60 |
| 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 | 2,760 | 0.60 |
| 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 | 2,760 | 0.60 |
| 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 | 2,760 | 0.60 |
| SR 968/SW/SE 1 Street | | | | | | | | | | | | | | | | | |
| 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 | 6,582 | 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 | 6,582 | 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 | 8,793 | 0.25 |
| 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 | 6,582 | 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 | 6,582 | 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 | 6,582 | 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 | 8,793 | 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 | 5,383 | 0.16 |
| 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 | 5,383 | 0.16 |
| 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 HOUR 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 |
| SR 90/SW/SE 7 Street | | | | | | | | | | | | | | | | | | |
| 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 | 6,582 | 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 | 6,582 | 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 | 6,582 | 0.35 | |
| 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 | 6,582 | 0.35 | |
| 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 | 6,582 | 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 | 6,582 | 0.27 | |
| 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 | 6,582 | 0.23 | |
| 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 | 6,582 | 0.34 | |
| 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 | 6,582 | 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 | 6,582 | 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 | 6,582 | 0.23 | |
| SR 90/SE/SW 8 Street | | | | | | | | | | | | | | | | | | |
| 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 | 6,603 | 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 | 6,273 | 0.45 | |
| 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 | 6,603 | 0.43 | |
| 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 | 6,273 | 0.25 | |
| 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 | 5,981 | 0.26 | |
| 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 | 5,981 | 0.26 | |
| 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 | 5,981 | 0.33 | |
| 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 | 5,981 | 0.19 | |
| 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 | 5,981 | 0.26 | |
| 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 | 5,981 | 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 | 5,981 | 0.31 | |
| 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 | 5,981 | 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 | 5,981 | 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 | 5,981 | 0.19 | |
| SR 972/SW 22 St/SW 3 Ave/13 St | | | | | | | | | | | | | | | | | | |
| 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 | 5,794 | 0.61 | |
| 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 | 5,794 | 0.71 | |
| 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 | 5,794 | 0.69 | |
| 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 | 5,794 | 0.69 | |
| 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 | 7,242 | 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 | 7,242 | 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 | 7,242 | 0.21 | |
| NW/SW 37 Avenue | | | | | | | | | | | | | | | | | | |
| 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 | 5,100 | C | 0.32 | 2,014 | 7,242 | 0.28 | |
| 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 | 3,400 | C | 0.49 | 2,014 | 4,828 | 0.42 | |
| 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 | 3,400 | C | 0.61 | 2,510 | 4,828 | 0.52 | |
| 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 | 3,400 | C | 0.61 | 2,510 | 4,828 | 0.52 | |
| 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 | 3,400 | C | 0.61 | 2,510 | 4,828 | 0.52 | |
| 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 | 3,400 | C | 0.61 | 2,510 | 4,828 | 0.52 | |
| 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 | 3,400 | C | 0.61 | 2,510 | 4,828 | 0.52 | |
| 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 | 3,400 | C | 0.61 | 2,510 | 4,828 | 0.52 | |
| 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 | 3,400 | C | 0.61 | 2,510 | 4,828 | 0.52 | |

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 PERSON 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 | | | | | | |
| SR 9/NW/SW 27 Avenue | | | | | | | | | | | | | | | | | | |
| 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 | 5,794 | 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 | 8,776 | 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 | 8,776 | 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 | 8,776 | 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 | 8,776 | 0.52 | |
| 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 | 8,776 | 0.52 | |
| 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 | 8,776 | 0.52 | |
| 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 | 8,776 | 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 | 8,776 | 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 | 8,776 | 0.34 | |
| 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 | 5,794 | 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 | 5,794 | 0.37 | |
| NW/SW 22 Avenue | | | | | | | | | | | | | | | | | | |
| 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 | 5,214 | 0.51 | |
| 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 | 5,214 | 0.41 | |
| 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 | 5,214 | 0.42 | |
| 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 | 5,214 | 0.57 | |
| 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 | 5,214 | 0.57 | |
| 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 | 5,214 | 0.46 | |
| 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 | 5,214 | 0.46 | |
| 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 | 5,214 | 0.46 | |
| 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 | 5,214 | 0.37 | |
| 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 | 5,214 | 0.37 | |
| 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 | 5,214 | 0.37 | |
| 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 | 5,214 | 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 | 5,214 | 0.39 | |
| NW/SW 17 Avenue | | | | | | | | | | | | | | | | | | |
| 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 | 5,214 | 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 | 2,528 | 0.67 | |
| 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 | 2,528 | 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 | 2,528 | 0.62 | |
| 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 | 5,214 | 0.37 | |
| 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 | 5,214 | 0.48 | |
| 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 | 7,898 | 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 | 7,898 | 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 | 7,898 | 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 | 5,214 | 0.54 | |
| 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 | 5,214 | 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 | 5,214 | 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 | 5,214 | 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 | 4,345 | 0.56 | |

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 VIC | 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 | | | | |
| SR 933/NW/SW 12 Avenue | | | | | | | | | | | | | | | | | |
| 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 | 6,603 | 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 | 6,603 | 0.40 |
| 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 | 6,603 | 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 | 9,988 | 0.26 |
| NW 14 St to NW 12 Sv/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 | 6,603 | 0.37 |
| NW 12 Sv/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 | 6,603 | 0.40 |
| 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 | 7,975 | 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 | 5,018 | 0.43 |
| 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 | 5,018 | 0.43 |
| 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 | 7,975 | 0.27 |
| 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 | 5,018 | 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 | 5,018 | 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 | 5,018 | 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 | 2,576 | 0.26 |
| SR 7/NW/SW 7 Ave/SW 8 Ave | | | | | | | | | | | | | | | | | |
| 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 | 6,603 | 0.36 |
| 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 | 6,603 | 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 | 6,603 | 0.35 |
| 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 | 6,603 | 0.35 |
| 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 | 6,603 | 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 | 6,603 | 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 | 6,603 | 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 | 6,603 | 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 | 6,603 | 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 | 6,603 | 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 | 6,603 | 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 | 5,282 | 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 | 3,067 | 0.18 |
| 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 | 2,045 | 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 | 2,045 | 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 | 2,045 | 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 | 2,045 | 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 | 2,045 | 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 | 2,045 | 0.31 |
| NW 3 Court | | | | | | | | | | | | | | | | | |
| 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 | 7,223 | 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 | 7,223 | 0.12 |
| 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 | 7,223 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 0.28 |
| 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 | 5,383 | 0.15 |

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 | |
| I-95 | | | | | | | | | | | | | | | | | |
| 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 |
| NW 3 Avenue | | | | | | | | | | | | | | | | | |
| 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 | 2,208 | 0.26 |
| 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 | 2,208 | 0.20 |
| 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 | 2,208 | 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 | 2,208 | 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 | 2,208 | 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 | 2,208 | 0.25 |
| 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 | 2,760 | 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 | 2,760 | 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 | 1,656 | 0.33 |
| 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 | 3,566 | 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 | 3,566 | 0.44 |
| 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 | 5,383 | 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 | 5,383 | 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 | 3,566 | 0.35 |
| 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 | 3,566 | 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 | 3,566 | 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 | 3,566 | 0.07 |
| NW/SW 2 Avenue/NW 1 Place | | | | | | | | | | | | | | | | | |
| 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 | 2,208 | 0.40 |
| 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 | 2,208 | 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 | 2,852 | 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 | 2,852 | 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 | 2,208 | 0.18 |
| 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 | 2,208 | 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 | 2,208 | 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 | 2,760 | 0.17 |
| 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 | 2,760 | 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 | 2,760 | 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 | 2,760 | 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 | 2,760 | 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 | 4,141 | 0.18 |
| 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 | 4,141 | 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 | 4,141 | 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 | 4,141 | 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 | 4,141 | 0.26 |
| 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 | 4,141 | 0.26 |
| 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 | 4,141 | 0.29 |
| 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 | 5,943 | 0.18 |
| 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 | 5,943 | 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 | 5,943 | 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 | 5,943 | 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 | 2,760 | 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 | 2,760 | 0.47 |
| NW/SW 1 Avenue | | | | | | | | | | | | | | | | | |
| 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 | 2,760 | 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 | 2,760 | 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 | 2,760 | 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 | 2,760 | 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 | 2,760 | 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 | 5,943 | 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 | 5,943 | 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 | 5,943 | 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 | 5,943 | 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 | 5,943 | 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 | 5,943 | 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 | 4,141 | 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 | 5,646 | 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 | 4,141 | 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 | 4,141 | 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 | 4,141 | 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 | 5,383 | 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 | 5,383 | 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 | 3,566 | 0.21 |
| 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 | 3,566 | 0.21 |
| 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 | 3,566 | 0.21 |
| N. Miami Avenue | | | | | | | | | | | | | | | | | |
| 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 | 5,943 | 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 | 5,943 | 0.32 |
| 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 | 5,943 | 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 | 5,943 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 0.07 |
| 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 | 5,383 | 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 | 5,383 | 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 | 3,566 | 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 | 3,566 | 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 | 3,566 | 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 | 3,566 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 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 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 | 8,972 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 0.17 |
| NE/SE 1 Avenue | | | | | | | | | | | | | | | | | |
| 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 0.41 |
| 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 0.35 |
| 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 | 5,383 | 0.34 |
| 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 | 5,383 | 0.19 |
| 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 0.17 |
| NE/SE 2 Avenue | | | | | | | | | | | | | | | | | |
| 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 | 5,943 | 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 | 5,943 | 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 | 5,943 | 0.34 |
| 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 | 5,943 | 0.34 |
| 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 | 5,943 | 0.33 |
| 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 | 5,943 | 0.32 |
| 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 | 5,943 | 0.33 |
| 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 | 5,943 | 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 | 5,383 | 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 | 5,383 | 0.16 |
| 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 | 5,383 | 0.19 |
| 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 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 | 5,383 | 0.14 |
| 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 | 5,383 | 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 | 5,383 | 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 | 5,943 | 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 | 5,943 | 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 | 5,943 | 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 | 5,943 | 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 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 | | | | | PM PK HOUR |
| Biscayne Blvd/US-1 | | | | | | | | | | | | | | | | | | |
| 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 | 6,603 | 0.50 | |
| 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 | 6,603 | 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 | 6,603 | 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 | 6,603 | 0.48 | |
| 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 | 6,603 | 0.48 | |
| 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 | 6,603 | 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 | 6,603 | 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 | 9,968 | 0.41 | |
| 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 | 9,968 | 0.41 | |
| 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 | 11,630 | 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 | 9,968 | 0.32 | |
| 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 | 9,968 | 0.32 | |
| 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 | 9,968 | 0.32 | |
| 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 | 9,968 | 0.32 | |
| 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 | 9,968 | 0.32 | |
| 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 | 13,376 | 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 | 13,376 | 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 | 13,376 | 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 | 13,376 | 0.24 | |
| 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 | 13,376 | 0.24 | |
| 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 | 13,376 | 0.24 | |
| 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 | 13,376 | 0.24 | |
| 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 | 13,376 | 0.24 | |
| 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 | 8,026 | 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 | 5,981 | 0.24 | |
| Brickell Avenue/US-1 | | | | | | | | | | | | | | | | | | |
| 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 | 6,582 | 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 | 6,582 | 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 | 10,970 | 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 | 10,970 | 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 | 10,970 | 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 | 10,970 | 0.34 | |
| 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 | 7,242 | 0.44 | |
| 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 | 7,242 | 0.40 | |
| 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 | 7,242 | 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 | 7,242 | 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 | 7,242 | 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 | 7,242 | 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 | 7,242 | 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 | 7,242 | 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 |
| US-1 | | | | | | | | | | | | | | | | | | |
| 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 | 10,970 | 0.48 | |
| 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 | 10,970 | 0.81 | |
| 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 | 10,970 | 0.74 | |

[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 1.42 persons per vehicle. See Table 21-A4.

A-5. Planned and Programmed Improvements

The programmed transportation improvements located within the traffic impact study area have been identified from the following general sources and have been incorporated into the SEOPW DRI analysis for Increment III.

- The programmed transportation improvements from *TIP 2011 – Transportation Improvement Program, Fiscal Years 2010/2011 to 2014/2015, Metropolitan Planning Organization for the Miami Urbanized Area*, adopted June 17, 2010;
- The programmed transportation improvements from the City of Miami *Capital Improvement Program, 2008-2009 Multi-Year Capital Plan for FY 2008-2009 to 2013-2014, adopted on November 13, 2008 and incorporating adopted updates as applicable for 2010-2011*;
- The programmed transit improvements from the Miami-Dade County *Transit Development Plan FY 2011 to 2020 dated September 2010*.

Pursuant to **Rule 9J-2.045(7)(a)1.a.(IV)**, those capacity enhancements on the FHWS system (roadway or transit) which are funded for construction (or operation) within the five year work program will be incorporated into the DRI analysis. For all other roadway segments (consistent with DRI guidelines), only those capacity enhancements resulting from transportation improvements (roadway or transit) funded for construction (or operation) within the first three years of the five year work program will be incorporated into the DRI analysis.

Planned improvements have been identified using information from the Miami-Dade County MPO from the Year 2035 Long Range Transportation Plan adopted by the MPO Board on October 29, 2009.

The following has been prepared to identify the programmed and planned transportation improvements in the study area:

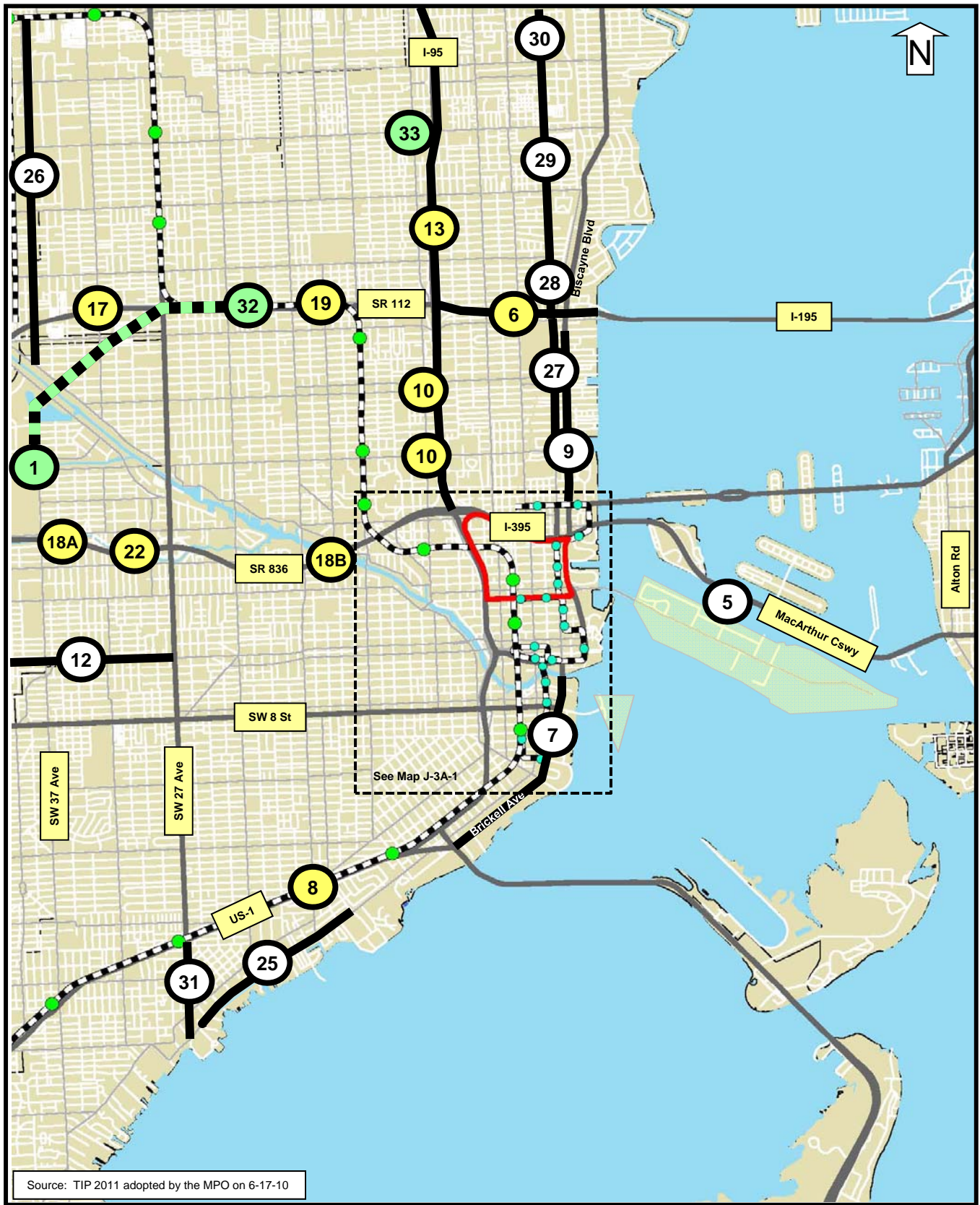
- **Table 21-A6, Maps J-3A-1 and J-3A-2** identifying programmed (funded) improvements;
- **Table 21-A7 and Map J-3B** identifying Priority II-IV planned improvements from the 2035 LRTP;
- **Tables 21-A8, 21-A9, Maps J-3C-1 and J-3C-2** identifying existing local and premium transit;
- **Table 21-A10 and Map J-3D** identifying planned transit improvements in the study area.

Funding details from TIP 2011 and the 2035 LRTP are included in **Appendix 21-4**. Transit information to document existing and programmed transit service in the study area is provided in **Appendix 21-5**.

**TABLE 21-A6 - PROGRAMMED TRANSPORTATION IMPROVEMENTS
MIAMI-DADE COUNTY TIP 2011 - FY 2011 TO FY 2015**

| 01/14/2011 | | | | | | | |
|------------------------|------------------------|--|---|------------------------------|----------------------------------|------------------------|--------------------------------------|
| TIP 2011 No. | TIP 2011 Page No. | Location | Improvement | TIP 2011 Project Phase | TIP 2011 Project Costs | TIP 2011 Year Funded | Map Ref. No. |
| DT4068002 | Section A1 Page 29 | Miami Intermodal Center From MIC Central to Station | Intermodal Hub | Construction | \$105,044,000 | 2010-2015 | Map J-3A-2 #1 |
| DT4209471 DT4209151 | Section A1 Page 30 | Miami River Greenway 5th St Bridge between I-95 to NW 12 Ave 5th St Bridge from NW 7 Ave to NW 7 St | Bike Path/Trail Bike Path/Trail | Construction Construction | \$2,340,000 \$905,000 | 2011-2012 2011-2012 | Map J-3A-1 #2 #3 |
| DT4209171 | Section A1 Page 36 | Overtown Greenway Between NW 3 Ave and NW 7 Ave | Bike Path/Trail | Construction | \$1,080,000 | 2010-2011 | Map J-3A-1 #4 |
| DT2511563 | Section A1 Page 37 | Port of Miami Tunnel From Port of Miami to SR 836/I-395 | [See Appendix 21-4 for Details] New Road Construction | Design Build Construction | \$678,754,000 \$2,650,625,050 | 2010-2015 2010-2045 | Map J-3A-2 #5 |
| DT4055781 | Section A1 Page 41 | SR 112/I-195 From I-95 to Biscayne Bay | Bridge Repair/Rehab | Construction | \$2,645,000 | 2010-2011 | Map J-3A-2 #6 |
| DT4124731 | Section A1 Page 43 | SR 5/Brickell Ave From SE 25 Rd to SE 4 St | Flexible Pavement Reconstruction | Construction | \$862,000 | 2010-2011 | Map J-3A-1 #7 |
| DT4255821 | Section A1 Page 45 | SR 5/US-1 At SW 17 Avenue | Intersection Improvement | Construction | \$383,000 | 2012-2013 | Map J-3A-2 #8 |
| DT4146241 | Section A1 Page 46 | US-1/Biscayne Blvd From NE 15 St to NW 35 Ter | Flexible Pavement Reconstruction | Construction | \$1,000,000 | 2011-2012 | Map J-3A-1 #9 |
| DT4255982 | Section A1 Page 51 | SR 7 /NW 7 Avenue From NW 6 St to NW 32 St | Intersection Improvement | Construction | \$104,000 | 2011-2012 | Map J-3A-1 #10 |
| DT2516701 | Section A1 Page 58 | SR 836/I-395/I-95 From NW 17 Ave to MacArthur Cswy Bridge | PD&E/EMO Study | PD&E | \$75,000 | 2010-2012 | Map J-3A-1 #11 |
| DT4252711 | Section A1 Page 82 | SR 968/Flagler Street From SW 72 Ave to SW 27 Ave | Safety Project | Construction | \$2,744,000 | 2012-2013 | Map J-3A-2 #12 |
| DT4154561 | Section A1 Page 95 | SR 9A/I-95 Express From N of SR 836/I-395 to Golden Glades Int | Add Special Use Lane | Construction | \$53,715,000 | 2010-2011 | Map J-3A-2 #13 |
| TR4170315 | Section A1 Page 117 | SFECC Corridor Transit Alternative Analysis | PD&E/EMO Study | PD&E | \$2,100,000 | 2010-2013 | Map J-3A-1 #14 |
| TA4276231 | Section A1 Page 124 | City of Miami Biscayne Blvd Trolley | Transit Service Demonstration | Operations | \$1,238,000 | 2010-2011 | Map J-3D #15 |
| TA4236101 | Section A1 Page 125 | City of Miami Health District Circulator to Civic Metrorail | Transit Service Demonstration | Operations | \$582,000 | 2010-2011 | Map J-3D #16 |
| XA10016 | Section A3 Page 1 | SR 112 Toll System Conversion From LeJeune Rd to I-95 | ORT Toll System Conversion | Construction | \$2,814,000 | 2011-2013 | Map J-3A-2 #17 |
| XA10017 | Section A3 Page 1 | SR 836 Toll System Conversion From NW 137 Ave to I-95 | ORT Toll System Conversion | Construction | \$7,793,000 | 2011-2014 | Map J-3A-2 #18A |
| XA11209 | Section A3 Page 2 | SR 112 Infrastructure for ORT From NW 17 Ave to NW 12 Ave | ORT Toll System Conversion | Construction | \$7,199,000 | 2010-2012 | Map J-3A-2 #19 |
| XA83608 | Section A3 Page 3 | SR 826/SR 836 Interchange SR 826 Interchange at SR 836 | New Construction and 4LD Express Lanes in Median | Construction | \$115,345,000 | 2010-2015 | Not Mapped #20 |
| XA83622 | Section A3 Page 3 | SR 836 EB Auxiliary Lane From SR 826/836 Int to NW 42 Ave | Construct an Additional Auxiliary Lane on SR 836 | Construction | \$8,604,000 | 2010-2011 | Not Mapped #21 |
| XA83624 | Section A3 Page 3 | SR 836 Infrastructure for ORT From NW 22 Ave to NW 17 Ave | ORT Toll System Conversion | Construction | \$19,499,000 | 2012-2014 | Map J-3A-2 #18B |
| XA83628 | Section A3 Page 4 | SR 836 Auxiliary Lanes From NW 27 Ave to NW 57 Ave | Construct EB and WB Auxiliary Lanes and Interchange Improvements | Engineering Planning | \$8,871,000 \$1,227,000 | 2011-2013 2010-2011 | Map J-3A-2 #22 |
| XA83630 | Section A3 Page 4 | SR 836 and NW 14 St Interchange Imp SR 836 at NW 14 St | Exit Ramp Widening | Construction | \$732,000 | 2010-2012 | Map J-3A-1 #23 |
| XA87411 | Section A3 Page 5 | SR 874/SR 826 Interchange Improvements North of SR 874/826 to South of SR 874/826 | Interchange Improvements | Construction | \$15,005,000 | 2010-2011 | Not Mapped #24 |
| PW0000106 | Section A5 Page 7 | South Bayshore Drive From Darwin St to Mercy Way | Roadway Improvements | Construction | \$640,000 | 2014-2015 | Map J-3A-2 #25 |
| PW000304a | Section A7 Page 2 | NW 37 Avenue From North River Dr to NW 79 St | Traffic Operational Improvements | Construction | \$14,797,000 | 2010-2014 | Map J-3A-2 #26 |
| PW000306a | Section A7 Page 3 | NE 2 Ave - NE 20 St to NE 36 St | Traffic Operational Improvements | Construction | \$3,945,000 | 2011-2012 | #27 |
| PW000306 | | NE 2 Ave - NE 36 St to NE 43 St | Traffic Operational Improvements | Construction | \$3,385,000 | 2011-2012 | #28 |
| PW000307 | | NE 2 Ave - NE 43 St to NE 62 St | Traffic Operational Improvements | Construction | \$9,125,000 | 2011-2013 | #29 |
| PW000308a | | NE 2 Ave - NE 62 St to W. Little River Canal | Traffic Operational Improvements | Construction | \$4,917,000 | 2011-2013 | #30 |
| PW000315b | Section A7 Page 9 | SW 27 Avenue From US-1 to Bayshore Dr | Widen from 2 to 3 lanes | Construction | \$5,000,000 | 2010-2013 | Map J-3A-2 #31 |
| TA0000029 | Section A11 Page 5 | Earlington Heights-MIC Extension From Earlington Heights to MIC | Metro-Rail Extension | Construction | \$138,697,000 | 2010-2012 | Map J-3A-2 #32 |
| TA0000038 | Section A11 Page 6 | NW 7 Ave and NW 62 St Passenger Center At NW 7 Ave and NW 62 St | Transit Hub and Activity Center | Construction | \$4,223,000 | 2010-2013 | Map J-3A-2 #33 |
| TA0000060 | Section A11 Page 8 | Flagler Max and Miami-Dade Busway Flagler Street and the Busway Corridor | Urban Corridor Transit Service | Operations | \$9,350,000 | 2010-2015 | Map J-3C #34 |
| TA0000094 | Section A11 Page 11 | Kendall Enhanced Bus Service From Dadeland North to SW 167 Ave | Bus Acquisition and Roadway Construction | Construction | \$6,714,000 | 2010-2011 | Not Mapped #35 |
| TA4204625 | Section A11 Page 17 | MDT - 95 Express From Miami-Dade to Broward Co Line | Express Bus Service | Operations | \$6,759,000 | 2012-2015 | Map J-3C #36 |

Source: TIP 2011 - FY 2011-2015 Transportation Improvement Program, Metropolitan Planning Organization for the Miami Urbanized Area, adopted June 17, 2010.



Source: TIP 2011 adopted by the MPO on 6-17-10

- Metrorail
- Metromover
- SEOPW DRI Boundaries
- Intersection, Ramp or Expressway Improvements
- Roadway Improvements
- Transit Corridor Improvements
- Transit Station Improvements

Map J-3A-2
 Programmed Transportation Improvements – TIP 2011
 SEOPW DRI – Increment III

**TABLE 21-A7 - PLANNED TRANSPORTATION IMPROVEMENTS (2015 - 2035)
2035 LONG RANGE TRANSPORTATION PLAN**

01/09/2011

| L RTP Page No. | Roadway | Limits | Improvement | Timeframe | L RTP Priority | Map J-3B Ref. No. |
|---------------------------|------------------------------------|---------------------------------------|-----------------------------------|------------------|---------------------------|------------------------------|
| 4-32 | SW 1 Street | At Miami River | Bridge Replacement | 2015-2020 | II | #1 |
| 4-32 | I-95 NB Ramp | I-95 at Turnpike/SR 826 | Add 1 auxiliary/acceleration lane | 2015-2020 | II | Not Mapped |
| 4-32 | NW 14 Street | Civic Center to Biscayne Blvd | Widen from 2 to 3 lanes | 2015-2020 | II | #2 |
| 4-34 | Downtown Port Access | I-95/NW 6 St/NW 5 St to Port of Miami | Construct NB Slip Ramp at NW 6 St | 2021-2025 | III | #3 |
| 4-34 | I-95 Managed Lanes | Golden Glades to Broward Co Line | Special Use Managed Lanes | 2021-2025 | III | Not Mapped |
| 4-34 | SR 836 | NW 12 Ave to I-95 | New Ramp to I-95 | 2021-2025 | III | #4 |
| 4-34 | Venetian Causeway Bridge | Bayshore Dr to Purdy Ave | Bridge Replacement | 2021-2025 | III | #5 |
| 4-35 | I-395 | East of I-95 to MacArthur Cswy Bridge | Major Capital Improvement | 2021-2025 | III | #6 |
| 4-35 | South Florida Rail Corridor | North of Hialeah Market to MIC | Double Tracking rest of Tri-Rail | 2026-2035 | IV | Not Mapped |
| 4-35 | SR 5/US-1/Biscayne Blvd | Biscayne Blvd at NE 5 St/Port Blvd | Expand SB Left for Trucks to Port | 2026-2035 | IV | #7 |

Source: Miami-Dade 2035 Long Range Transportation Plan adopted October 29, 2009



-  Metrorail
-  Metromover
-  SEOPW DRI Boundaries
-  LRTP 2035 PRIORITY II – 2015-2020
-  LRTP 2035 PRIORITY III – 2021-2025
-  LRTP 2035 PRIORITY IV – 2026-2035

Source: LRTP 2035 adopted by the MPO on 10-29-09

Map J-3B
 Planned Transportation Improvements – LRTP 2035
 Priorities II, III and IV
 SEOPW DRI – Increment III

Source: Cathy Sweetapple & Associates

| Metrobus Routes | [1] Service Headways AM/PM Peak in Minutes | Number of Transit Vehicles in Peak Hour | Transit Vehicle Capacity in Seats | Peak Hour Vehicle Load Factor [2] | Vehicle Capacity at Peak Load in Persons | Metrobus Route Person Capacity in Peak Hour |
|--------------------------------|---|--|--|--|---|--|
| Route 2 | 20 | 3 | 37 | 1.3 | 48 | 144 |
| Route 3 | 18 | 3 | 37 | 1.3 | 48 | 160 |
| Route 6 | 60 | 1 | 37 | 1.1 | 41 | 41 |
| Route 7 | 15 | 4 | 37 | 1.6 | 59 | 237 |
| Route 8 | 10 | 6 | 37 | 1.6 | 59 | 355 |
| Route 9 | 12 | 5 | 37 | 1.6 | 59 | 296 |
| Route 10 | 30 | 2 | 37 | 1.3 | 48 | 96 |
| Route 11 | 8 | 8 | 37 | 1.6 | 59 | 444 |
| Route 12 | 30 | 2 | 37 | 1.3 | 48 | 96 |
| Route 16 | 18 | 3 | 37 | 1.3 | 48 | 160 |
| Route 17 | 15 | 4 | 37 | 1.6 | 59 | 237 |
| Route 21 | 30 | 2 | 37 | 1.3 | 48 | 96 |
| Route 22 | 15 | 4 | 37 | 1.6 | 59 | 237 |
| Route 24 | 20 | 3 | 37 | 1.3 | 48 | 144 |
| Route 27 | 15 | 4 | 37 | 1.6 | 59 | 237 |
| Route 31 - Busway Local | 15 | 4 | 37 | 1.6 | 59 | 237 |
| Route 32 | 24 | 3 | 37 | 1.3 | 48 | 120 |
| Route 34 - Busway Flyer | 7.5 | 8 | 37 | 1.6 | 59 | 474 |
| Route 36 | 20 | 3 | 37 | 1.3 | 48 | 144 |
| Route 37 | 30 | 2 | 37 | 1.3 | 48 | 96 |
| Route 38 - Busway Max | 12 | 5 | 37 | 1.6 | 59 | 296 |
| Route 48 | 60 | 1 | 37 | 1.1 | 41 | 41 |
| Route 51 - Flagler Max | 15 | 4 | 37 | 1.6 | 59 | 237 |
| Route 62 | 10 | 6 | 37 | 1.3 | 48 | 289 |
| Route 77 | 8 | 8 | 37 | 1.6 | 59 | 444 |
| Route 93 - Biscayne Max | 18 | 3 | 37 | 1.3 | 48 | 160 |
| Route 95 D-B Express | 5 | 12 | 60 | 1.0 | 60 | 720 |
| Route 95 Golden Glades | 5 | 12 | 60 | 1.0 | 60 | 720 |
| Route 97 - 27 Ave Max | 20 | 3 | 37 | 1.3 | 48 | 144 |
| Route 103 - C | 20 | 3 | 37 | 1.3 | 48 | 144 |
| Route 110 - J | 20 | 3 | 37 | 1.3 | 48 | 144 |
| Route 113 - M | 45 | 1 | 37 | 1.1 | 41 | 54 |
| Route 119 - S | 12 | 5 | 37 | 1.6 | 59 | 296 |
| Route 120 - Beach Max | 12 | 5 | 37 | 1.3 | 48 | 241 |
| Route 150 - Airport Flyer | 30 | 2 | 37 | 1.3 | 48 | 96 |
| Routes 207/208 - Little Havana | 15 | 4 | 37 | 1.6 | 59 | 237 |
| Route 211 - Overtown | 30 | 2 | 37 | 1.3 | 48 | 96 |
| Route 238 - East-West Conn. | 40 | 2 | 37 | 1.3 | 48 | 72 |
| Route 243 - Seaport | 30 | 2 | 37 | 1.3 | 48 | 96 |
| Route 248 - Brickell Key | 20 | 3 | 37 | 1.3 | 48 | 144 |
| Route 277 - 7th Ave Max | 18 | 3 | 37 | 1.3 | 48 | 160 |

[1] Based upon Table 3-1: MDT Metrobus Route Headways (December 2009) from the September 2010 Update to the TDP.

[2] Load factors for Metrobus are detailed on page 17 of the MDT Service Planning & Scheduling Manual dated 11/2009.

Load factors vary based upon headways and type of service for the Peak Hour.

Table 21-A9 – Existing Metrorail and Metromover Person-Capacity in the Study Area

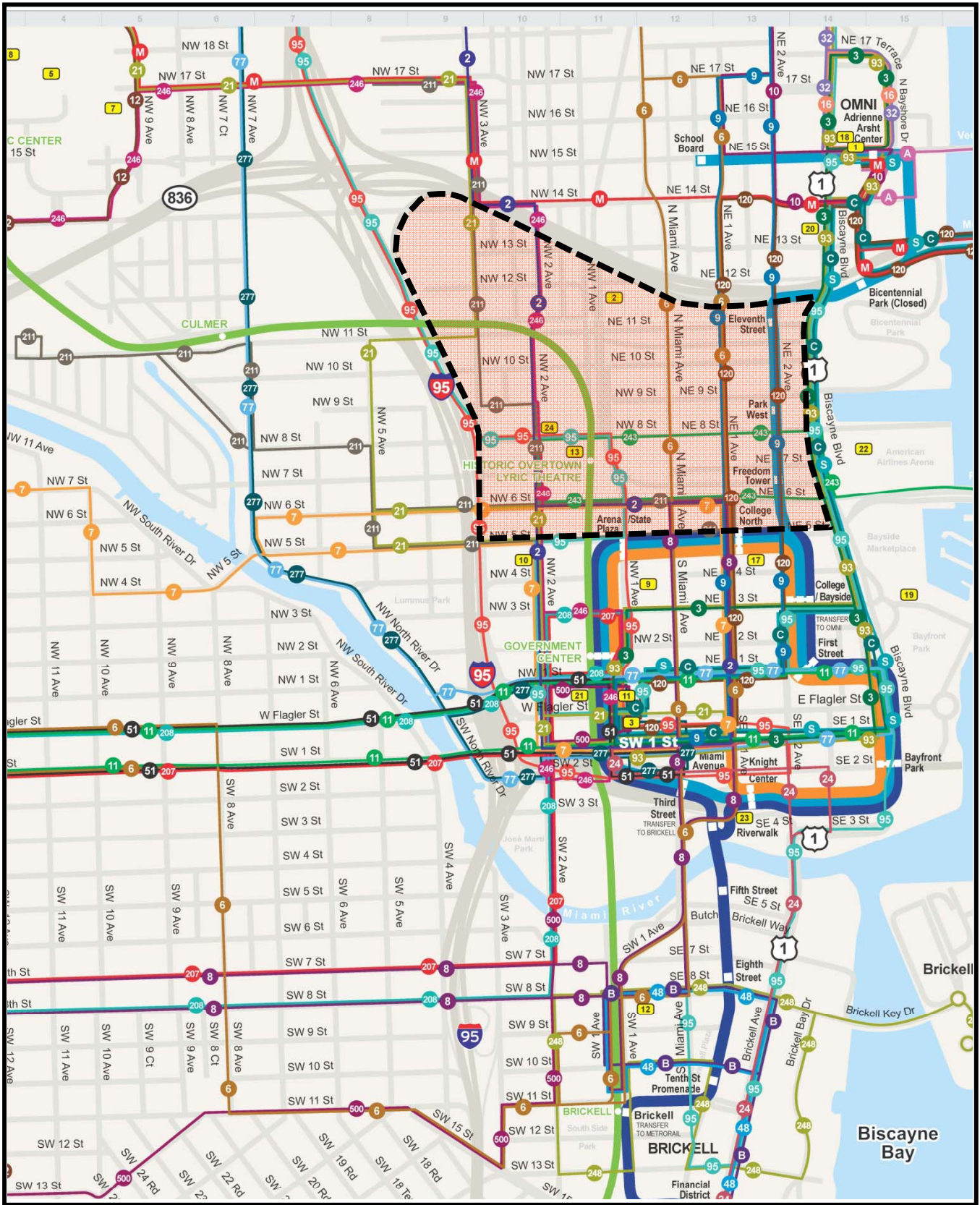
| Metrorail Stations | [1] Service Headways AM/PM Peak in Minutes | Number of 6-Car Trains in Peak Hour | 6-Car Train Capacity in Seats | Peak Hour Vehicle Load Factor [2] | Vehicle Capacity at Peak Load in Persons | Metrorail Person Capacity in Peak Hour |
|----------------------------|---|--|--------------------------------------|--|---|--|
| Earlington Heights | 7.5 | 8 | 450 | 1.45 | 653 | 5220 |
| Alapattah | 7.5 | 8 | 450 | 1.45 | 653 | 5220 |
| Santa Clara | 7.5 | 8 | 450 | 1.45 | 653 | 5220 |
| Civic Center | 7.5 | 8 | 450 | 1.45 | 653 | 5220 |
| Culmer | 7.5 | 8 | 450 | 1.45 | 653 | 5220 |
| Historic Overtown | 7.5 | 8 | 450 | 1.45 | 653 | 5220 |
| Government Center | 7.5 | 8 | 450 | 1.45 | 653 | 5220 |
| Brickell | 7.5 | 8 | 450 | 1.45 | 653 | 5220 |
| Vizcaya | 7.5 | 8 | 450 | 1.45 | 653 | 5220 |
| Coconut Grove | 7.5 | 8 | 450 | 1.45 | 653 | 5220 |
| Douglas Road | 7.5 | 8 | 450 | 1.45 | 653 | 5220 |
| Metromover Stations | [1] Service Headways AM/PM Peak in Minutes | Number of Transit Vehicles in Peak Hour | Transit Vehicle Capacity [3] | Peak Hour Vehicle Load Factor | Vehicle Capacity at Peak Load in Persons | Metromover Person Capacity in Peak Hour |
| School Board | 1.5 | 40 | 96 | 1.0 | 96 | 3840 |
| Adrienne Arsht Center | 1.5 | 40 | 96 | 1.0 | 96 | 3840 |
| Bicentennial Park | 1.5 | 40 | 96 | 1.0 | 96 | 3840 |
| Eleventh Street | 1.5 | 40 | 96 | 1.0 | 96 | 3840 |
| Park West | 1.5 | 40 | 96 | 1.0 | 96 | 3840 |
| Freedom Tower | 1.5 | 40 | 96 | 1.0 | 96 | 3840 |
| College North | 1.5 | 40 | 96 | 1.0 | 96 | 3840 |
| Arena State Plaza | 1.5 | 40 | 96 | 1.0 | 96 | 3840 |
| Government Center | 1.5 | 40 | 96 | 1.0 | 96 | 3840 |
| Third Street | 1.5 | 40 | 96 | 1.0 | 96 | 3840 |
| Riverwalk | 1.5 | 40 | 96 | 1.0 | 96 | 3840 |
| Bayfront Park | 1.5 | 40 | 96 | 1.0 | 96 | 3840 |
| First Street | 1.5 | 40 | 96 | 1.0 | 96 | 3840 |
| College/Bayside | 1.5 | 40 | 96 | 1.0 | 96 | 3840 |
| Fifth Street | 1.5 | 40 | 96 | 1.0 | 96 | 3840 |
| Eighth Street | 1.5 | 40 | 96 | 1.0 | 96 | 3840 |
| Tenth Street | 1.5 | 40 | 96 | 1.0 | 96 | 3840 |
| Brickell Station | 1.5 | 40 | 96 | 1.0 | 96 | 3840 |
| Financial District | 1.5 | 40 | 96 | 1.0 | 96 | 3840 |


[1] Based upon Table 3-1: MDT Metrobus Route Headways (December 2009) from the September 2010 Update to the TDP.




