University of Miami

# 2007 REGIONAL TRAFFIC STUDY & CONCURRENCY ANALYSIS

Prepared for:

The University of Miami

Revised
October 2008

Prepared by:

**KEITH and SCHNARS, P.A.**
**ENGINEERS, PLANNERS, SURVEYORS**

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# &
# CONCURRENCY ANALYSIS

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## UNIVERSITY OF MIAMI

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***Fadi Emil Nassar, Ph.D., P.E., PTOE.***
***State of Florida Reg. #51448***

***Prepared by:***

**KEITH and SCHNARS, P.A.**
*ENGINEERS, PLANNERS, SURVEYORS*
6500 N. Andrews Ave. • Fort Lauderdale, FL 33309
(954) 776-1616 • (954)771-7690 *Fax*

# EXECUTIVE SUMMARY

## GENERAL OVERVIEW

Keith and Schnars (K&S) has been retained by the University of Miami (University) to perform the 2007 Regional Traffic Study for the University of Miami Campus Area Development District (UMCAD). The objective of the University of Miami Regional Traffic Study (UMRTS) is to identify the long-term regional transportation impacts associated with the expansion, redevelopment, and development of planned facilities on the Coral Gables Campus of the University of Miami. These facilities are identified in the University of Miami Campus Area Development District (UMCAD) documents and amendments. The UMRTS is intended to identify the regional traffic impacts and appropriate mitigation to accommodate the remainder of the UMCAD facilities, namely those that have not already been addressed or mitigated. The main component of the UMCAD program in the first phase of development is to construct student housing and student activity facilities necessary to increase the number of students residing on campus while not changing the overall student population.

The overall traffic impact of Phase I of the UMCAD program (2010) is a negligible increase in campus traffic of 13 vehicles per hour (vph) during the AM peak hour and 99 vph during the PM peak hours. This is due to about 1,000 fewer commuter trips to campus that balanced the increase in trips generated by proposed UMCAD facilities. In Phase I, in addition to constructing the first phase of the internal roadway, the University is proposing to build over 1150 parking spaces in the area accessed from Ponce de Leon Blvd and removing over 250 parking spaces from the area along San Amaro Drive/Campo Sano Avenue resulting in a further reduction in traffic along the residential streets. Historical traffic counts obtained from FDOT and Miami-Dade County permanent count stations indicated a negative growth rate in traffic volumes and an overall decrease in regional traffic. A number of programmed improvements resulting from prior traffic studies may be reconsidered as a result of these lower traffic volumes.

## TRAFFIC ANALYSIS METHODOLOGY

The UMRTS was performed consistent with the UMCAD traffic study Methodology Letter of Understanding (MLOU) revised on March 5, 2007 and provided in Attachment 1. The MLOU document and most of its exhibits have been approved by the City of Coral Gables' traffic consultant, David Plummer & Associates (DPA). The traffic study was revised consistent with DPA recommendations and review comments.

The existing traffic conditions are based on an extensive traffic count program conducted during the peak season; February-March 2007. The count program included forty-three (43) intersections and thirty (30) bi-directional machine counts as specified in Exhibit 4 of the MLOU. The intersections were counted from 7:00 AM to 10:00 AM and from 3:00 PM to 6:00 PM. Additional traffic counts were collected to estimate the AM and PM peak hour trip rates per student. Traffic counts were also performed on the residential streets located between Miller Road and Blue Road. New traffic counts were performed in January 2008 at University Village (UV) garages and Mahoney-Pearson parking areas to recalculate the trip rate per residential student since the previous counts were collected when one of the two UV garages was not completed and temporary lots were being used near the Mahoney-Pearson parking areas.

Future background conditions were established for future phases by reviewing historical count data and the growth rate derived from 2000 Validated and 2030 Cost Feasible Miami-Dade County regional transportation FSUTMS models. Historical counts indicated a negative growth rate for the study area whereas the regional model projected a 0.42% compounded annual growth rate between 2000 and 2030. A conservative regional annual growth rate of 0.5% was used for all UMCAD phases consistent with methodology agreements.

Consistent with the MLOU and previous UMCAD studies, the proposed UMCAD facilities were classified as Type 1 (entirely academic use), Type 2 (non-academic use), or Type 1-2 (mixed academic and non-academic use). Changes in student population were accounted for using a trip rate per student. The new trips generated by Type 1 (academic) facilities were estimated by assuming a 25% increase in staff and faculty trips needed to maintain and operate these facilities. The 25% increase represents an increase in trips and not in the number of faculty and staff. A trip rate for staff was calculated based on the campus wide trip rate and the ratio of staff to students. The peak hour trip rates per student were established using an extensive traffic count program that covered all campus access points and accounted for all trips made by students, staff, faculty and visitors.

A special procedure was developed to estimate trips generated by UMCAD Type 1-2 facilities such as student activity centers, museum, alumni center and others. Most of Type 1-2 trips were generated by students attending non-academic activities such as visiting a student activity center or a sport facility. Trips generated by Type 1-2 facilities were conservatively estimated at 15% of existing student trips. This represents an increase in trips made by the same student population since the student population, based on full-time equivalent (FTE), is projected to grow by only 2.6% from the current 12,544 to the maximum 12,871 FTE students.

Trips generated by non-academic (Type 2) facilities were estimated using the Institute of Transportation Engineers (ITE) 7$^{th}$ Edition trip rates. The only Type 2 project in the development program is the North South Center Development Zone (NSCDZ). The trips generated by the NSCDZ using ITE trip rates were adjusted to account for internalization between the mixed uses of the NSCDZ, and between the NSCDZ and the rest of the campus.

The FSUTMS regional transportation model was used to distribute project and committed development trips using the select zone analysis procedure. Project trips were distributed separately for the academic area and the NSCDZ due to differing trip purposes and access locations. Manual adjustments to model distributions were performed to assign trips to local roadways not included in the regional model.

Total future traffic volumes were compared to adopted roadway levels of service (LOS) standards as identified in the City of Coral Gables Comprehensive Plan. LOS E, a standard LOS in most of eastern Miami-Dade County, was assumed to be the adopted LOS for roadways and intersections not explicitly covered in the Comprehensive Plan. The operational analysis at selected intersections was performed using the Highway Capacity Manual (HCM) module of the SYNCHRO software. SYNCHRO was also used to optimize signal timing green splits for future conditions. Changes to the traffic signal phasing or cycle length were considered as intersection improvements.

## STUDY RESULTS

The main findings of the regional traffic study are the following:

1. Comparing the 2007 and 2003 traffic counts indicates a small decrease in background traffic on the regional roadways and residential streets. This was consistent with the negative growth rates calculated using historical traffic counts obtained from FDOT and County count stations.

2. The University Full Time Equivalent (FTE) student population in Fall 2006 was 12,544. The UMRTS study accounted for the maximum allowable increase in student population to occur by 2025.

3. The University proposed plan will increase the resident student population from the current 4,756 students to 5,906 students by 2015. The percent of students residing on campus will increase from 38% in 2007 to 46% in 2015 resulting in another significant reduction in peak hour student trips, especially during the AM peak period.

4. Consistent with the procedures set in the MLOU document, revised on March 5, 2007, Type 1 Academic buildings are projected to generate 2,150 daily trips, 198 AM and 232 PM peak hour trips. These trips are generated mainly by additional staff assigned to these facilities and the small increase in student population. Mixed Type 1-2 facilities will generate 5,165 daily trips, 475 AM and 558 PM peak hour trips. This increase represents net new inbound and outbound trips to the campus generated by students, faculty, staff and visitors. The reduction in the number of commuter students will result in 329 fewer AM peak hour trips and 300 fewer PM peak hour trips.

5. The proposed UMCAD Type 2 project consisting of the North South Center Development Zone (NSCDZ) will impact the 2020 and 2025 phases. At buildout, the project is estimated to generate a total of 7,330 daily trips, 1,097 AM and 854 PM peak hour trips. For the purpose of this study, the NSCDZ is estimated to be constructed in two equal phases impacting 2020 and 2025.

6. It appears that the traffic calming improvements along San Amaro Drive and Campo Sano have had a positive impact on reducing speed and minimizing cut-through traffic into residential neighborhoods. Traffic volumes are lower on all the residential streets that were counted in 2003 and 2007. Only one local street, Mantua Avenue, is projected to have future traffic volumes slightly in excess of 120 vph. It should be monitored to determine if any traffic calming measure will be needed. In addition, one residential collector street, Alhambra Circle, in spite of a significant traffic reduction between 2003 and 2007 of 24% daily, 19% AM and 27% PM peak hours, still carry more traffic than its allowable service volume and should be considered for traffic calming measures. According to the City's traffic consultant, the two-way service volume on Alhambra Circle is 2400 daily vehicles and 240 vph during peak hours.

7. The construction of the Phase I internal roadway system and the realignment of Miller Road and Miller Drive will improve mobility within the campus area and further reduce traffic on San Amaro

Drive. The study indicates that the signalization of San Amaro Drive and memorial Drive (#4) is not warranted. This intersection currently operates at LOS E, and will operate at an improved LOS D between 2010 and 2025 due to fewer commuter students and traffic diversion to the internal roadway.

8. The status of the previously recommended improvements is the following:

   1. Internal Roadway: The University plans to construct the internal roadway in two phases, to be completed in 2010 and 2012. For the purpose of this UMRTS, both phases of the internal roadway were evaluated in Phase 1 in 2010.
   2. Widening Brescia Avenue to three lanes: This improvement was recommended in the University Village traffic study completed in 2003. The UMRTS analysis based on updated 2007 traffic counts indicated that the current and projected traffic volumes remain below the road capacity and therefore this improvement is no longer warranted. The UMRTS, however, indicates that providing a westbound right turn lane at the intersection of Brescia Avenue and Red Road will be needed in 2025.
   3. Signalization of San Amaro Drive and Brescia Avenue: This improvement was recommended in the University Village traffic study. At present, the signal is not warranted. The University will conduct future warrant analyses. The signal will be constructed when warranted and approved by FDOT.
   4. Extending northeast bound left turn storage at the intersections of US-1 and Stanford (#13) and US-1 and South Alhambra Circle (#17). These improvements are currently under evaluation and design.
   5. Removing the two parking meters on San Amaro Drive between Ponce de Leon Blvd and Levante Avenue: this improvement is still recommended for implementation.
   6. Modify traffic signal heads to provide a southbound protected left turn phase at the intersections of Red Road and Miller Road (#1) and Red Road and Blue Road (#26): This improvement was recommended in the University Village traffic study. Both intersections were evaluated and the study results transmitted to FDOT. These improvements were denied by FDOT because the current and projected traffic volumes as well as the intersection operational analyses did not justify providing a southbound left turn protected phase at either intersection.
   7. Construct a southbound left turn lane at the intersection of Red Road and Albenga Avenue: This improvement was recommended in the University Village traffic study. The intersection was evaluated and the study results transmitted to FDOT. This improvement was denied by FDOT because the current and projected traffic volumes as well as the intersection operational analysis did not justify constructing a southbound left turn lane.

9. For the 2010 phase, the Planned Development consists entirely of Type 1 and mixed Type 1-2 uses. In 2010 there will be a negligible increase in campus traffic by 13 AM and 99 PM peak hour trips due to the significant shift from commuter to resident students. The 2010 Planned Development trips are not significant (5% or greater of the adopted service volume) on any regional roadway within the study area and therefore do not require traffic mitigation. Nonetheless, a number of improvements are being proposed to improve traffic flow at the intersections providing access to the campus. The improvements recommended for completion by 2010 are the following:

1. Construction of the Phase I internal roadway including the alignment of Miller Road and Miller Drive.
2. Signalization of Campo Sano Avenue and Brunson Drive (#6) if warranted.
3. Adding a southbound right turn lane at Dickinson Drive and Ponce de Leon Blvd (#15) and installing a traffic signal if warranted.
4. Adding a southbound right turn lane at Merrick Drive and Ponce de Leon Blvd (#14) and installing a traffic signal if warranted.
5. Signal interconnect or other measures to improve the operation of the westbound free flow right turn movement at the intersection of Ponce de Leon Blvd and Red Road (#21)
6. Performing a traffic calming study to evaluate effective measures to reduce traffic on Alhambra Circle and Mantua Avenue.

10. For the 2015 phase, the Planned Development Type 1 and Type 1-2 facilities will generate a net increase in campus traffic of 245 AM and 378 PM peak hour trips. The 2015 Planned Development trips are only significant and failing on Miller Road between San Amaro Drive and Red Road. In addition to paying the proportionate share for improving this road segment, the following intersection improvement is recommended for this phase:

    1. Signalization of Campo Sano Avenue and Pisano Avenue (#22) if warranted.

11. The 2020 Phase of the Planned Development includes the first phase of the NSCDZ. No changes in the number of resident students are anticipated between 2015 and 2020. The Planned Development of Type 1, Type 1-2 and Type 2 facilities will generate a cumulative increase in campus traffic of 849 AM and 867 PM peak hour trips. Two roadway segments become significant and are projected to operate below their adopted LOS and therefore require mitigation. They are Miller Road between San Amaro Drive and Red Road and San Amaro Drive between Levante Road and Ponce de Leon Blvd. No intersection improvements are warranted for this phase.

12. The 2025 phase of the Planned Development includes the completion of the NSCDZ. No changes in the number of resident students are anticipated between 2020 and 2025. The Planned Development of Type 1, Type 1-2 and Type 2 facilities will generate a net increase in campus traffic of 1,442 AM peak hour trips and 1,344 PM peak hour trips. Three roadway segments are significant and will operate below their adopted LOS in 2025. They are Miller Road between San Amaro Drive and Red Road, San Amaro Drive between Miller Road and Levante Avenue, and San Amaro Drive between Levante Avenue and Ponce de Leon Blvd. San Amaro Drive is currently a three lane divided road. It will require widening to a four lane cross section. In addition to paying the proportionate share for improving Miller Road and full cost for improving San Amaro Drive, the following intersection improvement is recommended for this phase:

    1. Providing an exclusive westbound right turn lane at the intersection of Brescia Avenue and Red Road (#23) to improve the intersection operation to an acceptable LOS E. As stated earlier, the University may elect to construct this improvement at an earlier date.

13. In summary, the recommended improvements described above that will help improve circulation and access to the Coral Gables campus are summarized below:

    1. Providing an internal roadway connector that can also be used by the shuttle buses.
    2. Aligning Miller Road and Miller Drive and improving the intersection.
    3. Adding a southbound right turn lane on Dickinson Drive (#15) and signalizing it if warranted.
    4. Adding a southbound right turn lane on Merrick Street (#14) and signalizing it if warranted.
    5. Signalizing the intersection of San Amaro Drive and Brescia Avenue if warranted.
    6. Adding by 2025 a westbound right turn lane at the intersection of Brescia Avenue and Red Road (#23).
    7. Removing the 2 parking meters on San Amaro Drive north of Ponce de Leon Blvd.
    8. Signalizing the intersection of Campo Sano Avenue and Brunson Drive (#6) if warranted.
    9. Signalizing the intersection of Campo Sano Avenue and Pisano Avenue (#22) if warranted.
    10. Adding a northbound lane on San Amaro drive and widening Miller Road if feasible.

    The operational analysis using HCM module of SYNCHRO indicated that Dickinson Drive, Merrick Street, Brescia Avenue, Brunson Drive and Pisano Avenue intersections will all operate at acceptable LOS when signalized. Signalizing these intersections will also improve the inbound and outbound access to the campus, especially for left turn movements, and enhance traffic safety.

14. The University operates a successful shuttle system that serves students living on campus and others moving throughout the campus. The shuttle system carries about 850,000 riders a year. The University has a fleet of 23 buses, of which 17 operate during peak hours.

15. The City of Coral Gables has updated its concurrency system and new capacities were estimated for all the traffic zones within the City. Concurrency was evaluated for the proposed Development Plan using a methodology consistent with the previous concurrency studies performed for various University facilities and approved by the City of Coral Gables. The 2007 concurrency analysis is based on actual peak hour traffic impact of the proposed facilities, instead of using a default trip rate per square feet of development from the old Concurrency Management System (CMS) database. This approach was consistent with the Type 1, Type 1-2 and Type 2 classification of UMCAD buildings based on their trip making characteristics.

16. Concurrency was evaluated based on the net change in Campus trips generated by each phase of the proposed UMCAD Development Plan. The UMCAD UMRTS analysis indicated that in 2010 the University overall traffic will increase slightly during peak hours due to a projected decrease in student enrollment combined with the construction of new residential units on campus. The projected net peak hour traffic increase in phases 2010, 2015, 2020 and 2025 were converted into daily traffic assuming one peak hour trip is equivalent to 10 daily trips (K factor = 0.1). The reserve capacity requirement to accommodate the proposed development program buildout in 2025 is 11,500 daily trips which is less than the residual trip capacity in University zones 46 and 47. Therefore there are sufficient remaining trips in the University zones to satisfy concurrency for the buildout of the proposed UMCAD Development Plan.

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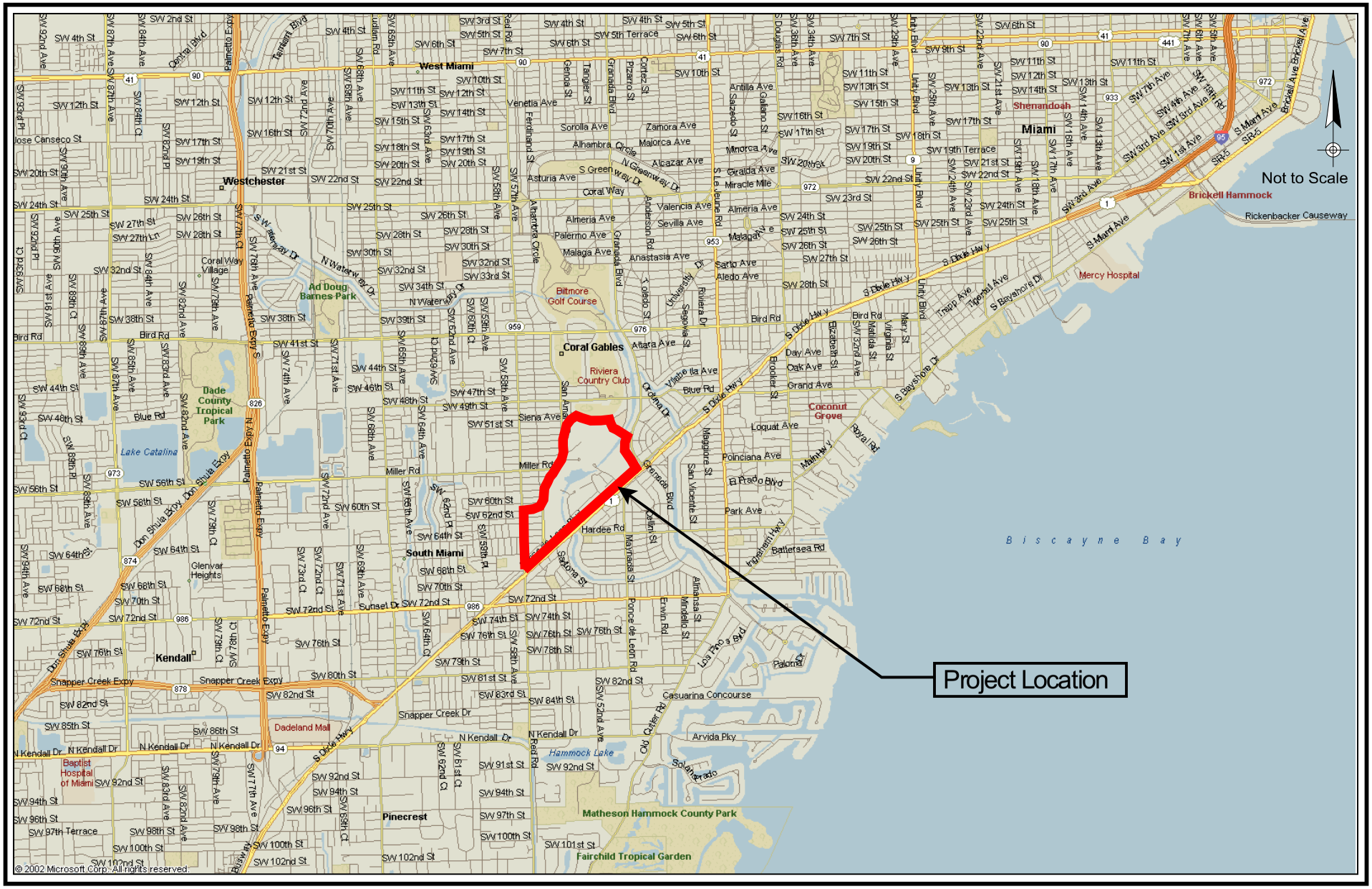
# 1. INTRODUCTION

The objective of this University of Miami Regional Traffic Study (UMRTS) is to identify the long-term regional transportation impacts associated with the expansion, redevelopment, and development of planned facilities on the Coral Gables Campus of the University of Miami (UM). These facilities are identified in the University of Miami Campus Area Development District (UMCAD) documents and amendments. The UMRTS is intended to identify the regional impacts and appropriate mitigation to accommodate the remainder of the UMCAD facilities, namely those that have not already been addressed or mitigated.

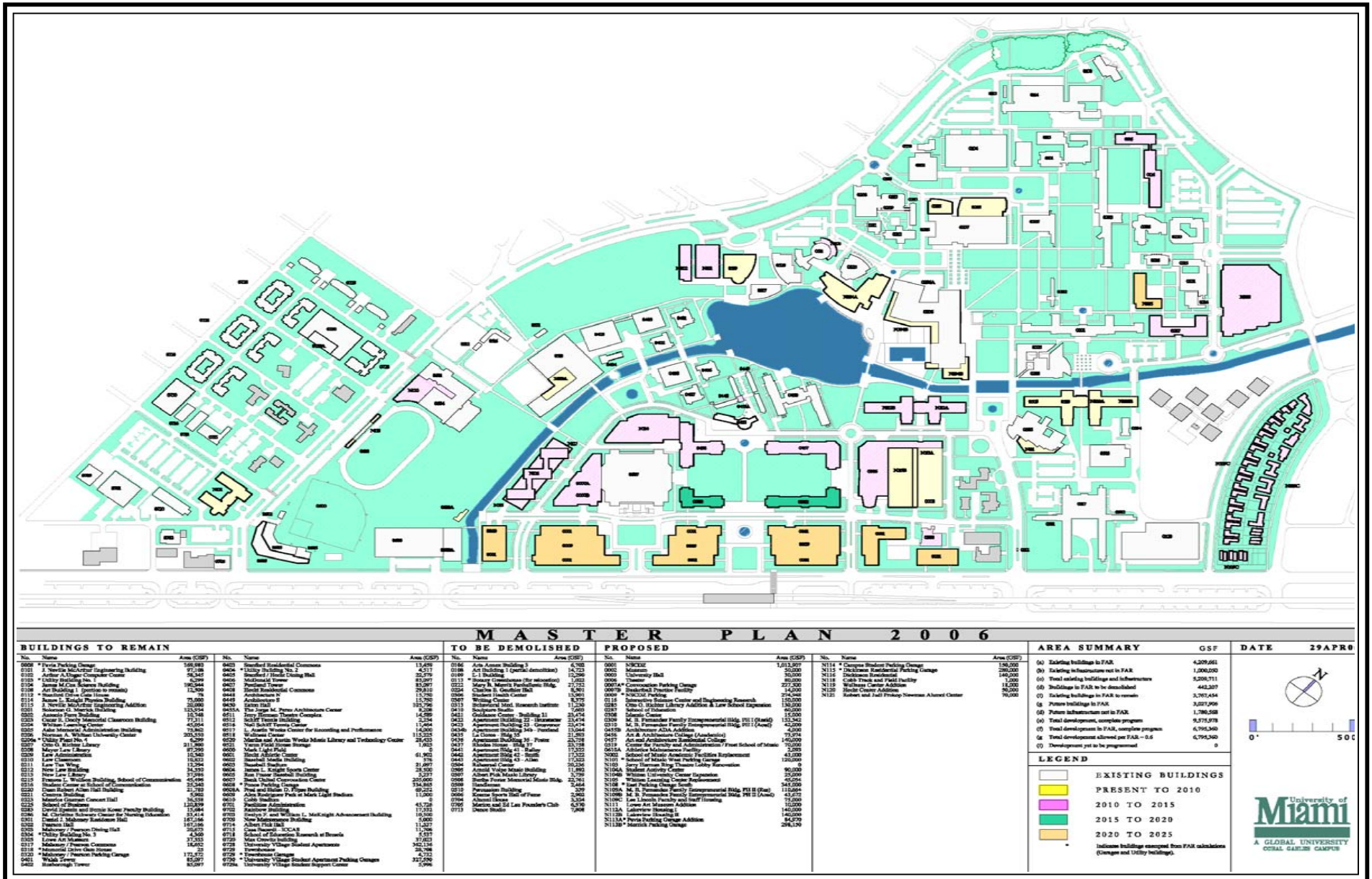
The University's Coral Gables Campus consists of approximately 230 acres and is located in the City of Coral Gables, north of Ponce de Leon Blvd, east of Red Road, west of Granada Blvd and Pisano Avenue and south of San Amaro Drive and Campo Sano Avenue. The general location of the Campus is shown in Figure 1.

The proposed UMCAD development program depicted in Table 1 includes 4,183,298 SF of new buildings of which 1,182,568 SF are additional parking structures not included in the campus FAR. About 415,031 SF will be replacing existing structures to be demolished resulting in net new future buildings of 2,585,699 SF in the campus FAR.

This report also examines concurrency consistent with the site specific concurrency method applied in previous UM-related concurrency studies.




| UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY | Site Location Map | KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS | FIGURE 1 7/23/04 |
|---|---|---|---|




UNIVERSITY OF MIAMI
2006 UMCAD TRAFFIC STUDY

PROPOSED UMCAD PLAN

KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

FIGURE
2
12/14/05

# TABLE 1

## UMCAD PROJECT TYPES AND TRIPS

June 1, 2007 (REVISED FEBRUARY 18, 2008)

| No. | Project Name | Area GSF | Demolish GSF | UMCAD Phase | Building Category | | | | Building Trip Generation [1] | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Academic | Residential | Parking | Others | Type | Notes | Daily [5] | AM Peak | PM Peak |
| 0001 | NSCDZ I | 501,173 | 39,452 | 2020 | | | | Research | 2 | [7] | 3,665 | 549 | 427 |
| 0001 | NSCDZ II | 501,172 | | 2025 | | | | Research | 2 | [7] | 3,665 | 549 | 427 |
| 0002 | Museum | 50,000 | 51,966 | 2020 | | | | Museum | 1-2 | [2]* | 0 | 0 | 0 |
| 0003 | University Hall | 30,000 | | 2020 | Academic | | | | 1 | [3] | 107 | 10 | 12 |
| 0006 | Theater | 80,000 | | 2015 | | | | Theater | 1-2 | [2] | 1,243 | 114 | 134 |
| 0007A | Bank United Convocation Center Parking Garage (700 space | 227,500 | | 2015 | | | 700 Spaces | | 1 | [4] | | | |
| 0007B | Basketball Practice Facility | 30,000 | | 2010 | | | | Courts | 1-2 | [2] | 466 | 43 | 50 |
| 0009 | NSCDZ Parking | 274,948 | | 2025 | | | TBD | | 1 | [5] | | | |
| 0116 | Interactive Science Center and Engineering Research Phase | 54,000 | | 2015 | Academic | | | | 1 | [3] | 193 | 18 | 21 |
| 0204 | Replacement of Whitten Learning Center | 45,054 | 45,054 | 2025 | Academic | | | | 1 | [3]* | 0 | 0 | 0 |
| 0285 | Otto G. Richter Library and Law School Addition | 140,000 | | 2010 | Academic | | | | 1 | [3] | 501 | 46 | 54 |
| 0287 | School of Education | 60,000 | | 2015 | Academic | | | | 1 | [3] | 215 | 20 | 23 |
| 0288 | Interactive Science Center and Engineering Research Phase | 96,000 | 12,290 | 2015 | Academic | | | | 1 | [3]* | 299 | 28 | 32 |
| 0308 | Islamic Center | 15,000 | | 2015 | | | | Students | 1-2 | [2] | 233 | 21 | 25 |
| 0309 | MBF School of Business Admin - Phase I (350 students) | 150,400 | | 2010 | | 350 Students | | | 1 | [4] | | | |
| 0310 | MBF School of Business Admin - Phase I (Academic) | 42,000 | | 2010 | Academic | | | | 1 | [3] | 150 | 14 | 16 |
| 0455B | School of Architecture ADA Addition | 4,000 | | 2015 | Academic | | | | 1 | [3] | 14 | 1 | 2 |
| 0456 | Art & Architecture College (Academics) | 74,550 | 69,109 | 2015 | Academic | | | | 1 | [3]* | 19 | 2 | 2 |
| 0457 | Art and Architecture Residential College (120 students) | 42,248 | | 2015 | | 120 Students | | | 1 | [4] | | | |
| 0519 | Center for Music Learning and Leadership | 70,000 | 18,095 | 2010 | Academic | | | | 1 | [3]* | 186 | 17 | 20 |
| 0610A | Athletics Maintenance Facility | 2,093 | | 2010 | | | | Service | 1 | | | | |
| N002 | School of Music Academic Facilities Replacement | 94,000 | 43,336 | 2015 | Academic | | | | 1 | [3]* | 181 | 17 | 20 |
| N104A | Student Activities Center | 108,000 | 8,501 | 2010 | | | | Students | 1-2 | [2]* | 1,546 | 142 | 167 |
| N104B | Whitten University Center Addition | 31,000 | | 2010 | | | | Students | 1-2 | [2] | 482 | 44 | 52 |
| N109A | MBF School of Business Admin - Phase II (350 students) | 110,664 | | 2010 | | 350 Students | | | 1 | [4] | | | |
| N109B | MBF School of Business Admin - Phase II (Academic) | 43,672 | 11,230 | 2010 | Academic | | | | 1 | [3]* | 116 | 11 | 13 |
| N111/112 | Lowe Art Museum Additions | 10,000 | | 2010 | | | | Museum | 1-2 | [2] | 155 | 14 | 17 |
| N112A/B | Lakeview Housing Phase I (800 students) | 320,000 | | 2010 | | 800 Students | | | 1 | [4] | | | |
| N113A | Pavia Parking Garage Addition (304 new spaces for commut | 84,970 | | 2010 | | | 304 Spaces | | 1 | [5] | | | |
| N113B | Merrick Garage (871 new spaces for resident students) | 298,150 | 46,948 | 2010 | | | 871 Spaces | | 1 | [5] | | | |
| N114 | Convocation / Student Parking Garage (500 spaces) | 150,000 | 13,044 | 2015 | | | 500 Spaces | | 1 | [5] | | | |
| N115 | Dickinson Residential Parking Garage (490 spaces for reside | 147,000 | | 2010 | | | 490 Spaces | | 1 | [5] | | | |
| N116 | Dickinson Student Housing (400 students) | 160,000 | | 2010 | | 400 Students | | | 1 | [4] | | | |
| N118 | Cobb Track and Field Facility | 1,000 | | 2010 | | | | Other | 1 | | | | |
| N119 | Wellness Center Addition | 18,704 | | 2010 | | | | Gym | 1-2 | [2] | 291 | 27 | 31 |
| N120 | Hecht Center Addition | 50,000 | 2,902 | 2015 | Academic | | | | 1 | [3]* | 168 | 16 | 18 |
| N121 | Robert and Judi Prokop Newman Alumni Center | 66,000 | 17,702 | 2010 | | | 224 Spaces | Alumni | 1-2 | [2] | 750 | 69 | 81 |
| | Other Demolitions (Residentials) | | 35,402 | | | | | | | | | | |
| | **TOTAL NEW BUILDINGS** | **4,183,298** | | | **803,276** | **783,312** | **1,182,568** | **1,414,142** | | **YEAR** | **Daily** | **AM Peak** | **PM Peak** |
| | **FUTURE NON FAR** | **1,182,568** | | | | | **1,182,568** | | | **2010 =>** | **4643** | **427** | **501** |
| | **FUTURE IN FAR** | **3,000,730** | | | **803,276** | **783,312** | | **1,414,142** | | **2015 =>** | **2565** | **237** | **277** |
| | **DEMOLITION** | | **415,031** | | **202,016** | **35,402** | **59,992** | **117,621** | | **2020 =>** | **3772** | **559** | **439** |
| | **NET FUTURE IN FAR (LESS DEMOLITION)** | **2,585,699** | | | **601,260** | **747,910** | **1,122,576** | **1,296,521** | | **2025 =>** | **3665** | **549** | **427** |
| | **ADDITIONAL TRIPS FOR ACADEMIC TYPE 1** | **25%** | **OF STAFF TRIPS** | | | | | | | | **2,150** | **198** | **232** |
| | **ADDITIONAL TRIPS FOR ALL TYPES 1-2** | **15%** | **OF STUDENT TRIPS** | | | | | | | | **5,165** | **475** | **558** |
| | **ADDITIONAL TRIPS FOR NSCDZ TYPE 2** | **100%** | **ITE TRIP RATES** | | | | | | | | **7,330** | **1,097** | **854** |
| | **TOTAL NEW TRIPS** | | | | | | | | | | **14,645** | **1,771** | **1,644** |
| | **TRIP REDUCTION - COMMUTER TO RESIDENT** | | | | | | | | | | **-3,145** | **-329** | **-300** |
| | **NET TOTAL NEW TRIPS FOR THE UMCAD** | | | | | | | | | | **11,500** | **1,442** | **1,344** |

**NOTES:**

(*) NET ADDITIONAL SPACE WAS ADJUSTED FOR DEMOLISHED SPACE

[1] TRIPS GENERATED BY TYPE 1 (ACADEMIC) AND TYPE 1-2 (MIXED) BUILDINGS WERE DISTRIBUTED AMONG BUILDINGS IN PROPORTION TO NET SQUARE FOOTAGE.

[2] NEW TRIPS FROM TYPE 1-2 FACILITIES (MUSEUM, THEATER, STUDENT ACTIVITY CENTERS, WELLNESS EXPANSION) WERE ESTIMATED AT 10% OF EXISTING STUDENT TRIPS.

[3] NEW TRIPS FROM TYPE 1 ACADEMIC FACILITIES WERE ESTMATED AT 15% OF EXISTING STAFF TRIPS.

[4] TRIPS FROM NEW RESIDENTIAL HALLS ARE ACCOUNTED FOR IN THE UPDATED TRIP RATE PER RESIDENTIAL STUDENT.

[5] NO ADDITIONAL TRIPS WERE GENERATED BY PARKING FACILITIES, HOWEVER THEY IMPACTED TRIP PATTERNS AT UNIVERSITY ACCESS DRIVEWAYS.

[6] DAILY TRIPS FOR TYPE 1 AND TYPE 1-2 FACILITIES WERE ESTIMATED AS TEN TIMES THE AVERAGE AM AND PM PEAK HOUR TRIPS.

[7] THE NSCDZ IS CONSIDERED AS A TYPE 2 FACILITY AND ITS TRIP GENERATION WAS ESTIMATED USING ITE TRIP RATES.

# 2. METHODOLOGY AND ASSUMPTIONS

## 2.1 Methodology Overview

The methodology and assumptions used in this traffic study are based on the approved Methodology Letter of Understanding (MLOU) revised on March 5, 2007, and provided in Attachment 1. The MLOU document and most of its exhibits have been approved by the City of Coral Gables' traffic consultant, David Plummer & Associates (DPA). This revised study was performed consistent with all DPA review comments.

This study also adheres to the guidelines and standards provided in the 2006 FDOT's *Project Traffic Forecasting Handbook*, the FDOT's *2002-2007 Quality/Level of Service (QLOS) Handbook*, the *2000 Highway Capacity Manual* (HCM), the *City of Coral Gables Comprehensive Plan*, adopted March 1998, and the July 2006 *Comprehensive Plan: Goals, Objectives and Policies*. The operational analysis was performed using the highway capacity module (HCM) of the SYNCHRO software.

The analysis steps consisted of (1) defining the study area boundaries, (2) identifying base year peak season traffic conditions, (3) calculating a regional traffic growth rate based on historical trends and the regional transportation model, (4) estimating AM and PM peak hour trip rates per resident and commuter student, (5) estimating trips from committed developments, (6) estimating the trips generated by the various UMCAD facilities, (7) distributing UMCAD and committed development trips over the roadway network and study intersections, (8) accounting for traffic shift resulting from the construction of the internal roadway and the construction of new parking facilities near Ponce de Leon Blvd and (9) calculating background and total traffic conditions for each phase of development, as well as, performing an operational analysis to identify needed improvements.

## 2.2 Building Classification

Consistent with the MLOU and previous UMCAD updates, the proposed UMCAD facilities were classified as Type 1 (entirely academic use), Type 2 (non-academic use), or Type 1-2 (mixed academic and non-academic activities). Trips generated from Type 1 (academic) facilities were estimated using a trip rate per student and additional staff instead of building area. These trip rates were established using an extensive traffic count program that covered all campus access points, and account for all trips made by students, staff, faculty and visitors.

## 2.3 Trips Generated by UMCAD Building Type

A procedure was developed to estimate trips generated by Type 1 and Type 1-2 facilities based on the expected increase in student population and supporting staff. The analysis procedure is detailed in technical memoranda provided as attachments to this UMRTS report.

Trips generated by non-academic (Type 2) facilities were estimated using the Institute of Transportation Engineers (ITE) 7th Edition trip rates. Only one UMCAD project, the North South Center Development Zone (NSCDZ), qualified as a Type 2 facility. The NSCDZ only impacts the 2020 and 2025 development periods.

The NSCDZ trips were adjusted to account for internalization among its mixed uses, and between the NSCDZ and the campus.

The Miami-Dade FSUTMS regional transportation model was used to estimate the regional growth rate and to distribute UMCAD new trips over the roadway network. Project trip distribution was performed separately for academic and non-academic facilities using two distinct select zone analyses. Trip distribution manual adjustments were performed to assign UMCAD and committed development trips onto roadways not included in the FSUTMS regional transportation system. Other adjustments were performed for future UMCAD phases to account for the internal roadway and the shift in parking supply and location.

Total future traffic volumes were compared to roadway adopted levels of service (LOS) as identified in the City of Coral Gables Comprehensive Plan. LOS E, a standard LOS in most of eastern Miami-Dade County, was assumed to be the adopted LOS for roadways and intersections not explicitly covered in the Comprehensive Plan. Consistent with the MLOU, the operational analysis at selected intersections was performed using the HCM module of the SYNCHRO software. SYNCHRO was also used to optimize signal timing splits for future conditions.

In addition to the traffic operational analysis of the proposed UMCAD development plan, concurrency was also examined using a procedure consistent with the site specific concurrency methodology used in previous UMCAD studies. This procedure is based on net external trips instead of square feet of additional buildings.

# 3. EXISTING TRAFFIC CONDITIONS

## 3.1 Study Area

The study area boundaries as specified in the MLOU include the areas surrounding the University of Miami Coral Gables Campus, with boundaries formed by regional arterials consisting of Bird Road (SW 40th Street) to the north, Sunset Drive (SW 72nd Street) to the south, LeJeune Road (SW 42nd Avenue) to the east, and Red Road (SW 57th Avenue) to the west. The study area contains an approximate 3.5 square miles of area bordering the Cities of Miami, South Miami, and unincorporated Miami-Dade County. The analysis examined the traffic conditions of regional roadways located within the study area and significantly impacted local roadways and intersections. A series of local residential streets located between Miller Road and Blue Road were also examined. The Study Area is depicted in Figure 3. The main roadways within the study area are listed below:

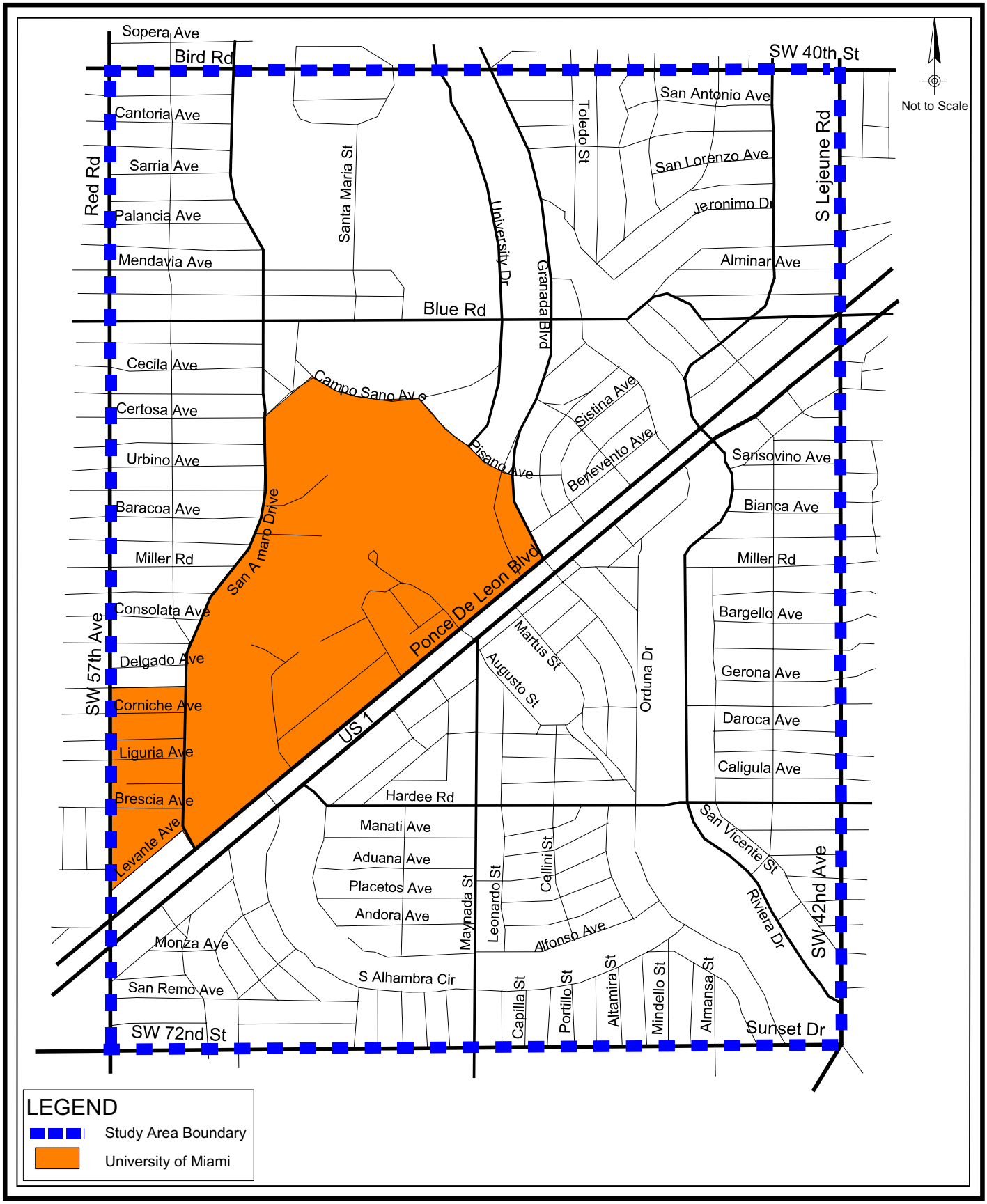
US 1/South Dixie Highway: from LeJeune Road to Kendall Drive.
Red Road (SW 57th Avenue): from Bird Road to Sunset Drive (SW 72nd St).
Ponce de Leon Blvd: from Granada Blvd to Red Road.
Hurricane Dr./San Amaro Drive: from Alhambra Circle to Ponce de Leon Blvd.
Maynada Street: from South Dixie Highway to Sunset Drive.
Granada Blvd: from Bird Road to San Amaro Drive.
Blue Road (SW 48th Street): from Red Road to Ponce de Leon Blvd.
Alhambra Circle: from Bird Road to San Amaro Drive.
Alhambra Circle: from South Dixie Highway to Granada Blvd.
Sunset Drive: from Cartegena Circle to Ludlam Road.
Miller Road (SW 56th Street): from San Amaro Drive to Ludlam Road.
University Drive: from Bird Road to Pisano Avenue.

## 3.2 Adopted Levels of Service

The UMRTS analysis is consistent with the adopted levels of service (LOS) identified in the City of Coral Gables Comprehensive Plan. The City of Coral Gables Comprehensive Plan (the "Comprehensive Plan") defines the adopted level of service (LOS) for each roadway within the study area. The roadway capacity was based on the generalized LOS tables updated by the FDOT in 2007. The MLOU has a provision to calculate when appropriate a more specific roadway capacity for established LOS using operational software such as ART-PLAN or SYNCHRO consistent with the guidance provided in the FDOT Handbook. This provision, however, was not used in the UMRTS.

The Traffic Circulation Element of the Comprehensive Plan Policy 2-1.1.1, Minimum Roadway Level of Service Standards, states the following:

*The minimum or lowest quality acceptable peak-period* (average of the two highest consecutive hours of traffic volume during a weekday) *operating Level of Service (LOS) standards for State Principal Arterial, Minor Arterial, County Minor Arterial and County Collector roads within the City of Coral Gables shall be as herein established:*




| UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY | STUDY AREA LIMIT | KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS | FIGURE 3 2/05/07 |
|---|---|---|---|

*Beginning January 1, 1995, the minimum acceptable peak-period LOS standard shall be the following:*

- *Where no public mass transit service exists, roadways shall operate at or above LOS E; In STA's 20 percent of non-State roads may operate below LOS E.*

- *Where mass transit service having headways of 20 minutes or less is provided within2 mile distance, roadways shall operate at no greater than 120 percent of their capacity;*

- *Where extraordinary transit service such as commuter rail or express bus service exists, generally parallel roads within 2 miles shall operate at no greater than 150 percent of their capacity.*

Policy 2-1.1.8 of the Comprehensive Plan lists the collector and arterial roadways where mass transit service having headways of 20 minutes or less is provided within ½ mile distance, and the collector and arterial roadways where extraordinary transit services such as commuter rail or express bus exists and where mass transit service having headways of 20 minutes or less is provided within 2 mile distance. The adopted LOS standards used in this study are based on this policy.

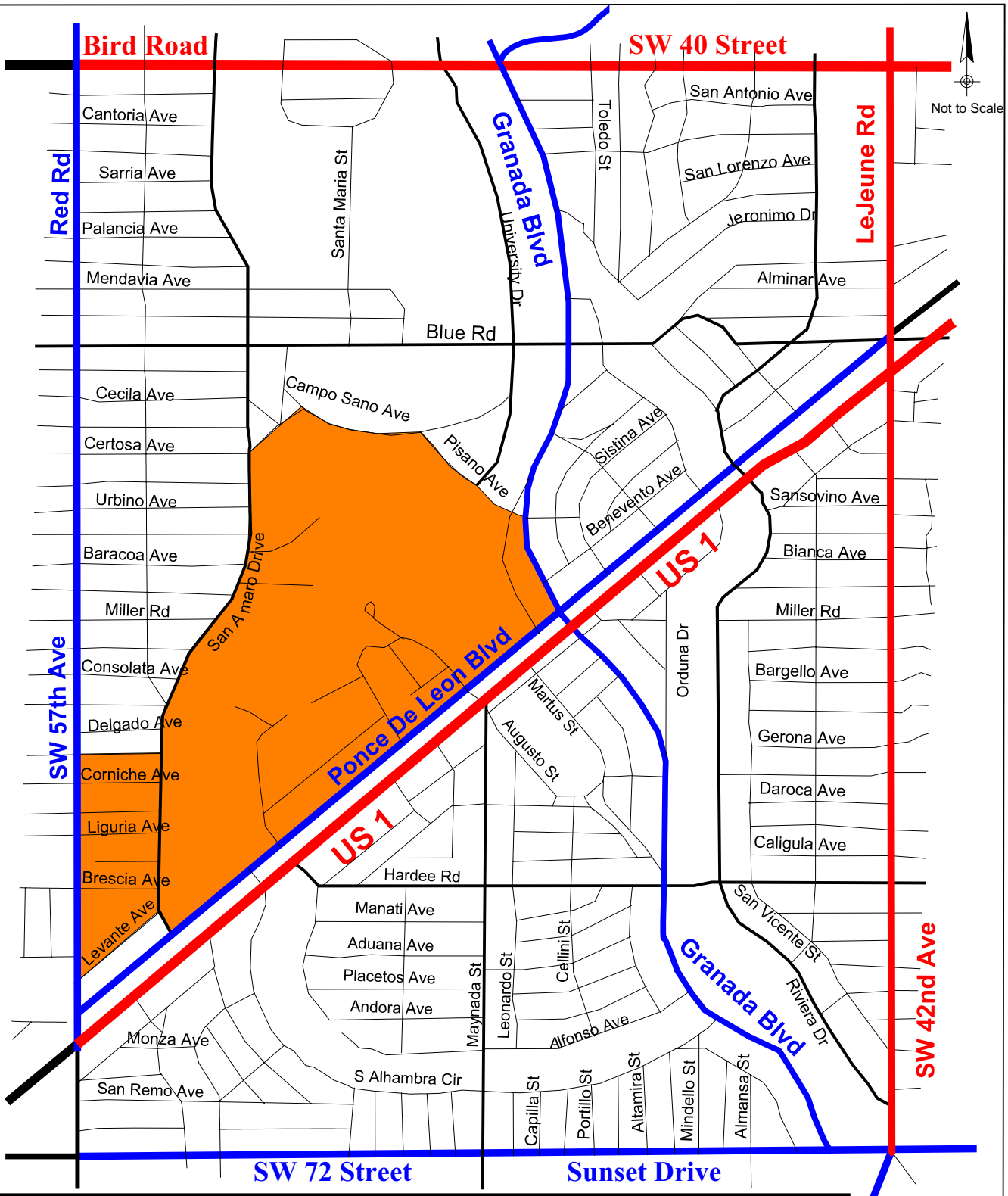
The LOS standards for the roadways and intersections within the study area are depicted in Figure 4. The MLOU establishes the LOS standards for residential streets based on peak hour volumes not exceeding 120 vehicles, or daily traffic volumes not exceeding 1,200 vehicles for both directions of travel. The MLOU requires that all residential streets between Miller Road and Blue Road that exceed these thresholds for existing as well as future conditions should be mitigated by the University with traffic calming measures subject to neighborhood acceptance and city approval of those measures.

## 3.3 Existing Site Access and Circulation

The Campus is bounded by Ponce de Leon Blvd, Red Road, San Amaro Drive, Campo Sano Avenue, Pisano Street and Granada Avenue. Along Ponce de Leon Blvd, the Campus may be accessed through Stanford Drive, Merrick Street, Dauer Drive, Dickinson Drive, and Sagua Avenue. The main driveways along the other access roadways are Brescia Avenue, Liguria Avenue, Albenga Avenue, Corniche Avenue, Miller Road, Memorial Drive, University Drive and Carrillo Street. A number of other secondary driveways provide access to the Campus from the boundary roadways.

Traffic circulation on City streets in the immediate vicinity of the Campus is affected by both the location of parking facilities and applicable parking permit policies. Parking permits provided to students residing on Campus restrict their access until 4:00 PM to only the parking facilities located near the residential colleges.

The Ponce, Mahoney-Pearson and Pavia parking garages are located in close proximity to Ponce de Leon Blvd and US-1 for the purpose of diverting commuter traffic away from the residential areas and toward major arterials. The traffic calming measures implemented on segments of San Amaro Drive/Campo Sano Avenue that include street narrowing, curbside improvement and roundabouts also serve to divert commuter traffic away from the residential areas. They resulted in a reduction in traffic especially during the AM peak period.




| UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY | STUDY AREA LEVELS OF SERVICE (COMPREHENSIVE PLAN) | KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS | FIGURE 4 5/1/07 |
|---|---|---|---|

## 3.4 Metrorail and Shuttle Buses

The Metrorail University Station is located on Ponce de Leon Blvd directly across from the Campus. A pedestrian traffic light connects Metrorail Station to the Campus pedestrian pathway. The station also serves the Metro Dade Transit bus system and the University shuttle bus. The shuttle stop at this location serves as a high-quality feeder system to Metrorail linking the mass transit and bus transit to the academic and administrative sections of the Campus.

The Campus is served with a shuttle bus service operated by the University that runs continuously between the hours of 7:30 AM and 6:00 PM with approximate headways of four (4) to seven (7) minutes. Service continues from 6:00 PM to Midnight with longer headways. The shuttle system has 23 buses with up to 17 buses operating during peak time. It currently serves over 850,000 riders per year. Shuttle buses connect major parking lots, academic buildings, University Village and the Metrorail Station for the purpose of reducing intracampus traffic. The shuttle routes provide access throughout the campus from key access roadways, such as Hurricane Drive/San Amaro Drive, Memorial Drive, Ponce De Leon Blvd, Dickinson Drive West, and Stanford Drive. Shuttle buses will be diverted to the internal roadway when completed thereby reducing travel time, increasing convenience and greatly enhancing the shuttle system attractiveness to students.

## 3.5 Traffic Counts

Existing conditions were based on an extensive traffic count program conducted during the peak season of March 2007. The count program included forty-three (43) intersections and thirty (30) bi-directional machine counts consistent with Exhibit 4 of the MLOU. The intersections were counted from 7:00 AM to 10:00 AM and from 3:00 PM to 6:00 PM. Additional traffic counts were collected to estimate the trip rate per student campus-wide and for residential students. Traffic counts were also performed on the residential streets between Miller Road and Blue Road and were compared to previous counts collected in 2003. New counts were collected in January 2008 at University Village and Mahoney-Pearson to recalculate the resident student trip rates. The count locations used in this study are listed in Table 2 and depicted in Figure 5. The technical memorandum summarizing the traffic counts reviewed by DPA is provided in Attachment 2. The raw traffic count data printouts are provided in a separate document.

## 3.6 Campus Wide Student Trip Rates

The UM student peak hour trip rates were updated in this study using 2007 traffic count data. The count locations used to estimate a campus wide trip rate are depicted in Figure 6. The AM and PM peak hour student trip rates were calculated in Table 3 by first expanding the campus traffic trips to account for parking areas not included in the counts, and then dividing the highest AM and PM peak hour counts by the number of students. The parking spaces not included in the March 2007 counts consisted of some of the smaller parking lots located west of San Amaro Drive, the on street parking areas along San Amaro Drive, the UM parking lots between Ponce de Leon Blvd and US-1, and the fraternity parking lots. These parking areas accounted for approximately 1,291 spaces out of the University's 9,155 spaces or about 14.1%. This resulted in 16.4% expansion factor that was applied to counted locations.

Consistent with the city consultant's recommendation, the number of FTE (Full Time Equivalent) students was used to derive the campus wide peak hour trip rates. As a result, the 2007 AM peak hour overall

student trip rate occurred from 9:00 AM to 10:00 AM and is 0.331 trips per student based on FTE student population. The 2007 PM peak hour student trip rate occurred from 5:00 PM to 6:00 PM and is 0.389 trips based on FTE student population. Detailed information on calculating the campus wide student trip rates is provided in Attachment 3.

### 3.7 Resident Student Trip Rates

Updated traffic counts were collected on Wednesday, January 16, 2008 and Thursday, January 17, 2008 at the University Village two parking garages and the Mahoney-Pearson parking facilities to estimate a trip rate per resident student for the AM and PM peak hours.

University Village parking is restricted to two parking structures located within the Village. University Village residents are not allowed to park elsewhere on campus on weekdays until parking restrictions are lifted at 4:00 PM. The parking facilities serving the Mahoney-Pearson residential hall are accessed from two one-way driveways off Stanford Avenue. These driveways also provide access to a commuter lot near the dining hall and smaller parking lots serving the Behavioral Medicine building. All vehicles entering and exiting Mahoney-Pearson parking facilities were counted during peak hours. Resident student vehicles were identified from the parking decal.

Per methodology agreement, peak hour blended resident student trip rates were calculated by averaging the University Village and Mahoney-Pearson rates. Peak hour commuter student trip rates were then calculated based on the campus wide rates that consist of resident, commuter and non-student trips. About 20% of campus trips were assumed as non-student trips generated by staff, faculty and visitors.

During the Spring 2008 Semester, approximately 1,324 students resided at Mahoney-Pearson residential hall and 747 students at University Village, out of a total resident population of 4,582 students. The AM and PM peak hour trip rates were calculated by dividing the number of inbound and outbound resident trips for that hour by the number of resident students. Resident student blended peak hour trip rates were estimated by averaging University Village and Mahoney-Pearson trip rates.

The student trip rates calculations specific to the University of Miami are summarized in Table 4. The peak hour trip rates per resident student were measured at 0.035 trips per resident student during the AM peak hour and 0.100 trips per resident student during the PM peak hour. Campus wide trip rates based on full-time equivalent (FTE) students were obtained from Table 3 and were calculated at 0.331 trips during the AM peak hour and 0.389 trips during the PM peak hour. Assuming campus wide trips are composed of resident, commuter and 20% non-student trips, commuter student trip rates were calculated as 0.449 trips per commuter student during the AM peak hour and 0.504 trips per commuter student during the PM peak hour.

The technical memorandum dealing with resident student trip rates, including related tables, figures and traffic count raw data, is provided in Attachment 4.

**TABLE 2**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**2007 TRAFFIC COUNT PROGRAM**

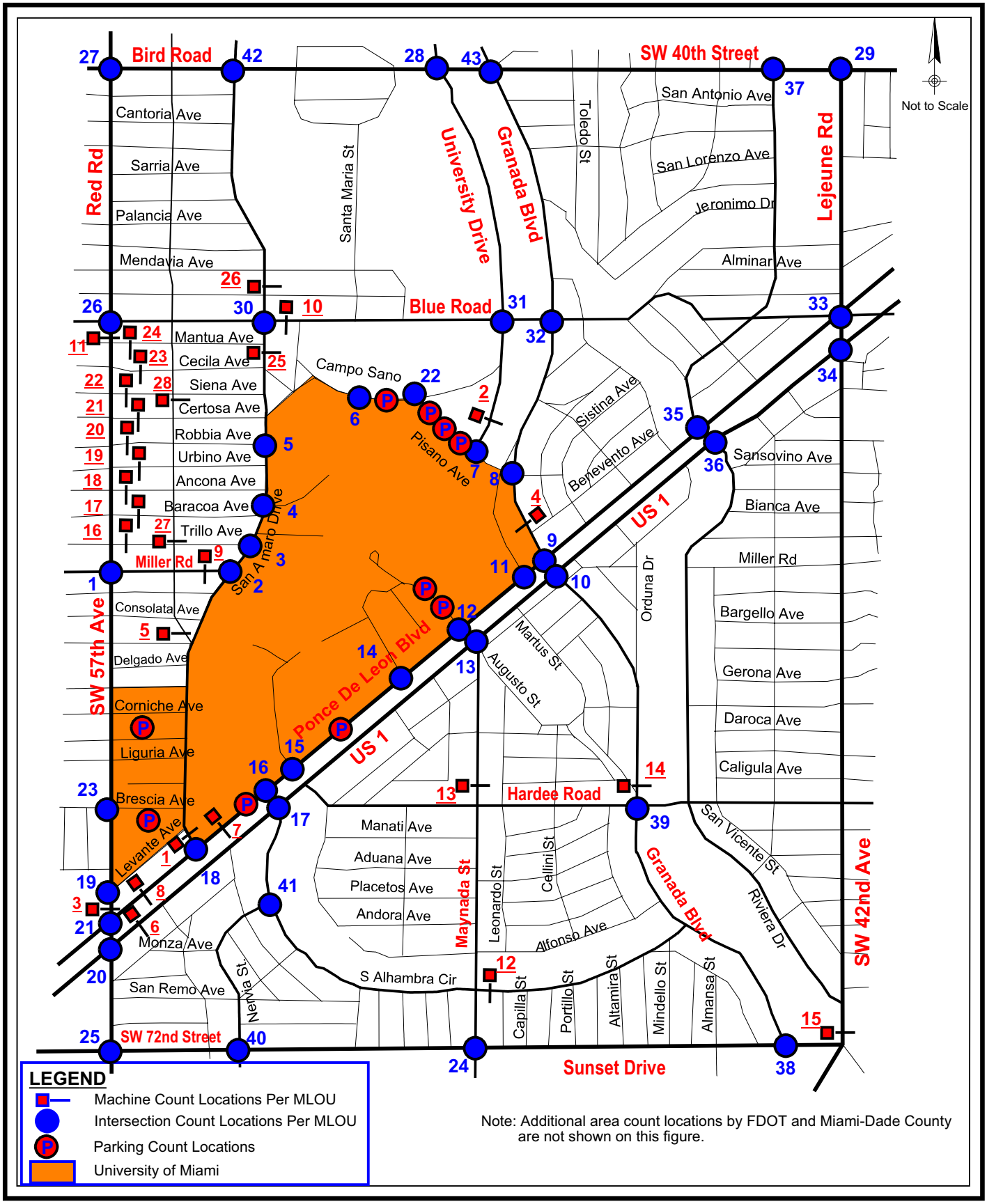
3/5/2008

| NO. | INTERSECTION | COUNT DATE |
|---|---|---|
| 1 | Red Road / Miller Road | 3/7/2007 |
| 2 | San Amaro Dr / Miller Road | 3/7/2007 |
| 3 | San Amaro Dr / Trillo Ave | 3/7/2007 |
| 4 | San Amaro Dr / Memorial Dr | 3/7/2007 |
| 5 | San Amaro Dr / Robbia Ave | 3/7/2007 |
| 6 | Campo Sano / Brunsen Dr | 3/8/2007 |
| 7 | Pisano Ave / University Dr | 3/8/2007 |
| 8 | Pisano Ave / Carillo Street | 3/8/2007 |
| 9 | Granada Blvd / Ponce De Leon Blvd | 3/6/2007 |
| 10 | Granada Blvd / US 1 (Dixie Highway) | 3/6/2007 |
| 11 | Carillo Street / Ponce De Leon Blvd | 3/6/2007 |
| 12 | Stanford Dr / Ponce De Leon Blvd | 3/6/2007 |
| 13 | Stanford Dr / US 1 (Dixie Highway) | 3/6/2007 |
| 14 | Merrick Dr / Ponce De Leon Blvd | 3/22/2007 |
| 15 | Dickinson Dr / Ponce De Leon Blvd | 3/6/2007 |
| 16 | South Alhambra Cir. / Ponce De Leon Blvd | 3/6/2007 |
| 17 | South Alhambra Cir. / US 1 (Dixie Hwy) | 3/6/2007 |
| 18 | Hurricane Dr / Ponce De Leon Blvd | 3/6/2007 |
| 19 | Red Road / Levante Ave | 4/12/2007 |
| 20 | Red Road / US 1 (Dixie Hwy) | 3/22/2007 |
| 21 | Red Road/Ponce de Leon Blvd | 3/7/2007 |
| 22 | Campo Sano Ave / Pisano Ave | 3/7/2007 |
| 23 | Red Road / Brescia | 4/12/2007 |
| 24 | Sunset Dr / Maynada Street | 3/7/2007 |
| 25 | Sunset Dr / Red Road | 3/7/2007 |
| 26 | Red Road / Blue Road | 3/7/2007 |
| 27 | Red Road / Bird Road | 4/12/2007 |
| 28 | Bird Road / University Dr | 4/12/2007 |
| 29 | Bird Road / LeJeune Road | 3/8/2007 |
| 30 | Blue Road / San Amaro | 3/7/2007 |
| 31 | Blue Road / University Dr | 3/7/2007 |
| 32 | Blue Road / Granada Blvd | 3/8/2007 |
| 33 | Blue Road / Ponce de Leon (5-leg) | 10/30/2007 |
| 34 | US 1 (Dixie) / LeJeune Road | 3/6/2007 |
| 35 | Riviera Dr / Ponce de Leon | 3/7/2007 |
| 36 | Riviera Dr / US 1 (Dixie) | 3/6/2007 |
| 37 | Riviera Dr / Bird Road | 3/8/2007 |
| 38 | Granada Blvd / Sunset Dr | 3/8/2007 |
| 39 | Granada Blvd / Hardee Road | 3/7/2007 |
| 40 | Sunset Dr / Nervia Street | 3/7/2007 |
| 41 | South Alhambra / Nervia Street | 3/7/2007 |
| 42 | San Amaro Dr / Bird Road | 3/7/2007 |
| 43 | Granada Blvd / Bird Road (5-leg) | 3/7/2007 |

| NO. | MACHINE COUNT (48 HRS) | COUNT DATE |
|---|---|---|
| 1 | San Amaro Dr North of Ponce De Leon | 3/6/07 & 3/7/07 |
| 2 | University Dr East of Granada Blvd. | 3/6/07 & 3/7/07 |
| 3 | Red Road North of Ponce De Leon | 3/6/07 & 3/7/07 |
| 4 | Granada Blvd. North of Ponce De Leon | 3/6/07 & 3/7/07 |
| 5 | Alhambra Cir. North of San Amaro Dr | 3/6/07 & 3/7/07 |
| 6 | US 1 / Dixie Hwy. East of Red Road | 3/6/07 & 3/7/07 |
| 7 | Ponce De Leon East of San Amaro Dr | 3/6/07 & 3/7/07 |
| 8 | Ponce De Leon East of Red Road | 3/6/07 & 3/7/07 |
| 9 | Miller Road West of San Amaro Dr | 3/6/07 & 3/7/07 |
| 10 | Blue Road East of San Amaro Dr | 3/6/07 & 3/7/07 |
| 11 | Red Road south of Blue Road (New) | 3/6/07 & 3/7/07 |
| 12 | Alhambra Cir. East of Maynada Street | 3/6/07 & 3/7/07 |
| 13 | Maynada Street North of Hardee Road | 3/6/07 & 3/7/07 |
| 14 | Granada Blvd. North of Hardee Road | 3/6/07 & 3/7/07 |
| 15 | LeJeune Road North of Sunset Dr | 3/6/07 & 3/7/07 |
| 16 | Trillo Ave Between Red Rd&Alhambra | 3/6/07 & 3/7/07 |
| 17 | Baracoa Ave Between Red Rd&Alhambra | 3/6/07 & 3/7/07 |
| 18 | Ancona Ave Between Red Rd&Alhambra | 3/6/07 & 3/7/07 |
| 19 | Urbino Ave Between Red Rd&Alhambra | 3/6/07 & 3/7/07 |
| 20 | Robbia Ave Between Red Rd&Alhambra | 3/6/07 & 3/7/07 |
| 21 | Certosa Ave Between Red Rd&Alhambra | 3/6/07 & 3/7/07 |
| 22 | Siena Ave Between Red Rd&Alhambra | 3/6/07 & 3/7/07 |
| 23 | Cecillia Ave Between Red Rd&Alhambra | 3/6/07 & 3/7/07 |
| 24 | Mantua Ave Between Red Rd&Alhambra | 3/6/07 & 3/7/07 |
| 25 | San Amaro Dr South of Mantua Ave | 3/6/07 & 3/7/07 |
| 26 | San Amaro Dr North of Alegriano Ave | 3/6/07 & 3/7/07 |
| 27 | Alhambra Cir. North of Trillo Ave | 3/6/07 & 3/7/07 |
| 28 | Alhambra Cir. North of Certosa Ave | 3/6/07 & 3/7/07 |

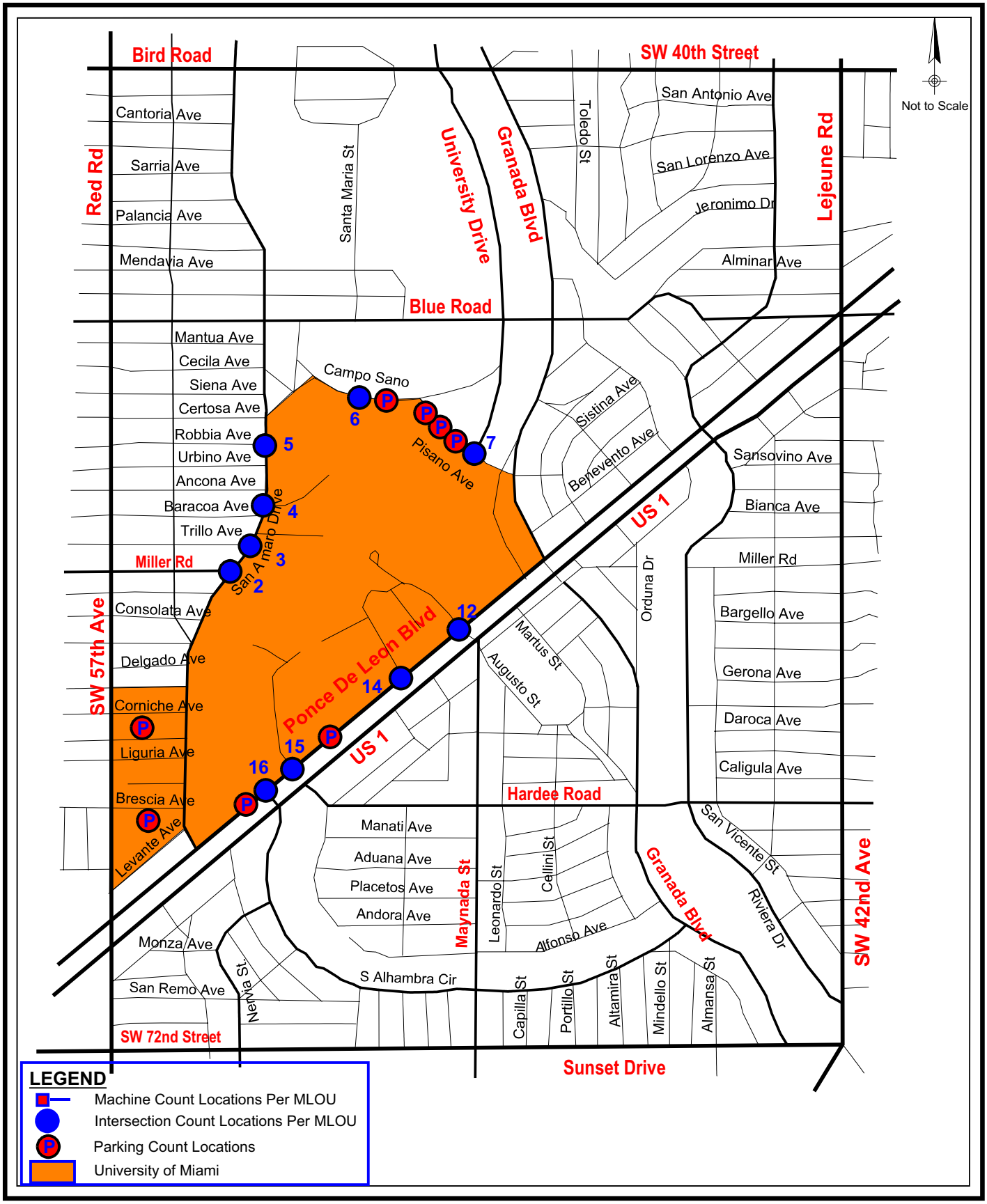
| NO. | RESIDENTIAL STUDENT TRIP RATES | COUNT DATE |
|---|---|---|
| 29 | Mahoney Pearson ResidentialFacility | 3/28/07-3/29/07 |
| 30 | University Village Residential Facility | 3/28/07-3/29/07 |
| 31 | Trillo Ave East of Red Rd | 3/6/07 & 3/7/07 |
| 32 | Baracoa Ave East of Red Rd | 3/6/07 & 3/7/07 |
| 33 | Ancona Ave East of Red Rd | 3/6/07 & 3/7/07 |
| 34 | Urbino Ave East of Red Rd | 3/6/07 & 3/7/07 |
| 35 | Robbia Ave East of Red Rd | 3/6/07 & 3/7/07 |
| 36 | Certosa Ave East of Red Rd | 3/6/07 & 3/7/07 |
| 37 | Siena Ave East of Red Rd | 3/6/07 & 3/7/07 |
| 38 | Cecillia Ave East of Red Rd | 3/6/07 & 3/7/07 |
| 39 | Mantua Ave East of Red Rd | 3/6/07 & 3/7/07 |
| 40 | Alhambra Cir. North of Miller Rd | 3/6/07 & 3/7/07 |

**Note:**
New residential counts at University Village and Mahoney-Pearson parking facilities were collected in January 2008.




Note: Additional area count locations by FDOT and Miami-Dade County are not shown on this figure.

| UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY | COUNT LOCATIONS | KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS | FIGURE 5 7/13/2007 |
|---|---|---|---|




| UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY | COUNT LOCATIONS USED FOR OVERALL STUDENT TRIP RATE | KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS | FIGURE 6 7/09/07 |
|---|---|---|---|

**TABLE 3**
**UNIVERSITY OF MIAMI CORAL GABLES CAMPUS**
**PEAK PERIOD TRIP RATES PER STUDENT**
**MARCH & APRIL 2007**

Rev 03-Mar-08

| | 7:00-8:00 AM | 8:00-9:00 AM | 9:00-10:00 AM | 3:00-4:00 PM | 4:00-5:00 PM | 5:00-6:00 PM |
|---|---|---|---|---|---|---|
| | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
| TOTAL INBOUND | 1710 | 2154 | 2316 | 1604 | 1739 | 1699 |
| TOTAL OUTBOUND | 578 | 830 | 1076 | 1964 | 2032 | 2285 |
| TOTAL IN/OUT | 2288 | 2984 | 3392 | 3568 | 3771 | 3984 |
| | | | *AM PEAK PERIOD* | | | *PM PEAK PERIOD* |
| ADJUSTMENT FACTORS [1]: | | | | | | |
| PARKING LOTS NOT COUNTED [2]: 14.1% | | | | | | |
| (On street, W. of San Amaro & between Ponce & US-1) | | | | | | |
| TOTAL ADJUSTMENT FACTOR: 16.4% | 1.164 | 1.164 | 1.164 | 1.164 | 1.164 | 1.164 |
| ADJUSTED TOTAL INBOUND | 1990 | 2507 | 2696 | 1867 | 2024 | 1978 |
| ADJUSTED TOTAL OUTBOUND | 673 | 966 | 1252 | 2286 | 2365 | 2660 |
| ADJUSTED TOTAL IN/OUT | 2663 | 3473 | 3948 | 4153 | 4389 | 4638 |
| | | | *AM PEAK PERIOD* | | | *PM PEAK PERIOD* |

| | Headcount | FTE | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| TOTAL STUDENTS [3]: | 13,377 | 11,917 | UPDATED TRIP RATE PER STUDENT (2007) | | | | OLD TRIP RATE PER STUDENT - UMCAD 2000 | | |
| AM PEAK PERIOD (9:00-10:00 AM) | Headcount | FTE | | | | | Headcount | | |
| PEAK INBOUND RATE | 0.202 | 0.226 | trip ends per student | IN: | 68% | | 0.196 trip ends per student | IN: | 70% |
| PEAK OUTBOUND RATE | 0.094 | 0.105 | trip ends per student | OUT: | 32% | | 0.085 trip ends per student | OUT: | 30% |
| PEAK IN/OUT RATE | 0.295 | 0.331 | trip ends per student | AM TRIP RATE | | | 0.281 trip ends per student | AM TRIP RATE | |
| PM PEAK PERIOD (5:00-6:00 PM) | | | | | | | | | |
| PEAK INBOUND RATE | 0.148 | 0.166 | trip ends per student | IN: | 43% | | 0.155 trip ends per student | IN: | 44% |
| PEAK OUTBOUND RATE | 0.199 | 0.223 | trip ends per student | OUT: | 57% | | 0.198 trip ends per student | OUT: | 56% |
| PEAK IN/OUT RATE | 0.347 | 0.389 | trip ends per student | PM TRIP RATE | | | 0.353 trip ends per student | PM TRIP RATE | |

[1] The adjustment factor is different from previous years due to new parking structures and the construction of University Village garage.
[2] The parking lots not included in the counts are those west of San Amaro Drive, parking along San Amaro Drive, and the Metrorail parking areas between Ponce and US-1.
[3] Student enrollements are provided by UM Office of Planning and Institutional Research. Per methodology agreement, student enrollment was assumed to be 5% lower in the Spring Semester compared to the Fall Semester.

# TABLE 4
## UNIVERSITY OF MIAMI RESIDENT STUDENT TRIP RATES

Rev 6-Mar-08

| | | | | |
|---|---|---|---|---|
| MAHONEY-PEARSON RESIDENTS (SPRING 2007): | 1,324 | students | ADJUSTED MAHONEY-PEARSON RATES [1] | |
| UNIVERSITY VILLAGE RESIDENTS (SPRING 2007): | 747 | students | EVENING (7:00 PM-6:00 AM): | 95% |
| | | | OFF PEAK (10:00 AM-4:00 PM): | 25% |

ADJUSTED UV RATE [3]: 100%

SPRING BREAK: MARCH 12-16, 2007

| TIME PERIOD | MAHONEY-PEARSON RESIDENTIAL COLLEGE [2] | | | | | | | | | UNIVERSITY VILLAGE GARAGE [3] | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | INBOUND | | OUTBOUND | | | | | GROSS | ADJ | INBOUND | | OUTBOUND | | | | | UV | AVERAGE |
| | 3/28/07 IN | 3/29/07 IN | 3/28/07 OUT | 3/29/07 OUT | AVG IN | AVG OUT | AVG IN/OUT | TRIP RATE | TRIP RATE | 1/16/08 IN | 1/17/08 IN | 1/16/08 OUT | 1/17/08 OUT | AVG IN | AVG OUT | AVG IN/OUT | TRIP RATE | TRIP RATE |
| 12:00-01:00 AM | 69 | 65 | 59 | 57 | 67 | 58 | 125 | 0.094 | 0.089 | 19 | 13 | 24 | 25 | 16 | 25 | 41 | 0.055 | 0.072 |
| 01:00-02:00 AM | 47 | 34 | 33 | 32 | 41 | 33 | 74 | 0.056 | 0.053 | 11 | 9 | 19 | 22 | 10 | 21 | 31 | 0.041 | 0.047 |
| 02:00-03:00 AM | 31 | 32 | 28 | 18 | 32 | 23 | 55 | 0.042 | 0.040 | 10 | 10 | 15 | 8 | 10 | 12 | 22 | 0.029 | 0.035 |
| 03:00-04:00 AM | 17 | 17 | 14 | 8 | 17 | 11 | 28 | 0.021 | 0.020 | 1 | 4 | 2 | 5 | 3 | 4 | 7 | 0.009 | 0.015 |
| 04:00-05:00 AM | 10 | 13 | 10 | 9 | 12 | 10 | 22 | 0.017 | 0.016 | 1 | 2 | 0 | 3 | 2 | 2 | 4 | 0.005 | 0.011 |
| 05:00-06:00 AM | 6 | 10 | 6 | 14 | 8 | 10 | 18 | 0.014 | 0.013 | 1 | 0 | 4 | 4 | 1 | 4 | 5 | 0.007 | 0.010 |
| 06:00-07:00 AM | 18 | 23 | 14 | 13 | 21 | 14 | 35 | 0.026 | 0.025 | 4 | 5 | 6 | 4 | 5 | 5 | 10 | 0.013 | 0.019 |
| 07:00-08:00 AM | 47 | 70 | 31 | 22 | 19 | 16 | 35 | 0.026 | 0.026 | 15 | 24 | 10 | 16 | 20 | 13 | 33 | 0.044 | **0.035** |
| 08:00-09:00 AM | 100 | 81 | 39 | 29 | **19** | **16** | **35** | **0.026** | **0.026** | 17 | 18 | 12 | 15 | 18 | 14 | 32 | 0.043 | **0.035** |
| 09:00-10:00 AM | 96 | 123 | 39 | 63 | 19 | 16 | 35 | 0.026 | 0.026 | 27 | 17 | 11 | 23 | 22 | 17 | 39 | 0.052 | 0.039 |
| 10:00-11:00 AM | 119 | 119 | 60 | 67 | 119 | 64 | 183 | 0.138 | 0.035 | 33 | 22 | 21 | 22 | 28 | 22 | 50 | 0.067 | 0.051 |
| 11:00-12:00 AM | 96 | 92 | 81 | 83 | 94 | 82 | 176 | 0.133 | 0.033 | 27 | 28 | 32 | 19 | 28 | 26 | 54 | 0.072 | 0.053 |
| 12:00-01:00 PM | 108 | 153 | 119 | 124 | **30** | **29** | **59** | **0.045** | **0.045** | 28 | 60 | 29 | 33 | 44 | 31 | 75 | **0.100** | **0.073** |
| 01:00-02:00 PM | 100 | 140 | 123 | 148 | 120 | 136 | 256 | 0.193 | 0.048 | 37 | 26 | 32 | 38 | 32 | 35 | 67 | 0.090 | 0.069 |
| 02:00-03:00 PM | 88 | 97 | 106 | 109 | 93 | 108 | 201 | 0.152 | 0.038 | 45 | 34 | 37 | 29 | 40 | 33 | 73 | 0.098 | 0.068 |
| 03:00-04:00 PM | 107 | 112 | 103 | 153 | 110 | 128 | 238 | 0.180 | 0.045 | 46 | 55 | 37 | 35 | 51 | 36 | 87 | 0.116 | 0.081 |
| 04:00-05:00 PM | 110 | 103 | 102 | 115 | **42** | **47** | **89** | **0.067** | **0.067** | 60 | 66 | 26 | 45 | 63 | 36 | 99 | **0.133** | **0.100** |
| 05:00-06:00 PM | 85 | 91 | 100 | 119 | 47 | 40 | 87 | 0.066 | 0.066 | 53 | 50 | 36 | 40 | 52 | 38 | 90 | 0.120 | 0.093 |
| 06:00-07:00 PM | 125 | 126 | 132 | 164 | 126 | 148 | 274 | 0.207 | 0.197 | 66 | 64 | 44 | 49 | 65 | 47 | 112 | 0.150 | 0.174 |
| 07:00-08:00 PM | 95 | 114 | 144 | 127 | 105 | 136 | 241 | 0.182 | 0.173 | 65 | 54 | 45 | 51 | 60 | 48 | 108 | 0.145 | 0.159 |
| 08:00-09:00 PM | 120 | 118 | 156 | 140 | 119 | 148 | 267 | 0.202 | 0.192 | 48 | 55 | 39 | 50 | 52 | 45 | 97 | 0.130 | 0.161 |
| 09:00-10:00 PM | 132 | 129 | 131 | 108 | 131 | 120 | 251 | 0.190 | 0.181 | 56 | 50 | 58 | 55 | 53 | 57 | 110 | 0.147 | 0.164 |
| 10:00-11:00 PM | 105 | 120 | 96 | 112 | 113 | 104 | 217 | 0.164 | 0.156 | 37 | 52 | 50 | 34 | 45 | 42 | 87 | 0.116 | 0.136 |
| 11:00-12:00 PM | 74 | 95 | 73 | 100 | 85 | 87 | 172 | 0.130 | 0.124 | 33 | 24 | 39 | 30 | 29 | 35 | 64 | 0.086 | 0.105 |
| **TOTAL** | **1,905** | **2,077** | **1,799** | **1,934** | **1,589** | **1,584** | **3,173** | | | **740** | **742** | **628** | **655** | **749** | **648** | **1,397** | | |

**Notes:**

[1] No adjustment factor was needed for revised peak hour rates at Mahoney-Pearson because resident students were identified by car decals. The trip rate from 7:00-8:00 AM was assumed similar to 8:00-9:00 AM. The off-peak hour adjusment factor is based on the updated January 2008 counts. Evening adjustments are based on University Village survey and mainly account for intercampus trips.

[2] Mahoney-Pearson traffic counts covered the inbound and outbound driveways east of Stanford Drive. These are the only non-service driveways leading to the Mahoney-Pearson garage and student parking lots.

[3] No trip rate adjustment was needed for University Village since the construction of the South garage was completed and all University Village's 800 planned parking spaces were available for students.

[4] The residential student blended peak hour trip rate was calculated by combining the University Village trips rates with the Mahoney-Pearson trip rates that represented all remaining resident students.

[5] The calculated commuter trip rates are based on FTE rates and take into account that about 20% of campus trips are made by non-students (faculty, staff and visitors).

**AM TRIP RATES**

| | 2007-MP | 2007-UV | RATE [4] |
|---|---|---|---|
| AM PEAK HOUR RESIDENT TRIP RATE (7:00 AM - 10:00 AM): | 0.026 | 0.044 | 0.035 |
| AM PEAK HOUR OVERALL RATE (2007 STUDY - 34% RESIDENTS): | | | **0.331** |
| AM PEAK HOUR TRIP RATE FOR COMMUTERS (7:00 AM - 9:00 AM) [5]: | | | 0.449 |

**PM TRIP RATES**

| | 2007-MP | 2007-UV | RATE [4] |
|---|---|---|---|
| PM PEAK HOUR RESIDENT TRIP RATE (4:00 PM - 6:00 PM): | 0.067 | 0.133 | 0.100 |
| PM PEAK HOUR OVERALL RATE (2007 STUDY - 34% RESIDENTS): | | | **0.389** |
| PM PEAK HOUR TRIP RATE FOR COMMUTERS (4:00 PM-6:00 PM) [5]: | | | 0.504 |

## 3.8 Existing Roadway Levels of Service

The roadway link analysis was performed for the following roadway segments within the Study Area:

1. US-1 from LeJeune Road to Red Road
2. Bird Road from LeJeune Road to Red Road
3. LeJeune Road from Bird Road to Sunset Road
4. Red Road from Bird Road to Sunset Road
5. Miller Road from San Amaro Drive to Red Road
6. Sunset Road from LeJeune Road to Red Road
7. Ponce de Leon Blvd. from LeJeune Road to Red Road
8. Granada Blvd. from Bird Road to Sunset Road
9. Maynada Street from US-1 to Sunset Road
10. San Amaro Drive from Bird Road to Ponce de Leon Blvd.
11. Blue Road from LeJeune Road to Red Road
12. University Drive from Bird Road to Pisano Avenue
13. Riviera Drive from Bird Road to LeJeune Road
14. Alhambra Circle from Bird Road to Miller Road
15. South Alhambra Circle from US-1 to Sunset Drive
16. Campo Sano Avenue from San Amaro Drive to Pisano Avenue
17. Pisano Avenue from Campo Sano Drive to University Drive
18. Brescia Avenue from San Amaro Drive to Red Road
19. Levante Avenue from San Amaro Drive to Red Road
20. Hardee Road from US-1 to Granada Blvd.
21. Nervia Street from South Alhambra Blvd. to LeJeune Road.

Policy 2-1.1.1 of the comprehensive plan defines the peak period as the average of the two highest consecutive hours of traffic volume during a weekday. In order to perform separate AM and PM analyses, the traffic analysis was based on the AM and PM peak hours instead of the peak period. This results in a more conservative analysis since the peak hour volume is equal or higher than the peak period volume.

The AM and PM peak hour analyses were performed using the HCM module of the SYNCHRO software. The field traffic counts indicated that the majority of the AM and PM highest hours occurred from 8:00 AM to 9:00 AM during the AM peak period and from 5:00 PM to 6:00 PM during the PM peak period. Traffic counts corresponding to these peak hours were used in the SYNCHRO analyses.

The existing peak hour directional link volumes were based on intersection approach counts that were collected during the peak season month of March. The peak hour counts generally provide a higher level of accuracy compared to daily counts converted to peak hour volumes using default K and D factors. Where a link segment had multiple intersection counts, the highest directional volume was used in the analysis. The maximum service volumes (MSV) for roadway segments were based on the roadway characteristics and the corresponding LOS E volume as provided in FDOT's *2002 Quality/Level of Service (QLOS) Handbook (including 2007 updates)*.

The City of Coral Gables, like many other cities in South Florida, acknowledges that certain roadways are constrained with current volumes exceeding LOS E thresholds. Since constrained roadways cannot be widened, volumes in excess of LOS E have been allowed based on the availability of transit systems in order not to negatively impact urban infill and economic growth objectives. The roadway maximum allowable volumes (MAV) are defined in Policy 2-1.1.1 of the Comprehensive Plan and the benefiting roadways are listed in Policy 2-1.1.8 of the City's Comprehensive Plan.

The peak hour roadway link analysis for existing conditions is summarized in Table 5 for the AM and PM peak hours. The following roadway links did not meet the City's adopted LOS during the AM peak hour:

1. Miller Road from San Amaro Drive to Red Road.
2. San Amaro Drive from Blue Road to Levante Avenue.
3. Blue Road from Granada Blvd. to San Amaro Drive.
4. Campo Sano Avenue from San Amaro Drive to Pisano Avenue.
5. Hardee Road from Granada Blvd to LeJeune Road.

The following roadway links did not meet the City's adopted LOS during the PM peak hour:

1. San Amaro Drive from Blue Road to Miller Road
2. Blue Road from Granada Blvd to University Drive
3. Campo Sano Avenue from San Amaro Drive to Pisano Avenue.

**TABLE 5**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**EXISTING ROADWAY LINK ANALYSIS FOR AM & PM PEAK HOURS**

8/5/2008

| | | AM PEAK HOUR | | | | | | | PM PEAK HOUR | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOCATION | ROAD TYPE [1] | DIR | LANE PER DIR | EXISTING AM DIR VOL [2] | FDOT LOS E MSV [3] | MAX ALLOW V/C [3] | MAX ALLOW VOL (MAV) | MEETS ADOPTED LOS STD | DIR | LANE PER DIR | EXISTING PM DIR VOL [2] | FDOT LOS E MSV [3] | MAX ALLOW V/C [3] | MAX ALLOW VOL (MAV) | MEETS ADOPTED LOS STD |
| **BIRD ROAD** | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | 4LD/SR3 | EB | 2 | 2,082 | 1,720 | 1.20 | 2,060 | NO | EB | 2 | 1,329 | 1,720 | 1.20 | 2,060 | YES |
| | | WB | 2 | 1,052 | 1,720 | 1.20 | 2,060 | YES | WB | 2 | 2,046 | 1,720 | 1.20 | 2,060 | YES |
| Granada Blvd to University | 4LD/SR3 | EB | 2 | 2,021 | 1,720 | 1.20 | 2,060 | YES | EB | 2 | 1,299 | 1,720 | 1.20 | 2,060 | YES |
| | | WB | 2 | 1,050 | 1,720 | 1.20 | 2,060 | YES | WB | 2 | 1,811 | 1,720 | 1.20 | 2,060 | YES |
| University to San Amaro | 4LD/SR3 | EB | 2 | 1,863 | 1,720 | 1.20 | 2,060 | YES | EB | 2 | 1,287 | 1,720 | 1.20 | 2,060 | YES |
| | | WB | 2 | 1,026 | 1,720 | 1.20 | 2,060 | YES | WB | 2 | 1,693 | 1,720 | 1.20 | 2,060 | YES |
| San Amaro to Red Road | 4LD/SR3 | EB | 2 | 1,905 | 1,720 | 1.20 | 2,060 | YES | EB | 2 | 1,373 | 1,720 | 1.20 | 2,060 | YES |
| | | WB | 2 | 1,008 | 1,720 | 1.20 | 2,060 | YES | WB | 2 | 1,938 | 1,720 | 1.20 | 2,060 | YES |
| **BLUE ROAD** | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | 2LU/NS | EB | 1 | 538 | 810 | 1.00 | 810 | YES | EB | 1 | 552 | 810 | 1.00 | 810 | YES |
| | | WB | 1 | 427 | 810 | 1.00 | 810 | YES | WB | 1 | 677 | 810 | 1.00 | 810 | YES |
| Granada to University Dr | 2LU/NS | EB | 1 | 1,021 | 810 | 1.00 | 810 | NO | EB | 1 | 332 | 810 | 1.00 | 810 | YES |
| | | WB | 1 | 252 | 810 | 1.00 | 810 | YES | WB | 1 | 1,071 | 810 | 1.00 | 810 | NO |
| University to San Amaro | 2LU/NS | EB | 1 | 862 | 810 | 1.00 | 810 | NO | EB | 1 | 193 | 810 | 1.00 | 810 | YES |
| | | WB | 1 | 186 | 810 | 1.00 | 810 | YES | WB | 1 | 699 | 810 | 1.00 | 810 | YES |
| San Amaro to Red Road | 2LU/NS | EB | 1 | 643 | 810 | 1.00 | 810 | YES | EB | 1 | 176 | 810 | 1.00 | 810 | YES |
| | | WB | 1 | 131 | 810 | 1.00 | 810 | YES | WB | 1 | 575 | 810 | 1.00 | 810 | YES |
| **MILLER ROAD** | | | | | | | | | | | | | | | |
| San Amaro to Red Road | 2LU/NS | EB | 1 | 830 | 810 | 1.00 | 810 | NO | EB | 1 | 325 | 810 | 1.00 | 810 | YES |
| | | WB | 1 | 254 | 810 | 1.00 | 810 | YES | WB | 1 | 672 | 810 | 1.00 | 810 | YES |
| **PONCE DE LEON BLVD** | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | 4LD/NS | NE | 2 | 1,071 | 1,720 | 1.20 | 2,060 | YES | NE | 2 | 556 | 1,720 | 1.20 | 2,060 | YES |
| | | SW | 2 | 515 | 1,720 | 1.20 | 2,060 | YES | SW | 2 | 1,239 | 1,720 | 1.20 | 2,060 | YES |
| Granada Blvd to Stanford | 4LD/NS | NE | 2 | 1,294 | 1,720 | 1.20 | 2,060 | YES | NE | 2 | 639 | 1,720 | 1.20 | 2,060 | YES |
| | | SW | 2 | 616 | 1,720 | 1.20 | 2,060 | YES | SW | 2 | 1,067 | 1,720 | 1.20 | 2,060 | YES |
| Stanford to Hurricane Dr. | 4LD/NS | NE | 2 | 1,309 | 1,720 | 1.20 | 2,060 | YES | NE | 2 | 776 | 1,720 | 1.20 | 2,060 | YES |
| | | SW | 2 | 565 | 1,720 | 1.20 | 2,060 | YES | SW | 2 | 1,575 | 1,720 | 1.20 | 2,060 | YES |
| Hurricane Dr. to Red Road | 4LD/NS | NE | 2 | 955 | 1,720 | 1.20 | 2,060 | YES | NE | 2 | 376 | 1,720 | 1.20 | 2,060 | YES |
| | | SW | 2 | 274 | 1,720 | 1.20 | 2,060 | YES | SW | 2 | 1,004 | 1,720 | 1.20 | 2,060 | YES |
| **US1** | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | 6LD/SR2 | NE | 3 | 3,087 | 2,710 | 1.50 | 4,070 | YES | NE | 3 | 2,593 | 2,710 | 1.50 | 4,070 | YES |
| | | SW | 3 | 2,760 | 2,710 | 1.50 | 4,070 | YES | SW | 3 | 2,383 | 2,710 | 1.50 | 4,070 | YES |
| Granada Blvd to Maynada | 6LD/SR2 | NE | 3 | 3,082 | 2,710 | 1.50 | 4,070 | YES | NE | 3 | 2,816 | 2,710 | 1.50 | 4,070 | YES |
| | | SW | 3 | 2,783 | 2,710 | 1.50 | 4,070 | YES | SW | 3 | 2,257 | 2,710 | 1.50 | 4,070 | YES |
| Maynada to S. Alhambra | 6LD/SR2 | NE | 3 | 3,314 | 2,710 | 1.50 | 4,070 | YES | NE | 3 | 2,863 | 2,710 | 1.50 | 4,070 | YES |
| | | SW | 3 | 3,098 | 2,710 | 1.50 | 4,070 | YES | SW | 3 | 3,306 | 2,710 | 1.50 | 4,070 | YES |
| S. Alhambra to Red Road | 6LD/SR2 | NE | 3 | 3,357 | 2,710 | 1.50 | 4,070 | YES | NE | 3 | 2,579 | 2,710 | 1.50 | 4,070 | YES |
| | | SW | 3 | 3,075 | 2,710 | 1.50 | 4,070 | YES | SW | 3 | 3,481 | 2,710 | 1.50 | 4,070 | YES |
| **SUNSET ROAD** | | | | | | | | | | | | | | | |
| LeJeune Rd to Maynada | 2LU/CC | EB | 1 | 767 | 810 | 1.20 | 970 | YES | EB | 1 | 487 | 810 | 1.20 | 970 | YES |
| | | WB | 1 | 350 | 810 | 1.20 | 970 | YES | WB | 1 | 495 | 810 | 1.20 | 970 | YES |
| Maynada to Red Road | 2LU/CC | EB | 1 | 502 | 810 | 1.20 | 970 | YES | EB | 1 | 571 | 810 | 1.20 | 970 | YES |
| | | WB | 1 | 384 | 810 | 1.20 | 970 | YES | WB | 1 | 661 | 810 | 1.20 | 970 | YES |
| **LEJEUNE ROAD** | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | 4LD/SR3 | NB | 2 | 847 | 1,720 | 1.50 | 2,580 | YES | NB | 2 | 891 | 1,720 | 1.50 | 2,580 | YES |
| | | SB | 2 | 778 | 1,720 | 1.50 | 2,580 | YES | SB | 2 | 1,102 | 1,720 | 1.50 | 2,580 | YES |
| Blue Road to US-1 | 4LD/SR3 | NB | 2 | 849 | 1,720 | 1.50 | 2,580 | YES | NB | 2 | 559 | 1,720 | 1.50 | 2,580 | YES |
| | | SB | 2 | 503 | 1,720 | 1.50 | 2,580 | YES | SB | 2 | 646 | 1,720 | 1.50 | 2,580 | YES |
| US-1 to Sunset Drive | 2LU/NS | NB | 1 | 774 | 810 | 1.50 | 1,220 | YES | NB | 1 | 617 | 810 | 1.50 | 1,220 | YES |
| | | SB | 1 | 455 | 810 | 1.50 | 1,220 | YES | SB | 1 | 698 | 810 | 1.50 | 1,220 | YES |
| **GRANADA BLVD** | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | 2LU/NS | NB | 1 | 605 | 660 | 1.20 | 790 | YES | NB | 1 | 392 | 660 | 1.20 | 790 | YES |
| | | SB | 1 | 405 | 660 | 1.20 | 790 | YES | SB | 1 | 695 | 660 | 1.20 | 790 | YES |
| Blue Rd to Ponce | 2LU/NS | NB | 1 | 645 | 660 | 1.20 | 790 | YES | NB | 1 | 510 | 660 | 1.20 | 790 | YES |
| | | SB | 1 | 494 | 660 | 1.20 | 790 | YES | SB | 1 | 561 | 660 | 1.20 | 790 | YES |
| Ponce de Leon to US 1 | 2LU/NS | NB | 1 | 551 | 660 | 1.20 | 790 | YES | NB | 1 | 340 | 660 | 1.20 | 790 | YES |
| | | SB | 1 | 396 | 660 | 1.20 | 790 | YES | SB | 1 | 457 | 660 | 1.20 | 790 | YES |
| US 1 to Sunset Drive | 2LU/NS | NB | 1 | 380 | 660 | 1.20 | 790 | YES | NB | 1 | 224 | 660 | 1.20 | 790 | YES |
| | | SB | 1 | 328 | 660 | 1.20 | 790 | YES | SB | 1 | 485 | 660 | 1.20 | 790 | YES |
| **MAYNADA STREET** | | | | | | | | | | | | | | | |
| US 1 to Sunset Drive | 2LU/NS | NB | 1 | 541 | 660 | 1.00 | 660 | YES | NB | 1 | 203 | 660 | 1.00 | 660 | YES |
| | | SB | 1 | 284 | 660 | 1.00 | 660 | YES | SB | 1 | 504 | 660 | 1.00 | 660 | YES |
| **SAN AMARO DRIVE** | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | 2LU/LR | NB | 1 | 94 | 660 | 1.00 | 660 | YES | NB | 1 | 121 | 660 | 1.00 | 660 | YES |
| | | SB | 1 | 168 | 660 | 1.00 | 660 | YES | SB | 1 | 52 | 660 | 1.00 | 660 | YES |
| Blue Rd to Miller Rd | 2LU/LR | NB | 1 | 1,362 | 660 | 1.00 | 660 | NO | NB | 1 | 606 | 660 | 1.00 | 660 | YES |
| | | SB | 1 | 456 | 660 | 1.00 | 660 | YES | SB | 1 | 979 | 660 | 1.00 | 660 | NO |
| Miller Rd to Levante | 3LD/LR | NB | 1 | 807 | 660 | 1.00 | 660 | NO | NB | 1 | 572 | 660 | 1.00 | 660 | YES |
| | | SB | 2 | 490 | 1,320 | 1.00 | 1,320 | YES | SB | 2 | 664 | 1,320 | 1.00 | 1,320 | YES |
| Levante Rd to Ponce | 3LD/LR | NB | 1 | 368 | 660 | 1.00 | 660 | YES | NB | 1 | 636 | 660 | 1.00 | 660 | YES |
| | | SB | 2 | 462 | 1,320 | 1.00 | 1,320 | YES | SB | 2 | 488 | 1,320 | 1.00 | 1,320 | YES |

**TABLE 5**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**EXISTING ROADWAY LINK ANALYSIS FOR AM & PM PEAK HOURS**

8/5/2008

| | | AM PEAK HOUR | | | | | | | PM PEAK HOUR | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOCATION | ROAD TYPE [1] | DIR | LANE PER DIR | EXISTING AM DIR VOL [2] | FDOT LOS E MSV [3] | MAX ALLOW V/C [3] | MAX ALLOW VOL (MAV) | MEETS ADOPTED LOS STD | DIR | LANE PER DIR | EXISTING PM DIR VOL [2] | FDOT LOS E MSV [3] | MAX ALLOW V/C [3] | MAX ALLOW VOL (MAV) | MEETS ADOPTED LOS STD |
| **RED ROAD** | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | 2LU/SR3 | NB | 1 | 633 | 810 | 1.20 | 970 | YES | NB | 1 | 569 | 810 | 1.20 | 970 | YES |
| | | SB | 1 | 551 | 810 | 1.20 | 970 | YES | SB | 1 | 653 | 810 | 1.20 | 970 | YES |
| Blue Road to Miller Road | 2LU/SR3 | NB | 1 | 683 | 810 | 1.20 | 970 | YES | NB | 1 | 604 | 810 | 1.20 | 970 | YES |
| | | SB | 1 | 551 | 810 | 1.20 | 970 | YES | SB | 1 | 694 | 810 | 1.20 | 970 | YES |
| Miller Rd to Brescia Ave | 2LU/SR3 | NB | 1 | 757 | 810 | 1.20 | 970 | YES | NB | 1 | 745 | 810 | 1.20 | 970 | YES |
| | | SB | 1 | 765 | 810 | 1.20 | 970 | YES | SB | 1 | 768 | 810 | 1.20 | 970 | YES |
| Brescia Ave to Ponce | 4LU/SR3 | NB | 2 | 750 | 1,720 | 1.20 | 2,060 | YES | NB | 2 | 1,348 | 1,720 | 1.20 | 2,060 | YES |
| | | SB | 2 | 1,240 | 1,720 | 1.20 | 2,060 | YES | SB | 2 | 1,004 | 1,720 | 1.20 | 2,060 | YES |
| Ponce to US-1 | 4LU/SR3 | NB | 2 | 867 | 1,720 | 1.20 | 2,060 | YES | NB | 2 | 701 | 1,720 | 1.00 | 1,720 | YES |
| | | SB | 2 | 637 | 1,720 | 1.20 | 2,060 | YES | SB | 2 | 811 | 1,720 | 1.00 | 1,720 | YES |
| US 1 to Sunset Drive | 4LU/CC | NB | 2 | 761 | 1,720 | 1.00 | 1,720 | YES | NB | 2 | 551 | 1,720 | 1.00 | 1,720 | YES |
| | | SB | 2 | 564 | 1,720 | 1.00 | 1,720 | YES | SB | 2 | 951 | 1,720 | 1.00 | 1,720 | YES |
| **UNIVERSITY DRIVE** | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | 2LU/NS | NB | 1 | 238 | 660 | 1.00 | 660 | YES | NB | 1 | 124 | 660 | 1.00 | 660 | YES |
| | | SB | 1 | 153 | 660 | 1.00 | 660 | YES | SB | 1 | 211 | 660 | 1.00 | 660 | YES |
| Blue Road to Pisano Ave | 2LU/NS | NB | 1 | 273 | 660 | 1.00 | 660 | YES | NB | 1 | 183 | 660 | 1.00 | 660 | YES |
| | | SB | 1 | 205 | 660 | 1.00 | 660 | YES | SB | 1 | 281 | 660 | 1.00 | 660 | YES |
| **RIVIERA DRIVE** | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | 2LU/NS | NB | 1 | 526 | 660 | 1.00 | 660 | YES | NB | 1 | 192 | 660 | 1.00 | 660 | YES |
| | | SB | 1 | 127 | 660 | 1.00 | 660 | YES | SB | 1 | 553 | 660 | 1.00 | 660 | YES |
| Blue Road to Ponce | 2LU/NS | NB | 1 | 306 | 660 | 1.00 | 660 | YES | NB | 1 | 224 | 660 | 1.00 | 660 | YES |
| | | SB | 1 | 407 | 660 | 1.00 | 660 | YES | SB | 1 | 292 | 660 | 1.00 | 660 | YES |
| US-1 to LeJeune Road | 2LU/NS | NB | 1 | 333 | 660 | 1.00 | 660 | YES | NB | 1 | 202 | 660 | 1.00 | 660 | YES |
| | | SB | 1 | 246 | 660 | 1.00 | 660 | YES | SB | 1 | 278 | 660 | 1.00 | 660 | YES |
| **ALHMABRA CIRCLE** | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | 2LU/NS | NB | 1 | 262 | 660 | 1.00 | 660 | YES | NB | 1 | 162 | 660 | 1.00 | 660 | YES |
| | | SB | 1 | 216 | 660 | 1.00 | 660 | YES | SB | 1 | 244 | 660 | 1.00 | 660 | YES |
| Blue Road to Miller Road | 2LU/NS | NB | 1 | 235 | 660 | 1.00 | 660 | YES | NB | 1 | 154 | 660 | 1.00 | 660 | YES |
| | | SB | 1 | 188 | 660 | 1.00 | 660 | YES | SB | 1 | 213 | 660 | 1.00 | 660 | YES |
| **S. ALHMABRA CIRCLE** | | | | | | | | | | | | | | | |
| US-1 to Nervia Street | 2LU/NS | NB | 1 | 273 | 660 | 1.00 | 660 | YES | NB | 1 | 244 | 660 | 1.00 | 660 | YES |
| | | SB | 1 | 196 | 660 | 1.00 | 660 | YES | SB | 1 | 238 | 660 | 1.00 | 660 | YES |
| Nervia Street to Sunset Dr. | 2LU/NS | EB | 1 | 172 | 660 | 1.00 | 660 | YES | NB | 1 | 118 | 660 | 1.00 | 660 | YES |
| | | WB | 1 | 101 | 660 | 1.00 | 660 | YES | SB | 1 | 111 | 660 | 1.00 | 660 | YES |
| **CAMPO SANO** | | | | | | | | | | | | | | | |
| San Amaro to Pisano | 2LU/NS | EB | 1 | 792 | 660 | 1.00 | 660 | NO | NB | 1 | 386 | 660 | 1.00 | 660 | YES |
| | | WB | 1 | 191 | 660 | 1.00 | 660 | YES | SB | 1 | 795 | 660 | 1.00 | 660 | NO |
| **PISANO ANEVUE** | | | | | | | | | | | | | | | |
| Campo Sano to University | 2LU/NS | EB | 1 | 287 | 660 | 1.00 | 660 | YES | NB | 1 | 322 | 660 | 1.00 | 660 | YES |
| | | WB | 1 | 285 | 660 | 1.00 | 660 | YES | SB | 1 | 380 | 660 | 1.00 | 660 | YES |
| **BRESCIA AVENUE** | | | | | | | | | | | | | | | |
| San Amaro to Red Road | 2LU/NS | EB | 1 | 349 | 660 | 1.00 | 660 | YES | NB | 1 | 79 | 660 | 1.00 | 660 | YES |
| | | WB | 1 | 42 | 660 | 1.00 | 660 | YES | SB | 1 | 362 | 660 | 1.00 | 660 | YES |
| **LEVANTE AVENUE** | | | | | | | | | | | | | | | |
| San Amaro to Red Road | 2LU/NS | EB | 1 | 202 | 660 | 1.00 | 660 | YES | NB | 1 | 36 | 660 | 1.00 | 660 | YES |
| | | WB | 1 | 88 | 660 | 1.00 | 660 | YES | SB | 1 | 382 | 660 | 1.00 | 660 | YES |
| **HARDEE ROAD** | | | | | | | | | | | | | | | |
| US-1 to Granada Blvd | 2LU/NS | EB | 1 | 590 | 660 | 1.00 | 660 | YES | NB | 1 | 457 | 660 | 1.00 | 660 | YES |
| | | WB | 1 | 295 | 660 | 1.00 | 660 | YES | SB | 1 | 493 | 660 | 1.00 | 660 | YES |
| Granada Blvd to LeJeune | 2LU/NS | EB | 1 | 813 | 660 | 1.00 | 660 | NO | NB | 1 | 498 | 660 | 1.00 | 660 | YES |
| | | WB | 1 | 375 | 660 | 1.00 | 660 | YES | SB | 1 | 403 | 660 | 1.00 | 660 | YES |
| **NERVIA STREET** | | | | | | | | | | | | | | | |
| S. Alhambra to Sunset Dr. | 2LU/NS | NB | 1 | 195 | 660 | 1.00 | 660 | YES | NB | 1 | 121 | 660 | 1.00 | 660 | YES |
| | | SB | 1 | 134 | 660 | 1.00 | 660 | YES | SB | 1 | 165 | 660 | 1.00 | 660 | YES |

**NOTES:**
[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] 2007 link volumes are based on peak hour intersection turning movement counts performed during the peak season.
[3] Counts were collected during the peak month of March ad therefore no seasonal adjustment was necessary.
[4] The maximum service volume (MSV at LOS E) and the maximum allowable volumes (MAV) are consistent with the City's Comprehensive Plan.