[2] Load factors for Metrorail are detailed on page 17 of the MDT Service Planning & Scheduling Manual dated 11/2009.

Load factors vary based upon headways for the Peak Hour.

[3] Metromover vehicles accommodate 88 standing and 8 seated passengers.



 SEOPW DRI Boundaries

-  Metrorail
-  Metromover
-  Metrobus Routes

Map J-3C-1
Existing Local and Premium Transit
SEOPW DRI – Increment III



- Metrorail
- Metromover
- 6 Metrobus Routes

Map J-3C-2
Existing Local and Premium Transit
SEOPW DRI – Increment III

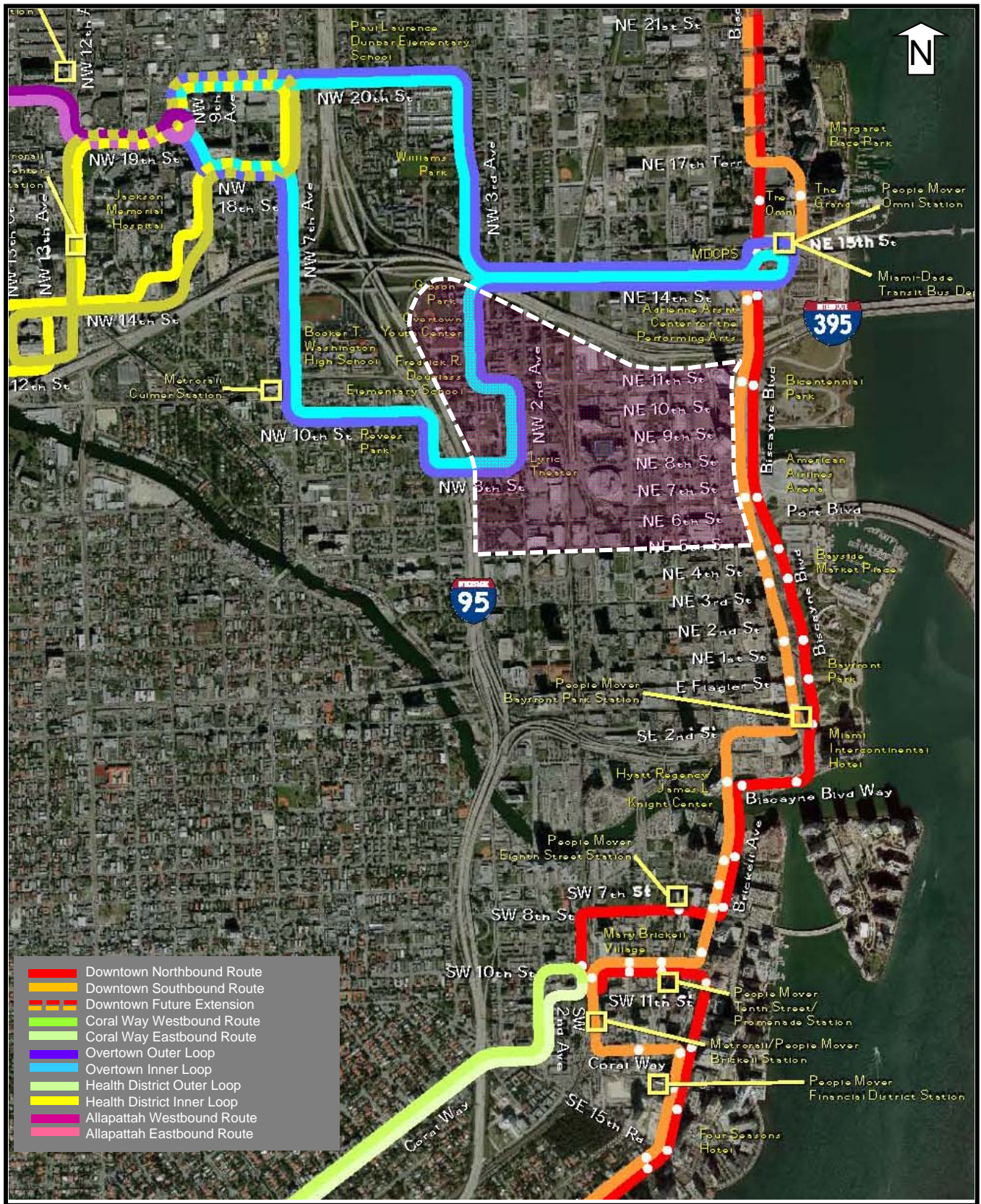
Table 21-A10 – Year 2020 Recommended Transit Service Plan Improvements in the Study Area


| Metrobus Routes | Improved Headways AM/PM Peak in Minutes | Changes in Headways or Service [1] | Number of Transit Vehicles in Peak Hour | Transit Vehicle Capacity in Seats | Peak Hour Vehicle Load Factor [2] | Vehicle Capacity at Peak Load in Persons | Metrobus Route Person Capacity in Peak Hour |
|--------------------------------|--|---|--|--|--|---|--|
| Route 2 | 20 | | 3 | 37 | 1.3 | 48 | 144 |
| Route 3 | 18 | | 3 | 37 | 1.3 | 48 | 160 |
| Route 6 | 60 | | 1 | 37 | 1.1 | 41 | 41 |
| Route 7 | 15 | | 4 | 37 | 1.6 | 59 | 237 |
| Route 8 | 10 | | 6 | 37 | 1.6 | 59 | 355 |
| Route 9 | 12 | | 5 | 37 | 1.6 | 59 | 296 |
| Route 10 | 30 | | 2 | 37 | 1.3 | 48 | 96 |
| Route 11 | 8 | | 8 | 37 | 1.6 | 59 | 444 |
| Route 12 | 30 | | 2 | 37 | 1.3 | 48 | 96 |
| Route 16 | 18 | | 3 | 37 | 1.3 | 48 | 160 |
| Route 17 | 15 | | 4 | 37 | 1.6 | 59 | 237 |
| Route 21 | 30 | | 2 | 37 | 1.3 | 48 | 96 |
| Route 22 | 15 | | 4 | 37 | 1.6 | 59 | 237 |
| Route 24 | 20 | | 3 | 37 | 1.3 | 48 | 144 |
| Route 27 | 15 | | 4 | 37 | 1.6 | 59 | 237 |
| Route 31 - Busway Local | 15 | | 4 | 37 | 1.6 | 59 | 237 |
| Route 32 | 24 | | 3 | 37 | 1.3 | 48 | 120 |
| Route 34 - Busway Flyer | 7.5 | | 8 | 37 | 1.6 | 59 | 474 |
| Route 36 | 20 | | 3 | 37 | 1.3 | 48 | 144 |
| Route 37 | 30 | | 2 | 37 | 1.3 | 48 | 96 |
| Route 38 - Busway Max | 10 | 12 to 10 min | 6 | 37 | 1.6 | 59 | 355 |
| Route 48 | 60 | | 1 | 37 | 1.1 | 41 | 41 |
| Route 51 - Flagler Max | 15 | To Rapid Bus | 4 | 37 | 1.6 | 59 | 237 |
| Route 62 | 10 | | 6 | 37 | 1.3 | 48 | 289 |
| Route 77 | 8 | | 8 | 37 | 1.6 | 59 | 444 |
| Route 93 - Biscayne Max | 12 | To Rapid Bus | 5 | 37 | 1.3 | 48 | 241 |
| Route 95 D-B Express | 5 | | 12 | 60 | 1.0 | 60 | 720 |
| Route 95 Golden Glades | 5 | | 12 | 60 | 1.0 | 60 | 720 |
| Route 97 - 27 Ave Max | 20 | To Rapid Bus | 3 | 37 | 1.3 | 48 | 144 |
| Route 103 - C | 20 | | 3 | 37 | 1.3 | 48 | 144 |
| Route 110 - J | 20 | | 3 | 37 | 1.3 | 48 | 144 |
| Route 113 - M | 45 | | 1 | 37 | 1.1 | 41 | 54 |
| Route 119 - S | 10 | 12 to 10 min | 6 | 37 | 1.6 | 59 | 355 |
| Route 120 - Beach Max | 10 | 12 to 10 min | 6 | 37 | 1.3 | 48 | 289 |
| Route 150 - Airport Flyer | 30 | | 2 | 60 | 1.3 | 78 | 156 |
| Routes 207/208 - Little Havana | 15 | | 4 | 37 | 1.6 | 59 | 237 |
| Route 211 - Overtown | 30 | | 2 | 37 | 1.3 | 48 | 96 |
| Route 238 - East-West Conn. | 40 | | 2 | 37 | 1.3 | 48 | 72 |
| Route 243 - Seaport | 30 | | 2 | 37 | 1.3 | 48 | 96 |
| Route 248 - Brickell Key | 20 | | 3 | 37 | 1.3 | 48 | 144 |
| Route 277 - 7th Ave Max | 18 | | 3 | 37 | 1.3 | 48 | 160 |

[1] Based upon Table 7-2: Recommended Service Plan Summary for Existing Transit Bus Routes (2020) from the September 2010 Update to the TDP.

[2] Load factors for Metrobus are detailed on page 17 of the MDT Service Planning & Scheduling Manual dated 11/2009.

Load factors vary based upon headways and type of service for the Peak Hour.



 SEOPW DRI Boundaries

Map J-3D
 Programmed City of Miami Trolley Service
 SEOPW DRI – Increment III

- B. Provide a projection of vehicle trips expected to be generated by this development. State all standards and assumptions used, including trip end generation rates by land use types, sources of data, modal split, persons per vehicle, etc., as appropriate. The acceptable methodology to be used for projecting trip generation (including the Florida Standard Urban Model Structure or the Institute of Transportation Engineers trip generation rates) shall be determined at the preapplication conference stage.**

The proposed Increment III development program expands development credits for residential, retail, office and hotel use and reflects the addition of a conference center. This program has been established after reviewing the sub-area master plans within the DRI boundaries and development proposals in Park West. The Increment III development program will provide entitlements to assist the Community in implementing the 2009 Amended SEOPW Redevelopment Plan, development concepts outlined for the Historic Folklife Village and Folklife District and for development proposed in Park West. **Table 21-B1** presents a summary of the proposed uses for Increment III, the net external vehicle trips for the PM peak hour and the net external person-trips for the PM peak hour calculated using the updated persons per vehicle occupancy factor of **1.22** developed using vehicle occupancy counts collected in 2009 by the CRA and the City of Miami.

| TABLE 21-B1 – Increment III Development Program | | | | | | |
|--|--------------|---------------------------------|-------------------------|------------------------|--|-------------------------------------|
| Use | Scale | Gross PM Vehicular Trips | Internal Capture | Transit Capture | Net External PM Vehicular Trips | Net External PM Person Trips |
| Townhomes | 400 DU | 187 | 19 | 8 | 160 | 195 |
| Apartments | 800 DU | 458 | 46 | 21 | 392 | 478 |
| Condominiums | 2,800 DU | 967 | 97 | 44 | 827 | 1,009 |
| Retail | 1,250,000 SF | 3,455 | 346 | 155 | 2,954 | 3,604 |
| Office | 2,300,000 SF | 2,655 | 266 | 119 | 2,270 | 2,769 |
| Conference Center | 200,000 SF | 961 | 96 | 43 | 822 | 1,002 |
| Hotel | 2,100 Rooms | 1,470 | 147 | 66 | 1,257 | 1,533 |
| Total | | 10,153 | 1,015 | 457 | 8,681 | 10,591 |

The SEOPW DRI and the adjacent downtown areas are served by an extensive mass transit system. The mixture of land uses and the true urban downtown setting for the SEOPW DRI increases the opportunity for transit and pedestrian trip modes. Project trip generation for the Increment III development program is based on the calculation of person-trips within the boundaries of the SEOPW DRI. The vehicle trips generated by Increment III will be converted to person-trips using the following procedures:

- The vehicular trip generation will be developed using ITE 8th Edition rates and formulas.
- The internalization within the SEOPW DRI will be determined using SERPM modeling.
- The trip allocations to transit modes will also be developed using SERPM modeling.
- The vehicle trips for Increment III which leave the boundaries of the SEOPW DRI project area will be calculated to determine the net external vehicle trips.
- The net external vehicle trips will be converted to person-trips using the updated persons per vehicle occupancy factor established by the Applicant using updated vehicle occupancy counts collected by the CRA and the City of Miami.

Table 21-B2 presents a summary of the internal and external AM and PM peak hour vehicle trips and person-trips for Increment III of the SEOPW DRI.

| TABLE 21-B2 – Trip Generation Summary for the DRI | | | | | | |
|---|-------------------|--------------------|-----------------|-------------------|--------------------|-----------------|
| Trip Summary | AM Inbound | AM Outbound | AM Total | PM Inbound | PM Outbound | PM Total |
| Gross Trips | 4,241 | 2,359 | 6,600 | 4,194 | 5,959 | 10,153 |
| Internalization | 424 | 236 | 660 | 419 | 596 | 1,015 |
| Transit Capture | 191 | 106 | 297 | 189 | 268 | 457 |
| Net External Vehicle Trips | 3,626 | 2,017 | 5,643 | 3,586 | 5,095 | 8,681 |
| Net External Person Trips at @ 1.22 PPV | 4,424 | 2,461 | 6,884 | 4,375 | 6,216 | 10,591 |
| Convert Transit Capture to Person Trips @ 1.22 PPV | 233 | 130 | 362 | 230 | 327 | 557 |
| Total Person Trips | 4,657 | 2,590 | 7,247 | 4,605 | 6,543 | 11,148 |

The detailed calculations of the AM and PM peak hour net external vehicle trips and person-trips for Increment III of the SEOPW DRI is provided on **Table 21-B3**.

| LAND USE | SCALE | ITE LUC | ITE 8TH ED RATE/FORMULA | AM TRIPS | % IN | TRIPS | % OUT | TRIPS |
|---|-------------------|---------|------------------------------------|--------------|------|--------------|-------|--------------|
| TOWNHOMES | 400 DU | 230 | $\ln(T) = 0.80 \ln(X) + 0.26$ | 157 | 17% | 27 | 83% | 130 |
| APARTMENTS | 800 DU | 220 | $T = 0.49(X) + 3.73$ | 396 | 20% | 79 | 80% | 317 |
| CONDOMINIUMS | 2,800 DU | 232 | $T = 0.29(X) + 28.86$ | 841 | 19% | 160 | 81% | 681 |
| RETAIL | 1,250,000 SQ. FT. | 820 | $\ln(T) = 0.59 \ln(X) + 2.32$ | 684 | 61% | 417 | 39% | 267 |
| OFFICE | 2,300,000 SQ. FT. | 710 | $\ln(T) = 0.80 \ln(X) + 1.55$ | 2,304 | 88% | 2,028 | 12% | 276 |
| CONFERENCE CENTER | 200,000 SQ. FT. | n/a | See Tables 21-B4 and 21-B5 | 811 | 88% | 714 | 12% | 97 |
| HOTEL | 2,100 ROOMS | 310 | $T = 0.67(X)$ | 1,407 | 58% | 816 | 42% | 591 |
| GROSS TOTAL VEHICLE TRIPS | | | | 6,600 | 64% | 4,241 | 36% | 2,359 |
| INTERNALIZATION | | 10.00% | Reduction of Gross Trips | 660 | 64% | 424 | 36% | 236 |
| TRANSIT REDUCTION | | 5.00% | Reduction of External Trips | 297 | 64% | 191 | 36% | 106 |
| NET EXTERNAL VEHICLE TRIPS | | | | 5,643 | 64% | 3,626 | 36% | 2,017 |
| NET EXTERNAL PERSON TRIPS IN VEHICLES | | 1.22 | Updated PPV Rate - See Table 21-A4 | 6,884 | 64% | 4,424 | 36% | 2,460 |
| NET EXTERNAL PERSON TRIPS USING TRANSIT | | 1.22 | Updated PPV Rate - See Table 21-A4 | 362 | 64% | 233 | 36% | 129 |
| NET EXTERNAL PERSON TRIPS (VEHICLES AND TRANSIT) | | | | 7,246 | 64% | 4,657 | 36% | 2,590 |
| NET EXTERNAL PERSON TRIPS WALKING/USING BICYCLES | | 1.22 | Updated PPV Rate - See Table 21-A4 | | | | | |

| LAND USE | SCALE | ITE LUC | ITE 8TH ED RATE/FORMULA | PM TRIPS | % IN | TRIPS | % OUT | TRIPS |
|---|-------------------|---------|------------------------------------|---------------|------|--------------|-------|--------------|
| TOWNHOMES | 400 DU | 230 | $\ln(T) = 0.82 \ln(X) + 0.32$ | 187 | 67% | 125 | 33% | 62 |
| APARTMENTS | 800 DU | 220 | $T = 0.55(X) + 17.65$ | 458 | 65% | 297 | 35% | 161 |
| CONDOMINIUMS | 2,800 DU | 232 | $T = 0.34(X) + 15.47$ | 967 | 62% | 600 | 38% | 367 |
| RETAIL | 1,250,000 SQ. FT. | 820 | $\ln(T) = 0.67 \ln(X) + 3.37$ | 3,455 | 49% | 1,693 | 51% | 1,762 |
| OFFICE | 2,300,000 SQ. FT. | 710 | $T = 1.12(X) + 78.81$ | 2,655 | 17% | 451 | 83% | 2,204 |
| CONFERENCE CENTER | 200,000 SQ. FT. | n/a | See Tables 21-B4 and 21-B5 | 961 | 32% | 308 | 68% | 653 |
| HOTEL | 2,100 ROOMS | 310 | $T = 0.70(X)$ | 1,470 | 49% | 720 | 51% | 750 |
| GROSS TOTAL VEHICLE TRIPS | | | | 10,153 | 41% | 4,194 | 59% | 5,959 |
| INTERNALIZATION | | 10.00% | Reduction of Gross Trips | 1,015 | 41% | 419 | 59% | 596 |
| TRANSIT REDUCTION | | 5.00% | Reduction of External Trips | 457 | 41% | 189 | 59% | 268 |
| NET EXTERNAL VEHICLE TRIPS | | | | 8,681 | 41% | 3,586 | 59% | 5,095 |
| NET EXTERNAL PERSON TRIPS IN VEHICLES | | 1.22 | Updated PPV Rate - See Table 21-A4 | 10,590 | 41% | 4,375 | 59% | 6,216 |
| NET EXTERNAL PERSON TRIPS USING TRANSIT | | 1.22 | Updated PPV Rate - See Table 21-A4 | 557 | 41% | 230 | 59% | 327 |
| NET EXTERNAL PERSON TRIPS (VEHICLES AND TRANSIT) | | | | 11,148 | 41% | 4,605 | 59% | 6,543 |
| NET EXTERNAL PERSON TRIPS WALKING/USING BICYCLES | | 1.22 | Updated PPV Rate - See Table 21-A4 | | | | | |

TABLE 21-B4 - Trip Generation for the Conference Center

12/1/2010

| CONFERENCE CENTER | SCALE | UNITS | TIME USED | TRIP RATE | AM TRIPS | % IN | TRIPS | % OUT | TRIPS |
|-------------------------------|----------------|----------------|------------------------|-----------|------------|------------|------------|------------|------------|
| Function Rooms | 40,000 | SQ. FT. | Daytime Meetings | 17.78 | 711 | 88% | 626 | 12% | 85 |
| Ballrooms | 60,000 | SQ. FT. | Nighttime - 6:30 Event | 1.67 | 100 | 88% | 88 | 12% | 12 |
| Ballroom Lobbies/Prefunction | 50,000 | SQ. FT. | Ancillary Use | 0 | 0 | 88% | 0 | 12% | 0 |
| Back of House/Kitchen/Storage | 50,000 | SQ. FT. | Ancillary Use | 0 | 0 | 88% | 0 | 12% | 0 |
| Total | 200,000 | SQ. FT. | | | 811 | 88% | 714 | 12% | 97 |
| CONFERENCE CENTER | SCALE | UNITS | TIME USED | TRIP RATE | PM TRIPS | % IN | TRIPS | % OUT | TRIPS |
| Function Rooms | 40,000 | SQ. FT. | Daytime Meetings | 17.78 | 711 | 12% | 85 | 88% | 626 |
| Ballrooms | 60,000 | SQ. FT. | Nighttime - 6:30 Event | 4.17 | 250 | 90% | 225 | 10% | 25 |
| Ballroom Lobbies/Prefunction | 50,000 | SQ. FT. | Ancillary Use | 0 | 0 | 90% | 0 | 10% | 0 |
| Back of House/Kitchen/Storage | 50,000 | SQ. FT. | Ancillary Use | 0 | 0 | 12% | 0 | 88% | 0 |
| Total | 200,000 | SQ. FT. | | | 961 | 32% | 310 | 68% | 651 |

TABLE 21-B5 - Trip Generation Assumptions for the Conference Center

12/1/2010

| Conference Center | Scale in SF | SF/Person | Persons | PPV | One Way Trips | % in Pk Hr | In % | AM In Trips | Out % | AM Out Trips | AM Total | AM Rate |
|-------------------------------|----------------|-----------|---------|-----|---------------|------------|------|-------------|-------|--------------|----------|---------|
| Function Rooms | 40,000 | 30 | 1333 | 1.5 | 889 | 80% | 88% | 626 | 12% | 85 | 711 | 17.78 |
| Ballrooms | 60,000 | 30 | 2000 | 2.0 | 1000 | 10% | 88% | 88 | 12% | 12 | 100 | 1.67 |
| Ballroom Lobbies/Prefunction | 50,000 | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Back of House/Kitchen/Storage | 50,000 | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Total | 200,000 | | | | | | | | | | | |
| Conference Center | Scale in SF | SF/Person | Persons | PPV | One Way Trips | % in Pk Hr | In % | PM In Trips | Out % | PM Out Trips | PM Total | PM Rate |
| Function Rooms | 40,000 | 30 | 1333 | 1.5 | 889 | 80% | 12% | 85 | 88% | 626 | 711 | 17.78 |
| Ballrooms | 60,000 | 30 | 2000 | 2.0 | 1000 | 25% | 90% | 225 | 10% | 25 | 250 | 4.17 |
| Ballroom Lobbies/Prefunction | 50,000 | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Back of House/Kitchen/Storage | 50,000 | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Total | 200,000 | | | | | | | | | | | |

C. Estimate the internal/external split for the generated trips at the end of each phase of development as identified in (B) above. Use the format below and include a discussion of what aspects of the development (i.e., provision of on-site shopping and recreation facilities, on-site employment opportunities, etc.) will account for this internal/external split. Provide supporting documentation showing how splits were estimated, such as the results of the Florida Standard Urban Transportation Model Structure (FSUTMS) model application. Describe the extent to which the proposed design and land use mix will foster a more cohesive, internally supported project

C-1. Internal Trip Reduction

Internalization within the DRI boundary has been established using SERPM Modeling. The model based internalization for each of the project zones has been further verified using the ITE Multi-Use Development Trip Generation and Internal Capture Summary Worksheet which is presented in **Table 21-C1**. A summary of the internal and external trip assignments from the SERPM model is provided in **Table 21-C2**. The internalization, transit and pedestrian reduction used for Increment III of the SEOPW DRI is provided below:

- Internalization = 10%
- Transit and Pedestrian Reduction = 5%

C-2. Pass-by Capture and Trip Reduction Rate

Pass-by capture was not applied to the retail components of the SEOPW DRI.

Table 21-C1 - Multi-Use Development Trip Generation and Internal Capture Summary Worksheet

| | | | | |
|-----------------|-------------------------|--|------------------------|---------------------------|
| Analyst Date | Sweetapple 1/10/2011 | | Project Time Period | SEOPW DRI PM Peak Hour |
|-----------------|-------------------------|--|------------------------|---------------------------|

| | LAND USE A Residential ITE LU Code 220 - 230 - 232 Size 400 TH, 800 APT, 2800 CONDO | | LAND USE B Retail ITE LU Code 820 Size 1250000 SF | | |
|------------------|--|----------|--|--|---------------------|
| Exit to External | | 5% 51 | 5% 88 | | Exit to External |
| 508 | | Demand | Demand | | 1,652 |
| | | Balanced | Balanced | | |
| Enter | 1,022 | 5% 30 | 5% 85 | | Enter from External |
| 140 | 882 | Demand | Demand | | 1,541 |
| 82 | | Balanced | Balanced | | |
| Exit | 590 | 5% 38 | 5% 23 | | Exit |
| 508 | | Demand | Demand | | 1,652 |
| | | Balanced | Balanced | | |
| Total | 1,612 | 5% 88 | 5% 110 | | Total |
| 221 | | Demand | Demand | | 3,455 |
| 1,391 | | Balanced | Balanced | | 261 |
| | | Demand | Demand | | 3,194 |
| % | 100% | % | % | | % |
| | 13.73% | | 7.57% | | 92.43% |
| | 86.27% | | | | |

| | LAND USE C Hotel ITE LU Code 310 Size 2100 rooms | | LAND USE D Office ITE LU Code 710 Size 2300000 SF | | |
|------------------|---|----------|--|--|---------------------|
| Exit to External | | 5% 36 | 5% 110 | | Exit to External |
| 652 | | Demand | Demand | | 383 |
| | | Balanced | Balanced | | |
| Enter | 720 | 5% 38 | 5% 23 | | Enter from External |
| 102 | 619 | Demand | Demand | | 2,032 |
| 98 | | Balanced | Balanced | | 586 |
| Exit | 750 | 5% 51 | 5% 110 | | Exit |
| 652 | | Demand | Demand | | 2,032 |
| | | Balanced | Balanced | | |
| Total | 1,470 | 5% 110 | 5% 23 | | Total |
| 199 | | Demand | Demand | | 2,655 |
| 1,271 | | Balanced | Balanced | | 240 |
| | | Demand | Demand | | 2,415 |
| % | 100% | % | % | | % |
| | 13.54% | | 9.02% | | 90.98% |
| | 86.46% | | | | |

| Net External Trips for Multi-Use Developments | | | | | | |
|---|-------------|------------|------------|------------|--------------|------------------|
| | LAND USE A | LAND USE B | LAND USE C | LAND USE D | Land Use E | Total |
| Enter | 882 | 1,541 | 619 | 383 | 279 | 3,704 |
| Exit | 508 | 1,652 | 652 | 2,032 | 586 | 5,431 |
| Total | 1,391 | 3,194 | 1,271 | 2,415 | 865 | 9,136 |
| Single Use | 1,612 | 3,455 | 1,470 | 2,655 | 961 | 10,153 |
| | Residential | Retail | Hotel | Office | Conf. Center | INTERNAL CAPTURE |
| | | | | | | 10.02% |

| Table 21-C2 - Internal and External Trip Assignments from the SERPM 2020 Model Run | | | | | | | | | | |
|--|------------------------------|----------------------------------|-----------------------------------|----------------------------------|-----------------------------------|----------------------------------|-----------------------------------|----------------------------|-----------------------------|-------------------------|
| Old MPO TAZ Number | New Zones for Inc. III | Connector 1 Daily Trips In | Connector 1 Daily Trips Out | Connector 2 Daily Trips In | Connector 2 Daily Trips Out | Connector 3 Daily Trips In | Connector 3 Daily Trips Out | Total Daily Trips In | Total Daily Trips Out | SERPM Daily Total |
| 513 | 4171 | 1,984 | 948 | 3,261 | 3,166 | 1,021 | 2,126 | 6,266 | 6,240 | 12,506 |
| 514 | 4172 | 1,743 | 2,144 | 3,627 | 3,229 | | | 5,370 | 5,373 | 10,743 |
| 515 | 4173 | 213 | 4 | 10 | 327 | 4,724 | 4,613 | 4,947 | 4,944 | 9,891 |
| 517 | 4174 | 7,046 | 9,287 | 5,863 | 8,042 | | | 12,909 | 17,329 | 30,238 |
| 518 | 4175 | 676 | 371 | 1,158 | 1,508 | 1,101 | 1,048 | 2,935 | 2,927 | 5,862 |
| 519 | 4176 | 1,660 | 631 | 1,254 | 2,274 | | | 2,914 | 2,905 | 5,819 |
| | Total | 13,322 | 13,385 | 15,173 | 18,546 | 6,846 | 7,787 | 35,341 | 39,718 | 75,059 |
| Internalization of SERPM Gross Trips | | | | | | | | | 10.0% | 7,506 |
| Transit Reduction of External Trips | | | | | | | | | 5.0% | 3,378 |
| Net External Trips | | | | | | | | | 85.5% | 64,175 |
| Comparative Daily ITE Gross Trips | | | | | | | | | 100.0% | 91,001 |
| Internalization of Gross Trips | | | | | | | | | 10.0% | 9,100 |
| Transit Reduction of External Trips | | | | | | | | | 5.0% | 4,095 |
| Net External Trips | | | | | | | | | 85.5% | 77,806 |

Table 21-C3 and Table 21-C4 provides a tabular summary of the AM and PM peak hour internalization and transit capture achieved using the SERPM modeling and the ITE Multi-Use Development spreadsheets. The summaries provided below are for vehicle trips.

| Table 21-C3 – AM Peak Hour Internalization Summary | | | | | | |
|--|----------------------|-------------------------|-----------------------------|---------------------------|-------------------------|------------------------------|
| Development Program Land Use | ITE Land Use Code | Scale of Development | Gross AM Peak Hour Trips | Internal Capture @ 10% | Transit Capture @ 5% | Net External AM Peak Hour |
| Townhomes | 230 | 400 DU | 157 | 16 | 7 | 134 |
| Apartments | 220 | 800 DU | 396 | 40 | 18 | 339 |
| Condominiums | 232 | 2,800 DU | 841 | 84 | 38 | 719 |
| Retail | 820 | 1,250,000 SF | 684 | 68 | 31 | 585 |
| Office | 710 | 2,300,000 SF | 2,304 | 230 | 104 | 1,970 |
| Conference Center | n/a | 200,000 SF | 811 | 81 | 36 | 693 |
| Hotel | 310 | 2,100 Rms | 1,407 | 141 | 63 | 1,203 |
| TOTAL | | | 6,600 | 660 | 297 | 5,643 |

| Table 21-C4 – PM Peak Hour Internalization Summary | | | | | | |
|--|----------------------|-------------------------|-----------------------------|---------------------------|-------------------------|------------------------------|
| Development Program Land Use | ITE Land Use Code | Scale of Development | Gross PM Peak Hour Trips | Internal Capture @ 10% | Transit Capture @ 5% | Net External PM Peak Hour |
| Townhomes | 230 | 400 DU | 187 | 19 | 8 | 160 |
| Apartments | 220 | 800 DU | 458 | 46 | 21 | 392 |
| Condominiums | 232 | 2,800 DU | 967 | 97 | 44 | 827 |
| Retail | 820 | 1,250,000 SF | 3,455 | 346 | 155 | 2,954 |
| Office | 710 | 2,300,000 SF | 2,655 | 266 | 119 | 2,270 |
| Conference Center | n/a | 200,000 SF | 961 | 96 | 43 | 822 |
| Hotel | 310 | 2,100 Rms | 1,470 | 147 | 66 | 1,257 |
| TOTAL | | | 10,153 | 1,015 | 457 | 8,681 |

- D. Provide a projection of total peak hour directional traffic, with the DRI, on the highway network within the study area at the end of each phase of development. If these projections are based on a validated FSUTMS, state the source, date and network of the model and of the TAZ projections. If no standard model is available or some other model or procedure is used, describe it in detail and include documentation showing its validity. Describe the procedure used to estimate and distribute traffic with full DRI development in subzones at buildout and at interim phase-end years. These assignments may reflect the effects of any new road or improvements which are programmed in adopted capital improvements programs and/or comprehensive plans to be constructed during DRI construction; however, the inclusion of such roads should be clearly identified. Show these link projections on maps or tables of the study area network, one map or table for each phase-end year. Describe how these conclusions were reached.

The traffic forecasting approach for Increment III of the SEOPW DRI includes an overview of the background and committed development analyses, the future traffic conditions analysis and the traffic assignment procedure used to establish project distribution on the study area roadway network. Discussions related to the calculation of background growth, the evaluation of committed developments, the traffic assignment approach and project distribution are provided in this section.

D-1. Background Traffic Growth

Historical growth for the study area roadway network was calculated in accordance with recommended FDOT procedures using modeling. Model derived growth rates were calculated using the 2005 and 2035 SERPM model outputs for the roadway network within the DRI study area. A linear growth rate was calculated for each roadway segment by comparing the 2005 and 2035 model outputs. See **Appendix 21-6** for the 2005 and 2035 bi-directional daily model outputs for each portion of the study area. A study area growth rate was then calculated for the collector and arterial roadways, with individual growth rates calculated for each of the FIHS facilities. **Table 21-D1** presents the growth rates based on the SERPM Model runs for 2005 and 2035. The results are summarized below:

- The growth rate for the East-West collector and arterial roadways is 1.12%;
- The growth rate for the North-South collector and arterial roadways is 1.16%;
- The overall growth rate for the collector and arterial roadways is 1.15%;
- The growth rate for SR 112/I-195 is 0.48%;
- The growth rate for SR 836/I-395/MacArthur Causeway is 0.46%;
- The growth rate for I-95 is 0.80%.

Consistent with accepted DRI practices, half of the model derived growth rates will be used in the analysis to project future background traffic, where the addition of committed development traffic is layered onto future background traffic. Adjustments to the model derived growth rates have been made based upon the layering of committed development traffic in the analysis of future background traffic conditions. The adjusted growth rates are provided below:

- Half of the overall growth rate for the collector and arterial roadways is 0.58%.
- Half of the growth rate for SR 112/I-195 is 0.24%;
- Half of the growth rate for SR 836/I-395/MacArthur Causeway is 0.23%;
- Half of the growth rate for I-95 is 0.40%.

D-2. Committed Development Traffic

Committed development traffic has been established using the specific development information supplied by the City of Miami within and surrounding the study area. Committed projects which have been granted approvals and which have paid their development fees have been incorporated into the DRI analysis consistent with the South Florida Regional Planning Council's *General Guidelines for the DRI Transportation Section*. Unbuilt projects in the study area anticipated to generate at least 400 net external PM peak hour trips have been considered as significant, and their impacts have been included in the DRI transportation analysis. If the trip distribution for each committed development is not available through recent traffic studies, the cardinal distributions for the committed development TAZ will be used to determine the committed development trip distribution percentages onto the roadway system. Committed developments include the unbuilt entitlements from Increment II of the SEOPW DRI and Increment II of the Downtown Miami DRI (see **Map J-4A**). **Table 21-D2** reflects the net external AM and PM peak hour vehicle and person-trip generation calculations for the unbuilt portions of the SEOPW DRI. **Table 21-D3** reflects the net external AM and PM peak hour person-trip generation calculations for the unbuilt portions of the Downtown Miami DRI. **Table 21-D4** presents the assignment of the committed development trips onto the study area roadways. The assignment of unbuilt Increment II trips for the SEOPW DRI and the Downtown Miami DRI is based upon the trip distributions used for each of the prior approvals. Committed development information is provided in **Appendix 21-7**.

The committed development trips from **Table 21-D4** have been added to the existing plus background link volumes in **Table 21-D5** to estimate future background plus committed development traffic conditions for the 2020 buildout year for the Increment III development program. Future background growth reflects of the use of the adjusted growth rates listed above, where existing traffic has been grown to the Year 2020. The growth rates have been applied for the following timeframes based upon the dates the traffic data was collected:

- 2007 counts reflect 13 years of growth to the Year 2020
- 2008 counts reflect 12 years of growth to the Year 2020
- 2009 counts reflect 11 years of growth to the Year 2020
- 2010 counts reflect 10 years of growth to the Year 2020.

D-3. Traffic Modeling Approach and Modeling Refinement

Transportation modeling using SERPM was used to determine the project distribution and assignment of the SEOPW DRI Increment III development program. The modeling process included zonal data modifications, SERPM modeling refinement and several select zone analyses to determine project trip distribution and assignment onto the roadway network. Zonal data modifications and modeling refinement was performed to insure that the six traffic analysis zones (TAZs) within the DRI boundaries accounted for existing development and development approved in Increments I and II. The proposed development program for Increment III was then coded into six new TAZs which were located within the DRI in the areas that are most likely to redevelop based upon existing CRA and Downtown plans. The zonal data modifications and modeling refinements were prepared to create modeling outputs and project distribution for the year 2020 buildout year for the Increment III development program. The following maps and tables have been prepared to support the modeling effort.

- **Map J-5A** illustrates the location of the existing TAZs superimposed upon the proposed redevelopment areas for Increment III.
- **Map J-5B** illustrates the location of the existing TAZs using the SERPM modeling network.
- **Map J-5C** illustrates the SERPM project distribution percentages for the Increment III development program for the area encompassing of the DRI boundary.
- **Map J-5D** illustrates the DRI project distribution for a portion of the regional study area.
- **Map J-5E** illustrates the DRI project distribution at the edges of the DRI to demonstrate that 100% of the project distribution has been accounted for in the modeling analysis.
- **Map J-5F** reflects a 3 page SERPM modeling plot illustrating the DRI project distribution on roadways located within the DRI boundaries, and extending outward to NW/NE 17 Street on the north and SW/SE 8 Street on the south. The roadway network used by the SERPM model is based upon the 2035 LRTP for Miami-Dade County.
- **Table 21-D6** represents the zonal data modifications to ensure that the modeling effort accurately accounts for existing development, built projects from Increments I and II, unbuilt projects from Increment II and the proposed development program for Increment III. The zonal data reflects the estimated 2020 future background modeling data for the existing project TAZs, and the proposed 2020 modeling data for the Increment III development program for the six new project TAZs.

D-4 DRI Project Traffic and Total Traffic Conditions

Select zone analyses using the SERPM model were performed to determine project distribution and trip assignment for the Increment III project trips for the SEOPW DRI as explained in **Section D-3**. The trip distribution for Increment III is depicted on the SERPM network as reflected on **Map J-5F** and on the twelve additional pages of modeling plots included in **Appendix 21-10** covering all of the study area roadways. The project distribution percentages were applied to the net external vehicular and person-trips for the SEOPW DRI – Increment III to derive the link-by-link vehicle trips and the link by link person-trips. The assignment of the PM peak hour vehicle trips for the DRI was provided in **Table 21-A3** and is again provided in **Table 21-D7** as part of the estimate of year 2020 total traffic conditions.