## 3.9 Existing Intersection Levels of Service

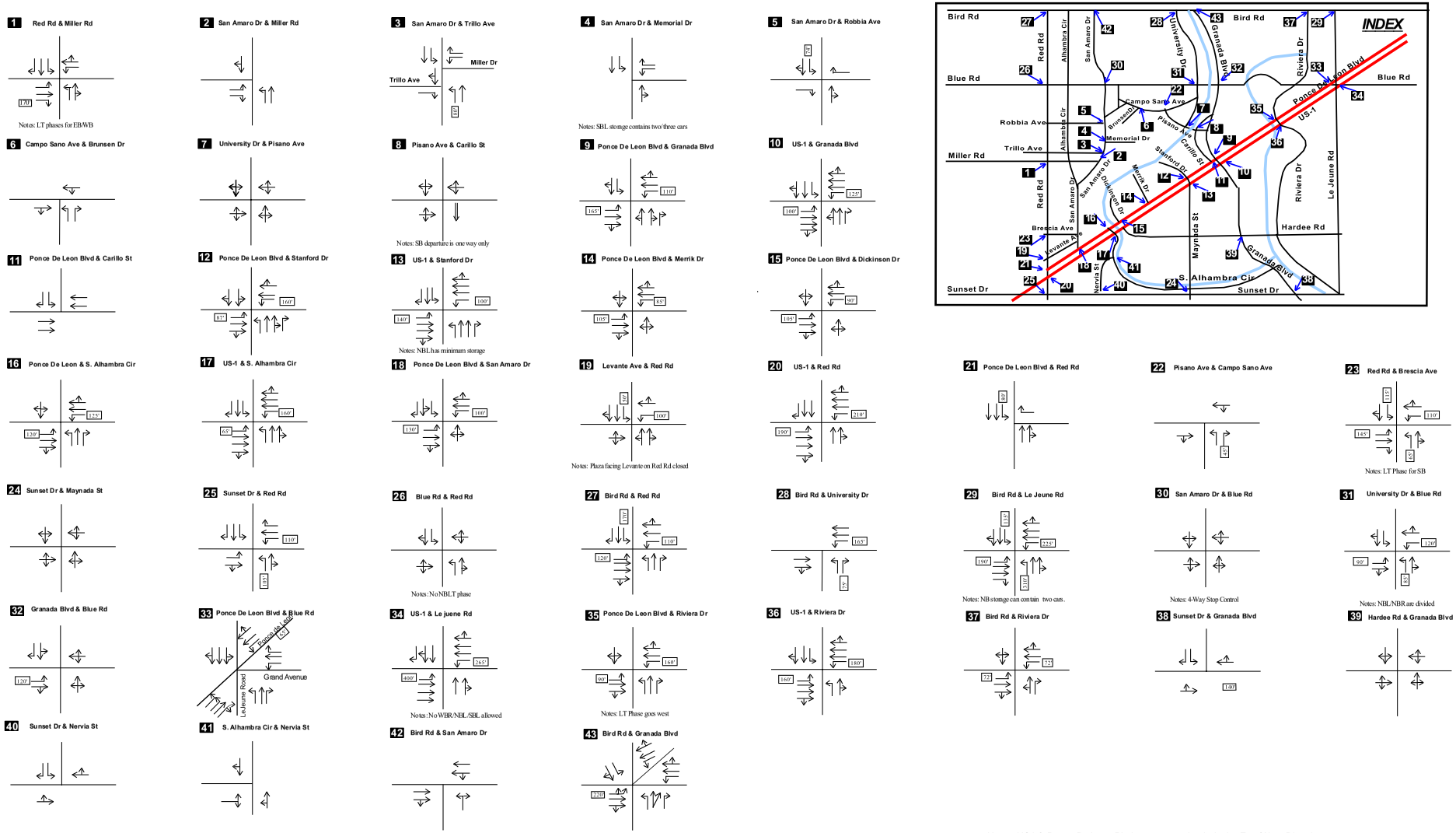
Operational analysis was performed for all 43 intersections identified in Exhibit 4 of the MLOU and depicted in Figure 5. The analysis for the two 5-leg intersections was performed separately. Intersection numbering system provided in Exhibit 5 of the MLOU was maintained throughout the UMRTS document. The analysis was performed for each phase of the UMCAD Development and for both the AM and PM peak hours. The existing conditions analysis was performed using the highway capacity manual (HCM) module of SYNCHRO. The intersection layouts are illustrated in Figure 7. The existing peak season turning volumes for the AM and PM peak hours are shown in Figure 8. Tables 6 and 7 provide a summary of intersection turning movement volumes and operating LOS for the existing AM and PM peak hour conditions. The SYNCHRO outputs of the intersection analysis for existing conditions are provided in Attachment 10.

During the AM peak hour, the following three (3) intersections operated at LOS F:

1. San Amaro Drive and Trillo Avenue (#3)
2. Blue Road and San Amaro Drive (#30)
3. Granada Blvd and Hardee Road (#39).

During the PM peak hour, the following six (5) intersections operated at LOS F:

1. San Amaro Drive and Trillo Avenue (#3)
2. Ponce de Leon Blvd and Merrick Street (#14)
3. Ponce de Leon Blvd and Dickinson Drive (#15)
4. Red Road and Ponce de Leon Blvd (#21)
5. Granada Blvd and Hardee Road (#39)



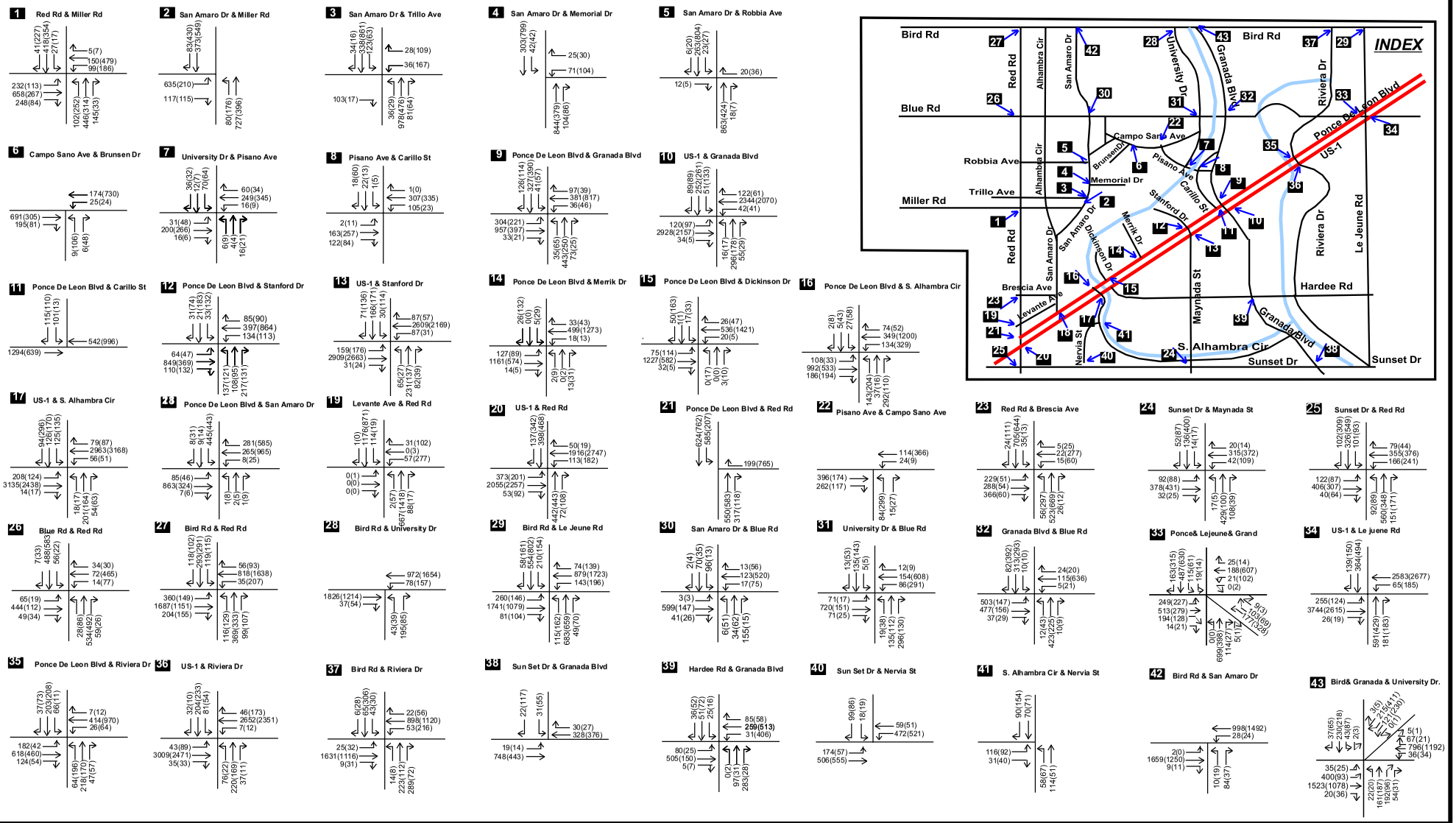

Notes: US1 & Ponce De Leon Blvd are assumed to bein the East/West Direction

**UNIVERSITY OF MIAMI**
**REGIONAL TRAFFIC STUDY**

**LEGEND**

- 23 Intersection Number
- 55' Storage Length (Feet)
- → Intersection Turning Movements

UNIVERSITY OF MIAMI - CORAL GABLES CAMPUS
Regional Transportation Impacts
Intersections Geometry
Figure 7




# UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY

**LEGEND**

XXX(XXX)

PM Peak Hours

AM Peak Hours

xx Intersection Number

## Existing (2007) AM & PM Peak Hour Intersection Turning Movement Counts

**FIGURE 8**

**TABLE 6**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**EXISTING YEAR 2007 INTERSECTION TURNING VOLUMES - AM PEAK HOUR**

8/5/2008

| NO | INTERSECTION | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | SIGNALIZED | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | RED/MILLER | 102 | 446 | 145 | 27 | 418 | 41 | 232 | 658 | 248 | 99 | 150 | 5 | **2571** | YES | D |
| 2 | SAN AMARO/MILLER | 80 | 727 | 0 | 0 | 373 | 83 | 635 | 0 | 117 | 0 | 0 | 0 | **2015** | YES | C |
| 3 | SAN AMARO/TRILLO | 36 | 978 | 81 | 123 | 338 | 34 | 0 | 0 | 103 | 36 | 0 | 28 | **1757** | NO | F |
| 4 | SAN AMARO/MEMORIAL | 0 | 844 | 104 | 42 | 303 | 0 | 0 | 0 | 0 | 71 | 0 | 25 | **1389** | NO | E |
| 5 | SAN AMARO/ROBBIA | 0 | 863 | 18 | 23 | 263 | 6 | 0 | 0 | 12 | 0 | 0 | 20 | **1205** | NO | C |
| 6 | CAMPO SANO/BRUNSON | 9 | 0 | 10 | 0 | 0 | 0 | 0 | 691 | 195 | 25 | 174 | 0 | **1104** | NO | C |
| 7 | PISANO/UNIVERSITY | 6 | 4 | 16 | 70 | 12 | 36 | 31 | 200 | 20 | 20 | 249 | 60 | **724** | NO | B |
| 8 | PISANO/CARILLO | 0 | 0 | 0 | 1 | 22 | 18 | 2 | 163 | 122 | 105 | 307 | 1 | **741** | NO | C |
| 9 | PONCE/GRANADA | 35 | 443 | 73 | 41 | 327 | 126 | 304 | 957 | 33 | 36 | 381 | 97 | **2853** | YES | B |
| 10 | US-1/GRANADA | 16 | 296 | 55 | 51 | 252 | 89 | 120 | 2928 | 34 | 42 | 2344 | 122 | **6349** | YES | B |
| 11 | PONCE/CARILLO | 0 | 0 | 0 | 101 | 0 | 115 | 0 | 1294 | 0 | 0 | 542 | 0 | **2052** | NO | C |
| 12 | PONCE/STANFORD | 137 | 108 | 217 | 33 | 21 | 31 | 64 | 849 | 110 | 134 | 397 | 85 | **2186** | YES | B |
| 13 | US-1/STANFORD | 65 | 231 | 82 | 30 | 166 | 71 | 159 | 2909 | 31 | 87 | 2609 | 87 | **6527** | YES | C |
| 14 | PONCE/MERRICK | 2 | 0 | 13 | 5 | 0 | 26 | 127 | 1161 | 14 | 18 | 499 | 33 | **1898** | NO | C |
| 15 | PONCE/DICKINSON | 0 | 0 | 3 | 17 | 1 | 50 | 75 | 1227 | 32 | 20 | 536 | 26 | **1987** | NO | C |
| 16 | PONCE/S.ALHAMBRA | 143 | 37 | 292 | 27 | 5 | 2 | 108 | 992 | 186 | 134 | 349 | 74 | **2349** | YES | B |
| 17 | US-1/S.ALHAMBRA | 18 | 201 | 54 | 125 | 126 | 94 | 208 | 3135 | 14 | 56 | 2963 | 79 | **7073** | YES | C |
| 18 | PONCE/SAN AMARO | 1 | 2 | 1 | 445 | 9 | 8 | 85 | 863 | 7 | 8 | 265 | 281 | **1975** | YES | B |
| 19 | RED/LEVANTE | 2 | 667 | 88 | 114 | 1176 | 1 | 0 | 0 | 0 | 57 | 0 | 31 | **2136** | YES | A |
| 20 | RED/US-1 | 0 | 442 | 72 | 0 | 398 | 137 | 373 | 2055 | 53 | 113 | 1916 | 50 | **5609** | YES | C |
| 21 | RED/PONCE | 0 | 550 | 317 | 585 | 624 | 31 | 0 | 0 | 13 | 0 | 0 | 199 | **2319** | NO | B |
| 22 | CAMPO SANO/PISANO | 84 | 0 | 15 | 0 | 0 | 0 | 0 | 396 | 262 | 24 | 114 | 0 | **895** | NO | C |
| 23 | RED/BRESCIA | 56 | 523 | 26 | 35 | 705 | 24 | 229 | 288 | 366 | 15 | 22 | 5 | **2294** | YES | C |
| 24 | SUNSET/MAYNADA | 17 | 429 | 108 | 14 | 136 | 52 | 92 | 378 | 32 | 42 | 315 | 20 | **1635** | YES | C |
| 25 | RED/SUNSET | 92 | 560 | 151 | 101 | 326 | 102 | 122 | 406 | 40 | 166 | 355 | 79 | **2500** | YES | D |
| 26 | RED/BLUE | 28 | 534 | 59 | 56 | 488 | 7 | 65 | 444 | 49 | 14 | 72 | 34 | **1850** | YES | C |
| 27 | RED/BIRD | 116 | 369 | 99 | 119 | 293 | 118 | 360 | 1687 | 204 | 35 | 818 | 56 | **4274** | YES | C |
| 28 | BIRD/UNIVERSITY | 43 | 0 | 195 | 0 | 0 | 0 | 0 | 1826 | 37 | 78 | 972 | 0 | **3151** | YES | A |
| 29 | BIRD/LEJEUNE | 115 | 683 | 49 | 210 | 554 | 58 | 260 | 1741 | 81 | 143 | 879 | 74 | **4847** | YES | D |
| 30 | BLUE/SAN AMARO | 6 | 34 | 155 | 96 | 70 | 2 | 3 | 599 | 41 | 17 | 123 | 13 | **1159** | NO | E |
| 31 | BLUE/UNIVERSITY | 19 | 135 | 296 | 5 | 135 | 13 | 71 | 720 | 71 | 86 | 154 | 12 | **1717** | YES | C |
| 32 | BLUE/GRANADA | 13 | 423 | 10 | 10 | 313 | 82 | 503 | 477 | 37 | 5 | 115 | 24 | **2012** | YES | B |
| 33 | BIRD RD/GRANADA BLVD | 22 | 161 | 54 | 43 | 230 | 37 | 35 | 1523 | 20 | 36 | 796 | 67 | **3024** | YES | E |
| 34 | US-1/LE JEUNE RD | 0 | 591 | 181 | 0 | 364 | 139 | 255 | 3744 | 26 | 65 | 2583 | 0 | **7948** | YES | E |
| 35 | PONCE/RIVIERA DR | 64 | 218 | 47 | 66 | 203 | 37 | 182 | 618 | 124 | 26 | 414 | 7 | **2006** | YES | B |
| 36 | US1/RIVIERA DR | 76 | 220 | 37 | 81 | 204 | 32 | 43 | 3009 | 35 | 7 | 2652 | 46 | **6442** | YES | B |
| 37 | BIRD RD/RIVIERA DR | 14 | 223 | 289 | 43 | 65 | 6 | 25 | 1631 | 9 | 53 | 898 | 22 | **3278** | YES | B |
| 38 | SUNSET RD/GRANADA | 0 | 0 | 0 | 31 | 0 | 22 | 19 | 748 | 0 | 0 | 328 | 30 | **1178** | NO | C |
| 39 | GRANADA/HARDEE RD | 0 | 97 | 283 | 25 | 51 | 36 | 80 | 505 | 5 | 31 | 259 | 85 | **1457** | NO | F |
| 40 | SUNSET RD/NERVIA ST | 0 | 0 | 0 | 18 | 0 | 99 | 174 | 506 | 0 | 0 | 472 | 59 | **1328** | NO | C |
| 41 | S. ALHAMBRA CR/NERVIA | 58 | 114 | 0 | 0 | 70 | 90 | 116 | 0 | 31 | 0 | 0 | 0 | **479** | NO | A |
| 42 | BIRD RD/SAN AMARO DR | 10 | 0 | 84 | 0 | 0 | 0 | 0 | 1659 | 9 | 28 | 998 | 0 | **2788** | NO | D |
| 43 | BIRD RD/GRANADA BLVD | 25 | 179 | 56 | 38 | 214 | 41 | 378 | 1541 | 15 | 44 | 800 | 80 | **3411** | YES | E |

**NOTE [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED**
**[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.**

**TABLE 7**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**EXISTING YEAR 2007 INTERSECTION TURNING VOLUMES - PM PEAK HOUR**

8/5/2008

| NO | INTERSECTION | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | SIGNALIZED | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | RED/MILLER | 252 | 314 | 33 | 17 | 354 | 227 | 113 | 267 | 84 | 186 | 479 | 7 | **2333** | YES | D |
| 2 | SAN AMARO/MILLER | 176 | 396 | 0 | 0 | 549 | 430 | 210 | 0 | 115 | 0 | 0 | 0 | **1876** | YES | B |
| 3 | SAN AMARO/TRILLO | 29 | 476 | 64 | 63 | 861 | 16 | 0 | 0 | 17 | 167 | 0 | 109 | **1802** | NO | F |
| 4 | SAN AMARO/MEMORIAL | 0 | 379 | 86 | 42 | 799 | 0 | 0 | 0 | 0 | 104 | 0 | 30 | **1440** | NO | D |
| 5 | SAN AMARO/ROBBIA | 0 | 424 | 7 | 27 | 804 | 20 | 0 | 0 | 5 | 0 | 0 | 36 | **1323** | NO | C |
| 6 | CAMPO SANO/BRUNSON | 106 | 0 | 48 | 0 | 0 | 0 | 0 | 305 | 81 | 24 | 730 | 0 | **1294** | NO | D |
| 7 | PISANO/UNIVERSITY | 20 | 4 | 21 | 64 | 7 | 32 | 48 | 266 | 20 | 9 | 345 | 34 | **870** | NO | B |
| 8 | PISANO/CARILLO | 0 | 0 | 0 | 5 | 13 | 60 | 11 | 257 | 84 | 23 | 335 | 0 | **788** | NO | B |
| 9 | PONCE/GRANADA | 65 | 250 | 25 | 57 | 390 | 114 | 221 | 397 | 21 | 46 | 817 | 39 | **2442** | YES | C |
| 10 | US-1/GRANADA | 17 | 178 | 29 | 133 | 261 | 89 | 97 | 2157 | 5 | 41 | 2070 | 61 | **5138** | YES | B |
| 11 | PONCE/CARILLO | 0 | 0 | 0 | 13 | 0 | 110 | 0 | 639 | 0 | 0 | 996 | 0 | **1758** | NO | B |
| 12 | PONCE/STANFORD | 121 | 95 | 131 | 132 | 183 | 74 | 47 | 369 | 132 | 113 | 864 | 90 | **2351** | YES | B |
| 13 | US-1/STANFORD | 27 | 137 | 39 | 114 | 171 | 136 | 176 | 2663 | 24 | 31 | 2169 | 57 | **5744** | YES | B |
| 14 | PONCE/MERRICK | 9 | 2 | 31 | 29 | 0 | 132 | 89 | 574 | 5 | 13 | 1273 | 43 | **2200** | NO | F |
| 15 | PONCE/DICKINSON | 17 | 0 | 10 | 33 | 1 | 163 | 114 | 582 | 5 | 5 | 1421 | 47 | **2398** | NO | F |
| 16 | PONCE/S.ALHAMBRA | 204 | 16 | 110 | 58 | 43 | 8 | 33 | 533 | 194 | 329 | 1200 | 52 | **2780** | YES | C |
| 17 | US-1/S.ALHAMBRA | 17 | 164 | 63 | 135 | 170 | 296 | 124 | 2438 | 17 | 51 | 3168 | 87 | **6730** | YES | C |
| 18 | PONCE/SAN AMARO | 8 | 5 | 9 | 443 | 14 | 31 | 46 | 324 | 6 | 25 | 965 | 585 | **2461** | YES | B |
| 19 | RED/LEVANTE | 57 | 1418 | 17 | 19 | 871 | 0 | 1 | 0 | 0 | 277 | 3 | 102 | **2765** | YES | B |
| 20 | RED/US-1 | 0 | 443 | 108 | 0 | 468 | 342 | 201 | 2257 | 92 | 182 | 2747 | 19 | **6859** | YES | C |
| 21 | RED/PONCE | 0 | 583 | 118 | 207 | 762 | 35 | 0 | 0 | 9 | 0 | 0 | 765 | **2479** | NO | F |
| 22 | CAMPO SANO/PISANO | 299 | 0 | 27 | 0 | 0 | 0 | 0 | 174 | 117 | 9 | 366 | 0 | **992** | NO | D |
| 23 | RED/BRESCIA | 297 | 669 | 12 | 13 | 644 | 111 | 51 | 54 | 60 | 60 | 277 | 25 | **2273** | YES | D |
| 24 | SUNSET/MAYNADA | 5 | 100 | 39 | 17 | 400 | 87 | 88 | 431 | 25 | 109 | 372 | 14 | **1687** | YES | C |
| 25 | RED/SUNSET | 89 | 348 | 171 | 93 | 549 | 309 | 87 | 307 | 64 | 241 | 376 | 44 | **2678** | YES | D |
| 26 | RED/BLUE | 86 | 492 | 26 | 22 | 583 | 33 | 19 | 112 | 34 | 77 | 465 | 30 | **1979** | YES | C |
| 27 | RED/BIRD | 129 | 333 | 107 | 115 | 291 | 102 | 149 | 1151 | 155 | 207 | 1638 | 93 | **4470** | YES | D |
| 28 | BIRD/UNIVERSITY | 39 | 0 | 85 | 0 | 0 | 0 | 0 | 1214 | 54 | 157 | 1654 | 0 | **3203** | YES | A |
| 29 | BIRD/LEJEUNE | 162 | 659 | 70 | 154 | 802 | 161 | 146 | 1079 | 104 | 196 | 1723 | 139 | **5395** | YES | D |
| 30 | BLUE/SAN AMARO | 51 | 62 | 15 | 13 | 35 | 4 | 3 | 147 | 26 | 75 | 520 | 56 | **1007** | NO | D |
| 31 | BLUE/UNIVERSITY | 38 | 112 | 130 | 5 | 143 | 53 | 17 | 151 | 25 | 291 | 608 | 9 | **1582** | YES | B |
| 32 | BLUE/GRANADA | 43 | 225 | 9 | 10 | 293 | 392 | 147 | 156 | 29 | 21 | 636 | 20 | **1981** | YES | C |
| 33 | BIRD RD/GRANADA BLVD | 20 | 187 | 31 | 87 | 218 | 65 | 25 | 1078 | 36 | 34 | 1192 | 21 | **2994** | YES | 0 |
| 34 | US-1/LE JEUNE RD | 0 | 429 | 183 | 0 | 494 | 150 | 124 | 2615 | 19 | 185 | 2677 | 0 | **6876** | YES | D |
| 35 | PONCE/RIVIERA | 196 | 170 | 57 | 11 | 208 | 73 | 42 | 460 | 54 | 64 | 970 | 12 | **2317** | YES | B |
| 36 | US1/RIVIERA DR | 22 | 169 | 11 | 54 | 233 | 10 | 89 | 2471 | 33 | 12 | 2351 | 173 | **5628** | YES | B |
| 37 | BIRD RD/RIVIERA DR | 8 | 112 | 72 | 30 | 306 | 28 | 32 | 1116 | 31 | 216 | 1120 | 56 | **3127** | YES | C |
| 38 | SUNSET RD/GRANADA | 0 | 0 | 0 | 55 | 0 | 117 | 14 | 443 | 0 | 0 | 376 | 27 | **1032** | NO | B |
| 39 | GRANADA/HARDEE RD | 2 | 31 | 28 | 16 | 72 | 52 | 25 | 150 | 7 | 406 | 513 | 58 | **1360** | NO | F |
| 40 | SUNSET RD/NERVIA ST | 0 | 0 | 0 | 19 | 0 | 86 | 57 | 555 | 0 | 0 | 521 | 51 | **1289** | NO | C |
| 41 | S. ALHAMBRA CR/NERVIA | 67 | 51 | 0 | 2 | 71 | 154 | 92 | 0 | 40 | 0 | 0 | 0 | **477** | NO | A |
| 42 | BIRD RD/SAN AMARO DR | 19 | 0 | 37 | 0 | 0 | 0 | 0 | 1250 | 11 | 24 | 1492 | 0 | **2833** | NO | D |
| 43 | BIRD RD/GRANADA BLVD | 20 | 96 | 31 | 90 | 218 | 65 | 93 | 1078 | 36 | 34 | 1192 | 22 | **2975** | YES | B |

**NOTE [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED**
**[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.**

# 4. FUTURE TRAFFIC CONDITIONS

## 4.1 Historical Growth

A regional growth rate was calculated using the annual average daily traffic (AADT) volumes from the past five years for FDOT traffic count data and Miami-Dade count stations located within the Study Area. The FDOT count stations resulted in a negative regional annual growth rate of -2.3% as depicted in Table 8. The Miami-Dade traffic count data resulted in a negative regional annual growth rate of -0.28% as depicted in Table 9. Per MLOU agreement, a minimum growth rate of 0.5% was used in the analysis for the first phase of development.

## 4.2 Model Derived Growth

A model derived regional growth rate for the study area was estimated by comparing traffic volumes from the 2000 Validated and 2030 Cost Feasible FSUTMS models. Minor adjustments to these models were performed such as adding the missing turn prohibitor at Ponce de Leon Blvd and Red Road. The calculated model-derived regional growth rate was 0.42% per year as depicted in Table 10.

Since both the historical and model-derived growth rates are less than 0.5% per year, a conservative background regional growth rate of 0.5% was assumed for all phases of the analysis. This corresponds to a traffic increase of about 10% between 2007 and 2025, which is a significant increase in background traffic considering the buildout of the area and the congestion experienced on major roadways and intersections.

A technical memorandum was prepared to address the various traffic growth rates calculations. It is provided in Attachment 5.

## 4.3 Committed Developments

The lists of committed developments were obtained from the City of Coral Gables, the City of Miami, and the City of South Miami. Committed developments located within a 2 mile distance from the edge of campus and generating peak hour trips in excess of 300 trips were included in the analysis. For projects located within a mile from campus, the trip threshold was lowered to 100 peak hour trips.

The daily, AM and PM peak hour external trips generated by each committed development using ITE 7$^{th}$ Edition trip rates are shown in Table 11. We were informed that the Byblos project from the list was abandoned. The technical document dealing with committed developments is provided in Attachment 6.

## 4.4 Programmed Roadway Improvements

The City's Traffic Improvement Program ("City TIP") includes predominantly road resurfacing and curb and drainage improvements. No significant roadway improvements are planned within the Study Area. Additional roadway improvements are related to development order commitments by projects such as Village of Merrick Park, Red Commons, Alhambra Grand Plaza, Starwood, Andalusia and others. All these improvements except for the Village of Merrick Park and Red Commons are in the vicinity of these developments outside the Study Area but within the expanded traffic impact area. Most of the Village of Merrick Park recommended improvements (MPO Project No. PS000004) have been implemented.

**TABLE 8**
**UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY**
**REGIONAL GROWTH BASED ON HISTORICAL FDOT TRAFFIC COUNTS**

**06-Mar-08**

| ROADWAY | STATION NUMBER | AADT 2002 | AADT 2003 | AADT 2004 | AADT 2005 | AADT 2006 | COMP. GROWTH RATE 2002-2006 |
|---|---|---|---|---|---|---|---|
| **RED ROAD** | | | | | | | |
| N. OF US-1 | FDOT-34 | 22,500 | 22,000 | 20,400 | 20,500 | 22,500 | 0.00% |
| S. OF BIRD [1] | FDOT-2552 | 18,700 | 19,300 | 19,900 | 18,700 | 17,000 | -2.35% |
| S. OF CORAL WAY | FDOT-35 | 17,400 | 16,900 | 17,500 | 17,800 | 16,800 | -0.87% |
| **LEJEUNE ROAD** | | | | | | | |
| N. OF PONCE DE LEON | FDOT-1053 | 25,500 | 25,500 | 28,000 | 29,000 | 27,000 | 1.44% |
| S. OF CORAL WAY | FDOT-24 | 39,000 | 37,500 | 41,000 | 48,000 | 34,000 | -3.37% |
| **BIRD ROAD** | | | | | | | |
| E. OF RED ROAD | FDOT-1049 | 50,000 | 41,500 | 49,000 | 49,000 | 50,500 | 0.25% |
| W. OF RED ROAD | FDOT-80 | 53,500 | 49,500 | 51,500 | 55,500 | 38,500 | -7.90% |
| W. OF LEJEUNE RD | FDOT-1048 | 45,000 | 40,000 | 43,500 | 51,000 | 41,500 | -2.00% |
| E. OF LEJEUNE RD | FDOT-82 | 44,500 | 42,000 | 42,500 | 39,000 | 38,000 | -3.87% |
| **SUNSET DRIVE** | | | | | | | |
| W. OF US-1 | FDOT-70 | 33,000 | 27,000 | 31,000 | 29,500 | 30,000 | -2.35% |
| **US-1** | | | | | | | |
| S. OF RED ROAD | FDOT-127 | 84,000 | 89,000 | 92,500 | 81,000 | 79,000 | -1.52% |
| S. OF GRANADA BLVD | FDOT-178 | 91,000 | 93,000 | 86,343 | 85,550 | 86,325 | -1.31% |
| S. OF GRAND AVENUE | FDOT-521 | 89,500 | 84,000 | 93,500 | 80,000 | 78,000 | -3.38% |
| **TOTAL VOL & AVG GROWTH RATE** | | **613,600** | **587,200** | **616,643** | **604,550** | **559,125** | **-2.30%** |

**TABLE 9**
**UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY**
**REGIONAL GROWTH BASED ON HISTORICAL COUNTY COUNTS**

06-Mar-08

| ROADWAY | COUNTY COUNT STATION NUMBER | SEASONAL FACTOR ADJUST. | YEAR 2002 | YEAR 2003 | YEAR 2004 | YEAR 2005 | YEAR 2006 | COMP. GROWTH RATE 2002-2006 |
|---|---|---|---|---|---|---|---|---|
| **SR 27 - INGRAHAM HWY** | | | | | | | | |
| EAST OF 42 AVE | **194** | **COUNT** | *20,349* | 20,349 | 17,948 | 21,203 | 18,514 | |
| | | **S.F.** | 1.01 | 1.01 | 1.01 | 0.99 | 0.99 | |
| | | **DATE** | | 9/16/03 | 6/3/04 | 12/12/05 | 11/29/06 | |
| | | **AADT** | **20,552** | **20,552** | **18,127** | **20,991** | **18,329** | **-2.82%** |
| **SW 42 AVENUE** | | | | | | | | |
| SOUTH OF US-1 | **218** | **COUNT** | 17,518 | *18,979* | *18,979* | 20,439 | 17,111 | |
| | | **S.F.** | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | |
| | | **DATE** | 10/8/02 | | | 12/13/05 | 10/11/06 | |
| | | **AADT** | **17,343** | **18,789** | **18,789** | **20,235** | **16,940** | **-0.59%** |
| **MILLER ROAD** | | | | | | | | |
| WEST OF RED ROAD | **260** | **COUNT** | 22,933 | 24,391 | 22,919 | 20,056 | 20,173 | |
| | | **S.F.** | 1.00 | 0.99 | 0.99 | 1.00 | 1.01 | |
| | | **DATE** | 4/30/02 | 2/11/03 | 4/7/04 | 5/10/05 | 9/20/06 | |
| | | **AADT** | **22,933** | **24,147** | **22,690** | **20,056** | **20,375** | **-2.91%** |
| **PONCE DE LEON BLVD** | | | | | | | | |
| NORTH OF BIRD DRIVE | **624** | **COUNT** | 17,852 | 18,671 | 19,952 | 20,296 | 19,474 | |
| | | **S.F.** | 1.00 | 1.01 | 1.01 | 0.99 | 1.00 | |
| | | **DATE** | 4/30/02 | 9/15/03 | 5/27/04 | 12/13/05 | 10/5/06 | |
| | | **AADT** | **17,852** | **18,858** | **20,152** | **20,093** | **19,474** | **2.20%** |
| **RED ROAD** | | | | | | | | |
| SOUTH OF BIRD ROAD | **632** | **COUNT** | 19,627 | *21,301* | 22,975 | 22,615 | 19,804 | |
| | | **S.F.** | 0.99 | 1.00 | 1.01 | 0.99 | 1.00 | |
| | | **DATE** | 10/15/02 | | 6/9/04 | 1/04/06 | 9/27/06 | |
| | | **AADT** | **19,431** | **21,301** | **23,205** | **22,389** | **19,804** | **0.48%** |
| NORTH OF SUNSET DR | **634** | **COUNT** | 22,666 | 21,687 | 22,406 | 23,203 | 21,914 | |
| | | **S.F.** | 1.00 | 0.99 | 1.01 | 0.99 | 1.00 | |
| | | **DATE** | 5/2/02 | 2/11/03 | 6/9/04 | 12/13/05 | 9/27/06 | |
| | | **AADT** | **22,666** | **21,470** | **22,630** | **22,971** | **21,914** | **-0.84%** |
| **SUNSET DRIVE** | | | | | | | | |
| WEST OF COCOPLUM | **656** | **COUNT** | 12,522 | 12,907 | 12,217 | 13,076 | 15,147 | |
| | | **S.F.** | 1.00 | 0.99 | 1.01 | 0.99 | 0.99 | |
| | | **DATE** | 4/30/02 | 10/14/03 | 6/1/04 | 12/14/05 | 11/16/06 | |
| | | **AADT** | **12,522** | **12,778** | **12,339** | **12,945** | **14,996** | **4.61%** |
| **TOTAL VOL & AVG GROWTH RATE** | | | **133,299** | **137,895** | **137,932** | **139,680** | **131,832** | **-0.28%** |

**NOTE:**
[1] Italic and red values are an estimated average count.
[2] Seasonal factors were obtained from the 2006 Traffic Data CD Rom

## TABLE 10
## UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
## MODEL DERIVED REGIONAL GROWTH RATE USING MUATS 2000 AND 2030 MODELS

3/6/2008

| ROAD SEGMENT | ROADWAY NUMBER OF LANES | 2000 FSUTMS VOLUMES [1] | 2030 FSUTMS VOLUMES [2] | ANNUAL GROWTH RATES [3] |
|---|---|---|---|---|
| | | | | |
| **US 1** | | | | |
| DOUGLAS RD TO LEJEUNE RD | 6LD | 69974 | 72589 | 0.12% |
| LEJEUNE RD RD TO GRANADA BLVD | 6LD | 62308 | 77374 | 0.72% |
| GRANADA BLVD TO RED ROAD | 6LD | 66485 | 75618 | 0.43% |
| | | | | |
| **RED ROAD** | | | | |
| BIRD ROAD TO BRESCIA AVE | 2LU | 16586 | 18881 | 0.43% |
| BRESCIA AVE TO US-1 | 4LU | 26740 | 31527 | 0.55% |
| US-1 TO SUNSET DRIVE | 4LU | 33377 | 39357 | 0.55% |
| | | | | |
| **MILLER ROAD** | | | | |
| SAN AMARO DR TO RED ROAD | 2LU | 23600 | 26209 | 0.35% |
| WEST OF RED ROAD | 2LU | 19952 | 26340 | 0.93% |
| | | | | |
| **SUNSET DRIVE** | | | | |
| CARTEGENA CIRCLE TO MAYNADA | 2LU | 13343 | 17230 | 0.86% |
| MAYNADA TO RED ROAD | 2LU | 15733 | 18184 | 0.48% |
| | | | | |
| **PONCE DE LEON** | | | | |
| BIRD ROAD TO LEJEUNE ROAD | 4LD | 32455 | 45453 | 1.13% |
| LEJEUNE ROAD TO STANFORD DR | 4LD | 61298 | 60243 | -0.06% |
| STANFORD DR TO RED ROAD | 4LD | 55934 | 54608 | -0.08% |
| | | | | |
| **BIRD ROAD** | | | | |
| PONCE TO LEJEUNE RD | 4LU | 46081 | 47328 | 0.09% |
| LEJEUNE ROAD TO GRANADA BLVD | 4LU | 62049 | 67089 | 0.26% |
| GRANADA BLVD TO RED ROAD | 4LU | 55151 | 61596 | 0.37% |
| | | | | |
| **LEJEUNE ROAD** | | | | |
| CARTEGENA CIRCLE TO US-1 | 2LU | 20456 | 25443 | 0.73% |
| US-1 TO BIRD ROAD | 4LU | 33180 | 43778 | 0.93% |
| | | | | |
| **GRANADA BLVD** | | | | |
| BIRD ROAD TO US-1 | 2LU | 23316 | 22590 | -0.11% |
| US-1 TO SUNSET DRIVE | 2LU | 12418 | 17553 | 1.16% |
| | | | | |
| **MAYNADA STREET** | | | | |
| US-1 TO SUNSET DRIVE | 2LU | 15977 | 17635 | 0.33% |
| | | | | |
| **ALHAMBRA CIRCLE / SAN AMARO DRIVE** | | | | |
| BIRD ROAD TO MILLER ROAD | 2LU | 10205 | 12220 | 0.60% |
| MILLER ROAD TO PONCE DE LEON | 3LU | 9424 | 11535 | 0.68% |
| | | | | |
| **TOTAL** | | **786042** | **890380** | **0.42%** |

**NOTES:**

[1] THE ADJUSTMENTS TO THE VALIDATED 2000 MODEL ARE THE FOLLOWING:
- ADD TURN PROHIBITORS AT RED ROAD AND PONCE DE LEON BLVD

[2] THE ADJUSTMENTS TO THE COST FEASIBLE 2030 MODEL ARE THE FOLLOWING:
- ADD TURN PROHIBITORS AT RED ROAD AND PONCE DE LEON BLVD
- ADJUST ZONAL DATA TO INCLUDE AT A MINIMUM ALL USES OF ALL COMMITTED DEVELOPMENTS
- KEPT SAME ZONAL DATA FOR UM BECAUSE BACKGROUND GROWTH RATE SHOULD NOT INCLUDE NEW CAMPUS TRIPS

**TABLE 11**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**COMMITTED DEVELOPMENTS TRIP GENERATION**

3/6/2008

| LAND USE | TAZ | UNITS | ITE LAND USE CODE | DAILY TRIPS: ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA | DAILY TRIPS: GROSS DAILY TRIPS | DAILY TRIPS: PASS BY % | DAILY TRIPS: NET DAILY TRIPS | AM PEAK HOUR TRIPS: ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA | AM IN % | AM IN TRIPS | AM OUT % | AM OUT TRIPS | AM PEAK TRIPS | AM PASS BY % | AM NET AM PK TRIPS | PM PEAK HOUR TRIPS: ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA | PM IN % | PM IN TRIPS | PM OUT % | PM OUT TRIPS | PM PEAK TRIPS | PM PASS BY % | PM NET PM PK TRIPS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **I. CORAL GABLES** | | | | | | | | | | | | | | | | | | | | | | | |
| **1. MERRICK PLACE** | 1081 | | | | | | | | | | | | | | | | | | | | | | |
| HIGH RISE | | 127 UNITS | 222 | Ln(T) = 0.83 Ln(X) + 2.50 | 679 | 0% | 679 | Ln(T) = 0.99 Ln(X) - 1.14 | 25% | 10 | 75% | 29 | 39 | 0% | 39 | T = 0.32 (X) + 12.30 | 61% | 32 | 39% | 21 | 53 | 0% | 53 |
| RETAIL | | 32,072 SF | 820 | Ln(T) = 0.65 Ln(X) + 5.83 | 3243 | 25% | 2432 | Ln(T) = 0.60 Ln(X) + 2.29 | 61% | 48 | 39% | 31 | 79 | 25% | 59 | Ln(T) = 0.66 Ln(X) + 3.40 | 48% | 142 | 52% | 154 | 296 | 25% | 222 |
| **NET EXTERNAL** | | | | | | | **3111** | | **47%** | **46** | **53%** | **52** | | | **98** | | **51%** | **139** | **49%** | **137** | | | **275** |
| **2. MERRICK VIEW** | | | | | | | | | | | | | | | | | | | | | | | |
| RETAIL | 1080 | 100,000 SF | 820 | Ln(T) = 0.65 Ln(X) + 5.83 | 6791 | 25% | 5093 | Ln(T) = 0.60 Ln(X) + 2.29 | 61% | 96 | 39% | 61 | 157 | 25% | 118 | Ln(T) = 0.66 Ln(X) + 3.40 | 48% | 300 | 52% | 326 | 626 | 25% | 470 |
| **3. US1 OFFICE BLDG** | | | | | | | | | | | | | | | | | | | | | | | |
| (ROSARO & RIVIERA) | 1083 | | | | | | | | | | | | | | | | | | | | | | |
| OFFICE | | 61,751 SF | 710 | Ln(T) = 0.77 Ln(X) + 3.65 | 920 | 10% | 828 | Ln(T) = 0.80 Ln(X) + 1.55 | 88% | 113 | 12% | 15 | 128 | 10% | 115 | T = 1.12 (X) + 78.81 | 17% | 25 | 83% | 123 | 148 | 10% | 133 |
| **4. 1430 S. DIXIE** | | | | | | | | | | | | | | | | | | | | | | | |
| RETAIL | 1086 | 80,000 SF | 820 | Ln(T) = 0.65 Ln(X) + 5.83 | 5874 | 25% | 4406 | Ln(T) = 0.60 Ln(X) + 2.29 | 61% | 84 | 39% | 53 | 137 | 25% | 103 | Ln(T) = 0.66 Ln(X) + 3.40 | 48% | 259 | 52% | 281 | 540 | 25% | 405 |
| **5. SAN REMO PLAZA** | | | | | | | | | | | | | | | | | | | | | | | |
| RETAIL | 1086 | 205,866 SF | 820 | Ln(T) = 0.65 Ln(X) + 5.83 | 10858 | 25% | 8144 | Ln(T) = 0.60 Ln(X) + 2.29 | 61% | 147 | 39% | 94 | 241 | 25% | 181 | Ln(T) = 0.66 Ln(X) + 3.40 | 48% | 484 | 52% | 524 | 1008 | 25% | 756 |
| **6. ST PHILLIP'S SCHOOL** | | | | | | | | | | | | | | | | | | | | | | | |
| SCHOOL | 1064 | 110,000 SF | | N/A | | | | T = 3.54 (X) | 63% | 245 | 45% | 144 | 389 | 25% | 292 | T = 5.5 (X) | 28% | 169 | 72% | 436 | 605 | 25% | 454 |
| **II. SOUTH MIAMI** | | | | | | | | | | | | | | | | | | | | | | | |
| **1. RED ROAD COMMONS** | 1098 | | | | | | | | | | | | | | | | | | | | | | |
| TRAFFIC STUDY | | | | | | | | | | 89 | | 113 | | | 202 | | | 113 | | 89 | | | 202 |
| **III. CITY OF MIAMI** | | | | | | | | | | | | | | | | | | | | | | | |
| **1. 3760 BIRD ROAD** | 1067 | | | | | | | | | | | | | | | | | | | | | | |
| OFFICE | | 319,607 SF | 710 | Ln(T) = 0.77 Ln(X) + 3.65 | 3264 | 10% | 2938 | Ln(T) = 0.80 Ln(X) + 1.55 | 88% | 418 | 12% | 57 | 475 | 10% | 428 | T = 1.12 (X) + 78.81 | 17% | 74 | 83% | 363 | 437 | 10% | 393 |
| RETAIL | | 23,283 SF | 820 | Ln(T) = 0.65 Ln(X) + 5.83 | 2633 | 25% | 1975 | Ln(T) = 0.60 Ln(X) + 2.29 | 61% | 40 | 39% | 25 | 65 | 25% | 49 | Ln(T) = 0.66 Ln(X) + 3.40 | 48% | 115 | 52% | 124 | 239 | 25% | 179 |
| **NET EXTERNAL** | | | | | | | **4913** | | **85%** | **406** | **15%** | **70** | | | **477** | | **27%** | **153** | **73%** | **420** | | | **572** |
| **2. MIAMI GREEN** | | | | | | | | | | | | | | | | | | | | | | | |
| OFFICE | 1080 | 100,282 SF | 710 | Ln(T) = 0.77 Ln(X) + 3.65 | 1337 | | 1337 | Ln(T) = 0.80 Ln(X) + 1.55 | 88% | 165 | 12% | 23 | 188 | | 188 | T = 1.12 (X) + 78.81 | 17% | 32 | 83% | 159 | 191 | | 191 |
| **3. VILLAGIO** | | | | | | | | | | | | | | | | | | | | | | | |
| HOME DEPOT | 1070 | 160,450 SF | 820 | Ln(T) = 0.65 Ln(X) + 5.83 | 9234 | 25% | 6926 | Ln(T) = 0.60 Ln(X) + 2.29 | 61% | 127 | 39% | 81 | 208 | 25% | 156 | Ln(T) = 0.66 Ln(X) + 3.40 | 48% | 410 | 52% | 445 | 855 | 25% | 641 |
| **TOTAL** | | | | | **44833** | | **34758** | | **82%** | **1582** | **18%** | **726** | **2106** | | **1930** | | **53%** | **2155** | **47%** | **3045** | **4998** | | **4099** |

## 4.5 Project Trips

The Planned Development facilities were classified as Type 1, Type 2, or a mixed Type 1-2 as depicted in Table 1. To estimate the external trips generated by UMCAD facilities, these buildings were further grouped into 'Academic', 'Housing', 'Parking', Type 1-2 and Type 2 categories.

The 'Academic' space, after accounting for demolition, will increase by about 30% in 2025. In general, there is a strong correlation between the number of faculty and the number of students, and a correlation between staff and both students and building size. Figure 9 shows a relatively stable faculty plus staff population, representing an FTE ratio of about 4 students per faculty plus staff. Furthermore, the University position, as stated in an email, is the following:

> *The University position is that the increase in square footage projected through 2025 will not increase significantly the number of faculty and staff working on campus. The University will develop additional on-campus housing for students, improve and expand activity centers for an increasingly resident population (Wellness Center, Student Activity Center), and improve the quality of classroom, laboratory, and research space. These spaces are not populated in the same way that development for the free market is populated. Private development constructs new buildings with the purpose of filling them with new bodies. When the University constructs new buildings, they will be populated with bodies that already exist on campus.*
>
> *As an example, in the last several years, the University has added space to several schools. Their increase in square footage has not translated to a corresponding increase in faculty or staff. The new Nursing School, opened in 2006, provided new facilities for learning and research. The school's programs moved from a 10,556 square foot building that was demolished, into a new facility comprising 53,414 square feet of new space. Prior to the new building, their employment was (approx.) 25 full-Time, 25 part-time. After construction of the new building, their full-time employees increased to 29, but their part time employees decreased to 14. They were able to improve their space from 211sf/employee to 1,242sf/employee.*
>
> *Recently, the School of Architecture also built the 8,200 square foot Perez Center. This increased the School of Architecture's usable space from 31,500 square feet to 39,708 square feet. Their ratio of square foot per employee increased from 477 sf/employee to 661 sf/employee. We believe that our future development will mirror these trends, and help us to provide more comfortable, state-of-the-art facilities for our students and the faculty.*

Based on the foregoing information, and since the student population is projected to remain relatively constant, the UMRTS analysis initially assumed that the new 'Academic' space will result in a 5% increase in faculty trips and a 20% increase in staff trips considering the academic buildings will be "decompressed" and most cleaning staff trips occur off-peak hours. The resulting weighted combined average is a 15% increase in faculty plus staff trips. However, it was agreed with the City's consultant to use in the UMRTS analysis a more conservative 25% increase in faculty and staff trips to account for the impact of the academic buildings proposed in the UMCAD program.

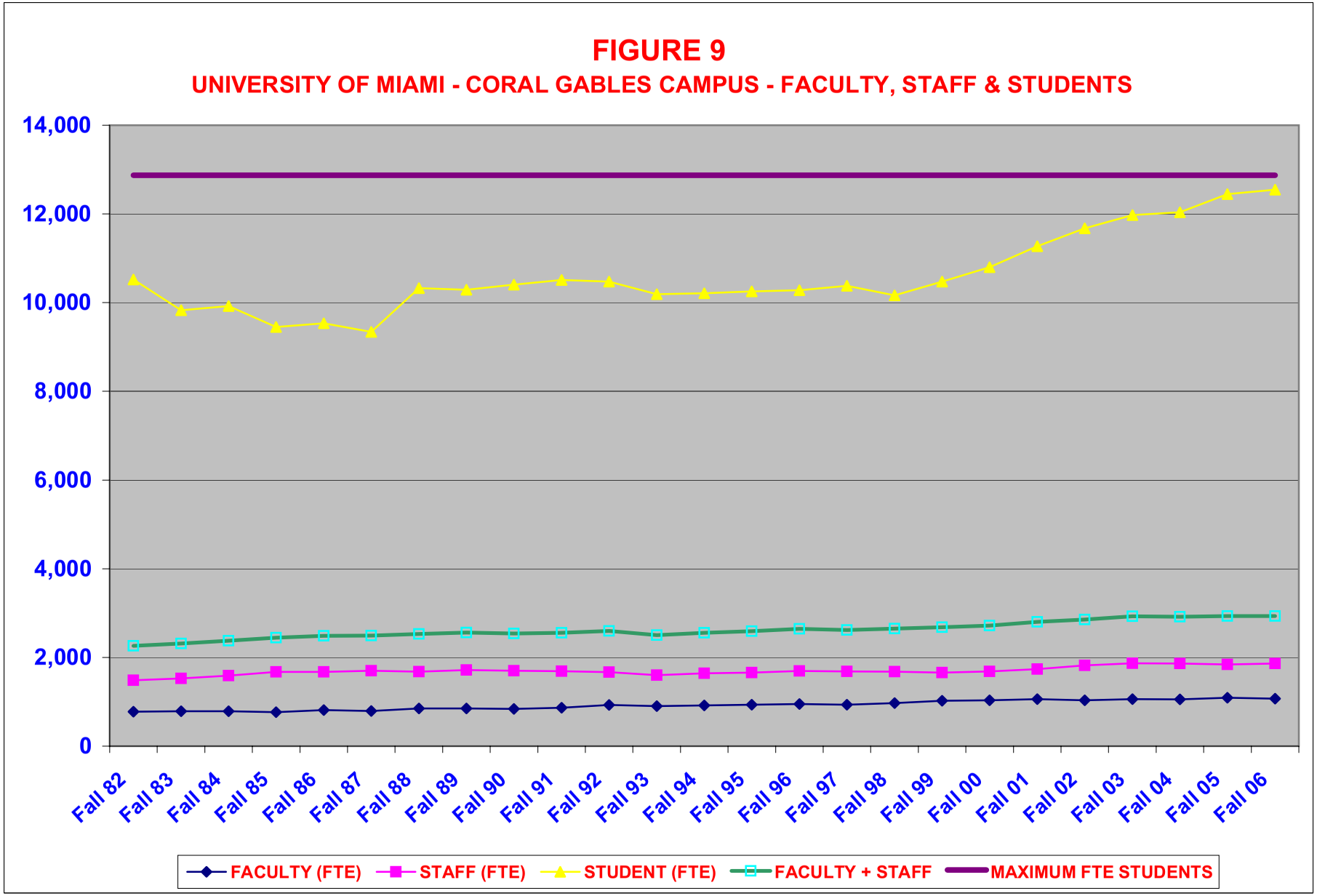


FIGURE 9
UNIVERSITY OF MIAMI - CORAL GABLES CAMPUS - FACULTY, STAFF & STUDENTS
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
Fall 82
Fall 83
Fall 84
Fall 85
Fall 86
Fall 87
Fall 88
Fall 89
Fall 90
Fall 91
Fall 92
Fall 93
Fall 94
Fall 95
Fall 96
Fall 97
Fall 98
Fall 99
Fall 00
Fall 01
Fall 02
Fall 03
Fall 04
Fall 05
Fall 06
FACULTY (FTE)
STAFF (FTE)
STUDENT (FTE)
FACULTY + STAFF
MAXIMUM FTE STUDENTS

The new 'Housing' trips are accounted for in the updated residential trip rates. No new trips will be generated by new 'Parking' facilities, however, changes in parking supply and location has an impact on traffic patterns and traffic volumes at University access driveways as discussed in a separate section of this document.

The trips generated by Type 1-2 facilities, representing a net additional space of less than 300,000 SF, and consisting of facilities such as additions to student activity centers, alumni center, Wellness Center, museum, theater, etc, were conservatively estimated as representing 15% of existing student trips. This is equally a conservative assumption because many trips generated by these facilities occur during off-peak hours or on weekends.

Table 1 provides a detailed summary of the AM and PM peak hour trips generated by each category of UMCAD buildings. The daily trips, used for concurrency purposes, were estimated as ten times the average AM and PM peak hour trips, or representing a reasonable K factor of about 10%.

A detailed description of the procedure used to classify UMCAD facility classification into Type 1, Type 2 and Type 1-2 facilities and estimate project trips for each facility type is provided in a technical memorandum included in Attachment 7. The net additional AM and PM peak hour trips generated by Type 1, Type 2 and Type 1-2 facilities for each phase of development, as well as the trip reduction resulting from the increase in the number of students living on Campus are summarized in Table 12.

The NSCDZ is the only Type 2 facility proposed in the UMCAD development plan. It is projected to be constructed in two equal phases in 2020 and 2025. Table 13 provides an estimate of the daily AM and PM peak hour external trips expected to be generated by this facility at buildout using ITE 7$^{th}$ Edition trip rates and appropriate internalization rates.

Without specific information regarding the nature of the retail space provided at the NSCDZ, a worst case condition was considered in the analysis. In case the retail was designed primarily to serve the NSCDZ offices and research facilities, it will have no pass-by trips, however, over 70% of its trips will be internalized within the site reducing an equivalent trip ends from office and research uses. A more conservative assumption that was used in the UMRTS analysis assumed traditional retail space with 10% internalization within the site and 25% pass-by trips applied only to the retail component of the NSCDZ. The traditional retail assumption resulted in higher external trips (7,330 daily, 1097 AM and 854 PM trips used in the RTS versus 5,159 daily, 773 AM and 765 PM trips if retail were assumed to serve primarily (70%) the NSCDZ with no pass-by reductions) and therefore represented a worst case condition.

The net external trips generated by the NSCDZ are presented in Table 13 are therefore based on the assumptions of 25% pass-by of commercial trips, 10% internalization between the NSCDZ mixed uses, and 20% internalization between the NSCDZ and the Campus. No additional trip reduction was applied to account for the high-quality transit service provided by the shuttle buses and Metrorail.

**TABLE 12**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**NEW PROJECT TRIPS RELATED TO INCREASE IN STUDENTS AND STAFF AS WELL AS UMCAD FACILITIES**

**3/6/2008**

| | | | | AM PEAK HOUR | | | | | | | | PM PEAK HOUR | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | CUMULATIVE TRIPS | | | | | | | | CUMULATIVE TRIPS | | | | |
| YEAR | FUTURE FTE STUDENTS | FUTURE RESIDENT STUDENTS | FUTURE COMMUTER STUDENTS | RESIDENT STUDENT TRIPS | COMMUTER STUDENT TRIPS | TOTAL STUDENT TRIPS | TRIP REDUCTION FEWER COMMUTER | TYPE 1 TRIPS | TYPE 1-2 TRIPS | TYPE 2 NSCDZ TRIPS | TOTAL UMCAD TRIPS | RESIDENT STUDENT TRIPS | COMMUTER STUDENT TRIPS | TOTAL STUDENT TRIPS | TRIP REDUCTION FEWER COMMUTER | TYPE 1 TRIPS | TYPE 1-2 TRIPS | TYPE 2 NSCDZ TRIPS | TOTAL UMCAD TRIPS |
| 2007 | 12544 | 4756 | 7788 | 166 | 3497 | 3663 | 0 | 0 | 0 | 0 | **0** | 476 | 3925 | 4401 | 0 | 0 | 0 | 0 | **0** |
| 2010 | 12571 | 5786 | 6785 | 203 | 3046 | 3249 | -414 | 88 | 339 | 0 | **13** | 579 | 3420 | 3999 | -402 | 103 | 398 | 0 | **99** |
| 2015 | 12671 | 5906 | 6765 | 207 | 3037 | 3244 | -419 | 190 | 474 | 0 | **245** | 591 | 3410 | 4001 | -400 | 221 | 557 | 0 | **378** |
| 2020 | 12771 | 5906 | 6865 | 207 | 3082 | 3289 | -374 | 200 | 474 | 549 | **849** | 591 | 3460 | 4051 | -350 | 233 | 557 | 427 | **867** |
| 2025 | 12871 | 5906 | 6965 | 207 | 3127 | 3334 | -329 | 200 | 474 | 1,097 | **1,442** | 591 | 3510 | 4101 | -300 | 233 | 557 | 854 | **1,344** |

**NOTES:**

TRIP REDUCTION IS DUE TO MORE RESIDENTIAL STUDENTS AND FEWER COMMUTER STUDENTS AS MORE RESIDENTIAL HALLS ARE CONSTRUCTED.
FUTURE STUDENT POPULATION AT THE CORAL GABLES CAMPUS IS LIMITED TO 12,871 FTE STUDENTS, OTHERWISE A NEW DRI ANALYSIS MUST BE PERFORMED.
RESIDENT STUDENT AND COMMUTER STUDENT TRIPS WERE ESTIMATED USING A CALCULATED RESIDENT AND COMMUTER TRIP RATES SPECIFIC TO UM CAMPUS.
TYPE 1 TRIPS ACCOUNT FOR INCREASED STAFF AT ACADEMIC FACILITIES. TYPE 1 TRIPS ARE ESTIMATED TO BE EQUAL TO 25% OF EXISTING STAFF TRIPS.
TYPE 1-2 TRIPS ACCOUNT FOR INCREASED STUDENT TRIPS GENERATED BY TYPE 1-2 FACILITIES. THEY ARE ESTIMATED TO BE EQUAL TO 15% OF EXISTING STUDENT TRIPS.
FOR THE PURPOSE OF THIS RTS STUDY, CAMPUS TRIPS ARE ASSUMED TO BE SPLIT INTO 80% STUDENTS AND 20% STAFF AND FACULTY.
TYPE 2 TRIPS ACCOUNT FOR THE NORTH SOUTH CENTER DEVELOPMENT ZONE (NSCDZ). TYPE 2 TRIPS ARE CALCULATED USING ITE TRIP RATES.
AM PEAK HOUR TRIP RATES ARE 0.035 TRIPS PER RESIDENT STUDENT AND 0.449 TRIPS PER COMMUTER STUDENT.
PM PEAK HOUR TRIP RATES ARE 0.1 TRIPS PER RESIDENT STUDENT AND 0.504 TRIPS PER COMMUTER STUDENT.

## TABLE 13
## UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
## NSCDZ TRIP GENERATION

3/6/2008

| LAND USE | UNITS | ITE LAND USE CODE | DAILY TRIPS | | AM PEAK HOUR TRIPS | | | | | | PM PEAK HOUR TRIPS | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA | GROSS VEHICLE TRIPS | ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA | IN | | OUT | | AM PEAK TRIPS | ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA | IN | | OUT | | PM PEAK TRIPS |
| | | | | | | % | TRIPS | % | TRIPS | | | % | TRIPS | % | TRIPS | |
| OFFICE | 350 K.S.F. | 710 | Ln(T) = 0.77 Ln(X) + 3.65 | 3,500 | Ln(T) = 0.80 Ln(X) + 1.55 | 88% | 450 | 12% | 61 | 511 | T = 1.12 (X) + 78.81 | 17% | 80 | 83% | 391 | 471 |
| SPECIALITY RETAIL | 75 K.S.F. | 814 | T = 42.78 (X) + 37.66 | 3,246 | T = 4.91 (X) +115.59 | 48% | 232 | 52% | 252 | 484 | T = 2.40 (X) + 21.48 | 44% | 88 | 56% | 113 | 201 |
| RESEARCH | 577.4 K.S.F. | 760 | Ln(T) = 0.82 Ln(X) + 3.14 | 4,247 | Ln(T) = 0.88 Ln(X) + 0.88 | 83% | 539 | 17% | 110 | 649 | Ln(T) = 0.83 Ln(X) + 1.06 | 15% | 85 | 85% | 480 | 565 |
| **GROSS TRIPS** | **1002.4 K.S.F.** | | | **10,993** | | | **1,221** | | **423** | **1,644** | | | **253** | | **984** | **1,237** |
| RETAIL PASS-BY [1], [2] | 25% | | | 812 | | | 58 | | 63 | 121 | | | 22 | | 28 | 50 |
| SITE INTERNALIZATION | 10% | | | 1,018 | | | 116 | | 36 | 152 | | | 23 | | 96 | 119 |
| **SITE EXTERNAL TRIPS** | | | | **9,163** | | | **1,047** | | **324** | **1,371** | | | **208** | | **860** | **1,068** |
| INTERNALIZATION W/ UM | 20% | | | 1,833 | | | 209 | | 65 | 274 | | | 42 | | 172 | 214 |
| **NET EXTERNAL TRIPS** | | | | **7,330** | | | **838** | | **259** | **1,097** | | | **166** | | **688** | **854** |
| **NET EXTERNAL TRIPS PER PHASE** | | | | **3,665** | | | **419** | | **130** | **549** | | | **83** | | **344** | **427** |

**NOTES:**
[1] RETAIL PASS-BY INTERNALIZATION IS LIMITED TO 10% OF BACKGROUND TRAFFIC ON PONCE DE LEON BLVD
[2] IN CASE RETAIL IS DESIGNED TO SERVE THE NSCDZ, IT WILL HAVE NO PASS-BY BUT A MUCH HIGHER INTERNALIZATION RATE RESULTING IN LESS OVERALL EXTERNAL TRIPS

## 4.6 Project Trip Distribution

Peak hour project trip distributions and assignments to the roadway network and intersections were based on select zone analysis using the Miami-Dade FSUTMS regional transportation model. Two new zones were created to account for the Planned Development. One zone was assigned to the NSCDZ and the other to the remaining Planned Development facilities. The NSCDZ zone had driveway access to Ponce de Leon Blvd only.

The regional model distribution plots were checked for reasonableness and compared to the distribution of student zip codes. There was a relative consistency between the two distributions which confirmed the validity of the regional model trip assignment. Both distributions assigned from 36% to 38% of the trips to the southwest quadrant, 27% to 30% to the northeast quadrant, 27% to 28% to the northwest quadrant and the remaining 6% to 7% to the southwest quadrant as depicted on the plots provided in Attachment 8.

One important limitation of the FSUTMS regional model is that it does not include a number of local roadways serving the campus area such as University Drive, Campo Sano Avenue, Levante Avenue, Brescia Avenue, Alhambra Circle north of Delgado Avenue, South Alhambra Circle south of Ponce de Leon Blvd. The only east-west roads between San Amaro Drive and Red Road north of Ponce de Leon Blvd are Miller Road, Blue Road and Bird Road. This caused excessive loading of project trips onto Miller Road since it provided the only east-west link between Brescia Avenue and Blue Road. Similarly, Granada Blvd provided the only north-south roadway between San Amaro Drive and Ponce de Leon Blvd, and therefore also represented traffic assignment on University Drive and Riviera Drive.

Engineering judgment and volume ratios were used when necessary to distribute project trips between parallel roads such as Granada Blvd and University Drive or between Miller Road and Brescia Avenue and Levante Avenue. Also adjustment was made to the NSCDZ traffic assignment west on Ponce de Leon Blvd to increase assignment on US-1 considering the westbound left turn prohibitor at Ponce de Leon Blvd and Red Road. No adjustments were generally made to divert project trip assignment to roadways not included in our link analysis. Overall, the project trip assignments used in the UMRTS analysis remained conservative on critical roadways.

The trip distribution plots using the select zone analysis for the NSCDZ, the Planned Development, the committed developments and the zip code plots are provided in Attachment 8. The manual adjustments of project trip distribution plots to account for roadways included in our analysis that are not represented in the regional model and the committed development trip assignment tables showing committed trips at intersection turning movements are also provided in Attachment 8.

## 4.7 Traffic Adjustments Due to Internal Roadway

The University is in the process of preparing plans to construct in two phases an internal roadway to link the various areas of the campus. Currently, there is no roadway connection between the areas of the Campus located south and north of the canal, requiring drivers and shuttle buses to use the public streets surrounding the Campus. Since a final design plan has not been completed, for the purpose of the UMRTS, both phases of the internal roadway were assumed to impact the first phase of the UMCAD.

The internal roadway will be implemented concurrently with the realignment of Miller Road and Miller Drive. The latest design plans being considered indicate that existing Miller Drive will be closed as well as the campus entrance driveway facing Robbia Avenue and the driveway north of Brunson Drives. These are draft plans and will continue to be in development during the planning and design phases throughout 2008 in coordination with City staff. Traffic diversion was applied to first divert traffic from the driveways that will closed to nearby entrances, then reassign Miller Drive traffic to the realigned Miller Road, and finally divert 10% of the through traffic on San Amaro Drive between Miller Road and Campo Sano Avenue, and 5% of the through traffic on Campo Sano Avenue and Pisano Avenue to the internal roadway as agreed upon with City consultant. Figures depicting the existing and diverted traffic volumes as well as the draft internal road design plan and the latest service delivery draft plan are provided in Attachment 9.

## 4.8 Traffic Adjustments Due to New Parking

The UMCAD program includes the construction of parking facilities, mostly in the south area of the campus, and the loss of parking spaces, mostly in the north area of the campus to accommodate the internal roadway and UMCAD buildings. For the purpose of the UMRTS analysis, the campus was divided into two areas north and south of the canal. A more detailed traffic impact analysis dividing the campus into more zones can be performed in the future for specific building approvals when more information about these facilities will be available.

The changes in parking availability in the two campus areas north and south of the canal and per UMCAD phase are depicted in Table 14. The NSCDZ parking areas were excluded because trips to the NSCDZ could only access the campus via Ponce de Leon Blvd, and were assigned separately using a distinct trip distribution analysis.

The diversion analysis due to changes in parking is shown in Table 15. It is performed for 2010 and for all subsequent phases combined since by excluding the NSCDZ parking spaces, there is no significant change in campus parking between 2015 and 2025.

The diversion analysis was accomplished in 6 steps:

1. Identify from the new parking facilities those serving new residential students and apply resident student trip rates per parking space.

2. Develop AM and PM non-residential peak hour trip rates per parking space for the area south of the canal derived from the 2007 traffic counts performed for the Ponce de Leon parking garage. These rates are then applied to the non-residential trips gained in the campus area south of the canal.

3. Apply a campus wide parking trip rate to the changes in non-residential parking spaces north of the canal. The campus wide AM and PM peak hour trip rates per parking space are based on total adjusted campus trips calculated in Table 3 divided by total campus parking spaces which are about 9000 spaces.

4. Subtract the UMCAD trips already assigned for UMCAD Type I and Type 1-2 facilities (excluding the NSCDZ) onto the two campus areas north and south of the canal to avoid double counting of project trips.

**TABLE 14**
**UNIVERSITY OF MIAMI**
**PARKING NET CHANGES PER UMCAD PHASE**

3/6/2008

| | UMCAD PARKING CHANGES | SOUTH OF LAKE TOTAL SPACES | PERCENT | IMPACT SPACES | | UMCAD PARKING CHANGES | NORTH OF LAKE TOTAL SPACES | PERCENT | IMPACT SPACES |
|---|---|---|---|---|---|---|---|---|---|
| | **PHASE 2010** | | | | | **PHASE 2010** | | | |
| | **PARKING ADDITIONS** | | | | | **PARKING ADDITIONS** | | | |
| N113A | PAVIA ADDITION | 304 | 100% | 304 | | | | | |
| N113B | MERRICK GARAGE | 871 | 100% | 871 | | | | | |
| N115 | DICKINSON GARAGE | 490 | 100% | 490 | | | | | |
| | **SUBTOTAL** | | | **1665** | | **SUBTOTAL** | | | **0** |
| | **PARKING LOSSES** | | | | | | | | |
| 421A | SOUTH OF LAKE | 30 | 100% | 30 | | | | | |
| 421 | SOUTH OF LAKE | 27 | 50% | 14 | | | | | |
| 422 | SOUTH OF LAKE | 25 | 100% | 25 | | | | | |
| 423 | SOUTH OF LAKE | 34 | 100% | 34 | | | | | |
| 413 | SOUTH OF LAKE | 290 | 60% | 174 | | | | | |
| 433 | SOUTH OF LAKE | 100 | 50% | 50 | | **PARKING LOSSES** | | | |
| 446 | SOUTH OF LAKE | 77 | 50% | 39 | | INTERNAL ROADWAY | 150 | 100% | 150 |
| 451 | SOUTH OF LAKE | 118 | 50% | 59 | 202 | NORTH OF LAKE | 27 | 100% | 27 |
| 452 | SOUTH OF LAKE | 89 | 50% | 45 | 203 | NORTH OF LAKE | 37 | 100% | 37 |
| 303 | SOUTH OF LAKE | 38 | 100% | 38 | 213 | NORTH OF LAKE | 37 | 100% | 37 |
| | **SUBTOTAL** | | | **508** | | **SUBTOTAL** | | | **251** |
| | **NET ADDITION** | | | **1157** | | **NET LOSS** | | | **-251** |
| | **PHASE 2015** | | | | | **PHASE 2015** | | | |
| | **PARKING ADDITIONS** | | | | | **PARKING ADDITIONS** | | | |
| 0007A | BANK UNITED CONVOCATION | 700 | 100% | 700 | | | | | |
| N114 | CONVOCATION/STUDENTS | 500 | 100% | 500 | | | | | |
| | **SUBTOTAL** | | | **1200** | | **SUBTOTAL** | | | **0** |
| | **PARKING LOSSES** | | | | | **PARKING LOSSES** | | | |
| 431 | SOUTH OF LAKE | 97 | 100% | 97 | | | | | |
| 434N | SOUTH OF LAKE | 63 | 50% | 32 | | | | | |
| 435 | SOUTH OF LAKE | 44 | 100% | 44 | | | | | |
| 436 | SOUTH OF LAKE | 22 | 100% | 22 | | | | | |
| 437 | SOUTH OF LAKE | 20 | 100% | 20 | | | | | |
| 441 | SOUTH OF LAKE | 53 | 100% | 53 | 604A | NORTH OF CANAL | 18 | 100% | 18 |
| | **SUBTOTAL** | | | **268** | | **SUBTOTAL** | | | **18** |
| | **NET ADDITION** | | | **932** | | **NET LOSS** | | | **-18** |
| | **PHASE 2020** | | | | | **PHASE 2020** | | | |
| | **PARKING LOSSES** | | | | | | | | |
| 442 | SOUTH OF LAKE | 25 | 100% | 25 | | | | | |
| 443 | SOUTH OF LAKE | 52 | 100% | 52 | | | | | |
| 367 | SOUTH OF LAKE | 63 | 50% | 32 | | | | | |
| | **SUBTOTAL** | | | **109** | | **SUBTOTAL** | | | **0** |
| | **NET LOSS** | | | **-109** | | **NET GAIN/LOSS** | | | **0** |
| | **PHASE 2025** | | | | | **PHASE 2025** | | | |
| | **PARKING ADDITION** | | | | | **PARKING ADDITION** | | | |
| | NSCDZ | N/A | | | | | | | |
| | **PARKING LOSSES** | | | | | **PARKING LOSSES** | | | |
| 425 | SERPENTINE LOT (NSCDZ) | 344 | | | 209 | NORTH OF LAKE | 245 | 50% | 123 |
| | **SUBTOTAL** | | | **N/A** | | **SUBTOTAL** | | | **123** |
| | **NET GAIN/LOSS** | | | | | **NET LOSS** | | | **-123** |
| **TOTAL NET GAIN IN PARKING SPACES** | | | | **1,980** | **TOTAL NET LOSS IN PARKING SPACES** | | | | **-392** |

**NOTE:**
THE NSCDZ PARKING AREAS ARE NOT INCLUDED IN PARKING TRIP DIVERSION BECAUSE THE NSCDZ TRIPS WERE ASSIGNED SEPARATELY ONTO THE ROADWAY NETWORK USING A NEW ZONE ACCESSED ONLY VIA PONCE DE LEON BLVD.

## TABLE 15
## UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
## TRAFFIC DIVERSION DUE TO CHANGES IN PARKING SPACES

8/5/2008

### UMCAD PHASE I: 2010

**SOUTH OF CANAL**

| | | | | | |
|---|---|---|---|---|---|
| NEW NET PARKING SPACES (MOSTLY RESIDENTS): | | 1157 | SPACES | | |
| NEW RESIDENT STUDENTS (VS. 2007): | | 1030 | STUDENTS | | |
| NEW UMCAD TRIPS EXCEPT NSCDZ: | | 13 | AM TRIPS | 99 | PM TRIPS |
| TRIPS ALREADY ASSIGNED ON PONCE (TYPES I & I-II): | 9% | 1 | AM TRIPS | 9 | PM TRIPS |

| SOUTH OF CANAL | | AM TRIP RATES | TOTAL TRIPS | IN % | TRIPS IN | TRIPS OUT | PM TRIP RATES | TOTAL TRIPS | IN % | TRIPS IN | TRIPS OUT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| RESIDENT TRIPS | 1030 | 0.035 | 36 | 64% | 23 | 13 | 0.100 | 103 | 56% | 58 | 45 |
| OTHER TRIPS | 127 | 0.280 | 36 | 82% | 29 | 7 | 0.313 | 40 | 40% | 16 | 24 |
| ALREADY ASSIGNED | | | -1 | 68% | -1 | 0 | | -9 | 43% | -4 | -5 |
| **TOTAL ADDITIONAL TRIPS** | | | **71** | | **51** | **20** | | **134** | | **70** | **64** |

**NORTH OF CANAL**

| | | | | |
|---|---|---|---|---|
| NET LOSS OF PARKING SPACES: | | 251 | SPACES | |
| TRIPS ALREADY ASSIGNED ON SAN AMARO DRIVE: | 8% | 1 | AM TRIPS | 8 PM TRIPS |

| NORTH OF CANAL | | AM TRIP RATES | TOTAL TRIPS | IN % | TRIPS IN | TRIPS OUT | PM TRIP RATES | TOTAL TRIPS | IN % | TRIPS IN | TRIPS OUT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| MIXED TRIPS | 251 | 0.439 | 110 | 68% | 75 | 35 | 0.515 | 129 | 43% | 56 | 73 |
| ALREADY ASSIGNED | | | -1 | 68% | -1 | 0 | | -8 | 43% | -3 | -5 |
| **TOTAL TRIP REDUCTION** | | | **109** | | **74** | **35** | | **121** | | **53** | **68** |

**BALANCING (AVERAGING) TRIP DIVERSIONS BETWEEN AREAS NORTH AND SOUTH OF CANAL**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **AVERAGE TRIPS DIVERTED TO SOUTH** | **90** | | **63** | **28** | | **128** | | **62** | **66** |
| **NEW TRIPS/MVMT ON PONCE 3 DRIVES (1/6)** | **15** | | **11** | **5** | | **21** | | **10** | **11** |
| **LESS TRIPS/MVMT ON NORTH 4 DRIVES (1/8)** | **-11** | | **-8** | **-4** | | **-16** | | **-8** | **-8** |

### UMCAD PHASES II TO IV: 2015 TO 2025

**SOUTH OF CANAL**

| | | | | | |
|---|---|---|---|---|---|
| NEW PARKING SPACES (VS. 2007): | | 1980 | SPACES | | |
| NEW RESIDENT STUDENTS (VS. 2007): | | 1150 | STUDENTS | | |
| NEW UMCAD TRIPS EXCEPT NSCDZ (2025): | | 345 | AM TRIPS | 490 | PM TRIPS |
| TRIPS ALREADY ASSIGNED ON PONCE (TYPES I & I-II): | 9% | 31 | AM TRIPS | 44 | PM TRIPS |

| SOUTH OF CANAL | | AM TRIP RATES | TOTAL TRIPS | IN % | TRIPS IN | TRIPS OUT | PM TRIP RATES | TOTAL TRIPS | IN % | TRIPS IN | TRIPS OUT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| RESIDENT TRIPS | 1150 | 0.035 | 40 | 64% | 26 | 14 | 0.100 | 115 | 56% | 64 | 51 |
| OTHER TRIPS | 830 | 0.280 | 232 | 82% | 191 | 41 | 0.313 | 260 | 40% | 104 | 156 |
| ALREADY ASSIGNED | | | -31 | 68% | -21 | -10 | | -44 | 43% | -19 | -25 |
| **TOTAL ADDITIONAL TRIPS** | | | **241** | | **196** | **45** | | **331** | | **149** | **182** |

**NORTH OF CANAL**

| | | | | |
|---|---|---|---|---|
| NET LOSS OF PARKING SPACES (VS. 2007): | | 392 | SPACES | |
| TRIPS ALREADY ASSIGNED ON SAN AMARO DRIVE: | 8% | 28 | AM TRIPS | 39 PM TRIPS |

| NORTH OF CANAL | | AM TRIP RATES | TOTAL TRIPS | IN % | TRIPS IN | TRIPS OUT | PM TRIP RATES | TOTAL TRIPS | IN % | TRIPS IN | TRIPS OUT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| MIXED TRIPS | 392 | 0.439 | 172 | 68% | 117 | 55 | 0.515 | 202 | 43% | 87 | 115 |
| ALREADY ASSIGNED | | | -28 | 68% | -19 | -9 | | -39 | 43% | -17 | -22 |
| **TOTAL TRIP REDUCTION** | | | **144** | | **98** | **46** | | **163** | | **70** | **93** |

**BALANCING (AVERAGING) TRIP DIVERSIONS BETWEEN AREAS NORTH AND SOUTH OF CANAL**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **AVERAGE TRIPS DIVERTED TO SOUTH** | **193** | | **147** | **46** | | **247** | | **110** | **138** |
| **NEW TRIPS/MVMT ON PONCE 3 DRIVES (1/6)** | **32** | | **25** | **8** | | **41** | | **18** | **23** |
| **LESS TRIPS/MVMT ON NORTH 4 DRIVES (1/8)** | **-24** | | **-18** | **-6** | | **-31** | | **-14** | **-17** |

**NOTES:**

THE AVERAGE RESIDENT STUDENT TRIP RATES ARE 0.035 TRIPS/STUDENT IN AM PEAK HOUR & 0.10 TRIPS/STUDENT IN PM PEAK HOUR.
THE AVERAGE CAMPUS WIDE TRIP RATE PER PARKING SPACE ARE 0.439 TRIPS/SPACE IN AM PEAK HOUR & 0.515 TRIPS/SPACE IN PM PEAK HOUR.
THE TWO DRIVEWAYS OF PONCE DE LEON GARAGE (1042 PARKING SPACES) CARRIED 292 AM & 326 PM PEAK HOUR VEHICLES (IN & OUT).
THE AVERAGE PONCE DE LEON PARKING TRIP RATES ARE 0.280 TRIPS/SPACE IN AM PEAK HOUR & 0.313 TRIPS/SPACE IN PM PEAK HOUR.
THE ADDITIONAL TRIPS ON PONCE DE LEON BLVD ARE DISTRIBUTED EQUALLY AMONG STANFORD, MERRICK AND DICKINSON DRIVEWAYS.
THE REDUCTION IN TRIPS ON SAN AMARO/CAMPO SANO AND PISANO DRIVES ARE DISTRIBUTED EQUALLY AMONG UM FOUR DRIVEWAYS.
TRIP DIVERSIONS IMPACT EAST AND WEST DIRECTIONS ON PONCE DRIVEWAYS, AND ONLY THE SOUTH DIRECTION ON THE NORTH DRIVEWAYS.

5. Average for the AM and PM peak periods the trip increase south of the canal with the trip reduction north of the canal to determine the total number of University trips diverted from the north area to the south area as a result of changes to parking availability. The trips diverted from the north campus area should be the same as the trips received in the south campus area to avoid double counting of project trips.

6. Distribute the total diverted inbound and outbound trips to campus driveways accounting for driveway closures. The additional trips south of the canal are split equally among Ponce De Leon Blvd three driveways located at Stanford, Merrick and Dickinson. The trip reduction in the north area is split among the four remaining driveways consisting of Miller and San Amaro (after realignment of Miller), San Amaro and Memorial Drive, Campo Sano and Brunson Drive, and Pisano Avenue and University Drive.

The justification for developing separate non-residential trip rates per parking space for the campus areas north and south of the canal is that the traffic count collected in 2007 clearly indicate a higher trip rate per parking space for the core academic area, located north of the canal, as compared the south campus area that is accessed from Ponce de Leon Blvd. While a separate trip rate could have been calculated for the south area by combining traffic from the three driveways along Ponce de Leon Blvd, this trip rate will include residential parking and therefore would not have been useful for non-residential trips. Ponce de Leon Garage is located south of the canal and serves exclusively non-residential trips. It provides a better measure of trip rates for the new parking garages proposed south of the canal. Further, averaging parking trip gained in the south area and lost in the north area results in effectively increasing the rates north of the canal which is appropriate considering it serves the core academic area and are expected to operate at higher rates than campus wide average.

In the first phase of development, the increase parking spaces south of the canal serves primarily the additional 1,030 students residing on campus in new residential halls located south of the canal. This corresponds to a net increase of 1157 parking spaces south of the canal and a loss of 251 spaces north of the canal. The AM and PM peak hour trips generated by resident students were estimated using resident student trip rates and equally split among Stanford Drive, Merrick Street and Dickinson Drive. The remaining parking gains south of the canal and parking losses north of the canal where translated into driveway trips using the campus wide trip rates. The same process was applied to the subsequent phases of the UMCAD which were grouped because they did not include any major changes in parking spaces or number of resident students.

Plots depicting the diverted trips at campus driveways due to parking relocation for the AM and PM peak hours and for the first and subsequent phases of the UMCAD are provided in Attachment 9.

## 4.9 Total Traffic Condition in 2010

Total traffic condition in 2010 was established by (1) applying the regional growth rate to base year 2007 peak hour turning volumes to account for background growth; (2) adjusting for the internal roadway, the realignment of Miller Road and Miller Drive, the driveway closures, and the construction of new parking facilities accessed only from Ponce de Leon Blvd; (3) adding the committed development trips, and finally (4) accounting for UMCAD trips including the changes in residential and commuter trips. The increase in trips generated by Type 1 and Type 1-2 facilities programmed for 2010 were mostly offset with the reduction in commuter student trips as the Campus will accommodate 1,030 new resident students. The UMCAD development program for 2010, as shown in Table 12, resulted in a minor increase of 13 AM and 99 PM peak hour net external trips compared to existing conditions.

It should be noted that applying the growth rate to peak season peak hour directional volumes results in a conservative analysis. This procedure assumes that the peak-to-daily ratio (K) and directional (D) factors will remain constant in the future whereas the HCM indicates that K and D factors tend to decrease as traffic volume increase on congested roadways causing a spreading of the peak hour traffic.

The results of the roadway link analysis are presented in Table 16 for the AM peak hour and in Table 18 for the PM peak hour. The committed development trips are summarized in Table 17 for the AM peak hour and Table 19 for the PM peak hour. The trips generated by this phase of the Planned Development do not exceed 5% of any roadway's maximum allowable volume (MAV) and therefore no roadway link mitigation is warranted.

The results of the 2010 intersection analyses for the AM peak hour using the HCM module of SYNCHRO are presented in Table 20 for the background conditions and Table 21 for the total traffic conditions. The results of the 2010 intersection analyses for the PM peak hour are presented in Table 22 for the background conditions and Table 23 for the total traffic conditions. The SYNCHRO software was used to optimize signalized intersection split times. The SYNCHRO timing and LOS printouts are provided under a separate cover.

Since there were no significant and failing links in 2010, the 2010 UMCAD trips are not significant at any intersection and therefore no mitigation is required. Nonetheless, a number of improvements are being proposed to improve traffic flow at the intersections providing access to the campus. The intersection improvements and other improvements recommended for completion by 2010 are the following:

1. Construction of Phase 1 of the internal roadway that includes the closure of Miller Drive and realignment of Miller Road and Miller Drive.
2. Signalization of Campo Sano Avenue and Brunson Drive (#6) if warranted.
3. Adding a southbound right turn lane at Dickinson Drive and Ponce de Leon Blvd (#15) and installing a traffic signal when warranted.
4. Adding a southbound right turn lane at Merrick Drive and Ponce de Leon Blvd (#14) and installing a traffic signal when warranted.
5. Installing a signal interconnect on Red Road to provide more gaps and improve the traffic operation at the intersection of Ponce de Leon Blvd and Red Road.
6. Performing a traffic calming study at Alhambra Circle north of San Amaro Drive.

In addition to the UMRTS warranted improvements listed above, the University will implement a number of previously identified roadway improvements to enhance traffic circulation at the Campus. The status of these improvements is the following:

1. Internal Roadway: The University plans to construct the internal roadway in two phases, to be completed in 2010 and 2012. For the purpose of this UMRTS, both phases of the internal roadway were evaluated in Phase 1 in 2010.
2. Widening Brescia Avenue to three lanes: This improvement was recommended in the University Village traffic study completed in 2003. The UMRTS analysis based on updated 2007 traffic counts indicated that the current and projected traffic volumes remain below the road capacity and therefore this improvement is no longer warranted. The UMRTS, however, indicates that providing a westbound right turn lane at the intersection of Brescia Avenue and Red Road will be needed in 2025. The University may elect to construct this improvement at an earlier date.
3. Signalization of San Amaro Drive and Brescia Avenue: This improvement was recommended in the University Village traffic study. At present, the signal is not warranted. The University will conduct future warrant analyses and construct the signal when warranted and approved by FDOT.
4. Extending northeast bound left turn storage at the intersections of US-1 and Stanford (#13) and US-1 and South Alhambra Circle (#17). These improvements are currently under evaluation and design.
5. Removing the two parking meters on San Amaro Drive between Ponce de Leon Blvd and Levante Avenue: this improvement is still recommended for implementation.
6. Modify traffic signal heads to provide a southbound protected left turn phase at the intersections of Red Road and Miller Road (#1) and Red Road and Blue Road (#26): This improvement was recommended in the University Village traffic study. Both intersections were evaluated and the study results transmitted to FDOT. These improvements were denied by FDOT because the current and projected traffic volumes as well as the intersection operational analyses did not justify providing a southbound left turn protected phase at either intersection.
7. Construct a southbound left turn lane at the intersection of Red Road and Albenga Avenue: This improvement was recommended in the University Village traffic study. The intersection was evaluated and the study results transmitted to FDOT. This improvement was denied by FDOT because the current and projected traffic volumes as well as the intersection operational analysis did not justify constructing a southbound left turn lane.

The study-area intersections that will operate at a failing LOS in 2010, but do not warrant mitigation by the University as per MLOU agreement because they are not located on significant and failing roadway links nor provide direct access to the University campus, are the following:

1. US-1 and Alhambra Circle (#17) in the PM peak hour
2. Blue Road and San Amaro Drive (#30) in the AM and PM peak hours.
3. US-1 and LeJeune Road (#34) during the AM peak hour.
4. Granada Blvd and Hardee Road (#39) during the AM and PM peak hours.
5. Bird Road and San Amaro Drive (#42) during the AM peak hour.

**TABLE 16**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**2010 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR**

8/5/2008

| LOCATION | DIR | LANE PER DIR | EXISTING AM DIR VOL [2] | MAX ALLOW VOL [3] | MEETS ADOPTED LOS STD ? | 2010 BKGD VOL [4] | COMMITTED PROJECT AM TRIPS [5] | TOTAL BACK-GROUND AM | MEETS ADOPTED LOS STD ? | NSCDZ [6] IN 0 % | I/O | OUT 0 TRIPS | ACADEMIC [6] IN 9 % | I/O | OUT 4 TRIPS | DIV-ERTED TRIPS [7] | 2010 TOTAL PROJ TRIPS | PROJ TRIPS % OF MAV | PROJ > 5% MAV Y/N? | 2010 AM TOTAL TRIPS | MEETS ADOPTED LOS STD ? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **BIRD ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | EB | 2 | 2,082 | 2,060 | NO | 2,113 | 126 | 2,239 | NO | 2% | O | 0 | 3% | O | 0 | | 0 | 0.0% | NO | 2,239 | NO |
| | WB | 2 | 1,052 | 2,060 | YES | 1,068 | 59 | 1,127 | YES | | I | 0 | | I | 0 | | 0 | 0.0% | NO | 1,127 | YES |
| Granada Blvd to University | EB | 2 | 2,021 | 2,060 | YES | 2,051 | 90 | 2,141 | NO | 1% | I | 0 | 5% | O | 0 | | 0 | 0.0% | NO | 2,141 | NO |
| | WB | 2 | 1,050 | 2,060 | YES | 1,066 | 34 | 1,100 | YES | | O | 0 | | I | 0 | | 0 | 0.0% | NO | 1,100 | YES |
| University to San Amaro | EB | 2 | 1,863 | 2,060 | YES | 1,891 | 66 | 1,957 | YES | 1% | I | 0 | 1% | I | 0 | | 0 | 0.0% | NO | 1,957 | YES |
| | WB | 2 | 1,026 | 2,060 | YES | 1,041 | 24 | 1,065 | YES | | O | 0 | | O | 0 | | 0 | 0.0% | NO | 1,065 | YES |
| San Amaro to Red Road | EB | 2 | 1,905 | 2,060 | YES | 1,934 | 72 | 2,006 | YES | 1% | I | 0 | 1% | I | 0 | | 0 | 0.0% | NO | 2,006 | YES |
| | WB | 2 | 1,008 | 2,060 | YES | 1,023 | 29 | 1,052 | YES | | O | 0 | | O | 0 | | 0 | 0.0% | NO | 1,052 | YES |
| **BLUE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | EB | 1 | 538 | 810 | YES | 546 | 5 | 551 | YES | 1% | O | 0 | 1% | I | 0 | | 0 | 0.0% | NO | 551 | YES |
| | WB | 1 | 427 | 810 | YES | 433 | 3 | 436 | YES | | I | 0 | | O | 0 | | 0 | 0.0% | NO | 436 | YES |
| Granada to University Dr | EB | 1 | 1,021 | 810 | NO | 1,036 | 17 | 1,053 | NO | 2% | O | 0 | 1% | I | 0 | | 0 | 0.0% | NO | 1,053 | NO |
| | WB | 1 | 252 | 810 | YES | 256 | 4 | 260 | YES | | I | 0 | | O | 0 | | 0 | 0.0% | NO | 260 | YES |
| University to San Amaro | EB | 1 | 862 | 810 | NO | 875 | 26 | 901 | NO | 2% | I | 0 | 1% | O | 0 | | 0 | 0.0% | NO | 901 | NO |
| | WB | 1 | 186 | 810 | YES | 189 | 10 | 199 | YES | | O | 0 | | I | 0 | | 0 | 0.0% | NO | 199 | YES |
| San Amaro to Red Road | EB | 1 | 643 | 810 | YES | 653 | 30 | 683 | YES | 4% | I | 0 | 8% | O | 0 | | 0 | 0.0% | NO | 683 | YES |
| | WB | 1 | 131 | 810 | YES | 133 | 13 | 146 | YES | | O | 0 | | I | 1 | | 1 | 0.1% | NO | 147 | YES |
| **MILLER ROAD** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 830 | 810 | NO | 843 | 28 | 871 | NO | 9% | I | 0 | 25% | I | 2 | | 2 | 0.2% | NO | 873 | NO |
| | WB | 1 | 254 | 810 | YES | 258 | 17 | 275 | YES | | O | 0 | | O | 1 | | 1 | 0.1% | NO | 276 | YES |
| **PONCE DE LEON BLVD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | NE | 2 | 1,071 | 2,060 | YES | 1,087 | 83 | 1,170 | YES | 20% | O | 0 | 13% | O | 1 | 5 | 6 | 0.3% | NO | 1,176 | YES |
| | SW | 2 | 515 | 2,060 | YES | 523 | 50 | 573 | YES | | I | 0 | | I | 1 | 11 | 12 | 0.6% | NO | 585 | YES |
| Granada Blvd to Stanford | NE | 2 | 1,294 | 2,060 | YES | 1,314 | 86 | 1,400 | YES | 33% | O | 0 | 17% | O | 1 | 5 | 6 | 0.3% | NO | 1,406 | YES |
| | SW | 2 | 616 | 2,060 | YES | 625 | 45 | 670 | YES | | I | 0 | | I | 2 | 11 | 13 | 0.6% | NO | 683 | YES |
| Stanford to Hurricane Dr. | NE | 2 | 1,309 | 2,060 | YES | 1,329 | 69 | 1,398 | YES | 38% | I | 0 | 9% | I | 1 | 5 | 6 | 0.3% | NO | 1,404 | YES |
| | SW | 2 | 565 | 2,060 | YES | 574 | 31 | 605 | YES | | O | 0 | | O | 0 | 11 | 11 | 0.5% | NO | 616 | YES |
| Hurricane Dr. to Red Road | NE | 2 | 955 | 2,060 | YES | 969 | 52 | 1,021 | YES | 20% | I | 0 | 8% | I | 1 | 11 | 12 | 0.6% | NO | 1,033 | YES |
| | SW | 2 | 274 | 2,060 | YES | 278 | 24 | 302 | YES | | O | 0 | | O | 0 | 5 | 5 | 0.2% | NO | 307 | YES |
| **US1** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | NE | 3 | 3,087 | 4,070 | YES | 3,134 | 103 | 3,237 | YES | 8% | O | 0 | 3% | O | 0 | 5 | 5 | 0.1% | NO | 3,242 | YES |
| | SW | 3 | 2,760 | 4,070 | YES | 2,802 | 89 | 2,891 | YES | | I | 0 | | I | 0 | 11 | 11 | 0.3% | NO | 2,902 | YES |
| Granada Blvd to Maynada | NE | 3 | 3,082 | 4,070 | YES | 3,128 | 103 | 3,231 | YES | 7% | O | 0 | 4% | O | 0 | 5 | 5 | 0.1% | NO | 3,236 | YES |
| | SW | 3 | 2,783 | 4,070 | YES | 2,825 | 62 | 2,887 | YES | | I | 0 | | I | 0 | 11 | 11 | 0.3% | NO | 2,898 | YES |
| Maynada to S. Alhambra | NE | 3 | 3,314 | 4,070 | YES | 3,364 | 110 | 3,474 | YES | 17% | I | 0 | 10% | I | 1 | 5 | 6 | 0.1% | NO | 3,480 | YES |
| | SW | 3 | 3,098 | 4,070 | YES | 3,145 | 78 | 3,223 | YES | | O | 0 | | O | 0 | 11 | 11 | 0.3% | NO | 3,234 | YES |
| S. Alhambra to Red Road | NE | 3 | 3,357 | 4,070 | YES | 3,408 | 93 | 3,501 | YES | 16% | I | 0 | 10% | I | 1 | 11 | 12 | 0.3% | NO | 3,513 | YES |
| | SW | 3 | 3,075 | 4,070 | YES | 3,121 | 56 | 3,177 | YES | | O | 0 | | O | 0 | 5 | 5 | 0.1% | NO | 3,182 | YES |
| **SUNSET ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune Rd to Maynada | EB | 1 | 767 | 970 | YES | 779 | 14 | 793 | YES | 1% | O | 0 | 1% | O | 0 | | 0 | 0.0% | NO | 793 | YES |
| | WB | 1 | 350 | 970 | YES | 355 | 10 | 365 | YES | | I | 0 | | I | 0 | | 0 | 0.0% | NO | 365 | YES |
| Maynada to Red Road | EB | 1 | 502 | 970 | YES | 510 | 17 | 527 | YES | 1% | I | 0 | 1% | O | 0 | | 0 | 0.0% | NO | 527 | YES |
| | WB | 1 | 384 | 970 | YES | 390 | 15 | 405 | YES | | O | 0 | | I | 0 | | 0 | 0.0% | NO | 405 | YES |
| **LEJEUNE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 2 | 847 | 2,580 | YES | 860 | 46 | 906 | YES | 5% | O | 0 | 2% | O | 0 | | 0 | 0.0% | NO | 906 | YES |
| | SB | 2 | 778 | 2,580 | YES | 790 | 46 | 836 | YES | | I | 0 | | I | 0 | | 0 | 0.0% | NO | 836 | YES |
| Blue Road to US-1 | NB | 2 | 849 | 2,580 | YES | 862 | 38 | 900 | YES | 7% | O | 0 | 3% | O | 0 | | 0 | 0.0% | NO | 900 | YES |
| | SB | 2 | 503 | 2,580 | YES | 511 | 43 | 554 | YES | | I | 0 | | I | 0 | | 0 | 0.0% | NO | 554 | YES |
| US-1 to Sunset Drive | NB | 1 | 774 | 1,220 | YES | 786 | 40 | 826 | YES | 1% | I | 0 | 1% | I | 0 | | 0 | 0.0% | NO | 826 | YES |
| | SB | 1 | 455 | 1,220 | YES | 462 | 13 | 475 | YES | | O | 0 | | O | 0 | | 0 | 0.0% | NO | 475 | YES |
| **GRANADA BLVD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | NB | 1 | 605 | 790 | YES | 614 | 13 | 627 | YES | 4% | O | 0 | 6% | O | 0 | | 0 | 0.0% | NO | 627 | YES |
| | SB | 1 | 405 | 790 | YES | 411 | 11 | 422 | YES | | I | 0 | | I | 1 | | 1 | 0.1% | NO | 423 | YES |
| Blue Rd to Ponce | NB | 1 | 645 | 790 | YES | 655 | 18 | 673 | YES | 6% | O | 0 | 6% | O | 0 | | 0 | 0.0% | NO | 673 | YES |
| | SB | 1 | 494 | 790 | YES | 501 | 18 | 519 | YES | | I | 0 | | I | 1 | | 1 | 0.1% | NO | 520 | YES |
| Ponce de Leon to US 1 | NB | 1 | 551 | 790 | YES | 559 | 51 | 610 | YES | 7% | I | 0 | 7% | I | 1 | | 1 | 0.1% | NO | 611 | YES |
| | SB | 1 | 396 | 790 | YES | 402 | 44 | 446 | YES | | O | 0 | | O | 0 | | 0 | 0.0% | NO | 446 | YES |
| US 1 to Sunset Drive | NB | 1 | 380 | 790 | YES | 386 | 10 | 396 | YES | 2% | I | 0 | 2% | I | 0 | | 0 | 0.0% | NO | 396 | YES |
| | SB | 1 | 328 | 790 | YES | 333 | 5 | 338 | YES | | O | 0 | | O | 0 | | 0 | 0.0% | NO | 338 | YES |
| **MAYNADA STREET** | | | | | | | | | | | | | | | | | | | | | |
| US 1 to Sunset Drive | NB | 1 | 541 | 660 | YES | 549 | 10 | 559 | YES | 4% | I | 0 | 5% | I | 0 | | 0 | 0.0% | NO | 559 | YES |
| | SB | 1 | 284 | 660 | YES | 288 | 7 | 295 | YES | | O | 0 | | O | 0 | | 0 | 0.0% | NO | 295 | YES |
| **SAN AMARO DRIVE [8,9]** | | | | | | | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | NB | 1 | 94 | 660 | YES | 95 | 14 | 109 | YES | 1% | O | 0 | 3% | O | 0 | | 0 | 0.0% | NO | 109 | YES |
| | SB | 1 | 168 | 660 | YES | 171 | 11 | 182 | YES | | I | 0 | | I | 0 | | 0 | 0.0% | NO | 182 | YES |
| Blue Rd to Miller Rd | NB | 1 | 1,362 | 660 | NO | 1,383 | 5 | 1,388 | NO | 2% | O | 0 | 8% | O | 0 | -140 | -140 | -21.2% | NO | 1,248 | NO |
| | SB | 1 | 456 | 660 | YES | 463 | 5 | 468 | YES | | I | 0 | | I | 1 | -54 | -53 | -8.0% | NO | 415 | YES |
| Miller Rd to Levante | NB | 1 | 807 | 660 | NO | 819 | 16 | 835 | NO | 11% | O | 0 | 2% | I | 0 | -8 | -8 | -1.2% | NO | 827 | NO |
| | SB | 2 | 490 | 1,320 | YES | 497 | 13 | 510 | YES | | I | 0 | | O | 0 | -4 | -4 | -0.3% | NO | 506 | YES |
| Levante Rd to Ponce | NB | 1 | 368 | 660 | YES | 374 | 20 | 394 | YES | 19% | O | 0 | 2% | I | 0 | -8 | -8 | -1.2% | NO | 386 | YES |
| | SB | 2 | 462 | 1,320 | YES | 469 | 15 | 484 | YES | | I | 0 | | O | 0 | -4 | -4 | -0.3% | NO | 480 | YES |

**TABLE 16**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**2010 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR**

8/5/2008

| LOCATION | DIR | LANE PER DIR | EXISTING AM DIR VOL [2] | MAX ALLOW VOL [3] | MEETS ADOPTED LOS STD ? | 2010 BKGD VOL [4] | COMMITTED PROJECT AM TRIPS [5] | TOTAL BACK-GROUND AM | MEETS ADOPTED LOS STD ? | NSCDZ [6] IN 0 % | I/O | OUT 0 TRIPS | ACADEMIC [6] IN 9 % | I/O | OUT 4 TRIPS | DIV-ERTED TRIPS [7] | 2010 TOTAL PROJ TRIPS | PROJ TRIPS % OF MAV | PROJ > 5% MAV Y/N? | 2010 AM TOTAL TRIPS | MEETS ADOPTED LOS STD ? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **RED ROAD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 633 | 970 | YES | 643 | 24 | 667 | YES | 3% | O | 0 | 5% | O | 0 | | 0 | 0.0% | NO | 667 | YES |
| | SB | 1 | 551 | 970 | YES | 559 | 22 | 581 | YES | | I | 0 | | I | 0 | | 0 | 0.0% | NO | 581 | YES |
| Blue Road to Miller Road | NB | 1 | 683 | 970 | YES | 693 | 34 | 727 | YES | 1% | O | 0 | 4% | O | 0 | | 0 | 0.0% | NO | 727 | YES |
| | SB | 1 | 551 | 970 | YES | 559 | 29 | 588 | YES | | I | 0 | | I | 0 | | 0 | 0.0% | NO | 588 | YES |
| Miller Rd to Brescia Ave | NB | 1 | 757 | 970 | YES | 768 | 28 | 796 | YES | 3% | O | 0 | 3% | I | 0 | | 0 | 0.0% | NO | 796 | YES |
| | SB | 1 | 765 | 970 | YES | 777 | 26 | 803 | YES | | I | 0 | | O | 0 | | 0 | 0.0% | NO | 803 | YES |
| Brescia Ave to Ponce | NB | 2 | 750 | 2,060 | YES | 761 | 50 | 811 | YES | 8% | O | 0 | 5% | I | 0 | | 0 | 0.0% | NO | 811 | YES |
| | SB | 2 | 1,240 | 2,060 | YES | 1,259 | 46 | 1,305 | YES | | I | 0 | | O | 0 | | 0 | 0.0% | NO | 1,305 | YES |
| Ponce to US-1 | NB | 2 | 867 | 2,060 | YES | 880 | 45 | 925 | YES | 10% | O | 0 | 9% | I | 1 | | 1 | 0.0% | NO | 926 | YES |
| | SB | 2 | 637 | 2,060 | YES | 647 | 43 | 690 | YES | | I | 0 | | O | 0 | | 0 | 0.0% | NO | 690 | YES |
| US 1 to Sunset Drive | NB | 2 | 761 | 1,720 | YES | 772 | 58 | 830 | YES | 10% | I | 0 | 4% | I | 0 | | 0 | 0.0% | NO | 830 | YES |
| | SB | 2 | 564 | 1,720 | YES | 573 | 31 | 604 | YES | | O | 0 | | O | 0 | | 0 | 0.0% | NO | 604 | YES |
| **UNIVERSITY DRIVE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 238 | 660 | YES | 242 | 2 | 244 | YES | 2% | O | 0 | 4% | O | 0 | | 0 | 0.0% | NO | 244 | YES |
| | SB | 1 | 153 | 660 | YES | 155 | 2 | 157 | YES | | I | 0 | | I | 0 | | 0 | 0.0% | NO | 157 | YES |
| Blue Road to Pisano Ave | NB | 1 | 273 | 660 | YES | 277 | 0 | 277 | YES | 4% | O | 0 | 4% | O | 0 | | 0 | 0.0% | NO | 277 | YES |
| | SB | 1 | 205 | 660 | YES | 208 | 0 | 208 | YES | | I | 0 | | I | 0 | | 0 | 0.0% | NO | 208 | YES |
| **RIVIERA DRIVE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 526 | 660 | YES | 534 | 1 | 535 | YES | 1% | O | 0 | 1% | O | 0 | | 0 | 0.0% | NO | 535 | YES |
| | SB | 1 | 127 | 660 | YES | 129 | 6 | 135 | YES | | I | 0 | | I | 0 | | 0 | 0.0% | NO | 135 | YES |
| Blue Road to Ponce | NB | 1 | 306 | 660 | YES | 311 | 2 | 313 | YES | 1% | O | 0 | 1% | O | 0 | | 0 | 0.0% | NO | 313 | YES |
| | SB | 1 | 407 | 660 | YES | 413 | 7 | 420 | YES | | I | 0 | | I | 0 | | 0 | 0.0% | NO | 420 | YES |
| US-1 to LeJeune Road | NB | 1 | 333 | 660 | YES | 338 | 11 | 349 | YES | 1% | I | 0 | 1% | I | 0 | | 0 | 0.0% | NO | 349 | YES |
| | SB | 1 | 246 | 660 | YES | 250 | 71 | 321 | YES | | O | 0 | | O | 0 | | 0 | 0.0% | NO | 321 | YES |
| **ALHMABRA CIRCLE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 262 | 660 | YES | 266 | 8 | 274 | YES | 1% | O | 0 | 1% | O | 0 | | 0 | 0.0% | NO | 274 | YES |
| | SB | 1 | 216 | 660 | YES | 219 | 5 | 224 | YES | | I | 0 | | I | 0 | | 0 | 0.0% | NO | 224 | YES |
| Blue Road to Miller Road | NB | 1 | 235 | 660 | YES | 239 | 2 | 241 | YES | 1% | O | 0 | 4% | O | 0 | | 0 | 0.0% | NO | 241 | YES |
| | SB | 1 | 188 | 660 | YES | 191 | 2 | 193 | YES | | I | 0 | | I | 0 | | 0 | 0.0% | NO | 193 | YES |
| **S. ALHMABRA CIRCLE** | | | | | | | | | | | | | | | | | | | | | |
| US-1 to Nervia Street | NB | 1 | 273 | 660 | YES | 277 | 87 | 364 | YES | 1% | I | 0 | 1% | I | 0 | | 0 | 0.0% | NO | 364 | YES |
| | SB | 1 | 196 | 660 | YES | 199 | 56 | 255 | YES | | O | 0 | | O | 0 | | 0 | 0.0% | NO | 255 | YES |
| Nervia Street to Sunset Dr. | EB | 1 | 172 | 660 | YES | 175 | 2 | 177 | YES | 1% | I | 0 | 1% | I | 0 | | 0 | 0.0% | NO | 177 | YES |
| | WB | 1 | 101 | 660 | YES | 103 | 3 | 106 | YES | | O | 0 | | O | 0 | | 0 | 0.0% | NO | 106 | YES |
| **CAMPO SANO [10]** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Pisano | EB | 1 | 792 | 660 | NO | 804 | 11 | 815 | NO | 2% | I | 0 | 10% | I | 1 | -48 | -47 | -7.1% | NO | 768 | NO |
| | WB | 1 | 191 | 660 | YES | 194 | 9 | 203 | YES | | O | 0 | | O | 0 | -14 | -14 | -2.1% | NO | 189 | YES |
| **PISANO ANEVUE [10]** | | | | | | | | | | | | | | | | | | | | | |
| Campo Sano to University | EB | 1 | 287 | 660 | YES | 291 | 11 | 302 | YES | 1% | O | 0 | 10% | O | 0 | -18 | -18 | -2.7% | NO | 284 | YES |
| | WB | 1 | 285 | 660 | YES | 289 | 9 | 298 | YES | | I | 0 | | I | 1 | -22 | -21 | -3.2% | NO | 277 | YES |
| **BRESCIA AVENUE** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 349 | 660 | YES | 354 | 1 | 355 | YES | 5% | I | 0 | 6% | I | 1 | | 1 | 0.2% | NO | 356 | YES |
| | WB | 1 | 42 | 660 | YES | 43 | 1 | 44 | YES | | O | 0 | | O | 0 | | 0 | 0.0% | NO | 44 | YES |
| **LEVANTE AVENUE** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 202 | 660 | YES | 205 | 3 | 208 | YES | 3% | I | 0 | 5% | I | 0 | | 0 | 0.0% | NO | 208 | YES |
| | WB | 1 | 88 | 660 | YES | 89 | 2 | 91 | YES | | O | 0 | | O | 0 | | 0 | 0.0% | NO | 91 | YES |
| **HARDEE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| US-1 to Granada Blvd | EB | 1 | 590 | 660 | YES | 599 | 0 | 599 | YES | 1% | I | 0 | 2% | I | 0 | | 0 | 0.0% | NO | 599 | YES |
| | WB | 1 | 295 | 660 | YES | 299 | 0 | 299 | YES | | O | 0 | | O | 0 | | 0 | 0.0% | NO | 299 | YES |
| Granada Blvd to LeJeune | EB | 1 | 813 | 660 | NO | 825 | 0 | 825 | NO | 1% | O | 0 | 2% | O | 0 | | 0 | 0.0% | NO | 825 | NO |
| | WB | 1 | 375 | 660 | YES | 381 | 0 | 381 | YES | | I | 0 | | I | 0 | | 0 | 0.0% | NO | 381 | YES |
| **NERVIA STREET** | | | | | | | | | | | | | | | | | | | | | |
| S. Alhambra to Sunset Dr. | NB | 1 | 195 | 660 | YES | 198 | 14 | 212 | YES | 1% | I | 0 | 1% | I | 0 | | 0 | 0.0% | NO | 212 | YES |
| | SB | 1 | 134 | 660 | YES | 136 | 9 | 145 | YES | | O | 0 | | O | 0 | | 0 | 0.0% | NO | 145 | YES |

**NOTES:**

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.