The net external Increment III vehicle trips and person-trips for the SEOPW DRI were added to the future background plus committed development traffic in **Table 21-D7**. The future volumes were compared to the future capacities to determine future levels of service. The ratio of project traffic to maximum service volume was calculated to determine the significance of project traffic, to determine if the Increment III DRI person-trips (or vehicular trips as applicable) would significantly impact (by 5.0% of capacity) any state or regionally significant roadway operating below the adopted level of service standard.

| TABLE 21-D1 - Traffic Growth Rate Calculations using the SERPM 2005 and 2035 Model Runs | | | | |
|--|------------|---|---|------------------------|
| ROADWAY | DIR | 2005 SERPM Model Daily Volumes | 2035 SERPM Model Daily Volumes | Growth Rate |
| SR 112/ I-195 | | | | |
| Okeechobee Road to NW 27 Avenue | E/W | 120,760 | 138,284 | 0.45% |
| NW 27 Avenue to NW 22 Avenue | E/W | 136,446 | 144,015 | 0.18% |
| NW 22 Avenue to I-95 | E/W | 139,919 | 133,877 | -0.15% |
| I-95 to N. Miami Avenue | E/W | 125,733 | 149,496 | 0.58% |
| N. Miami Avenue to Biscayne Blvd | E/W | 100,814 | 130,252 | 0.86% |
| Biscayne Blvd to Alton Road | E/W | 115,654 | 158,225 | 1.05% |
| | | 739,326 | 854,149 | 0.48% |
| SR 25/NW/NE 36 Street | | | | |
| NW 37 Avenue to NW 27 Avenue | E/W | 8,396 | 19,205 | 2.80% |
| NW 27 Avenue to NW 17 Avenue | E/W | 6,046 | 22,340 | 4.45% |
| NW 17 Avenue to NW 7 Avenue | E/W | 12,468 | 26,034 | 2.48% |
| NW 7 Avenue to N. Miami Avenue | E/W | 9,293 | 20,483 | 2.67% |
| N. Miami Avenue to Biscayne Blvd | E/W | 17,356 | 23,222 | 0.98% |
| | | 53,559 | 111,284 | 2.47% |
| NW/NE 28/29 Street | | | | |
| NW 27 Avenue to NW 22 Avenue | E/W | 11,935 | 13,697 | 0.46% |
| NW 22 Avenue to NW 17 Avenue | E/W | 11,126 | 13,234 | 0.58% |
| NW 17 Avenue to NW 7 Avenue | E/W | 14,021 | 20,618 | 1.29% |
| NW 7 Avenue to N. Miami Avenue | E/W | 18,689 | 23,129 | 0.71% |
| N. Miami Avenue to Biscayne Blvd | E/W | 12,054 | 22,928 | 2.17% |
| | | 67,825 | 93,606 | 1.08% |
| NW/NE 20 Street | | | | |
| NW 27 Avenue to NW 17 Avenue | E/W | 18,644 | 25,448 | 1.04% |
| NW 22 Avenue to NW 17 Avenue | E/W | 25,398 | 31,417 | 0.71% |
| NW 17 Avenue to NW 12 Avenue | E/W | 22,238 | 30,590 | 1.07% |
| NW 12 Avenue to NW 7 Avenue | E/W | 18,407 | 29,036 | 1.53% |
| NW 7 Avenue to N. Miami Avenue | E/W | 14,594 | 23,470 | 1.60% |
| N. Miami Avenue to NE 2 Avenue | E/W | 6,930 | 11,583 | 1.73% |
| NE 2 Avenue to Biscayne Blvd | E/W | 8,330 | 10,688 | 0.83% |
| | | 114,541 | 162,232 | 1.17% |
| NW/NE 14 Street | | | | |
| NW 17 Avenue to NW 14 Avenue | E/W | 14,982 | 16,152 | 0.25% |
| NW 14 Avenue to NW 12 Avenue | E/W | 17,110 | 25,017 | 1.27% |
| NW 12 Avenue to NW 10 Avenue | E/W | 19,252 | 28,502 | 1.32% |
| NW 10 Avenue to NW 7 Avenue | E/W | 9,189 | 14,162 | 1.45% |
| NW 7 Avenue to NW 3 Avenue | E/W | 3,558 | 4,638 | 0.89% |
| NW 3 Avenue to NW 2 Avenue | E/W | 4,372 | 5,843 | 0.97% |
| NW 2 Avenue to NW 1 Avenue | E/W | 5,319 | 7,610 | 1.20% |
| NW 1 Avenue to N. Miami Avenue | E/W | 7,061 | 9,468 | 0.98% |
| N. Miami Avenue to NE 1 Avenue | E/W | 6,709 | 7,911 | 0.55% |
| NE 1 Avenue to NE 2 Avenue | E/W | 6,456 | 8,630 | 0.97% |
| NE 2 Avenue to Biscayne Blvd | E/W | 4,886 | 6,163 | 0.78% |
| Biscayne Blvd to Bayshore Drive | E/W | 23,584 | 29,984 | 0.80% |
| | | 122,478 | 164,080 | 0.98% |

| TABLE 21-D1 - Traffic Growth Rate Calculations using the SERPM 2005 and 2035 Model Runs | | | | |
|--|------------|---|---|------------------------|
| ROADWAY | DIR | 2005 SERPM Model Daily Volumes | 2035 SERPM Model Daily Volumes | Growth Rate |
| SR 836/ I-395 | | | | |
| NW 107 Avenue to NW 87 Avenue | E/W | 130,045 | 181,197 | 1.11% |
| NW 87 Avenue to SR 826 | E/W | 122,444 | 136,069 | 0.35% |
| SR 826 to NW 57 Avenue | E/W | 202,691 | 232,770 | 0.46% |
| NW 57 Avenue to NW 42 Avenue | E/W | 190,613 | 221,620 | 0.50% |
| NW 42 Avenue to NW 37 Avenue | E/W | 172,597 | 176,568 | 0.08% |
| NW 37 Avenue to NW 27 Avenue | E/W | 185,923 | 197,524 | 0.20% |
| NW 27 Avenue to NW 17 Avenue | E/W | 176,029 | 191,988 | 0.29% |
| NW 17 Avenue to NW 12 Avenue | E/W | 139,842 | 142,240 | 0.06% |
| NW 12 Avenue to I-95 | E/W | 144,616 | 169,154 | 0.52% |
| I-95 to NE 1 Avenue | E/W | 98,724 | 120,436 | 0.66% |
| NE 1 Avenue to NE 2 Avenue | E/W | 98,692 | 120,436 | 0.67% |
| NE 2 Avenue to Biscayne Blvd | E/W | 58,867 | 80,827 | 1.06% |
| Biscayne Blvd to Watson Island | E/W | 86,704 | 106,606 | 0.69% |
| Watson Island to Alton Road | E/W | 86,368 | 97,790 | 0.41% |
| | | 1,894,155 | 2,175,225 | 0.46% |
| NW/NE 11 Street | | | | |
| NW 12 Street to NW 12 Avenue | E/W | 12,661 | 18,557 | 1.28% |
| NW 12 Avenue to NW 8 St Road | E/W | 16,133 | 22,546 | 1.12% |
| NW 8 St Road to NW 7 Avenue | WB | 6,582 | 11,233 | 1.80% |
| NW 7 Avenue to NW 5 Avenue | WB | 10,057 | 17,150 | 1.80% |
| NW 5 Avenue to NW 3 Avenue | WB | 6,769 | 12,887 | 2.17% |
| NW 3 Avenue to NW 2 Avenue | WB | 5,443 | 10,563 | 2.23% |
| NW 2 Avenue to NW 1 Avenue | WB | 7,379 | 12,359 | 1.73% |
| NW 1 Avenue to N. Miami Avenue | WB | 4,597 | 10,742 | 2.87% |
| N. Miami Avenue to NE 1 Avenue | WB | 4,393 | 9,656 | 2.66% |
| NE 1 Avenue to NE 2 Avenue | WB | 8,482 | 14,786 | 1.87% |
| NE 2 Avenue to Biscayne Blvd | WB | 8,069 | 12,717 | 1.53% |
| | | 90,565 | 153,196 | 1.77% |
| NW/NE 10 Street | | | | |
| NW 8 Street Rd to NW 7 Avenue | EB | 3,195 | 5,929 | 2.08% |
| NW 7 Avenue to NW 5 Avenue | EB | 8,808 | 15,927 | 1.99% |
| NW 5 Avenue to NW 3 Avenue | EB | 8,187 | 12,646 | 1.46% |
| NW 3 Avenue to NW 2 Avenue | EB | 7,795 | 13,832 | 1.93% |
| NW 2 Avenue to NW 1 Avenue | EB | 11,577 | 15,755 | 1.03% |
| NW 1 Avenue to N. Miami Avenue | EB | 12,878 | 16,049 | 0.74% |
| N. Miami Avenue to NE 1 Avenue | EB | 9,115 | 11,253 | 0.70% |
| NE 1 Avenue to NE 2 Avenue | EB | 8,792 | 9,035 | 0.09% |
| NE 2 Avenue to Biscayne Blvd | EB | 13,466 | 10,882 | -0.71% |
| | | 83,813 | 111,308 | 0.95% |
| NW/NE 8 Street | | | | |
| NW 7 Avenue to NW 5 Avenue | E/W | 5,103 | 5,593 | 0.31% |
| NW 5 Avenue to NW 3 Court | E/W | 6,089 | 7,994 | 0.91% |
| NW 3 Court to NW 3 Avenue | E/W | 4,893 | 8,012 | 1.66% |
| NW 3 Avenue to NW 2 Avenue | E/W | 7,923 | 10,636 | 0.99% |
| | | 24,013 | 32,240 | 0.99% |

| TABLE 21-D1 - Traffic Growth Rate Calculations using the SERPM 2005 and 2035 Model Runs | | | | |
|--|------------|---|---|------------------------|
| ROADWAY | DIR | 2005 SERPM Model Daily Volumes | 2035 SERPM Model Daily Volumes | Growth Rate |
| NW/NE 7 Street | | | | |
| NW 37 Avenue to NW 27 Avenue | E/W | 24,936 | 35,703 | 1.20% |
| NW 27 Avenue to NW 22 Avenue | E/W | 23,197 | 28,373 | 0.67% |
| NW 22 Avenue to NW 17 Avenue | E/W | 23,056 | 30,055 | 0.89% |
| NW 17 Avenue to NW 12 Avenue | E/W | 30,122 | 38,062 | 0.78% |
| NW 12 Avenue to NW 4 Street | E/W | 14,384 | 18,791 | 0.89% |
| NW 4 Street to NW 7 Avenue | E/W | 30,594 | 42,340 | 1.09% |
| N. Miami Avenue to NE 1 Avenue | E/W | 5,235 | 10,407 | 2.32% |
| NE 1 Avenue to NE 2 Avenue | E/W | 10,221 | 13,076 | 0.82% |
| NE 2 Avenue to Biscayne Blvd | E/W | 13,802 | 13,428 | -0.09% |
| | | 175,550 | 230,238 | 0.91% |
| NW/NE 6 Street | | | | |
| NW 7 Avenue to NW 5 Avenue | WB | 6,484 | 8,902 | 1.06% |
| NW 5 Avenue to NW 3 Court | WB | 6,397 | 11,089 | 1.85% |
| NW 3 Court to NW 3 Avenue | WB | 7,124 | 15,042 | 2.52% |
| NW 3 Avenue to NW 2 Avenue | WB | 4,534 | 13,395 | 3.68% |
| NW 2 Avenue to NW 1 Avenue | WB | 6,476 | 14,058 | 2.62% |
| NW 1 Avenue to N. Miami Avenue | WB | 12,749 | 17,585 | 1.08% |
| N. Miami Avenue to NE 1 Avenue | WB | 11,533 | 17,665 | 1.43% |
| NE 1 Avenue to NE 2 Avenue | WB | 13,030 | 12,561 | -0.12% |
| NE 2 Avenue to Biscayne Blvd | WB | 19,472 | 23,356 | 0.61% |
| | | 87,799 | 133,653 | 1.41% |
| NW/NE 5 Street | | | | |
| NW 7 Avenue to NW 5 Avenue | EB | 13,086 | 17,463 | 0.97% |
| NW 5 Avenue to NW 3 Court | EB | 5,923 | 12,667 | 2.57% |
| NW 3 Court to NW 3 Avenue | EB | 6,410 | 9,837 | 1.44% |
| NW 3 Avenue to NW 2 Avenue | EB | 10,065 | 14,432 | 1.21% |
| NW 2 Avenue to NW 1 Avenue | EB | 13,375 | 16,752 | 0.75% |
| NW 1 Avenue to N. Miami Avenue | EB | 15,261 | 19,837 | 0.88% |
| N. Miami Avenue to NE 1 Avenue | EB | 4,864 | 7,587 | 1.49% |
| NE 1 Avenue to NE 2 Avenue | EB | 4,751 | 6,896 | 1.25% |
| NE 2 Avenue to Biscayne Blvd | EB | 4,235 | 6,845 | 1.61% |
| | | 77,970 | 112,316 | 1.22% |
| NE 4 Street | | | | |
| NE 2 Avenue to Biscayne Blvd | EB | 1,848 | 3,481 | 2.13% |
| | | 1,848 | 3,481 | 2.13% |
| NW 3 Street | | | | |
| North River Dr to NW 3 Court | WB | 999 | 1,454 | 1.26% |
| NW 3 Court to NW 3 Avenue | E/W | 5,794 | 9,392 | 1.62% |
| NW 3 Avenue to NW 2 Avenue | E/W | 6,162 | 13,638 | 2.68% |
| NW 2 Avenue to NW 1 Avenue | E/W | 2,522 | 5,850 | 2.84% |
| NW 1 Avenue to N. Miami Avenue | WB | 2,899 | 12,295 | 4.93% |
| N. Miami Avenue to NE 1 Avenue | WB | 5,100 | 12,223 | 2.96% |
| NE 1 Avenue to NE 2 Avenue | WB | 4,702 | 8,060 | 1.81% |
| NE 2 Avenue to Biscayne Blvd | WB | 862 | 2,037 | 2.91% |
| | | 29,040 | 64,949 | 2.72% |

| TABLE 21-D1 - Traffic Growth Rate Calculations using the SERPM 2005 and 2035 Model Runs | | | | |
|--|------------|---|---|------------------------|
| ROADWAY | DIR | 2005 SERPM Model Daily Volumes | 2035 SERPM Model Daily Volumes | Growth Rate |
| NW 2 Street | | | | |
| North River Dr to NW 3 Court | EB | 63 | 98 | 1.48% |
| NW 3 Court to NW 3 Avenue | E/W | 99 | 152 | 1.44% |
| NW 3 Avenue to NW 2 Avenue | E/W | 6,631 | 11,589 | 1.88% |
| NW 1 Avenue to N. Miami Avenue | EB | 3,242 | 5,696 | 1.90% |
| N. Miami Avenue to NE 1 Avenue | EB | 2,472 | 7,055 | 3.56% |
| NE 1 Avenue to NE 2 Avenue | EB | 3,406 | 5,924 | 1.86% |
| NE 2 Avenue to Biscayne Blvd | EB | 2,538 | 2,853 | 0.39% |
| | | 18,451 | 33,367 | 1.99% |
| NW/NE 1 Street | | | | |
| NW 3 Court to NW 3 Avenue | WB | 2,289 | 5,345 | 2.87% |
| NW 3 Avenue to NW 2 Avenue | WB | 1,402 | 2,148 | 1.43% |
| NW 2 Avenue to NW 1 Avenue | WB | 7,740 | 16,290 | 2.51% |
| NW 1 Avenue to N. Miami Avenue | WB | 6,951 | 8,517 | 0.68% |
| N. Miami Avenue to NE 1 Avenue | WB | 5,609 | 7,950 | 1.17% |
| NE 1 Avenue to NE 2 Avenue | WB | 4,794 | 8,558 | 1.95% |
| NE 2 Avenue to NE 3 Avenue | WB | 1,433 | 3,129 | 2.64% |
| NE 3 Avenue to Biscayne Blvd | WB | 268 | 605 | 2.75% |
| | | 30,486 | 52,542 | 1.83% |
| SR 968/West/East Flagler Street | | | | |
| NW 37 Avenue to NW 32 Avenue | E/W | 43,006 | 38,198 | -0.39% |
| NW 32 Avenue to NW 27 Avenue | E/W | 39,539 | 35,567 | -0.35% |
| NW 27 Avenue to NW 24 Avenue | E/W | 24,785 | 31,171 | 0.77% |
| NW 24 Avenue to NW 22 Avenue | WB | 14,749 | 18,355 | 0.73% |
| NW 22 Avenue to NW 17 Avenue | WB | 26,415 | 31,418 | 0.58% |
| NW 17 Avenue to NW 12 Avenue | WB | 24,113 | 30,959 | 0.84% |
| SW 12 Avenue to SW 8 Avenue | E/W | 21,407 | 33,437 | 1.50% |
| NW 8 Avenue to NW 3 Court | E/W | 21,641 | 34,543 | 1.57% |
| NW 3 Court to NW 3 Avenue | E/W | 12,921 | 18,177 | 1.14% |
| NW 3 Avenue to SW 2 Avenue | E/W | 11,057 | 11,717 | 0.19% |
| SW 2 Avenue to SW 1 Avenue | E/W | 5,876 | 15,519 | 3.29% |
| SW 1 Avenue to S. Miami Avenue | E/W | 5,434 | 13,028 | 2.96% |
| S. Miami Avenue to SE 1 Avenue | E/W | 11,521 | 17,476 | 1.40% |
| SE 1 Avenue to SE 2 Avenue | E/W | 8,969 | 13,645 | 1.41% |
| SE 2 Avenue to SE 3 Avenue | E/W | 2,199 | 6,800 | 3.83% |
| SE 3 Avenue to Biscayne Blvd | E/W | 2,910 | 2,209 | -0.91% |
| | | 276,542 | 352,219 | 0.81% |

| TABLE 21-D1 - Traffic Growth Rate Calculations using the SERPM 2005 and 2035 Model Runs | | | | |
|--|------------|---|---|------------------------|
| ROADWAY | DIR | 2005 SERPM Model Daily Volumes | 2035 SERPM Model Daily Volumes | Growth Rate |
| SR 968/SW/SE 1 Street | | | | |
| SW 24 Avenue to Beacon Blvd | EB | 11,121 | 15,069 | 1.02% |
| Beacon Blvd to SW 22 Avenue | EB | 18,856 | 23,740 | 0.77% |
| SW 22 Avenue to SW 17 Avenue | EB | 25,796 | 30,591 | 0.57% |
| SW 17 Avenue to SW 12 Avenue | EB | 22,776 | 32,339 | 1.18% |
| SW 12 Avenue to SW 8 Avenue | EB | 19,099 | 30,474 | 1.57% |
| SW 8 Avenue to SW 5 Avenue | EB | 13,537 | 25,834 | 2.18% |
| SW 5 Avenue to SW 2 Avenue | EB | 8,116 | 24,406 | 3.74% |
| SW 2 Avenue to SW 1 Avenue | EB | 19,300 | 22,328 | 0.49% |
| SW 1 Avenue to S. Miami Avenue | EB | 19,276 | 27,804 | 1.23% |
| S. Miami Avenue to SE 1 Avenue | EB | 20,983 | 29,485 | 1.14% |
| SE 1 Avenue to SE 2 Avenue | EB | 19,352 | 29,326 | 1.40% |
| SE 2 Avenue to SE 3 Avenue | EB | 16,516 | 22,378 | 1.02% |
| SE 3 Avenue to Biscayne Blvd | EB | 9,268 | 14,348 | 1.47% |
| | | 223,996 | 328,122 | 1.28% |
| SR 90/SW/SE 7 Street | | | | |
| SW 27 Avenue to Beacon Blvd | WB | 18,211 | 25,496 | 1.13% |
| Beacon Blvd to SW 22 Avenue | WB | 14,338 | 22,872 | 1.57% |
| SW 22 Avenue to SW 17 Avenue | WB | 20,997 | 30,169 | 1.22% |
| SW 17 Avenue to SW 12 Avenue | WB | 22,748 | 32,391 | 1.18% |
| SW 12 Avenue to SW 8 Avenue | WB | 22,059 | 31,025 | 1.14% |
| SW 8 Avenue to SW 4 Avenue | WB | 28,636 | 40,743 | 1.18% |
| SW 4 Avenue to SW 3 Avenue | WB | 23,607 | 27,742 | 0.54% |
| SW 3 Avenue to SW 2 Avenue | WB | 23,607 | 27,742 | 0.54% |
| SW 2 Avenue to SW 1 Avenue | WB | 21,078 | 25,588 | 0.65% |
| SW 1 Avenue to S. Miami Avenue | WB | 22,829 | 26,207 | 0.46% |
| S. Miami Avenue to Brickell Avenue | WB | 19,727 | 25,515 | 0.86% |
| | | 237,837 | 315,490 | 0.95% |
| SR 90/SE/SW 8 Street | | | | |
| SW 37 Avenue to SW 34 Avenue | E/W | 36,618 | 48,045 | 0.91% |
| SW 34 Avenue to SW 32 Avenue | E/W | 39,477 | 51,506 | 0.89% |
| SW 32 Avenue to SW 27 Avenue | E/W | 39,124 | 49,962 | 0.82% |
| SW 27 Avenue to Beacon Blvd | WB | 21,368 | 29,114 | 1.04% |
| Beacon Blvd to SW 22 Avenue | EB | 14,437 | 22,587 | 1.50% |
| SW 22 Avenue to SW 17 Avenue | EB | 20,065 | 28,301 | 1.15% |
| SW 17 Avenue to SW 12 Avenue | EB | 22,546 | 32,412 | 1.22% |
| SW 12 Avenue to SW 8 Avenue | EB | 19,159 | 27,682 | 1.23% |
| SW 8 Avenue to SW 4 Avenue | EB | 24,404 | 33,844 | 1.10% |
| SW 4 Avenue to SW 3 Avenue | EB | 24,360 | 33,750 | 1.09% |
| SW 3 Avenue to SW 2 Avenue | EB | 15,390 | 23,711 | 1.45% |
| SW 2 Avenue to SW 1 Avenue | EB | 15,390 | 23,711 | 1.45% |
| SW 1 Avenue to S. Miami Avenue | EB | 11,398 | 17,024 | 1.35% |
| S. Miami Avenue to Brickell Avenue | EB | 13,708 | 17,981 | 0.91% |
| | | 317,444 | 439,630 | 1.09% |
| SR 972/SW 22 St/SW 3 Ave/SW 13 St | | | | |
| SW 37 Avenue to SW 32 Avenue | E/W | 46,780 | 55,414 | 0.57% |
| SW 32 Avenue to SW 27 Avenue | E/W | 45,852 | 53,844 | 0.54% |
| SW 27 Avenue to SW 22 Avenue | E/W | 43,609 | 50,139 | 0.47% |
| SW 22 Avenue to SW 17 Avenue | E/W | 37,528 | 46,060 | 0.69% |
| SW 17 Avenue to SW 12 Avenue | E/W | 36,616 | 44,607 | 0.66% |
| SW 12 Avenue to SW 13 Street | E/W | 41,167 | 50,007 | 0.65% |
| SW 13 Street to Brickell Drive | E/W | 10,297 | 12,879 | 0.75% |
| | | 261,849 | 312,950 | 0.60% |

| TABLE 21-D1 - Traffic Growth Rate Calculations using the SERPM 2005 and 2035 Model Runs | | | | |
|--|------------|---|---|------------------------|
| ROADWAY | DIR | 2005 SERPM Model Daily Volumes | 2035 SERPM Model Daily Volumes | Growth Rate |
| NW/SW 37 Avenue | | | | |
| NW 25 Street to NW 21 Street | N/S | 16,170 | 21,348 | 0.93% |
| NW 21 Street to NW 14 Street | N/S | 35,225 | 39,693 | 0.40% |
| NW 14 Street to NW 7 Street | N/S | 34,391 | 43,232 | 0.77% |
| NW 7 Street to W. Flagler Street | N/S | 37,121 | 47,173 | 0.80% |
| W. Flagler St to Ponce De Leon Blvd | N/S | 47,350 | 57,197 | 0.63% |
| Ponce De Leon Blvd to SW 8 Street | N/S | 32,709 | 34,687 | 0.20% |
| SW 8 Street to SW 24 Street | N/S | 47,161 | 55,261 | 0.53% |
| SW 24 Street to Bird Road | N/S | 41,520 | 51,249 | 0.70% |
| Bird Road to US-1 | N/S | 23,514 | 28,995 | 0.70% |
| | | 315,161 | 378,835 | 0.62% |
| SR 9/NW/SW 27 Avenue | | | | |
| NW 41 Street to NW 36 Street | N/S | 48,862 | 69,307 | 1.17% |
| NW 36 Street to NW 28 Street | N/S | 40,546 | 67,132 | 1.69% |
| NW 28 Street to NW 20 Street | N/S | 44,471 | 65,126 | 1.28% |
| NW 20 Street to NW 14 Street | N/S | 66,290 | 79,826 | 0.62% |
| NW 14 Street to SR 836 | N/S | 65,713 | 77,648 | 0.56% |
| SR 836 to NW 7 Street | N/S | 57,923 | 71,845 | 0.72% |
| NW 7 Street to W. Flagler Street | N/S | 46,673 | 63,966 | 1.06% |
| W. Flagler Street to SW 7 Street | N/S | 47,105 | 60,459 | 0.84% |
| SW 7 Street to SW 8 Street | N/S | 51,417 | 61,383 | 0.59% |
| SW 8 Street to SW 22 Street | N/S | 42,122 | 50,916 | 0.63% |
| SW 22 Street to US-1 | N/S | 33,676 | 41,167 | 0.67% |
| | | 544,798 | 708,775 | 0.88% |
| NW/SW 22 Avenue | | | | |
| NW 41 Street to NW 36 Street | N/S | 32,992 | 46,477 | 1.15% |
| NW 36 Street to NW 28 Street | N/S | 24,494 | 29,545 | 0.63% |
| NW 28 Street to NW 20 Street | N/S | 24,311 | 32,893 | 1.01% |
| NW 20 Street to NW North River Dr | N/S | 30,002 | 34,647 | 0.48% |
| NW North River Dr to NW 14 Street | N/S | 37,331 | 44,355 | 0.58% |
| NW 14 Street to NW 11 Street | N/S | 30,553 | 37,861 | 0.72% |
| NW 11 Street to NW 7 Street | N/S | 29,446 | 36,441 | 0.71% |
| NW 7 Street to W. Flagler Street | N/S | 25,406 | 31,706 | 0.74% |
| W. Flagler Street to SW 1 Street | N/S | 21,305 | 28,398 | 0.96% |
| SW 1 Street to SW 7 Street | N/S | 30,505 | 39,685 | 0.88% |
| SW 7 Street to SW 8 Street | N/S | 28,031 | 37,166 | 0.94% |
| SW 8 Street to SW 22 Street | N/S | 36,905 | 43,334 | 0.54% |
| SW 22 Street to US-1 | N/S | 23,410 | 34,042 | 1.26% |
| | | 374,691 | 476,550 | 0.80% |
| NW/SW 17 Avenue | | | | |
| NW 40 Street to NW 36 Street | N/S | 21,406 | 27,828 | 0.88% |
| NW 36 Street to NW 28 Street | N/S | 15,091 | 17,553 | 0.51% |
| NW 28 Street to NW 20 Street | N/S | 13,657 | 17,460 | 0.82% |
| NW 20 Street to NW 14 Street | N/S | 12,212 | 17,487 | 1.20% |
| NW 14 St to NW S River Dr/836 WB | N/S | 39,889 | 46,007 | 0.48% |
| NW S River Dr to SR 836 EB | N/S | 39,889 | 46,007 | 0.48% |
| SR 836 EB to NW 7 Street | N/S | 38,751 | 51,485 | 0.95% |
| NW 7 Street to NW 3 Street | N/S | 31,659 | 44,879 | 1.17% |
| NW 3 Street to W. Flagler Street | N/S | 28,056 | 42,621 | 1.40% |
| W. Flagler Street to SW 1 Street | N/S | 17,436 | 24,342 | 1.12% |
| SW 1 Street to SW 7 Street | N/S | 7,888 | 24,342 | 3.83% |
| SW 7 Street to SW 8 Street | N/S | 9,885 | 22,685 | 2.81% |
| SW 8 Street to SW 22 Street | N/S | 7,110 | 15,539 | 2.64% |
| SW 22 Street to US-1 | N/S | 11,565 | 19,016 | 1.67% |
| | | 294,494 | 417,251 | 1.17% |

| TABLE 21-D1 - Traffic Growth Rate Calculations using the SERPM 2005 and 2035 Model Runs | | | | |
|--|------------|---|---|------------------------|
| ROADWAY | DIR | 2005 SERPM Model Daily Volumes | 2035 SERPM Model Daily Volumes | Growth Rate |
| SR 933/NW/SW 12 Avenue | | | | |
| NW 40 Street to NW 36 Street | N/S | 38,400 | 42,025 | 0.30% |
| NW 36 Street to NW 29 Street | N/S | 32,378 | 38,205 | 0.55% |
| NW 29 Street to NW 20 Street | N/S | 34,914 | 40,061 | 0.46% |
| NW 20 Street to NW 14 Street | N/S | 43,913 | 58,613 | 0.97% |
| NW 14 St to NW 12 St/SR 836 WB | N/S | 31,378 | 53,217 | 1.78% |
| NW 12 St/SR 836 WB to NW 11 St | N/S | 29,654 | 41,131 | 1.10% |
| NW 11 Street to NW 7 Street | N/S | 33,467 | 39,477 | 0.55% |
| NW 7 Street to NW 3 Street | N/S | 18,160 | 24,303 | 0.98% |
| NW 3 Street to W. Flagler Street | N/S | 18,020 | 22,473 | 0.74% |
| W. Flagler Street to SW 1 Street | N/S | 11,316 | 17,985 | 1.56% |
| SW 1 Street to SW 7 Street | N/S | 9,005 | 18,365 | 2.40% |
| SW 7 Street to SW 8 Street | N/S | 7,063 | 15,715 | 2.70% |
| SW 8 Street to SW 13 Street | N/S | 9,305 | 16,491 | 1.93% |
| SW 13 Street to SW 3 Avenue | N/S | 1,794 | 2,787 | 1.48% |
| | | 318,767 | 430,848 | 1.01% |
| SR 7/NW/SW 7 Avenue | | | | |
| NW 46 Street to NW 36 Street | N/S | 27,330 | 37,436 | 1.05% |
| NW 36 Street to NW 29 Street | N/S | 19,299 | 34,342 | 1.94% |
| NW 29 Street to NW 20 Street | N/S | 21,562 | 37,478 | 1.86% |
| NW 20 Street to NW 17 Street | N/S | 15,463 | 33,266 | 2.59% |
| NW 17 Street to NW 14 Street | N/S | 15,202 | 32,216 | 2.54% |
| NW 14 Street to NW 11 Street | N/S | 17,113 | 36,660 | 2.57% |
| NW 11 Street to NW 10 Street | N/S | 15,566 | 33,667 | 2.60% |
| NW 10 Street to NW 8 Street | N/S | 11,504 | 24,287 | 2.52% |
| NW 8 Street to NW 7 Street | N/S | 23,446 | 34,722 | 1.32% |
| NW 7 Street to NW 6 Street | N/S | 23,918 | 35,808 | 1.35% |
| NW 6 Street to NW 5 Street | N/S | 28,784 | 39,648 | 1.07% |
| NW 5 Street to NW 4 Street | N/S | 30,594 | 42,340 | 1.09% |
| NW 4 Street to NW 2 Street | N/S | 12,811 | 18,136 | 1.17% |
| NW 2 Street to W. Flagler Street | N/S | 11,732 | 15,238 | 0.88% |
| W. Flagler Street to SW 1 Street | N/S | 8,393 | 12,499 | 1.34% |
| SW 1 Street to SW 7 Street | N/S | 8,887 | 11,571 | 0.88% |
| SW 7 Street to SW 8 Street | N/S | 3,552 | 4,304 | 0.64% |
| | | 295,156 | 483,618 | 1.66% |
| NW 3 Court | | | | |
| I-95 to NW 8 Street | SB | 20,099 | 22,887 | 0.43% |
| NW 8 Street to NW 7 Street | SB | 14,844 | 19,507 | 0.91% |
| NW 7 Street to NW 6 Street | SB | 11,764 | 18,596 | 1.54% |
| NW 6 Street to NW 5 Street | SB | 12,491 | 22,550 | 1.99% |
| NW 5 Street to NW 4 Street | SB | 12,004 | 25,380 | 2.53% |
| NW 4 Street to NW 3 Street | SB | 12,061 | 25,731 | 2.56% |
| NW 3 Street to NW 2 Street | SB | 10,275 | 23,406 | 2.78% |
| NW 2 Street to NW 1 Street | SB | 10,275 | 23,406 | 2.78% |
| NW 1 Street to W. Flagler Street | SB | 18,196 | 24,395 | 0.98% |
| | | 122,009 | 205,858 | 1.76% |
| I-95 | | | | |
| SR 112/I-195 to SR 836 | N/S | 259,874 | 333,518 | 0.84% |
| SR 836 to NW 8 Street | N/S | 167,369 | 220,360 | 0.92% |
| NW 8 Street to Distributor | N/S | 162,024 | 204,253 | 0.78% |
| Distributor to SW 8 Street | N/S | 129,523 | 161,146 | 0.73% |
| SW 8 Street to Rickenbacker Cswy | N/S | 119,382 | 150,564 | 0.78% |
| Rickenbacker Cswy to US-1 | N/S | 56,912 | 66,351 | 0.51% |
| | | 895,084 | 1,136,192 | 0.80% |

| TABLE 21-D1 - Traffic Growth Rate Calculations using the SERPM 2005 and 2035 Model Runs | | | | |
|--|------------|---|---|------------------------|
| ROADWAY | DIR | 2005 SERPM Model Daily Volumes | 2035 SERPM Model Daily Volumes | Growth Rate |
| NW 3 Avenue | | | | |
| NW 20 Street to NW 14 Street | N/S | 967 | 4,021 | 4.86% |
| NW 14 Street to NW 11 Street | N/S | 2,624 | 8,829 | 4.13% |
| NW 11 Street to NW 10 Street | N/S | 2,028 | 7,287 | 4.36% |
| NW 10 Street to NW 8 Street | NB | 1,615 | 5,450 | 4.14% |
| I-95/NW 8 Street to NW 7 Street | NB | 8,725 | 20,943 | 2.96% |
| NW 7 Street to NW 6 Street | NB | 7,809 | 20,762 | 3.31% |
| NW 6 Street to NW 5 Street | NB | 10,399 | 22,410 | 2.59% |
| NW 5 Street to NW 4 Street | NB | 14,054 | 27,004 | 2.20% |
| NW 4 Street to NW 3 Street | NB | 14,054 | 27,004 | 2.20% |
| NW 3 Street to NW 2 Street | NB | 11,057 | 15,018 | 1.03% |
| NW 2 Street to NW 1 Street | NB | 11,057 | 15,018 | 1.03% |
| NW 1 Street to W. Flagler Street | NB | 11,057 | 15,018 | 1.03% |
| | | 95,446 | 188,764 | 2.30% |
| NW/SW 2 Avenue/NW 1 Place | | | | |
| NW 36 Street to NW 29 Street | N/S | 15,607 | 18,019 | 0.48% |
| NW 29 Street to NW 20 Street | N/S | 16,875 | 20,546 | 0.66% |
| NW 20 Street to NW 17 Street | N/S | 14,932 | 17,239 | 0.48% |
| NW 17 Street to NW 14 Street | N/S | 14,451 | 17,353 | 0.61% |
| NW 14 Street to NW 13 Street | N/S | 12,158 | 14,140 | 0.50% |
| NW 13 Street to NW 12 Street | N/S | 12,158 | 14,140 | 0.50% |
| NW 12 Street to NW 11 Street | N/S | 12,213 | 15,143 | 0.72% |
| NW 11 Street to NW 10 Street | N/S | 10,449 | 14,213 | 1.03% |
| NW 10 Street to NW 9 Street | N/S | 9,080 | 15,175 | 1.73% |
| NW 9 Street to NW 8 Street | N/S | 9,080 | 15,175 | 1.73% |
| NW 8 Street to NW 7 Street | N/S | 7,743 | 13,882 | 1.97% |
| NW 7 Street to NW 6 Street | N/S | 10,978 | 12,683 | 0.48% |
| NW 6 Street to NW 5 Street | N/S | 12,370 | 14,294 | 0.48% |
| NW 5 Street to NW 4 Street | N/S | 10,500 | 11,558 | 0.32% |
| NW 4 Street to NW 3 Street | N/S | 11,539 | 12,810 | 0.35% |
| NW 3 Street to NW 2 Street | N/S | 15,717 | 18,102 | 0.47% |
| NW 2 Street to NW 1 Street | N/S | 9,941 | 13,927 | 1.13% |
| NW 1 Street to W. Flagler Street | N/S | 7,447 | 13,089 | 1.90% |
| W. Flagler Street to SW 1 Street | N/S | 7,830 | 13,699 | 1.88% |
| SW 1 Street to SW 2 Street | N/S | 10,075 | 14,796 | 1.29% |
| SW 2 Street to SW 3 Street | N/S | 9,171 | 13,373 | 1.27% |
| SW 3 Street to SW 7 Street | N/S | 17,058 | 26,567 | 1.49% |
| SW 7 Street to SW 8 Street | N/S | 15,331 | 22,293 | 1.26% |
| SW 8 Street to SW 13 Street | N/S | 10,358 | 13,946 | 1.00% |
| SW 13 Street to SW 15 Road | N/S | 3,088 | 5,584 | 1.99% |
| | | 286,149 | 381,746 | 0.97% |

| TABLE 21-D1 - Traffic Growth Rate Calculations using the SERPM 2005 and 2035 Model Runs | | | | |
|--|------------|---|---|------------------------|
| ROADWAY | DIR | 2005 SERPM Model Daily Volumes | 2035 SERPM Model Daily Volumes | Growth Rate |
| NW/SW 1 Avenue | | | | |
| NW 13 Street to NW 11 Street | N/S | 12,085 | 14,885 | 0.70% |
| NW 11 Street to NW 10 Street | N/S | 12,018 | 16,560 | 1.07% |
| NW 10 Street to NW 9 Street | N/S | 18,253 | 27,966 | 1.43% |
| NW 9 Street to NW 8 Street | N/S | 18,253 | 27,966 | 1.43% |
| NW 8 Street to NW 7 Street | N/S | 18,375 | 27,966 | 1.41% |
| NW 7 Street to NW 6 Street | N/S | 14,100 | 25,866 | 2.04% |
| NW 6 Street to NW 5 Street | N/S | 5,258 | 14,845 | 3.52% |
| NW 5 Street to NW 4 Street | N/S | 2,724 | 10,740 | 4.68% |
| NW 4 Street to NW 3 Street | N/S | 2,724 | 10,740 | 4.68% |
| NW 3 Street to NW 2 Street | N/S | 3,409 | 14,198 | 4.87% |
| NW 2 Street to NW 1 Street | N/S | 2,102 | 9,919 | 5.31% |
| NW 1 Street to W. Flagler Street | N/S | 1,385 | 6,703 | 5.40% |
| W. Flagler Street to SW 1 Street | N/S | 1,766 | 3,419 | 2.23% |
| SW 3 Street to SW 6 Street | N/S | 8,387 | 28,467 | 4.16% |
| SW 6 Street to SW 7 Street | SB | 2,261 | 11,128 | 5.46% |
| SW 7 Street to SW 8 Street | SB | 4,012 | 11,746 | 3.65% |
| SW 8 Street to SW 9 Street | SB | 8,004 | 18,433 | 2.82% |
| SW 9 Street to SW 10 Street | SB | 8,004 | 18,433 | 2.82% |
| SW 10 Street to SW 11 Street | SB | 6,355 | 14,677 | 2.83% |
| SW 11 Street to SW 12 Street | SB | 6,355 | 14,677 | 2.83% |
| SW 12 Street to SW 13 Street | SB | 6,355 | 14,677 | 2.83% |
| | | 162,185 | 344,011 | 2.54% |
| N/S Miami Avenue | | | | |
| NW 38 Street/I-195 to NW 36 Street | N/S | 19,029 | 30,788 | 1.62% |
| NW 36 Street to NW 29 Street | N/S | 24,972 | 34,496 | 1.08% |
| NW 29 Street to NW 20 Street | N/S | 18,587 | 30,828 | 1.70% |
| NW 20 Street to NW 14 Street | N/S | 12,701 | 22,269 | 1.89% |
| NW 14 Street to NW 13 Street | SB | 4,285 | 9,661 | 2.75% |
| NW 13 Street to NW 11 Street | SB | 4,347 | 10,771 | 3.07% |
| NW 11 Street to NW 10 Street | SB | 4,144 | 9,685 | 2.87% |
| NW 10 Street to NW 9 Street | SB | 7,906 | 14,481 | 2.04% |
| NW 9 Street to NW 8 Street | SB | 7,906 | 14,481 | 2.04% |
| NW 8 Street to NW 7 Street | SB | 7,569 | 14,403 | 2.17% |
| NW 7 Street to NW 6 Street | SB | 7,569 | 14,403 | 2.17% |
| NW 6 Street to NW 5 Street | SB | 7,569 | 14,403 | 2.17% |
| NW 5 Street to NW 4 Street | SB | 14,330 | 26,537 | 2.08% |
| NW 4 Street to NW 3 Street | SB | 9,005 | 21,461 | 2.94% |
| NW 3 Street to NW 2 Street | SB | 11,205 | 21,347 | 2.17% |
| NW 2 Street to NW 1 Street | SB | 9,267 | 11,342 | 0.68% |
| NW 1 Street to W. Flagler Street | SB | 8,039 | 8,038 | 0.00% |
| W. Flagler Street to SW 1 Street | SB | 8,039 | 8,038 | 0.00% |
| SW 1 Street to SW 2 Street | SB | 8,039 | 8,038 | 0.00% |
| SW 2 Street to SW 3 Street | SB | 8,039 | 8,038 | 0.00% |
| SW 3 Street to SW 6 Street | N/S | 8,387 | 28,467 | 4.16% |
| SW 6 Street to SW 7 Street | NB | 5,233 | 15,985 | 3.79% |
| SW 7 Street to SW 8 Street | NB | 8,335 | 16,677 | 2.34% |
| SW 8 Street to SW 9 Street | NB | 10,645 | 17,634 | 1.70% |
| SW 9 Street to SW 10 Street | NB | 10,645 | 17,634 | 1.70% |
| SW 10 Street to SW 11 Street | NB | 9,005 | 13,894 | 1.46% |
| SW 11 Street to SW 12 Street | NB | 9,005 | 13,894 | 1.46% |
| SW 12 Street to SW 13 Street | NB | 9,005 | 13,894 | 1.46% |
| | | 272,807 | 471,587 | 1.84% |