**TABLE 17**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**AM PEAK HOUR - COMMITTED DEVELOPMENT TRIPS**

3/6/08

| | | MERRICK | | | HOME DEPOT | | | CHURCH SCHOOL | | | SAN REMO/1430 DIXIE | | | 3760 BIRD ROAD | | | MIAMI GREEN/M. VIEW | | | US1 OFFICE BLDG | | | RED RD COMMONS | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | COMMITTED |
| | | 46 | 1081 | 52 | 95 | 1070 | 61 | 184 | 1064 | 108 | 173 | 1086 | 111 | 405 | 1067 | 72 | 239 | 1080 | 67 | 101 | 1083 | 14 | 89 | 1098 | 113 | TRIPS |
| LOCATION | DIR | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | AM PEAK |
| **BIRD ROAD** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | EB | 22.0% | I | 10 | 13.0% | I | 12 | 6.0% | O | 6 | 0.0% | O | 0 | 13.0% | I | 53 | 17.0% | I | 41 | 6.0% | O | 1 | 3.0% | O | 3 | 126 |
| | WB | | O | 11 | | O | 8 | | I | 11 | | I | 0 | | O | 9 | | O | 11 | | I | 6 | | I | 3 | 59 |
| Granada Blvd to University | EB | 12.0% | I | 6 | 12.0% | I | 11 | 1.0% | O | 1 | 0.0% | O | 0 | 9.0% | I | 36 | 11.0% | I | 26 | 2.0% | I | 2 | 7.0% | O | 8 | 90 |
| | WB | | O | 6 | | O | 7 | | I | 2 | | I | 0 | | O | 6 | | O | 7 | | O | 0 | | I | 6 | 34 |
| University to San Amaro | EB | 9.0% | I | 4 | 6.0% | I | 6 | 0.0% | O | 0 | 0.0% | O | 0 | 7.0% | I | 28 | 9.0% | I | 22 | 1.0% | I | 1 | 4.0% | O | 5 | 66 |
| | WB | | O | 5 | | O | 4 | | I | 0 | | I | 0 | | O | 5 | | O | 6 | | O | 0 | | I | 4 | 24 |
| San Amaro to Red Road | EB | 9.0% | I | 4 | 6.0% | I | 6 | 7.0% | I | 13 | 0.0% | O | 0 | 6.0% | I | 24 | 9.0% | I | 22 | 1.0% | I | 1 | 2.0% | O | 2 | 72 |
| | WB | | O | 5 | | O | 4 | | O | 8 | | I | 0 | | O | 4 | | O | 6 | | O | 0 | | I | 2 | 29 |
| **BLUE ROAD** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | EB | 2.0% | I | 1 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | O | 0 | 1.0% | I | 4 | 0.0% | I | 0 | 1.0% | O | 0 | 0.0% | O | 0 | 5 |
| | WB | | O | 1 | | O | 0 | | I | 0 | | I | 0 | | O | 1 | | O | 0 | | I | 1 | | I | 0 | 3 |
| Granada to University Dr | EB | 2.0% | I | 1 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | O | 0 | 1.0% | I | 4 | 2.0% | I | 5 | 7.0% | I | 7 | 0.0% | O | 0 | 17 |
| | WB | | O | 1 | | O | 0 | | I | 0 | | I | 0 | | O | 1 | | O | 1 | | O | 1 | | I | 0 | 4 |
| University to San Amaro | EB | 2.0% | I | 1 | 2.0% | I | 2 | 0.0% | O | 0 | 0.0% | O | 0 | 1.0% | I | 4 | 2.0% | I | 5 | 7.0% | I | 7 | 6.0% | O | 7 | 26 |
| | WB | | O | 1 | | O | 1 | | I | 0 | | I | 0 | | O | 1 | | O | 1 | | O | 1 | | I | 5 | 10 |
| San Amaro to Red Road | EB | 2.0% | I | 1 | 1.0% | I | 1 | 3.0% | I | 6 | 0.0% | O | 0 | 1.0% | I | 4 | 2.0% | I | 5 | 6.0% | I | 6 | 6.0% | O | 7 | 30 |
| | WB | | O | 1 | | O | 1 | | O | 3 | | I | 0 | | O | 1 | | O | 1 | | O | 1 | | I | 5 | 13 |
| **MILLER ROAD** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1.0% | I | 0 | 1.0% | I | 1 | 1.0% | I | 2 | 1.0% | O | 1 | 1.0% | I | 4 | 2.0% | I | 5 | 4.0% | I | 4 | 10.0% | O | 11 | 28 |
| | WB | | O | 1 | | O | 1 | | O | 1 | | I | 2 | | O | 1 | | O | 1 | | O | 1 | | I | 9 | 17 |
| **PONCE DE LEON BLVD** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | NE | 12.0% | I | 6 | 7.0% | I | 7 | 0.0% | O | 0 | 12.0% | O | 13 | 6.0% | I | 24 | 9.0% | I | 22 | 0.0% | O | 0 | 10.0% | O | 11 | 83 |
| | SW | | O | 6 | | O | 4 | | I | 0 | | I | 21 | | O | 4 | | O | 6 | | I | 0 | | I | 9 | 50 |
| Granada Blvd to Stanford | NE | 10.0% | I | 5 | 6.0% | I | 6 | 0.0% | O | 0 | 9.0% | O | 10 | 6.0% | I | 24 | 8.0% | I | 19 | 10.0% | I | 10 | 11.0% | O | 12 | 86 |
| | SW | | O | 5 | | O | 4 | | I | 0 | | I | 16 | | O | 4 | | O | 5 | | O | 1 | | I | 10 | 45 |
| Stanford to Hurricane Dr. | NE | 7.0% | I | 3 | 5.0% | I | 5 | 0.0% | O | 0 | 1.0% | O | 1 | 4.0% | I | 16 | 7.0% | I | 17 | 10.0% | I | 10 | 15.0% | O | 17 | 69 |
| | SW | | O | 4 | | O | 3 | | I | 0 | | I | 2 | | O | 3 | | O | 5 | | O | 1 | | I | 13 | 31 |
| Hurricane Dr. to Red Road | NE | 6.0% | I | 3 | 4.0% | I | 4 | 1.0% | I | 2 | 1.0% | O | 1 | 3.0% | I | 12 | 5.0% | I | 12 | 6.0% | I | 6 | 11.0% | O | 12 | 52 |
| | SW | | O | 3 | | O | 2 | | O | 1 | | I | 2 | | O | 2 | | O | 3 | | O | 1 | | I | 10 | 24 |
| **US1** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | NE | 11.0% | I | 5 | 10.0% | I | 10 | 0.0% | O | 0 | 15.0% | O | 17 | 8.0% | I | 32 | 12.0% | I | 29 | 33.0% | O | 5 | 4.0% | O | 5 | 103 |
| | SW | | O | 6 | | O | 6 | | I | 0 | | I | 26 | | O | 6 | | O | 8 | | I | 33 | | I | 4 | 89 |
| Granada Blvd to Maynada | NE | 11.0% | I | 5 | 9.0% | I | 9 | 0.0% | O | 0 | 21.0% | O | 23 | 6.0% | I | 24 | 11.0% | I | 26 | 14.0% | I | 14 | 2.0% | O | 2 | 103 |
| | SW | | O | 6 | | O | 5 | | I | 0 | | I | 36 | | O | 4 | | O | 7 | | O | 2 | | I | 2 | 62 |
| Maynada to S. Alhambra | NE | 12.0% | I | 6 | 8.0% | I | 8 | 0.0% | O | 0 | 31.0% | O | 34 | 6.0% | I | 24 | 11.0% | I | 26 | 12.0% | I | 12 | 0.0% | O | 0 | 110 |
| | SW | | O | 6 | | O | 5 | | I | 0 | | I | 54 | | O | 4 | | O | 7 | | O | 2 | | I | 0 | 78 |
| S. Alhambra to Red Road | NE | 11.0% | I | 5 | 8.0% | I | 8 | 0.0% | I | 0 | 18.0% | O | 20 | 6.0% | I | 24 | 10.0% | I | 24 | 11.0% | I | 11 | 1.0% | O | 1 | 93 |
| | SW | | O | 6 | | O | 5 | | O | 0 | | I | 31 | | O | 4 | | O | 7 | | O | 2 | | I | 1 | 56 |
| **SUNSET ROAD** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LeJeune Rd to Maynada | EB | 1.0% | I | 0 | 2.0% | I | 2 | 0.0% | I | 0 | 3.0% | O | 3 | 1.0% | I | 4 | 1.0% | I | 2 | 2.0% | I | 2 | 1.0% | O | 1 | 14 |
| | WB | | O | 1 | | O | 1 | | O | 0 | | I | 5 | | O | 1 | | O | 1 | | O | 0 | | I | 1 | 10 |
| Maynada to Red Road | EB | 1.0% | I | 0 | 1.0% | I | 1 | 0.0% | I | 0 | 5.0% | O | 6 | 1.0% | I | 4 | 1.0% | I | 2 | 2.0% | I | 2 | 2.0% | O | 2 | 17 |
| | WB | | O | 1 | | O | 1 | | O | 0 | | I | 9 | | O | 1 | | O | 1 | | O | 0 | | I | 2 | 15 |
| **LEJEUNE ROAD** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 31.0% | O | 16 | 2.0% | O | 1 | 3.0% | I | 6 | 6.0% | O | 7 | 3.0% | I | 12 | 1.0% | O | 1 | 12.0% | O | 2 | 1.0% | O | 1 | 46 |
| | SB | | I | 14 | | I | 2 | | O | 3 | | I | 10 | | O | 2 | | I | 2 | | I | 12 | | I | 1 | 46 |
| Blue Road to US-1 | NB | 21.0% | I | 10 | 3.0% | I | 3 | 2.0% | I | 4 | 7.0% | O | 8 | 2.0% | I | 8 | 1.0% | I | 2 | 13.0% | O | 2 | 1.0% | O | 1 | 38 |
| | SB | | O | 11 | | O | 2 | | O | 2 | | I | 12 | | O | 1 | | O | 1 | | I | 13 | | I | 1 | 43 |
| US-1 to Sunset Drive | NB | 3.0% | I | 1 | 1.0% | I | 1 | 0.0% | I | 0 | 1.0% | O | 1 | 1.0% | I | 4 | 4.0% | I | 10 | 22.0% | I | 22 | 1.0% | O | 1 | 40 |
| | SB | | O | 2 | | O | 1 | | O | 0 | | I | 2 | | O | 1 | | O | 3 | | O | 3 | | I | 1 | 13 |
| **GRANADA BLVD** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | NB | 1.0% | I | 0 | 0.0% | I | 0 | 1.0% | I | 2 | 2.0% | O | 2 | 1.0% | I | 4 | 1.0% | I | 2 | 1.0% | O | 0 | 3.0% | O | 3 | 13 |
| | SB | | O | 1 | | O | 0 | | O | 1 | | I | 3 | | O | 1 | | O | 1 | | I | 1 | | I | 3 | 11 |
| Blue Rd to Ponce | NB | 2.0% | I | 1 | 2.0% | I | 2 | 1.0% | I | 2 | 2.0% | O | 2 | 1.0% | I | 4 | 2.0% | I | 5 | 9.0% | O | 1 | 1.0% | O | 1 | 18 |
| | SB | | O | 1 | | O | 1 | | O | 1 | | I | 3 | | O | 1 | | O | 1 | | I | 9 | | I | 1 | 18 |
| Ponce de Leon to US 1 | NB | 6.0% | I | 3 | 5.0% | I | 5 | 1.0% | I | 2 | 6.0% | O | 7 | 4.0% | I | 16 | 5.0% | I | 12 | 18.0% | O | 3 | 3.0% | O | 3 | 51 |
| | SB | | O | 3 | | O | 3 | | O | 1 | | I | 10 | | O | 3 | | O | 3 | | I | 18 | | I | 3 | 44 |
| US 1 to Sunset Drive | NB | 1.0% | I | 0 | 1.0% | I | 1 | 1.0% | I | 2 | 0.0% | O | 0 | 1.0% | I | 4 | 1.0% | I | 2 | 1.0% | I | 1 | 0.0% | O | 0 | 10 |
| | SB | | O | 1 | | O | 1 | | O | 1 | | I | 0 | | O | 1 | | O | 1 | | O | 0 | | I | 0 | 5 |
| **MAYNADA STREET** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 1 to Sunset Drive | NB | 1.0% | I | 0 | 1.0% | I | 1 | 0.0% | I | 0 | 1.0% | O | 1 | 1.0% | I | 4 | 1.0% | I | 2 | 1.0% | I | 1 | 1.0% | O | 1 | 10 |
| | SB | | O | 1 | | O | 1 | | O | 0 | | I | 2 | | O | 1 | | O | 1 | | O | 0 | | I | 1 | 7 |
| **SAN AMARO DRIVE** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | NB | 0.0% | I | 0 | 0.0% | I | 0 | 4.0% | I | 7 | 1.0% | O | 1 | 0.0% | I | 0 | 0.0% | I | 0 | 1.0% | O | 0 | 5.0% | O | 6 | 14 |
| | SB | | O | 0 | | O | 0 | | O | 4 | | I | 2 | | O | 0 | | O | 0 | | I | 1 | | I | 4 | 11 |
| Blue Rd to Miller Rd | NB | 0.0% | I | 0 | 0.0% | I | 0 | 1.0% | I | 2 | 1.0% | O | 1 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 2.0% | O | 2 | 5 |
| | SB | | O | 0 | | O | 0 | | O | 1 | | I | 2 | | O | 0 | | O | 0 | | I | 0 | | I | 2 | 5 |
| Miller Rd to Levante | NB | 1.0% | I | 0 | 1.0% | I | 1 | 1.0% | I | 2 | 1.0% | O | 1 | 1.0% | I | 4 | 2.0% | I | 5 | 4.0% | O | 1 | 2.0% | O | 2 | 16 |
| | SB | | O | 1 | | O | 1 | | O | 1 | | I | 2 | | O | 1 | | O | 1 | | I | 4 | | I | 2 | 13 |
| Levante Rd to Ponce | NB | 2.0% | I | 1 | 1.0% | I | 1 | 1.0% | I | 2 | 1.0% | O | 1 | 1.0% | I | 4 | 2.0% | I | 5 | 4.0% | O | 1 | 4.0% | O | 5 | 20 |
| | SB | | O | 1 | | O | 1 | | O | 1 | | I | 2 | | O | 1 | | O | 1 | | I | 4 | | I | 4 | 15 |
| **RED ROAD **** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 0.0% | I | 0 | 0.0% | I | 0 | 3.0% | I | 6 | 3.0% | O | 3 | 0.0% | I | 0 | 0.0% | I | 0 | 2.0% | O | 0 | 13.0% | O | 15 | 24 |
| | SB | | O | 0 | | O | 0 | | O | 3 | | I | 5 | | O | 0 | | O | 0 | | I | 2 | | I | 12 | 22 |
| Blue Road to Miller Road | NB | 0.0% | I | 0 | 0.0% | I | 0 | 3.0% | I | 6 | 4.0% | O | 4 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 21.0% | O | 24 | 34 |
| | SB | | O | 0 | | O | 0 | | O | 3 | | I | 7 | | O | 0 | | O | 0 | | I | 0 | | I | 19 | 29 |
| Miller Rd to Brescia Ave | NB | 0.0% | I | 0 | 0.0% | I | 0 | 4.0% | I | 7 | 6.0% | O | 7 | 0.0% | I | 0 | 0.0% | I | 0 | 1.0% | O | 0 | 12.0% | O | 14 | 28 |
| | SB | | O | 0 | | O | 0 | | O | 4 | | I | 10 | | O | 0 | | O | 0 | | I | 1 | | I | 11 | 26 |
| Brescia Ave to Ponce | NB | 2.0% | I | 1 | 2.0% | I | 2 | 3.0% | I | 6 | 13.0% | O | 14 | 1.0% | I | 4 | 2.0% | I | 5 | 3.0% | O | 0 | 16.0% | O | 18 | 50 |
| | SB | | O | 1 | | O | 1 | | O | 3 | | I | 22 | | O | 1 | | O | 1 | | I | 3 | | I | 14 | 46 |
| Ponce to US-1 | NB | 2.0% | I | 1 | 2.0% | I | 2 | 3.0% | I | 6 | 15.0% | O | 17 | 2.0% | I | 8 | 3.0% | I | 7 | 3.0% | O | 0 | 5.0% | I | 4 | 45 |
| | SB | | O | 1 | | O | 1 | | O | 3 | | I | 26 | | O | 1 | | O | 2 | | I | 3 | | O | 6 | 43 |
| US 1 to Sunset Drive | NB | 2.0% | I | 1 | 2.0% | I | 2 | 2.0% | I | 4 | 17.0% | I | 29 | 2.0% | I | 8 | 3.0% | I | 7 | 3.0% | I | 3 | 4.0% | I | 4 | 58 |
| | SB | | O | 1 | | O | 1 | | O | 2 | | O | 19 | | O | 1 | | O | 2 | | O | 0 | | O | 5 | 31 |

**TABLE 17**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**AM PEAK HOUR - COMMITTED DEVELOPMENT TRIPS**

3/6/08

| LOCATION | DIR | MERRICK | | | HOME DEPOT | | | CHURCH SCHOOL | | | SAN REMO/1430 DIXIE | | | 3760 BIRD ROAD | | | MIAMI GREEN/M. VIEW | | | US1 OFFICE BLDG | | | RED RD COMMONS | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | COMMITTED |
| | | 46 | 1081 | 52 | 95 | 1070 | 61 | 184 | 1064 | 108 | 173 | 1086 | 111 | 405 | 1067 | 72 | 239 | 1080 | 67 | 101 | 1083 | 14 | 89 | 1098 | 113 | TRIPS |
| | | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | AM PEAK |
| **UNIVERSITY DRIVE** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 2.0% | O | 2 | 2 |
| | SB | | O | 0 | | O | 0 | | O | 0 | | I | 0 | | O | 0 | | O | 0 | | I | 0 | | I | 2 | 2 |
| Blue Road to Pisano Ave | NB | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 0 |
| | SB | | O | 0 | | O | 0 | | O | 0 | | I | 0 | | O | 0 | | O | 0 | | I | 0 | | O | 0 | 0 |
| **RIVIERA DRIVE** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 6.0% | O | 1 | 0.0% | O | 0 | 1 |
| | SB | | O | 0 | | I | 0 | | O | 0 | | I | 0 | | O | 0 | | O | 0 | | I | 6 | | I | 0 | 6 |
| Blue Road to Ponce | NB | 2.0% | I | 1 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 6.0% | O | 1 | 0.0% | O | 0 | 2 |
| | SB | | O | 1 | | O | 0 | | O | 0 | | I | 0 | | O | 0 | | O | 0 | | I | 6 | | I | 0 | 7 |
| US-1 to LeJeune Road | NB | 2.0% | I | 1 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 69.0% | O | 10 | 0.0% | I | 0 | 11 |
| | SB | | O | 1 | | O | 0 | | O | 0 | | I | 0 | | O | 0 | | O | 0 | | I | 70 | | O | 0 | 71 |
| **ALHMABRA CIRCLE** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 0.0% | I | 0 | 0.0% | I | 0 | 3.0% | I | 6 | 0.0% | O | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 2.0% | O | 2 | 8 |
| | SB | | O | 0 | | O | 0 | | O | 3 | | I | 0 | | O | 0 | | O | 0 | | I | 0 | | I | 2 | 5 |
| Blue Road to Miller Road | NB | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 2.0% | O | 2 | 2 |
| | SB | | O | 0 | | O | 0 | | O | 0 | | I | 0 | | O | 0 | | O | 0 | | I | 0 | | I | 2 | 2 |
| **S. ALHMABRA CIRCLE** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US-1 to Nervia Street | NB | 0.0% | O | 0 | 0.0% | O | 0 | 0.0% | O | 0 | 50.0% | I | 87 | 0.0% | O | 0 | 0.0% | O | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 87 |
| | SB | | I | 0 | | I | 0 | | I | 0 | | O | 56 | | I | 0 | | I | 0 | | I | 0 | | O | 0 | 56 |
| Nervia Street to Sunset Dr. | EB | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 2.0% | O | 2 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 2 |
| | WB | | O | 0 | | O | 0 | | I | 0 | | I | 3 | | O | 0 | | O | 0 | | O | 0 | | I | 0 | 3 |
| **CAMPO SANO** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Pisano | EB | 1.0% | I | 0 | 1.0% | I | 1 | 1.0% | O | 1 | 1.0% | O | 1 | 1.0% | I | 4 | 1.0% | I | 2 | 1.0% | I | 1 | 1.0% | O | 1 | 11 |
| | WB | | O | 1 | | O | 1 | | I | 2 | | I | 2 | | O | 1 | | O | 1 | | O | 0 | | I | 1 | 9 |
| **PISANO ANEVUE** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Campo Sano to University | EB | 1.0% | I | 0 | 1.0% | I | 1 | 1.0% | O | 1 | 1.0% | O | 1 | 1.0% | I | 4 | 1.0% | I | 2 | 1.0% | I | 1 | 1.0% | O | 1 | 11 |
| | WB | | O | 1 | | O | 1 | | I | 2 | | I | 2 | | O | 1 | | O | 1 | | O | 0 | | I | 1 | 9 |
| **BRESCIA AVENUE** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 1.0% | O | 1 | 1 |
| | WB | | O | 0 | | O | 0 | | O | 0 | | O | 0 | | O | 0 | | O | 0 | | O | 0 | | I | 1 | 1 |
| **LEVANTE AVENUE** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 1.0% | I | 2 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 1.0% | O | 1 | 3 |
| | WB | | O | 0 | | O | 0 | | O | 0 | | O | 1 | | O | 0 | | O | 0 | | O | 0 | | I | 1 | 2 |
| **HARDEE ROAD** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US-1 to Granada Blvd | EB | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0 |
| | WB | | O | 0 | | O | 0 | | O | 0 | | I | 0 | | O | 0 | | O | 0 | | O | 0 | | I | 0 | 0 |
| Granada Blvd to LeJeune | EB | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0 |
| | WB | | O | 0 | | O | 0 | | O | 0 | | I | 0 | | O | 0 | | O | 0 | | O | 0 | | I | 0 | 0 |
| **NERVIA STREET** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S. Alhambra to Sunset Dr. | NB | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 8.0% | I | 14 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 14 |
| | SB | | O | 0 | | O | 0 | | O | 0 | | O | 9 | | O | 0 | | O | 0 | | O | 0 | | O | 0 | 9 |

**TABLE 18**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**2010 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR**

8/5/2008

| LOCATION | DIR | LANE PER DIR | EXISTING PM DIR VOL [2] | MAX ALLOW VOL [3] | MEETS ADOPTED LOS STD | 2010 BKGD VOL [4] | COMMITTED PROJECT PM TRIPS [5] | TOTAL BACK-GROUND PM | MEETS ADOPTED LOS STD ? | NSCDZ [6] IN 0 % | I/O | OUT 0 TRIPS | ACADEMIC [6] IN 43 % | I/O | OUT 56 TRIPS | DIV-ERTED TRIPS [7] | 2010 TOTAL PROJ TRIPS | PROJ TRIPS % OF MAV | PROJ > 5% MAV Y/N? | 2010 PM TOTAL TRIPS | MEETS ADOPTED LOS STD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **BIRD ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | EB | 2 | 1,329 | 2,060 | YES | 1,349 | 165 | 1,514 | YES | 2% | O | 0 | 3% | O | 2 | | 2 | 0.1% | NO | 1,351 | YES |
| | WB | 2 | 2,046 | 2,060 | YES | 2,077 | 208 | 2,285 | NO | | I | 0 | | I | 1 | | 1 | 0.0% | NO | 2,078 | NO |
| Granada Blvd to University | EB | 2 | 1,299 | 2,060 | YES | 1,319 | 105 | 1,424 | YES | 1% | I | 0 | 5% | O | 3 | | 3 | 0.1% | NO | 1,322 | YES |
| | WB | 2 | 1,811 | 2,060 | YES | 1,838 | 149 | 1,987 | YES | | O | 0 | | I | 2 | | 2 | 0.1% | NO | 1,840 | YES |
| University to San Amaro | EB | 2 | 1,287 | 2,060 | YES | 1,306 | 69 | 1,375 | YES | 1% | I | 0 | 1% | I | 0 | | 0 | 0.0% | NO | 1,306 | YES |
| | WB | 2 | 1,693 | 2,060 | YES | 1,719 | 103 | 1,822 | YES | | O | 0 | | O | 1 | | 1 | 0.0% | NO | 1,720 | YES |
| San Amaro to Red Road | EB | 2 | 1,373 | 2,060 | YES | 1,394 | 74 | 1,468 | YES | 1% | I | 0 | 1% | I | 0 | | 0 | 0.0% | NO | 1,394 | YES |
| | WB | 2 | 1,938 | 2,060 | YES | 1,967 | 119 | 2,086 | NO | | O | 0 | | O | 1 | | 1 | 0.0% | NO | 1,968 | YES |
| **BLUE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | EB | 1 | 552 | 810 | YES | 560 | 6 | 566 | YES | 1% | O | 0 | 1% | I | 0 | | 0 | 0.0% | NO | 560 | YES |
| | WB | 1 | 677 | 810 | YES | 687 | 7 | 694 | YES | | I | 0 | | O | 1 | | 1 | 0.1% | NO | 688 | YES |
| Granada to University Dr | EB | 1 | 332 | 810 | YES | 337 | 12 | 349 | YES | 2% | O | 0 | 1% | I | 0 | | 0 | 0.0% | NO | 337 | YES |
| | WB | 1 | 1,071 | 810 | NO | 1,087 | 23 | 1,110 | NO | | I | 0 | | O | 1 | | 1 | 0.1% | NO | 1,088 | NO |
| University to San Amaro | EB | 1 | 193 | 810 | YES | 196 | 23 | 219 | YES | 2% | I | 0 | 1% | O | 1 | | 1 | 0.1% | NO | 197 | YES |
| | WB | 1 | 699 | 810 | YES | 710 | 37 | 747 | YES | | O | 0 | | I | 0 | | 0 | 0.0% | NO | 710 | YES |
| San Amaro to Red Road | EB | 1 | 176 | 810 | YES | 179 | 23 | 202 | YES | 4% | I | 0 | 8% | O | 4 | | 4 | 0.5% | NO | 183 | YES |
| | WB | 1 | 575 | 810 | YES | 584 | 42 | 626 | YES | | O | 0 | | I | 3 | | 3 | 0.4% | NO | 587 | YES |
| **MILLER ROAD** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 325 | 810 | YES | 330 | 28 | 358 | YES | 9% | I | 0 | 25% | I | 11 | | 11 | 1.4% | NO | 341 | YES |
| | WB | 1 | 672 | 810 | YES | 682 | 40 | 722 | YES | | O | 0 | | O | 14 | | 14 | 1.7% | NO | 696 | YES |
| **PONCE DE LEON BLVD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | NE | 2 | 556 | 2,060 | YES | 564 | 152 | 716 | YES | 20% | O | 0 | 13% | O | 7 | 11 | 18 | 0.9% | NO | 582 | YES |
| | SW | 2 | 1,239 | 2,060 | YES | 1,258 | 178 | 1,436 | YES | | I | 0 | | I | 6 | 10 | 16 | 0.8% | NO | 1,274 | YES |
| Granada Blvd to Stanford | NE | 2 | 639 | 2,060 | YES | 649 | 128 | 777 | YES | 33% | O | 0 | 17% | O | 10 | 11 | 21 | 1.0% | NO | 670 | YES |
| | SW | 2 | 1,067 | 2,060 | YES | 1,083 | 164 | 1,247 | YES | | I | 0 | | I | 7 | 10 | 17 | 0.8% | NO | 1,100 | YES |
| Stanford to Hurricane Dr. | NE | 2 | 776 | 2,060 | YES | 788 | 70 | 858 | YES | 38% | I | 0 | 9% | I | 4 | 11 | 15 | 0.7% | NO | 803 | YES |
| | SW | 2 | 1,575 | 2,060 | YES | 1,599 | 105 | 1,704 | YES | | O | 0 | | O | 5 | 10 | 15 | 0.7% | NO | 1,614 | YES |
| Hurricane Dr. to Red Road | NE | 2 | 376 | 2,060 | YES | 382 | 56 | 438 | YES | 20% | I | 0 | 8% | I | 3 | 10 | 13 | 0.6% | NO | 395 | YES |
| | SW | 2 | 1,004 | 2,060 | YES | 1,019 | 82 | 1,101 | YES | | O | 0 | | O | 4 | 11 | 15 | 0.7% | NO | 1,034 | YES |
| **US1** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | NE | 3 | 2,593 | 4,070 | YES | 2,632 | 220 | 2,852 | YES | 8% | O | 0 | 3% | O | 2 | 11 | 13 | 0.3% | NO | 2,645 | YES |
| | SW | 3 | 2,383 | 4,070 | YES | 2,419 | 226 | 2,645 | YES | | I | 0 | | I | 1 | 10 | 11 | 0.3% | NO | 2,430 | YES |
| Granada Blvd to Maynada | NE | 3 | 2,816 | 4,070 | YES | 2,858 | 212 | 3,070 | YES | 7% | O | 0 | 4% | O | 2 | 11 | 13 | 0.3% | NO | 2,871 | YES |
| | SW | 3 | 2,257 | 4,070 | YES | 2,291 | 248 | 2,539 | YES | | I | 0 | | I | 2 | 10 | 12 | 0.3% | NO | 2,303 | YES |
| Maynada to S. Alhambra | NE | 3 | 2,863 | 4,070 | YES | 2,906 | 269 | 3,175 | YES | 17% | I | 0 | 10% | I | 4 | 11 | 15 | 0.4% | NO | 2,921 | YES |
| | SW | 3 | 3,306 | 4,070 | YES | 3,356 | 298 | 3,654 | YES | | O | 0 | | O | 6 | 10 | 16 | 0.4% | NO | 3,372 | YES |
| S. Alhambra to Red Road | NE | 3 | 2,579 | 4,070 | YES | 2,618 | 188 | 2,806 | YES | 16% | I | 0 | 10% | I | 4 | 10 | 14 | 0.3% | NO | 2,632 | YES |
| | SW | 3 | 3,481 | 4,070 | YES | 3,533 | 220 | 3,753 | YES | | O | 0 | | O | 6 | 11 | 17 | 0.4% | NO | 3,550 | YES |
| **SUNSET ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune Rd to Maynada | EB | 1 | 487 | 970 | YES | 494 | 31 | 525 | YES | 1% | O | 0 | 1% | O | 1 | | 1 | 0.1% | NO | 495 | YES |
| | WB | 1 | 495 | 970 | YES | 502 | 36 | 538 | YES | | I | 0 | | I | 0 | | 0 | 0.0% | NO | 502 | YES |
| Maynada to Red Road | EB | 1 | 571 | 970 | YES | 580 | 41 | 621 | YES | 1% | I | 0 | 1% | O | 1 | | 1 | 0.1% | NO | 581 | YES |
| | WB | 1 | 661 | 970 | YES | 671 | 44 | 715 | YES | | O | 0 | | I | 0 | | 0 | 0.0% | NO | 671 | YES |
| **LEJEUNE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 2 | 891 | 2,580 | YES | 904 | 112 | 1,016 | YES | 5% | O | 0 | 2% | O | 1 | | 1 | 0.0% | NO | 905 | YES |
| | SB | 2 | 1,102 | 2,580 | YES | 1,119 | 112 | 1,231 | YES | | I | 0 | | I | 1 | | 1 | 0.0% | NO | 1,120 | YES |
| Blue Road to US-1 | NB | 2 | 559 | 2,580 | YES | 567 | 104 | 671 | YES | 7% | O | 0 | 3% | O | 2 | | 2 | 0.1% | NO | 569 | YES |
| | SB | 2 | 646 | 2,580 | YES | 656 | 100 | 756 | YES | | I | 0 | | I | 1 | | 1 | 0.0% | NO | 657 | YES |
| US-1 to Sunset Drive | NB | 1 | 617 | 1,220 | YES | 626 | 31 | 657 | YES | 1% | I | 0 | 1% | I | 0 | | 0 | 0.0% | NO | 626 | YES |
| | SB | 1 | 698 | 1,220 | YES | 709 | 58 | 767 | YES | | O | 0 | | O | 1 | | 1 | 0.1% | NO | 710 | YES |
| **GRANADA BLVD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | NB | 1 | 392 | 790 | YES | 398 | 23 | 421 | YES | 4% | O | 0 | 6% | O | 3 | | 3 | 0.4% | NO | 401 | YES |
| | SB | 1 | 695 | 790 | YES | 705 | 26 | 731 | YES | | I | 0 | | I | 3 | | 3 | 0.4% | NO | 708 | YES |
| Blue Rd to Ponce | NB | 1 | 510 | 790 | YES | 518 | 40 | 558 | YES | 6% | O | 0 | 6% | O | 3 | | 3 | 0.4% | NO | 521 | YES |
| | SB | 1 | 561 | 790 | YES | 569 | 39 | 608 | YES | | I | 0 | | I | 3 | | 3 | 0.4% | NO | 572 | YES |
| Ponce de Leon to US 1 | NB | 1 | 340 | 790 | YES | 345 | 102 | 447 | YES | 7% | I | 0 | 7% | I | 3 | | 3 | 0.4% | NO | 348 | YES |
| | SB | 1 | 457 | 790 | YES | 464 | 105 | 569 | YES | | O | 0 | | O | 4 | | 4 | 0.5% | NO | 468 | YES |
| US 1 to Sunset Drive | NB | 1 | 224 | 790 | YES | 227 | 10 | 237 | YES | 2% | I | 0 | 2% | I | 1 | | 1 | 0.1% | NO | 228 | YES |
| | SB | 1 | 485 | 790 | YES | 492 | 16 | 508 | YES | | O | 0 | | O | 1 | | 1 | 0.1% | NO | 493 | YES |
| **MAYNADA STREET** | | | | | | | | | | | | | | | | | | | | | |
| US 1 to Sunset Drive | NB | 1 | 203 | 660 | YES | 206 | 16 | 222 | YES | 4% | I | 0 | 5% | I | 2 | | 2 | 0.3% | NO | 208 | YES |
| | SB | 1 | 504 | 660 | YES | 512 | 20 | 532 | YES | | O | 0 | | O | 3 | | 3 | 0.5% | NO | 515 | YES |
| **SAN AMARO DRIVE [7,8]** | | | | | | | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | NB | 1 | 121 | 660 | YES | 123 | 16 | 139 | YES | 1% | O | 0 | 3% | O | 2 | | 2 | 0.3% | NO | 125 | YES |
| | SB | 1 | 52 | 660 | YES | 53 | 25 | 78 | YES | | I | 0 | | I | 1 | | 1 | 0.2% | NO | 54 | YES |
| Blue Rd to Miller Rd | NB | 1 | 606 | 660 | YES | 615 | 9 | 624 | YES | 2% | O | 0 | 8% | O | 4 | -69 | -65 | -9.8% | NO | 550 | YES |
| | SB | 1 | 979 | 660 | NO | 994 | 11 | 1,005 | NO | | I | 0 | | I | 3 | -106 | -103 | -15.6% | NO | 891 | NO |
| Miller Rd to Levante | NB | 1 | 572 | 660 | YES | 581 | 24 | 605 | YES | 11% | O | 0 | 2% | I | 1 | -8 | -7 | -1.1% | NO | 574 | YES |
| | SB | 2 | 664 | 1,320 | YES | 674 | 28 | 702 | YES | | I | 0 | | O | 1 | -8 | -7 | -0.5% | NO | 667 | YES |
| Levante Rd to Ponce | NB | 1 | 636 | 660 | YES | 646 | 28 | 674 | NO | 19% | O | 0 | 2% | I | 1 | -8 | -7 | -1.1% | NO | 639 | YES |
| | SB | 2 | 488 | 1,320 | YES | 495 | 33 | 528 | YES | | I | 0 | | O | 1 | -8 | -7 | -0.5% | NO | 488 | YES |

**TABLE 18**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**2010 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR**

8/5/2008

| LOCATION | DIR | LANE PER DIR | EXISTING PM DIR VOL [2] | MAX ALLOW VOL [3] | MEETS ADOPTED LOS STD | 2010 BKGD VOL [4] | COMMITTED PROJECT PM TRIPS [5] | TOTAL BACK-GROUND PM | MEETS ADOPTED LOS STD ? | NSCDZ [6] IN 0 % | I/O | OUT 0 TRIPS | ACADEMIC [6] IN 43 % | I/O | OUT 56 TRIPS | DIV-ERTED TRIPS [7] | 2010 TOTAL PROJ TRIPS | PROJ TRIPS % OF MAV | PROJ > 5% MAV Y/N? | 2010 PM TOTAL TRIPS | MEETS ADOPTED LOS STD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **RED ROAD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 569 | 970 | YES | 578 | 36 | 614 | YES | 3% | O | 0 | 5% | O | 3 | | 3 | 0.3% | NO | 581 | YES |
| | SB | 1 | 653 | 970 | YES | 663 | 42 | 705 | YES | | I | 0 | | I | 2 | | 2 | 0.2% | NO | 665 | YES |
| Blue Road to Miller Road | NB | 1 | 604 | 970 | YES | 613 | 47 | 660 | YES | 1% | O | 0 | 4% | O | 2 | | 2 | 0.2% | NO | 615 | YES |
| | SB | 1 | 694 | 970 | YES | 704 | 56 | 760 | YES | | I | 0 | | I | 2 | | 2 | 0.2% | NO | 706 | YES |
| Miller Rd to Brescia Ave | NB | 1 | 745 | 970 | YES | 756 | 53 | 809 | YES | 3% | O | 0 | 3% | I | 1 | | 1 | 0.1% | NO | 757 | YES |
| | SB | 1 | 768 | 970 | YES | 780 | 60 | 840 | YES | | I | 0 | | O | 2 | | 2 | 0.2% | NO | 782 | YES |
| Brescia Ave to Ponce | NB | 2 | 1,348 | 2,060 | YES | 1,368 | 116 | 1,484 | YES | 8% | O | 0 | 5% | I | 2 | | 2 | 0.1% | NO | 1,370 | YES |
| | SB | 2 | 1,004 | 2,060 | YES | 1,019 | 123 | 1,142 | YES | | I | 0 | | O | 3 | | 3 | 0.1% | NO | 1,022 | YES |
| Ponce to US-1 | NB | 2 | 701 | 2,060 | YES | 712 | 124 | 836 | YES | 10% | O | 0 | 9% | I | 4 | | 4 | 0.2% | NO | 716 | YES |
| | SB | 2 | 811 | 2,060 | YES | 823 | 129 | 952 | YES | | I | 0 | | O | 5 | | 5 | 0.2% | NO | 828 | YES |
| US 1 to Sunset Drive | NB | 2 | 551 | 1,720 | YES | 559 | 124 | 683 | YES | 10% | I | 0 | 4% | I | 2 | | 2 | 0.1% | NO | 561 | YES |
| | SB | 2 | 951 | 1,720 | YES | 965 | 147 | 1,112 | YES | | O | 0 | | O | 2 | | 2 | 0.1% | NO | 967 | YES |
| **UNIVERSITY DRIVE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 124 | 660 | YES | 126 | 2 | 128 | YES | 2% | O | 0 | 4% | O | 2 | | 2 | 0.3% | NO | 128 | YES |
| | SB | 1 | 211 | 660 | YES | 214 | 2 | 216 | YES | | I | 0 | | I | 2 | | 2 | 0.3% | NO | 216 | YES |
| Blue Road to Pisano Ave | NB | 1 | 183 | 660 | YES | 186 | 0 | 186 | YES | 4% | O | 0 | 4% | O | 2 | | 2 | 0.3% | NO | 188 | YES |
| | SB | 1 | 281 | 660 | YES | 285 | 0 | 285 | YES | | I | 0 | | I | 2 | | 2 | 0.3% | NO | 287 | YES |
| **RIVIERA DRIVE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 192 | 660 | YES | 195 | 7 | 202 | YES | 1% | O | 0 | 1% | O | 1 | | 1 | 0.2% | NO | 196 | YES |
| | SB | 1 | 553 | 660 | YES | 561 | 1 | 562 | YES | | I | 0 | | I | 0 | | 0 | 0.0% | NO | 561 | YES |
| Blue Road to Ponce | NB | 1 | 224 | 660 | YES | 227 | 10 | 237 | YES | 1% | O | 0 | 1% | O | 1 | | 1 | 0.2% | NO | 228 | YES |
| | SB | 1 | 292 | 660 | YES | 296 | 4 | 300 | YES | | I | 0 | | I | 0 | | 0 | 0.0% | NO | 296 | YES |
| US-1 to LeJeune Road | NB | 1 | 202 | 660 | YES | 205 | 79 | 284 | YES | 1% | I | 0 | 1% | I | 0 | | 0 | 0.0% | NO | 205 | YES |
| | SB | 1 | 278 | 660 | YES | 282 | 19 | 301 | YES | | O | 0 | | O | 1 | | 1 | 0.2% | NO | 283 | YES |
| **ALHMABRA CIRCLE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 162 | 660 | YES | 164 | 6 | 170 | YES | 1% | O | 0 | 1% | O | 1 | | 1 | 0.2% | NO | 165 | YES |
| | SB | 1 | 244 | 660 | YES | 248 | 12 | 260 | YES | | I | 0 | | I | 0 | | 0 | 0.0% | NO | 248 | YES |
| Blue Road to Miller Road | NB | 1 | 154 | 660 | YES | 156 | 2 | 158 | YES | 1% | O | 0 | 4% | O | 2 | | 2 | 0.3% | NO | 158 | YES |
| | SB | 1 | 213 | 660 | YES | 216 | 2 | 218 | YES | | I | 0 | | I | 2 | | 2 | 0.3% | NO | 218 | YES |
| **S. ALHMABRA CIRCLE** | | | | | | | | | | | | | | | | | | | | | |
| US-1 to Nervia Street | NB | 1 | 244 | 660 | YES | 248 | 279 | 527 | YES | 1% | I | 0 | 1% | I | 0 | | 0 | 0.0% | NO | 248 | YES |
| | SB | 1 | 238 | 660 | YES | 242 | 302 | 544 | YES | | O | 0 | | O | 1 | | 1 | 0.2% | NO | 243 | YES |
| Nervia Street to Sunset Dr. | EB | 1 | 118 | 660 | YES | 120 | 12 | 132 | YES | 1% | I | 0 | 1% | I | 0 | | 0 | 0.0% | NO | 120 | YES |
| | WB | 1 | 111 | 660 | YES | 113 | 11 | 124 | YES | | O | 0 | | O | 1 | | 1 | 0.2% | NO | 114 | YES |
| **CAMPO SANO** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Pisano | EB | 1 | 386 | 660 | YES | 392 | 19 | 411 | YES | 2% | I | 0 | 10% | I | 4 | -27 | -23 | -3.5% | NO | 369 | YES |
| | WB | 1 | 795 | 660 | NO | 807 | 21 | 828 | NO | | O | 0 | | O | 6 | -48 | -42 | -6.4% | NO | 765 | NO |
| **PISANO ANEVUE** | | | | | | | | | | | | | | | | | | | | | |
| Campo Sano to University | EB | 1 | 322 | 660 | YES | 327 | 19 | 346 | YES | 1% | O | 0 | 10% | O | 6 | -24 | -18 | -2.7% | NO | 309 | YES |
| | WB | 1 | 380 | 660 | YES | 386 | 21 | 407 | YES | | I | 0 | | I | 4 | -27 | -23 | -3.5% | NO | 363 | YES |
| **BRESCIA AVENUE** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 79 | 660 | YES | 80 | 1 | 81 | YES | 5% | I | 0 | 6% | I | 3 | | 3 | 0.5% | NO | 83 | YES |
| | WB | 1 | 362 | 660 | YES | 367 | 1 | 368 | YES | | O | 0 | | O | 3 | | 3 | 0.5% | NO | 370 | YES |
| **LEVANTE AVENUE** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 36 | 660 | YES | 37 | 7 | 44 | YES | 3% | I | 0 | 5% | I | 2 | | 2 | 0.3% | NO | 39 | YES |
| | WB | 1 | 382 | 660 | YES | 388 | 7 | 395 | YES | | O | 0 | | O | 3 | | 3 | 0.5% | NO | 391 | YES |
| **HARDEE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| US-1 to Granada Blvd | EB | 1 | 457 | 660 | YES | 464 | 0 | 464 | YES | 1% | I | 0 | 2% | I | 1 | | 1 | 0.2% | NO | 465 | YES |
| | WB | 1 | 493 | 660 | YES | 500 | 0 | 500 | YES | | O | 0 | | O | 1 | | 1 | 0.2% | NO | 501 | YES |
| Granada Blvd to LeJeune | EB | 1 | 498 | 660 | YES | 506 | 0 | 506 | YES | 1% | O | 0 | 2% | O | 1 | | 1 | 0.2% | NO | 507 | YES |
| | WB | 1 | 403 | 660 | YES | 409 | 0 | 409 | YES | | I | 0 | | I | 1 | | 1 | 0.2% | NO | 410 | YES |
| **NERVIA STREET** | | | | | | | | | | | | | | | | | | | | | |
| S. Alhambra to Sunset Dr. | NB | 1 | 121 | 660 | YES | 123 | 45 | 168 | YES | 1% | I | 0 | 1% | I | 0 | | 0 | 0.0% | NO | 123 | YES |
| | SB | 1 | 165 | 660 | YES | 167 | 48 | 215 | YES | | O | 0 | | O | 1 | | 1 | 0.2% | NO | 168 | YES |

**NOTES:**

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.

**TABLE 19**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**PM PEAK HOUR - COMMITTED DEVELOPMENT TRIPS**

3/6/08

| | | MERRICK PLACE | | | HOME DEPOT | | | CHURCH SCHOOL | | | SAN REMO/1430 DIXIE | | | 3760 BIRD ROAD | | | MIAMI GREEN/M. VIEW | | | US1 OFFICE BLDG | | | RED RD COMMONS | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | COMMITTED |
| | | 140 | 1081 | 135 | 308 | 1070 | 333 | 127 | 1064 | 327 | 557 | 1086 | 604 | 154 | 1067 | 418 | 258 | 1080 | 403 | 23 | 1083 | 110 | 113 | 1098 | 89 | TRIPS |
| **LOCATION** | **DIR** | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | AM PEAK |
| **BIRD ROAD** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | EB | 22.0% | I | 31 | 13.0% | I | 40 | 6.0% | O | 20 | 0.0% | O | 0 | 13.0% | I | 20 | 17.0% | I | 44 | 6.0% | O | 7 | 3.0% | O | 3 | 165 |
| | WB | | O | 30 | | O | 43 | | I | 8 | | I | 0 | | O | 54 | | O | 69 | | I | 1 | | I | 3 | 208 |
| Granada Blvd to University | EB | 12.0% | I | 17 | 12.0% | I | 37 | 1.0% | O | 3 | 0.0% | O | 0 | 9.0% | I | 14 | 11.0% | I | 28 | 2.0% | I | 0 | 7.0% | O | 6 | 105 |
| | WB | | O | 16 | | O | 40 | | I | 1 | | I | 0 | | O | 38 | | O | 44 | | O | 2 | | I | 8 | 149 |
| University to San Amaro | EB | 9.0% | I | 13 | 6.0% | I | 18 | 0.0% | O | 0 | 0.0% | O | 0 | 7.0% | I | 11 | 9.0% | I | 23 | 1.0% | I | 0 | 4.0% | O | 4 | 69 |
| | WB | | O | 12 | | O | 20 | | I | 0 | | I | 0 | | O | 29 | | O | 36 | | O | 1 | | I | 5 | 103 |
| San Amaro to Red Road | EB | 9.0% | I | 13 | 6.0% | I | 18 | 7.0% | I | 9 | 0.0% | O | 0 | 6.0% | I | 9 | 9.0% | I | 23 | 1.0% | I | 0 | 2.0% | O | 2 | 74 |
| | WB | | O | 12 | | O | 20 | | O | 23 | | I | 0 | | O | 25 | | O | 36 | | O | 1 | | I | 2 | 119 |
| **BLUE ROAD** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | EB | 2.0% | I | 3 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | O | 0 | 1.0% | I | 2 | 0.0% | I | 0 | 1.0% | O | 1 | 0.0% | O | 0 | 6 |
| | WB | | O | 3 | | O | 0 | | I | 0 | | I | 0 | | O | 4 | | O | 0 | | I | 0 | | I | 0 | 7 |
| Granada to University Dr | EB | 2.0% | I | 3 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | O | 0 | 1.0% | I | 2 | 2.0% | I | 5 | 7.0% | I | 2 | 0.0% | O | 0 | 12 |
| | WB | | O | 3 | | O | 0 | | I | 0 | | I | 0 | | O | 4 | | O | 8 | | O | 8 | | I | 0 | 23 |
| University to San Amaro | EB | 2.0% | I | 3 | 2.0% | I | 6 | 0.0% | O | 0 | 0.0% | O | 0 | 1.0% | I | 2 | 2.0% | I | 5 | 7.0% | I | 2 | 6.0% | O | 5 | 23 |
| | WB | | O | 3 | | O | 7 | | I | 0 | | I | 0 | | O | 4 | | O | 8 | | O | 8 | | I | 7 | 37 |
| San Amaro to Red Road | EB | 2.0% | I | 3 | 1.0% | I | 3 | 3.0% | I | 4 | 0.0% | O | 0 | 1.0% | I | 2 | 2.0% | I | 5 | 6.0% | I | 1 | 6.0% | O | 5 | 23 |
| | WB | | O | 3 | | O | 3 | | O | 10 | | I | 0 | | O | 4 | | O | 8 | | O | 7 | | I | 7 | 42 |
| **MILLER ROAD** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1.0% | I | 1 | 1.0% | I | 3 | 1.0% | I | 1 | 1.0% | O | 6 | 1.0% | I | 2 | 2.0% | I | 5 | 4.0% | I | 1 | 10.0% | O | 9 | 28 |
| | WB | | O | 1 | | O | 3 | | O | 3 | | I | 6 | | O | 4 | | O | 8 | | O | 4 | | I | 11 | 40 |
| **PONCE DE LEON BLVD** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | NE | 12.0% | I | 17 | 7.0% | I | 22 | 0.0% | O | 0 | 12.0% | O | 72 | 6.0% | I | 9 | 9.0% | I | 23 | 0.0% | O | 0 | 10.0% | O | 9 | 152 |
| | SW | | O | 16 | | O | 23 | | I | 0 | | I | 67 | | O | 25 | | O | 36 | | I | 0 | | I | 11 | 178 |
| Granada Blvd to Stanford | NE | 10.0% | I | 14 | 6.0% | I | 18 | 0.0% | O | 0 | 9.0% | O | 54 | 6.0% | I | 9 | 8.0% | I | 21 | 10.0% | I | 2 | 11.0% | O | 10 | 128 |
| | SW | | O | 14 | | O | 20 | | I | 0 | | I | 50 | | O | 25 | | O | 32 | | O | 11 | | I | 12 | 164 |
| Stanford to Hurricane Dr. | NE | 7.0% | I | 10 | 5.0% | I | 15 | 0.0% | O | 0 | 1.0% | O | 6 | 4.0% | I | 6 | 7.0% | I | 18 | 10.0% | I | 2 | 15.0% | O | 13 | 70 |
| | SW | | O | 9 | | O | 17 | | I | 0 | | I | 6 | | O | 17 | | O | 28 | | O | 11 | | I | 17 | 105 |
| Hurricane Dr. to Red Road | NE | 6.0% | I | 8 | 4.0% | I | 12 | 1.0% | I | 1 | 1.0% | O | 6 | 3.0% | I | 5 | 5.0% | I | 13 | 6.0% | I | 1 | 11.0% | O | 10 | 56 |
| | SW | | O | 8 | | O | 13 | | O | 3 | | I | 6 | | O | 13 | | O | 20 | | O | 7 | | I | 12 | 82 |
| **US1** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | NE | 11.0% | I | 15 | 10.0% | I | 31 | 0.0% | O | 0 | 15.0% | O | 91 | 8.0% | I | 12 | 12.0% | I | 31 | 33.0% | O | 36 | 4.0% | O | 4 | 220 |
| | SW | | O | 15 | | O | 33 | | I | 0 | | I | 84 | | O | 33 | | O | 48 | | I | 8 | | I | 5 | 226 |
| Granada Blvd to Maynada | NE | 11.0% | I | 15 | 9.0% | I | 28 | 0.0% | O | 0 | 21.0% | O | 127 | 6.0% | I | 9 | 11.0% | I | 28 | 14.0% | I | 3 | 2.0% | O | 2 | 212 |
| | SW | | O | 15 | | O | 30 | | I | 0 | | I | 117 | | O | 25 | | O | 44 | | O | 15 | | I | 2 | 248 |
| Maynada to S. Alhambra | NE | 12.0% | I | 17 | 8.0% | I | 25 | 0.0% | O | 0 | 31.0% | O | 187 | 6.0% | I | 9 | 11.0% | I | 28 | 12.0% | I | 3 | 0.0% | O | 0 | 269 |
| | SW | | O | 16 | | O | 27 | | I | 0 | | I | 173 | | O | 25 | | O | 44 | | O | 13 | | I | 0 | 298 |
| S. Alhambra to Red Road | NE | 11.0% | I | 15 | 8.0% | I | 25 | 0.0% | I | 0 | 18.0% | O | 109 | 6.0% | I | 9 | 10.0% | I | 26 | 11.0% | I | 3 | 1.0% | O | 1 | 188 |
| | SW | | O | 15 | | O | 27 | | O | 0 | | I | 100 | | O | 25 | | O | 40 | | O | 12 | | I | 1 | 220 |
| **SUNSET ROAD** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LeJeune Rd to Maynada | EB | 1.0% | I | 1 | 2.0% | I | 6 | 0.0% | I | 0 | 3.0% | O | 18 | 1.0% | I | 2 | 1.0% | I | 3 | 2.0% | I | 0 | 1.0% | O | 1 | 31 |
| | WB | | O | 1 | | O | 7 | | O | 0 | | I | 17 | | O | 4 | | O | 4 | | O | 2 | | I | 1 | 36 |
| Maynada to Red Road | EB | 1.0% | I | 1 | 1.0% | I | 3 | 0.0% | I | 0 | 5.0% | O | 30 | 1.0% | I | 2 | 1.0% | I | 3 | 2.0% | I | 0 | 2.0% | O | 2 | 41 |
| | WB | | O | 1 | | O | 3 | | O | 0 | | I | 28 | | O | 4 | | O | 4 | | O | 2 | | I | 2 | 44 |
| **LEJEUNE ROAD** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 31.0% | O | 42 | 2.0% | O | 7 | 3.0% | I | 4 | 6.0% | O | 36 | 3.0% | I | 5 | 1.0% | O | 4 | 12.0% | O | 13 | 1.0% | O | 1 | 112 |
| | SB | | I | 43 | | I | 6 | | O | 10 | | I | 33 | | O | 13 | | I | 3 | | I | 3 | | I | 1 | 112 |
| Blue Road to US-1 | NB | 21.0% | I | 29 | 3.0% | I | 9 | 2.0% | I | 3 | 7.0% | O | 42 | 2.0% | I | 3 | 1.0% | I | 3 | 13.0% | O | 14 | 1.0% | O | 1 | 104 |
| | SB | | O | 28 | | O | 10 | | O | 7 | | I | 39 | | O | 8 | | O | 4 | | I | 3 | | I | 1 | 100 |
| US-1 to Sunset Drive | NB | 3.0% | I | 4 | 1.0% | I | 3 | 0.0% | I | 0 | 1.0% | O | 6 | 1.0% | I | 2 | 4.0% | I | 10 | 22.0% | I | 5 | 1.0% | O | 1 | 31 |
| | SB | | O | 4 | | O | 3 | | O | 0 | | I | 6 | | O | 4 | | O | 16 | | O | 24 | | I | 1 | 58 |
| **GRANADA BLVD** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | NB | 1.0% | I | 1 | 0.0% | I | 0 | 1.0% | I | 1 | 2.0% | O | 12 | 1.0% | I | 2 | 1.0% | I | 3 | 1.0% | O | 1 | 3.0% | O | 3 | 23 |
| | SB | | O | 1 | | O | 0 | | O | 3 | | I | 11 | | O | 4 | | O | 4 | | I | 0 | | I | 3 | 26 |
| Blue Rd to Ponce | NB | 2.0% | I | 3 | 2.0% | I | 6 | 1.0% | I | 1 | 2.0% | O | 12 | 1.0% | I | 2 | 2.0% | I | 5 | 9.0% | O | 10 | 1.0% | O | 1 | 40 |
| | SB | | O | 3 | | O | 7 | | O | 3 | | I | 11 | | O | 4 | | O | 8 | | I | 2 | | I | 1 | 39 |
| Ponce de Leon to US 1 | NB | 6.0% | I | 8 | 5.0% | I | 15 | 1.0% | I | 1 | 6.0% | O | 36 | 4.0% | I | 6 | 5.0% | I | 13 | 18.0% | O | 20 | 3.0% | O | 3 | 102 |
| | SB | | O | 8 | | O | 17 | | O | 3 | | I | 33 | | O | 17 | | O | 20 | | I | 4 | | I | 3 | 105 |
| US 1 to Sunset Drive | NB | 1.0% | I | 1 | 1.0% | I | 3 | 1.0% | I | 1 | 0.0% | O | 0 | 1.0% | I | 2 | 1.0% | I | 3 | 1.0% | I | 0 | 0.0% | O | 0 | 10 |
| | SB | | O | 1 | | O | 3 | | O | 3 | | I | 0 | | O | 4 | | O | 4 | | O | 1 | | I | 0 | 16 |
| **MAYNADA STREET** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 1 to Sunset Drive | NB | 1.0% | I | 1 | 1.0% | I | 3 | 0.0% | I | 0 | 1.0% | O | 6 | 1.0% | I | 2 | 1.0% | I | 3 | 1.0% | I | 0 | 1.0% | O | 1 | 16 |
| | SB | | O | 1 | | O | 3 | | O | 0 | | I | 6 | | O | 4 | | O | 4 | | O | 1 | | I | 1 | 20 |
| **SAN AMARO DRIVE** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | NB | 0.0% | I | 0 | 0.0% | I | 0 | 4.0% | I | 5 | 1.0% | O | 6 | 0.0% | I | 0 | 0.0% | I | 0 | 1.0% | O | 1 | 5.0% | O | 4 | 16 |
| | SB | | O | 0 | | O | 0 | | O | 13 | | I | 6 | | O | 0 | | O | 0 | | I | 0 | | I | 6 | 25 |
| Blue Rd to Miller Rd | NB | 0.0% | I | 0 | 0.0% | I | 0 | 1.0% | I | 1 | 1.0% | O | 6 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 2.0% | O | 2 | 9 |
| | SB | | O | 0 | | O | 0 | | O | 3 | | I | 6 | | O | 0 | | O | 0 | | I | 0 | | I | 2 | 11 |
| Miller Rd to Levante | NB | 1.0% | I | 1 | 1.0% | I | 3 | 1.0% | I | 1 | 1.0% | O | 6 | 1.0% | I | 2 | 2.0% | I | 5 | 4.0% | O | 4 | 2.0% | O | 2 | 24 |
| | SB | | O | 1 | | O | 3 | | O | 3 | | I | 6 | | O | 4 | | O | 8 | | I | 1 | | I | 2 | 28 |
| Levante Rd to Ponce | NB | 2.0% | I | 3 | 1.0% | I | 3 | 1.0% | I | 1 | 1.0% | O | 6 | 1.0% | I | 2 | 2.0% | I | 5 | 4.0% | O | 4 | 4.0% | O | 4 | 28 |
| | SB | | O | 3 | | O | 3 | | O | 3 | | I | 6 | | O | 4 | | O | 8 | | I | 1 | | I | 5 | 33 |
| **RED ROAD **** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 0.0% | I | 0 | 0.0% | I | 0 | 3.0% | I | 4 | 3.0% | O | 18 | 0.0% | I | 0 | 0.0% | I | 0 | 2.0% | O | 2 | 13.0% | O | 12 | 36 |
| | SB | | O | 0 | | O | 0 | | O | 10 | | I | 17 | | O | 0 | | O | 0 | | I | 0 | | I | 15 | 42 |
| Blue Road to Miller Road | NB | 0.0% | I | 0 | 0.0% | I | 0 | 3.0% | I | 4 | 4.0% | O | 24 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 21.0% | O | 19 | 47 |
| | SB | | O | 0 | | O | 0 | | O | 10 | | I | 22 | | O | 0 | | O | 0 | | I | 0 | | I | 24 | 56 |
| Miller Rd to Brescia Ave | NB | 0.0% | I | 0 | 0.0% | I | 0 | 4.0% | I | 5 | 6.0% | O | 36 | 0.0% | I | 0 | 0.0% | I | 0 | 1.0% | O | 1 | 12.0% | O | 11 | 53 |
| | SB | | O | 0 | | O | 0 | | O | 13 | | I | 33 | | O | 0 | | O | 0 | | I | 0 | | I | 14 | 60 |
| Brescia Ave to Ponce | NB | 2.0% | I | 3 | 2.0% | I | 6 | 3.0% | I | 4 | 13.0% | O | 79 | 1.0% | I | 2 | 2.0% | I | 5 | 3.0% | O | 3 | 16.0% | O | 14 | 116 |
| | SB | | O | 3 | | O | 7 | | O | 10 | | I | 72 | | O | 4 | | O | 8 | | I | 1 | | I | 18 | 123 |
| Ponce to US-1 | NB | 2.0% | I | 3 | 2.0% | I | 6 | 3.0% | I | 4 | 15.0% | O | 91 | 2.0% | I | 3 | 3.0% | I | 8 | 3.0% | O | 3 | 5.0% | I | 6 | 124 |
| | SB | | O | 3 | | O | 7 | | O | 10 | | I | 84 | | O | 8 | | O | 12 | | I | 1 | | O | 4 | 129 |
| US 1 to Sunset Drive | NB | 2.0% | I | 3 | 2.0% | I | 6 | 2.0% | I | 3 | 17.0% | I | 95 | 2.0% | I | 3 | 3.0% | I | 8 | 3.0% | I | 1 | 4.0% | I | 5 | 124 |
| | SB | | O | 3 | | O | 7 | | O | 7 | | O | 103 | | O | 8 | | O | 12 | | O | 3 | | O | 4 | 147 |