| TABLE 21-D1 - Traffic Growth Rate Calculations using the SERPM 2005 and 2035 Model Runs | | | | |
|--|------------|---|---|------------------------|
| ROADWAY | DIR | 2005 SERPM Model Daily Volumes | 2035 SERPM Model Daily Volumes | Growth Rate |
| NE/SE 1 Avenue | | | | |
| NE 12 Street/I-395 to NE 11 Street | NB | 23,779 | 30,719 | 0.86% |
| NE 11 Street to NE 10 Street | NB | 19,689 | 25,049 | 0.81% |
| NE 10 Street to NE 9 Street | NB | 19,366 | 22,831 | 0.55% |
| NE 9 Street to NE 8 Street | NB | 19,366 | 22,831 | 0.55% |
| NE 8 Street to NE 7 Street | NB | 19,014 | 22,717 | 0.59% |
| NE 7 Street to NE 6 Street | NB | 16,855 | 23,100 | 1.06% |
| NE 6 Street to NE 5 Street | NB | 15,353 | 28,211 | 2.05% |
| NE 5 Street to NE 4 Street | NB | 13,533 | 28,846 | 2.55% |
| NE 4 Street to NE 3 Street | NB | 8,679 | 20,204 | 2.86% |
| NE 3 Street to NE 2 Street | NB | 8,894 | 23,543 | 3.30% |
| NE 2 Street to NE 1 Street | NB | 9,829 | 22,413 | 2.79% |
| NE 1 Street to E. Flagler Street | NB | 9,829 | 22,413 | 2.79% |
| E. Flagler Street to SE 1 Street | NB | 12,500 | 17,650 | 1.16% |
| SE 1 Street to SE 2 Street | NB | 12,500 | 17,650 | 1.16% |
| SE 2 Street to SE 3 Street | NB | 12,920 | 18,604 | 1.22% |
| | | 222,106 | 346,781 | 1.50% |
| NE/SE 2 Avenue | | | | |
| NE 36 Street to NE 29 Street | N/S | 16,633 | 29,005 | 1.87% |
| NE 29 Street to NE 20 Street | N/S | 15,183 | 31,951 | 2.51% |
| NE 20 Street to NE 14 Street | N/S | 12,948 | 23,376 | 1.99% |
| NE 14 Street to NE 13 Street | N/S | 13,816 | 22,624 | 1.66% |
| NE 13 Street to NE 12 Street | N/S | 13,816 | 22,624 | 1.66% |
| NE 12 Street to I-395 | N/S | 13,909 | 22,795 | 1.66% |
| I-395 to NE 11 Terrace | SB | 11,661 | 16,402 | 1.14% |
| NE 11 Terrace to NE 11 Street | SB | 24,985 | 25,247 | 0.03% |
| NE 11 Street to NE 10 Street | SB | 24,571 | 23,178 | -0.19% |
| NE 10 Street to NE 9 Street | SB | 19,897 | 21,331 | 0.23% |
| NE 9 Street to NE 8 Street | SB | 19,897 | 21,331 | 0.23% |
| NE 8 Street to NE 7 Street | SB | 19,897 | 21,331 | 0.23% |
| NE 7 Street to NE 6 Street | SB | 16,625 | 18,922 | 0.43% |
| NE 6 Street to NE 5 Street | SB | 23,522 | 29,701 | 0.78% |
| NE 5 Street to NE 4 Street | SB | 21,759 | 30,397 | 1.12% |
| NE 4 Street to NE 3 Street | SB | 19,540 | 24,150 | 0.71% |
| NE 3 Street to NE 2 Street | SB | 18,503 | 22,229 | 0.61% |
| NE 2 Street to NE 1 Street | SB | 19,280 | 25,230 | 0.90% |
| NE 1 Street to W. Flagler Street | SB | 17,763 | 21,756 | 0.68% |
| E. Flagler Street to SE 1 Street | SB | 17,763 | 21,756 | 0.68% |
| SE 1 Street to SE 2 Street | SB | 17,763 | 21,756 | 0.68% |
| | | 379,731 | 497,092 | 0.90% |

| TABLE 21-D1 - Traffic Growth Rate Calculations using the SERPM 2005 and 2035 Model Runs | | | | |
|--|------------|----------------------------------|----------------------------------|--------------------|
| ROADWAY | DIR | 2005 | 2035 | Growth Rate |
| | | SERPM Model Daily Volumes | SERPM Model Daily Volumes | |
| Biscayne Blvd/US-1 | | | | |
| NE 38 Street/I-195 to NE 36 Street | N/S | 31,345 | 35,735 | 0.44% |
| NE 36 Street to NE 34 Street | N/S | 26,073 | 36,234 | 1.10% |
| NE 34 Street to NE 29 Street | N/S | 23,207 | 34,737 | 1.35% |
| NE 29 Street to NE 20 Terrace | N/S | 26,800 | 40,865 | 1.42% |
| NE 20 Street to NE 15 Street | N/S | 25,746 | 35,316 | 1.06% |
| NE 15 Street to NE 14 Street | N/S | 23,842 | 34,504 | 1.24% |
| NE 14 Street to NE 13 Street | N/S | 21,705 | 34,010 | 1.51% |
| NE 13 Street to NE 12 Street | N/S | 32,307 | 37,006 | 0.45% |
| NE 12 Street to NE 11 Terrace/I-395 | N/S | 39,367 | 42,658 | 0.27% |
| NE 11 Terrace/I-395 to NE 11 Street | N/S | 37,061 | 48,101 | 0.87% |
| NE 11 Street to NE 10 Street | N/S | 42,350 | 41,990 | -0.03% |
| NE 10 Street to NE 9 Street | N/S | 38,791 | 35,755 | -0.27% |
| NE 9 Street to NE 8 Street | N/S | 38,474 | 35,515 | -0.27% |
| NE 8 Street to NE 7 Street | N/S | 35,417 | 33,519 | -0.18% |
| NE 7 Street to NE 6 Street | N/S | 43,504 | 35,884 | -0.64% |
| NE 6 Street to NE 5 Street | N/S | 36,473 | 41,342 | 0.42% |
| NE 5 Street to NE 4 Street | N/S | 29,678 | 55,010 | 2.08% |
| NE 4 Street to NE 3 Street | N/S | 28,990 | 53,331 | 2.05% |
| NE 3 Street to NE 2 Street | N/S | 28,964 | 53,622 | 2.07% |
| NE 2 Street to NE 1 Street | N/S | 28,301 | 51,641 | 2.02% |
| NE 1 Street to Flagler Street | N/S | 28,033 | 51,106 | 2.02% |
| Flagler Street to SE 1 Street | N/S | 30,829 | 51,836 | 1.75% |
| SE 1 Street to SE 2 Street | N/S | 20,925 | 40,305 | 2.21% |
| SE 2 Street to SE 3 Street | NB | 20,035 | 29,555 | 1.30% |
| SE 3 Street to Biscayne Blvd Way | EB | 17,186 | 25,520 | 1.33% |
| | | 755,403 | 1,015,097 | 0.99% |
| Brickell Avenue/US-1 | | | | |
| SE 2 Street to SE 3 Street | NB | 20,035 | 29,555 | 1.30% |
| SE 3 Street to Biscayne Blvd Way | EB | 17,186 | 25,520 | 1.33% |
| Biscayne Blvd Way to SE 5 Street | N/S | 45,141 | 59,227 | 0.91% |
| SE 5 Street to SE 6 Street | N/S | 45,141 | 59,227 | 0.91% |
| SE 6 Street to SE 7 Street | N/S | 45,141 | 59,227 | 0.91% |
| SE 7 Street to SE 8 Street | N/S | 38,771 | 51,394 | 0.94% |
| SE 8 Street to SE 10 Street | N/S | 38,771 | 51,394 | 0.94% |
| SE 10 Street to SE 13 Street | N/S | 22,688 | 30,368 | 0.98% |
| SE 13 Street to SE 14 Street | N/S | 9,233 | 16,633 | 1.98% |
| SE 14 Street to SE 15 Road | N/S | 11,790 | 23,191 | 2.28% |
| SE 15 Road to SE 25 Road | N/S | 11,420 | 21,821 | 2.18% |
| SE 25 Road to SE 26 Road | N/S | 8,848 | 14,300 | 1.61% |
| SE 26 Road to S. Miami Avenue | N/S | 9,765 | 15,075 | 1.46% |
| S. Miami Avenue to S. Dixie Hwy | N/S | 10,183 | 11,275 | 0.34% |
| | | 334,113 | 468,207 | 1.13% |

| TABLE 21-D1 - Traffic Growth Rate Calculations using the SERPM 2005 and 2035 Model Runs | | | | |
|--|------------|---|---|------------------------|
| ROADWAY | DIR | 2005 SERPM Model Daily Volumes | 2035 SERPM Model Daily Volumes | Growth Rate |
| US-1 | | | | |
| I-95 to SW 17 Avenue | N/S | 70,891 | 80,457 | 0.42% |
| SW 17 Avenue to SW 27 Avenue | N/S | 80,431 | 87,958 | 0.30% |
| SW 27 Avenue to SW 37 Avenue | N/S | 82,450 | 90,014 | 0.29% |
| | | 233,772 | 258,429 | 0.33% |
| Average E-W Arterial and Collector Growth Rate | E/W | 2,295,606 | 3,206,903 | 1.12% |
| Average N-S Arterial and Collector Growth Rate | N/S | 5,006,788 | 7,073,449 | 1.16% |
| Overall Average Arterial and Collector Growth Rate | N, S, E, W | 7,302,394 | 10,280,352 | 1.15% |
| SR 112/I-195 Growth Rate | E/W | 739,326 | 854,149 | 0.48% |
| SR 836/I-395/McArthur Cswy Growth Rate | E/W | 1,894,155 | 2,175,225 | 0.46% |
| I-95 Growth Rate | N/S | 895,084 | 1,136,192 | 0.80% |
| Note: See Appendix 21-6 for the 2005 and 2035 SERPM Modeling Plots. | | | | |

TABLE 21-D2 - Trip Generation for the Remaining Unbuilt Entitlements for SEOPW DRI - Increment II

1/12/2011

| LAND USE | SCALE | ITE LUC | ITE 8TH ED RATE/FORMULA | AM TRIPS | % IN | TRIPS | % OUT | TRIPS |
|---|-----------------|---------------|------------------------------------|--------------|------|--------------|-------|--------------|
| RESIDENTIAL | 1,947 DU | 232 | $T = 0.29 (X) + 28.86$ | 593 | 19% | 113 | 81% | 480 |
| RETAIL | 142,305 SQ. FT. | 820 | $\ln(T) = 0.59 \ln(X) + 2.32$ | 190 | 61% | 116 | 39% | 74 |
| OFFICE | 106,764 SQ. FT. | 710 | $\ln(T) = 0.80 \ln(X) + 1.55$ | 198 | 88% | 174 | 12% | 24 |
| ATTRACTION | 6,750 SEATS | 443 | $T = 0.01 (X)$ | 68 | 75% | 51 | 25% | 17 |
| HOTEL | 444 ROOMS | 310 | $T = 0.67 (X)$ | 297 | 58% | 173 | 42% | 124 |
| GROSS TOTAL VEHICLE TRIPS | | | | 1,346 | 47% | 627 | 53% | 719 |
| INTERNALIZATION | | 10.00% | Estimated Reduction of Gross Trips | 135 | 47% | 63 | 53% | 72 |
| TRANSIT REDUCTION | | 8.20% | Increment II Transit Reduction | 99 | 47% | 46 | 53% | 53 |
| NET EXTERNAL VEHICLE TRIPS | | | | 1,112 | 47% | 518 | 53% | 594 |
| NET EXTERNAL PERSON TRIPS IN VEHICLES | | 1.22 | Updated PPV Rate - See Table 21-A4 | 1,357 | 47% | 632 | 53% | 725 |
| NET EXTERNAL PERSON TRIPS USING TRANSIT | | 1.22 | Updated PPV Rate - See Table 21-A4 | 121 | 47% | 56 | 53% | 65 |
| NET EXTERNAL PERSON TRIPS (VEHICLES AND TRANSIT) | | | | 1,478 | 47% | 688 | 53% | 790 |
| NET EXTERNAL PERSON TRIPS WALKING/USING BICYCLES | | 1.22 | Updated PPV Rate - See Table 21-A4 | | | | | |
| LAND USE | SCALE | ITE LUC | ITE 8TH ED RATE/FORMULA | PM TRIPS | % IN | TRIPS | % OUT | TRIPS |
| RESIDENTIAL | 1,947 DU | 232 | $T = 0.34 (X) + 15.47$ | 677 | 62% | 420 | 38% | 257 |
| RETAIL | 142,305 SQ. FT. | 820 | $\ln(T) = 0.67 \ln(X) + 3.37$ | 806 | 49% | 395 | 51% | 411 |
| OFFICE | 106,764 SQ. FT. | 710 | $T = 1.12 (X) + 78.81$ | 198 | 17% | 34 | 83% | 164 |
| ATTRACTION | 6,750 SEATS | 443 | $T = 0.07 (X)$ | 473 | 75% | 354 | 25% | 119 |
| HOTEL | 444 ROOMS | 310 | $T = 0.70 (X)$ | 311 | 49% | 152 | 51% | 159 |
| GROSS TOTAL VEHICLE TRIPS | | | | 2,465 | 55% | 1,355 | 45% | 1,110 |
| INTERNALIZATION | | 10.00% | Estimated Reduction of Gross Trips | 247 | 55% | 136 | 45% | 111 |
| TRANSIT REDUCTION | | 8.20% | Increment II Transit Reduction | 182 | 55% | 100 | 45% | 82 |
| NET EXTERNAL VEHICLE TRIPS | | | | 2,037 | 55% | 1,120 | 45% | 917 |
| NET EXTERNAL PERSON TRIPS IN VEHICLES | | 1.22 | Updated PPV Rate - See Table 21-A4 | 2,484 | 55% | 1,366 | 45% | 1,119 |
| NET EXTERNAL PERSON TRIPS USING TRANSIT | | 1.22 | Updated PPV Rate - See Table 21-A4 | 222 | 55% | 122 | 45% | 100 |
| NET EXTERNAL PERSON TRIPS (VEHICLES AND TRANSIT) | | | | 2,707 | 55% | 1,488 | 45% | 1,219 |
| NET EXTERNAL PERSON TRIPS WALKING/USING BICYCLES | | 1.22 | Updated PPV Rate - See Table 21-A4 | | | | | |

TABLE 21-D3 - Trip Generation for the Remaining Unbuilt Entitlements for Downtown Miami DRI - Increment II

1/13/2011

| LAND USE | SCALE | ITE LUC | ITE 8TH ED RATE/FORMULA | AM TRIPS | % IN | TRIPS | % OUT | TRIPS |
|---|-------------------|---------|------------------------------------|---------------|------|--------------|-------|--------------|
| OFFICE | 154,309 SQ. FT. | 710 | $\ln(T) = 0.80 \ln(X) + 1.55$ | 265 | 88% | 233 | 12% | 32 |
| RETAIL | 1,067,575 SQ. FT. | 820 | $\ln(T) = 0.59 \ln(X) + 2.32$ | 623 | 61% | 380 | 39% | 243 |
| HOTEL | 3,289 ROOMS | 310 | $T = 0.67 (X)$ | 2,204 | 58% | 1,278 | 42% | 926 |
| RESIDENTIAL | 8,375 DU | 232 | $T = 0.29 (X) + 28.86$ | 2,458 | 19% | 467 | 81% | 1,991 |
| CONVENTION | 300,000 SQ. FT. | 710 | $\ln(T) = 0.80 \ln(X) + 1.55$ | 452 | 88% | 398 | 12% | 54 |
| INDUSTRIAL | 50,000 SQ. FT. | 110 | $T = 0.92 (X)$ | 46 | 88% | 40 | 12% | 6 |
| INSTITUTIONAL | 575,180 SQ. FT. | N/A | $T = 1.00 (X)$ | 575 | 74% | 426 | 26% | 149 |
| ATTRACTION | 14,000 SEATS | 443 | $T = 0.01 (X)$ | 140 | 75% | 105 | 25% | 35 |
| GROSS TOTAL VEHICLE TRIPS | | | | 6,762 | 49% | 3,327 | 51% | 3,435 |
| INTERNALIZATION | | 10.00% | Estimated Reduction of Gross Trips | 676 | 49% | 333 | 51% | 344 |
| TRANSIT REDUCTION | | 22.60% | Increment II Transit Reduction | 1,375 | 49% | 677 | 51% | 699 |
| PEDESTRIAN/BICYCLE REDUCTION | | 10.00% | Increment II Ped/Bike Reduction | 471 | 49% | 232 | 51% | 239 |
| NET EXTERNAL VEHICLE TRIPS | | | | 4,240 | 49% | 2,086 | 51% | 2,154 |
| NET EXTERNAL PERSON TRIPS IN VEHICLES | | 1.22 | Updated PPV Rate - See Table 21-A4 | 5,172 | 49% | 2,544 | 51% | 2,628 |
| NET EXTERNAL PERSON TRIPS USING TRANSIT | | 1.22 | Updated PPV Rate - See Table 21-A4 | 1,678 | 49% | 826 | 51% | 852 |
| NET EXTERNAL PERSON TRIPS (VEHICLES AND TRANSIT) | | | | 6,850 | 49% | 3,370 | 51% | 3,480 |
| NET EXTERNAL PERSON TRIPS WALKING/USING BICYCLES | | 1.22 | Updated PPV Rate - See Table 21-A4 | 575 | 49% | 283 | 51% | 292 |
| LAND USE | SCALE | ITE LUC | ITE 8TH ED RATE/FORMULA | PM TRIPS | % IN | TRIPS | % OUT | TRIPS |
| OFFICE | 154,309 SQ. FT. | 710 | $T = 1.12 (X) + 78.81$ | 252 | 17% | 43 | 83% | 209 |
| RETAIL | 1,067,575 SQ. FT. | 820 | $\ln(T) = 0.67 \ln(X) + 3.37$ | 3,109 | 49% | 1,523 | 51% | 1,586 |
| HOTEL | 3,289 ROOMS | 310 | $T = 0.70 (X)$ | 2,302 | 49% | 1,128 | 51% | 1,174 |
| RESIDENTIAL | 8,375 DU | 232 | $T = 0.34 (X) + 15.47$ | 2,863 | 62% | 1,775 | 38% | 1,088 |
| CONVENTION | 300,000 SQ. FT. | 710 | $T = 1.12 (X) + 78.81$ | 415 | 17% | 71 | 83% | 344 |
| INDUSTRIAL | 50,000 SQ. FT. | 110 | $T = 0.97 (X)$ | 49 | 12% | 6 | 88% | 43 |
| INSTITUTIONAL | 575,180 SQ. FT. | N/A | $T = 1.00 (X)$ | 575 | 58% | 334 | 42% | 241 |
| ATTRACTION | 14,000 SEATS | 443 | $T = 0.07 (X)$ | 980 | 75% | 735 | 25% | 245 |
| GROSS TOTAL VEHICLE TRIPS | | | | 10,544 | 53% | 5,615 | 47% | 4,929 |
| INTERNALIZATION | | 10.00% | Estimated Reduction of Gross Trips | 1,054 | 53% | 562 | 47% | 492 |
| TRANSIT REDUCTION | | 22.60% | Increment II Transit Reduction | 2,145 | 53% | 1,142 | 47% | 1,003 |
| PEDESTRIAN/BICYCLE REDUCTION | | 10.00% | Increment II Ped/Bike Reduction | 735 | 53% | 391 | 47% | 344 |
| NET EXTERNAL VEHICLE TRIPS | | | | 6,610 | 53% | 3,520 | 47% | 3,090 |
| NET EXTERNAL PERSON TRIPS IN VEHICLES | | 1.22 | Updated PPV Rate - See Table 21-A4 | 8,064 | 53% | 4,294 | 47% | 3,770 |
| NET EXTERNAL PERSON TRIPS USING TRANSIT | | 1.22 | Updated PPV Rate - See Table 21-A4 | 2,617 | 53% | 1,393 | 47% | 1,224 |
| NET EXTERNAL PERSON TRIPS (VEHICLES AND TRANSIT) | | | | 10,681 | 53% | 5,688 | 47% | 4,994 |
| NET EXTERNAL PERSON TRIPS WALKING/USING BICYCLES | | 1.22 | Updated PPV Rate - See Table 21-A4 | 896 | 53% | 477 | 47% | 419 |

Table 21-D4
SEOPW DRI - INCREMENT III
ASSIGNMENT OF UNBUILT COMMITTED DEVELOPMENT PM PEAK HOUR TRAFFIC

3/31/2011

| ROADWAY SEGMENTS | YEAR 2020 LANES | ADOPTED LOS | SEOPW DRI Increment II | | Downtown Miami DRI Increment II | | TOTAL COMMITTED TRAFFIC |
|--------------------------------------|-----------------------|----------------|---------------------------|-----------------------|------------------------------------|-----------------------|-------------------------------|
| | | | PROJECT DIST | PM PEAK HOUR TRIPS | PROJECT DIST | PM PEAK HOUR TRIPS | |
| | | | PERCENT | 2037 | PERCENT | 6610 | |
| SR 112/ I-195 | | | | | | | |
| Okeechobee Road to NW 37 Avenue | 6L-EXPY | E | 0.50% | 10 | 1.00% | 66 | 76 |
| NW 37 Avenue to NW 27 Avenue | 6L-EXPY | E | 0.50% | 10 | 1.50% | 99 | 109 |
| NW 27 Avenue to NW 22 Avenue | 6L-EXPY | E | 0.50% | 10 | 1.80% | 119 | 129 |
| NW 22 Avenue to NW 12 Avenue | 8L-EXPY | E | 0.50% | 10 | 2.00% | 132 | 142 |
| NW 12 Avenue to I-95 | 8L-EXPY | E | 0.50% | 10 | 2.00% | 132 | 142 |
| I-95 to N. Miami Avenue | 6L-EXPY | E | 0.50% | 10 | 2.20% | 145 | 156 |
| N. Miami Avenue to Biscayne Blvd | 6L-EXPY | E | 0.50% | 10 | 0.90% | 59 | 70 |
| Biscayne Blvd to Alton Road | 6L-EXPY | E | 0.50% | 10 | 0.50% | 33 | 43 |
| SR 25/NW/NE 36 Street | | | | | | | |
| NW 37 Avenue to NW 32 Avenue | 4LU | E * 120% | 0.50% | 10 | 0.10% | 7 | 17 |
| NW 32 Avenue to NW 27 Avenue | 4LU | E * 120% | 0.50% | 10 | 0.20% | 13 | 23 |
| NW 27 Avenue to NW 22 Avenue | 4LU | E * 120% | 0.50% | 10 | 0.30% | 20 | 30 |
| NW 22 Avenue to NW 17 Avenue | 4LU | E * 120% | 0.50% | 10 | 0.40% | 26 | 37 |
| NW 17 Avenue to NW 12 Avenue | 2LD-WTL | E * 120% | 0.50% | 10 | 0.40% | 26 | 37 |
| NW 12 Avenue to NW 7 Avenue | 2LD-WTL | E * 120% | 0.50% | 10 | 0.50% | 33 | 43 |
| NW 7 Avenue to NW 2 Avenue | 4LD | E * 120% | 0.50% | 10 | 0.70% | 46 | 56 |
| NW 2 Avenue to N. Miami Avenue | 2LD-WTL | E * 120% | 0.50% | 10 | 0.50% | 33 | 43 |
| N. Miami Avenue to NE 2 Avenue | 4LD | E * 120% | 0.50% | 10 | 0.90% | 59 | 70 |
| NE 2 Avenue to Biscayne Blvd | 4LD | E * 120% | 0.50% | 10 | 0.80% | 53 | 63 |
| NW/NE 28/29 Street | | | | | | | |
| NW 27 Avenue to NW 22 Avenue | 2LU | E * 120% | 0.50% | 10 | 0.20% | 13 | 23 |
| NW 22 Avenue to NW 17 Avenue | 2LU | E * 120% | 0.50% | 10 | 0.30% | 20 | 30 |
| NW 17 Avenue to NW 12 Avenue | 4LU | E * 120% | 0.50% | 10 | 0.40% | 26 | 37 |
| NW 12 Avenue to NW 7 Avenue | 4LU | E * 120% | 0.50% | 10 | 0.70% | 46 | 56 |
| NW 7 Avenue to NW 2 Avenue | 4LU | E * 120% | 0.50% | 10 | 0.80% | 53 | 63 |
| NW 2 Avenue to N. Miami Avenue | 4LU | E * 120% | 0.50% | 10 | 0.70% | 46 | 56 |
| N. Miami Avenue to NE 2 Avenue | 4LU | E * 120% | 0.50% | 10 | 1.00% | 66 | 76 |
| NE 2 Avenue to Biscayne Blvd | 2LU | E * 120% | 0.50% | 10 | 0.70% | 46 | 56 |
| NW/NE 20 Street | | | | | | | |
| NW 27 Avenue to NW 22 Avenue | 4LD | E | 1.00% | 20 | 0.60% | 40 | 60 |
| NW 22 Avenue to NW 17 Avenue | 4LD | E | 1.00% | 20 | 0.80% | 53 | 73 |
| NW 17 Avenue to NW 12 Avenue | 4LD | E | 1.00% | 20 | 1.00% | 66 | 86 |
| NW 12 Avenue to NW 7 Avenue | 4LD | E | 1.00% | 20 | 1.50% | 99 | 120 |
| NW 7 Avenue to NW 2 Avenue | 4LD | E | 1.00% | 20 | 1.80% | 119 | 139 |
| NW 2 Avenue to N. Miami Avenue | 4LU | E | 1.00% | 20 | 1.70% | 112 | 133 |
| N. Miami Avenue to NE 2 Avenue | 2LU | E*150% | 1.00% | 20 | 0.80% | 53 | 73 |
| NE 2 Avenue to Biscayne Blvd | 2LU | E*150% | 1.00% | 20 | 0.80% | 53 | 73 |
| NW/NE 14 Street/NW 13 Ter | | | | | | | |
| NW River Dr to NW 14 Avenue | 4LD | E | 2.00% | 41 | 0.10% | 7 | 47 |
| NW 14 Avenue to NW 12 Avenue | 4LD | E | 2.00% | 41 | 0.50% | 33 | 74 |
| NW 12 Avenue to NW 10 Avenue | 4LD | E*150% | 2.00% | 41 | 1.30% | 86 | 127 |
| NW 10 Avenue to NW 7 Avenue | 2LU | E*150% | 2.00% | 41 | 2.20% | 145 | 186 |
| NW 7 Avenue to NW 3 Avenue | 3LD | E*150% | 2.00% | 41 | 2.80% | 185 | 226 |
| NW 3 Avenue to NW 1 Avenue | 2LU | E*150% | 2.00% | 41 | 3.20% | 212 | 252 |
| NW 1 Avenue to N. Miami Avenue | 2LU | E | 2.00% | 41 | 3.40% | 225 | 265 |
| N. Miami Avenue to NE 1 Avenue | 3LU | E*150% | 2.00% | 41 | 1.70% | 112 | 153 |
| NE 1 Avenue to NE 2 Avenue | 3LU | E*150% | 2.00% | 41 | 3.40% | 225 | 265 |
| NE 2 Avenue to Biscayne Blvd | 4LU | E*150% | 2.00% | 41 | 4.50% | 297 | 338 |
| Biscayne Blvd to Bayshore Drive | 4LU | E*150% | 2.00% | 41 | 3.50% | 231 | 272 |
| SR 836/ I-395/ MacArthur Cswy | | | | | | | |
| SR 821 to NW 107 Avenue | 12L-EXPY | D | 1.70% | 35 | 2.80% | 185 | 220 |
| NW 107 Avenue to NW 87 Avenue | 8L-EXPY | D | 2.00% | 41 | 3.10% | 205 | 246 |
| NW 87 Avenue to SR 826 | 8L-EXPY | D | 2.30% | 47 | 3.30% | 218 | 265 |
| SR 826 to NW 72 Avenue | 5L EB - 6L WB | E | 3.90% | 79 | 3.80% | 251 | 331 |
| NW 72 Avenue to NW 57 Avenue | 8L-EXPY | E | 5.50% | 112 | 11.80% | 780 | 892 |
| NW 57 Avenue to NW 42 Avenue | 8L-EXPY - CST | E | 5.50% | 112 | 13.10% | 866 | 978 |
| NW 42 Avenue to NW 37 Avenue | 6L-EXPY | E | 7.10% | 145 | 13.70% | 906 | 1050 |
| NW 37 Avenue to NW 27 Avenue | 8L-EXPY | E | 7.10% | 145 | 14.30% | 945 | 1090 |
| NW 27 Avenue to NW 17 Avenue | 8L-EXPY | E | 8.70% | 177 | 13.30% | 879 | 1056 |
| NW 17 Avenue to NW 12 Avenue | 6L-EXPY | E | 8.70% | 177 | 11.20% | 740 | 918 |
| NW 12 Avenue to I-95 | 8L-EXPY | E | 8.70% | 177 | 13.00% | 859 | 1037 |
| I-95 to N. Miami Avenue | 5L EB - 5L WB | E | 17.60% | 359 | 13.20% | 873 | 1231 |
| N. Miami Avenue to NE 1 Avenue | 5L EB - 5L WB | E | 17.60% | 359 | 13.20% | 873 | 1231 |
| NE 1 Avenue to Biscayne Blvd | 4L EB - 4L WB | E | 17.60% | 359 | 8.20% | 542 | 901 |
| Biscayne Blvd to Watson Island | 6L-EXPY | E | 2.90% | 59 | 1.90% | 126 | 185 |
| Watson Island to Alton Road | 6L-EXPY | D*120% | 2.90% | 59 | 1.90% | 126 | 185 |

Table 21-D4
SEOPW DRI - INCREMENT III
ASSIGNMENT OF UNBUILT COMMITTED DEVELOPMENT PM PEAK HOUR TRAFFIC

3/31/2011

| ROADWAY SEGMENTS | YEAR 2020 LANES | ADOPTED LOS | SEOPW DRI Increment II | | Downtown Miami DRI Increment II | | TOTAL COMMITTED TRAFFIC |
|--------------------------------|-----------------------|----------------|---------------------------|-----------------------|------------------------------------|-----------------------|-------------------------------|
| | | | PROJECT DIST | PM PEAK HOUR TRIPS | PROJECT DIST | PM PEAK HOUR TRIPS | |
| | | | PERCENT | 2037 | PERCENT | 6610 | |
| NW/NE 11 Street | | | | | | | |
| NW 12 Street to NW 12 Avenue | 4LU | E*150% | 5.90% | 120 | 1.40% | 93 | 213 |
| NW 12 Avenue to NW 8 St Road | 3LU | E*150% | 4.90% | 100 | 2.00% | 132 | 232 |
| NW 8 St Road to NW 7 Avenue | 2LOW - WB | E*150% | 3.90% | 79 | 1.10% | 73 | 152 |
| NW 7 Avenue to NW 3 Avenue | 2LOW - WB | E*150% | 2.90% | 59 | 1.50% | 99 | 158 |
| NW 3 Avenue to NW 2 Avenue | 2LOW - WB | E*150% | 1.50% | 31 | 1.70% | 112 | 143 |
| NW 2 Avenue to NW 1 Avenue | 2LOW - WB | E*150% | 1.50% | 31 | 3.30% | 218 | 249 |
| NW 1 Avenue to N. Miami Avenue | 2LOW - WB | E*150% | 1.50% | 31 | 3.70% | 245 | 275 |
| N. Miami Avenue to NE 1 Avenue | 2LOW - WB | E*150% | 1.50% | 31 | 2.90% | 192 | 222 |
| NE 1 Avenue to NE 2 Avenue | 2LOW - WB | E*150% | 1.50% | 31 | 4.50% | 297 | 328 |
| NE 2 Avenue to Biscayne Blvd | 3LU | E*150% | 1.50% | 31 | 4.00% | 264 | 295 |
| NW/NE 10 Street | | | | | | | |
| NW 8 Street Rd to NW 7 Avenue | 3LOW - EB | E*150% | 4.00% | 81 | 0.40% | 26 | 108 |
| NW 7 Avenue to NW 5 Avenue | 3LOW - EB | E*150% | 6.00% | 122 | 1.00% | 66 | 188 |
| NW 5 Avenue to NW 3 Avenue | 2LOW - EB | E*150% | 8.00% | 163 | 1.70% | 112 | 275 |
| NW 3 Avenue to NW 2 Avenue | 2LOW - EB | E*150% | 10.00% | 204 | 1.70% | 112 | 316 |
| NW 2 Avenue to NW 1 Avenue | 2LOW - EB | E*150% | 11.00% | 224 | 2.10% | 139 | 363 |
| NW 1 Avenue to N. Miami Avenue | 2LOW - EB | E*150% | 12.00% | 244 | 2.30% | 152 | 396 |
| N. Miami Avenue to NE 1 Avenue | 2LOW - EB | E*150% | 13.20% | 269 | 2.70% | 178 | 447 |
| NE 1 Avenue to NE 2 Avenue | 2LOW - EB | E*150% | 13.20% | 269 | 2.20% | 145 | 414 |
| NE 2 Avenue to Biscayne Blvd | 3LU | E*150% | 13.20% | 269 | 2.00% | 132 | 401 |
| NW/NE 9 Street | | | | | | | |
| NW 3 Avenue to NW 2 Avenue | 2LU | E*150% | 2.80% | 57 | 0.80% | 53 | 110 |
| NW 1 Avenue to N. Miami Avenue | 2LU | E*150% | 2.70% | 55 | 0.80% | 53 | 108 |
| N. Miami Avenue to NE 1 Avenue | 2LU | E*150% | 2.80% | 57 | 0.80% | 53 | 110 |
| NE 1 Avenue to NE 2 Avenue | 2LU | E*150% | 2.90% | 59 | 0.80% | 53 | 112 |
| NE 2 Avenue to Biscayne Blvd | 3LU | E*150% | 3.00% | 61 | 0.80% | 53 | 114 |
| NW/NE 8 Street | | | | | | | |
| NW 7 Avenue to NW 5 Avenue | 2LU | E*150% | 2.60% | 53 | 0.80% | 53 | 106 |
| NW 5 Avenue to NW 3 Court | 2LU | E*150% | 2.70% | 55 | 0.80% | 53 | 108 |
| NW 3 Court to NW 3 Avenue | 4LU | E*150% | 2.80% | 57 | 0.80% | 53 | 110 |
| NW 3 Avenue to NW 2 Avenue | 2LU | E*150% | 2.90% | 59 | 1.50% | 99 | 158 |
| NW 2 Avenue to NW 1 Avenue | 2LU | E*150% | 2.80% | 57 | 0.80% | 53 | 110 |
| NW 1 Avenue to N. Miami Avenue | 2LU | E*150% | 2.70% | 55 | 0.80% | 53 | 108 |
| N. Miami Avenue to NE 1 Avenue | 2LU | E*150% | 2.80% | 57 | 0.80% | 53 | 110 |
| NE 1 Avenue to NE 2 Avenue | 2LU | E*150% | 2.90% | 59 | 0.80% | 53 | 112 |
| NE 2 Avenue to Biscayne Blvd | 2LU | E*150% | 3.00% | 61 | 0.80% | 53 | 114 |
| NW/NE 7 Street | | | | | | | |
| NW 37 Avenue to NW 27 Avenue | 4LD | E*120% | 1.10% | 22 | 0.70% | 46 | 69 |
| NW 27 Avenue to NW 22 Avenue | 4LD | E*120% | 1.20% | 24 | 1.80% | 119 | 143 |
| NW 22 Avenue to NW 17 Avenue | 4LD | E*120% | 1.30% | 26 | 2.10% | 139 | 165 |
| NW 17 Avenue to NW 12 Avenue | 4LD | E*120% | 1.40% | 29 | 2.10% | 139 | 167 |
| NW 12 Avenue to NW 4 Street | 2LD | E*150% | 1.50% | 31 | 1.60% | 106 | 136 |
| NW 4 Street to NW 7 Avenue | 4LD | E*150% | 2.50% | 51 | 2.30% | 152 | 203 |
| NW 7 Avenue to NW 5 Avenue | 2LU | E*150% | 2.00% | 41 | 0.80% | 53 | 94 |
| NW 5 Avenue to NW 3 Court | 2LU | E*150% | 2.20% | 45 | 0.80% | 53 | 98 |
| NW 3 Court to NW 3 Avenue | 2LU | E*150% | 2.40% | 49 | 0.70% | 46 | 95 |
| N. Miami Avenue to NE 1 Avenue | 2LU | E*150% | 2.60% | 53 | 0.60% | 40 | 93 |
| NE 1 Avenue to NE 2 Avenue | 2LU | E*150% | 2.80% | 57 | 0.80% | 53 | 110 |
| NE 2 Avenue to Biscayne Blvd | 2LU | E*150% | 3.00% | 61 | 1.10% | 73 | 134 |
| NW/NE 6 Street | | | | | | | |
| NW 7 Avenue to NW 5 Avenue | 3LOW - WB | E*150% | 5.00% | 102 | 0.60% | 40 | 142 |
| NW 5 Avenue to NW 3 Court | 3LOW - WB | E*150% | 5.00% | 102 | 0.30% | 20 | 122 |
| NW 3 Court to NW 3 Avenue | 3LOW - WB | E*150% | 5.00% | 102 | 3.00% | 198 | 300 |
| NW 3 Avenue to NW 2 Avenue | 3LOW - WB | E*150% | 5.00% | 102 | 0.50% | 33 | 135 |
| NW 2 Avenue to NW 1 Avenue | 3LOW - WB | E*150% | 5.00% | 102 | 0.60% | 40 | 142 |
| NW 1 Avenue to N. Miami Avenue | 3LOW - WB | E*150% | 5.00% | 102 | 0.80% | 53 | 155 |
| N. Miami Avenue to NE 1 Avenue | 3LOW - WB | E*150% | 5.00% | 102 | 1.40% | 93 | 194 |
| NE 1 Avenue to NE 2 Avenue | 3LOW - WB | E*150% | 5.00% | 102 | 1.00% | 66 | 168 |
| NE 2 Avenue to Biscayne Blvd | 3LOW - WB | E*150% | 5.00% | 102 | 1.70% | 112 | 214 |

Table 21-D4
SEOPW DRI - INCREMENT III
ASSIGNMENT OF UNBUILT COMMITTED DEVELOPMENT PM PEAK HOUR TRAFFIC

3/31/2011

| ROADWAY SEGMENTS | YEAR 2020 LANES | ADOPTED LOS | SEOPW DRI Increment II | | Downtown Miami DRI Increment II | | TOTAL COMMITTED TRAFFIC |
|--|-----------------------|----------------|----------------------------|-------------------------------|------------------------------------|-------------------------------|-------------------------------|
| | | | PROJECT DIST PERCENT | PM PEAK HOUR TRIPS 2037 | PROJECT DIST PERCENT | PM PEAK HOUR TRIPS 6610 | |
| | | | | | | | |
| NW/NE 5 Street | | | | | | | |
| NW 7 Avenue to NW 5 Avenue | 3LOW - EB | E*150% | 3.50% | 71 | 1.10% | 73 | 144 |
| NW 5 Avenue to NW 3 Court | 3LOW - EB | E*150% | 3.50% | 71 | 0.80% | 53 | 124 |
| NW 3 Court to NW 3 Avenue | 3LOW - EB | E*150% | 3.50% | 71 | 0.80% | 53 | 124 |
| NW 3 Avenue to NW 2 Avenue | 3LOW - EB | E*150% | 3.50% | 71 | 0.80% | 53 | 124 |
| NW 2 Avenue to NW 1 Avenue | 3LOW - EB | E*150% | 3.50% | 71 | 1.30% | 86 | 157 |
| NW 1 Avenue to N. Miami Avenue | 3LOW - EB | E*150% | 3.50% | 71 | 1.20% | 79 | 151 |
| N. Miami Avenue to NE 1 Avenue | 3LOW - EB | E*150% | 3.50% | 71 | 0.70% | 46 | 118 |
| NE 1 Avenue to NE 2 Avenue | 3LOW - EB | E*150% | 3.50% | 71 | 1.10% | 73 | 144 |
| NE 2 Avenue to Biscayne Blvd | 3LOW - EB | E*150% | 3.50% | 71 | 0.90% | 59 | 131 |
| NE 4 Street | | | | | | | |
| NE 2 Avenue to Biscayne Blvd | 2LU | E*150% | 1.50% | 31 | 0.20% | 13 | 44 |
| NW 3 Street | | | | | | | |
| North River Dr to NW 3 Court | 2LOW - WB | E*150% | 0.70% | 14 | 1.00% | 66 | 80 |
| NW 3 Court to NW 3 Avenue | 4LU | E*150% | 0.80% | 16 | 0.80% | 53 | 69 |
| NW 3 Avenue to NW 2 Avenue | 4LU | E*150% | 0.90% | 18 | 0.80% | 53 | 71 |
| NW 2 Avenue to NW 1 Avenue | 3LU | E*150% | 1.00% | 20 | 1.70% | 112 | 133 |
| NW 1 Avenue to N. Miami Avenue | 3LOW - WB | E*150% | 1.10% | 22 | 1.20% | 79 | 102 |
| N. Miami Avenue to NE 1 Avenue | 2LOW - WB | E*150% | 1.00% | 20 | 0.90% | 59 | 80 |
| NE 1 Avenue to NE 2 Avenue | 2LOW - WB | E*150% | 0.90% | 18 | 0.80% | 53 | 71 |
| NE 2 Avenue to Biscayne Blvd | 2LOW - WB | E*150% | 0.80% | 16 | 0.80% | 53 | 69 |
| NW 2 Street | | | | | | | |
| North River Dr to NW 3 Court | 2LOW - EB | E*150% | 0.40% | 8 | 0.50% | 33 | 41 |
| NW 3 Court to NW 3 Avenue | 2LD-WLT | E*150% | 0.50% | 10 | 0.70% | 46 | 56 |
| NW 3 Avenue to NW 2 Avenue | 2LD-WTL | E*150% | 0.60% | 12 | 1.00% | 66 | 78 |
| NW 1 Avenue to N. Miami Avenue | 2LOW - EB | E*150% | 0.70% | 14 | 1.70% | 112 | 127 |
| N. Miami Avenue to NE 1 Avenue | 2LOW - EB | E*150% | 0.80% | 16 | 4.50% | 297 | 314 |
| NE 1 Avenue to NE 2 Avenue | 2LOW - EB | E*150% | 0.90% | 18 | 1.40% | 93 | 111 |
| NE 2 Avenue to Biscayne Blvd | 2LOW - EB | E*150% | 1.00% | 20 | 1.90% | 126 | 146 |
| NW/NE 1 Street | | | | | | | |
| NW 3 Court to NW 3 Avenue | 3LOW - WB | E*150% | 0.80% | 16 | 1.30% | 86 | 102 |
| NW 3 Avenue to NW 2 Avenue | 3LOW - WB | E*150% | 0.80% | 16 | 1.30% | 86 | 102 |
| NW 2 Avenue to NW 1 Avenue | 3LOW - WB | E*150% | 0.80% | 16 | 0.80% | 53 | 69 |
| NW 1 Avenue to N. Miami Avenue | 2L WB - 1L EB | E*150% | 0.80% | 16 | 1.60% | 106 | 122 |
| N. Miami Avenue to NE 1 Avenue | 2LOW - WB | E*150% | 0.80% | 16 | 3.10% | 205 | 221 |
| NE 1 Avenue to NE 2 Avenue | 2LOW - WB | E*150% | 0.80% | 16 | 1.00% | 66 | 82 |
| NE 2 Avenue to NE 3 Avenue | 2LOW - WB | E*150% | 0.80% | 16 | 1.00% | 66 | 82 |
| NE 3 Avenue to Biscayne Blvd | 2LOW - WB | E*150% | 0.80% | 16 | 0.70% | 46 | 63 |
| SR 968/West/East Flagler Street | | | | | | | |
| NW 37 Avenue to NW 32 Avenue | 4LD | E*150% | 1.20% | 24 | 0.90% | 59 | 84 |
| NW 32 Avenue to NW 27 Avenue | 4LD | E*150% | 1.20% | 24 | 1.00% | 66 | 91 |
| NW 27 Avenue to NW 24 Avenue | 4LD | E*150% | 1.20% | 24 | 1.40% | 93 | 117 |
| NW 24 Avenue to NW 22 Avenue | 3LOW - WB | E*150% | 1.20% | 24 | 0.90% | 59 | 84 |
| NW 22 Avenue to NW 17 Avenue | 3LOW - WB | E*150% | 1.20% | 24 | 1.20% | 79 | 104 |
| NW 17 Avenue to NW 12 Avenue | 3LOW - WB | E*150% | 1.20% | 24 | 1.00% | 66 | 91 |
| NW 12 Avenue to NW 8 Avenue | 1L EB - 3L WB | E*150% | 1.20% | 24 | 2.50% | 165 | 190 |
| NW 8 Avenue to NW 3 Court | 3LOW - WB | E*150% | 1.20% | 24 | 2.40% | 159 | 183 |
| NW 3 Court to NW 3 Avenue | 3LOW - WB | E*150% | 1.20% | 24 | 1.50% | 99 | 124 |
| NW 3 Avenue to SW 2 Avenue | 2LU | E*150% | 1.20% | 24 | 1.50% | 99 | 124 |
| SW 2 Avenue to SW 1 Avenue | 2LU | E*150% | 1.20% | 24 | 1.20% | 79 | 104 |
| SW 1 Avenue to S. Miami Avenue | 2LU | E*150% | 1.20% | 24 | 1.50% | 99 | 124 |
| S. Miami Avenue to SE 1 Avenue | 2LU | E*150% | 1.20% | 24 | 1.00% | 66 | 91 |
| SE 1 Avenue to SE 2 Avenue | 2LU | E*150% | 1.20% | 24 | 1.30% | 86 | 110 |
| SE 2 Avenue to SE 3 Avenue | 2LU | E*150% | 1.20% | 24 | 1.20% | 79 | 104 |
| SE 3 Avenue to Biscayne Blvd | 2LU | E*150% | 1.20% | 24 | 0.90% | 59 | 84 |

Table 21-D4
SEOPW DRI - INCREMENT III
ASSIGNMENT OF UNBUILT COMMITTED DEVELOPMENT PM PEAK HOUR TRAFFIC

3/31/2011

| ROADWAY SEGMENTS | YEAR 2020 LANES | ADOPTED LOS | SEOPW DRI Increment II | | Downtown Miami DRI Increment II | | TOTAL COMMITTED TRAFFIC |
|---------------------------------------|-----------------------|----------------|---------------------------|-----------------------|------------------------------------|-----------------------|-------------------------------|
| | | | PROJECT DIST | PM PEAK HOUR TRIPS | PROJECT DIST | PM PEAK HOUR TRIPS | |
| | | | PERCENT | 2037 | PERCENT | 6610 | |
| SR 968/SW/SE 1 Street | | | | | | | |
| SW 24 Avenue to Beacon Blvd | 3LOW - EB | E*150% | 0.60% | 12 | 0.50% | 33 | 45 |
| Beacon Blvd to SW 22 Avenue | 3LOW - EB | E*150% | 0.60% | 12 | 0.50% | 33 | 45 |
| SW 22 Avenue to SW 17 Avenue | 4LOW - EB | E*150% | 0.60% | 12 | 0.90% | 59 | 72 |
| SW 17 Avenue to SW 12 Avenue | 3LOW - EB | E*150% | 0.60% | 12 | 2.00% | 132 | 144 |
| SW 12 Avenue to SW 8 Avenue | 3LOW - EB | E*150% | 0.60% | 12 | 1.90% | 126 | 138 |
| SW 8 Avenue to SW 5 Avenue | 3LOW - EB | E*150% | 0.60% | 12 | 1.70% | 112 | 125 |
| SW 5 Avenue to SW 2 Avenue | 4LOW - EB | E*150% | 2.50% | 51 | 1.70% | 112 | 163 |
| SW 2 Avenue to SW 1 Avenue | 3LOW - EB | E*150% | 2.50% | 51 | 1.70% | 112 | 163 |
| SW 1 Avenue to S. Miami Avenue | 3LOW - EB | E*150% | 2.50% | 51 | 1.70% | 112 | 163 |
| S. Miami Avenue to SE 1 Avenue | 3LOW - EB | E*150% | 2.50% | 51 | 2.30% | 152 | 203 |
| SE 1 Avenue to SE 2 Avenue | 3LOW - EB | E*150% | 2.50% | 51 | 2.90% | 192 | 243 |
| SE 2 Avenue to SE 3 Avenue | 3LOW - EB | E*150% | 2.50% | 51 | 4.90% | 324 | 375 |
| SE 3 Avenue to Biscayne Blvd | 3LOW - EB | E*150% | 2.50% | 51 | 1.30% | 86 | 137 |
| SR 90/SW/SE 7 Street | | | | | | | |
| SW 27 Avenue to Beacon Blvd | 3LOW - WB | E*150% | 1.00% | 20 | 0.50% | 33 | 53 |
| Beacon Blvd to SW 22 Avenue | 3LOW - WB | E*150% | 1.00% | 20 | 0.50% | 33 | 53 |
| SW 22 Avenue to SW 17 Avenue | 3LOW - WB | E*150% | 1.00% | 20 | 1.40% | 93 | 113 |
| SW 17 Avenue to SW 12 Avenue | 3LOW - WB | E*150% | 1.00% | 20 | 1.80% | 119 | 139 |
| SW 12 Avenue to SW 8 Avenue | 3LOW - WB | E*150% | 1.00% | 20 | 2.20% | 145 | 166 |
| SW 8 Avenue to SW 4 Avenue | 3LOW - WB | E*150% | 1.00% | 20 | 2.40% | 159 | 179 |
| SW 4 Avenue to SW 3 Avenue | 3LOW - WB | E*150% | 0.60% | 12 | 2.80% | 185 | 197 |
| SW 3 Avenue to SW 2 Avenue | 3LOW - WB | E*150% | 0.60% | 12 | 2.90% | 192 | 204 |
| SW 2 Avenue to SW 1 Avenue | 3LOW - WB | E*150% | 0.60% | 12 | 3.50% | 231 | 244 |
| SW 1 Avenue to S. Miami Avenue | 3LOW - WB | E*150% | 0.60% | 12 | 4.00% | 264 | 277 |
| S. Miami Avenue to Brickell Avenue | 3LOW - WB | E*150% | 0.60% | 12 | 3.20% | 212 | 224 |
| SR 90/SE/SW 8 Street | | | | | | | |
| SW 37 Avenue to SW 34 Avenue | 4LD | E*150% | 0.30% | 6 | 0.70% | 46 | 52 |
| SW 34 Avenue to SW 32 Avenue | 4LU | E*150% | 0.30% | 6 | 0.80% | 53 | 59 |
| SW 32 Avenue to SW 27 Avenue | 4LD | E*150% | 0.30% | 6 | 1.10% | 73 | 79 |
| SW 27 Avenue to Beacon Blvd | 4LU | E*150% | 0.30% | 6 | 1.00% | 66 | 72 |
| Beacon Blvd to SW 22 Avenue | 3LOW - EB | E*150% | 0.30% | 6 | 1.10% | 73 | 79 |
| SW 22 Avenue to SW 17 Avenue | 3LOW - EB | E*150% | 0.30% | 6 | 1.70% | 112 | 118 |
| SW 17 Avenue to SW 12 Avenue | 3LOW - EB | E*150% | 0.30% | 6 | 2.30% | 152 | 158 |
| SW 12 Avenue to SW 8 Avenue | 3LOW - EB | E*150% | 0.30% | 6 | 2.50% | 165 | 171 |
| SW 8 Avenue to SW 4 Avenue | 3LOW - EB | E*150% | 0.30% | 6 | 3.40% | 225 | 231 |
| SW 4 Avenue to SW 3 Avenue | 3LOW - EB | E*150% | 1.20% | 24 | 6.10% | 403 | 428 |
| SW 3 Avenue to SW 2 Avenue | 3LOW - EB | E*150% | 1.20% | 24 | 6.10% | 403 | 428 |
| SW 2 Avenue to SW 1 Avenue | 3LOW - EB | E*150% | 1.20% | 24 | 6.90% | 456 | 481 |
| SW 1 Avenue to S. Miami Avenue | 3LOW - EB | E*150% | 1.20% | 24 | 5.70% | 377 | 401 |
| S. Miami Avenue to Brickell Avenue | 3LOW - EB | E*150% | 1.20% | 24 | 4.50% | 297 | 322 |
| SR 972/SW 22 St/SW 3 Ave/13 St | | | | | | | |
| SW 37 Avenue to SW 32 Avenue | 5LD | E*120% | 0.60% | 12 | 1.20% | 79 | 92 |
| SW 32 Avenue to SW 27 Avenue | 4LD | E*120% | 0.60% | 12 | 1.40% | 93 | 105 |
| SW 27 Avenue to SW 22 Avenue | 4LD | E*120% | 0.60% | 12 | 1.50% | 99 | 111 |
| SW 22 Avenue to SW 17 Avenue | 4LD | E*120% | 0.60% | 12 | 1.80% | 119 | 131 |
| SW 17 Avenue to SW 12 Avenue | 4LD | E*150% | 0.60% | 12 | 2.00% | 132 | 144 |
| SW 12 Avenue to SW 13 Street | 4LD | E*150% | 0.60% | 12 | 3.00% | 198 | 211 |
| SW 13 Street to Brickell Drive | 4LD | E*150% | 0.60% | 12 | 3.90% | 258 | 270 |
| NW/SW 37 Avenue | | | | | | | |
| NW 25 Street to NW 21 Street | 4LD | E*150% | 0.50% | 10 | 0.30% | 20 | 30 |
| NW 21 Street to NW 14 Street | 4LD | E | 0.50% | 10 | 0.30% | 20 | 30 |
| NW 14 Street to NW 7 Street | 4LD | E | 0.50% | 10 | 0.30% | 20 | 30 |
| NW 7 Street to W. Flagler Street | 4LD | E | 0.50% | 10 | 0.20% | 13 | 23 |
| W. Flagler St to Ponce De Leon Blvd | 4LD | E | 0.50% | 10 | 0.30% | 20 | 30 |
| Ponce De Leon Blvd to SW 8 Street | 4LD | E | 0.50% | 10 | 0.10% | 7 | 17 |
| SW 8 Street to SW 24 Street | 4LD | E | 0.50% | 10 | 0.50% | 33 | 43 |
| SW 24 Street to Bird Road | 4LD | E | 0.50% | 10 | 0.40% | 26 | 37 |
| Bird Road to US-1 | 4LD | E | 0.50% | 10 | 0.30% | 20 | 30 |

Table 21-D4
SEOPW DRI - INCREMENT III
ASSIGNMENT OF UNBUILT COMMITTED DEVELOPMENT PM PEAK HOUR TRAFFIC

3/31/2011

| ROADWAY SEGMENTS | YEAR 2020 LANES | ADOPTED LOS | SEOPW DRI Increment II | | Downtown Miami DRI Increment II | | TOTAL COMMITTED TRAFFIC |
|-----------------------------------|-----------------------|----------------|----------------------------|-------------------------------|------------------------------------|-------------------------------|-------------------------------|
| | | | PROJECT DIST PERCENT | PM PEAK HOUR TRIPS 2037 | PROJECT DIST PERCENT | PM PEAK HOUR TRIPS 6610 | |
| | | | | | | | |
| SR 9/NW/SW 27 Avenue | | | | | | | |
| NW 41 Street to NW 38 Street | 5LD | E*120% | 0.50% | 10 | 0.30% | 20 | 30 |
| NW 38 Street to NW 36 Street | 6LD | E*120% | 0.50% | 10 | 0.30% | 20 | 30 |
| NW 36 Street to NW 28 Street | 6LD | E*120% | 0.50% | 10 | 0.40% | 26 | 37 |
| NW 28 Street to NW 20 Street | 6LD | E*120% | 0.50% | 10 | 0.40% | 26 | 37 |
| NW 20 Street to NW 14 Street | 6LD | E*120% | 0.50% | 10 | 0.50% | 33 | 43 |
| NW 14 Street to SR 836 | 6LD | E*120% | 0.50% | 10 | 0.50% | 33 | 43 |
| SR 836 to NW 7 Street | 6LD | E*120% | 0.50% | 10 | 2.30% | 152 | 162 |
| NW 7 Street to W. Flagler Street | 6LD | E*120% | 0.50% | 10 | 1.30% | 86 | 96 |
| W. Flagler Street to SW 7 Street | 6LD | E*120% | 0.50% | 10 | 0.50% | 33 | 43 |
| SW 7 Street to SW 8 Street | 6LD | E*120% | 0.50% | 10 | 0.50% | 33 | 43 |
| SW 8 Street to SW 22 Street | 4LD | E*120% | 0.50% | 10 | 0.50% | 33 | 43 |
| SW 22 Street to US-1 | 4LD | E*120% | 0.50% | 10 | 0.60% | 40 | 50 |
| NW/SW 22 Avenue | | | | | | | |
| NW 41 Street to NW 36 Street | 4LD | E*120% | 0.50% | 10 | 0.10% | 7 | 17 |
| NW 36 Street to NW 28 Street | 4LD | E*120% | 0.50% | 10 | 0.10% | 7 | 17 |
| NW 28 Street to NW 20 Street | 4LD | E*120% | 0.50% | 10 | 0.20% | 13 | 23 |
| NW 20 Street to NW North River Dr | 4LD | E*120% | 0.50% | 10 | 0.20% | 13 | 23 |
| NW North River Dr to NW 14 Street | 4LD | E*120% | 0.50% | 10 | 0.30% | 20 | 30 |
| NW 14 Street to NW 11 Street | 4LD | E*120% | 0.50% | 10 | 0.30% | 20 | 30 |
| NW 11 Street to NW 7 Street | 4LD | E*120% | 0.50% | 10 | 0.30% | 20 | 30 |
| NW 7 Street to W. Flagler Street | 4LD | E*120% | 0.50% | 10 | 0.60% | 40 | 50 |
| W. Flagler Street to SW 1 Street | 4LD | E*120% | 0.50% | 10 | 0.60% | 40 | 50 |
| SW 1 Street to SW 7 Street | 4LD | E*120% | 0.50% | 10 | 0.60% | 40 | 50 |
| SW 7 Street to SW 8 Street | 4LD | E*120% | 0.50% | 10 | 0.60% | 40 | 50 |
| SW 8 Street to SW 22 Street | 4LD | E*120% | 0.50% | 10 | 0.60% | 40 | 50 |
| SW 22 Street to US-1 | 4LD | E*120% | 0.50% | 10 | 0.40% | 26 | 37 |
| NW/SW 17 Avenue | | | | | | | |
| NW 40 Street to NW 36 Street | 4LD | E*120% | 0.50% | 10 | 0.10% | 7 | 17 |
| NW 36 Street to NW 28 Street | 2LD | E*120% | 0.50% | 10 | 0.10% | 7 | 17 |
| NW 28 Street to NW 20 Street | 2LD | E*120% | 0.50% | 10 | 0.10% | 7 | 17 |
| NW 20 Street to NW 14 Street | 2LD | E*120% | 0.50% | 10 | 0.20% | 13 | 23 |
| NW 14 St to NW S River Dr/836 WB | 4LD | E*120% | 0.50% | 10 | 0.40% | 26 | 37 |
| NW S River Dr to SR 836 EB | 4LD | E*120% | 0.50% | 10 | 0.40% | 26 | 37 |
| SR 836 EB to NW 7 Street | 6LD | E*120% | 0.50% | 10 | 1.60% | 106 | 116 |
| NW 7 Street to NW 3 Street | 6LD | E*120% | 0.50% | 10 | 2.40% | 159 | 169 |
| NW 3 Street to W. Flagler Street | 6LD | E*120% | 0.50% | 10 | 2.40% | 159 | 169 |
| W. Flagler Street to SW 1 Street | 4LD | E*120% | 0.50% | 10 | 0.60% | 40 | 50 |
| SW 1 Street to SW 7 Street | 4LD | E*120% | 0.50% | 10 | 0.60% | 40 | 50 |
| SW 7 Street to SW 8 Street | 4LD | E*120% | 0.50% | 10 | 0.60% | 40 | 50 |
| SW 8 Street to SW 22 Street | 4LD | E*120% | 0.50% | 10 | 0.60% | 40 | 50 |
| SW 22 Street to US-1 | 4LD | E | 0.50% | 10 | 0.50% | 33 | 43 |
| SR 933/NW/SW 12 Avenue | | | | | | | |
| NW 40 Street to NW 36 Street | 4LD | E*150% | 0.50% | 10 | 0.30% | 20 | 30 |
| NW 36 Street to NW 29 Street | 4LD | E*150% | 0.50% | 10 | 0.10% | 7 | 17 |
| NW 29 Street to NW 20 Street | 4LD | E*150% | 0.50% | 10 | 0.40% | 26 | 37 |
| NW 20 Street to NW 14 Street | 6LD | E*150% | 0.50% | 10 | 1.60% | 106 | 116 |
| NW 14 St to NW 12 St/SR 836 WB | 5LD | E*150% | 0.50% | 10 | 1.30% | 86 | 96 |
| NW 12 St/SR 836 WB to NW 11 St | 5LD | E*150% | 0.50% | 10 | 1.30% | 86 | 96 |
| NW 11 Street to NW 7 Street | 6LD | E*120% | 0.50% | 10 | 1.00% | 66 | 76 |
| NW 7 Street to NW 3 Street | 4LU | E*120% | 0.50% | 10 | 0.60% | 40 | 50 |
| NW 3 Street to W. Flagler Street | 4LU | E*120% | 0.50% | 10 | 0.50% | 33 | 43 |
| W. Flagler Street to SW 1 Street | 6LU | E*120% | 0.50% | 10 | 0.20% | 13 | 23 |
| SW 1 Street to SW 7 Street | 4LU | E*120% | 0.50% | 10 | 1.30% | 86 | 96 |
| SW 7 Street to SW 8 Street | 4LU | E*120% | 0.50% | 10 | 0.20% | 13 | 23 |
| SW 8 Street to SW 13 Street | 4LU | E*120% | 0.50% | 10 | 0.80% | 53 | 63 |
| SW 13 Street to SW 3 Avenue | 2LD | E*120% | 0.50% | 10 | 0.20% | 13 | 23 |

Table 21-D4
SEOPW DRI - INCREMENT III
ASSIGNMENT OF UNBUILT COMMITTED DEVELOPMENT PM PEAK HOUR TRAFFIC

3/31/2011

| ROADWAY SEGMENTS | YEAR 2020 LANES | ADOPTED LOS | SEOPW DRI Increment II | | Downtown Miami DRI Increment II | | TOTAL COMMITTED TRAFFIC |
|----------------------------------|-----------------------|----------------|---------------------------|-----------------------|------------------------------------|-----------------------|-------------------------------|
| | | | PROJECT DIST | PM PEAK HOUR TRIPS | PROJECT DIST | PM PEAK HOUR TRIPS | |
| | | | PERCENT | 2037 | PERCENT | 6610 | |
| SR 7/NW/SW 7 Ave/SW 8 Ave | | | | | | | |
| NW 46 Street to NW 36 Street | 4LD | E*150% | 1.00% | 20 | 0.30% | 20 | 40 |
| NW 36 Street to NW 29 Street | 4LD | E*150% | 1.00% | 20 | 0.30% | 20 | 40 |
| NW 29 Street to NW 20 Street | 4LD | E*150% | 1.00% | 20 | 0.50% | 33 | 53 |
| NW 20 Street to NW 17 Street | 4LD | E*150% | 1.00% | 20 | 0.40% | 26 | 47 |
| NW 17 Street to NW 14 Street | 4LD | E*150% | 1.00% | 20 | 1.40% | 93 | 113 |
| NW 14 Street to NW 11 Street | 4LD | E*150% | 1.00% | 20 | 1.30% | 86 | 106 |
| NW 11 Street to NW 10 Street | 4LD | E*150% | 1.00% | 20 | 1.30% | 86 | 106 |
| NW 10 Street to NW 8 Street | 4LD | E*150% | 1.00% | 20 | 1.60% | 106 | 126 |
| NW 8 Street to NW 7 Street | 4LD | E*150% | 1.00% | 20 | 2.10% | 139 | 159 |
| NW 7 Street to NW 6 Street | 4LD | E*150% | 1.00% | 20 | 2.10% | 139 | 159 |
| NW 6 Street to NW 5 Street | 5LD | E*150% | 1.00% | 20 | 2.40% | 159 | 179 |
| NW 5 Street to NW 4 Street | 4LD | E*120% | 1.00% | 47 | 2.30% | 152 | 199 |
| NW 4 Street to NW 3 Street | 2L NB - 1L SB | E | 1.00% | 20 | 1.50% | 99 | 120 |
| NW 3 Street to NW 2 Street | 2LU | E | 1.00% | 20 | 1.50% | 99 | 120 |
| NW 2 Street to NW 1 Street | 2LU | E | 1.00% | 20 | 1.40% | 93 | 113 |
| NW 1 Street to W. Flagler Street | 2LD-WLT | E | 1.00% | 20 | 1.40% | 93 | 113 |
| W. Flagler Street to SW 1 Street | 2LD-WLT | E | 1.00% | 20 | 0.70% | 46 | 67 |
| SW 1 Street to SW 7 Street | 2LU | E | 1.00% | 20 | 1.30% | 86 | 106 |
| SW 7 Street to SW 8 Street | 2LU | E | 1.00% | 20 | 1.00% | 66 | 86 |
| NW 3 Court | | | | | | | |
| I-95 to NW 8 Street | 4LOW - SB | E*150% | 1.00% | 20 | 0.70% | 46 | 67 |
| NW 8 Street to NW 7 Street | 4LOW - SB | E*150% | 1.00% | 20 | 1.30% | 86 | 106 |
| NW 7 Street to NW 6 Street | 4LOW - SB | E*150% | 1.00% | 20 | 1.30% | 86 | 106 |
| NW 6 Street to NW 5 Street | 3LOW - SB | E*150% | 1.00% | 20 | 1.80% | 119 | 139 |
| NW 5 Street to NW 4 Street | 3LOW - SB | E*150% | 1.00% | 20 | 1.80% | 119 | 139 |
| NW 4 Street to NW 3 Street | 3LOW - SB | E*150% | 1.00% | 20 | 1.90% | 126 | 146 |
| NW 3 Street to NW 2 Street | 3LOW - SB | E*150% | 1.00% | 20 | 2.10% | 139 | 159 |
| NW 2 Street to NW 1 Street | 3LOW - SB | E*150% | 1.00% | 20 | 0.40% | 26 | 47 |
| NW 1 Street to W. Flagler Street | 3LOW - SB | E*150% | 1.00% | 20 | 0.50% | 33 | 53 |
| I-95 | | | | | | | |
| NW 79 Street to NW 62 Street | 12L-EXPY | E | 8.00% | 163 | 9.50% | 628 | 791 |
| NW 62 Street to SR 112/I-195 | 12L-EXPY | E | 8.00% | 163 | 9.50% | 628 | 791 |
| SR 112/I-195 to SR 836 | 12L-EXPY | E | 13.30% | 271 | 10.60% | 701 | 972 |
| SR 836 to the Distributor | 8L-EXPY | E | 9.30% | 189 | 11.70% | 773 | 963 |
| Distributor to SW 8 Street | 6L-EXPY | E | 4.00% | 81 | 4.70% | 311 | 392 |
| SW 8 Street to Rickenbacker Cswy | 6L-EXPY | E | 2.00% | 41 | 4.10% | 271 | 312 |
| Rickenbacker Cswy to US-1 | 4L-EXPY | E | 1.00% | 20 | 2.40% | 159 | 179 |
| NW 3 Avenue | | | | | | | |
| NW 20 Street to NW 17 Street | 2LU | E*120% | 1.70% | 35 | 0.30% | 20 | 54 |
| NW 17 Street to NW 14 Street | 2LU | E*120% | 1.80% | 37 | 0.40% | 26 | 63 |
| NW 14 Street to NW 13 Street | 2LU | E*120% | 1.90% | 39 | 0.70% | 46 | 85 |
| NW 13 Street to NW 12 Street | 2LU | E*120% | 2.00% | 41 | 0.70% | 46 | 87 |
| NW 12 Street to NW 11 Terrace | 2LU | E*120% | 2.10% | 43 | 0.70% | 46 | 89 |
| NW 11 Terrace to NW 11 Street | 2LU | E*120% | 2.20% | 45 | 0.70% | 46 | 91 |
| NW 11 Street to NW 10 Street | 2LU | E*150% | 2.30% | 47 | 0.60% | 40 | 87 |
| NW 10 Street to NW 9 Street | 2LU | E*150% | 2.40% | 49 | 0.40% | 26 | 75 |
| NW 9 Street to I-95/NW 8 Street | 1LOW - NB | E*150% | 2.50% | 51 | 0.40% | 26 | 77 |
| I-95/NW 8 Street to NW 7 Street | 2LOW - NB | E*150% | 4.70% | 96 | 0.90% | 59 | 155 |
| NW 7 Street to NW 6 Street | 2LOW - NB | E*150% | 4.50% | 92 | 1.10% | 73 | 164 |
| NW 6 Street to NW 5 Street | 3LOW - NB | E*150% | 4.30% | 88 | 1.30% | 86 | 174 |
| NW 5 Street to NW 4 Street | 3LOW - NB | E*150% | 4.10% | 84 | 1.40% | 93 | 176 |
| NW 4 Street to NW 3 Street | 2LOW - NB | E*150% | 3.90% | 79 | 1.40% | 93 | 172 |
| NW 3 Street to NW 2 Street | 2LOW - NB | E*150% | 3.70% | 75 | 1.10% | 73 | 148 |
| NW 2 Street to NW 1 Street | 2LOW - NB | E*150% | 3.50% | 71 | 0.30% | 20 | 91 |
| NW 1 Street to W. Flagler Street | 2LOW - NB | E*150% | 3.30% | 67 | 0.90% | 59 | 127 |

Table 21-D4
SEOPW DRI - INCREMENT III
ASSIGNMENT OF UNBUILT COMMITTED DEVELOPMENT PM PEAK HOUR TRAFFIC

3/31/2011

| ROADWAY SEGMENTS | YEAR 2020 LANES | ADOPTED LOS | SEOPW DRI Increment II | | Downtown Miami DRI Increment II | | TOTAL COMMITTED TRAFFIC |
|-----------------------------------|-----------------------|----------------|---------------------------|-----------------------|------------------------------------|-----------------------|-------------------------------|
| | | | PROJECT DIST | PM PEAK HOUR TRIPS | PROJECT DIST | PM PEAK HOUR TRIPS | |
| | | | PERCENT | 2037 | PERCENT | 6610 | |
| NW/SW 2 Avenue/NW 1 Place | | | | | | | |
| NW 36 Street to NW 29 Street | 2LU | E*120% | 1.50% | 31 | 0.80% | 53 | 83 |
| NW 29 Street to NW 20 Street | 2LU | E*120% | 2.50% | 51 | 1.30% | 86 | 137 |
| NW 20 Street to NW 17 Street | 2LOW - NB | E*120% | 3.50% | 71 | 1.30% | 86 | 157 |
| NW 17 Street to NW 14 Street | 2LOW - NB | E*120% | 4.50% | 92 | 1.20% | 79 | 171 |
| NW 14 Street to NW 13 Street | 2LU | E*120% | 5.50% | 112 | 2.20% | 145 | 257 |
| NW 13 Street to NW 12 Street | 2LU | E*120% | 6.50% | 132 | 2.20% | 145 | 278 |
| NW 12 Street to NW 11 Street | 2LU | E*120% | 7.50% | 153 | 2.20% | 145 | 298 |
| NW 11 Street to NW 10 Street | 2LU | E*150% | 8.50% | 173 | 2.70% | 178 | 352 |
| NW 10 Street to NW 9 Street | 2LU | E*150% | 8.50% | 173 | 2.40% | 159 | 332 |
| NW 9 Street to NW 8 Street | 2LU | E*150% | 8.50% | 173 | 2.40% | 159 | 332 |
| NW 8 Street to NW 7 Street | 2LU | E*150% | 8.50% | 173 | 1.50% | 99 | 272 |
| NW 7 Street to NW 6 Street | 2LU | E*150% | 8.50% | 173 | 1.20% | 79 | 252 |
| NW 6 Street to NW 5 Street | 3LU | E*150% | 7.50% | 153 | 1.30% | 86 | 239 |
| NW 5 Street to NW 4 Street | 3LU | E*150% | 6.50% | 132 | 1.50% | 99 | 232 |
| NW 4 Street to NW 3 Street | 3LU | E*150% | 5.50% | 112 | 1.50% | 99 | 211 |
| NW 3 Street to NW 2 Street | 3LU | E*150% | 4.50% | 92 | 2.20% | 145 | 237 |
| NW 2 Street to NW 1 Street | 2L NB - 1L SB | E*150% | 3.50% | 71 | 2.50% | 165 | 237 |
| NW 1 Street to W. Flagler Street | 2L NB - 1L SB | E*150% | 2.50% | 51 | 1.90% | 126 | 177 |
| W. Flagler Street to SW 1 Street | 3LU | E*150% | 2.00% | 41 | 2.30% | 152 | 193 |
| SW 1 Street to SW 2 Street | 4LD | E*150% | 1.50% | 31 | 2.30% | 152 | 183 |
| SW 2 Street to SW 3 Street | 4LD | E*150% | 1.10% | 22 | 1.70% | 112 | 135 |
| SW 3 Street to SW 7 Street | 4LD | E*150% | 1.10% | 22 | 3.30% | 218 | 241 |
| SW 7 Street to SW 8 Street | 4LD | E*150% | 1.10% | 22 | 2.30% | 152 | 174 |
| SW 8 Street to SW 13 Street | 2LU | E*150% | 1.10% | 22 | 1.50% | 99 | 122 |
| SW 13 Street to SW 15 Road | 2LU | E*150% | 1.10% | 22 | 1.40% | 93 | 115 |
| NW/SW 1 Avenue | | | | | | | |
| NW 20 Street to NW 17 Street | 2LU | E*150% | 0.30% | 6 | 0.20% | 13 | 19 |
| NW 17 Street to NW 14 Street | 2LU | E*150% | 0.70% | 14 | 0.60% | 40 | 54 |
| NW 14 Street to NW 13 Street | 2LU | E*150% | 1.70% | 35 | 1.10% | 73 | 107 |
| NW 13 Street to NW 11 Street | 2LU | E*150% | 2.70% | 55 | 1.10% | 73 | 128 |
| NW 11 Street to NW 10 Street | 2LU | E*150% | 3.90% | 79 | 0.50% | 33 | 112 |
| NW 10 Street to NW 9 Street | 4LD | E*150% | 3.90% | 79 | 1.00% | 66 | 146 |
| NW 9 Street to NW 8 Street | 4LD | E*150% | 3.90% | 79 | 1.00% | 66 | 146 |
| NW 8 Street to NW 7 Street | 4LD | E*150% | 3.90% | 79 | 1.00% | 66 | 146 |
| NW 7 Street to NW 6 Street | 4LD | E*150% | 3.90% | 79 | 1.10% | 73 | 152 |
| NW 6 Street to NW 5 Street | 4LD | E*150% | 3.50% | 71 | 0.70% | 46 | 118 |
| NW 5 Street to NW 3 Street | 4LD | E*150% | 3.10% | 63 | 1.00% | 66 | 129 |
| NW 3 Street to NW 2 Street | 3LU | E*150% | 2.70% | 55 | 1.30% | 86 | 141 |
| NW 2 Street to NW 1 Street | 4LU | E*150% | 2.30% | 47 | 1.20% | 79 | 126 |
| NW 1 Street to W. Flagler Street | 1L NB - 2L SB | E*150% | 1.90% | 39 | 1.00% | 66 | 105 |
| W. Flagler Street to SW 1 Street | 1L NB - 2L SB | E*150% | 1.50% | 31 | 1.10% | 73 | 103 |
| SW 1 Street to SW 2 Street | 1L NB - 2L SB | E*150% | 1.00% | 20 | 2.20% | 145 | 166 |
| SW 7 Street to SW 8 Street | 3LOW - SB | E*150% | 1.00% | 20 | 2.70% | 178 | 199 |
| SW 8 Street to SW 9 Street | 3LOW - SB | E*150% | 1.00% | 20 | 3.90% | 258 | 278 |
| SW 9 Street to SW 10 Street | 2LOW - SB | E*150% | 1.00% | 20 | 3.90% | 258 | 278 |
| SW 10 Street to SW 11 Street | 2LOW - SB | E*150% | 1.00% | 20 | 2.60% | 172 | 192 |
| SW 11 Street to SW 12 Street | 2LOW - SB | E*150% | 1.00% | 20 | 2.60% | 172 | 192 |
| N. Miami Avenue | | | | | | | |
| NW 38 Street/-195 to NW 36 Street | 4LD | E*150% | 1.10% | 22 | 2.10% | 139 | 161 |
| NW 36 Street to NW 29 Street | 4LD | E*150% | 2.10% | 43 | 2.20% | 145 | 188 |
| NW 29 Street to NW 20 Street | 4LU | E*150% | 3.10% | 63 | 2.00% | 132 | 195 |
| NW 20 Street to NW 17 Street | 4LU | E*150% | 5.10% | 104 | 2.90% | 192 | 296 |
| NW 17 Street to NW 15 Street | 3LOW - SB | E*150% | 7.10% | 145 | 2.70% | 178 | 323 |
| NW 15 Street to NW 14 Street | 3LOW - SB | E*150% | 9.10% | 185 | 2.10% | 139 | 324 |
| NW 14 Street to NW 13 Street | 3LOW - SB | E*150% | 11.10% | 226 | 2.50% | 165 | 391 |
| NW 13 Street to NW 11 Street | 3LOW - SB | E*150% | 21.90% | 446 | 2.60% | 172 | 618 |
| NW 11 Street to NW 10 Street | 3LOW - SB | E*150% | 19.90% | 405 | 2.60% | 172 | 577 |
| NW 10 Street to NW 9 Street | 3LOW - SB | E*150% | 17.90% | 365 | 2.10% | 139 | 503 |
| NW 9 Street to NW 8 Street | 3LOW - SB | E*150% | 15.90% | 324 | 2.10% | 139 | 463 |
| NW 8 Street to NW 7 Street | 3LOW - SB | E*150% | 13.90% | 283 | 2.10% | 139 | 422 |
| NW 7 Street to NW 6 Street | 3LOW - SB | E*150% | 11.90% | 242 | 2.50% | 165 | 408 |
| NW 6 Street to NW 5 Street | 3LOW - SB | E*150% | 9.90% | 202 | 3.20% | 212 | 413 |
| NW 5 Street to NW 3 Street | 2LOW - SB | E*150% | 7.90% | 161 | 3.70% | 245 | 405 |
| NW 3 Street to NW 2 Street | 2LOW - SB | E*150% | 5.90% | 120 | 4.00% | 264 | 385 |
| NW 2 Street to NW 1 Street | 2LOW - SB | E*150% | 3.90% | 79 | 1.20% | 79 | 159 |
| NW 1 Street to W. Flagler Street | 2LOW - SB | E*150% | 2.90% | 59 | 2.70% | 178 | 238 |
| W. Flagler Street to SW 1 Street | 3LOW - SB | E*150% | 2.50% | 51 | 1.70% | 112 | 163 |
| SW 1 Street to SW 2 Street | 3LOW - SB | E*150% | 2.30% | 47 | 1.90% | 126 | 172 |
| SW 2 Street to SW 3 Street | 3LOW - SB | E*150% | 2.10% | 43 | 6.40% | 423 | 466 |
| SW 3 Street to SW 6 Street | 6LD | E*150% | 1.90% | 39 | 8.60% | 568 | 607 |
| SW 6 Street to SW 7 Street | 3LOW - NB | E*150% | 1.90% | 39 | 4.50% | 297 | 336 |
| SW 7 Street to SW 8 Street | 3LOW - NB | E*150% | 1.80% | 37 | 5.30% | 350 | 387 |
| SW 8 Street to SW 9 Street | 3LOW - NB | E*150% | 1.80% | 37 | 4.10% | 271 | 308 |