**TABLE 19**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**PM PEAK HOUR - COMMITTED DEVELOPMENT TRIPS**

3/6/08

| | | MERRICK PLACE | | | HOME DEPOT | | | CHURCH SCHOOL | | | SAN REMO/1430 DIXIE | | | 3760 BIRD ROAD | | | MIAMI GREEN/M. VIEW | | | US1 OFFICE BLDG | | | RED RD COMMONS | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | COMMITTED |
| | | 140 | 1081 | 135 | 308 | 1070 | 333 | 127 | 1064 | 327 | 557 | 1086 | 604 | 154 | 1067 | 418 | 258 | 1080 | 403 | 23 | 1083 | 110 | 113 | 1098 | 89 | TRIPS |
| LOCATION | DIR | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | AM PEAK |
| **UNIVERSITY DRIVE** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 2.0% | O | 2 | 2 |
| | SB | | O | 0 | | O | 0 | | O | 0 | | I | 0 | | O | 0 | | O | 0 | | I | 0 | | I | 2 | 2 |
| Blue Road to Pisano Ave | NB | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 0 |
| | SB | | O | 0 | | O | 0 | | O | 0 | | I | 0 | | O | 0 | | O | 0 | | I | 0 | | O | 0 | 0 |
| **RIVIERA DRIVE** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 6.0% | O | 7 | 0.0% | O | 0 | 7 |
| | SB | | O | 0 | | I | 0 | | O | 0 | | I | 0 | | O | 0 | | O | 0 | | I | 1 | | I | 0 | 1 |
| Blue Road to Ponce | NB | 2.0% | I | 3 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 6.0% | O | 7 | 0.0% | O | 0 | 10 |
| | SB | | O | 3 | | O | 0 | | O | 0 | | I | 0 | | O | 0 | | O | 0 | | I | 1 | | I | 0 | 4 |
| US-1 to LeJeune Road | NB | 2.0% | I | 3 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 69.0% | O | 76 | 0.0% | I | 0 | 79 |
| | SB | | O | 3 | | O | 0 | | O | 0 | | I | 0 | | O | 0 | | O | 0 | | I | 16 | | O | 0 | 19 |
| **ALHMABRA CIRCLE** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 0.0% | I | 0 | 0.0% | I | 0 | 3.0% | I | 4 | 0.0% | O | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 2.0% | O | 2 | 6 |
| | SB | | O | 0 | | O | 0 | | O | 10 | | I | 0 | | O | 0 | | O | 0 | | I | 0 | | I | 2 | 12 |
| Blue Road to Miller Road | NB | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 2.0% | O | 2 | 2 |
| | SB | | O | 0 | | O | 0 | | O | 0 | | I | 0 | | O | 0 | | O | 0 | | I | 0 | | I | 2 | 2 |
| **S. ALHMABRA CIRCLE** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US-1 to Nervia Street | NB | 0.0% | O | 0 | 0.0% | O | 0 | 0.0% | O | 0 | 50.0% | I | 279 | 0.0% | O | 0 | 0.0% | O | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 279 |
| | SB | | I | 0 | | I | 0 | | I | 0 | | O | 302 | | I | 0 | | I | 0 | | I | 0 | | O | 0 | 302 |
| Nervia Street to Sunset Dr. | EB | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 2.0% | O | 12 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 12 |
| | WB | | O | 0 | | O | 0 | | I | 0 | | I | 11 | | O | 0 | | O | 0 | | O | 0 | | I | 0 | 11 |
| **CAMPO SANO** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Pisano | EB | 1.0% | I | 1 | 1.0% | I | 3 | 1.0% | O | 3 | 1.0% | O | 6 | 1.0% | I | 2 | 1.0% | I | 3 | 1.0% | I | 0 | 1.0% | O | 1 | 19 |
| | WB | | O | 1 | | O | 3 | | I | 1 | | I | 6 | | O | 4 | | O | 4 | | O | 1 | | I | 1 | 21 |
| **PISANO ANEVUE** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Campo Sano to University | EB | 1.0% | I | 1 | 1.0% | I | 3 | 1.0% | O | 3 | 1.0% | O | 6 | 1.0% | I | 2 | 1.0% | I | 3 | 1.0% | I | 0 | 1.0% | O | 1 | 19 |
| | WB | | O | 1 | | O | 3 | | I | 1 | | I | 6 | | O | 4 | | O | 4 | | O | 1 | | I | 1 | 21 |
| **BRESCIA AVENUE** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 1.0% | O | 1 | 1 |
| | WB | | O | 0 | | O | 0 | | O | 0 | | O | 0 | | O | 0 | | O | 0 | | O | 0 | | I | 1 | 1 |
| **LEVANTE AVENUE** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 1.0% | I | 6 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 1.0% | O | 1 | 7 |
| | WB | | O | 0 | | O | 0 | | O | 0 | | O | 6 | | O | 0 | | O | 0 | | O | 0 | | I | 1 | 7 |
| **HARDEE ROAD** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US-1 to Granada Blvd | EB | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0 |
| | WB | | O | 0 | | O | 0 | | O | 0 | | I | 0 | | O | 0 | | O | 0 | | O | 0 | | I | 0 | 0 |
| Granada Blvd to LeJeune | EB | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | O | 0 | 0 |
| | WB | | O | 0 | | O | 0 | | O | 0 | | I | 0 | | O | 0 | | O | 0 | | O | 0 | | I | 0 | 0 |
| **NERVIA STREET** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S. Alhambra to Sunset Dr. | NB | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 8.0% | I | 45 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 0.0% | I | 0 | 45 |
| | SB | | O | 0 | | O | 0 | | O | 0 | | O | 48 | | O | 0 | | O | 0 | | O | 0 | | O | 0 | 48 |

**TABLE 20**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2010 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR**

3/12/2008

| NO | INTERSECTION | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | SIGNALIZED | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | RED/MILLER | 106 | 488 | 153 | 27 | 454 | 42 | 235 | 690 | 256 | 106 | 162 | 5 | **2724** | YES | D |
| 2 | SAN AMARO/MILLER | 88 | 667 | 66 | 54 | 307 | 76 | 417 | 238 | 135 | 19 | 15 | 8 | **2090** | YES | C |
| 3 | SAN AMARO/TRILLO | 37 | 768 | 0 | 0 | 386 | 35 | 0 | 0 | 105 | 0 | 0 | 0 | **1331** | NO | B |
| 4 | SAN AMARO/MEMORIAL | 0 | 632 | 75 | 121 | 202 | 0 | 0 | 0 | 0 | 68 | 0 | 58 | **1156** | NO | C |
| 5 | SAN AMARO/ROBBIA | 0 | 652 | 0 | 0 | 271 | 6 | 0 | 0 | 12 | 0 | 0 | 0 | **941** | NO | A |
| 6 | CAMPO SANO/BRUNSON | 9 | 0 | 20 | 0 | 0 | 0 | 0 | 635 | 330 | 54 | 166 | 0 | **1214** | NO | C |
| 7 | PISANO/UNIVERSITY | 2 | 7 | 32 | 71 | 16 | 32 | 28 | 191 | 12 | 38 | 231 | 61 | **721** | NO | B |
| 8 | PISANO/CARILLO | 0 | 0 | 0 | 1 | 22 | 18 | 2 | 173 | 124 | 107 | 316 | 1 | **764** | NO | C |
| 9 | PONCE/GRANADA | 38 | 467 | 102 | 42 | 350 | 132 | 315 | 1047 | 45 | 49 | 422 | 98 | **3107** | YES | B |
| 10 | US-1/GRANADA | 16 | 335 | 57 | 71 | 270 | 103 | 132 | 3086 | 35 | 43 | 2441 | 128 | **6717** | YES | C |
| 11 | PONCE/CARILLO | 0 | 0 | 0 | 103 | 0 | 117 | 0 | 1400 | 0 | 0 | 595 | 0 | **2215** | NO | C |
| 12 | PONCE/STANFORD | 139 | 110 | 246 | 39 | 21 | 37 | 76 | 933 | 115 | 157 | 432 | 97 | **2402** | YES | B |
| 13 | US-1/STANFORD | 68 | 249 | 83 | 32 | 173 | 90 | 172 | 3056 | 32 | 89 | 2711 | 88 | **6843** | YES | C |
| 14 | PONCE/MERRICK | 2 | 0 | 13 | 10 | 0 | 31 | 140 | 1248 | 14 | 18 | 537 | 45 | **2058** | NO | C |
| 15 | PONCE/DICKINSON | 0 | 0 | 3 | 22 | 1 | 56 | 87 | 1308 | 32 | 20 | 574 | 38 | **2141** | NO | C |
| 16 | PONCE/S.ALHAMBRA | 145 | 38 | 296 | 27 | 5 | 2 | 110 | 1070 | 189 | 136 | 384 | 75 | **2477** | YES | B |
| 17 | US-1/S.ALHAMBRA | 39 | 204 | 97 | 127 | 128 | 95 | 211 | 3259 | 47 | 115 | 3036 | 80 | **7438** | YES | D |
| 18 | PONCE/SAN AMARO | 1 | 2 | 1 | 472 | 9 | 11 | 89 | 925 | 7 | 8 | 290 | 294 | **2109** | YES | B |
| 19 | RED/LEVANTE | 11 | 715 | 90 | 116 | 1252 | 10 | 11 | 1 | 17 | 60 | 1 | 32 | **2316** | YES | A |
| 20 | RED/US-1 | 0 | 497 | 73 | 0 | 447 | 140 | 380 | 2189 | 54 | 116 | 1988 | 52 | **5936** | YES | D |
| 21 | RED/PONCE | 0 | 586 | 322 | 631 | 676 | 31 | 0 | 0 | 13 | 0 | 0 | 221 | **2480** | NO | B |
| 22 | CAMPO SANO/PISANO | 90 | 0 | 23 | 0 | 0 | 0 | 0 | 402 | 269 | 28 | 116 | 0 | **928** | NO | C |
| 23 | RED/BRESCIA | 73 | 555 | 26 | 36 | 739 | 29 | 240 | 298 | 378 | 15 | 26 | 31 | **2446** | YES | C |
| 24 | SUNSET/MAYNADA | 19 | 442 | 110 | 15 | 141 | 53 | 93 | 396 | 33 | 43 | 328 | 21 | **1694** | YES | C |
| 25 | RED/SUNSET | 93 | 601 | 156 | 107 | 348 | 127 | 167 | 422 | 41 | 170 | 368 | 87 | **2687** | YES | D |
| 26 | RED/BLUE | 29 | 566 | 69 | 60 | 515 | 7 | 66 | 472 | 52 | 21 | 81 | 35 | **1973** | YES | C |
| 27 | RED/BIRD | 118 | 395 | 102 | 121 | 315 | 121 | 367 | 1784 | 208 | 38 | 858 | 57 | **4484** | YES | C |
| 28 | BIRD/UNIVERSITY | 46 | 0 | 198 | 0 | 0 | 0 | 0 | 1920 | 38 | 81 | 1011 | 0 | **3294** | YES | B |
| 29 | BIRD/LEJEUNE | 134 | 712 | 60 | 220 | 593 | 59 | 264 | 1881 | 84 | 148 | 925 | 90 | **5170** | YES | E |
| 30 | BLUE/SAN AMARO | 6 | 45 | 157 | 98 | 79 | 15 | 23 | 633 | 42 | 17 | 135 | 13 | **1263** | NO | F |
| 31 | BLUE/UNIVERSITY | 19 | 137 | 300 | 5 | 137 | 15 | 74 | 755 | 72 | 87 | 165 | 12 | **1778** | YES | C |
| 32 | BLUE/GRANADA | 18 | 438 | 10 | 10 | 326 | 88 | 518 | 484 | 53 | 5 | 117 | 24 | **2091** | YES | B |
| 33 | PONCE/LEJEUNE/GRAND | 22 | 171 | 62 | 55 | 240 | 38 | 36 | 1613 | 20 | 41 | 875 | 75 | **3248** | YES | E |
| 34 | US-1/LE JEUNE RD | 0 | 615 | 190 | 0 | 408 | 168 | 292 | 3834 | 36 | 84 | 2666 | 5 | **8298** | YES | F |
| 35 | PONCE/RIVIERA DR | 65 | 223 | 48 | 67 | 213 | 38 | 185 | 726 | 126 | 26 | 476 | 7 | **2200** | YES | B |
| 36 | US1/RIVIERA DR | 82 | 225 | 42 | 82 | 214 | 32 | 44 | 3130 | 69 | 37 | 2737 | 47 | **6741** | YES | B |
| 37 | BIRD RD/RIVIERA DR | 14 | 226 | 293 | 44 | 69 | 6 | 25 | 1780 | 12 | 54 | 964 | 22 | **3509** | YES | B |
| 38 | SUNSET RD/GRANADA | 0 | 0 | 0 | 31 | 0 | 22 | 19 | 769 | 0 | 0 | 342 | 30 | **1213** | NO | C |
| 39 | GRANADA/HARDEE RD | 0 | 100 | 287 | 25 | 55 | 37 | 81 | 515 | 5 | 31 | 266 | 86 | **1488** | NO | F |
| 40 | SUNSET RD/NERVIA ST | 0 | 0 | 0 | 20 | 0 | 107 | 187 | 524 | 0 | 0 | 485 | 63 | **1386** | NO | C |
| 41 | S. ALHAMBRA CR/NERVIA | 76 | 124 | 0 | 0 | 75 | 178 | 174 | 0 | 42 | 0 | 0 | 0 | **669** | NO | A |
| 42 | BIRD RD/SAN AMARO DR | 23 | 6 | 86 | 0 | 0 | 0 | 0 | 1747 | 18 | 29 | 1036 | 0 | **2945** | NO | F |
| 43 | BIRD RD/GRANADA BLVD | 25 | 190 | 64 | 50 | 224 | 42 | 384 | 1631 | 15 | 49 | 837 | 88 | **3599** | YES | E |

**NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED**
**[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.**

**TABLE 21**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2010 TOTAL INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR**

3/12/2008

| NO | INTERSECTION | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | SIGNALIZED | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | RED/MILLER | 106 | 488 | 154 | 27 | 454 | 42 | 235 | 693 | 256 | 106 | 163 | 5 | **2729** | YES | D |
| 2 | SAN AMARO/MILLER | 88 | 667 | 66 | 54 | 307 | 77 | 418 | 238 | 136 | 19 | 15 | 8 | **2093** | YES | C |
| 3 | SAN AMARO/TRILLO | 37 | 769 | 0 | 0 | 387 | 35 | 0 | 0 | 105 | 0 | 0 | 0 | **1333** | NO | B |
| 4 | SAN AMARO/MEMORIAL | 0 | 633 | 75 | 121 | 203 | 0 | 0 | 0 | 0 | 68 | 0 | 58 | **1158** | NO | C |
| 5 | SAN AMARO/ROBBIA | 0 | 652 | 0 | 0 | 271 | 6 | 0 | 0 | 12 | 0 | 0 | 0 | **941** | NO | A |
| 6 | CAMPO SANO/BRUNSON | 9 | 0 | 20 | 0 | 0 | 0 | 0 | 635 | 330 | 54 | 166 | 0 | **1214** | YES | C/A |
| 7 | PISANO/UNIVERSITY | 2 | 7 | 32 | 71 | 16 | 32 | 28 | 191 | 12 | 38 | 231 | 61 | **721** | NO | B |
| 8 | PISANO/CARILLO | 0 | 0 | 0 | 1 | 22 | 18 | 2 | 173 | 124 | 107 | 316 | 1 | **764** | NO | C |
| 9 | PONCE/GRANADA | 38 | 468 | 102 | 42 | 350 | 132 | 315 | 1047 | 45 | 49 | 422 | 99 | **3109** | YES | B |
| 10 | US-1/GRANADA | 16 | 335 | 57 | 71 | 270 | 103 | 132 | 3086 | 35 | 43 | 2441 | 128 | **6717** | YES | C |
| 11 | PONCE/CARILLO | 0 | 0 | 0 | 103 | 0 | 117 | 0 | 1400 | 0 | 0 | 595 | 0 | **2215** | NO | C |
| 12 | PONCE/STANFORD | 139 | 110 | 246 | 39 | 21 | 37 | 76 | 933 | 115 | 157 | 432 | 97 | **2402** | YES | B |
| 13 | US-1/STANFORD | 68 | 249 | 83 | 32 | 173 | 90 | 172 | 3056 | 32 | 89 | 2711 | 88 | **6843** | YES | C |
| 14 | PONCE/MERRICK | 2 | 0 | 13 | 10 | 0 | 31 | 140 | 1248 | 14 | 18 | 537 | 45 | **2058** | YES | C/A |
| 15 | PONCE/DICKINSON | 0 | 0 | 3 | 22 | 1 | 56 | 87 | 1308 | 32 | 20 | 574 | 38 | **2141** | YES | C/A |
| 16 | PONCE/S.ALHAMBRA | 145 | 38 | 296 | 27 | 5 | 2 | 110 | 1070 | 189 | 136 | 384 | 75 | **2477** | YES | B |
| 17 | US-1/S.ALHAMBRA | 39 | 204 | 97 | 127 | 128 | 95 | 211 | 3259 | 47 | 115 | 3036 | 80 | **7438** | YES | D |
| 18 | PONCE/SAN AMARO | 1 | 2 | 1 | 472 | 9 | 11 | 89 | 925 | 7 | 8 | 290 | 294 | **2109** | YES | B |
| 19 | RED/LEVANTE | 11 | 716 | 90 | 116 | 1252 | 10 | 11 | 1 | 17 | 60 | 1 | 32 | **2317** | YES | A |
| 20 | RED/US-1 | 0 | 497 | 73 | 0 | 447 | 140 | 380 | 2189 | 54 | 116 | 1988 | 52 | **5936** | YES | D |
| 21 | RED/PONCE | 0 | 586 | 322 | 631 | 676 | 31 | 0 | 0 | 14 | 0 | 0 | 221 | **2481** | NO | B |
| 22 | CAMPO SANO/PISANO | 90 | 0 | 23 | 0 | 0 | 0 | 0 | 402 | 269 | 28 | 116 | 0 | **928** | NO | C |
| 23 | RED/BRESCIA | 73 | 555 | 26 | 36 | 739 | 29 | 240 | 298 | 378 | 15 | 26 | 31 | **2446** | NO | C |
| 24 | SUNSET/MAYNADA | 19 | 442 | 110 | 15 | 141 | 53 | 93 | 396 | 33 | 43 | 328 | 21 | **1694** | YES | C |
| 25 | RED/SUNSET | 93 | 601 | 156 | 107 | 348 | 127 | 167 | 422 | 41 | 170 | 368 | 87 | **2687** | YES | D |
| 26 | RED/BLUE | 29 | 566 | 69 | 60 | 515 | 7 | 66 | 473 | 52 | 21 | 81 | 35 | **1974** | YES | C |
| 27 | RED/BIRD | 118 | 395 | 102 | 121 | 315 | 121 | 367 | 1784 | 208 | 38 | 858 | 57 | **4484** | YES | C |
| 28 | BIRD/UNIVERSITY | 46 | 0 | 198 | 0 | 0 | 0 | 0 | 1920 | 38 | 81 | 1011 | 0 | **3294** | YES | B |
| 29 | BIRD/LEJEUNE | 134 | 712 | 60 | 220 | 593 | 59 | 264 | 1881 | 84 | 148 | 925 | 90 | **5170** | YES | E |
| 30 | BLUE/SAN AMARO | 6 | 45 | 157 | 98 | 80 | 15 | 23 | 633 | 43 | 17 | 135 | 13 | **1265** | NO | F |
| 31 | BLUE/UNIVERSITY | 19 | 137 | 300 | 5 | 137 | 15 | 74 | 755 | 72 | 87 | 165 | 12 | **1778** | YES | C |
| 32 | BLUE/GRANADA | 18 | 439 | 10 | 10 | 327 | 88 | 518 | 484 | 53 | 5 | 117 | 24 | **2093** | YES | B |
| 33 | PONCE/LEJEUNE/GRAND | 22 | 171 | 62 | 55 | 240 | 38 | 36 | 1613 | 20 | 41 | 875 | 75 | **8298** | YES | E |
| 34 | US-1/LE JEUNE RD | 0 | 615 | 190 | 0 | 408 | 168 | 292 | 3834 | 36 | 84 | 2666 | 5 | **8298** | YES | F |
| 35 | PONCE/RIVIERA DR | 65 | 223 | 48 | 67 | 213 | 38 | 185 | 727 | 126 | 26 | 477 | 7 | **2202** | YES | B |
| 36 | US1/RIVIERA DR | 82 | 225 | 42 | 82 | 214 | 32 | 44 | 3130 | 69 | 37 | 2737 | 47 | **6741** | YES | B |
| 37 | BIRD RD/RIVIERA DR | 14 | 226 | 293 | 44 | 69 | 6 | 25 | 1780 | 12 | 54 | 964 | 22 | **3509** | YES | B |
| 38 | SUNSET RD/GRANADA | 0 | 0 | 0 | 31 | 0 | 22 | 19 | 769 | 0 | 0 | 342 | 30 | **1213** | NO | C |
| 39 | GRANADA/HARDEE RD | 0 | 100 | 287 | 25 | 55 | 37 | 81 | 515 | 5 | 31 | 266 | 86 | **1488** | NO | F |
| 40 | SUNSET RD/NERVIA ST | 0 | 0 | 0 | 20 | 0 | 107 | 187 | 524 | 0 | 0 | 485 | 63 | **1386** | NO | C |
| 41 | S. ALHAMBRA CR/NERVIA | 76 | 124 | 0 | 0 | 75 | 178 | 174 | 0 | 42 | 0 | 0 | 0 | **669** | NO | A |
| 42 | BIRD RD/SAN AMARO DR | 23 | 6 | 86 | 0 | 0 | 0 | 0 | 1747 | 18 | 29 | 1036 | 0 | **2945** | NO | F |
| 43 | BIRD RD/GRANADA BLVD | 25 | 190 | 64 | 50 | 224 | 42 | 384 | 1631 | 15 | 49 | 837 | 88 | **3599** | YES | E |

**NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED**
**[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.**

**TABLE 22**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2010 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR**

3/12/2008

| NO | INTERSECTION | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | SIGNALIZED | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | RED/MILLER | 269 | 367 | 43 | 17 | 418 | 230 | 115 | 290 | 96 | 200 | 516 | 7 | **2568** | YES | C |
| 2 | SAN AMARO/MILLER | 201 | 368 | 32 | 23 | 517 | 386 | 136 | 90 | 131 | 98 | 70 | 37 | **2089** | YES | B |
| 3 | SAN AMARO/TRILLO | 29 | 413 | 0 | 0 | 845 | 16 | 0 | 0 | 17 | 0 | 0 | 0 | **1320** | NO | C |
| 4 | SAN AMARO/MEMORIAL | 0 | 314 | 62 | 93 | 751 | 0 | 0 | 0 | 0 | 97 | 0 | 125 | **1442** | NO | C |
| 5 | SAN AMARO/ROBBIA | 0 | 360 | 0 | 0 | 783 | 20 | 0 | 0 | 5 | 0 | 0 | 0 | **1168** | NO | B |
| 6 | CAMPO SANO/BRUNSON | 160 | 0 | 59 | 0 | 0 | 0 | 0 | 292 | 120 | 94 | 679 | 0 | **1404** | NO | F |
| 7 | PISANO/UNIVERSITY | 12 | 9 | 41 | 65 | 10 | 29 | 44 | 252 | 12 | 37 | 328 | 35 | **874** | NO | B |
| 8 | PISANO/CARILLO | 0 | 0 | 0 | 5 | 13 | 61 | 11 | 270 | 85 | 23 | 353 | 0 | **821** | NO | B |
| 9 | PONCE/GRANADA | 84 | 289 | 72 | 58 | 430 | 135 | 242 | 511 | 29 | 108 | 971 | 40 | **2969** | YES | D |
| 10 | US-1/GRANADA | 17 | 222 | 29 | 142 | 325 | 126 | 137 | 2379 | 5 | 43 | 2334 | 85 | **5844** | YES | B |
| 11 | PONCE/CARILLO | 0 | 0 | 0 | 13 | 0 | 112 | 0 | 777 | 0 | 0 | 1175 | 0 | **2077** | NO | B |
| 12 | PONCE/STANFORD | 126 | 96 | 205 | 145 | 186 | 86 | 58 | 440 | 135 | 192 | 979 | 102 | **2750** | YES | B |
| 13 | US-1/STANFORD | 33 | 154 | 41 | 116 | 197 | 192 | 237 | 2913 | 30 | 34 | 2447 | 58 | **6452** | YES | B |
| 14 | PONCE/MERRICK | 9 | 2 | 31 | 41 | 0 | 145 | 100 | 651 | 5 | 13 | 1394 | 54 | **2445** | NO | F |
| 15 | PONCE/DICKINSON | 17 | 0 | 10 | 45 | 1 | 177 | 126 | 658 | 5 | 5 | 1537 | 58 | **2639** | NO | F |
| 16 | PONCE/S.ALHAMBRA | 207 | 16 | 112 | 59 | 44 | 8 | 33 | 608 | 197 | 334 | 1313 | 53 | **2984** | YES | B |
| 17 | US-1/S.ALHAMBRA | 132 | 166 | 260 | 137 | 173 | 300 | 126 | 2557 | 123 | 238 | 3340 | 88 | **7640** | YES | F |
| 18 | PONCE/SAN AMARO | 8 | 5 | 9 | 468 | 14 | 40 | 54 | 378 | 6 | 25 | 1053 | 621 | **2681** | YES | B |
| 19 | RED/LEVANTE | 69 | 1565 | 17 | 19 | 997 | 11 | 10 | 1 | 13 | 281 | 4 | 105 | **3092** | YES | C |
| 20 | RED/US-1 | 0 | 584 | 111 | 0 | 615 | 348 | 205 | 2468 | 93 | 186 | 3015 | 20 | **7645** | YES | D |
| 21 | RED/PONCE | 0 | 701 | 120 | 254 | 874 | 36 | 0 | 0 | 9 | 0 | 0 | 837 | **2831** | NO | F |
| 22 | CAMPO SANO/PISANO | 312 | 0 | 36 | 0 | 0 | 0 | 0 | 177 | 129 | 22 | 372 | 0 | **1048** | NO | E |
| 23 | RED/BRESCIA | 373 | 729 | 12 | 13 | 708 | 122 | 57 | 59 | 65 | 61 | 287 | 80 | **2566** | YES | E |
| 24 | SUNSET/MAYNADA | 11 | 108 | 40 | 20 | 416 | 88 | 89 | 454 | 31 | 111 | 400 | 17 | **1785** | YES | C |
| 25 | RED/SUNSET | 90 | 423 | 180 | 102 | 641 | 432 | 194 | 345 | 65 | 248 | 422 | 50 | **3192** | YES | D |
| 26 | RED/BLUE | 93 | 533 | 33 | 23 | 634 | 33 | 19 | 133 | 41 | 87 | 506 | 33 | **2168** | YES | C |
| 27 | RED/BIRD | 133 | 369 | 111 | 117 | 333 | 107 | 152 | 1241 | 157 | 212 | 1783 | 96 | **4811** | YES | D |
| 28 | BIRD/UNIVERSITY | 42 | 0 | 86 | 0 | 0 | 0 | 0 | 1301 | 55 | 161 | 1782 | 0 | **3427** | YES | A |
| 29 | BIRD/LEJEUNE | 198 | 741 | 78 | 164 | 877 | 163 | 148 | 1203 | 107 | 211 | 1925 | 194 | **6009** | YES | E |
| 30 | BLUE/SAN AMARO | 52 | 76 | 15 | 13 | 57 | 39 | 18 | 171 | 26 | 76 | 564 | 58 | **1165** | NO | F |
| 31 | BLUE/UNIVERSITY | 39 | 114 | 132 | 5 | 145 | 56 | 19 | 175 | 25 | 295 | 652 | 9 | **1666** | YES | B |
| 32 | BLUE/GRANADA | 69 | 248 | 9 | 10 | 318 | 406 | 155 | 158 | 45 | 21 | 646 | 20 | **2105** | YES | C |
| 33 | PONCE/LEJEUNE/GRAND | 21 | 207 | 38 | 102 | 241 | 66 | 25 | 1164 | 39 | 45 | 1280 | 36 | **3264** | YES | E |
| 34 | US-1/LE JEUNE RD | 0 | 480 | 194 | 0 | 548 | 247 | 190 | 2748 | 29 | 220 | 2796 | 6 | **7458** | YES | D |
| 35 | PONCE/RIVIERA DR | 199 | 183 | 58 | 11 | 215 | 74 | 43 | 653 | 55 | 65 | 1204 | 12 | **2772** | YES | B |
| 36 | US1/RIVIERA DR | 58 | 182 | 44 | 55 | 241 | 10 | 90 | 2653 | 41 | 19 | 2557 | 176 | **6126** | YES | B |
| 37 | BIRD RD/RIVIERA DR | 11 | 117 | 73 | 30 | 312 | 28 | 32 | 1288 | 32 | 219 | 1341 | 57 | **3540** | YES | C |
| 38 | SUNSET RD/GRANADA | 0 | 0 | 0 | 56 | 0 | 119 | 14 | 471 | 0 | 0 | 405 | 27 | **1092** | NO | C |
| 39 | GRANADA/HARDEE RD | 2 | 43 | 28 | 16 | 84 | 53 | 25 | 164 | 7 | 412 | 532 | 59 | **1425** | NO | F |
| 40 | SUNSET RD/NERVIA ST | 0 | 0 | 0 | 31 | 0 | 123 | 91 | 574 | 0 | 0 | 545 | 63 | **1427** | NO | C |
| 41 | S. ALHAMBRA CR/NERVIA | 124 | 61 | 0 | 2 | 85 | 435 | 395 | 0 | 101 | 0 | 0 | 0 | **1203** | NO | D |
| 42 | BIRD RD/SAN AMARO DR | 29 | 10 | 39 | 0 | 0 | 0 | 0 | 1337 | 34 | 25 | 1614 | 0 | **3088** | NO | D |
| 43 | BIRD RD/GRANADA BLVD | 21 | 114 | 38 | 105 | 241 | 66 | 94 | 1164 | 39 | 45 | 1314 | 37 | **3278** | YES | E |

**NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED**
**[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.**

**TABLE 23**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2010 TOTAL INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR**

3/12/2008

| NO | INTERSECTION | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | SIGNALIZED | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | RED/MILLER | 269 | 367 | 46 | 18 | 418 | 230 | 115 | 303 | 96 | 204 | 533 | 8 | **2607** | YES | C |
| 2 | SAN AMARO/MILLER | 208 | 368 | 32 | 23 | 517 | 394 | 142 | 90 | 136 | 98 | 70 | 37 | **2115** | YES | B |
| 3 | SAN AMARO/TRILLO | 29 | 421 | 0 | 0 | 851 | 16 | 0 | 0 | 17 | 0 | 0 | 0 | **1334** | NO | C |
| 4 | SAN AMARO/MEMORIAL | 0 | 322 | 62 | 93 | 757 | 0 | 0 | 0 | 0 | 97 | 0 | 125 | **1456** | NO | D |
| 5 | SAN AMARO/ROBBIA | 0 | 361 | 0 | 0 | 784 | 20 | 0 | 0 | 5 | 0 | 0 | 0 | **1170** | NO | B |
| 6 | CAMPO SANO/BRUNSON | 160 | 0 | 59 | 0 | 0 | 0 | 0 | 295 | 120 | 94 | 681 | 0 | **1409** | YES | F/B |
| 7 | PISANO/UNIVERSITY | 12 | 9 | 41 | 65 | 10 | 29 | 44 | 255 | 12 | 37 | 330 | 35 | **879** | NO | B |
| 8 | PISANO/CARILLO | 0 | 0 | 0 | 5 | 13 | 61 | 11 | 270 | 88 | 23 | 353 | 0 | **824** | NO | B |
| 9 | PONCE/GRANADA | 84 | 292 | 72 | 64 | 434 | 136 | 242 | 511 | 29 | 108 | 971 | 45 | **2988** | YES | D |
| 10 | US-1/GRANADA | 17 | 223 | 29 | 144 | 327 | 126 | 137 | 2379 | 5 | 43 | 2334 | 87 | **5851** | YES | B |
| 11 | PONCE/CARILLO | 0 | 0 | 0 | 13 | 0 | 112 | 0 | 777 | 0 | 0 | 1176 | 0 | **2078** | NO | B |
| 12 | PONCE/STANFORD | 126 | 96 | 205 | 146 | 186 | 86 | 58 | 440 | 135 | 192 | 979 | 102 | **2751** | YES | B |
| 13 | US-1/STANFORD | 33 | 154 | 41 | 116 | 198 | 192 | 237 | 2913 | 30 | 34 | 2447 | 58 | **6453** | YES | B |
| 14 | PONCE/MERRICK | 9 | 2 | 31 | 41 | 0 | 145 | 100 | 651 | 5 | 13 | 1395 | 54 | **2446** | YES | F/A |
| 15 | PONCE/DICKINSON | 17 | 0 | 10 | 45 | 1 | 177 | 126 | 658 | 5 | 5 | 1538 | 58 | **2640** | YES | F/B |
| 16 | PONCE/S.ALHAMBRA | 207 | 16 | 112 | 59 | 44 | 8 | 33 | 608 | 197 | 334 | 1314 | 53 | **2985** | YES | B |
| 17 | US-1/S.ALHAMBRA | 132 | 166 | 260 | 137 | 173 | 300 | 126 | 2557 | 123 | 238 | 3341 | 88 | **7641** | YES | F |
| 18 | PONCE/SAN AMARO | 8 | 5 | 9 | 468 | 14 | 42 | 55 | 378 | 6 | 25 | 1053 | 621 | **2684** | YES | B |
| 19 | RED/LEVANTE | 69 | 1568 | 17 | 19 | 1001 | 11 | 10 | 1 | 13 | 281 | 4 | 105 | **3099** | YES | C |
| 20 | RED/US-1 | 0 | 584 | 111 | 0 | 615 | 348 | 205 | 2468 | 93 | 186 | 3015 | 20 | **7645** | YES | D |
| 21 | RED/PONCE | 0 | 703 | 120 | 254 | 876 | 40 | 0 | 0 | 12 | 0 | 0 | 837 | **2842** | NO | F |
| 22 | CAMPO SANO/PISANO | 312 | 0 | 36 | 0 | 0 | 0 | 0 | 178 | 129 | 22 | 373 | 0 | **1050** | NO | E |
| 23 | RED/BRESCIA | 373 | 731 | 14 | 13 | 710 | 124 | 59 | 61 | 65 | 63 | 289 | 80 | **2582** | NO | E |
| 24 | SUNSET/MAYNADA | 11 | 108 | 40 | 20 | 417 | 88 | 89 | 454 | 31 | 111 | 400 | 17 | **1786** | YES | C |
| 25 | RED/SUNSET | 90 | 425 | 180 | 102 | 643 | 432 | 194 | 345 | 65 | 248 | 422 | 50 | **3196** | YES | D |
| 26 | RED/BLUE | 93 | 534 | 33 | 24 | 635 | 33 | 19 | 136 | 41 | 87 | 510 | 34 | **2179** | YES | C |
| 27 | RED/BIRD | 134 | 370 | 111 | 117 | 334 | 107 | 152 | 1242 | 158 | 212 | 1784 | 96 | **4817** | YES | D |
| 28 | BIRD/UNIVERSITY | 44 | 0 | 88 | 0 | 0 | 0 | 0 | 1301 | 56 | 162 | 1782 | 0 | **3433** | YES | A |
| 29 | BIRD/LEJEUNE | 198 | 742 | 78 | 164 | 878 | 163 | 148 | 1204 | 107 | 211 | 1926 | 194 | **6013** | YES | E |
| 30 | BLUE/SAN AMARO | 57 | 79 | 15 | 13 | 60 | 39 | 18 | 171 | 30 | 76 | 564 | 58 | **1180** | NO | F |
| 31 | BLUE/UNIVERSITY | 39 | 114 | 132 | 5 | 145 | 56 | 19 | 175 | 25 | 295 | 653 | 9 | **1667** | YES | B |
| 32 | BLUE/GRANADA | 70 | 255 | 9 | 10 | 324 | 406 | 155 | 158 | 45 | 21 | 646 | 20 | **2119** | YES | C |
| 33 | PONCE/LEJEUNE/GRAND | 21 | 209 | 40 | 102 | 242 | 67 | 26 | 1164 | 39 | 46 | 1280 | 36 | **3272** | YES | E |
| 34 | US-1/LE JEUNE RD | 0 | 480 | 194 | 0 | 548 | 248 | 191 | 2749 | 30 | 220 | 2797 | 6 | **7463** | YES | D |
| 35 | PONCE/RIVIERA DR | 199 | 183 | 58 | 11 | 215 | 74 | 43 | 660 | 55 | 65 | 1210 | 12 | **2785** | YES | B |
| 36 | US1/RIVIERA DR | 58 | 182 | 44 | 55 | 241 | 10 | 90 | 2655 | 41 | 19 | 2558 | 176 | **6129** | YES | B |
| 37 | BIRD RD/RIVIERA DR | 11 | 117 | 73 | 30 | 312 | 28 | 32 | 1290 | 32 | 219 | 1342 | 57 | **3543** | YES | C |
| 38 | SUNSET RD/GRANADA | 0 | 0 | 0 | 56 | 0 | 120 | 14 | 471 | 0 | 0 | 405 | 27 | **1093** | NO | C |
| 39 | GRANADA/HARDEE RD | 2 | 43 | 28 | 16 | 85 | 53 | 25 | 164 | 7 | 412 | 532 | 59 | **1426** | NO | F |
| 40 | SUNSET RD/NERVIA ST | 0 | 0 | 0 | 31 | 0 | 123 | 91 | 574 | 0 | 0 | 545 | 63 | **1427** | NO | C |
| 41 | S. ALHAMBRA CR/NERVIA | 124 | 61 | 0 | 2 | 85 | 436 | 395 | 0 | 101 | 0 | 0 | 0 | **1204** | NO | D |
| 42 | BIRD RD/SAN AMARO DR | 31 | 10 | 40 | 0 | 0 | 0 | 0 | 1337 | 35 | 25 | 1614 | 0 | **3092** | NO | D |
| 43 | BIRD RD/GRANADA BLVD | 21 | 116 | 40 | 105 | 242 | 67 | 95 | 1164 | 39 | 46 | 1314 | 37 | **3286** | YES | E |

**NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED**
**[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.**

## 4.10 Total Traffic Condition in 2015

Total traffic in 2015 was calculated by first applying the regional growth rate from 2007 to 2015 to existing peak hour turning volumes to account for background growth, then adding committed development trips, and finally adding project trips generated by Type 1 and Type 1-2 facilities. A trip adjustment was made to account for the small increase in the number of resident students, and divert traffic to account for the internal roadway and the new parking structures. There are no Type 2 facilities proposed to be constructed by 2015.

The combined UMCAD trips for Phase 2015 result in an increase of Campus external trips by 245 AM and 378 PM peak hour trips compared to existing conditions as depicted in Table 12.

The results of the 2015 roadway link analysis are presented in Table 24 for the AM peak hour and in Table 25 for the PM peak hour. The 2015 Planned Development trips are significant and failing on the following roadway segment:

1. Miller Road between San Amaro Drive and Red Road.

The results of the 2015 intersection analyses for the AM peak hour using the HCM module of SYNCHRO are presented in Table 26 for the background conditions and Table 27 for the total traffic conditions. The results of the 2015 intersection analyses for the PM peak hour are presented in Table 28 for the background conditions and Table 29 for the total traffic conditions. The SYNCHRO software was used to optimize signalized intersection split times. The SYNCHRO timing and LOS printouts are provided under a separate cover.

In addition to paying the proportionate share for improving the significant and failing road segment, the following intersection improvement is warranted for this phase:

1. Signalization of Campo Sano Avenue and Pisano Avenue (#22) if warranted.

The analyzed intersections that will operate at a failing LOS in 2015, but do not warrant mitigation by the University as per MLOU agreement because they are not located on significant and failing roadway links nor provide direct access to the University campus, are the following:

1. US-1 and Alhambra Circle (#17) in the PM peak hour
2. Blue Road and San Amaro Drive (#30) in the AM and PM peak hours.
3. LeJeune Road, Ponce de Leon Blvd and Grand Ave (5-leg #33) during the AM peak hour.
4. US-1 and LeJeune Road (#34) during the AM peak hour.
5. Granada Blvd and Hardee Road (#39) during the AM and PM peak hours.
6. Bird Road and San Amaro Drive (#42) during the AM peak hour.

**TABLE 24**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**2015 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR**

8/5/2008

| LOCATION | DIR | LANE PER DIR | EXISTING AM DIR VOL [2] | MAX ALLOW VOL [3] | MEETS ADOPTED LOS STD ? | 2015 BKGD VOL [4] | COMMITTED PROJECT AM TRIPS [5] | TOTAL BACK-GROUND AM | MEETS ADOPTED LOS STD ? | NSCDZ [6] IN 0 % | I/O | OUT 0 TRIPS | ACADEMIC [6] IN 167 % | I/O | OUT 78 TRIPS | DIV-ERTED TRIPS [7] | 2015 TOTAL PROJ TRIPS | PROJ TRIPS % OF MAV | PROJ > 5% MAV Y/N? | 2015 AM TOTAL TRIPS | MEETS ADOPTED LOS STD ? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **BIRD ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | EB | 2 | 2,082 | 2,060 | NO | 2,167 | 126 | 2,293 | NO | 2% | O | 0 | 3% | O | 2 | | 2 | 0.1% | NO | 2,295 | NO |
| | WB | 2 | 1,052 | 2,060 | YES | 1,095 | 59 | 1,154 | YES | | I | 0 | | I | 5 | | 5 | 0.2% | NO | 1,159 | YES |
| Granada Blvd to University | EB | 2 | 2,021 | 2,060 | YES | 2,103 | 90 | 2,193 | NO | 1% | I | 0 | 5% | O | 4 | | 4 | 0.2% | NO | 2,197 | NO |
| | WB | 2 | 1,050 | 2,060 | YES | 1,093 | 34 | 1,127 | YES | | O | 0 | | I | 8 | | 8 | 0.4% | NO | 1,135 | YES |
| University to San Amaro | EB | 2 | 1,863 | 2,060 | YES | 1,939 | 66 | 2,005 | YES | 1% | I | 0 | 1% | I | 2 | | 2 | 0.1% | NO | 2,007 | YES |
| | WB | 2 | 1,026 | 2,060 | YES | 1,068 | 24 | 1,092 | YES | | O | 0 | | O | 1 | | 1 | 0.0% | NO | 1,093 | YES |
| San Amaro to Red Road | EB | 2 | 1,905 | 2,060 | YES | 1,983 | 72 | 2,055 | YES | 1% | I | 0 | 1% | I | 2 | | 2 | 0.1% | NO | 2,057 | YES |
| | WB | 2 | 1,008 | 2,060 | YES | 1,049 | 29 | 1,078 | YES | | O | 0 | | O | 1 | | 1 | 0.0% | NO | 1,079 | YES |
| **BLUE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | EB | 1 | 538 | 810 | YES | 560 | 5 | 565 | YES | 1% | O | 0 | 1% | I | 2 | | 2 | 0.2% | NO | 567 | YES |
| | WB | 1 | 427 | 810 | YES | 444 | 3 | 447 | YES | | I | 0 | | O | 1 | | 1 | 0.1% | NO | 448 | YES |
| Granada to University Dr | EB | 1 | 1,021 | 810 | NO | 1,063 | 17 | 1,080 | NO | 2% | O | 0 | 1% | I | 2 | | 2 | 0.2% | NO | 1,082 | NO |
| | WB | 1 | 252 | 810 | YES | 262 | 4 | 266 | YES | | I | 0 | | O | 1 | | 1 | 0.1% | NO | 267 | YES |
| University to San Amaro | EB | 1 | 862 | 810 | NO | 897 | 26 | 923 | NO | 2% | I | 0 | 1% | O | 1 | | 1 | 0.1% | NO | 924 | NO |
| | WB | 1 | 186 | 810 | YES | 194 | 10 | 204 | YES | | O | 0 | | I | 2 | | 2 | 0.2% | NO | 206 | YES |
| San Amaro to Red Road | EB | 1 | 643 | 810 | YES | 669 | 30 | 699 | YES | 4% | I | 0 | 8% | O | 6 | | 6 | 0.7% | NO | 705 | YES |
| | WB | 1 | 131 | 810 | YES | 136 | 13 | 149 | YES | | O | 0 | | I | 13 | | 13 | 1.6% | NO | 162 | YES |
| **MILLER ROAD** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 830 | 810 | NO | 864 | 28 | 892 | NO | 9% | I | 0 | 25% | I | 42 | | 42 | 5.2% | YES | 934 | NO & F |
| | WB | 1 | 254 | 810 | YES | 264 | 17 | 281 | YES | | O | 0 | | O | 20 | | 20 | 2.5% | NO | 301 | YES |
| **PONCE DE LEON BLVD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | NE | 2 | 1,071 | 2,060 | YES | 1,115 | 83 | 1,198 | YES | 20% | O | 0 | 13% | O | 10 | 8 | 18 | 0.9% | NO | 1,216 | YES |
| | SW | 2 | 515 | 2,060 | YES | 536 | 50 | 586 | YES | | I | 0 | | I | 22 | 25 | 47 | 2.3% | NO | 633 | YES |
| Granada Blvd to Stanford | NE | 2 | 1,294 | 2,060 | YES | 1,347 | 86 | 1,433 | YES | 33% | O | 0 | 17% | O | 13 | 8 | 21 | 1.0% | NO | 1,454 | YES |
| | SW | 2 | 616 | 2,060 | YES | 641 | 45 | 686 | YES | | I | 0 | | I | 28 | 25 | 53 | 2.6% | NO | 739 | YES |
| Stanford to Hurricane Dr. | NE | 2 | 1,309 | 2,060 | YES | 1,362 | 69 | 1,431 | YES | 38% | I | 0 | 9% | I | 15 | 8 | 23 | 1.1% | NO | 1,454 | YES |
| | SW | 2 | 565 | 2,060 | YES | 588 | 31 | 619 | YES | | O | 0 | | O | 7 | 25 | 32 | 1.6% | NO | 651 | YES |
| Hurricane Dr. to Red Road | NE | 2 | 955 | 2,060 | YES | 994 | 52 | 1,046 | YES | 20% | I | 0 | 8% | I | 13 | 25 | 38 | 1.8% | NO | 1,084 | YES |
| | SW | 2 | 274 | 2,060 | YES | 285 | 24 | 309 | YES | | O | 0 | | O | 6 | 8 | 14 | 0.7% | NO | 323 | YES |
| **US1** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | NE | 3 | 3,087 | 4,070 | YES | 3,213 | 103 | 3,316 | YES | 8% | O | 0 | 3% | O | 2 | 8 | 10 | 0.2% | NO | 3,326 | YES |
| | SW | 3 | 2,760 | 4,070 | YES | 2,872 | 89 | 2,961 | YES | | I | 0 | | I | 5 | 25 | 30 | 0.7% | NO | 2,991 | YES |
| Granada Blvd to Maynada | NE | 3 | 3,082 | 4,070 | YES | 3,207 | 103 | 3,310 | YES | 7% | O | 0 | 4% | O | 3 | 8 | 11 | 0.3% | NO | 3,321 | YES |
| | SW | 3 | 2,783 | 4,070 | YES | 2,896 | 62 | 2,958 | YES | | I | 0 | | I | 7 | 25 | 32 | 0.8% | NO | 2,990 | YES |
| Maynada to S. Alhambra | NE | 3 | 3,314 | 4,070 | YES | 3,449 | 110 | 3,559 | YES | 17% | I | 0 | 10% | I | 17 | 8 | 25 | 0.6% | NO | 3,584 | YES |
| | SW | 3 | 3,098 | 4,070 | YES | 3,224 | 78 | 3,302 | YES | | O | 0 | | O | 8 | 25 | 33 | 0.8% | NO | 3,335 | YES |
| S. Alhambra to Red Road | NE | 3 | 3,357 | 4,070 | YES | 3,494 | 93 | 3,587 | YES | 16% | I | 0 | 10% | I | 17 | 25 | 42 | 1.0% | NO | 3,629 | YES |
| | SW | 3 | 3,075 | 4,070 | YES | 3,200 | 56 | 3,256 | YES | | O | 0 | | O | 8 | 8 | 16 | 0.4% | NO | 3,272 | YES |
| **SUNSET ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune Rd to Maynada | EB | 1 | 767 | 970 | YES | 798 | 14 | 812 | YES | 1% | O | 0 | 1% | O | 1 | | 1 | 0.1% | NO | 813 | YES |
| | WB | 1 | 350 | 970 | YES | 364 | 10 | 374 | YES | | I | 0 | | I | 2 | | 2 | 0.2% | NO | 376 | YES |
| Maynada to Red Road | EB | 1 | 502 | 970 | YES | 522 | 17 | 539 | YES | 1% | I | 0 | 1% | O | 1 | | 1 | 0.1% | NO | 540 | YES |
| | WB | 1 | 384 | 970 | YES | 400 | 15 | 415 | YES | | O | 0 | | I | 2 | | 2 | 0.2% | NO | 417 | YES |
| **LEJEUNE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 2 | 847 | 2,580 | YES | 881 | 46 | 927 | YES | 5% | O | 0 | 2% | O | 2 | | 2 | 0.1% | NO | 929 | YES |
| | SB | 2 | 778 | 2,580 | YES | 810 | 46 | 856 | YES | | I | 0 | | I | 3 | | 3 | 0.1% | NO | 859 | YES |
| Blue Road to US-1 | NB | 2 | 849 | 2,580 | YES | 884 | 38 | 922 | YES | 7% | O | 0 | 3% | O | 2 | | 2 | 0.1% | NO | 924 | YES |
| | SB | 2 | 503 | 2,580 | YES | 523 | 43 | 566 | YES | | I | 0 | | I | 5 | | 5 | 0.2% | NO | 571 | YES |
| US-1 to Sunset Drive | NB | 1 | 774 | 1,220 | YES | 806 | 40 | 846 | YES | 1% | I | 0 | 1% | I | 2 | | 2 | 0.2% | NO | 848 | YES |
| | SB | 1 | 455 | 1,220 | YES | 474 | 13 | 487 | YES | | O | 0 | | O | 1 | | 1 | 0.1% | NO | 488 | YES |
| **GRANADA BLVD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | NB | 1 | 605 | 790 | YES | 630 | 13 | 643 | YES | 4% | O | 0 | 6% | O | 5 | | 5 | 0.6% | NO | 648 | YES |
| | SB | 1 | 405 | 790 | YES | 421 | 11 | 432 | YES | | I | 0 | | I | 10 | | 10 | 1.3% | NO | 442 | YES |
| Blue Rd to Ponce | NB | 1 | 645 | 790 | YES | 671 | 18 | 689 | YES | 6% | O | 0 | 6% | O | 5 | | 5 | 0.6% | NO | 694 | YES |
| | SB | 1 | 494 | 790 | YES | 514 | 18 | 532 | YES | | I | 0 | | I | 10 | | 10 | 1.3% | NO | 542 | YES |
| Ponce de Leon to US 1 | NB | 1 | 551 | 790 | YES | 573 | 51 | 624 | YES | 7% | I | 0 | 7% | I | 12 | | 12 | 1.5% | NO | 636 | YES |
| | SB | 1 | 396 | 790 | YES | 412 | 44 | 456 | YES | | O | 0 | | O | 5 | | 5 | 0.6% | NO | 461 | YES |
| US 1 to Sunset Drive | NB | 1 | 380 | 790 | YES | 395 | 10 | 405 | YES | 2% | I | 0 | 2% | I | 3 | | 3 | 0.4% | NO | 408 | YES |
| | SB | 1 | 328 | 790 | YES | 341 | 5 | 346 | YES | | O | 0 | | O | 2 | | 2 | 0.3% | NO | 348 | YES |
| **MAYNADA STREET** | | | | | | | | | | | | | | | | | | | | | |
| US 1 to Sunset Drive | NB | 1 | 541 | 660 | YES | 563 | 10 | 573 | YES | 4% | I | 0 | 5% | I | 8 | | 8 | 1.2% | NO | 581 | YES |
| | SB | 1 | 284 | 660 | YES | 296 | 7 | 303 | YES | | O | 0 | | O | 4 | | 4 | 0.6% | NO | 307 | YES |
| **SAN AMARO DRIVE [8,9]** | | | | | | | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | NB | 1 | 94 | 660 | YES | 98 | 14 | 112 | YES | 1% | O | 0 | 3% | O | 2 | | 2 | 0.3% | NO | 114 | YES |
| | SB | 1 | 168 | 660 | YES | 175 | 11 | 186 | YES | | I | 0 | | I | 5 | | 5 | 0.8% | NO | 191 | YES |
| Blue Rd to Miller Rd | NB | 1 | 1,362 | 660 | NO | 1,417 | 5 | 1,422 | NO | 2% | O | 0 | 8% | O | 6 | -142 | -136 | -20.6% | NO | 1,286 | NO |
| | SB | 1 | 456 | 660 | YES | 475 | 5 | 480 | YES | | I | 0 | | I | 13 | -64 | -51 | -7.7% | NO | 429 | YES |
| Miller Rd to Levante | NB | 1 | 807 | 660 | NO | 840 | 16 | 856 | NO | 11% | O | 0 | 2% | I | 3 | -18 | -15 | -2.3% | NO | 841 | NO |
| | SB | 2 | 490 | 1,320 | YES | 510 | 13 | 523 | YES | | I | 0 | | O | 2 | -6 | -4 | -0.3% | NO | 519 | YES |
| Levante Rd to Ponce | NB | 1 | 368 | 660 | YES | 383 | 20 | 403 | YES | 19% | O | 0 | 2% | I | 3 | -18 | -15 | -2.3% | NO | 388 | YES |
| | SB | 2 | 462 | 1,320 | YES | 481 | 15 | 496 | YES | | I | 0 | | O | 2 | -6 | -4 | -0.3% | NO | 492 | YES |