Table 21-D4
SEOPW DRI - INCREMENT III
ASSIGNMENT OF UNBUILT COMMITTED DEVELOPMENT PM PEAK HOUR TRAFFIC

3/31/2011

| ROADWAY SEGMENTS | YEAR 2020 LANES | ADOPTED LOS | SEOPW DRI Increment II | | Downtown Miami DRI Increment II | | TOTAL COMMITTED TRAFFIC |
|------------------------------------|-----------------------|----------------|---------------------------|-----------------------|------------------------------------|-----------------------|-------------------------------|
| | | | PROJECT DIST | PM PEAK HOUR TRIPS | PROJECT DIST | PM PEAK HOUR TRIPS | |
| | | | PERCENT | 2037 | PERCENT | 6610 | |
| NE/SE 1 Avenue | | | | | | | |
| NE 17 Street to NE 15 Street | 3LOW - NB | E*150% | 18.80% | 383 | 0.80% | 53 | 436 |
| NE 15 Street to NE 14 Street | 3LOW - NB | E*150% | 20.80% | 424 | 1.60% | 106 | 529 |
| NE 14 Street to NE 13 Street | 3LOW - NB | E*150% | 22.80% | 464 | 3.30% | 218 | 683 |
| NE 13 Street to NE 12 Street/I-395 | 3LOW - NB | E*150% | 24.80% | 505 | 2.30% | 152 | 657 |
| NE 12 Street/I-395 to NE 11 Street | 3LOW - NB | E*150% | 26.80% | 546 | 5.60% | 370 | 916 |
| NE 11 Street to NE 10 Street | 3LOW - NB | E*150% | 27.80% | 566 | 4.00% | 264 | 831 |
| NE 10 Street to NE 9 Street | 3LOW - NB | E*150% | 26.80% | 546 | 3.50% | 231 | 777 |
| NE 9 Street to NE 8 Street | 3LOW - NB | E*150% | 24.80% | 505 | 3.50% | 231 | 737 |
| NE 8 Street to NE 7 Street | 3LOW - NB | E*150% | 22.80% | 464 | 3.50% | 231 | 696 |
| NE 7 Street to NE 6 Street | 3LOW - NB | E*150% | 20.80% | 424 | 3.50% | 231 | 655 |
| NE 6 Street to NE 5 Street | 3LOW - NB | E*150% | 18.80% | 383 | 3.90% | 258 | 641 |
| NE 5 Street to NE 4 Street | 3LOW - NB | E*150% | 16.80% | 342 | 4.30% | 284 | 626 |
| NE 4 Street to NE 3 Street | 3LOW - NB | E*150% | 14.80% | 301 | 4.40% | 291 | 592 |
| NE 3 Street to NE 2 Street | 3LOW - NB | E*150% | 12.80% | 261 | 4.50% | 297 | 558 |
| NE 2 Street to NE 1 Street | 3LOW - NB | E*150% | 10.80% | 220 | 2.00% | 132 | 352 |
| NE 1 Street to E. Flagler Street | 3LOW - NB | E*150% | 8.80% | 179 | 3.40% | 225 | 404 |
| E. Flagler Street to SE 1 Street | 3LOW - NB | E*150% | 6.80% | 139 | 2.90% | 192 | 330 |
| SE 1 Street to SE 2 Street | 3LOW - NB | E*150% | 4.80% | 98 | 3.60% | 238 | 336 |
| SE 2 Street to SE 3 Street | 3LOW - NB | E*150% | 2.80% | 57 | 3.30% | 218 | 275 |
| NE/SE 2 Avenue | | | | | | | |
| NE 36 Street to NE 29 Street | 4LU | E*150% | 0.30% | 6 | 2.50% | 165 | 171 |
| NE 29 Street to NE 20 Street | 4LU | E*150% | 0.40% | 8 | 4.10% | 271 | 279 |
| NE 20 Street to NE 17 Street | 4LU | E*150% | 0.50% | 10 | 4.80% | 317 | 327 |
| NE 17 Street to NE 15 Street | 3L | E*150% | 1.00% | 20 | 5.30% | 350 | 371 |
| NE 15 Street to NE 14 Street | 3L | E*150% | 1.50% | 31 | 3.80% | 251 | 282 |
| NE 14 Street to NE 13 Street | 3LD | E*150% | 2.00% | 41 | 4.60% | 304 | 345 |
| NE 13 Street to NE 12 Street | 4LD | E*150% | 2.50% | 51 | 4.60% | 304 | 355 |
| NE 12 Street to I-395/NE 11 Terr | 4LD | E*150% | 3.00% | 61 | 2.40% | 159 | 220 |
| I-395/NE 11 Terr to NE 11 Street | 3LOW - SB | E*150% | 9.20% | 187 | 2.40% | 159 | 346 |
| NE 11 Street to NE 10 Street | 3LOW - SB | E*150% | 8.60% | 175 | 2.00% | 132 | 307 |
| NE 10 Street to NE 9 Street | 3LOW - SB | E*150% | 8.00% | 163 | 2.20% | 145 | 308 |
| NE 9 Street to NE 8 Street | 3LOW - SB | E*150% | 7.40% | 151 | 2.20% | 145 | 296 |
| NE 8 Street to NE 7 Street | 3LOW - SB | E*150% | 6.80% | 139 | 2.50% | 165 | 304 |
| NE 7 Street to NE 6 Street | 3LOW - SB | E*150% | 6.20% | 126 | 3.20% | 212 | 338 |
| NE 6 Street to NE 5 Street | 3LOW - SB | E*150% | 5.60% | 114 | 3.40% | 225 | 339 |
| NE 5 Street to NE 4 Street | 2LOW - SB | E*150% | 5.00% | 102 | 3.40% | 225 | 327 |
| NE 4 Street to NE 3 Street | 3LOW - SB | E*150% | 4.00% | 81 | 3.40% | 225 | 306 |
| NE 3 Street to NE 2 Street | 3LOW - SB | E*150% | 3.00% | 61 | 4.20% | 278 | 339 |
| NE 2 Street to NE 1 Street | 4LD | E*150% | 2.00% | 41 | 4.20% | 278 | 318 |
| NE 1 Street to W. Flagler Street | 4LD | E*150% | 2.20% | 45 | 4.20% | 278 | 322 |
| E. Flagler Street to SE 1 Street | 4LD | E*150% | 2.40% | 49 | 5.20% | 344 | 393 |
| SE 1 Street to SE 2 Street | 4LD | E*150% | 2.60% | 53 | 3.10% | 205 | 258 |

Table 21-D4
SEOPW DRI - INCREMENT III
ASSIGNMENT OF UNBUILT COMMITTED DEVELOPMENT PM PEAK HOUR TRAFFIC

3/31/2011

| ROADWAY SEGMENTS | YEAR 2020 LANES | ADOPTED LOS | SEOPW DRI Increment II | | Downtown Miami DRI Increment II | | TOTAL COMMITTED TRAFFIC |
|-------------------------------------|-----------------------|----------------|---------------------------|-----------------------|------------------------------------|-----------------------|-------------------------------|
| | | | PROJECT DIST | PM PEAK HOUR TRIPS | PROJECT DIST | PM PEAK HOUR TRIPS | |
| | | | PERCENT | 2037 | PERCENT | 6610 | |
| Biscayne Blvd/US-1 | | | | | | | |
| NE 38 Street/I-195 to NE 36 Street | 4LD | E*150% | 2.70% | 55 | 2.40% | 159 | 214 |
| NE 36 Street to NE 34 Street | 4LD | E*150% | 3.00% | 61 | 2.80% | 185 | 246 |
| NE 34 Street to NE 29 Street | 4LD | E*150% | 3.30% | 67 | 3.20% | 212 | 279 |
| NE 29 Street to NE 20 Terrace | 4LD | E*150% | 3.50% | 71 | 4.00% | 264 | 336 |
| NE 20 Terrace to NE 15 Street | 4LD | E*150% | 3.70% | 75 | 3.90% | 258 | 333 |
| NE 15 Street to NE 14 Street | 4LD | E*150% | 3.90% | 79 | 3.20% | 212 | 291 |
| NE 14 Street to NE 13 Street | 4LD | E*150% | 4.10% | 84 | 5.50% | 364 | 447 |
| NE 13 Street to NE 12 Street/I-395 | 6LD | E*150% | 4.30% | 88 | 10.00% | 661 | 749 |
| NE 12 Street to NE 11 Terrace/I-395 | 6LD | E*150% | 10.50% | 214 | 11.00% | 727 | 941 |
| NE 11 Terrace/I-395 to NE 11 Street | 7LD | E*150% | 8.20% | 167 | 13.10% | 866 | 1033 |
| NE 11 Street to NE 10 Street | 6LD | E*150% | 7.80% | 159 | 9.10% | 602 | 760 |
| NE 10 Street to NE 9 Street | 6LD | E*150% | 7.40% | 151 | 7.70% | 509 | 660 |
| NE 9 Street to NE 8 Street | 6LD | E*150% | 7.00% | 143 | 7.70% | 509 | 652 |
| NE 8 Street to NE 7 Street | 6LD | E*150% | 6.60% | 134 | 7.70% | 509 | 643 |
| NE 7 Street to NE 6 Street | 6LD | E*150% | 6.20% | 126 | 7.30% | 483 | 609 |
| NE 6 Street to NE 5 Street | 8LD | E*150% | 4.20% | 86 | 6.80% | 449 | 535 |
| NE 5 Street to NE 4 Street | 8LD | E*150% | 4.10% | 84 | 6.60% | 436 | 520 |
| NE 4 Street to NE 3 Street | 8LD | E*150% | 4.00% | 81 | 6.60% | 436 | 518 |
| NE 3 Street to NE 2 Street | 8LD | E*150% | 3.90% | 79 | 7.10% | 469 | 549 |
| NE 2 Street to NE 1 Street | 8LD | E*150% | 3.50% | 71 | 5.50% | 364 | 435 |
| NE 1 Street to Flagler Street | 8LD | E*150% | 3.40% | 69 | 5.20% | 344 | 413 |
| Flagler Street to SE 1 Street | 8LD | E*150% | 3.30% | 67 | 4.80% | 317 | 385 |
| SE 1 Street to SE 2 Street | 8LD | E*150% | 3.20% | 65 | 3.90% | 258 | 323 |
| SE 2 Street to SE 3 Street | 4LOW - NB | E*150% | 3.10% | 63 | 2.60% | 172 | 235 |
| SE 3 Street to Biscayne Blvd Way | 3LOW - NB | E*150% | 3.00% | 61 | 2.30% | 152 | 213 |
| Brickell Avenue/US-1 | | | | | | | |
| SE 2 Street to SE 3 Street | 3LOW - SB | E*150% | 2.80% | 57 | 7.60% | 502 | 559 |
| SE 3 Street to Biscayne Blvd Way | 3LOW - SB | E*150% | 3.00% | 61 | 5.60% | 370 | 431 |
| Biscayne Blvd Way to SE 5 Street | 6LD | E*150% | 3.20% | 65 | 5.60% | 370 | 435 |
| SE 5 Street to SE 6 Street | 6LD | E*150% | 3.20% | 65 | 9.50% | 628 | 693 |
| SE 6 Street to SE 7 Street | 6LD | E*150% | 3.20% | 65 | 9.30% | 615 | 680 |
| SE 7 Street to SE 8 Street | 6LD | E*150% | 2.60% | 53 | 5.60% | 370 | 423 |
| SE 8 Street to SE 10 Street | 2L SB - 3L NB | E*150% | 2.40% | 49 | 5.30% | 350 | 399 |
| SE 10 Street to SE 13 Street | 4LD | E*150% | 2.20% | 45 | 2.10% | 139 | 184 |
| SE 13 Street to SE 14 Street | 4LD | E*150% | 2.00% | 41 | 1.50% | 99 | 140 |
| SE 14 Street to SE 15 Road | 4LD | E*150% | 1.80% | 37 | 1.30% | 86 | 123 |
| SE 15 Road to SE 25 Road | 4LD | E*150% | 1.60% | 33 | 1.50% | 99 | 132 |
| SE 25 Road to SE 26 Road | 4LD | E*150% | 0.90% | 18 | 1.50% | 99 | 117 |
| SE 26 Road to S. Miami Avenue | 5LD | E*150% | 0.80% | 16 | 1.50% | 99 | 115 |
| S. Miami Avenue to S. Dixie Hwy | 4LD | E*150% | 0.70% | 14 | 1.50% | 99 | 113 |
| US-1 | | | | | | | |
| I-95 to SW 17 Avenue | 6LD | E*150% | 2.00% | 41 | 3.50% | 231 | 272 |
| SW 17 Avenue to SW 27 Avenue | 6LD | E*150% | 1.90% | 39 | 2.90% | 192 | 230 |
| SW 27 Avenue to SW 37 Avenue | 6LD | E*150% | 1.80% | 37 | 2.50% | 165 | 202 |

Note: Please see Appendix 21-7 for the committed development information on SEOPW DRI - Increment II and the Downtown Miami DRI - Increment II.

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

3/31/2011

| 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-A4] | BACKGROUND | VOLUMES | COMMITTED | MAX | HOUR | HOUR |
| | | | [See Table 21-A4] | [See Table 21-D1] | VOLUMES | [See Table 21-D4] | VOLUMES | CAPACITY | LOS | V/C |
| SR 112/ I-195 | | | | | | | | | | |
| 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 |
| SR 25/NW/NE 36 Street | | | | | | | | | | |
| 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 |
| NW/NE 28/29 Street | | | | | | | | | | |
| 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 |
| NW/NE 20 Street | | | | | | | | | | |
| 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 |
| NW/NE 14 Street/NW 13 Ter | | | | | | | | | | |
| 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

3/31/2011

| 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-A4] | [See Table 21-D1] | BACKGROUND | VOLUMES | COMMITTED | MAX | HOUR | HOUR |
| | | | | | VOLUMES | [See Table 21-D4] | VOLUMES | CAPACITY | LOS | V/C |
| SR 836/ I-395/ MacArthur Cswy | | | | | | | | | | |
| 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 |
| NW/NE 11 Street | | | | | | | | | | |
| 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 |
| NW/NE 10 Street | | | | | | | | | | |
| 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 |
| NW/NE 9 Street | | | | | | | | | | |
| 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 |
| NW/NE 8 Street | | | | | | | | | | |
| 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

3/31/2011

| 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-A4] | [See Table 21-D1] | BACKGROUND | VOLUMES | COMMITTED | MAX | HOUR | HOUR |
| | | | | | VOLUMES | [See Table 21-D4] | VOLUMES | CAPACITY | LOS | V/C |
| NW/NE 7 Street | | | | | | | | | | |
| 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 |
| NW/NE 6 Street | | | | | | | | | | |
| 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 |
| NW/NE 5 Street | | | | | | | | | | |
| 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 |
| NE 4 Street | | | | | | | | | | |
| NE 2 Avenue to Biscayne Blvd | 2LU | E*150% | 214 | 0.58% | 228 | 44 | 272 | 1,944 | C | 0.14 |
| NW 3 Street | | | | | | | | | | |
| 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 |
| NW 2 Street | | | | | | | | | | |
| 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

3/31/2011

| 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-A4] | BACKGROUND | VOLUMES | COMMITTED | MAX | HOUR | HOUR |
| | | | [See Table 21-A4] | [See Table 21-D1] | VOLUMES | [See Table 21-D4] | VOLUMES | CAPACITY | LOS | V/C |
| NW/NE 1 Street | | | | | | | | | | |
| 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 |
| SR 968/West/East Flagler Street | | | | | | | | | | |
| 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 |
| SR 968/SW/SE 1 Street | | | | | | | | | | |
| 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 |
| SR 90/SW/SE 7 Street | | | | | | | | | | |
| 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

3/31/2011

| 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-A4] | [See Table 21-D1] | BACKGROUND | VOLUMES | COMMITTED | MAX | HOUR | HOUR |
| | | | | | VOLUMES | [See Table 21-D4] | VOLUMES | CAPACITY | LOS | V/C |
| SR 90/SE/SW 8 Street | | | | | | | | | | |
| 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 |
| SR 972/SW 22 St/SW 3 Ave/13 St | | | | | | | | | | |
| 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 |
| NW/SW 37 Avenue | | | | | | | | | | |
| NW 25 Street to NW 21 Street | 4LD | E*150% | 1,651 | 0.58% | 1,759 | 30 | 1,789 | 5,100 | C | 0.35 |
| NW 21 Street to NW 14 Street | 4LD | E | 1,651 | 0.58% | 1,759 | 30 | 1,789 | 3,400 | C | 0.53 |
| NW 14 Street to NW 7 Street | 4LD | E | 2,057 | 0.58% | 2,218 | 30 | 2,248 | 3,400 | C | 0.66 |
| NW 7 Street to W. Flagler Street | 4LD | E | 2,057 | 0.58% | 2,218 | 23 | 2,241 | 3,400 | C | 0.66 |
| W. Flagler St to Ponce De Leon Blvd | 4LD | E | 2,057 | 0.58% | 2,218 | 30 | 2,248 | 3,400 | C | 0.66 |
| Ponce De Leon Blvd to SW 8 Street | 4LD | E | 2,057 | 0.58% | 2,218 | 17 | 2,235 | 3,400 | C | 0.66 |
| SW 8 Street to SW 24 Street | 4LD | E | 2,057 | 0.58% | 2,218 | 43 | 2,261 | 3,400 | C | 0.66 |
| SW 24 Street to Bird Road | 4LD | E | 2,057 | 0.58% | 2,218 | 37 | 2,254 | 3,400 | C | 0.66 |
| Bird Road to US-1 | 4LD | E | 2,057 | 0.58% | 2,218 | 30 | 2,248 | 3,400 | C | 0.66 |
| SR 9/NW/SW 27 Avenue | | | | | | | | | | |
| 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 |
| NW/SW 22 Avenue | | | | | | | | | | |
| NW 41 Street to NW 38 Street | 4LD | E*120% | 2,172 | 0.58% | 2,314 | 17 | 2,331 | 3,672 | D | 0.63 |
| NW 38 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

3/31/2011

| 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-A4] | [See Table 21-D1] | BACKGROUND | VOLUMES | COMMITTED | MAX | HOUR | HOUR |
| | | | | | VOLUMES | [See Table 21-D4] | VOLUMES | CAPACITY | LOS | V/C |
| NW/SW 17 Avenue | | | | | | | | | | |
| 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 |
| SR 933/NW/SW 12 Avenue | | | | | | | | | | |
| 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 |
| SR 7/NW/SW 7 Ave/SW 8 Ave | | | | | | | | | | |
| 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 |
| NW 3 Court | | | | | | | | | | |
| 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

3/31/2011

| 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-A4] | [See Table 21-D1] | BACKGROUND | VOLUMES | COMMITTED | MAX | HOUR | HOUR |
| | | | [See Table 21-A4] | [See Table 21-D1] | VOLUMES | [See Table 21-D4] | VOLUMES | CAPACITY | LOS | V/C |
| I-95 | | | | | | | | | | |
| 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 |
| NW 3 Avenue | | | | | | | | | | |
| 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 |
| NW/SW 2 Avenue/NW 1 Place | | | | | | | | | | |
| 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

3/31/2011

| 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-A4] | [See Table 21-D1] | BACKGROUND | VOLUMES | COMMITTED | MAX | HOUR | HOUR |
| | | | | | VOLUMES | [See Table 21-D4] | VOLUMES | CAPACITY | LOS | V/C |
| NW/SW 1 Avenue | | | | | | | | | | |
| 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 |
| N. Miami Avenue | | | | | | | | | | |
| NW 38 Street/-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

3/31/2011

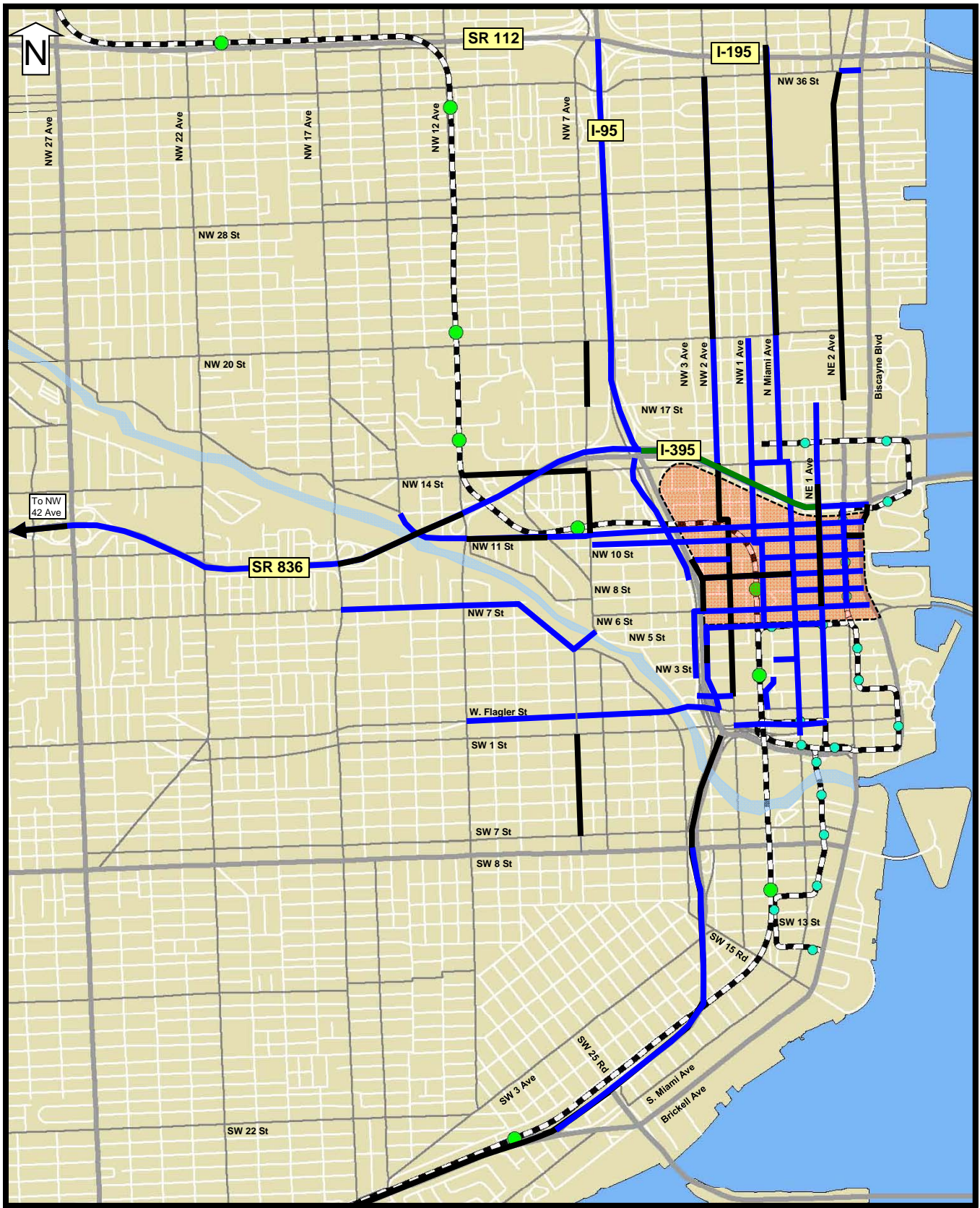
| ROADWAY SEGMENTS | [1] | [2] | EXISTING | [3] | [4] | [5] | 2020 | [6] | 2020 | 2020 |
|------------------------------------|-----------|---------|-------------------|-------------------|------------|-------------------|------------|-----------|------|------|
| | YEAR | ADOPTED | PM PEAK | GROWTH | 2020 | TOTAL | BACKGROUND | TWO-WAY | PM | PM |
| | 2020 | LOS | HOUR | RATE | FUTURE | COMMITTED | PLUS | PEAK HOUR | PEAK | PEAK |
| LANES | STANDARD | VOLUMES | [See Table 21-A4] | [See Table 21-D1] | BACKGROUND | VOLUMES | COMMITTED | MAX | HOUR | HOUR |
| | | | [See Table 21-A4] | [See Table 21-D1] | VOLUMES | [See Table 21-D4] | VOLUMES | CAPACITY | LOS | V/C |
| NE/SE 1 Avenue | | | | | | | | | | |
| 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 | 3LOW - NB | E*150% | 1,925 | 0.58% | 2,051 | 916 | 2,968 | 3,791 | D | 0.78 |
| NE 11 Street to NE 10 Street | 3LOW - NB | E*150% | 1,822 | 0.58% | 1,942 | 831 | 2,772 | 3,791 | D | 0.73 |
| NE 10 Street to NE 9 Street | 3LOW - NB | E*150% | 1,664 | 0.58% | 1,774 | 777 | 2,551 | 3,791 | D | 0.67 |
| NE 9 Street to NE 8 Street | 3LOW - NB | E*150% | 1,616 | 0.58% | 1,722 | 737 | 2,459 | 3,791 | D | 0.65 |
| NE 8 Street to NE 7 Street | 3LOW - NB | E*150% | 1,556 | 0.58% | 1,659 | 696 | 2,354 | 3,791 | D | 0.62 |
| NE 7 Street to NE 6 Street | 3LOW - NB | E*150% | 1,509 | 0.58% | 1,608 | 655 | 2,263 | 3,791 | D | 0.60 |
| 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 |
| NE/SE 2 Avenue | | | | | | | | | | |
| 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

3/31/2011

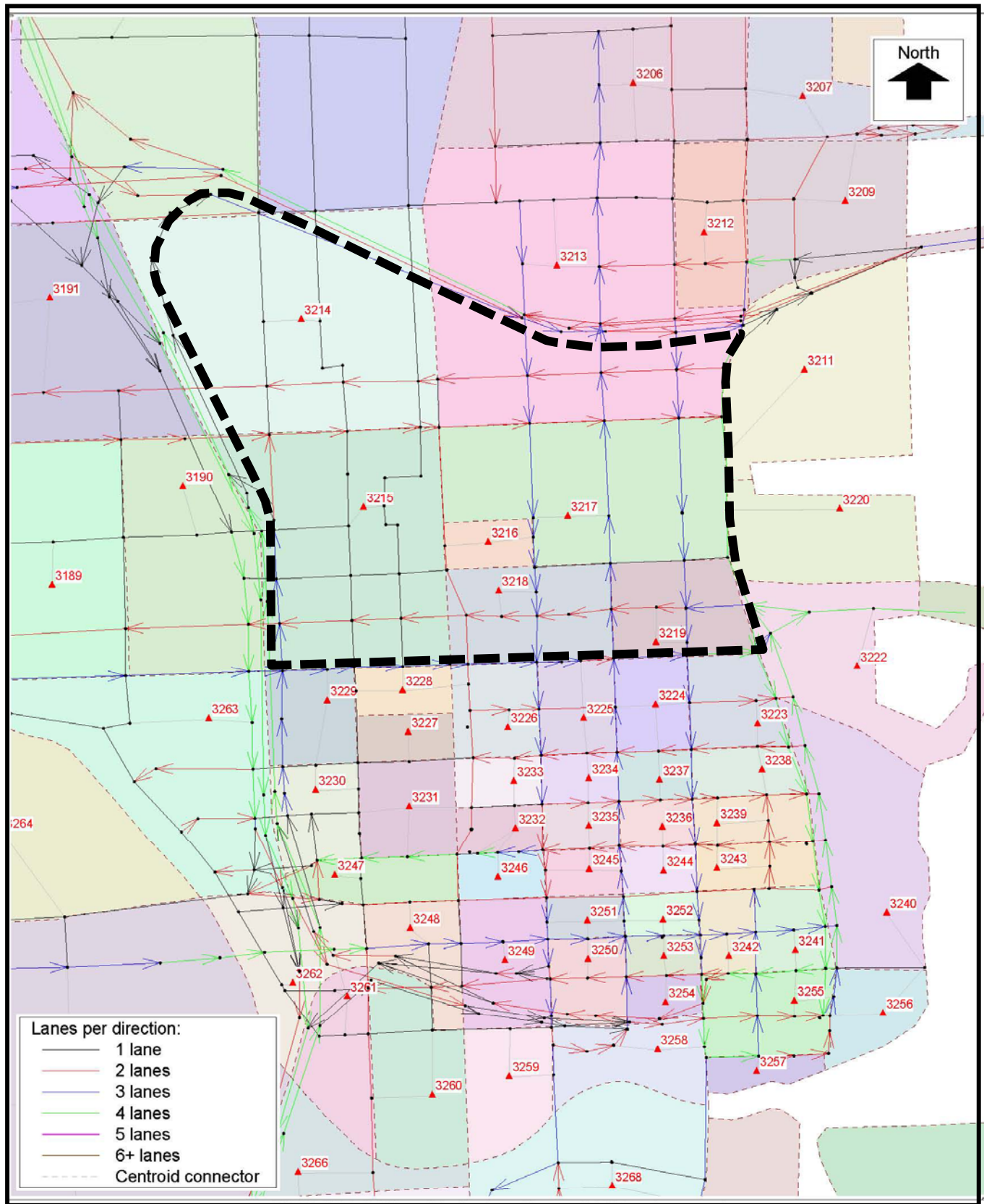
| ROADWAY SEGMENTS | [1] | [2] | EXISTING | [3] | [4] | [5] | 2020 | [6] | 2020 | 2020 |
|-------------------------------------|---------------|----------|-------------------|-------------------|------------|-------------------|------------|-----------|------|------|
| | YEAR | ADOPTED | PM PEAK | GROWTH | 2020 | TOTAL | BACKGROUND | TWO-WAY | PM | PM |
| | 2020 | LOS | HOUR | RATE | FUTURE | COMMITTED | PLUS | PEAK HOUR | PEAK | PEAK |
| | LANES | STANDARD | VOLUMES | [See Table 21-A4] | BACKGROUND | VOLUMES | COMMITTED | MAX | HOUR | HOUR |
| | | | [See Table 21-A4] | [See Table 21-D1] | VOLUMES | [See Table 21-D4] | VOLUMES | CAPACITY | LOS | V/C |
| Biscayne Blvd/US-1 | | | | | | | | | | |
| 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 |
| Brickell Avenue/US-1 | | | | | | | | | | |
| 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 |
| US-1 | | | | | | | | | | |
| 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.



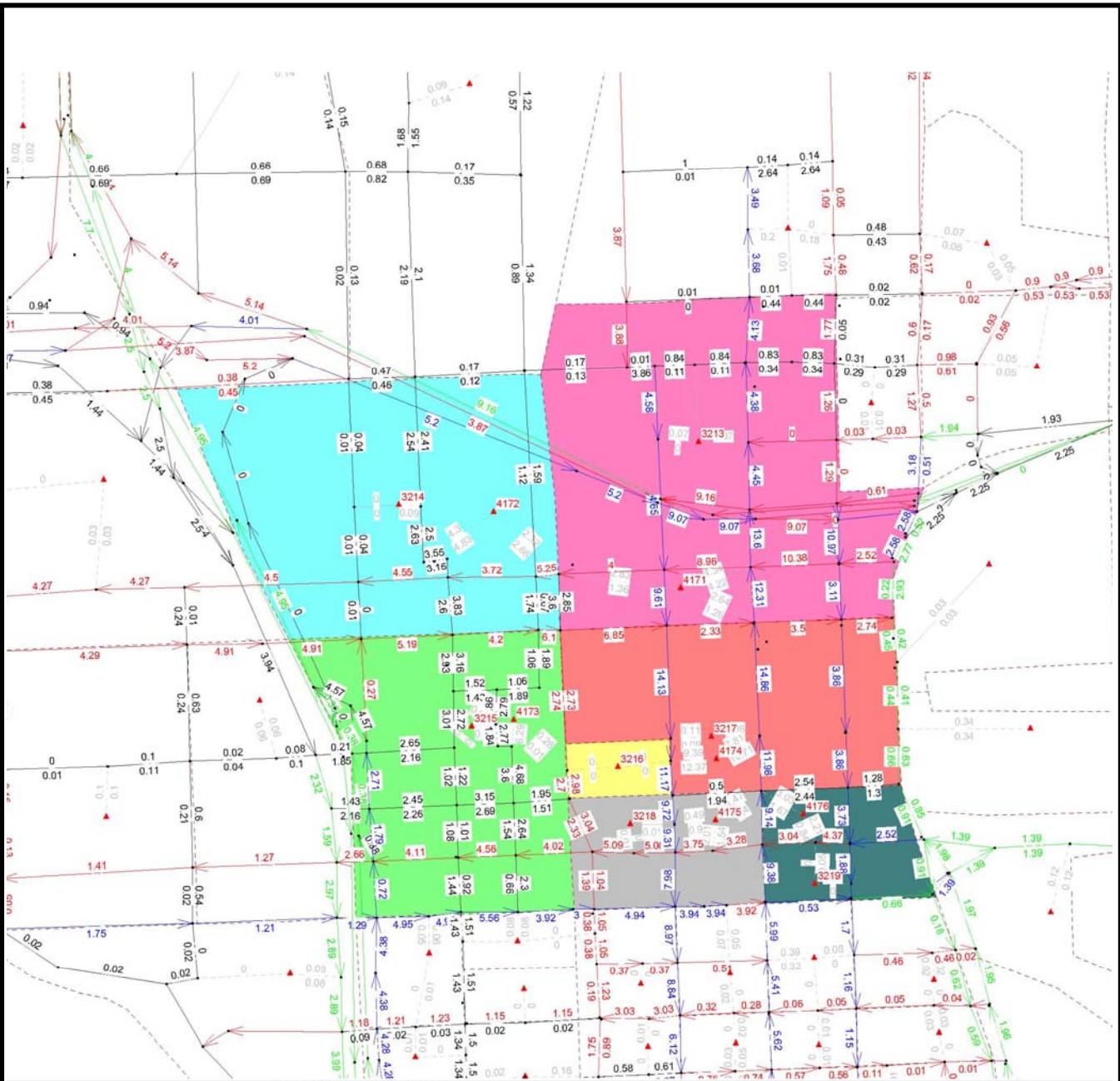
-  Metrorail
-  Metromover
-  SEOPW DRI Boundaries
-  LOS B
-  LOS C
-  LOS D
-  LOS E
-  LOS F

Map J-4B
 2020 Background LOS on Roadways where Project Traffic \geq 5.0% of MSV
 SEOPW DRI – Increment III



 SEOPW DRI Boundaries

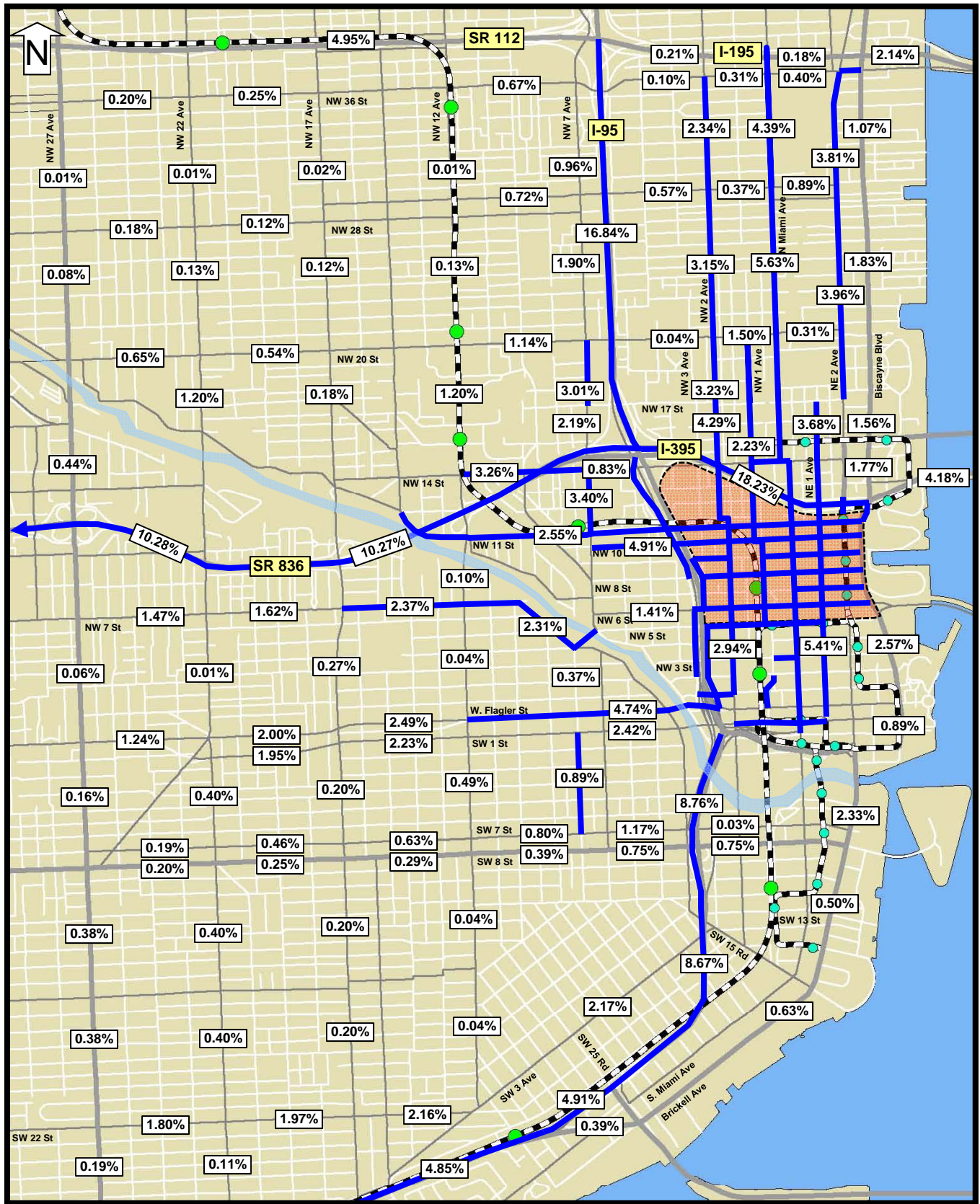
Map J-5B
 Existing Zonal Structure for the SEOPW DRI
 SEOPW DRI – Increment III





2020 SERPM v6.5 Network by Number of Lanes with directional Project (Increment III) Distribution Percentages posted
 N:\PROJECTS\09002_Miami DR\MODEL\20R\Combined-HLOAD_R20.NET

| Old MPO TAZ Number | SERPM Inc. II TAZ Number | New Inc. III TAZ Number |
|--------------------------|-----------------------------------|----------------------------------|
| 513 | 3213 | 4171 |
| 514 | 3214 | 4172 |
| 515 | 3215 | 4173 |
| 517 | 3217 | 4174 |
| 518 | 3218 | 4175 |
| 519 | 3219 | 4176 |

Map J-5C
 Project Distribution by the Model for Increment III of the SEOPW DRI
 SEOPW DRI – Increment III










 Metrorail
 Metromover
 SEOPW DRI Boundaries

 Roadways carrying Increment III project trips which are $\geq 5.0\%$ of the MSV at the Adopted LOS Standard
 Project Distribution Percentage

Map J-5D
 Project Distribution
 SEOPW DRI – Increment III

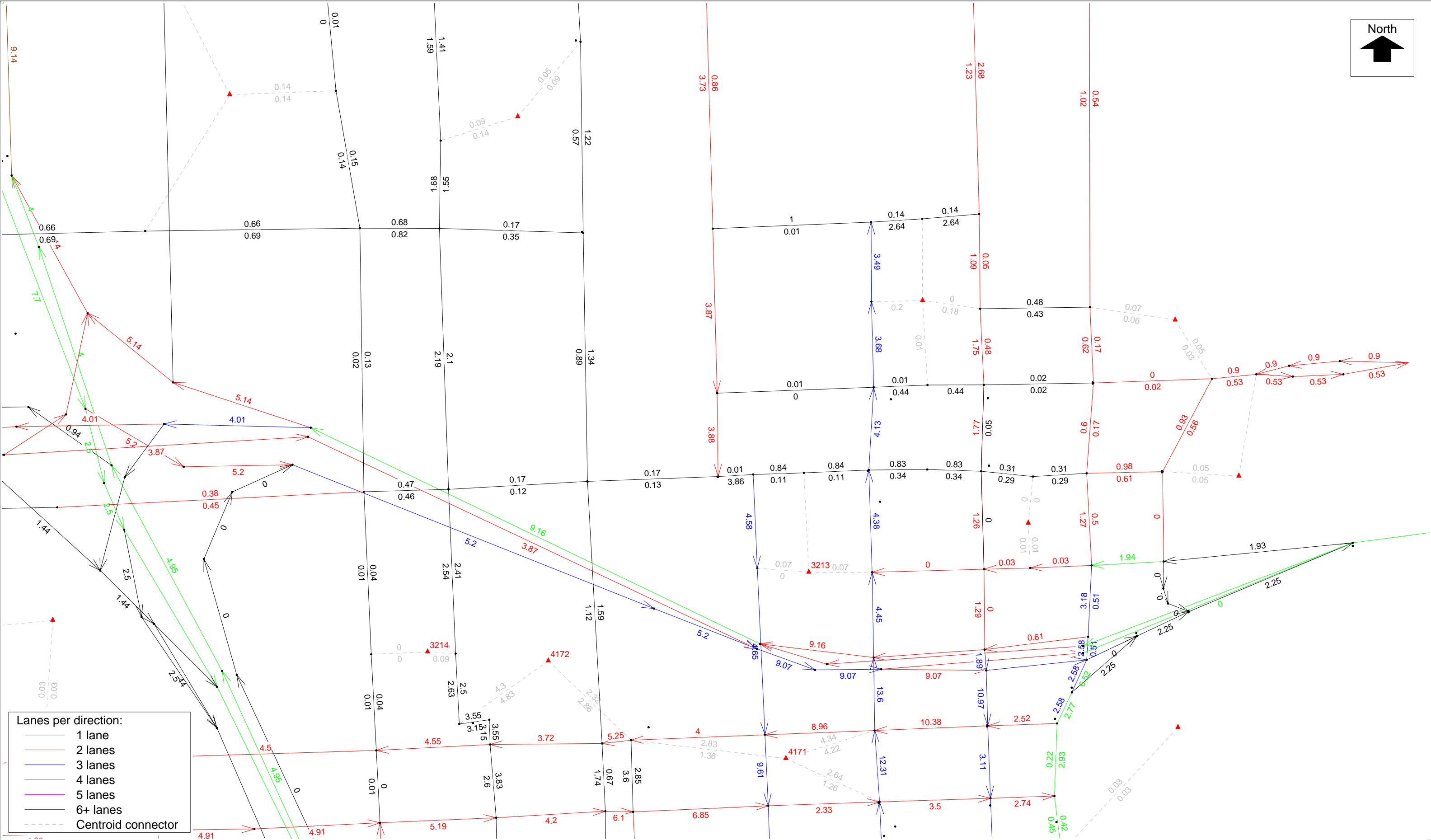


-  Metrorail
-  Metromover
-  SEOPW DRI Boundaries
-  Directional
-  Two-way
-  Existing Ramps
-  Future Ramps

2.15% Distribution Totals 100.72%
 42.28% to/from the North
 30.45% to/from the South
 27.99% to/from the West

Map J-5E
 Project Distribution
 SEOPW DRI - Increment III

Source: Cathy Sweetapple & Associates



Lanes per direction:

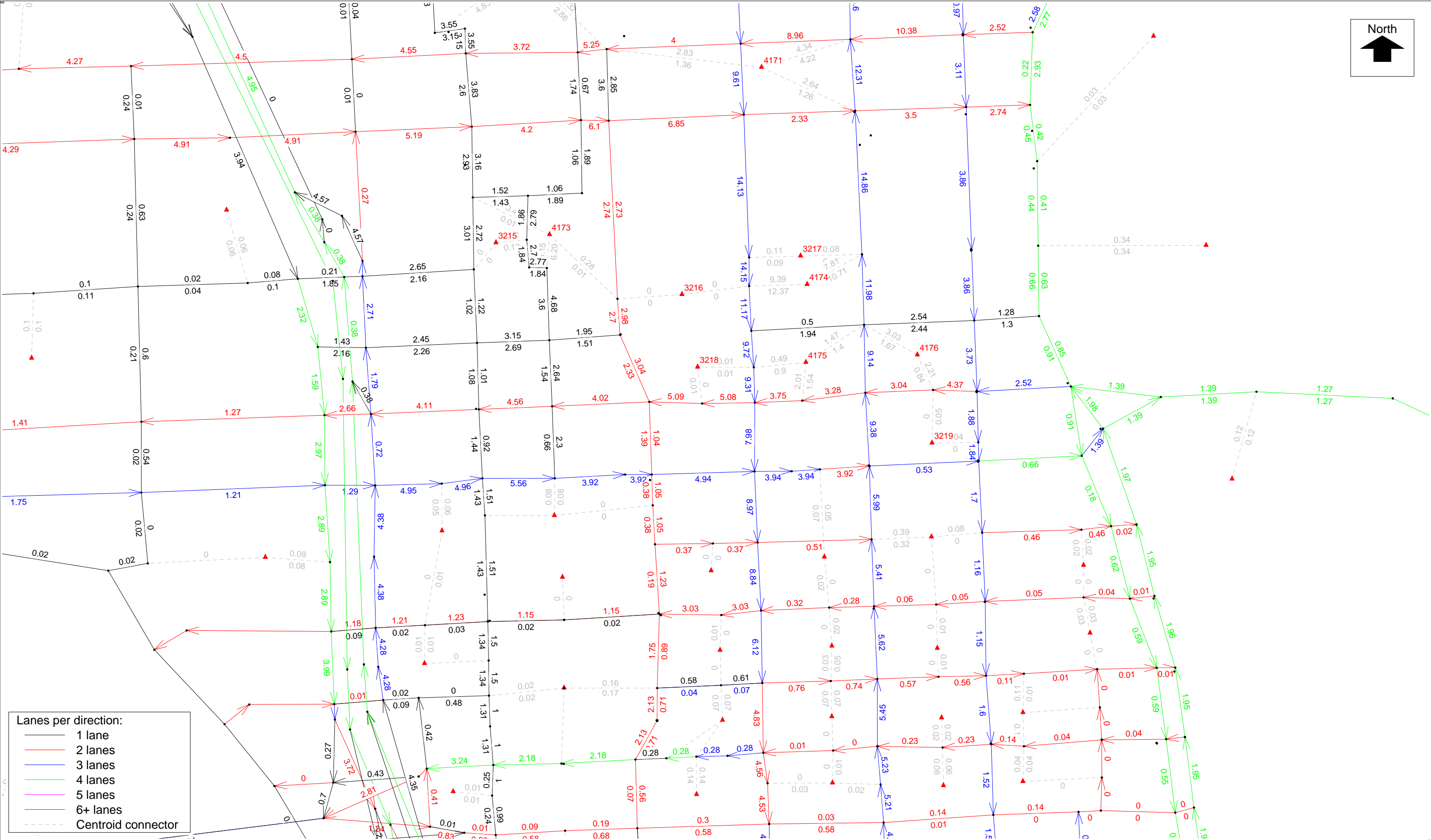
- 1 lane
- 2 lanes
- 3 lanes
- 4 lanes
- 5 lanes
- 6+ lanes
- Centroid connector

2020 SERPM v6.5 Network by Number of Lanes with directional Project (Increment III) Distribution Percentages posted
N:\PROJECTS\09002_Miami DR\MODEL\20R\Combined-HLOAD_R20.NET

Map J-5F - Project Distribution for Increment III



Licensed to Leftwich Consulting Engineers, Inc.

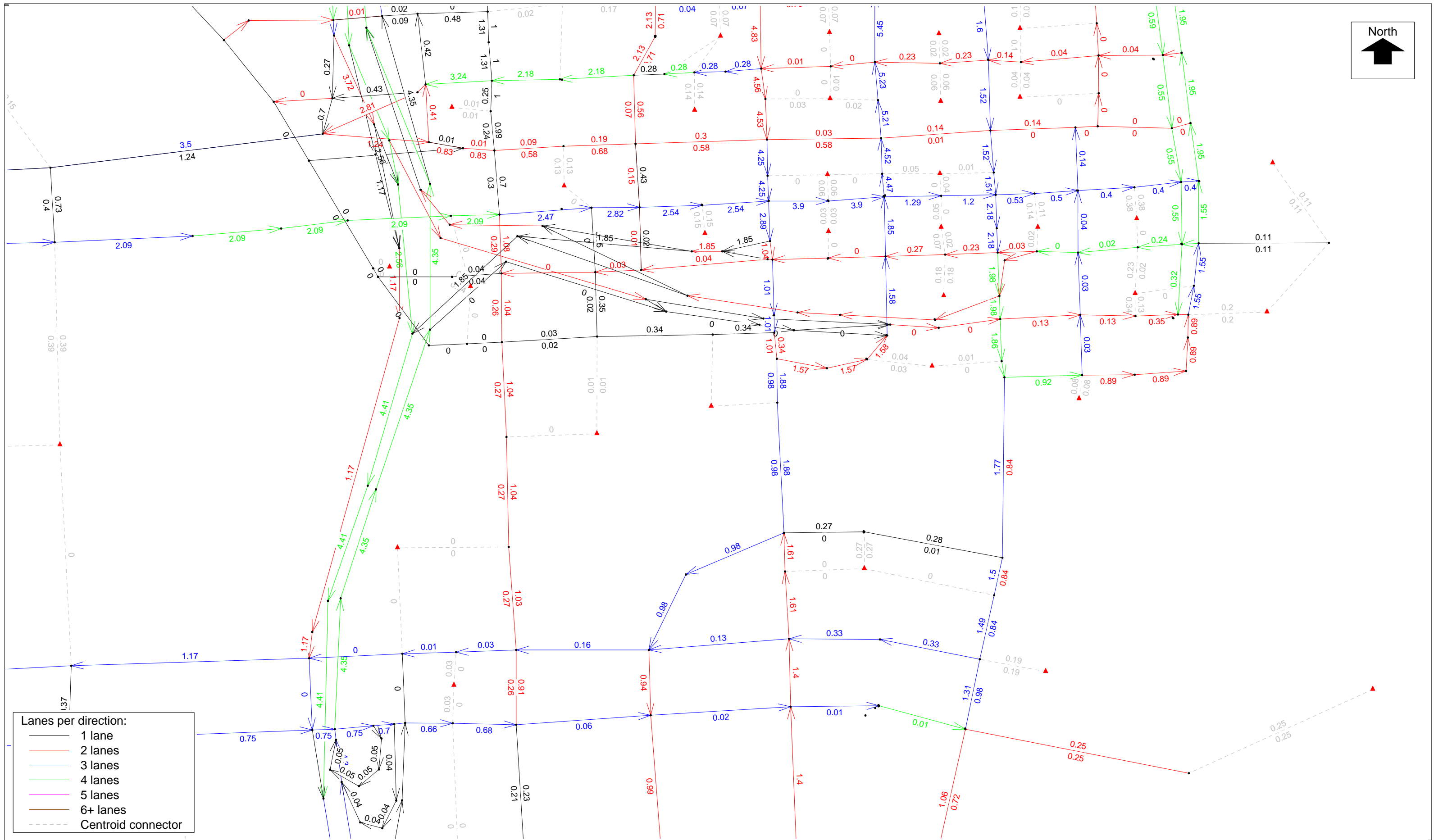


Lanes per direction:

- 1 lane
- 2 lanes
- 3 lanes
- 4 lanes
- 5 lanes
- 6+ lanes
- - - Centroid connector

2020 SERPM v6.5 Network by Number of Lanes with directional Project (Increment III) Distribution Percentages posted
N:\PROJECTS\09002_Miami DRIMODEL\20R\Combined-HLOAD_R20.NET





- Lanes per direction:
- 1 lane
 - 2 lanes
 - 3 lanes
 - 4 lanes
 - 5 lanes
 - 6+ lanes
 - Centroid connector

2020 SERPM v6.5 Network by Number of Lanes with directional Project (Increment III) Distribution Percentages posted
N:\PROJECTS\09002_Miami DR\MODEL\20R\Combined-HLOAD_R20.NET

Map J-5F - Project Distribution for Increment III

TABLE 21-D6 - ZONAL DATA MODIFICATIONS

| TAZ_REG | TAZ_MPO | HHC0 | HHC1 | VC0 | VC1 | WC0 | WC1 | PC0 | PC1 | HMR | INDE_20 | COME_20 | SVCE_20 | TOTE_20 |
|---|---------|------|------|------|------|------|------|------|------|------|---------|---------|---------|---------|
| 2005 - EXISTING - NO CHANGES | | | | | | | | | | | | | | |
| 3213 | 513 | 161 | 18 | 203 | 36 | 186 | 32 | 292 | 66 | 42 | 147 | 53 | 1164 | 1364 |
| 3214 | 514 | 538 | 247 | 682 | 467 | 623 | 414 | 979 | 863 | 0 | 2 | 19 | 256 | 277 |
| 3215 | 515 | 99 | 29 | 127 | 54 | 115 | 49 | 181 | 100 | 0 | 1 | 9 | 483 | 493 |
| 3216 | 516 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 246 | 249 |
| 3217 | 517 | 525 | 219 | 666 | 413 | 608 | 368 | 955 | 764 | 0 | 63 | 27 | 315 | 405 |
| 3218 | 518 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 6 | 623 | 650 |
| 3219 | 519 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 653 | 653 |
| 2020 - INTERPOLATED - NO CHANGES | | | | | | | | | | | | | | |
| 3213 | 513 | 341 | 41 | 491 | 87 | 389 | 67 | 689 | 161 | 51 | 150 | 182 | 1446 | 1777 |
| 3214 | 514 | 754 | 354 | 1066 | 742 | 862 | 579 | 1455 | 1316 | 0 | 2 | 40 | 287 | 329 |
| 3215 | 515 | 177 | 53 | 253 | 111 | 202 | 86 | 352 | 200 | 75 | 1 | 32 | 541 | 573 |
| 3216 | 516 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 271 | 274 |
| 3217 | 517 | 828 | 355 | 1179 | 747 | 945 | 580 | 1623 | 1337 | 0 | 64 | 71 | 365 | 499 |
| 3218 | 518 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 7 | 692 | 720 |
| 3219 | 519 | 2 | 1 | 3 | 2 | 3 | 2 | 5 | 4 | 0 | 0 | 12 | 720 | 732 |
| 2020 - ADJUSTED FOR FUTURE BACKGROUND 2020 | | | | | | | | | | | | | | |
| 3213 | 513 | 836 | 100 | 1053 | 189 | 961 | 168 | 1521 | 349 | 56 | 182 | 146 | 214 | 542 |
| 3214 | 514 | 349 | 164 | 440 | 310 | 401 | 276 | 635 | 572 | 124 | 2 | 105 | 256 | 363 |
| 3215 | 515 | 857 | 257 | 1080 | 486 | 986 | 432 | 1559 | 897 | 200 | 139 | 167 | 1519 | 1825 |
| 3216 | 516 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 271 | 274 |
| 3217 | 517 | 1622 | 695 | 2044 | 1314 | 1865 | 1168 | 2950 | 2425 | 120 | 63 | 114 | 590 | 767 |
| 3218 | 518 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 381 | 414 |
| 3219 | 519 | 452 | 226 | 570 | 427 | 520 | 380 | 822 | 789 | 0 | 0 | 22 | 242 | 264 |
| 2020 - INCREMENT III - NEW ZONES | | | | | | | | | | | | | | |
| 3213 | 513 | 356 | 44 | 449 | 83 | 409 | 74 | 648 | 154 | 200 | 0 | 520 | 2200 | 2720 |
| 3214 | 514 | 748 | 352 | 942 | 665 | 860 | 591 | 1361 | 1228 | 0 | 0 | 250 | 600 | 850 |
| 3215 | 515 | 693 | 207 | 873 | 391 | 797 | 348 | 1261 | 722 | 100 | 0 | 550 | 400 | 950 |
| 3216 | 516 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3217 | 517 | 560 | 240 | 706 | 454 | 644 | 403 | 1019 | 837 | 1800 | 0 | 840 | 4200 | 5040 |
| 3218 | 518 | 267 | 133 | 336 | 251 | 307 | 223 | 486 | 464 | 0 | 0 | 170 | 1000 | 1170 |
| 3219 | 519 | 267 | 133 | 336 | 251 | 307 | 223 | 486 | 464 | 0 | 0 | 170 | 1000 | 1170 |

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

3/31/2011

| 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 % | PK HR | | PEAK HOUR | PEAK | PEAK | | | |
| LANES | STANDARD | [See Table 21-D5] | [3] | 8681 | PROJECT | CAPACITY | LOS | V/C | | | | |
| SR 112/I-195 | | | | | | | | | | | | |
| 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 |
| SR 25/NW/NE 36 Street | | | | | | | | | | | | |
| 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 |
| NW/NE 28/29 Street | | | | | | | | | | | | |
| 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 |
| NW/NE 20 Street | | | | | | | | | | | | |
| 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 |
| NW/NE 14 Street/NW 13 Ter | | | | | | | | | | | | |
| 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 |
| SR 836/I-395/ MacArthur Cswy | | | | | | | | | | | | |
| 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

3/31/2011

| 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 | | | | |
| NW/NE 11 Street | | | | | | | | | | | | |
| 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 |
| NW/NE 10 Street | | | | | | | | | | | | |
| 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 |
| NW/NE 9 Street | | | | | | | | | | | | |
| 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 |
| NW/NE 8 Street | | | | | | | | | | | | |
| 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 |
| NW/NE 7 Street | | | | | | | | | | | | |
| 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 |
| NW/NE 6 Street | | | | | | | | | | | | |
| 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

3/31/2011

| 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 | | | | | | | |
| NW/NE 5 Street | | | | | | | | | | | | |
| 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 |
| NE 4 Street | | | | | | | | | | | | |
| NE 2 Avenue to Biscayne Blvd | 2LU | E*150% | 272 | 0.46% | 40 | 312 | 1,944 | C | 0.16 | 2.05% | NO | NO |
| NW 3 Street | | | | | | | | | | | | |
| 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 |
| NW 2 Street | | | | | | | | | | | | |
| 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 |
| NW/NE 1 Street | | | | | | | | | | | | |
| 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 |
| SR 968/West/East Flagler Street | | | | | | | | | | | | |
| 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

3/31/2011

| 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 | PROJECT | [3] | TRIPS | PROJECT | CAPACITY | LOS | V/C | OF MSV | YES / NO | YES / NO | |
| SR 968/SW/SE 1 Street | | | | | | | | | | | | |
| 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 |
| SR 90/SW/SE 7 Street | | | | | | | | | | | | |
| 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 |
| SR 90/SE/SW 8 Street | | | | | | | | | | | | |
| 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 |
| SR 972/SW 22 St/SW 3 Ave/13 St | | | | | | | | | | | | |
| 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 |
| NW/SW 37 Avenue | | | | | | | | | | | | |
| NW 25 Street to NW 21 Street | 4LD | E*150% | 1,789 | 0.02% | 2 | 1,791 | 5,100 | C | 0.35 | 0.03% | NO | NO |
| NW 21 Street to NW 14 Street | 4LD | E | 1,789 | 0.86% | 75 | 1,864 | 3,400 | C | 0.55 | 2.20% | NO | NO |
| NW 14 Street to NW 7 Street | 4LD | E | 2,248 | 0.09% | 8 | 2,256 | 3,400 | C | 0.66 | 0.23% | NO | NO |
| NW 7 Street to W. Flagler Street | 4LD | E | 2,241 | 0.08% | 7 | 2,248 | 3,400 | C | 0.66 | 0.20% | NO | NO |
| W. Flagler St to Ponce De Leon Blvd | 4LD | E | 2,248 | 0.20% | 17 | 2,265 | 3,400 | C | 0.67 | 0.51% | NO | NO |
| Ponce De Leon Blvd to SW 8 Street | 4LD | E | 2,235 | 0.06% | 5 | 2,240 | 3,400 | C | 0.66 | 0.15% | NO | NO |
| SW 8 Street to SW 24 Street | 4LD | E | 2,261 | 0.44% | 38 | 2,299 | 3,400 | C | 0.68 | 1.12% | NO | NO |
| SW 24 Street to Bird Road | 4LD | E | 2,254 | 0.43% | 37 | 2,292 | 3,400 | C | 0.67 | 1.10% | NO | NO |
| Bird Road to US-1 | 4LD | E | 2,248 | 0.15% | 13 | 2,261 | 3,400 | C | 0.66 | 0.38% | NO | NO |

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

3/31/2011

| 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 % | PM PK HR TRIPS | WITH PROJECT | PEAK HOUR MAX CAPACITY | PEAK HOUR | PEAK HOUR | | | |
| LANES | STANDARD | [See Table 21-D5] | [3] | 8681 | | | LOS | V/C | | | | |
| SR 9/NW/SW 27 Avenue | | | | | | | | | | | | |
| 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 |
| NW/SW 22 Avenue | | | | | | | | | | | | |
| 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 |
| NW/SW 17 Avenue | | | | | | | | | | | | |
| 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 |
| SR 933/NW/SW 12 Avenue | | | | | | | | | | | | |
| 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

3/31/2011

| 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 | | |
| SR 7/NW/SW 7 Ave/SW 8 Ave | | | | | | | | | | | | |
| 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 |
| NW 3 Court | | | | | | | | | | | | |
| 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 |
| I-95 | | | | | | | | | | | | |
| 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 |
| NW 3 Avenue | | | | | | | | | | | | |
| 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

3/31/2011

| 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 PK HR | WITH | PEAK HOUR | PEAK | PEAK | PERCENT | ≥ 5% | FAILING |
| LANES | STANDARD | PROJECT | [3] | 8681 | PROJECT | CAPACITY | LOS | V/C | OF MSV | YES / NO | YES / NO | |
| NW/SW 2 Avenue/NW 1 Place | | | | | | | | | | | | |
| 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 |
| NW/SW 1 Avenue | | | | | | | | | | | | |
| 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

3/31/2011

| ROADWAY SEGMENTS | [1] | [2] | 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 |
|------------------------------------|-----------|----------|---------------------|----------|-----------|------------------------------------|--|-----------------------------------|-----------------------------------|--------------------------------------|--------------------------------------|--|
| | YEAR | ADOPTED | 2020 | PROJECT | TWO-WAY | | | | | | | |
| | 2020 | LOS | WITHOUT | PM PK HR | PEAK HOUR | | | | | | | |
| | LANES | STANDARD | PROJECT | DIST % | TRIPS | | | | | | | |
| N. Miami Avenue | | | [See Table 21-D5] | [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 | |
| 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 | |
| NE/SE 1 Avenue | | | | | | | | | | | | |
| 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% | 2,968 | 13.60% | 1,181 | 4,148 | 3,791 | E | 1.09 | 31.14% | YES NO | |
| NE 11 Street to NE 10 Street | 3LOW - NB | E*150% | 2,772 | 12.31% | 1,069 | 3,841 | 3,791 | E | 1.01 | 28.19% | YES NO | |
| NE 10 Street to NE 9 Street | 3LOW - NB | E*150% | 2,551 | 14.86% | 1,290 | 3,841 | 3,791 | E | 1.01 | 34.03% | YES NO | |
| NE 9 Street to NE 8 Street | 3LOW - NB | E*150% | 2,459 | 14.86% | 1,290 | 3,749 | 3,791 | D | 0.99 | 34.03% | YES NO | |
| NE 8 Street to NE 7 Street | 3LOW - NB | E*150% | 2,354 | 11.98% | 1,040 | 3,394 | 3,791 | D | 0.90 | 27.43% | YES NO | |
| NE 7 Street to NE 6 Street | 3LOW - NB | E*150% | 2,263 | 9.14% | 793 | 3,057 | 3,791 | D | 0.81 | 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 | |
| NE/SE 2 Avenue | | | | | | | | | | | | |
| 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

3/31/2011

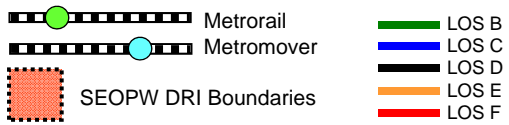
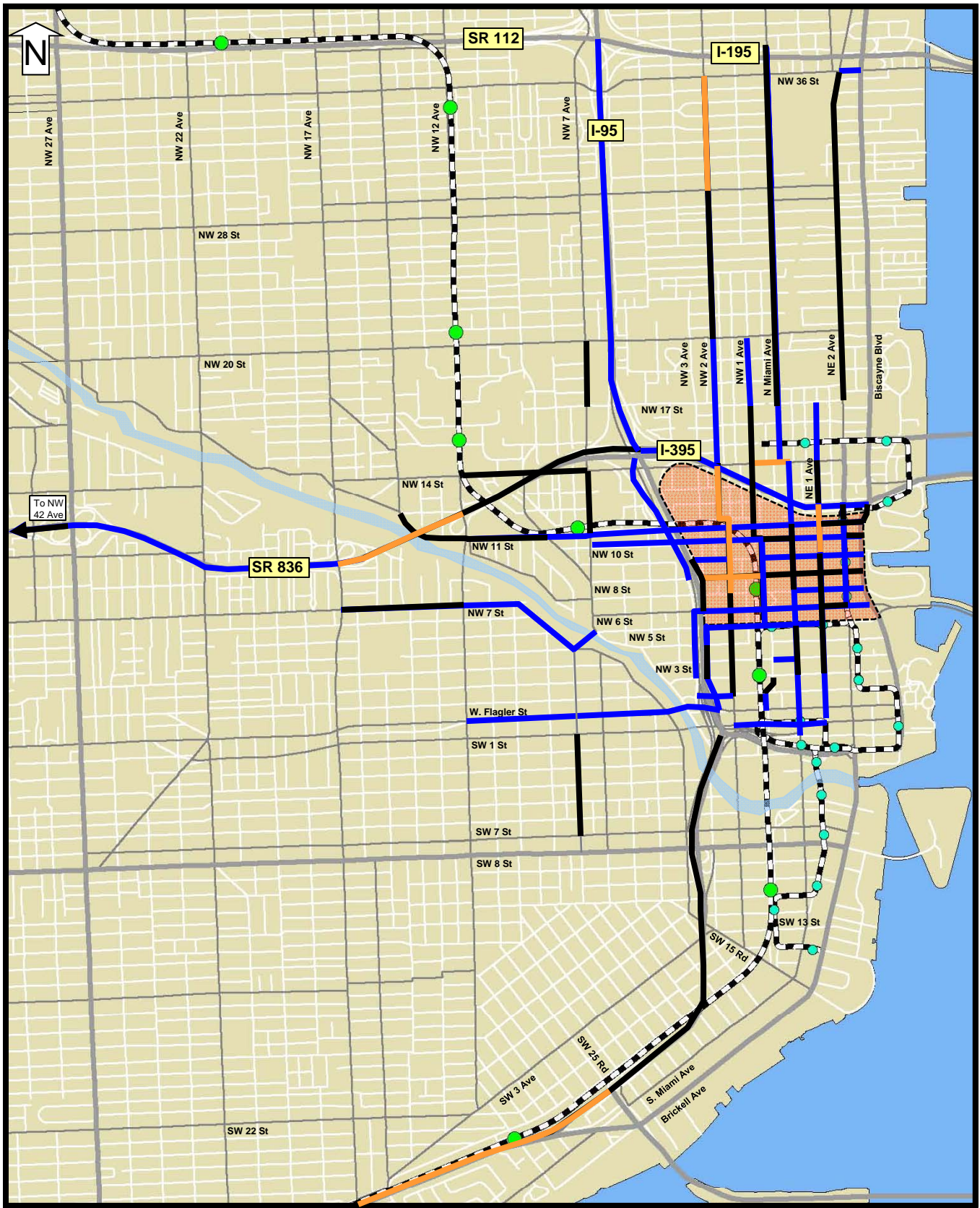
| ROADWAY SEGMENTS | [1] | [2] | 2020 | SEOPW DRI - INC III | | 2020 | [4] | 2020 | 2020 | PROJECT | PROJECT | PROJECT |
|-------------------------------------|---------------|-------------------|---------|---------------------|----------|----------|-----------|------|--------|----------|----------|----------|
| | YEAR | ADOPTED | VOLUMES | PROJECT | TWO-WAY | VOLUMES | TWO-WAY | PM | PM | AS A | TRIPS | ≥ 5% AND |
| | 2020 | LOS | WITHOUT | DIST % | PK 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 | |
| Biscayne Blvd/US-1 | | | | | | | | | | | | |
| 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 |
| Brickell Avenue/US-1 | | | | | | | | | | | | |
| 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 |
| US-1 | | | | | | | | | | | | |
| 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.

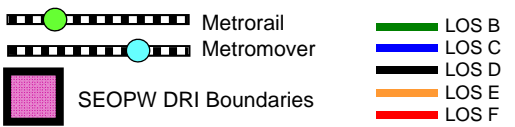
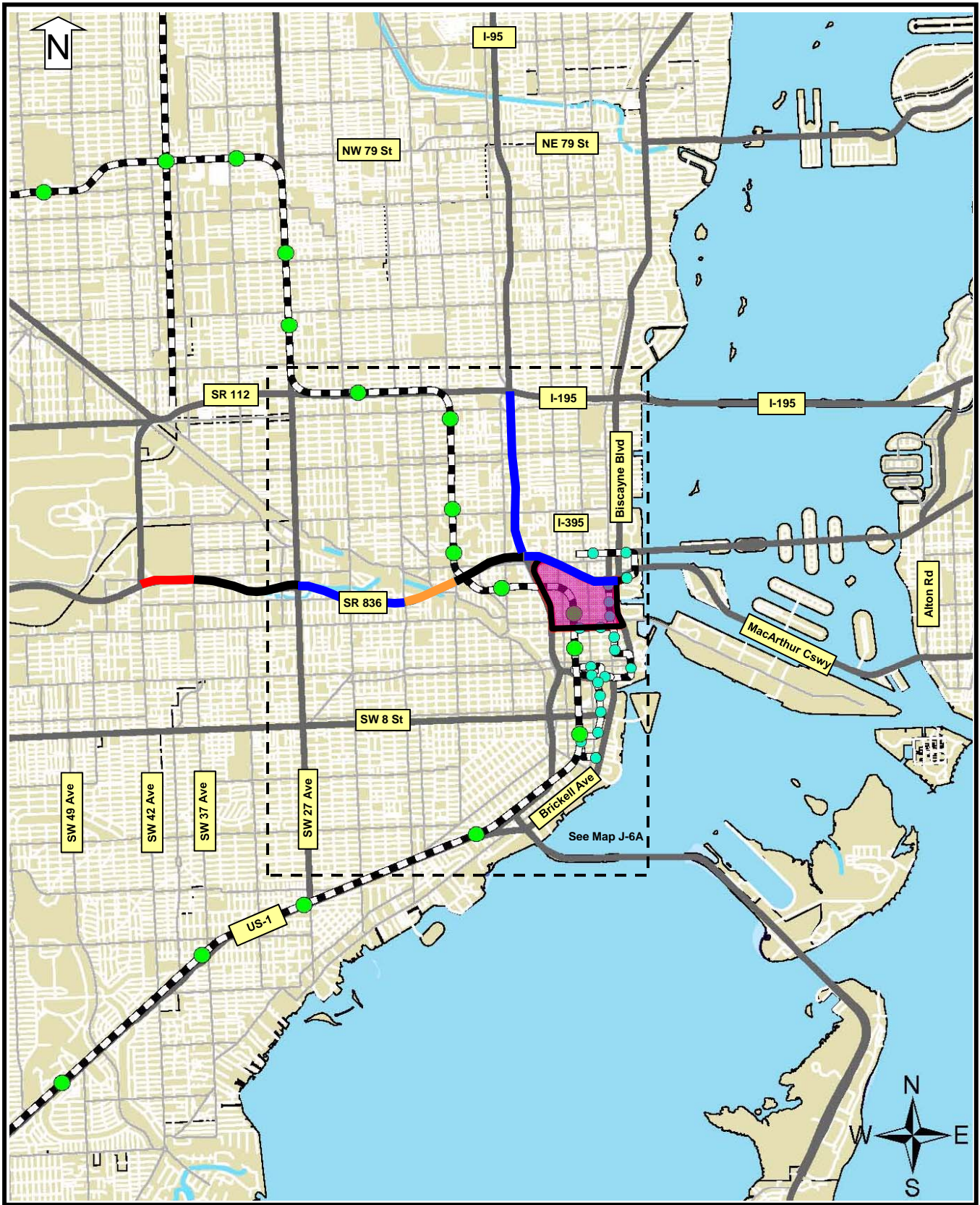
[2] Adopted LOS standards are consistent with the Transportation Elements from the Miami MCNP, the Miami-

[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.



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



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

Source: Cathy Sweetapple & Associates

- E. Assign the trips generated by this development as shown in (B) and (C) above and show, on separate maps or tables for each phase-end year, the DRI traffic on each link of the then-existing network within the study area. Include peak-hour directional trips. If local data is available, compare average trip lengths by purpose for the project and local jurisdiction. For the year of buildout and at the end of each phase estimate the percent impact, in terms of peak hour directional DRI trips/ total peak hour directional trips and in terms of peak hour directional DRI trips/ existing peak hour service volume for desired LOS, on each regionally significant roadway in the study area. Identify facility type, number of lanes and projected signal locations for the regionally significant roads.

E-1. Project Impacts on Regionally Significant Corridors

Based upon the project trip assignment developed in response to Section 21 - D, **Table 21-E1** has been prepared to identify the PM peak hour trip impacts and the level of service on those roadways where project traffic consumes 5.0% or more of the maximum service volume (MSV) at the adopted level of service standard. **Maps J-7A and J-7B** have been prepared to illustrate the location of those roadways carrying project traffic which is $\geq 5.0\%$ of the MSV, where the roadway operates below the adopted level of service standard (where applicable).

E-2. Project Impacts on Regionally Significant Intersections

Pursuant to the DRI guidelines and the information provided in **Tables 21-D7 and 21-E1**, no critical intersections have been identified within the traffic impact study area. Critical intersections are those intersections located at both ends of a significantly impacted roadway segment which operates below the acceptable level of service standard for each respective local government.

E-3. Project Impact on Regionally Significant Interchanges

Freeway ramps and freeway weaving areas critical to the traffic impact study area are identified as those which are projected to carry project traffic greater than 200 vehicles per hour per lane (VPHPL), pursuant to the *FDOT Site Impact Handbook*. **Table 21-E2** has been prepared to identify project traffic at each of the freeway ramps within the study area located along SR 836, I-195 and I-95 to identify which ramps require detailed site impact analysis. Detailed analysis was found to be required for the NB I-95 On-Ramp located just north of NW 8 Street. The ramp analysis traffic data is provided in **Appendix 21-8**. The calculation of the ramp analysis volumes is provided on attached **Table 21-E3**. The HCS Merge Analysis for the NB On-Ramp to Interstate 95 is also provided herein, and indicates that the under Year 2020 future with project traffic conditions, the ramp-freeway junction analysis will operate at an acceptable level of service D.

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

3/31/2011

| 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 | PM PK HR | | TWO-WAY | PM | PM | | | | |
| | 2020 LANES | LOS STANDARD | | DIST % [3] | 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% 7.84% 5.90% 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% | 706 648 418 391 351 389 | 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

3/31/2011

| 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 | | | | | | | | |
| NW 3 Street 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% |
| NW/NE 1 Street 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% |
| SR 968/West/East Flagler Street 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% |
| SR 968/SW/SE 1 Street 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% |
| SR 7/NW/SW 7 Ave/SW 8 Ave 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% |
| NW 3 Court 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% |
| I-95 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% |
| NW 3 Avenue 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% |
| NW/SW 2 Avenue/NW 1 Place 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% |
| NW/SW 1 Avenue 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% | 155 194 235 235 398 475 475 493 466 605 729 247 | 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

3/31/2011

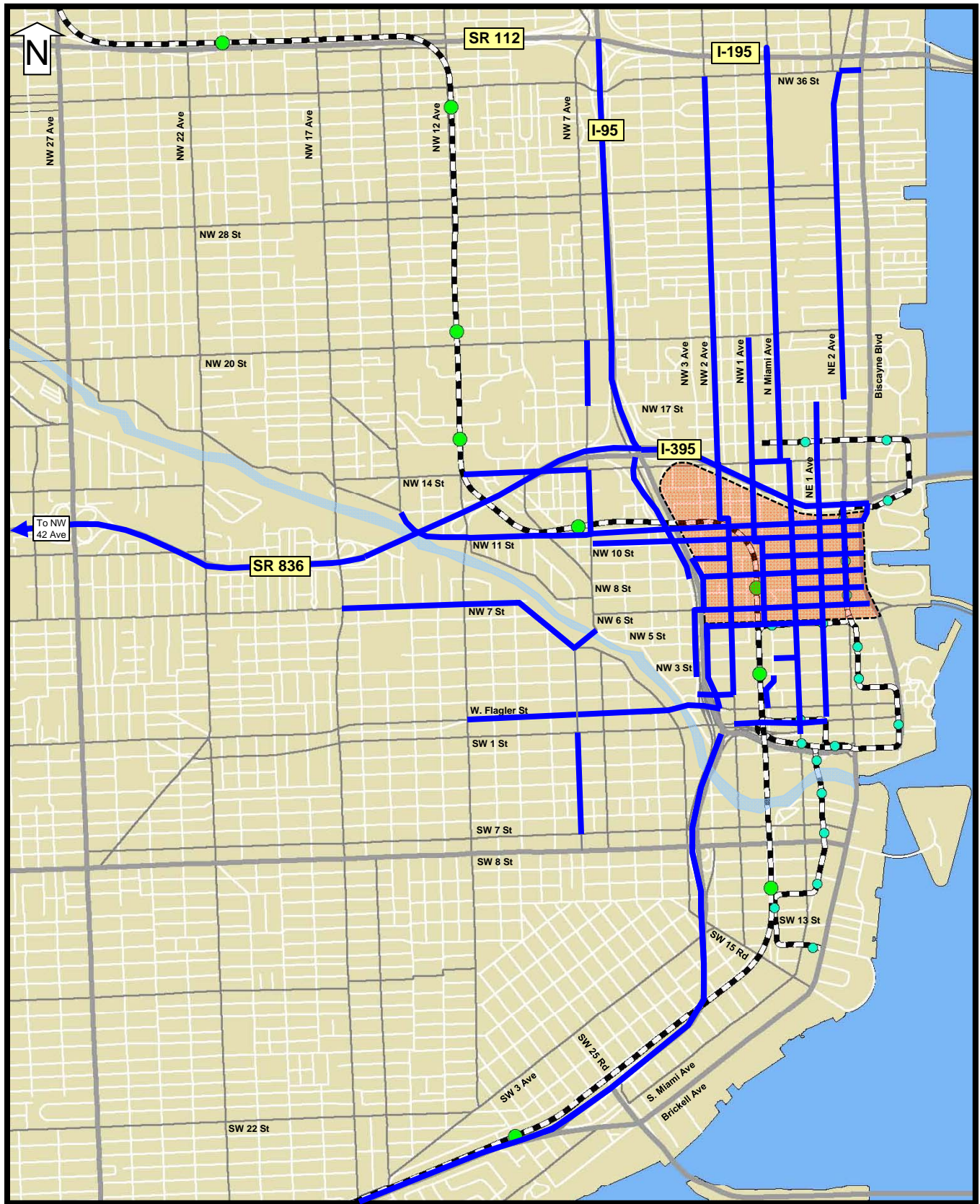
| ROADWAY SEGMENTS | [1] YEAR 2020 LANES | [2] ADOPTED LOS STANDARD | 2020 VOLUMES WITHOUT PROJECT [See Table 21-D5] | SEOPW DRI - INC III | | 2020 VOLUMES WITH PROJECT | [4] TWO-WAY PEAK HOUR MAX CAPACITY | 2020 | 2020 | PROJECT AS A PERCENT OF MSV | PROJECT TRIPS ≥ 5% YES / NO | PROJECT ≥ 5% AND ROADWAY FAILING YES / NO | PROJECT AS A PERCENT OF 2020 VOLUMES |
|-------------------------------------|------------------------------|-----------------------------------|--|---------------------|---------------------|------------------------------------|--|------|------|--------------------------------------|--------------------------------------|---|--|
| | | | | PM | PM | | | | | | | | |
| | | | | PEAK HOUR LOS | PEAK HOUR VIC | | | | | | | | |
| N. Miami Avenue | | | | | | | | | | | | | |
| 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% |
| NE/SE 1 Avenue | | | | | | | | | | | | | |
| 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% | 2,968 | 13.60% | 1,181 | 4,148 | 3,791 | E | 1.09 | 31.14% | YES | NO | 28.46% |
| NE 11 Street to NE 10 Street | 3LOW - NB | E*150% | 2,772 | 12.31% | 1,069 | 3,841 | 3,791 | E | 1.01 | 28.19% | YES | NO | 27.82% |
| NE 10 Street to NE 9 Street | 3LOW - NB | E*150% | 2,551 | 14.86% | 1,290 | 3,841 | 3,791 | E | 1.01 | 34.03% | YES | NO | 33.58% |
| NE 9 Street to NE 8 Street | 3LOW - NB | E*150% | 2,459 | 14.86% | 1,290 | 3,749 | 3,791 | D | 0.99 | 34.03% | YES | NO | 34.41% |
| NE 8 Street to NE 7 Street | 3LOW - NB | E*150% | 2,354 | 11.98% | 1,040 | 3,394 | 3,791 | D | 0.90 | 27.43% | YES | NO | 30.64% |
| NE 7 Street to NE 6 Street | 3LOW - NB | E*150% | 2,263 | 9.14% | 793 | 3,057 | 3,791 | D | 0.81 | 20.93% | YES | NO | 25.96% |
| 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% |
| NE/SE 2 Avenue | | | | | | | | | | | | | |
| 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% |
| Biscayne Blvd/US-1 | | | | | | | | | | | | | |
| 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% |
| US-1 | | | | | | | | | | | | | |
| 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.



— Significant and Failing (n/a)
— Significant and Not Failing

Map J-7A
 Significant and Failing Roadway Segments
 SEOPW DRI – Increment III



Map J-7B
 Significant and Failing Roadway Segments
 SEOPW DRI – Increment III

TABLE 21-E2 – Determination of Ramp Significance

| Study Interchange | No. of Lanes | In/Out | Project Distribution Percentage | AM Trips 3626 in 2017 out | Over 200 VPHPL Yes or No? | PM Trips 3586 in 5095 out | Over 200 VPHPL Yes or No? |
|-----------------------------|---------------------|---------------|--|----------------------------------|----------------------------------|----------------------------------|----------------------------------|
| MacArthur Cswy @ Alton Road | | | | | | | |
| EB Off Ramp | 1 | Out | 2.14% | 43 | No | 109 | No |
| WB On Ramp | 1 | In | 1.82% | 66 | No | 65 | No |
| SR 836 @ Biscayne Blvd | | | | | | | |
| EB On Ramp from NB | 1 | Out | 2.25% | 45 | No | 115 | No |
| EB On Ramp from Bayshore | 1 | Out | 0.00% | 0 | No | 0 | No |
| WB Off Ramp | 1 | In | 1.93% | 70 | No | 69 | No |
| SR 836 @ NE 2 Ave (SB) | | | | | | | |
| EB Off Ramp | 3 | In | 9.07% | 329 | No | 325 | No |
| SR 836 @ NE 1 Ave (NB) | | | | | | | |
| EB Off Ramp | 3 | In | 9.07% | 329 | No | 325 | No |
| WB On Ramp | 3 | Out | 9.16% | 185 | No | 467 | No |
| SR 836 @ I-95 | | | | | | | |
| NB to EB On Ramp to SR 836 | 1 | In | 0.00% | 0 | No | 0 | No |
| SB to EB On Ramp to SR 836 | 2 | In | 5.20% | 189 | No | 186 | No |
| EB to SB Off Ramp to I-95 | 2 | In | 1.44% | 52 | No | 52 | No |
| NB to WB On Ramp from I-95 | 1 | Out | 0.94% | 19 | No | 48 | No |
| WB to NB On Ramp to I-95 | 2 | Out | 5.14% | 104 | No | 262 | No |
| WB to SB On Ramp to I-95 | 1 | Out | 0.00% | 0 | No | 0 | No |
| SR 836 @ NW 14 St | | | | | | | |
| WB Off Ramp | 1 | In | 0.00% | 0 | No | 0 | No |
| SR 836 @ NW 12 Ave | | | | | | | |
| EB On Ramp from NB | 1 | In | 0.00% | 0 | No | 0 | No |
| EB On Ramp from SB | 1 | In | 0.00% | 0 | No | 0 | No |
| WB Off Ramp | 2 | Out | 0.00% | 0 | No | 0 | No |
| SR 836 @ NW 17 Ave | | | | | | | |
| EB Off Ramp | 1 | In | 0.00% | 0 | No | 0 | No |
| EB Off Ramp to SB | 1 | In | 0.01% | 0 | No | 0 | No |
| WB On Ramp from SB | 1 | Out | 0.00% | 0 | No | 0 | No |
| WB On Ramp from NB | 1 | Out | 0.00% | 0 | No | 0 | No |
| SR 836 @ NW 27 Ave | | | | | | | |
| NB to EB On Ramp | 1 | In | 0.11% | 4 | No | 4 | No |
| SB to EB On Ramp | 1 | In | 0.00% | 0 | No | 0 | No |
| WB to NB Off Ramp | 1 | Out | 0.18% | 4 | No | 9 | No |
| WB to SB Off Ramp | 1 | Out | 0.02% | 0 | No | 1 | No |
| SR 836 @ NW 37 Ave | | | | | | | |
| WB Off Ramp | 1 | Out | 0.63% | 13 | No | 32 | No |
| EB On Ramp | 1 | In | 0.42% | 15 | No | 15 | No |

TABLE 21-E2 – Determination of Ramp Significance

| Study Interchange | No. of Lanes | In/Out | Project Distribution Percentage | AM Trips 3626 in 2017 out | Over 200 VPHPL Yes or No? | PM Trips 3586 in 5095 out | Over 200 VPHPL Yes or No? |
|--------------------------|---------------------|---------------|--|----------------------------------|----------------------------------|----------------------------------|----------------------------------|
| SR 836 @ NW 42 Ave | | | | | | | |
| NB to EB On Ramp | 1 | In | 0.30% | 11 | No | 11 | No |
| SB to EB On Ramp | 1 | In | 0.32% | 12 | No | 11 | No |
| WB to NB Off Ramp | 1 | Out | 0.31% | 6 | No | 16 | No |
| WB to SB Off Ramp | 1 | Out | 0.00% | 0 | No | 0 | No |
| SR 836 @ NW 57 Ave | | | | | | | |
| NB to EB On Ramp | 1 | In | 0.36% | 13 | No | 13 | No |
| WB to SB Off Ramp | 1 | Out | 0.15% | 3 | No | 8 | No |
| SR 836 @ NW 72 Ave | | | | | | | |
| NB to EB On Ramp | 1 | In | 0.39% | 14 | No | 14 | No |
| WB Off Ramp | 1 | Out | 0.18% | 4 | No | 9 | No |
| SR 836 @ SR 826 | | | | | | | |
| NB to EB On Ramp | 2 | In | 0.72% | 26 | No | 26 | No |
| SB to EB On Ramp | 1 | In | 0.78% | 28 | No | 28 | No |
| WB to NB Off Ramp | 1 | Out | 0.74% | 15 | No | 38 | No |
| WB to SB Off Ramp | 1 | Out | 0.92% | 19 | No | 47 | No |
| SR 836 @ NW 87 Ave | | | | | | | |
| NB to EB On Ramp | 1 | In | 0.09% | 3 | No | 3 | No |
| SB to EB On Ramp | 1 | In | 0.15% | 5 | No | 5 | No |
| WB Off Ramp | 2 | Out | 0.46% | 9 | No | 23 | No |
| I-95 @ I-195 | | | | | | | |
| SB to EB I-195 | 3 | In | 0.03% | 1 | No | 1 | No |
| NB to EB I-195 | 3 | In | 0.04% | 1 | No | 1 | No |
| WB to NB I-95 | 1 | Out | 0.01% | 0 | No | 1 | No |
| WB to SB I-95 | 2 | Out | 0.14% | 3 | No | 7 | No |
| I-195 @ N. Miami Ave | | | | | | | |
| EB Off Ramp | 1 | In | 1.50% | 54 | No | 54 | No |
| WB On Ramp | 1 | Out | 0.01% | 0 | No | 1 | No |
| I-195 @ Biscayne Blvd | | | | | | | |
| EB Off Ramp | 1 | In | 0.00% | 0 | No | 0 | No |
| WB Off Ramp | 1 | In | 0.83% | 30 | No | 30 | No |
| WB On Ramp | 1 | Out | 0.01% | 0 | No | 1 | No |
| EB On Ramp | 1 | Out | 1.14% | 23 | No | 58 | No |
| I-95 @ NW 8 Street | | | | | | | |
| SB Off Ramp | 1 | In | 3.94% | 143 | No | 141 | No |
| NB On Ramp | 1 | Out | 4.57% | 92 | No | 233 | Yes |
| I-95 @ NW 1 Street | | | | | | | |
| NB Off Ramp | 1 | In | 4.35% | 158 | No | 156 | No |
| SB On Ramp | 2 | Out | 3.72% | 75 | No | 190 | No |

TABLE 21-E2 – Determination of Ramp Significance

| Study Interchange | No. of Lanes | In/Out | Project Distribution Percentage | AM Trips 3626 in 2017 out | Over 200 VPHPL Yes or No? | PM Trips 3586 in 5095 out | Over 200 VPHPL Yes or No? |
|--------------------------|---------------------|---------------|--|----------------------------------|----------------------------------|----------------------------------|----------------------------------|
| I-95 @ Distributor | | | | | | | |
| SB Off Ramp to EB | 2 | In | 0.00% | 0 | No | 0 | No |
| NB to EB Off Ramp | 1 | In | 0.00% | 0 | No | 0 | No |
| WB to SB On Ramp to I-95 | 2 | Out | 1.85% | 37 | No | 94 | No |
| WB to NB On Ramp to I-95 | 2 | Out | 0.00% | 0 | No | 0 | No |
| I-95 @ SW 7 Street | | | | | | | |
| SB Off Ramp | 2 | Out | 1.17% | 24 | No | 60 | No |
| I-95 @ SW 8 Street | | | | | | | |
| NB Off Ramp | 1 | In | 0.00% | 0 | No | 0 | No |
| NB On Ramp | 2 | Out | 0.09% | 2 | No | 5 | No |
| SB On Ramp | 1 | Out | 0.00% | 0 | No | 0 | No |
| I-95 @ Rickenbacker Cswy | | | | | | | |
| NB On Ramp | 1 | In | 1.72% | 62 | No | 62 | No |
| SB Off Ramp | 2 | Out | 2.04% | 41 | No | 104 | No |

| TABLE 21-E3 – Ramp Analysis Volumes | | | | | | |
|--|---------------------|---------------------------------|--|---------------------------------------|-------------------------------------|----------------------------------|
| Study Ramp | In/Out | Project Dist. % | AM Trips 3626 in 2017 out | Over 200 VPHPL Yes or No? | PM Trips 3586 in 5095 out | Over 200 VPHPL Yes or No? |
| I-95 @ NW 8 Street | | | | | | |
| SB Off Ramp | In | 3.94% | 143 | No | 141 | No |
| NB On Ramp | Out | 4.57% | 92 | No | 233 | Yes |
| | No. of Lanes | Count Station | Day 1 2009 Dir Volumes | Day 2 2009 Dir Volumes | Day 3 2009 Dir Volumes | Average 2009 Dir Volumes |
| Interstate 95 | | [1] | | | | |
| NB South of On Ramp from NW 8 Street | 5 lanes | FDOT-2505 | 5980 | 5594 | 5546 | 5707 |
| Less the traffic from the NB TO EB Off Ramp to I-395 | 4 lanes | FDOT-6160 | 1374 | 0 | 0 | 1374 |
| Less the traffic from the NB to WB Off Ramp to SR 836 | 3 lanes | FDOT-6308 | 1255 | 1336 | 0 | 1296 |
| NB I-95 just before the On Ramp from NW 8 Street | 3 lanes | | | | | 3037 |
| Add the traffic for the NW 8 Street On Ramp to NB I-95 | 1 lane | FDOT-6306 | 1042 | 1013 | 0 | 1028 |
| Total 2009 Volumes on NB I-95 North of On Ramp | 3 lanes | | | | | 4064 |
| | | Average 2009 Dir Volumes | [2] Background 2020 Dir Volumes | [3] Committed 2020 Dir Volumes | [4] Project 2020 Dir Volumes | Total 2020 Dir Volumes |
| Total 2020 Volumes on NB I-95 just before the On Ramp | 3 lanes | 3037 | 3173 | 448 | 0 | 3621 |
| Total 2020 Volumes on the NB On Ramp | 3 lanes | 1028 | 1074 | 39 | 233 | 1346 |
| Total 2020 Volumes on NB I-95 North of On Ramp | 3 lanes | 4065 | 4247 | 487 | 233 | 4967 |

[1] Peak Hour Factor for Count Station 2505 = 5594/5952 = 0.94. See the mainline and ramp volumes for Station 2505 and 6308 in Appendix 21-8.
Peak Hour Factor for Count Station 6308 = 1042/1208 = 0.86.

[1] Pursuant to Table 21-D5 for I-95, the background growth rate is 0.40% per year for 11 years:

| | | |
|-------|-------|-------|
| 3,037 | 0.40% | 3,173 |
| 1,028 | 0.40% | 1,074 |
| 5,092 | 0.40% | 5,321 |

[2] Pursuant to Tables 21-D2, 21-D3 and 21-D4, the committed development includes the unbuilt traffic from SEOPW Increment II

and the Downtown DRI Increment II:

SEOPW Inc II 189 two-way trips * 0.45 outbound = 85 PM peak hour trips on NB I-95.
DDRI Inc II 773 two-way trips * 0.47 outbound = 363 PM peak hour trips on NB I-95.
Total Committed Trips = 85 + 363 = 448 PM peak hour trips on NB I-95.

SEOPW Inc II 45 two-way trips * 0.45 outbound = 23 PM peak hour trips on the NB On Ramp to I-95.
DDRI Inc II 33 two-way trips * 0.47 outbound = 16 PM peak hour trips on the NB On Ramp to I-95.
Total Committed Trips = 23 + 16 = 39 PM peak hour trips on the NB On Ramp to I-95.

[3] See above and on Table 21-E2 for the directional project trips from the SEOPW DRI Increment III assigned to the NB On Ramp.

Phone: Fax:
E-mail:

-----Merge Analysis-----

Analyst: Sweetapple
Agency/Co.: Cathy Sweetapple & Associates
Date performed: 3/30/2011
Analysis time period: PM Peak Hour
Freeway/Dir of Travel: Interstate 95/Northbound
Junction: NW 8 Street On Ramp
Jurisdiction: City of Miami
Analysis Year: 2020
Description: SEOPW DRI Increment III

-----Freeway Data-----

| | | | |
|----------------------------|-------|-----|--|
| Type of analysis | Merge | | |
| Number of lanes in freeway | 3 | | |
| Free-flow speed on freeway | 55.0 | mph | |
| Volume on freeway | 3621 | vph | |

-----On Ramp Data-----

| | | | |
|-----------------------------------|-------|-----|--|
| Side of freeway | Right | | |
| Number of lanes in ramp | 1 | | |
| Free-flow speed on ramp | 35.0 | mph | |
| Volume on ramp | 1346 | vph | |
| Length of first accel/decel lane | 650 | ft | |
| Length of second accel/decel lane | | ft | |

-----Adjacent Ramp Data (if one exists)-----

| | | | |
|---------------------------|------|-----|--|
| Does adjacent ramp exist? | No | | |
| Volume on adjacent Ramp | | vph | |
| Position of adjacent Ramp | | | |
| Type of adjacent Ramp | | | |
| Distance to adjacent Ramp | 1000 | ft | |

-----Conversion to pc/h Under Base Conditions-----

| Junction Components | Freeway | Ramp | Adjacent Ramp | |
|------------------------------|---------|---------|---------------|-----|
| Volume, V (vph) | 3621 | 1346 | | vph |
| Peak-hour factor, PHF | 0.94 | 0.86 | 0.90 | |
| Peak 15-min volume, v15 | 963 | 391 | | v |
| Trucks and buses | 3 | 4 | 0 | % |
| Recreational vehicles | 0 | 0 | 0 | % |
| Terrain type: | Level | Level | | |
| Grade | 0.00 % | 0.00 % | 0.00 % | |
| Length | 0.00 mi | 0.00 mi | 0.00 mi | |
| Trucks and buses PCE, ET | 1.5 | 1.5 | 1.5 | |
| Recreational vehicle PCE, ER | 1.2 | 1.2 | 1.2 | |

| | | | |
|-------------------------------|-------|-------|-------|
| Heavy vehicle adjustment, fHV | 0.985 | 0.980 | 1.000 |
| Driver population factor, fP | 1.00 | 1.00 | 1.00 |
| Flow rate, vp | 3910 | 1596 | pcph |

----- Estimation of V12 Merge Areas -----

L = 895.08 (Equation 25-2 or 25-3)

EQ

P = 0.596 Using Equation 1

FM

v = v (P) = 2329 pc/h

12 F FM

----- Capacity Checks -----

| | | | |
|-----------|--------------|-------------------------|--------|
| | Actual | Maximum | LOS F? |
| v | 5506 | 6750 | No |
| FO | | | |
| v | 1581 pc/h | (Equation 25-4 or 25-5) | |
| 3 or av34 | | | |
| Is v | > 2700 pc/h? | No | |
| 3 or av34 | | | |
| Is v | > 1.5 v /2 | No | |
| 3 or av34 | 12 | | |
| If yes, v | = 2329 | (Equation 25-8) | |
| 12A | | | |

----- Flow Entering Merge Influence Area -----

| | | | |
|-----|--------|---------------|------------|
| | Actual | Max Desirable | Violation? |
| v | 2329 | 4600 | No |
| R12 | | | |

----- Level of Service Determination (if not F) -----

Density, D = 5.475 + 0.00734 v + 0.0078 v - 0.00627 L = 31.3 pc/mi/ln

R R 12 A

Level of service for ramp-freeway junction areas of influence D

----- Speed Estimation -----

| | | |
|--|-----------|-----|
| Intermediate speed variable, | M = 0.473 | |
| | S | |
| Space mean speed in ramp influence area, | S = 48.9 | mph |
| | R | |
| Space mean speed in outer lanes, | S = 51.1 | mph |
| | 0 | |
| Space mean speed for all vehicles, | S = 49.5 | mph |

- F. Based on the assignment of trips as shown in (D) and (E) above, what modifications in the highway network (including intersections) will be necessary at the end of each phase of development, to attain and maintain local and regional level of service standards? Identify which of the above improvements are required by traffic not associated with the DRI at the end of each phase. For those improvements which will be needed earlier as a result of the DRI, indicate how much earlier. Where applicable, identify Transportation System Management (TSM) alternatives (e.g., signalization, one-way pairs, ridesharing, etc.) that will be used and any other measures necessary to mitigate other impacts such as increased maintenance due to a large number of truck movements.

Significantly impacted transportation corridors which are anticipated to operate below the adopted maximum service volume through the build out year of the DRI have been addressed pursuant to the Rule 9J-2.045, F.A.C., *Transportation Uniform Standard Rule*. The following information is provided:

- Improvements proposed are identified on **Table 21-F1** and **Map J-7C** and include mitigation strategies underway by MDX which improve the capacity for one impacted roadway segment on SR 836 from NW 42 Avenue to NW 37 Avenue.
- The Applicant has proposed to calculate the project's proportionate share of the MDX improvement and use this proportionate share funding to implement multi-modal corridor enhancements within the SEOPW DRI that encourages transit usage to reduce impacts to the regional roadway network. The SEOPW DRI shall establish an Increment III development mitigation fee to implement corridor enhancements that promote pedestrian access and access to transit within the SEOPW DRI and the CRA.
- **Table 21-F2** demonstrates that the proposed corridor improvements will mitigate project impacts and will result in achieving acceptable levels of service.
- The improvement costs and proportionate share calculations for the significantly impacted corridor (pursuant to Rule 9J-2.045, FAC) are provided on **Table 21-F3**. Also included is the net external PM peak hour trip threshold that corresponds to the timeframe when the proposed improvement is needed.

TABLE 21-F1 – Transportation Improvements

| Map J-7C Ref. No. | Impacted Corridor | Improvement |
|------------------------------|---------------------------------|---|
| 1 | SR 836 – NW 42 Ave to NW 37 Ave | MDX Project No. 83628 will provide the following: <ul style="list-style-type: none">• An additional WB lane on SR 836 from NW 27 Ave to NW 57 Ave• An additional EB lane on SR 836 from NW 42 Ave to NW 27 Ave• MDX Project 83628 is funded for design through FY 2013. |

The SEOPW DRI shall calculate the project’s proportionate share funding contribution for this improvement, and shall use the funds to implement multi-modal corridor enhancements within the SEOPW DRI that encourages transit usage to reduce impacts to the regional roadway network.

The SEOPW DRI shall establish an Increment III development mitigation fee to implement corridor enhancements that promote pedestrian access and access to transit within the SEOPW DRI and the City CRA.



- Metrorail
- Metromover
- SEOPW DRI Boundaries
- LOS D with Improvements

1

MDX Project 83628 to provide:
 Add 1 WB lane from NW 27 Ave to NW 57 Ave
 Add 1 EB lane from NW 42 Ave to NW 27 Ave

Calculate the DRI's Proportionate Share of this improvement and use to fund multi-modal corridor enhancements within the SEOPW DRI that encourages transit usage to reduce impacts to the regional roadway network.

Map J-7C
 Proposed Transportation Mitigation
 SEOPW DRI – Increment III

TABLE 21-F2
SEOPW DRI - INCREMENT III
YEAR 2020 TOTAL TRAFFIC CONDITIONS WITH IMPROVEMENTS

3/31/2011

| ROADWAY SEGMENTS | [1] YEAR 2020 LANES | [2] ADOPTED LOS STANDARD | 2020 | 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 |
|--------------------------------------|------------------------------|-----------------------------------|--------------------|---------------------|-------------------|------------------------------------|------------------------------|---------------------|---------------------|--------------------------------------|--------------------------------------|--|
| | | | VOLUMES | PROJECT | TWO-WAY | | TWO-WAY | PM | PM | | | |
| | | | WITHOUT PROJECT | PROJECT DIST % | PM PK HR TRIPS | | PEAK HOUR MAX CAPACITY | PEAK HOUR LOS | PEAK HOUR V/C | | | |
| SR 836/ I-395/ MacArthur Cswy | | | [See Table 21-D5] | [3] | 8681 | | | | | | | |
| 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 | 9L-EXPY [5] | E | 13,094 | 7.97% | 692 | 13,785 | 17,179 | D | 0.80 | 4.03% | NO | NO |
| NW 42 Avenue to NW 37 Avenue | 8L-EXPY [6] | E | 11,079 | 8.91% | 773 | 11,852 | 15,270 | D | 0.78 | 5.07% | YES | NO |
| 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 |

[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.

[5] MDX Project 83628 will provide an additional WB lane from NW 27 Avenue to NW 57 Avenue. Project funded for design through FY 2013.

[6] MDX Project 83628 will provide an additional EB lane from NW 42 Ave to NW 27 Ave and an additional WB lane from NW 27 Ave to NW 57 Ave. Project funded for design through FY 2013.

**TABLE 21-F3
SEOPW DRI - INCREMENT III
ESTIMATED PROPORTIONATE SHARE COSTS**

| No. | Roadway | Impacted Segment | Type of Improvement | Impacted Segment Length (Miles) | [1] Estimated Unit Cost Per Mile | Estimated Cost | Design and Permitting at 10% | Total Estimated Cost | Adopted LOS Standard | Peak Hour Directional Capacity without Improvement | Peak Hour Directional Capacity with Improvement | [2] SEOPW DRI Directional PM Project Trips | Capacity Increase with Improvement | Applicant's Proportionate Share | Applicant's Estimated Contribution |
|--|---------|------------------------|--------------------------------------|---------------------------------|----------------------------------|----------------|------------------------------|----------------------|----------------------|--|---|--|------------------------------------|---------------------------------|------------------------------------|
| 1 | SR 836 | NW 42 Ave to NW 37 Ave | Add WB lane - NW 27 Ave to NW 52 Ave | 0.52 | \$9,312,500 | \$4,842,500 | \$484,250 | \$5,326,750 | E - TCEA | 6,200 | 8,400 | 456 | 2,200 | 20.73% | \$1,104,259 |
| 2 | SR 836 | NW 42 Ave to NW 37 Ave | Add EB lane - NW 42 Ave to NW 27 Ave | 0.52 | \$9,312,500 | \$4,842,500 | \$484,250 | \$5,326,750 | E - TCEA | 6,200 | 8,400 | 317 | 2,200 | 14.41% | \$767,367 |
| Total Estimated Proportionate Share Costs | | | | | | | | | | | | | | | \$1,871,626 |
| Net External PM Peak Hour Trips for the SEOPW DRI - Increment III | | | | | | | | | | | | | | | 8,681 |
| Estimated Cost per PM Peak Hour Trip | | | | | | | | | | | | | | | \$216 |
| Net External PM Peak Hour Trip Threshold when Improvement is Needed | | | | [3] | | | | | | | | | | | 73% |

[1] Used the MDX cost of \$14,900,000 for the SR 836 EB Auxiliary Lane from NW 57 Avenue to NW 42 Avenue, a distance of approximately 1.6 miles.

[2] 773 PM Project Trips on SR 836 from NW 42 Avenue to NW 37 Avenue = $773 * 0.41 = 317$ for Inbound/Eastbound and $773 * 0.59 = 456$ for Outbound/Westbound.

[3] 5.0% of the Existing two-way MSV = $11290 * .05 = 564$ project trips
 $564 \text{ project trips} / 0.891 \text{ project distribution \% on link} = 6363 \text{ project trips}$
 $6363 \text{ project trips} / 8681 \text{ total net external project trips} = 73\%$

- G. Identify the anticipated number and general location of access points for driveways, median openings and roadways necessary to accommodate the proposed development. Describe how the applicant's access plan will minimize the impacts of the proposed development and preserve or enhance traffic flow on the existing and proposed transportation system. This information will assist the applicant and governmental agencies in reaching conceptual agreement regarding the anticipated access points. While the ADA may constitute a conceptual review for access points, it is not a permit application and, therefore, the applicant is not required to include specific design requirements (geometry) until the time of permit application.**

Due to the area-wide nature of the SEOPW DRI, and the existing street grid within the DRI boundaries, **Map J-8** has been prepared to illustrate the location of the general portal entrances and key intersections or ramp locations leading into or out of the SEOPW DRI for those corridors outlined below:

- NW 3 Court/NW 3 Avenue/I-95 on the west
- NW/NE 5th Street and NW/NE 6th Street on the south
- Biscayne Boulevard on the east
- NW 14 Street and I-395 on the north.

Map J-8 also identifies the jurisdiction of the roadways located within the DRI boundaries. Project access to individual development parcels during the redevelopment process will be subject to the design and permitting standards and guidelines from the City of Miami, Miami-Dade County and FDOT as applicable based upon the agency with jurisdiction over the adjacent roadway.



Metrorail
 Metromover
 SEOPW DRI Boundaries
 Directional Entry or Exit Connections
 Two-way Entry or Exit Connections
 Existing Ramp Locations
 Future Ramp Locations

Map J-8
Access Connections to the DRI
SEOPW DRI – Increment III

Source: Cathy Sweetapple & Associates

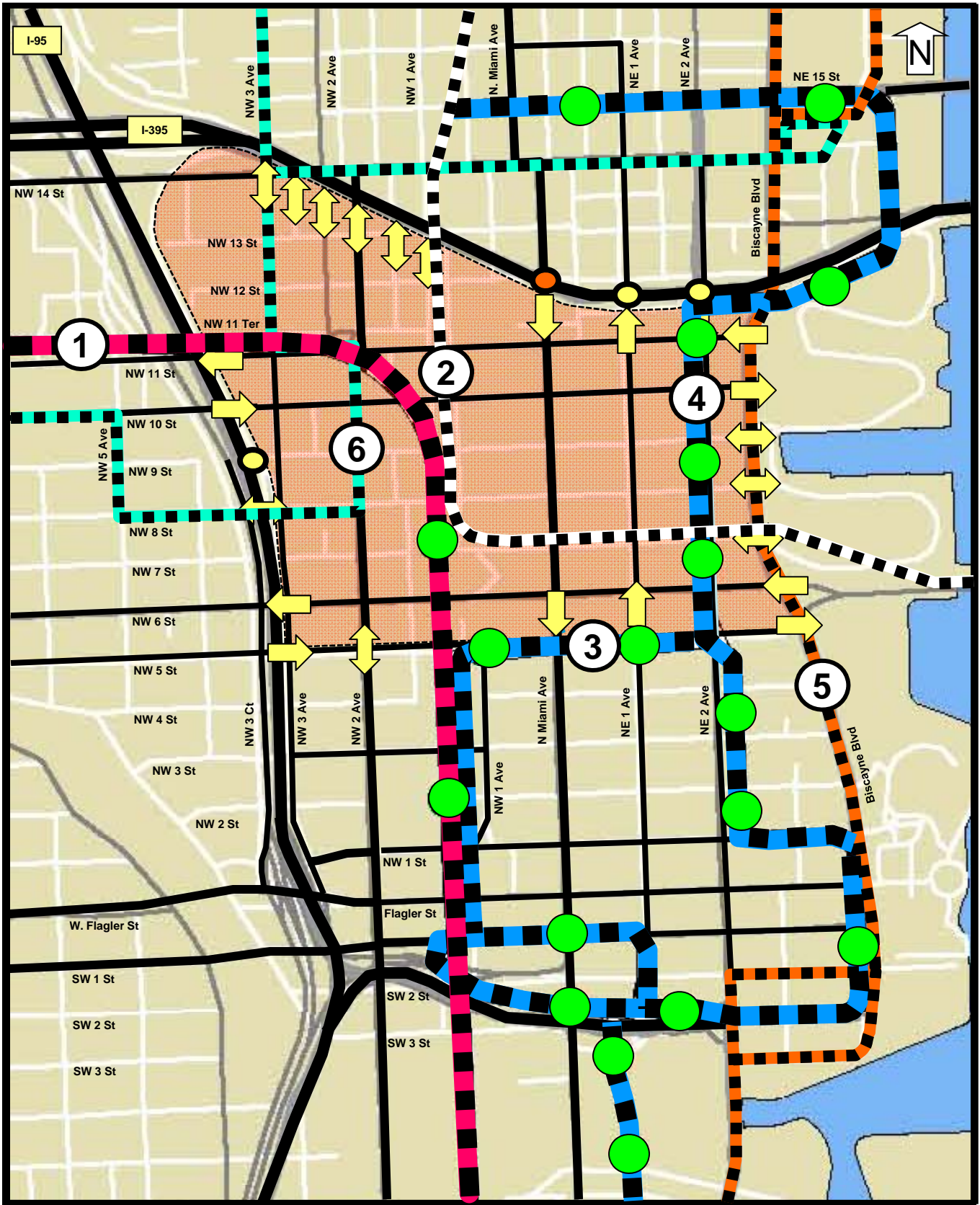
- H. If applicable, describe how the project will complement the protection of existing, or development of proposed, transportation corridors designated by local governments in their comprehensive plans. In addition, identify what commitments will be made to protect the designated corridors such as interlocal agreements, right-of-way dedication, building set-backs, etc.











Increment III of the SEOPW DRI supports the vision for the study area as expressed by the CRA in their 2009 SEOPW Amended Redevelopment Plan and as expressed by the DDA in their 2025 Master Plan to facilitate the redevelopment of the study area. The SEOPW DRI also supports the local and regional roadway improvements from the adopted MPO Transportation Improvement Program and the adopted MPO Long Range Transportation Plan.

The SEOPW DRI is served by six premium transit corridors as illustrated in **Map J-9** and as listed in **Table 21-H1** below, and the Increment III development program proposed will strengthen the utilization of each of these premium transit corridors. The SEOPW DRI functions with nine major East-West vehicular corridors and nine major North-South vehicular corridors which are already in place as outlined in **Table 21-H2** below.

| TABLE 21-H1 - Premium Transit Corridors |
|--|
| 1 - The NW to SE Metrorail Corridor located just north of NW 11 Street and west of NW 1 Avenue |
| 2 - FEC Corridor as the Southern Terminus of the South Florida East Coast Transit Study |
| 3 - East/West Metromover Corridor along NW/NE 5 Street with 2 Metromover Stations |
| 4 - North/South Metromover Corridor along NE 2 Avenue with 3 Metromover Stations |
| 5 - Express Bus and Trolley Corridor along Biscayne Boulevard |
| 6 - Trolley Corridor along NW 3 Avenue, NW 2 Avenue and NW/NE 14 Street |

| TABLE 21-H2 – Vehicular Transportation Corridors | |
|---|---|
| East-West Vehicular Transportation Corridors | North-South Vehicular Transportation Corridors |
| Interstate 395 | Interstate 95 |
| NW/NE 14 Street | NW 3 Court |
| NW/NE 11 Street | NW 3 Avenue |
| NW/NE 10 Street | NW 2 Avenue |
| NW/NE 9 Street | NW 1 Avenue |
| NW/NE 8 Street | North Miami Avenue |
| NW/NE 7 Street | NE 1 Avenue |
| NW/NE 6 Street | NE 2 Avenue |
| NW/NE 5 Street | Biscayne Boulevard |



| | | | | | | | |
|---|----------------------|---|---------------------------------------|---|-------------------------|---|-------------------|
|   | Metrorail |  | Directional Entry or Exit Connections |  | Existing Ramp Locations |  | Transit Corridors |
|   | Metromover |  | Two-way Entry or Exit Connections |  | Future Ramp Locations | See Table 21-H1 | |
|  | SEOPW DRI Boundaries | | | | | | |

Map J-9
 Transportation Corridors serving the DRI
 SEOPW DRI – Increment III

- I. **What provisions, including but not limited to sidewalks, bicycle paths, internal shuttles, ridesharing and public transit, will be made for the movement of people by means other than private automobile? Refer to internal design, site planning, parking provisions, location, etc.**

I-1. Access to Premium Regional and Local Transit

The SEOPW DRI is directly served by an extensive system of alternative travel modes which has been recognized and examined within this study to evaluate the movement of people through enhanced mobility options including the use of fixed rail transit, rubber tire transit and increased pedestrian activity. The SEOPW DRI is located within an urban downtown area which is directly served by Metrorail (using the Historic Overtown/Lyric Theatre Station located at Overtown Transit Village at the FEC and NW/NE 7 Street); Metromover (with two Metromover Stations along NW/NE 5 Street and three Metromover Stations along NE 2 Avenue); Express Bus, Metrobus, connections to the Airport and Tri-Rail via Metrorail to the north and connections to the Busway via Metrorail to the south. The City of Miami (Co-Applicant to the SEOPW DRI) is improving local transit access to the SEOPW study area through the implementation of a rubber tire Trolley System that will reinforce local connections to employment centers within and adjacent to SEOPW, connecting Brickell, Downtown Miami and Omni, the Health District and Civic Center, and the neighboring communities of Allapattah, Overtown and Coral Way. The trolley service will consist of five routes that will extend to and through downtown and SEOPW connecting the following locations:

- Brickell, Downtown and Omni (and the Design District in a future phase)
- Health District and Civic Center
- Health District, Overtown and Omni
- Health District and Allapattah
- Coral Way and Brickell

The trolley service has not yet been initiated however it is being designed to complement the existing premium transit service operated by Miami-Dade Transit. The Federal Transit Administration released \$64.5 million in federal stimulus funds to Miami-Dade Transit, of which the City of Miami was allocated \$4.1 million to implement the rubber tire Trolley System. In May of 2010, the City of Miami entered into an interlocal agreement with Miami-Dade Transit to enable the City (through Miami-Dade Transit) to use the federal stimulus money to purchase the rubber-tire trolleys. Efforts are currently underway by the City of Miami to refine the trolley routes and select an operator for the trolley service.

Section 14-182 of the City of Miami City Code outlines the requirements for Transportation Control Measures that must be met for development and redevelopment projects located within the SEOPW DRI. These Transportation Control Measures promote a reduction in peak hour traffic and a reduction in the single occupant vehicle, and are already incorporated into the adopted Master Incremental Development Order for the SEOPW DRI. The City and CRA staff will continue to work with the Downtown Miami TMA to provide new tenants with examples of transportation demand management strategies and will assist with the coordination of programs which emphasize the reduction in the SOV.

I-2. Pedestrian Access and Mobility

The Miami-Dade County Metropolitan Planning Organization is in the process of completing a Downtown Miami Bicycle-Pedestrian Mobility Plan, the implementation of which will have a beneficial impact on promoting alternative travel modes within the SEOPW DRI study area.

I-3. Transportation Demand Management

In addition to maximizing access to transit, the Applicant will promote the benefit of Transportation Demand Management (TDM) programs to reduce (even farther) the future reliance upon the single occupant vehicle. Each TDM program should include a reasonable and effective combination of TDM strategies appropriate to the size, scale and location of the proposed development which shall be used to demonstrate that practical actions can be taken to reduce the number of single occupant vehicles (SOV) generated by the proposed development site. A series of TDM Options which promote the use of alternative travel modes are listed in the text which follows.

- **Staggered work schedules:** The DRI can promote the benefits of staggered work schedules in reducing the number of SOV traveling during the traditional morning and afternoon peak hours. The DRI can request that individual tenants/employers/owners provide themselves and their employees the flexibility to stagger their arrival and departure times between the hours of 6:30 am to 9:30 am, and 3:30 pm to 6:30 pm to reduce the burden of traffic during the peak travel hours and more evenly distribute the volume of traffic into and out of the site. Staggered lunch hours would also be incorporated into this staggered schedule framework.
- **Flex-time:** The DRI can promote the benefits of flex time in reducing the number of SOV traveling during the traditional morning and afternoon peak hours. The DRI can request that individual tenants/employers/owners provide themselves and their employees the ability to utilize flexible working schedules (within designated guidelines) to meet personal needs and commitments. The employee can schedule five (5) 8-hour work days using varying start and stop times as well as extended lunch times.
- **Compressed Work Weeks:** The DRI can promote the benefits of compressed work weeks in reducing the number of SOV traveling during the traditional morning and afternoon peak hours. The DRI can request that individual tenants/employers/owners provide themselves and their employees the ability to utilize compressed work week schedules (within designated guidelines). The employer and/or employee can work four (4) 10-hour days, or can choose to work four and a half (4 ½) days or three and a half (3 ½) days as negotiated with each employee or business owner.
- **Telecommuting Programs:** The DRI can promote the benefits of telecommuting using internet technologies to allow employees to work from home or from satellite office locations, thus reducing the number of SOV traveling during the traditional morning and afternoon peak hours. Telecommuting may be used by employers and employees in combination with staggered work schedules, flex time and compressed work weeks.

- **Shower and Locker Facilities** – The DRI can encourage employers to provide on-site shower and locker facilities within the development site to offer bicycle, pedestrian and transit riders amenities to compliment their choice to use the alternative travel modes. The building area set aside for shower and locker facilities should be excluded from the calculations of required off-street parking. Long term bicycle parking should also be provided with this option.
- **Ridesharing Incentive Programs:** The DRI can promote the benefits of ridesharing (in coordination with South Florida Commuter Services), and can provide rideshare postings for those employers and employees interested in finding potential ridesharing partners. These rideshare postings are intended to offer geographic commuter information for those employees who may be interested in sharing rides with fellow employees who live in similar geographic areas. Additional incentives may include payments or subsidies for fuel and tolls and preferential on-site parking for ride share users.
 - **Car Pool Spaces** - The designation of car pool parking spaces can be provided on-site in desirable and convenient parking locations restricted for use only by car pool vehicles. These spaces shall be non-handicapped employee parking spaces located closest to the building entrance with signage identifying each space as Car Pool.
 - **Van Pools** – The designation of van pool parking spaces can be provided on site in desirable and convenient parking locations restricted for use only by van pool vehicles. These spaces shall be non-handicapped employee parking spaces located closest to the building entrance with signage identifying each space as Van Pool.
- **Public Transit Incentives** - The provision of transit fare subsidies and other similar incentive programs designed to make public transit more accessible to the occupants of the proposed use. Promote and encourage project employers to take advantage of the employee discount programs, employer subsidy programs, and pre-tax set-asides for transit fares (as allowable under IRS rules) through the coordination and informational efforts of the South Florida Commuter Services.
- **Informational Kiosks:** The DRI can provide a centralized location within the development site for the posting of TDM Program Information, local bus and train schedules, South Florida Commuter Services, the name and phone number of the DRI Representative serving as the Employee Transportation Coordinator, information on flex time, compressed work weeks and telecommuting, and information on places to eat or shop within shuttle and/or walking distance of the project site.
- **Transportation Demand Management Coordinator:** The DRI can consider the appointment of a TDM Coordinator, or can work with the South Florida Commuter Services to coordinate the management services necessary to provide TDM programs supported by the DRI.