**TABLE 24**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**2015 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR**

8/5/2008

| LOCATION | DIR | LANE PER DIR | EXISTING AM DIR VOL [2] | MAX ALLOW VOL [3] | MEETS ADOPTED LOS STD ? | 2015 BKGD VOL [4] | COMMITTED PROJECT AM TRIPS [5] | TOTAL BACK-GROUND AM | MEETS ADOPTED LOS STD ? | NSCDZ [6] IN 0 % | I/O | OUT 0 TRIPS | ACADEMIC [6] IN 167 % | I/O | OUT 78 TRIPS | DIV-ERTED TRIPS [7] | 2015 TOTAL PROJ TRIPS | PROJ TRIPS % OF MAV | PROJ > 5% MAV Y/N? | 2015 AM TOTAL TRIPS | MEETS ADOPTED LOS STD ? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **RED ROAD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 633 | 970 | YES | 659 | 24 | 683 | YES | 3% | O | 0 | 5% | O | 4 | | 4 | 0.4% | NO | 687 | YES |
| | SB | 1 | 551 | 970 | YES | 573 | 22 | 595 | YES | | I | 0 | | I | 8 | | 8 | 0.8% | NO | 603 | YES |
| Blue Road to Miller Road | NB | 1 | 683 | 970 | YES | 711 | 34 | 745 | YES | 1% | O | 0 | 4% | O | 3 | | 3 | 0.3% | NO | 748 | YES |
| | SB | 1 | 551 | 970 | YES | 573 | 29 | 602 | YES | | I | 0 | | I | 7 | | 7 | 0.7% | NO | 609 | YES |
| Miller Rd to Brescia Ave | NB | 1 | 757 | 970 | YES | 788 | 28 | 816 | YES | 3% | O | 0 | 3% | I | 5 | | 5 | 0.5% | NO | 821 | YES |
| | SB | 1 | 765 | 970 | YES | 796 | 26 | 822 | YES | | I | 0 | | O | 2 | | 2 | 0.2% | NO | 824 | YES |
| Brescia Ave to Ponce | NB | 2 | 750 | 2,060 | YES | 781 | 50 | 831 | YES | 8% | O | 0 | 5% | I | 8 | | 8 | 0.4% | NO | 839 | YES |
| | SB | 2 | 1,240 | 2,060 | YES | 1,290 | 46 | 1,336 | YES | | I | 0 | | O | 4 | | 4 | 0.2% | NO | 1,340 | YES |
| Ponce to US-1 | NB | 2 | 867 | 2,060 | YES | 902 | 45 | 947 | YES | 10% | O | 0 | 9% | I | 15 | | 15 | 0.7% | NO | 962 | YES |
| | SB | 2 | 637 | 2,060 | YES | 663 | 43 | 706 | YES | | I | 0 | | O | 7 | | 7 | 0.3% | NO | 713 | YES |
| US 1 to Sunset Drive | NB | 2 | 761 | 1,720 | YES | 792 | 58 | 850 | YES | 10% | I | 0 | 4% | I | 7 | | 7 | 0.4% | NO | 857 | YES |
| | SB | 2 | 564 | 1,720 | YES | 587 | 31 | 618 | YES | | O | 0 | | O | 3 | | 3 | 0.2% | NO | 621 | YES |
| **UNIVERSITY DRIVE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 238 | 660 | YES | 248 | 2 | 250 | YES | 2% | O | 0 | 4% | O | 3 | | 3 | 0.5% | NO | 253 | YES |
| | SB | 1 | 153 | 660 | YES | 159 | 2 | 161 | YES | | I | 0 | | I | 7 | | 7 | 1.1% | NO | 168 | YES |
| Blue Road to Pisano Ave | NB | 1 | 273 | 660 | YES | 284 | 0 | 284 | YES | 4% | O | 0 | 4% | O | 3 | | 3 | 0.5% | NO | 287 | YES |
| | SB | 1 | 205 | 660 | YES | 213 | 0 | 213 | YES | | I | 0 | | I | 7 | | 7 | 1.1% | NO | 220 | YES |
| **RIVIERA DRIVE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 526 | 660 | YES | 547 | 1 | 548 | YES | 1% | O | 0 | 1% | O | 1 | | 1 | 0.2% | NO | 549 | YES |
| | SB | 1 | 127 | 660 | YES | 132 | 6 | 138 | YES | | I | 0 | | I | 2 | | 2 | 0.3% | NO | 140 | YES |
| Blue Road to Ponce | NB | 1 | 306 | 660 | YES | 318 | 2 | 320 | YES | 1% | O | 0 | 1% | O | 1 | | 1 | 0.2% | NO | 321 | YES |
| | SB | 1 | 407 | 660 | YES | 424 | 7 | 431 | YES | | I | 0 | | I | 2 | | 2 | 0.3% | NO | 433 | YES |
| US-1 to LeJeune Road | NB | 1 | 333 | 660 | YES | 347 | 11 | 358 | YES | 1% | I | 0 | 1% | I | 2 | | 2 | 0.3% | NO | 360 | YES |
| | SB | 1 | 246 | 660 | YES | 256 | 71 | 327 | YES | | O | 0 | | O | 1 | | 1 | 0.2% | NO | 328 | YES |
| **ALHMABRA CIRCLE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 262 | 660 | YES | 273 | 8 | 281 | YES | 1% | O | 0 | 1% | O | 1 | | 1 | 0.2% | NO | 282 | YES |
| | SB | 1 | 216 | 660 | YES | 225 | 5 | 230 | YES | | I | 0 | | I | 2 | | 2 | 0.3% | NO | 232 | YES |
| Blue Road to Miller Road | NB | 1 | 235 | 660 | YES | 245 | 2 | 247 | YES | 1% | O | 0 | 4% | O | 3 | | 3 | 0.5% | NO | 250 | YES |
| | SB | 1 | 188 | 660 | YES | 196 | 2 | 198 | YES | | I | 0 | | I | 7 | | 7 | 1.1% | NO | 205 | YES |
| **S. ALHMABRA CIRCLE** | | | | | | | | | | | | | | | | | | | | | |
| US-1 to Nervia Street | NB | 1 | 273 | 660 | YES | 284 | 87 | 371 | YES | 1% | I | 0 | 1% | I | 2 | | 2 | 0.3% | NO | 373 | YES |
| | SB | 1 | 196 | 660 | YES | 204 | 56 | 260 | YES | | O | 0 | | O | 1 | | 1 | 0.2% | NO | 261 | YES |
| Nervia Street to Sunset Dr. | EB | 1 | 172 | 660 | YES | 179 | 2 | 181 | YES | 1% | I | 0 | 1% | I | 2 | | 2 | 0.3% | NO | 183 | YES |
| | WB | 1 | 101 | 660 | YES | 105 | 3 | 108 | YES | | O | 0 | | O | 1 | | 1 | 0.2% | NO | 109 | YES |
| **CAMPO SANO [10]** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Pisano | EB | 1 | 792 | 660 | NO | 824 | 11 | 835 | NO | 2% | I | 0 | 10% | I | 17 | -58 | -41 | -6.2% | NO | 794 | NO |
| | WB | 1 | 191 | 660 | YES | 199 | 9 | 208 | YES | | O | 0 | | O | 8 | -16 | -8 | -1.2% | NO | 200 | YES |
| **PISANO ANEVUE [10]** | | | | | | | | | | | | | | | | | | | | | |
| Campo Sano to University | EB | 1 | 287 | 660 | YES | 299 | 11 | 310 | YES | 1% | O | 0 | 10% | O | 8 | -20 | -12 | -1.8% | NO | 298 | YES |
| | WB | 1 | 285 | 660 | YES | 297 | 9 | 306 | YES | | I | 0 | | I | 17 | -32 | -15 | -2.3% | NO | 291 | YES |
| **BRESCIA AVENUE** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 349 | 660 | YES | 363 | 1 | 364 | YES | 5% | I | 0 | 6% | I | 10 | | 10 | 1.5% | NO | 374 | YES |
| | WB | 1 | 42 | 660 | YES | 44 | 1 | 45 | YES | | O | 0 | | O | 5 | | 5 | 0.8% | NO | 50 | YES |
| **LEVANTE AVENUE** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 202 | 660 | YES | 210 | 3 | 213 | YES | 3% | I | 0 | 5% | I | 8 | | 8 | 1.2% | NO | 221 | YES |
| | WB | 1 | 88 | 660 | YES | 92 | 2 | 94 | YES | | O | 0 | | O | 4 | | 4 | 0.6% | NO | 98 | YES |
| **HARDEE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| US-1 to Granada Blvd | EB | 1 | 590 | 660 | YES | 614 | 0 | 614 | YES | 1% | I | 0 | 2% | I | 3 | | 3 | 0.5% | NO | 617 | YES |
| | WB | 1 | 295 | 660 | YES | 307 | 0 | 307 | YES | | O | 0 | | O | 2 | | 2 | 0.3% | NO | 309 | YES |
| Granada Blvd to LeJeune | EB | 1 | 813 | 660 | NO | 846 | 0 | 846 | NO | 1% | O | 0 | 2% | O | 2 | | 2 | 0.3% | NO | 848 | NO |
| | WB | 1 | 375 | 660 | YES | 390 | 0 | 390 | YES | | I | 0 | | I | 3 | | 3 | 0.5% | NO | 393 | YES |
| **NERVIA STREET** | | | | | | | | | | | | | | | | | | | | | |
| S. Alhambra to Sunset Dr. | NB | 1 | 195 | 660 | YES | 203 | 14 | 217 | YES | 1% | I | 0 | 1% | I | 2 | | 2 | 0.3% | NO | 219 | YES |
| | SB | 1 | 134 | 660 | YES | 139 | 9 | 148 | YES | | O | 0 | | O | 1 | | 1 | 0.2% | NO | 149 | YES |

**NOTES:**

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.

**TABLE 25**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**2015 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR**

8/5/2008

| LOCATION | DIR | LANE PER DIR | EXISTING PM DIR VOL [2] | MAX ALLOW VOL [3] | MEETS ADOPTED LOS STD | 2015 BKGD VOL [4] | COMMITTED PROJECT PM TRIPS [5] | TOTAL BACK-GROUND PM | MEETS ADOPTED LOS STD ? | NSCDZ [6] IN 0 % | I/O | OUT 0 TRIPS | ACADEMIC [6] IN 163 % | I/O | OUT 215 TRIPS | DIV-ERTED TRIPS [7] | 2015 TOTAL PROJ TRIPS | PROJ TRIPS % OF MAV | PROJ > 5% MAV Y/N? | 2015 PM TOTAL TRIPS | MEETS ADOPTED LOS STD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **BIRD ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | EB | 2 | 1,329 | 2,060 | YES | 1,383 | 165 | 1,548 | YES | 2% | O | 0 | 3% | O | 6 | | 6 | 0.3% | NO | 1,389 | YES |
| | WB | 2 | 2,046 | 2,060 | YES | 2,129 | 208 | 2,337 | NO | | I | 0 | | I | 5 | | 5 | 0.2% | NO | 2,134 | NO |
| Granada Blvd to University | EB | 2 | 1,299 | 2,060 | YES | 1,352 | 105 | 1,457 | YES | 1% | I | 0 | 5% | O | 11 | | 11 | 0.5% | NO | 1,363 | YES |
| | WB | 2 | 1,811 | 2,060 | YES | 1,885 | 149 | 2,034 | YES | | O | 0 | | I | 8 | | 8 | 0.4% | NO | 1,893 | YES |
| University to San Amaro | EB | 2 | 1,287 | 2,060 | YES | 1,339 | 69 | 1,408 | YES | 1% | I | 0 | 1% | I | 2 | | 2 | 0.1% | NO | 1,341 | YES |
| | WB | 2 | 1,693 | 2,060 | YES | 1,762 | 103 | 1,865 | YES | | O | 0 | | O | 2 | | 2 | 0.1% | NO | 1,764 | YES |
| San Amaro to Red Road | EB | 2 | 1,373 | 2,060 | YES | 1,429 | 74 | 1,503 | YES | 1% | I | 0 | 1% | I | 2 | | 2 | 0.1% | NO | 1,431 | YES |
| | WB | 2 | 1,938 | 2,060 | YES | 2,017 | 119 | 2,136 | NO | | O | 0 | | O | 2 | | 2 | 0.1% | NO | 2,019 | YES |
| **BLUE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | EB | 1 | 552 | 810 | YES | 574 | 6 | 580 | YES | 1% | O | 0 | 1% | I | 2 | | 2 | 0.2% | NO | 576 | YES |
| | WB | 1 | 677 | 810 | YES | 705 | 7 | 712 | YES | | I | 0 | | O | 2 | | 2 | 0.2% | NO | 707 | YES |
| Granada to University Dr | EB | 1 | 332 | 810 | YES | 346 | 12 | 358 | YES | 2% | O | 0 | 1% | I | 2 | | 2 | 0.2% | NO | 348 | YES |
| | WB | 1 | 1,071 | 810 | NO | 1,115 | 23 | 1,138 | NO | | I | 0 | | O | 2 | | 2 | 0.2% | NO | 1,117 | NO |
| University to San Amaro | EB | 1 | 193 | 810 | YES | 201 | 23 | 224 | YES | 2% | I | 0 | 1% | O | 2 | | 2 | 0.2% | NO | 203 | YES |
| | WB | 1 | 699 | 810 | YES | 727 | 37 | 764 | YES | | O | 0 | | I | 2 | | 2 | 0.2% | NO | 729 | YES |
| San Amaro to Red Road | EB | 1 | 176 | 810 | YES | 183 | 23 | 206 | YES | 4% | I | 0 | 8% | O | 17 | | 17 | 2.1% | NO | 200 | YES |
| | WB | 1 | 575 | 810 | YES | 598 | 42 | 640 | YES | | O | 0 | | I | 13 | | 13 | 1.6% | NO | 611 | YES |
| **MILLER ROAD** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 325 | 810 | YES | 338 | 28 | 366 | YES | 9% | I | 0 | 25% | I | 41 | | 41 | 5.1% | YES | 379 | YES |
| | WB | 1 | 672 | 810 | YES | 699 | 40 | 739 | YES | | O | 0 | | O | 54 | | 54 | 6.7% | YES | 753 | YES |
| **PONCE DE LEON BLVD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | NE | 2 | 556 | 2,060 | YES | 579 | 152 | 731 | YES | 20% | O | 0 | 13% | O | 28 | 23 | 51 | 2.5% | NO | 630 | YES |
| | SW | 2 | 1,239 | 2,060 | YES | 1,289 | 178 | 1,467 | YES | | I | 0 | | I | 21 | 18 | 39 | 1.9% | NO | 1,328 | YES |
| Granada Blvd to Stanford | NE | 2 | 639 | 2,060 | YES | 665 | 128 | 793 | YES | 33% | O | 0 | 17% | O | 37 | 23 | 60 | 2.9% | NO | 725 | YES |
| | SW | 2 | 1,067 | 2,060 | YES | 1,110 | 164 | 1,274 | YES | | I | 0 | | I | 28 | 18 | 46 | 2.2% | NO | 1,156 | YES |
| Stanford to Hurricane Dr. | NE | 2 | 776 | 2,060 | YES | 808 | 70 | 878 | YES | 38% | I | 0 | 9% | I | 15 | 23 | 38 | 1.8% | NO | 846 | YES |
| | SW | 2 | 1,575 | 2,060 | YES | 1,639 | 105 | 1,744 | YES | | O | 0 | | O | 19 | 18 | 37 | 1.8% | NO | 1,676 | YES |
| Hurricane Dr. to Red Road | NE | 2 | 376 | 2,060 | YES | 391 | 56 | 447 | YES | 20% | I | 0 | 8% | I | 13 | 18 | 31 | 1.5% | NO | 422 | YES |
| | SW | 2 | 1,004 | 2,060 | YES | 1,045 | 82 | 1,127 | YES | | O | 0 | | O | 17 | 23 | 40 | 1.9% | NO | 1,085 | YES |
| **US1** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | NE | 3 | 2,593 | 4,070 | YES | 2,699 | 220 | 2,919 | YES | 8% | O | 0 | 3% | O | 6 | 23 | 29 | 0.7% | NO | 2,728 | YES |
| | SW | 3 | 2,383 | 4,070 | YES | 2,480 | 226 | 2,706 | YES | | I | 0 | | I | 5 | 18 | 23 | 0.6% | NO | 2,503 | YES |
| Granada Blvd to Maynada | NE | 3 | 2,816 | 4,070 | YES | 2,931 | 212 | 3,143 | YES | 7% | O | 0 | 4% | O | 9 | 23 | 32 | 0.8% | NO | 2,963 | YES |
| | SW | 3 | 2,257 | 4,070 | YES | 2,349 | 248 | 2,597 | YES | | I | 0 | | I | 7 | 18 | 25 | 0.6% | NO | 2,374 | YES |
| Maynada to S. Alhambra | NE | 3 | 2,863 | 4,070 | YES | 2,980 | 269 | 3,249 | YES | 17% | I | 0 | 10% | I | 16 | 23 | 39 | 1.0% | NO | 3,019 | YES |
| | SW | 3 | 3,306 | 4,070 | YES | 3,441 | 298 | 3,739 | YES | | O | 0 | | O | 22 | 18 | 40 | 1.0% | NO | 3,481 | YES |
| S. Alhambra to Red Road | NE | 3 | 2,579 | 4,070 | YES | 2,684 | 188 | 2,872 | YES | 16% | I | 0 | 10% | I | 16 | 18 | 34 | 0.8% | NO | 2,718 | YES |
| | SW | 3 | 3,481 | 4,070 | YES | 3,623 | 220 | 3,843 | YES | | O | 0 | | O | 22 | 23 | 45 | 1.1% | NO | 3,668 | YES |
| **SUNSET ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune Rd to Maynada | EB | 1 | 487 | 970 | YES | 507 | 31 | 538 | YES | 1% | O | 0 | 1% | O | 2 | | 2 | 0.2% | NO | 509 | YES |
| | WB | 1 | 495 | 970 | YES | 515 | 36 | 551 | YES | | I | 0 | | I | 2 | | 2 | 0.2% | NO | 517 | YES |
| Maynada to Red Road | EB | 1 | 571 | 970 | YES | 594 | 41 | 635 | YES | 1% | I | 0 | 1% | O | 2 | | 2 | 0.2% | NO | 596 | YES |
| | WB | 1 | 661 | 970 | YES | 688 | 44 | 732 | YES | | O | 0 | | I | 2 | | 2 | 0.2% | NO | 690 | YES |
| **LEJEUNE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 2 | 891 | 2,580 | YES | 927 | 112 | 1,039 | YES | 5% | O | 0 | 2% | O | 4 | | 4 | 0.2% | NO | 931 | YES |
| | SB | 2 | 1,102 | 2,580 | YES | 1,147 | 112 | 1,259 | YES | | I | 0 | | I | 3 | | 3 | 0.1% | NO | 1,150 | YES |
| Blue Road to US-1 | NB | 2 | 559 | 2,580 | YES | 582 | 104 | 686 | YES | 7% | O | 0 | 3% | O | 6 | | 6 | 0.2% | NO | 588 | YES |
| | SB | 2 | 646 | 2,580 | YES | 672 | 100 | 772 | YES | | I | 0 | | I | 5 | | 5 | 0.2% | NO | 677 | YES |
| US-1 to Sunset Drive | NB | 1 | 617 | 1,220 | YES | 642 | 31 | 673 | YES | 1% | I | 0 | 1% | I | 2 | | 2 | 0.2% | NO | 644 | YES |
| | SB | 1 | 698 | 1,220 | YES | 726 | 58 | 784 | YES | | O | 0 | | O | 2 | | 2 | 0.2% | NO | 728 | YES |
| **GRANADA BLVD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | NB | 1 | 392 | 790 | YES | 408 | 23 | 431 | YES | 4% | O | 0 | 6% | O | 13 | | 13 | 1.6% | NO | 421 | YES |
| | SB | 1 | 695 | 790 | YES | 723 | 26 | 749 | YES | | I | 0 | | I | 10 | | 10 | 1.3% | NO | 733 | YES |
| Blue Rd to Ponce | NB | 1 | 510 | 790 | YES | 531 | 40 | 571 | YES | 6% | O | 0 | 6% | O | 13 | | 13 | 1.6% | NO | 544 | YES |
| | SB | 1 | 561 | 790 | YES | 584 | 39 | 623 | YES | | I | 0 | | I | 10 | | 10 | 1.3% | NO | 594 | YES |
| Ponce de Leon to US 1 | NB | 1 | 340 | 790 | YES | 354 | 102 | 456 | YES | 7% | I | 0 | 7% | I | 11 | | 11 | 1.4% | NO | 365 | YES |
| | SB | 1 | 457 | 790 | YES | 476 | 105 | 581 | YES | | O | 0 | | O | 15 | | 15 | 1.9% | NO | 491 | YES |
| US 1 to Sunset Drive | NB | 1 | 224 | 790 | YES | 233 | 10 | 243 | YES | 2% | I | 0 | 2% | I | 3 | | 3 | 0.4% | NO | 236 | YES |
| | SB | 1 | 485 | 790 | YES | 505 | 16 | 521 | YES | | O | 0 | | O | 4 | | 4 | 0.5% | NO | 509 | YES |
| **MAYNADA STREET** | | | | | | | | | | | | | | | | | | | | | |
| US 1 to Sunset Drive | NB | 1 | 203 | 660 | YES | 211 | 16 | 227 | YES | 4% | I | 0 | 5% | I | 8 | | 8 | 1.2% | NO | 219 | YES |
| | SB | 1 | 504 | 660 | YES | 525 | 20 | 545 | YES | | O | 0 | | O | 11 | | 11 | 1.7% | NO | 536 | YES |
| **SAN AMARO DRIVE [7,8]** | | | | | | | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | NB | 1 | 121 | 660 | YES | 126 | 16 | 142 | YES | 1% | O | 0 | 3% | O | 6 | | 6 | 0.9% | NO | 132 | YES |
| | SB | 1 | 52 | 660 | YES | 54 | 25 | 79 | YES | | I | 0 | | I | 5 | | 5 | 0.8% | NO | 59 | YES |
| Blue Rd to Miller Rd | NB | 1 | 606 | 660 | YES | 631 | 9 | 640 | YES | 2% | O | 0 | 8% | O | 17 | -78 | -61 | -9.2% | NO | 570 | YES |
| | SB | 1 | 979 | 660 | NO | 1,019 | 11 | 1,030 | NO | | I | 0 | | I | 13 | -112 | -99 | -15.0% | NO | 920 | NO |
| Miller Rd to Levante | NB | 1 | 572 | 660 | YES | 595 | 24 | 619 | YES | 11% | O | 0 | 2% | I | 3 | -14 | -11 | -1.7% | NO | 584 | YES |
| | SB | 2 | 664 | 1,320 | YES | 691 | 28 | 719 | YES | | I | 0 | | O | 4 | -17 | -13 | -1.0% | NO | 678 | YES |
| Levante Rd to Ponce | NB | 1 | 636 | 660 | YES | 662 | 28 | 690 | NO | 19% | O | 0 | 2% | I | 3 | -14 | -11 | -1.7% | NO | 651 | YES |
| | SB | 2 | 488 | 1,320 | YES | 508 | 33 | 541 | YES | | I | 0 | | O | 4 | -17 | -13 | -1.0% | NO | 495 | YES |

**TABLE 25**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**2015 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR**

8/5/2008

| LOCATION | DIR | LANE PER DIR | EXISTING PM DIR VOL [2] | MAX ALLOW VOL [3] | MEETS ADOPTED LOS STD | 2015 BKGD VOL [4] | COMMITTED PROJECT PM TRIPS [5] | TOTAL BACK-GROUND PM | MEETS ADOPTED LOS STD ? | NSCDZ [6] IN 0 % | I/O | OUT 0 TRIPS | ACADEMIC [6] IN 163 % | I/O | OUT 215 TRIPS | DIV-ERTED TRIPS [7] | 2015 TOTAL PROJ TRIPS | PROJ TRIPS % OF MAV | PROJ > 5% MAV Y/N? | 2015 PM TOTAL TRIPS | MEETS ADOPTED LOS STD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **RED ROAD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 569 | 970 | YES | 592 | 36 | 628 | YES | 3% | O | 0 | 5% | O | 11 | | 11 | 1.1% | NO | 603 | YES |
| | SB | 1 | 653 | 970 | YES | 680 | 42 | 722 | YES | | I | 0 | | I | 8 | | 8 | 0.8% | NO | 688 | YES |
| Blue Road to Miller Road | NB | 1 | 604 | 970 | YES | 629 | 47 | 676 | YES | 1% | O | 0 | 4% | O | 9 | | 9 | 0.9% | NO | 638 | YES |
| | SB | 1 | 694 | 970 | YES | 722 | 56 | 778 | YES | | I | 0 | | I | 7 | | 7 | 0.7% | NO | 729 | YES |
| Miller Rd to Brescia Ave | NB | 1 | 745 | 970 | YES | 775 | 53 | 828 | YES | 3% | O | 0 | 3% | I | 5 | | 5 | 0.5% | NO | 780 | YES |
| | SB | 1 | 768 | 970 | YES | 799 | 60 | 859 | YES | | I | 0 | | O | 6 | | 6 | 0.6% | NO | 805 | YES |
| Brescia Ave to Ponce | NB | 2 | 1,348 | 2,060 | YES | 1,403 | 116 | 1,519 | YES | 8% | O | 0 | 5% | I | 8 | | 8 | 0.4% | NO | 1,411 | YES |
| | SB | 2 | 1,004 | 2,060 | YES | 1,045 | 123 | 1,168 | YES | | I | 0 | | O | 11 | | 11 | 0.5% | NO | 1,056 | YES |
| Ponce to US-1 | NB | 2 | 701 | 2,060 | YES | 730 | 124 | 854 | YES | 10% | O | 0 | 9% | I | 15 | | 15 | 0.7% | NO | 745 | YES |
| | SB | 2 | 811 | 2,060 | YES | 844 | 129 | 973 | YES | | I | 0 | | O | 19 | | 19 | 0.9% | NO | 863 | YES |
| US 1 to Sunset Drive | NB | 2 | 551 | 1,720 | YES | 573 | 124 | 697 | YES | 10% | I | 0 | 4% | I | 7 | | 7 | 0.4% | NO | 580 | YES |
| | SB | 2 | 951 | 1,720 | YES | 990 | 147 | 1,137 | YES | | O | 0 | | O | 9 | | 9 | 0.5% | NO | 999 | YES |
| **UNIVERSITY DRIVE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 124 | 660 | YES | 129 | 2 | 131 | YES | 2% | O | 0 | 4% | O | 9 | | 9 | 1.4% | NO | 138 | YES |
| | SB | 1 | 211 | 660 | YES | 220 | 2 | 222 | YES | | I | 0 | | I | 7 | | 7 | 1.1% | NO | 227 | YES |
| Blue Road to Pisano Ave | NB | 1 | 183 | 660 | YES | 190 | 0 | 190 | YES | 4% | O | 0 | 4% | O | 9 | | 9 | 1.4% | NO | 199 | YES |
| | SB | 1 | 281 | 660 | YES | 292 | 0 | 292 | YES | | I | 0 | | I | 7 | | 7 | 1.1% | NO | 299 | YES |
| **RIVIERA DRIVE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 192 | 660 | YES | 200 | 7 | 207 | YES | 1% | O | 0 | 1% | O | 2 | | 2 | 0.3% | NO | 202 | YES |
| | SB | 1 | 553 | 660 | YES | 576 | 1 | 577 | YES | | I | 0 | | I | 2 | | 2 | 0.3% | NO | 578 | YES |
| Blue Road to Ponce | NB | 1 | 224 | 660 | YES | 233 | 10 | 243 | YES | 1% | O | 0 | 1% | O | 2 | | 2 | 0.3% | NO | 235 | YES |
| | SB | 1 | 292 | 660 | YES | 304 | 4 | 308 | YES | | I | 0 | | I | 2 | | 2 | 0.3% | NO | 306 | YES |
| US-1 to LeJeune Road | NB | 1 | 202 | 660 | YES | 210 | 79 | 289 | YES | 1% | I | 0 | 1% | I | 2 | | 2 | 0.3% | NO | 212 | YES |
| | SB | 1 | 278 | 660 | YES | 289 | 19 | 308 | YES | | O | 0 | | O | 2 | | 2 | 0.3% | NO | 291 | YES |
| **ALHMABRA CIRCLE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 162 | 660 | YES | 169 | 6 | 175 | YES | 1% | O | 0 | 1% | O | 2 | | 2 | 0.3% | NO | 171 | YES |
| | SB | 1 | 244 | 660 | YES | 254 | 12 | 266 | YES | | I | 0 | | I | 2 | | 2 | 0.3% | NO | 256 | YES |
| Blue Road to Miller Road | NB | 1 | 154 | 660 | YES | 160 | 2 | 162 | YES | 1% | O | 0 | 4% | O | 9 | | 9 | 1.4% | NO | 169 | YES |
| | SB | 1 | 213 | 660 | YES | 222 | 2 | 224 | YES | | I | 0 | | I | 7 | | 7 | 1.1% | NO | 229 | YES |
| **S. ALHMABRA CIRCLE** | | | | | | | | | | | | | | | | | | | | | |
| US-1 to Nervia Street | NB | 1 | 244 | 660 | YES | 254 | 279 | 533 | YES | 1% | I | 0 | 1% | I | 2 | | 2 | 0.3% | NO | 256 | YES |
| | SB | 1 | 238 | 660 | YES | 248 | 302 | 550 | YES | | O | 0 | | O | 2 | | 2 | 0.3% | NO | 250 | YES |
| Nervia Street to Sunset Dr. | EB | 1 | 118 | 660 | YES | 123 | 12 | 135 | YES | 1% | I | 0 | 1% | I | 2 | | 2 | 0.3% | NO | 125 | YES |
| | WB | 1 | 111 | 660 | YES | 116 | 11 | 127 | YES | | O | 0 | | O | 2 | | 2 | 0.3% | NO | 118 | YES |
| **CAMPO SANO** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Pisano | EB | 1 | 386 | 660 | YES | 402 | 19 | 421 | YES | 2% | I | 0 | 10% | I | 16 | -33 | -17 | -2.6% | NO | 385 | YES |
| | WB | 1 | 795 | 660 | NO | 827 | 21 | 848 | NO | | O | 0 | | O | 22 | -57 | -35 | -5.3% | NO | 792 | NO |
| **PISANO ANEVUE** | | | | | | | | | | | | | | | | | | | | | |
| Campo Sano to University | EB | 1 | 322 | 660 | YES | 335 | 19 | 354 | YES | 1% | O | 0 | 10% | O | 22 | -30 | -8 | -1.2% | NO | 327 | YES |
| | WB | 1 | 380 | 660 | YES | 395 | 21 | 416 | YES | | I | 0 | | I | 16 | -36 | -20 | -3.0% | NO | 375 | YES |
| **BRESCIA AVENUE** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 79 | 660 | YES | 82 | 1 | 83 | YES | 5% | I | 0 | 6% | I | 10 | | 10 | 1.5% | NO | 92 | YES |
| | WB | 1 | 362 | 660 | YES | 377 | 1 | 378 | YES | | O | 0 | | O | 13 | | 13 | 2.0% | NO | 390 | YES |
| **LEVANTE AVENUE** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 36 | 660 | YES | 37 | 7 | 44 | YES | 3% | I | 0 | 5% | I | 8 | | 8 | 1.2% | NO | 45 | YES |
| | WB | 1 | 382 | 660 | YES | 398 | 7 | 405 | YES | | O | 0 | | O | 11 | | 11 | 1.7% | NO | 409 | YES |
| **HARDEE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| US-1 to Granada Blvd | EB | 1 | 457 | 660 | YES | 476 | 0 | 476 | YES | 1% | I | 0 | 2% | I | 3 | | 3 | 0.5% | NO | 479 | YES |
| | WB | 1 | 493 | 660 | YES | 513 | 0 | 513 | YES | | O | 0 | | O | 4 | | 4 | 0.6% | NO | 517 | YES |
| Granada Blvd to LeJeune | EB | 1 | 498 | 660 | YES | 518 | 0 | 518 | YES | 1% | O | 0 | 2% | O | 4 | | 4 | 0.6% | NO | 522 | YES |
| | WB | 1 | 403 | 660 | YES | 419 | 0 | 419 | YES | | I | 0 | | I | 3 | | 3 | 0.5% | NO | 422 | YES |
| **NERVIA STREET** | | | | | | | | | | | | | | | | | | | | | |
| S. Alhambra to Sunset Dr. | NB | 1 | 121 | 660 | YES | 126 | 45 | 171 | YES | 1% | I | 0 | 1% | I | 2 | | 2 | 0.3% | NO | 128 | YES |
| | SB | 1 | 165 | 660 | YES | 172 | 48 | 220 | YES | | O | 0 | | O | 2 | | 2 | 0.3% | NO | 174 | YES |

**NOTES:**

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.

**TABLE 26**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2015 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR**

3/12/2008

| NO | INTERSECTION | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | SIGNALIZED | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | RED/MILLER | 108 | 499 | 157 | 28 | 465 | 43 | 241 | 707 | 262 | 109 | 166 | 5 | **2790** | YES | D |
| 2 | SAN AMARO/MILLER | 90 | 684 | 57 | 45 | 314 | 78 | 427 | 244 | 138 | 18 | 16 | 6 | **2117** | YES | C |
| 3 | SAN AMARO/TRILLO | 37 | 787 | 0 | 0 | 395 | 35 | 0 | 0 | 107 | 0 | 0 | 0 | **1361** | NO | B |
| 4 | SAN AMARO/MEMORIAL | 0 | 648 | 67 | 113 | 207 | 0 | 0 | 0 | 0 | 68 | 0 | 57 | **1160** | NO | C |
| 5 | SAN AMARO/ROBBIA | 0 | 668 | 0 | 0 | 278 | 6 | 0 | 0 | 12 | 0 | 0 | 0 | **964** | NO | A |
| 6 | CAMPO SANO/BRUNSON | 7 | 0 | 19 | 0 | 0 | 0 | 0 | 651 | 328 | 45 | 170 | 0 | **1220** | YES | A |
| 7 | PISANO/UNIVERSITY | 0 | 7 | 31 | 73 | 17 | 33 | 29 | 195 | 2 | 28 | 237 | 62 | **714** | NO | B |
| 8 | PISANO/CARILLO | 0 | 0 | 0 | 1 | 23 | 19 | 2 | 178 | 127 | 109 | 323 | 1 | **783** | NO | C |
| 9 | PONCE/GRANADA | 38 | 478 | 104 | 43 | 358 | 135 | 322 | 1072 | 46 | 49 | 432 | 101 | **3178** | YES | B |
| 10 | US-1/GRANADA | 17 | 343 | 58 | 72 | 276 | 106 | 135 | 3161 | 35 | 44 | 2501 | 131 | **6879** | YES | C |
| 11 | PONCE/CARILLO | 0 | 0 | 0 | 105 | 0 | 120 | 0 | 1433 | 0 | 0 | 609 | 0 | **2267** | NO | C |
| 12 | PONCE/STANFORD | 143 | 112 | 252 | 43 | 22 | 41 | 93 | 955 | 117 | 160 | 442 | 114 | **2494** | YES | B |
| 13 | US-1/STANFORD | 70 | 255 | 85 | 33 | 177 | 92 | 176 | 3130 | 33 | 92 | 2778 | 91 | **7012** | YES | C |
| 14 | PONCE/MERRICK | 2 | 0 | 14 | 14 | 0 | 35 | 158 | 1277 | 15 | 19 | 549 | 60 | **2143** | YES | A |
| 15 | PONCE/DICKINSON | 0 | 0 | 3 | 26 | 1 | 60 | 104 | 1340 | 33 | 21 | 588 | 53 | **2229** | YES | A |
| 16 | PONCE/S.ALHAMBRA | 149 | 39 | 304 | 28 | 5 | 2 | 112 | 1095 | 194 | 139 | 393 | 77 | **2537** | YES | C |
| 17 | US-1/S.ALHAMBRA | 40 | 209 | 98 | 130 | 131 | 98 | 216 | 3340 | 48 | 116 | 3112 | 82 | **7620** | YES | D |
| 18 | PONCE/SAN AMARO | 1 | 2 | 1 | 483 | 9 | 11 | 91 | 947 | 7 | 8 | 297 | 301 | **2158** | YES | B |
| 19 | RED/LEVANTE | 11 | 732 | 93 | 119 | 1282 | 10 | 11 | 1 | 17 | 61 | 1 | 33 | **2371** | YES | A |
| 20 | RED/US-1 | 0 | 508 | 75 | 0 | 457 | 144 | 389 | 2242 | 55 | 119 | 2037 | 53 | **6079** | YES | D |
| 21 | RED/PONCE | 0 | 600 | 330 | 646 | 692 | 32 | 0 | 0 | 14 | 0 | 0 | 226 | **2540** | NO | B |
| 22 | CAMPO SANO/PISANO | 92 | 0 | 24 | 0 | 0 | 0 | 0 | 412 | 276 | 29 | 119 | 0 | **952** | NO | C |
| 23 | RED/BRESCIA | 74 | 568 | 27 | 36 | 757 | 30 | 246 | 306 | 387 | 16 | 27 | 31 | **2505** | YES | C |
| 24 | SUNSET/MAYNADA | 20 | 453 | 112 | 16 | 145 | 54 | 96 | 405 | 34 | 44 | 336 | 22 | **1737** | YES | C |
| 25 | RED/SUNSET | 96 | 616 | 160 | 109 | 356 | 129 | 170 | 433 | 42 | 174 | 377 | 89 | **2751** | YES | D |
| 26 | RED/BLUE | 30 | 580 | 70 | 61 | 528 | 7 | 68 | 483 | 53 | 22 | 83 | 35 | **2020** | YES | C |
| 27 | RED/BIRD | 121 | 404 | 105 | 124 | 323 | 124 | 377 | 1828 | 213 | 38 | 879 | 58 | **4594** | YES | C |
| 28 | BIRD/UNIVERSITY | 47 | 0 | 203 | 0 | 0 | 0 | 0 | 1966 | 39 | 83 | 1036 | 0 | **3374** | YES | A |
| 29 | BIRD/LEJEUNE | 137 | 730 | 61 | 226 | 608 | 60 | 271 | 1926 | 86 | 152 | 948 | 92 | **5297** | YES | E |
| 30 | BLUE/SAN AMARO | 6 | 45 | 161 | 101 | 81 | 15 | 23 | 648 | 43 | 18 | 138 | 14 | **1293** | NO | F |
| 31 | BLUE/UNIVERSITY | 20 | 140 | 308 | 5 | 140 | 16 | 76 | 773 | 74 | 90 | 169 | 12 | **1823** | YES | C |
| 32 | BLUE/GRANADA | 19 | 449 | 10 | 10 | 334 | 90 | 530 | 496 | 54 | 5 | 120 | 25 | **2142** | YES | B |
| 33 | PONCE/LEJEUNE/GRAND | 23 | 176 | 63 | 56 | 246 | 39 | 36 | 1652 | 21 | 41 | 895 | 77 | **3325** | YES | F |
| 34 | US-1/LE JEUNE RD | 0 | 630 | 194 | 0 | 418 | 172 | 298 | 3930 | 37 | 86 | 2732 | 5 | **8502** | YES | F |
| 35 | PONCE/RIVIERA DR | 67 | 229 | 49 | 69 | 218 | 39 | 189 | 742 | 129 | 27 | 487 | 7 | **2252** | YES | B |
| 36 | US1/RIVIERA DR | 84 | 231 | 43 | 84 | 219 | 33 | 45 | 3207 | 69 | 37 | 2805 | 48 | **6905** | YES | B |
| 37 | BIRD RD/RIVIERA DR | 15 | 232 | 301 | 45 | 71 | 6 | 26 | 1821 | 12 | 55 | 987 | 23 | **3594** | YES | B |
| 38 | SUNSET RD/GRANADA | 0 | 0 | 0 | 32 | 0 | 23 | 20 | 788 | 0 | 0 | 350 | 31 | **1244** | NO | C |
| 39 | GRANADA/HARDEE RD | 0 | 103 | 295 | 26 | 56 | 37 | 83 | 528 | 5 | 32 | 273 | 88 | **1526** | NO | F |
| 40 | SUNSET RD/NERVIA ST | 0 | 0 | 0 | 21 | 0 | 110 | 191 | 537 | 0 | 0 | 497 | 64 | **1420** | NO | D |
| 41 | S. ALHAMBRA CR/NERVIA | 77 | 127 | 0 | 0 | 77 | 181 | 177 | 0 | 43 | 0 | 0 | 0 | **682** | NO | B |
| 42 | BIRD RD/SAN AMARO DR | 23 | 6 | 88 | 0 | 0 | 0 | 0 | 1790 | 18 | 30 | 1062 | 0 | **3017** | NO | F |
| 43 | BIRD RD/GRANADA BLVD | 26 | 194 | 65 | 51 | 230 | 43 | 393 | 1671 | 16 | 50 | 858 | 90 | **3687** | YES | E |

**NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED**
**[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.**

**TABLE 27**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2015 TOTAL INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR**

3/12/2008

| NO | INTERSECTION | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | SIGNALIZED | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | RED/MILLER | 108 | 499 | 170 | 31 | 465 | 43 | 241 | 759 | 262 | 115 | 190 | 7 | **2890** | YES | D |
| 2 | SAN AMARO/MILLER | 99 | 684 | 57 | 45 | 314 | 90 | 452 | 244 | 158 | 18 | 16 | 6 | **2183** | YES | C |
| 3 | SAN AMARO/TRILLO | 37 | 799 | 0 | 0 | 420 | 35 | 0 | 0 | 107 | 0 | 0 | 0 | **1398** | NO | B |
| 4 | SAN AMARO/MEMORIAL | 0 | 660 | 67 | 113 | 232 | 0 | 0 | 0 | 0 | 68 | 0 | 57 | **1197** | NO | C |
| 5 | SAN AMARO/ROBBIA | 0 | 670 | 0 | 0 | 281 | 6 | 0 | 0 | 12 | 0 | 0 | 0 | **969** | NO | A |
| 6 | CAMPO SANO/BRUNSON | 7 | 0 | 19 | 0 | 0 | 0 | 0 | 655 | 328 | 45 | 178 | 0 | **1232** | YES | A |
| 7 | PISANO/UNIVERSITY | 0 | 7 | 31 | 73 | 17 | 33 | 29 | 199 | 2 | 28 | 245 | 62 | **726** | NO | B |
| 8 | PISANO/CARILLO | 0 | 0 | 0 | 1 | 23 | 19 | 2 | 178 | 131 | 109 | 323 | 1 | **787** | NO | C |
| 9 | PONCE/GRANADA | 38 | 490 | 104 | 52 | 363 | 136 | 324 | 1072 | 46 | 49 | 432 | 119 | **3225** | YES | B |
| 10 | US-1/GRANADA | 17 | 348 | 58 | 75 | 278 | 106 | 135 | 3161 | 35 | 44 | 2501 | 138 | **6896** | YES | C |
| 11 | PONCE/CARILLO | 0 | 0 | 0 | 105 | 0 | 120 | 0 | 1435 | 0 | 0 | 610 | 0 | **2270** | NO | C |
| 12 | PONCE/STANFORD | 143 | 112 | 252 | 44 | 22 | 41 | 93 | 955 | 117 | 160 | 442 | 116 | **2497** | YES | B |
| 13 | US-1/STANFORD | 70 | 257 | 85 | 33 | 178 | 92 | 176 | 3130 | 33 | 92 | 2778 | 91 | **7015** | YES | C |
| 14 | PONCE/MERRICK | 2 | 0 | 14 | 14 | 0 | 35 | 158 | 1279 | 15 | 19 | 550 | 60 | **2146** | YES | A |
| 15 | PONCE/DICKINSON | 0 | 0 | 3 | 26 | 1 | 60 | 104 | 1342 | 33 | 21 | 589 | 53 | **2232** | YES | A |
| 16 | PONCE/S.ALHAMBRA | 149 | 39 | 304 | 28 | 5 | 2 | 112 | 1097 | 194 | 139 | 394 | 77 | **2540** | YES | C |
| 17 | US-1/S.ALHAMBRA | 40 | 209 | 98 | 130 | 131 | 98 | 216 | 3342 | 48 | 116 | 3113 | 82 | **7623** | YES | D |
| 18 | PONCE/SAN AMARO | 1 | 2 | 1 | 483 | 9 | 13 | 96 | 947 | 7 | 8 | 297 | 301 | **2165** | YES | B |
| 19 | RED/LEVANTE | 11 | 745 | 93 | 119 | 1288 | 10 | 11 | 1 | 17 | 61 | 1 | 33 | **2390** | YES | A |
| 20 | RED/US-1 | 0 | 508 | 75 | 0 | 457 | 144 | 389 | 2242 | 55 | 119 | 2037 | 53 | **6079** | YES | D |
| 21 | RED/PONCE | 0 | 607 | 330 | 646 | 695 | 37 | 0 | 0 | 26 | 0 | 0 | 226 | **2567** | NO | B |
| 22 | CAMPO SANO/PISANO | 92 | 0 | 24 | 0 | 0 | 0 | 0 | 414 | 276 | 29 | 122 | 0 | **957** | YES | C/A |
| 23 | RED/BRESCIA | 74 | 575 | 34 | 36 | 760 | 33 | 253 | 313 | 387 | 19 | 30 | 31 | **2545** | NO | C |
| 24 | SUNSET/MAYNADA | 20 | 455 | 112 | 16 | 146 | 54 | 96 | 405 | 34 | 44 | 336 | 22 | **1740** | YES | C |
| 25 | RED/SUNSET | 96 | 623 | 160 | 109 | 359 | 129 | 170 | 433 | 42 | 174 | 377 | 89 | **2761** | YES | D |
| 26 | RED/BLUE | 30 | 582 | 70 | 64 | 531 | 7 | 68 | 495 | 53 | 22 | 88 | 37 | **2047** | YES | C |
| 27 | RED/BIRD | 123 | 406 | 105 | 124 | 326 | 124 | 377 | 1831 | 216 | 38 | 881 | 58 | **4609** | YES | C |
| 28 | BIRD/UNIVERSITY | 49 | 0 | 205 | 0 | 0 | 0 | 0 | 1966 | 44 | 88 | 1036 | 0 | **3388** | YES | B |
| 29 | BIRD/LEJEUNE | 137 | 732 | 61 | 226 | 611 | 60 | 271 | 1928 | 86 | 152 | 951 | 92 | **5307** | YES | E |
| 30 | BLUE/SAN AMARO | 13 | 50 | 161 | 101 | 91 | 15 | 23 | 648 | 58 | 18 | 138 | 14 | **1330** | NO | F |
| 31 | BLUE/UNIVERSITY | 20 | 140 | 308 | 5 | 140 | 16 | 76 | 775 | 74 | 90 | 170 | 12 | **1826** | YES | C |
| 32 | BLUE/GRANADA | 20 | 459 | 10 | 10 | 356 | 90 | 530 | 496 | 56 | 5 | 120 | 25 | **2177** | YES | B |
| 33 | PONCE/LEJEUNE/GRAND | 23 | 178 | 65 | 56 | 251 | 42 | 38 | 1652 | 21 | 46 | 895 | 77 | **8513** | YES | F |
| 34 | US-1/LE JEUNE RD | 0 | 630 | 194 | 0 | 418 | 175 | 300 | 3932 | 38 | 86 | 2735 | 5 | **8513** | YES | F |
| 35 | PONCE/RIVIERA DR | 67 | 229 | 49 | 69 | 218 | 39 | 189 | 752 | 129 | 27 | 509 | 7 | **2284** | YES | B |
| 36 | US1/RIVIERA DR | 84 | 231 | 43 | 84 | 219 | 33 | 45 | 3209 | 69 | 37 | 2810 | 48 | **6912** | YES | B |
| 37 | BIRD RD/RIVIERA DR | 15 | 232 | 301 | 45 | 71 | 6 | 26 | 1823 | 12 | 55 | 992 | 23 | **3601** | YES | B |
| 38 | SUNSET RD/GRANADA | 0 | 0 | 0 | 32 | 0 | 24 | 22 | 788 | 0 | 0 | 350 | 31 | **1247** | NO | C |
| 39 | GRANADA/HARDEE RD | 0 | 105 | 295 | 26 | 57 | 37 | 83 | 528 | 5 | 32 | 273 | 88 | **1529** | NO | F |
| 40 | SUNSET RD/NERVIA ST | 0 | 0 | 0 | 21 | 0 | 110 | 191 | 537 | 0 | 0 | 497 | 64 | **1420** | NO | D |
| 41 | S. ALHAMBRA CR/NERVIA | 77 | 127 | 0 | 0 | 77 | 182 | 179 | 0 | 43 | 0 | 0 | 0 | **685** | NO | B |
| 42 | BIRD RD/SAN AMARO DR | 25 | 6 | 89 | 0 | 0 | 0 | 0 | 1790 | 23 | 32 | 1062 | 0 | **3027** | NO | F |
| 43 | BIRD RD/GRANADA BLVD | 26 | 196 | 67 | 51 | 235 | 46 | 395 | 1671 | 16 | 55 | 858 | 90 | **3706** | YES | E |

**NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED**
**[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.**

**TABLE 28**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2015 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR**

3/12/2008

| NO | INTERSECTION | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | SIGNALIZED | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | RED/MILLER | 275 | 375 | 44 | 18 | 427 | 236 | 118 | 297 | 98 | 205 | 528 | 7 | **2628** | YES | C |
| 2 | SAN AMARO/MILLER | 205 | 377 | 27 | 18 | 529 | 395 | 139 | 92 | 134 | 92 | 72 | 28 | **2108** | YES | B |
| 3 | SAN AMARO/TRILLO | 30 | 423 | 0 | 0 | 866 | 17 | 0 | 0 | 18 | 0 | 0 | 0 | **1354** | NO | C |
| 4 | SAN AMARO/MEMORIAL | 0 | 322 | 57 | 90 | 769 | 0 | 0 | 0 | 0 | 91 | 0 | 119 | **1448** | NO | C |
| 5 | SAN AMARO/ROBBIA | 0 | 369 | 0 | 0 | 803 | 21 | 0 | 0 | 5 | 0 | 0 | 0 | **1198** | NO | C |
| 6 | CAMPO SANO/BRUNSON | 155 | 0 | 51 | 0 | 0 | 0 | 0 | 299 | 117 | 91 | 696 | 0 | **1409** | YES | B |
| 7 | PISANO/UNIVERSITY | 3 | 9 | 32 | 67 | 10 | 30 | 45 | 258 | 6 | 31 | 336 | 35 | **862** | NO | B |
| 8 | PISANO/CARILLO | 0 | 0 | 0 | 5 | 14 | 62 | 11 | 276 | 87 | 24 | 362 | 0 | **841** | NO | B |
| 9 | PONCE/GRANADA | 86 | 295 | 73 | 59 | 440 | 138 | 248 | 521 | 30 | 109 | 992 | 41 | **3032** | YES | D |
| 10 | US-1/GRANADA | 18 | 226 | 30 | 145 | 332 | 129 | 140 | 2434 | 5 | 44 | 2387 | 86 | **5976** | YES | B |
| 11 | PONCE/CARILLO | 0 | 0 | 0 | 14 | 0 | 114 | 0 | 793 | 0 | 0 | 1201 | 0 | **2122** | NO | B |
| 12 | PONCE/STANFORD | 129 | 99 | 208 | 161 | 190 | 101 | 68 | 449 | 138 | 195 | 1001 | 112 | **2851** | YES | C |
| 13 | US-1/STANFORD | 34 | 158 | 42 | 119 | 201 | 196 | 241 | 2981 | 31 | 35 | 2502 | 59 | **6599** | YES | B |
| 14 | PONCE/MERRICK | 9 | 2 | 32 | 54 | 0 | 161 | 111 | 665 | 5 | 14 | 1427 | 63 | **2543** | YES | A |
| 15 | PONCE/DICKINSON | 18 | 0 | 10 | 58 | 1 | 194 | 137 | 673 | 5 | 5 | 1574 | 68 | **2743** | YES | B |
| 16 | PONCE/S.ALHAMBRA | 212 | 17 | 114 | 60 | 45 | 8 | 34 | 622 | 202 | 342 | 1344 | 54 | **3054** | YES | C |
| 17 | US-1/S.ALHAMBRA | 133 | 171 | 262 | 140 | 177 | 308 | 129 | 2619 | 124 | 239 | 3421 | 91 | **7814** | YES | F |
| 18 | PONCE/SAN AMARO | 8 | 5 | 9 | 479 | 15 | 41 | 55 | 386 | 6 | 26 | 1077 | 636 | **2743** | YES | B |
| 19 | RED/LEVANTE | 70 | 1602 | 18 | 20 | 1019 | 11 | 10 | 1 | 13 | 288 | 4 | 107 | **3163** | YES | C |
| 20 | RED/US-1 | 0 | 595 | 113 | 0 | 627 | 357 | 210 | 2526 | 96 | 190 | 3086 | 21 | **7821** | YES | D |
| 21 | RED/PONCE | 0 | 716 | 123 | 259 | 894 | 36 | 0 | 0 | 9 | 0 | 0 | 856 | **2893** | NO | F |
| 22 | CAMPO SANO/PISANO | 319 | 0 | 37 | 0 | 0 | 0 | 0 | 181 | 132 | 22 | 381 | 0 | **1072** | NO | F |
| 23 | RED/BRESCIA | 381 | 746 | 12 | 14 | 724 | 125 | 58 | 60 | 66 | 62 | 294 | 81 | **2623** | YES | E |
| 24 | SUNSET/MAYNADA | 11 | 110 | 41 | 21 | 426 | 91 | 92 | 466 | 32 | 113 | 409 | 18 | **1830** | YES | C |
| 25 | RED/SUNSET | 93 | 432 | 184 | 105 | 655 | 440 | 197 | 352 | 67 | 254 | 431 | 51 | **3261** | YES | D |
| 26 | RED/BLUE | 96 | 546 | 34 | 24 | 649 | 34 | 20 | 136 | 41 | 89 | 518 | 34 | **2221** | YES | C |
| 27 | RED/BIRD | 136 | 378 | 113 | 120 | 341 | 109 | 156 | 1271 | 161 | 217 | 1825 | 99 | **4926** | YES | D |
| 28 | BIRD/UNIVERSITY | 43 | 0 | 88 | 0 | 0 | 0 | 0 | 1332 | 56 | 165 | 1824 | 0 | **3508** | YES | A |
| 29 | BIRD/LEJEUNE | 203 | 758 | 80 | 168 | 898 | 168 | 152 | 1231 | 109 | 216 | 1969 | 198 | **6150** | YES | E |
| 30 | BLUE/SAN AMARO | 53 | 78 | 16 | 14 | 57 | 39 | 18 | 175 | 27 | 78 | 577 | 59 | **1191** | NO | F |
| 31 | BLUE/UNIVERSITY | 40 | 117 | 135 | 5 | 149 | 57 | 20 | 179 | 26 | 303 | 668 | 9 | **1708** | YES | B |
| 32 | BLUE/GRANADA | 70 | 254 | 9 | 10 | 326 | 416 | 159 | 162 | 46 | 22 | 662 | 21 | **2157** | YES | C |
| 33 | PONCE/LEJEUNE/GRAND | 22 | 212 | 39 | 105 | 247 | 68 | 26 | 1192 | 39 | 45 | 1311 | 37 | **3343** | YES | E |
| 34 | US-1/LE JEUNE RD | 0 | 491 | 198 | 0 | 561 | 251 | 193 | 2815 | 30 | 225 | 2865 | 6 | **7635** | YES | D |
| 35 | PONCE/RIVIERA DR | 204 | 187 | 59 | 11 | 220 | 76 | 44 | 665 | 56 | 67 | 1228 | 12 | **2829** | YES | B |
| 36 | US1/RIVIERA DR | 59 | 186 | 44 | 56 | 246 | 10 | 93 | 2717 | 42 | 19 | 2618 | 180 | **6270** | YES | B |
| 37 | BIRD RD/RIVIERA DR | 11 | 120 | 75 | 31 | 319 | 29 | 33 | 1316 | 33 | 225 | 1370 | 58 | **3620** | YES | C |
| 38 | SUNSET RD/GRANADA | 0 | 0 | 0 | 57 | 0 | 122 | 15 | 482 | 0 | 0 | 414 | 28 | **1118** | NO | C |
| 39 | GRANADA/HARDEE RD | 2 | 44 | 29 | 17 | 86 | 54 | 26 | 168 | 7 | 423 | 545 | 60 | **1461** | NO | F |
| 40 | SUNSET RD/NERVIA ST | 0 | 0 | 0 | 32 | 0 | 126 | 92 | 589 | 0 | 0 | 558 | 64 | **1461** | NO | C |
| 41 | S. ALHAMBRA CR/NERVIA | 126 | 62 | 0 | 2 | 87 | 439 | 398 | 0 | 102 | 0 | 0 | 0 | **1216** | NO | D |
| 42 | BIRD RD/SAN AMARO DR | 30 | 10 | 40 | 0 | 0 | 0 | 0 | 1369 | 34 | 26 | 1653 | 0 | **3162** | NO | E |
| 43 | BIRD RD/GRANADA BLVD | 22 | 117 | 39 | 108 | 247 | 68 | 97 | 1192 | 39 | 45 | 1345 | 38 | **3357** | YES | E |

**NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED**
**[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.**

**TABLE 29**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2015 TOTAL INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR**

3/12/2008

| NO | INTERSECTION | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | SIGNALIZED | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | RED/MILLER | 275 | 375 | 57 | 21 | 427 | 236 | 118 | 348 | 98 | 222 | 595 | 11 | **2783** | YES | D |
| 2 | SAN AMARO/MILLER | 231 | 377 | 27 | 18 | 529 | 427 | 163 | 92 | 154 | 92 | 72 | 28 | **2210** | YES | C |
| 3 | SAN AMARO/TRILLO | 30 | 455 | 0 | 0 | 890 | 17 | 0 | 0 | 18 | 0 | 0 | 0 | **1410** | NO | C |
| 4 | SAN AMARO/MEMORIAL | 0 | 354 | 57 | 90 | 793 | 0 | 0 | 0 | 0 | 91 | 0 | 119 | **1504** | NO | D |
| 5 | SAN AMARO/ROBBIA | 0 | 373 | 0 | 0 | 806 | 21 | 0 | 0 | 5 | 0 | 0 | 0 | **1205** | NO | C |
| 6 | CAMPO SANO/BRUNSON | 155 | 0 | 51 | 0 | 0 | 0 | 0 | 310 | 117 | 91 | 704 | 0 | **1428** | YES | B |
| 7 | PISANO/UNIVERSITY | 3 | 9 | 32 | 67 | 10 | 30 | 45 | 269 | 6 | 31 | 344 | 35 | **881** | NO | B |
| 8 | PISANO/CARILLO | 0 | 0 | 0 | 5 | 14 | 62 | 11 | 276 | 98 | 24 | 362 | 0 | **852** | NO | B |
| 9 | PONCE/GRANADA | 86 | 306 | 73 | 83 | 455 | 140 | 250 | 521 | 30 | 109 | 992 | 59 | **3104** | YES | D |
| 10 | US-1/GRANADA | 18 | 231 | 30 | 154 | 338 | 129 | 140 | 2434 | 5 | 44 | 2387 | 93 | **6003** | YES | B |
| 11 | PONCE/CARILLO | 0 | 0 | 0 | 14 | 0 | 114 | 0 | 795 | 0 | 0 | 1203 | 0 | **2126** | NO | B |
| 12 | PONCE/STANFORD | 129 | 99 | 208 | 163 | 190 | 101 | 68 | 449 | 138 | 195 | 1001 | 114 | **2855** | YES | B |
| 13 | US-1/STANFORD | 34 | 160 | 42 | 119 | 203 | 196 | 241 | 2981 | 31 | 35 | 2502 | 59 | **6603** | YES | B |
| 14 | PONCE/MERRICK | 9 | 2 | 32 | 54 | 0 | 161 | 111 | 667 | 5 | 14 | 1429 | 63 | **2547** | YES | A |
| 15 | PONCE/DICKINSON | 18 | 0 | 10 | 58 | 1 | 194 | 137 | 675 | 5 | 5 | 1576 | 68 | **2747** | YES | B |
| 16 | PONCE/S.ALHAMBRA | 212 | 17 | 114 | 60 | 45 | 8 | 34 | 624 | 202 | 342 | 1346 | 54 | **3058** | YES | B |
| 17 | US-1/S.ALHAMBRA | 133 | 171 | 262 | 140 | 177 | 308 | 129 | 2621 | 124 | 239 | 3423 | 91 | **7818** | YES | F |
| 18 | PONCE/SAN AMARO | 8 | 5 | 9 | 479 | 15 | 47 | 60 | 386 | 6 | 26 | 1077 | 636 | **2754** | YES | B |
| 19 | RED/LEVANTE | 70 | 1615 | 18 | 20 | 1036 | 11 | 10 | 1 | 13 | 288 | 4 | 107 | **3193** | YES | C |
| 20 | RED/US-1 | 0 | 595 | 113 | 0 | 627 | 357 | 210 | 2526 | 96 | 190 | 3086 | 21 | **7821** | YES | D |
| 21 | RED/PONCE | 0 | 723 | 123 | 259 | 903 | 51 | 0 | 0 | 20 | 0 | 0 | 856 | **2935** | NO | F |
| 22 | CAMPO SANO/PISANO | 319 | 0 | 37 | 0 | 0 | 0 | 0 | 185 | 132 | 22 | 384 | 0 | **1079** | YES | F/A |
| 23 | RED/BRESCIA | 381 | 753 | 19 | 14 | 733 | 134 | 65 | 67 | 66 | 71 | 303 | 81 | **2687** | NO | E |
| 24 | SUNSET/MAYNADA | 11 | 112 | 41 | 21 | 428 | 91 | 92 | 466 | 32 | 113 | 409 | 18 | **1834** | YES | C |
| 25 | RED/SUNSET | 93 | 439 | 184 | 105 | 664 | 440 | 197 | 352 | 67 | 254 | 431 | 51 | **3277** | YES | D |
| 26 | RED/BLUE | 96 | 550 | 34 | 27 | 652 | 34 | 20 | 147 | 41 | 89 | 533 | 38 | **2261** | YES | D |
| 27 | RED/BIRD | 140 | 382 | 113 | 120 | 344 | 109 | 156 | 1274 | 164 | 217 | 1829 | 99 | **4947** | YES | D |
| 28 | BIRD/UNIVERSITY | 49 | 0 | 94 | 0 | 0 | 0 | 0 | 1332 | 61 | 170 | 1824 | 0 | **3530** | YES | A |
| 29 | BIRD/LEJEUNE | 203 | 762 | 80 | 168 | 901 | 168 | 152 | 1235 | 109 | 216 | 1972 | 198 | **6164** | YES | E |
| 30 | BLUE/SAN AMARO | 72 | 91 | 16 | 14 | 67 | 39 | 18 | 175 | 42 | 78 | 577 | 59 | **1248** | NO | F |
| 31 | BLUE/UNIVERSITY | 40 | 117 | 135 | 5 | 149 | 57 | 20 | 181 | 26 | 303 | 670 | 9 | **1712** | YES | B |
| 32 | BLUE/GRANADA | 72 | 282 | 9 | 10 | 347 | 416 | 159 | 162 | 48 | 22 | 662 | 21 | **2210** | YES | C |
| 33 | PONCE/LEJEUNE/GRAND | 22 | 218 | 45 | 105 | 252 | 71 | 30 | 1192 | 39 | 50 | 1311 | 37 | **3372** | YES | E |
| 34 | US-1/LE JEUNE RD | 0 | 491 | 198 | 0 | 561 | 254 | 197 | 2819 | 32 | 225 | 2868 | 6 | **7651** | YES | D |
| 35 | PONCE/RIVIERA DR | 204 | 187 | 59 | 11 | 220 | 76 | 44 | 693 | 56 | 67 | 1249 | 12 | **2878** | YES | B |
| 36 | US1/RIVIERA DR | 59 | 186 | 44 | 56 | 246 | 10 | 93 | 2723 | 42 | 19 | 2623 | 180 | **6281** | YES | B |
| 37 | BIRD RD/RIVIERA DR | 11 | 120 | 75 | 31 | 319 | 29 | 33 | 1322 | 33 | 225 | 1375 | 58 | **3631** | YES | C |
| 38 | SUNSET RD/GRANADA | 0 | 0 | 0 | 57 | 0 | 124 | 17 | 482 | 0 | 0 | 414 | 28 | **1122** | NO | C |
| 39 | GRANADA/HARDEE RD | 2 | 46 | 29 | 17 | 88 | 54 | 26 | 168 | 7 | 423 | 545 | 60 | **1465** | NO | F |
| 40 | SUNSET RD/NERVIA ST | 0 | 0 | 0 | 32 | 0 | 126 | 92 | 589 | 0 | 0 | 558 | 64 | **1461** | NO | C |
| 41 | S. ALHAMBRA CR/NERVIA | 126 | 62 | 0 | 2 | 87 | 441 | 400 | 0 | 102 | 0 | 0 | 0 | **1220** | NO | D |
| 42 | BIRD RD/SAN AMARO DR | 36 | 10 | 42 | 0 | 0 | 0 | 0 | 1369 | 39 | 28 | 1653 | 0 | **3177** | NO | E |
| 43 | BIRD RD/GRANADA BLVD | 22 | 123 | 45 | 108 | 252 | 71 | 101 | 1192 | 39 | 50 | 1345 | 38 | **3386** | YES | E |

**NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED**
**[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.**

## 4.11 Total Traffic Condition in 2020

The 2020 phase of the Planned Development includes the first phase of the NSCDZ in addition to Type 1 and Type 1-2 facilities. No changes in the number of resident students are anticipated between 2015 and 2020.

The UMCAD development program for Phase 2020 results in an increase of Campus external trips by 849 AM and 867 PM peak hour trips compared to existing conditions as depicted in Table 12. Most of the additional net external trips are generated by the construction of the first phase of the NSCDZ.

The results of the 2020 roadway link analysis are presented in Table 30 for the AM peak hour and in Table 31 for the PM peak hour. Two roadway links are significant and failing in 2020:

1. Miller Road between San Amaro Drive and Red Road.
2. San Amaro Drive between Levante Avenue and Ponce de Leon Blvd.

The results of the 2020 intersection analyses for the AM peak hour using the HCM module of SYNCHRO are presented in Table 32 for the background conditions and Table 33 for the total traffic conditions. The results of the 2020 intersection analyses for the PM peak hour are presented in Table 34 for the background conditions and Table 35 for the total traffic conditions. The SYNCHRO software was used to optimize signalized intersection split times. The SYNCHRO timing and LOS printouts are provided under a separate cover. No intersection improvements are warranted for this phase.

The study-area intersections that will operate at a failing LOS in 2020, but do not warrant mitigation by the University as per MLOU agreement because they are not located on significant and failing roadway links nor provide direct access to the University campus, are the following:

1. US-1 and Alhambra Circle (#17) in the PM peak hour
2. Bird Road and LeJeune Road (#29) in the AM and PM peak hours.
3. Blue Road and San Amaro Drive (#30) in the AM and PM peak hours.
4. LeJeune Road, Ponce de Leon Blvd and Grand Ave (5-leg #33) during the AM and PM peak hours.
5. US-1 and LeJeune Road (#34) during the AM peak hour.
6. Granada Blvd and Hardee Road (#39) during the AM and PM peak hours.
7. Bird Road and San Amaro Drive (#42) during the AM peak hour.
8. Bird Road, Granada Blvd and University Drive (5-leg #43) during the PM peak hour.

**TABLE 30**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**2020 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR**

8/5/2008

| LOCATION | DIR | LANE PER DIR | EXISTING AM DIR VOL [2] | MAX ALLOW VOL [3] | MEETS ADOPTED LOS STD ? | 2020 BKGD VOL [4] | COMMITTED PROJECT AM TRIPS [5] | TOTAL BACK-GROUND AM | MEETS ADOPTED LOS STD ? | NSCDZ [6] IN 419 % | I/O | OUT 130 TRIPS | ACADEMIC [6] IN 204 % | I/O | OUT 96 TRIPS | DIV-ERTED TRIPS [7] | 2020 TOTAL PROJ TRIPS | PROJ TRIPS % OF MAV | PROJ > 5% MAV Y/N? | 2020 AM TOTAL TRIPS | MEETS ADOPTED LOS STD ? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **BIRD ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | EB | 2 | 2,082 | 2,060 | NO | 2,221 | 126 | 2,347 | NO | 2% | O | 3 | 3% | O | 3 | | 6 | 0.3% | NO | 2,353 | NO |
| | WB | 2 | 1,052 | 2,060 | YES | 1,122 | 59 | 1,181 | YES | | I | 8 | | I | 6 | | 14 | 0.7% | NO | 1,195 | YES |
| Granada Blvd to University | EB | 2 | 2,021 | 2,060 | YES | 2,156 | 90 | 2,246 | NO | 1% | I | 4 | 5% | O | 5 | | 9 | 0.4% | NO | 2,255 | NO |
| | WB | 2 | 1,050 | 2,060 | YES | 1,120 | 34 | 1,154 | YES | | O | 1 | | I | 10 | | 11 | 0.5% | NO | 1,165 | YES |
| University to San Amaro | EB | 2 | 1,863 | 2,060 | YES | 1,988 | 66 | 2,054 | YES | 1% | I | 4 | 1% | I | 2 | | 6 | 0.3% | NO | 2,060 | YES |
| | WB | 2 | 1,026 | 2,060 | YES | 1,095 | 24 | 1,119 | YES | | O | 1 | | O | 1 | | 2 | 0.1% | NO | 1,121 | YES |
| San Amaro to Red Road | EB | 2 | 1,905 | 2,060 | YES | 2,033 | 72 | 2,105 | NO | 1% | I | 4 | 1% | I | 2 | | 6 | 0.3% | NO | 2,111 | NO |
| | WB | 2 | 1,008 | 2,060 | YES | 1,076 | 29 | 1,105 | YES | | O | 1 | | O | 1 | | 2 | 0.1% | NO | 1,107 | YES |
| **BLUE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | EB | 1 | 538 | 810 | YES | 574 | 5 | 579 | YES | 1% | O | 1 | 1% | I | 2 | | 3 | 0.4% | NO | 582 | YES |
| | WB | 1 | 427 | 810 | YES | 456 | 3 | 459 | YES | | I | 4 | | O | 1 | | 5 | 0.6% | NO | 464 | YES |
| Granada to University Dr | EB | 1 | 1,021 | 810 | NO | 1,089 | 17 | 1,106 | NO | 2% | O | 3 | 1% | I | 2 | | 5 | 0.6% | NO | 1,111 | NO |
| | WB | 1 | 252 | 810 | YES | 269 | 4 | 273 | YES | | I | 8 | | O | 1 | | 9 | 1.1% | NO | 282 | YES |
| University to San Amaro | EB | 1 | 862 | 810 | NO | 920 | 26 | 946 | NO | 2% | I | 8 | 1% | O | 1 | | 9 | 1.1% | NO | 955 | NO |
| | WB | 1 | 186 | 810 | YES | 198 | 10 | 208 | YES | | O | 3 | | I | 2 | | 5 | 0.6% | NO | 213 | YES |
| San Amaro to Red Road | EB | 1 | 643 | 810 | YES | 686 | 30 | 716 | YES | 4% | I | 17 | 8% | O | 8 | | 25 | 3.1% | NO | 741 | YES |
| | WB | 1 | 131 | 810 | YES | 140 | 13 | 153 | YES | | O | 5 | | I | 16 | | 21 | 2.6% | NO | 174 | YES |
| **MILLER ROAD** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 830 | 810 | NO | 886 | 28 | 914 | NO | 9% | I | 38 | 25% | I | 51 | | 89 | 11.0% | YES | 1,003 | NO & F |
| | WB | 1 | 254 | 810 | YES | 271 | 17 | 288 | YES | | O | 12 | | O | 24 | | 36 | 4.4% | NO | 324 | YES |
| **PONCE DE LEON BLVD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | NE | 2 | 1,071 | 2,060 | YES | 1,143 | 83 | 1,226 | YES | 20% | O | 26 | 13% | O | 12 | 8 | 46 | 2.2% | NO | 1,272 | YES |
| | SW | 2 | 515 | 2,060 | YES | 549 | 50 | 599 | YES | | I | 84 | | I | 27 | 25 | 136 | 6.6% | YES | 735 | YES |
| Granada Blvd to Stanford | NE | 2 | 1,294 | 2,060 | YES | 1,381 | 86 | 1,467 | YES | 33% | O | 43 | 17% | O | 16 | 8 | 67 | 3.3% | NO | 1,534 | YES |
| | SW | 2 | 616 | 2,060 | YES | 657 | 45 | 702 | YES | | I | 138 | | I | 35 | 25 | 198 | 9.6% | YES | 900 | YES |
| Stanford to Hurricane Dr. | NE | 2 | 1,309 | 2,060 | YES | 1,397 | 69 | 1,466 | YES | 38% | I | 159 | 9% | I | 18 | 8 | 185 | 9.0% | YES | 1,651 | YES |
| | SW | 2 | 565 | 2,060 | YES | 603 | 31 | 634 | YES | | O | 49 | | O | 9 | 25 | 83 | 4.0% | NO | 717 | YES |
| Hurricane Dr. to Red Road | NE | 2 | 955 | 2,060 | YES | 1,019 | 52 | 1,071 | YES | 20% | I | 84 | 8% | I | 16 | 25 | 125 | 6.1% | YES | 1,196 | YES |
| | SW | 2 | 274 | 2,060 | YES | 292 | 24 | 316 | YES | | O | 26 | | O | 8 | 8 | 42 | 2.0% | NO | 358 | YES |
| **US1** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | NE | 3 | 3,087 | 4,070 | YES | 3,294 | 103 | 3,397 | YES | 8% | O | 10 | 3% | O | 3 | 8 | 21 | 0.5% | NO | 3,418 | YES |
| | SW | 3 | 2,760 | 4,070 | YES | 2,945 | 89 | 3,034 | YES | | I | 34 | | I | 6 | 25 | 65 | 1.6% | NO | 3,099 | YES |
| Granada Blvd to Maynada | NE | 3 | 3,082 | 4,070 | YES | 3,288 | 103 | 3,391 | YES | 7% | O | 9 | 4% | O | 4 | 8 | 21 | 0.5% | NO | 3,412 | YES |
| | SW | 3 | 2,783 | 4,070 | YES | 2,969 | 62 | 3,031 | YES | | I | 29 | | I | 8 | 25 | 62 | 1.5% | NO | 3,093 | YES |
| Maynada to S. Alhambra | NE | 3 | 3,314 | 4,070 | YES | 3,536 | 110 | 3,646 | YES | 17% | I | 71 | 10% | I | 20 | 8 | 99 | 2.4% | NO | 3,745 | YES |
| | SW | 3 | 3,098 | 4,070 | YES | 3,306 | 78 | 3,384 | YES | | O | 22 | | O | 10 | 25 | 57 | 1.4% | NO | 3,441 | YES |
| S. Alhambra to Red Road | NE | 3 | 3,357 | 4,070 | YES | 3,582 | 93 | 3,675 | YES | 16% | I | 67 | 10% | I | 20 | 25 | 112 | 2.8% | NO | 3,787 | YES |
| | SW | 3 | 3,075 | 4,070 | YES | 3,281 | 56 | 3,337 | YES | | O | 21 | | O | 10 | 8 | 39 | 1.0% | NO | 3,376 | YES |
| **SUNSET ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune Rd to Maynada | EB | 1 | 767 | 970 | YES | 818 | 14 | 832 | YES | 1% | O | 1 | 1% | O | 1 | | 2 | 0.2% | NO | 834 | YES |
| | WB | 1 | 350 | 970 | YES | 373 | 10 | 383 | YES | | I | 4 | | I | 2 | | 6 | 0.6% | NO | 389 | YES |
| Maynada to Red Road | EB | 1 | 502 | 970 | YES | 536 | 17 | 553 | YES | 1% | I | 4 | 1% | O | 1 | | 5 | 0.5% | NO | 558 | YES |
| | WB | 1 | 384 | 970 | YES | 410 | 15 | 425 | YES | | O | 1 | | I | 2 | | 3 | 0.3% | NO | 428 | YES |
| **LEJEUNE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 2 | 847 | 2,580 | YES | 904 | 46 | 950 | YES | 5% | O | 7 | 2% | O | 2 | | 9 | 0.3% | NO | 959 | YES |
| | SB | 2 | 778 | 2,580 | YES | 830 | 46 | 876 | YES | | I | 21 | | I | 4 | | 25 | 1.0% | NO | 901 | YES |
| Blue Road to US-1 | NB | 2 | 849 | 2,580 | YES | 906 | 38 | 944 | YES | 7% | O | 9 | 3% | O | 3 | | 12 | 0.5% | NO | 956 | YES |
| | SB | 2 | 503 | 2,580 | YES | 537 | 43 | 580 | YES | | I | 29 | | I | 6 | | 35 | 1.4% | NO | 615 | YES |
| US-1 to Sunset Drive | NB | 1 | 774 | 1,220 | YES | 826 | 40 | 866 | YES | 1% | I | 4 | 1% | I | 2 | | 6 | 0.5% | NO | 872 | YES |
| | SB | 1 | 455 | 1,220 | YES | 485 | 13 | 498 | YES | | O | 1 | | O | 1 | | 2 | 0.2% | NO | 500 | YES |
| **GRANADA BLVD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | NB | 1 | 605 | 790 | YES | 646 | 13 | 659 | YES | 4% | O | 5 | 6% | O | 6 | | 11 | 1.4% | NO | 670 | YES |
| | SB | 1 | 405 | 790 | YES | 432 | 11 | 443 | YES | | I | 17 | | I | 12 | | 29 | 3.7% | NO | 472 | YES |
| Blue Rd to Ponce | NB | 1 | 645 | 790 | YES | 688 | 18 | 706 | YES | 6% | O | 8 | 6% | O | 6 | | 14 | 1.8% | NO | 720 | YES |
| | SB | 1 | 494 | 790 | YES | 527 | 18 | 545 | YES | | I | 25 | | I | 12 | | 37 | 4.7% | NO | 582 | YES |
| Ponce de Leon to US 1 | NB | 1 | 551 | 790 | YES | 588 | 51 | 639 | YES | 7% | I | 29 | 7% | I | 14 | | 43 | 5.4% | YES | 682 | YES |
| | SB | 1 | 396 | 790 | YES | 423 | 44 | 467 | YES | | O | 9 | | O | 7 | | 16 | 2.0% | NO | 483 | YES |
| US 1 to Sunset Drive | NB | 1 | 380 | 790 | YES | 405 | 10 | 415 | YES | 2% | I | 8 | 2% | I | 4 | | 12 | 1.5% | NO | 427 | YES |
| | SB | 1 | 328 | 790 | YES | 350 | 5 | 355 | YES | | O | 3 | | O | 2 | | 5 | 0.6% | NO | 360 | YES |
| **MAYNADA STREET** | | | | | | | | | | | | | | | | | | | | | |
| US 1 to Sunset Drive | NB | 1 | 541 | 660 | YES | 577 | 10 | 587 | YES | 4% | I | 17 | 5% | I | 10 | | 27 | 4.1% | NO | 614 | YES |
| | SB | 1 | 284 | 660 | YES | 303 | 7 | 310 | YES | | O | 5 | | O | 5 | | 10 | 1.5% | NO | 320 | YES |
| **SAN AMARO DRIVE [8,9]** | | | | | | | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | NB | 1 | 94 | 660 | YES | 100 | 14 | 114 | YES | 1% | O | 1 | 3% | O | 3 | | 4 | 0.6% | NO | 118 | YES |
| | SB | 1 | 168 | 660 | YES | 179 | 11 | 190 | YES | | I | 4 | | I | 6 | | 10 | 1.5% | NO | 200 | YES |
| Blue Rd to Miller Rd | NB | 1 | 1,362 | 660 | NO | 1,453 | 5 | 1,458 | NO | 2% | O | 3 | 8% | O | 8 | -142 | -131 | -19.8% | NO | 1,327 | NO |
| | SB | 1 | 456 | 660 | YES | 487 | 5 | 492 | YES | | I | 8 | | I | 16 | -64 | -40 | -6.1% | NO | 452 | YES |
| Miller Rd to Levante | NB | 1 | 807 | 660 | NO | 861 | 16 | 877 | NO | 11% | O | 14 | 2% | I | 4 | -18 | 0 | 0.0% | NO | 877 | NO |
| | SB | 2 | 490 | 1,320 | YES | 523 | 13 | 536 | YES | | I | 46 | | O | 2 | -6 | 42 | 3.2% | NO | 578 | YES |
| Levante Rd to Ponce | NB | 1 | 368 | 660 | YES | 393 | 20 | 413 | YES | 19% | O | 25 | 2% | I | 4 | -18 | 11 | 1.7% | NO | 424 | YES |
| | SB | 2 | 462 | 1,320 | YES | 493 | 15 | 508 | YES | | I | 80 | | O | 2 | -6 | 76 | 5.8% | YES | 584 | YES |

**TABLE 30**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**2020 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR**

8/5/2008

| LOCATION | DIR | LANE PER DIR | EXISTING AM DIR VOL [2] | MAX ALLOW VOL [3] | MEETS ADOPTED LOS STD ? | 2020 BKGD VOL [4] | COMMITTED PROJECT AM TRIPS [5] | TOTAL BACK-GROUND AM | MEETS ADOPTED LOS STD ? | NSCDZ [6] IN 419 % | I/O | OUT 130 TRIPS | ACADEMIC [6] IN 204 % | I/O | OUT 96 TRIPS | DIV-ERTED TRIPS [7] | 2020 TOTAL PROJ TRIPS | PROJ TRIPS % OF MAV | PROJ > 5% MAV Y/N? | 2020 AM TOTAL TRIPS | MEETS ADOPTED LOS STD ? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **RED ROAD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 633 | 970 | YES | 675 | 24 | 699 | YES | 3% | O | 4 | 5% | O | 5 | | 9 | 0.9% | NO | 708 | YES |
| | SB | 1 | 551 | 970 | YES | 588 | 22 | 610 | YES | | I | 13 | | I | 10 | | 23 | 2.4% | NO | 633 | YES |
| Blue Road to Miller Road | NB | 1 | 683 | 970 | YES | 729 | 34 | 763 | YES | 1% | O | 1 | 4% | O | 4 | | 5 | 0.5% | NO | 768 | YES |
| | SB | 1 | 551 | 970 | YES | 588 | 29 | 617 | YES | | I | 4 | | I | 8 | | 12 | 1.2% | NO | 629 | YES |
| Miller Rd to Brescia Ave | NB | 1 | 757 | 970 | YES | 808 | 28 | 836 | YES | 3% | O | 4 | 3% | I | 6 | | 10 | 1.0% | NO | 846 | YES |
| | SB | 1 | 765 | 970 | YES | 816 | 26 | 842 | YES | | I | 13 | | O | 3 | | 16 | 1.6% | NO | 858 | YES |
| Brescia Ave to Ponce | NB | 2 | 750 | 2,060 | YES | 800 | 50 | 850 | YES | 8% | O | 10 | 5% | I | 10 | | 20 | 1.0% | NO | 870 | YES |
| | SB | 2 | 1,240 | 2,060 | YES | 1,323 | 46 | 1,369 | YES | | I | 34 | | O | 5 | | 39 | 1.9% | NO | 1,408 | YES |
| Ponce to US-1 | NB | 2 | 867 | 2,060 | YES | 925 | 45 | 970 | YES | 10% | O | 13 | 9% | I | 18 | | 31 | 1.5% | NO | 1,001 | YES |
| | SB | 2 | 637 | 2,060 | YES | 680 | 43 | 723 | YES | | I | 42 | | O | 9 | | 51 | 2.5% | NO | 774 | YES |
| US 1 to Sunset Drive | NB | 2 | 761 | 1,720 | YES | 812 | 58 | 870 | YES | 10% | I | 42 | 4% | I | 8 | | 50 | 2.9% | NO | 920 | YES |
| | SB | 2 | 564 | 1,720 | YES | 602 | 31 | 633 | YES | | O | 13 | | O | 4 | | 17 | 1.0% | NO | 650 | YES |
| **UNIVERSITY DRIVE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 238 | 660 | YES | 254 | 2 | 256 | YES | 2% | O | 3 | 4% | O | 4 | | 7 | 1.1% | NO | 263 | YES |
| | SB | 1 | 153 | 660 | YES | 163 | 2 | 165 | YES | | I | 8 | | I | 8 | | 16 | 2.4% | NO | 181 | YES |
| Blue Road to Pisano Ave | NB | 1 | 273 | 660 | YES | 291 | 0 | 291 | YES | 4% | O | 5 | 4% | O | 4 | | 9 | 1.4% | NO | 300 | YES |
| | SB | 1 | 205 | 660 | YES | 219 | 0 | 219 | YES | | I | 17 | | I | 8 | | 25 | 3.8% | NO | 244 | YES |
| **RIVIERA DRIVE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 526 | 660 | YES | 561 | 1 | 562 | YES | 1% | O | 1 | 1% | O | 1 | | 2 | 0.3% | NO | 564 | YES |
| | SB | 1 | 127 | 660 | YES | 136 | 6 | 142 | YES | | I | 4 | | I | 2 | | 6 | 0.9% | NO | 148 | YES |
| Blue Road to Ponce | NB | 1 | 306 | 660 | YES | 326 | 2 | 328 | YES | 1% | O | 1 | 1% | O | 1 | | 2 | 0.3% | NO | 330 | YES |
| | SB | 1 | 407 | 660 | YES | 434 | 7 | 441 | YES | | I | 4 | | I | 2 | | 6 | 0.9% | NO | 447 | YES |
| US-1 to LeJeune Road | NB | 1 | 333 | 660 | YES | 355 | 11 | 366 | YES | 1% | I | 4 | 1% | I | 2 | | 6 | 0.9% | NO | 372 | YES |
| | SB | 1 | 246 | 660 | YES | 262 | 71 | 333 | YES | | O | 1 | | O | 1 | | 2 | 0.3% | NO | 335 | YES |
| **ALHMABRA CIRCLE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 262 | 660 | YES | 280 | 8 | 288 | YES | 1% | O | 1 | 1% | O | 1 | | 2 | 0.3% | NO | 290 | YES |
| | SB | 1 | 216 | 660 | YES | 230 | 5 | 235 | YES | | I | 4 | | I | 2 | | 6 | 0.9% | NO | 241 | YES |
| Blue Road to Miller Road | NB | 1 | 235 | 660 | YES | 251 | 2 | 253 | YES | 1% | O | 1 | 4% | O | 4 | | 5 | 0.8% | NO | 258 | YES |
| | SB | 1 | 188 | 660 | YES | 201 | 2 | 203 | YES | | I | 4 | | I | 8 | | 12 | 1.8% | NO | 215 | YES |
| **S. ALHMABRA CIRCLE** | | | | | | | | | | | | | | | | | | | | | |
| US-1 to Nervia Street | NB | 1 | 273 | 660 | YES | 291 | 87 | 378 | YES | 1% | I | 4 | 1% | I | 2 | | 6 | 0.9% | NO | 384 | YES |
| | SB | 1 | 196 | 660 | YES | 209 | 56 | 265 | YES | | O | 1 | | O | 1 | | 2 | 0.3% | NO | 267 | YES |
| Nervia Street to Sunset Dr. | EB | 1 | 172 | 660 | YES | 184 | 2 | 186 | YES | 1% | I | 4 | 1% | I | 2 | | 6 | 0.9% | NO | 192 | YES |
| | WB | 1 | 101 | 660 | YES | 108 | 3 | 111 | YES | | O | 1 | | O | 1 | | 2 | 0.3% | NO | 113 | YES |
| **CAMPO SANO [10]** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Pisano | EB | 1 | 792 | 660 | NO | 845 | 11 | 856 | NO | 2% | I | 8 | 10% | I | 20 | -58 | -30 | -4.5% | NO | 826 | NO |
| | WB | 1 | 191 | 660 | YES | 204 | 9 | 213 | YES | | O | 3 | | O | 10 | -16 | -3 | -0.5% | NO | 210 | YES |
| **PISANO ANEVUE [10]** | | | | | | | | | | | | | | | | | | | | | |
| Campo Sano to University | EB | 1 | 287 | 660 | YES | 306 | 11 | 317 | YES | 1% | O | 1 | 10% | O | 10 | -20 | -9 | -1.4% | NO | 308 | YES |
| | WB | 1 | 285 | 660 | YES | 304 | 9 | 313 | YES | | I | 4 | | I | 20 | -32 | -8 | -1.2% | NO | 305 | YES |
| **BRESCIA AVENUE** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 349 | 660 | YES | 372 | 1 | 373 | YES | 5% | I | 21 | 6% | I | 12 | | 33 | 5.0% | YES | 406 | YES |
| | WB | 1 | 42 | 660 | YES | 45 | 1 | 46 | YES | | O | 7 | | O | 6 | | 13 | 2.0% | NO | 59 | YES |
| **LEVANTE AVENUE** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 202 | 660 | YES | 216 | 3 | 219 | YES | 3% | I | 13 | 5% | I | 10 | | 23 | 3.5% | NO | 242 | YES |
| | WB | 1 | 88 | 660 | YES | 94 | 2 | 96 | YES | | O | 4 | | O | 5 | | 9 | 1.4% | NO | 105 | YES |
| **HARDEE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| US-1 to Granada Blvd | EB | 1 | 590 | 660 | YES | 630 | 0 | 630 | YES | 1% | I | 4 | 2% | I | 4 | | 8 | 1.2% | NO | 638 | YES |
| | WB | 1 | 295 | 660 | YES | 315 | 0 | 315 | YES | | O | 1 | | O | 2 | | 3 | 0.5% | NO | 318 | YES |
| Granada Blvd to LeJeune | EB | 1 | 813 | 660 | NO | 867 | 0 | 867 | NO | 1% | O | 1 | 2% | O | 2 | | 3 | 0.5% | NO | 870 | NO |
| | WB | 1 | 375 | 660 | YES | 400 | 0 | 400 | YES | | I | 4 | | I | 4 | | 8 | 1.2% | NO | 408 | YES |
| **NERVIA STREET** | | | | | | | | | | | | | | | | | | | | | |
| S. Alhambra to Sunset Dr. | NB | 1 | 195 | 660 | YES | 208 | 14 | 222 | YES | 1% | I | 4 | 1% | I | 2 | | 6 | 0.9% | NO | 228 | YES |
| | SB | 1 | 134 | 660 | YES | 143 | 9 | 152 | YES | | O | 1 | | O | 1 | | 2 | 0.3% | NO | 154 | YES |

**NOTES:**

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.

**TABLE 31**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**2020 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR**

8/5/2008

| LOCATION | DIR | LANE PER DIR | EXISTING PM DIR VOL [2] | MAX ALLOW VOL [3] | MEETS ADOPTED LOS STD | 2020 BKGD VOL [4] | COMMITTED PROJECT PM TRIPS [5] | TOTAL BACK-GROUND PM | MEETS ADOPTED LOS STD ? | NSCDZ [6] IN 83 % | I/O | NSCDZ [6] OUT 344 TRIPS | ACADEMIC [6] IN 189 % | I/O | ACADEMIC [6] OUT 251 TRIPS | DIV-ERTED TRIPS [7] | 2020 TOTAL PROJ TRIPS | PROJ TRIPS % OF MAV | PROJ > 5% MAV Y/N? | 2020 PM TOTAL TRIPS | MEETS ADOPTED LOS STD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **BIRD ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | EB | 2 | 1,329 | 2,060 | YES | 1,418 | 165 | 1,583 | YES | 2% | O | 7 | 3% | O | 8 | | 15 | 0.7% | NO | 1,433 | YES |
| | WB | 2 | 2,046 | 2,060 | YES | 2,183 | 208 | 2,391 | NO | | I | 2 | | I | 6 | | 8 | 0.4% | NO | 2,191 | NO |
| Granada Blvd to University | EB | 2 | 1,299 | 2,060 | YES | 1,386 | 105 | 1,491 | YES | 1% | I | 1 | 5% | O | 13 | | 14 | 0.7% | NO | 1,400 | YES |
| | WB | 2 | 1,811 | 2,060 | YES | 1,932 | 149 | 2,081 | NO | | O | 3 | | I | 9 | | 12 | 0.6% | NO | 1,944 | YES |
| University to San Amaro | EB | 2 | 1,287 | 2,060 | YES | 1,373 | 69 | 1,442 | YES | 1% | I | 1 | 1% | I | 2 | | 3 | 0.1% | NO | 1,376 | YES |
| | WB | 2 | 1,693 | 2,060 | YES | 1,806 | 103 | 1,909 | YES | | O | 3 | | O | 3 | | 6 | 0.3% | NO | 1,812 | YES |
| San Amaro to Red Road | EB | 2 | 1,373 | 2,060 | YES | 1,465 | 74 | 1,539 | YES | 1% | I | 1 | 1% | I | 2 | | 3 | 0.1% | NO | 1,468 | YES |
| | WB | 2 | 1,938 | 2,060 | YES | 2,068 | 119 | 2,187 | NO | | O | 3 | | O | 3 | | 6 | 0.3% | NO | 2,074 | NO |
| **BLUE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | EB | 1 | 552 | 810 | YES | 589 | 6 | 595 | YES | 1% | O | 3 | 1% | I | 2 | | 5 | 0.6% | NO | 594 | YES |
| | WB | 1 | 677 | 810 | YES | 722 | 7 | 729 | YES | | I | 1 | | O | 3 | | 4 | 0.5% | NO | 726 | YES |
| Granada to University Dr | EB | 1 | 332 | 810 | YES | 354 | 12 | 366 | YES | 2% | O | 7 | 1% | I | 2 | | 9 | 1.1% | NO | 363 | YES |
| | WB | 1 | 1,071 | 810 | NO | 1,143 | 23 | 1,166 | NO | | I | 2 | | O | 3 | | 5 | 0.6% | NO | 1,148 | NO |
| University to San Amaro | EB | 1 | 193 | 810 | YES | 206 | 23 | 229 | YES | 2% | I | 2 | 1% | O | 3 | | 5 | 0.6% | NO | 211 | YES |
| | WB | 1 | 699 | 810 | YES | 746 | 37 | 783 | YES | | O | 7 | | I | 2 | | 9 | 1.1% | NO | 755 | YES |
| San Amaro to Red Road | EB | 1 | 176 | 810 | YES | 188 | 23 | 211 | YES | 4% | I | 3 | 8% | O | 20 | | 23 | 2.8% | NO | 211 | YES |
| | WB | 1 | 575 | 810 | YES | 614 | 42 | 656 | YES | | O | 14 | | I | 15 | | 29 | 3.6% | NO | 643 | YES |
| **MILLER ROAD** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 325 | 810 | YES | 347 | 28 | 375 | YES | 9% | I | 7 | 25% | I | 47 | | 54 | 6.7% | YES | 401 | YES |
| | WB | 1 | 672 | 810 | YES | 717 | 40 | 757 | YES | | O | 31 | | O | 63 | | 94 | 11.6% | YES | 811 | NO & F |
| **PONCE DE LEON BLVD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | NE | 2 | 556 | 2,060 | YES | 593 | 152 | 745 | YES | 20% | O | 69 | 13% | O | 33 | 23 | 125 | 6.1% | YES | 718 | YES |
| | SW | 2 | 1,239 | 2,060 | YES | 1,322 | 178 | 1,500 | YES | | I | 17 | | I | 25 | 18 | 60 | 2.9% | NO | 1,382 | YES |
| Granada Blvd to Stanford | NE | 2 | 639 | 2,060 | YES | 682 | 128 | 810 | YES | 33% | O | 114 | 17% | O | 43 | 23 | 180 | 8.7% | YES | 862 | YES |
| | SW | 2 | 1,067 | 2,060 | YES | 1,138 | 164 | 1,302 | YES | | I | 27 | | I | 32 | 18 | 77 | 3.7% | NO | 1,215 | YES |
| Stanford to Hurricane Dr. | NE | 2 | 776 | 2,060 | YES | 828 | 70 | 898 | YES | 38% | I | 32 | 9% | I | 17 | 23 | 72 | 3.5% | NO | 900 | YES |
| | SW | 2 | 1,575 | 2,060 | YES | 1,681 | 105 | 1,786 | YES | | O | 131 | | O | 23 | 18 | 172 | 8.3% | YES | 1,853 | YES |
| Hurricane Dr. to Red Road | NE | 2 | 376 | 2,060 | YES | 401 | 56 | 457 | YES | 20% | I | 17 | 8% | I | 15 | 18 | 50 | 2.4% | NO | 451 | YES |
| | SW | 2 | 1,004 | 2,060 | YES | 1,071 | 82 | 1,153 | YES | | O | 69 | | O | 20 | 23 | 112 | 5.4% | YES | 1,183 | YES |
| **US1** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | NE | 3 | 2,593 | 4,070 | YES | 2,767 | 220 | 2,987 | YES | 8% | O | 28 | 3% | O | 8 | 23 | 59 | 1.4% | NO | 2,826 | YES |
| | SW | 3 | 2,383 | 4,070 | YES | 2,543 | 226 | 2,769 | YES | | I | 7 | | I | 6 | 18 | 31 | 0.8% | NO | 2,574 | YES |
| Granada Blvd to Maynada | NE | 3 | 2,816 | 4,070 | YES | 3,005 | 212 | 3,217 | YES | 7% | O | 24 | 4% | O | 10 | 23 | 57 | 1.4% | NO | 3,062 | YES |
| | SW | 3 | 2,257 | 4,070 | YES | 2,408 | 248 | 2,656 | YES | | I | 6 | | I | 8 | 18 | 32 | 0.8% | NO | 2,440 | YES |
| Maynada to S. Alhambra | NE | 3 | 2,863 | 4,070 | YES | 3,055 | 269 | 3,324 | YES | 17% | I | 14 | 10% | I | 19 | 23 | 56 | 1.4% | NO | 3,111 | YES |
| | SW | 3 | 3,306 | 4,070 | YES | 3,527 | 298 | 3,825 | YES | | O | 58 | | O | 25 | 18 | 101 | 2.5% | NO | 3,628 | YES |
| S. Alhambra to Red Road | NE | 3 | 2,579 | 4,070 | YES | 2,752 | 188 | 2,940 | YES | 16% | I | 13 | 10% | I | 19 | 18 | 50 | 1.2% | NO | 2,802 | YES |
| | SW | 3 | 3,481 | 4,070 | YES | 3,714 | 220 | 3,934 | YES | | O | 55 | | O | 25 | 23 | 103 | 2.5% | NO | 3,817 | YES |
| **SUNSET ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune Rd to Maynada | EB | 1 | 487 | 970 | YES | 520 | 31 | 551 | YES | 1% | O | 3 | 1% | O | 3 | | 6 | 0.6% | NO | 526 | YES |
| | WB | 1 | 495 | 970 | YES | 528 | 36 | 564 | YES | | I | 1 | | I | 2 | | 3 | 0.3% | NO | 531 | YES |
| Maynada to Red Road | EB | 1 | 571 | 970 | YES | 609 | 41 | 650 | YES | 1% | I | 1 | 1% | O | 3 | | 4 | 0.4% | NO | 613 | YES |
| | WB | 1 | 661 | 970 | YES | 705 | 44 | 749 | YES | | O | 3 | | I | 2 | | 5 | 0.5% | NO | 710 | YES |
| **LEJEUNE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 2 | 891 | 2,580 | YES | 951 | 112 | 1,063 | YES | 5% | O | 17 | 2% | O | 5 | | 22 | 0.9% | NO | 973 | YES |
| | SB | 2 | 1,102 | 2,580 | YES | 1,176 | 112 | 1,288 | YES | | I | 4 | | I | 4 | | 8 | 0.3% | NO | 1,184 | YES |
| Blue Road to US-1 | NB | 2 | 559 | 2,580 | YES | 596 | 104 | 700 | YES | 7% | O | 24 | 3% | O | 8 | | 32 | 1.2% | NO | 628 | YES |
| | SB | 2 | 646 | 2,580 | YES | 689 | 100 | 789 | YES | | I | 6 | | I | 6 | | 12 | 0.5% | NO | 701 | YES |
| US-1 to Sunset Drive | NB | 1 | 617 | 1,220 | YES | 658 | 31 | 689 | YES | 1% | I | 1 | 1% | I | 2 | | 3 | 0.2% | NO | 661 | YES |
| | SB | 1 | 698 | 1,220 | YES | 745 | 58 | 803 | YES | | O | 3 | | O | 3 | | 6 | 0.5% | NO | 751 | YES |
| **GRANADA BLVD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | NB | 1 | 392 | 790 | YES | 418 | 23 | 441 | YES | 4% | O | 14 | 6% | O | 15 | | 29 | 3.7% | NO | 447 | YES |
| | SB | 1 | 695 | 790 | YES | 742 | 26 | 768 | YES | | I | 3 | | I | 11 | | 14 | 1.8% | NO | 756 | YES |
| Blue Rd to Ponce | NB | 1 | 510 | 790 | YES | 544 | 40 | 584 | YES | 6% | O | 21 | 6% | O | 15 | | 36 | 4.6% | NO | 580 | YES |
| | SB | 1 | 561 | 790 | YES | 599 | 39 | 638 | YES | | I | 5 | | I | 11 | | 16 | 2.0% | NO | 615 | YES |
| Ponce de Leon to US 1 | NB | 1 | 340 | 790 | YES | 363 | 102 | 465 | YES | 7% | I | 6 | 7% | I | 13 | | 19 | 2.4% | NO | 382 | YES |
| | SB | 1 | 457 | 790 | YES | 488 | 105 | 593 | YES | | O | 24 | | O | 18 | | 42 | 5.3% | YES | 530 | YES |
| US 1 to Sunset Drive | NB | 1 | 224 | 790 | YES | 239 | 10 | 249 | YES | 2% | I | 2 | 2% | I | 4 | | 6 | 0.8% | NO | 245 | YES |
| | SB | 1 | 485 | 790 | YES | 517 | 16 | 533 | YES | | O | 7 | | O | 5 | | 12 | 1.5% | NO | 529 | YES |
| **MAYNADA STREET** | | | | | | | | | | | | | | | | | | | | | |
| US 1 to Sunset Drive | NB | 1 | 203 | 660 | YES | 217 | 16 | 233 | YES | 4% | I | 3 | 5% | I | 9 | | 12 | 1.8% | NO | 229 | YES |
| | SB | 1 | 504 | 660 | YES | 538 | 20 | 558 | YES | | O | 14 | | O | 13 | | 27 | 4.1% | NO | 565 | YES |
| **SAN AMARO DRIVE [7,8]** | | | | | | | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | NB | 1 | 121 | 660 | YES | 129 | 16 | 145 | YES | 1% | O | 3 | 3% | O | 8 | | 11 | 1.7% | NO | 140 | YES |
| | SB | 1 | 52 | 660 | YES | 55 | 25 | 80 | YES | | I | 1 | | I | 6 | | 7 | 1.1% | NO | 62 | YES |
| Blue Rd to Miller Rd | NB | 1 | 606 | 660 | YES | 647 | 9 | 656 | YES | 2% | O | 7 | 8% | O | 20 | -78 | -51 | -7.7% | NO | 596 | YES |
| | SB | 1 | 979 | 660 | NO | 1,045 | 11 | 1,056 | NO | | I | 2 | | I | 15 | -112 | -95 | -14.4% | NO | 950 | NO |
| Miller Rd to Levante | NB | 1 | 572 | 660 | YES | 610 | 24 | 634 | YES | 11% | O | 38 | 2% | I | 4 | -14 | 28 | 4.2% | NO | 638 | YES |
| | SB | 2 | 664 | 1,320 | YES | 708 | 28 | 736 | YES | | I | 9 | | O | 5 | -17 | -3 | -0.2% | NO | 705 | YES |
| Levante Rd to Ponce | NB | 1 | 636 | 660 | YES | 679 | 28 | 707 | NO | 19% | O | 65 | 2% | I | 4 | -14 | 55 | 8.3% | YES | 734 | NO & F |
| | SB | 2 | 488 | 1,320 | YES | 521 | 33 | 554 | YES | | I | 16 | | O | 5 | -17 | 4 | 0.3% | NO | 525 | YES |

**TABLE 31**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**2020 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR**

8/5/2008

| LOCATION | DIR | LANE PER DIR | EXISTING PM DIR VOL [2] | MAX ALLOW VOL [3] | MEETS ADOPTED LOS STD | 2020 BKGD VOL [4] | COMMITTED PROJECT PM TRIPS [5] | TOTAL BACK-GROUND PM | MEETS ADOPTED LOS STD ? | NSCDZ [6] IN 83 % | I/O | NSCDZ [6] OUT 344 TRIPS | ACADEMIC [6] IN 189 % | I/O | ACADEMIC [6] OUT 251 TRIPS | DIV-ERTED TRIPS [7] | 2020 TOTAL PROJ TRIPS | PROJ TRIPS % OF MAV | PROJ > 5% MAV Y/N? | 2020 PM TOTAL TRIPS | MEETS ADOPTED LOS STD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **RED ROAD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 569 | 970 | YES | 607 | 36 | 643 | YES | 3% | O | 10 | 5% | O | 13 | | 23 | 2.4% | NO | 630 | YES |
| | SB | 1 | 653 | 970 | YES | 697 | 42 | 739 | YES | | I | 2 | | I | 9 | | 11 | 1.1% | NO | 708 | YES |
| Blue Road to Miller Road | NB | 1 | 604 | 970 | YES | 644 | 47 | 691 | YES | 1% | O | 3 | 4% | O | 10 | | 13 | 1.3% | NO | 657 | YES |
| | SB | 1 | 694 | 970 | YES | 740 | 56 | 796 | YES | | I | 1 | | I | 8 | | 9 | 0.9% | NO | 749 | YES |
| Miller Rd to Brescia Ave | NB | 1 | 745 | 970 | YES | 795 | 53 | 848 | YES | 3% | O | 10 | 3% | I | 6 | | 16 | 1.6% | NO | 811 | YES |
| | SB | 1 | 768 | 970 | YES | 819 | 60 | 879 | YES | | I | 2 | | O | 8 | | 10 | 1.0% | NO | 829 | YES |
| Brescia Ave to Ponce | NB | 2 | 1,348 | 2,060 | YES | 1,438 | 116 | 1,554 | YES | 8% | O | 28 | 5% | I | 9 | | 37 | 1.8% | NO | 1,475 | YES |
| | SB | 2 | 1,004 | 2,060 | YES | 1,071 | 123 | 1,194 | YES | | I | 7 | | O | 13 | | 20 | 1.0% | NO | 1,091 | YES |
| Ponce to US-1 | NB | 2 | 701 | 2,060 | YES | 748 | 124 | 872 | YES | 10% | O | 34 | 9% | I | 17 | | 51 | 2.5% | NO | 799 | YES |
| | SB | 2 | 811 | 2,060 | YES | 865 | 129 | 994 | YES | | I | 8 | | O | 23 | | 31 | 1.5% | NO | 896 | YES |
| US 1 to Sunset Drive | NB | 2 | 551 | 1,720 | YES | 588 | 124 | 712 | YES | 10% | I | 8 | 4% | I | 8 | | 16 | 0.9% | NO | 604 | YES |
| | SB | 2 | 951 | 1,720 | YES | 1,015 | 147 | 1,162 | YES | | O | 34 | | O | 10 | | 44 | 2.6% | NO | 1,059 | YES |
| **UNIVERSITY DRIVE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 124 | 660 | YES | 132 | 2 | 134 | YES | 2% | O | 7 | 4% | O | 10 | | 17 | 2.6% | NO | 149 | YES |
| | SB | 1 | 211 | 660 | YES | 225 | 2 | 227 | YES | | I | 2 | | I | 8 | | 10 | 1.5% | NO | 235 | YES |
| Blue Road to Pisano Ave | NB | 1 | 183 | 660 | YES | 195 | 0 | 195 | YES | 4% | O | 14 | 4% | O | 10 | | 24 | 3.6% | NO | 219 | YES |
| | SB | 1 | 281 | 660 | YES | 300 | 0 | 300 | YES | | I | 3 | | I | 8 | | 11 | 1.7% | NO | 311 | YES |
| **RIVIERA DRIVE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 192 | 660 | YES | 205 | 7 | 212 | YES | 1% | O | 3 | 1% | O | 3 | | 6 | 0.9% | NO | 211 | YES |
| | SB | 1 | 553 | 660 | YES | 590 | 1 | 591 | YES | | I | 1 | | I | 2 | | 3 | 0.5% | NO | 593 | YES |
| Blue Road to Ponce | NB | 1 | 224 | 660 | YES | 239 | 10 | 249 | YES | 1% | O | 3 | 1% | O | 3 | | 6 | 0.9% | NO | 245 | YES |
| | SB | 1 | 292 | 660 | YES | 312 | 4 | 316 | YES | | I | 1 | | I | 2 | | 3 | 0.5% | NO | 315 | YES |
| US-1 to LeJeune Road | NB | 1 | 202 | 660 | YES | 216 | 79 | 295 | YES | 1% | I | 1 | 1% | I | 2 | | 3 | 0.5% | NO | 219 | YES |
| | SB | 1 | 278 | 660 | YES | 297 | 19 | 316 | YES | | O | 3 | | O | 3 | | 6 | 0.9% | NO | 303 | YES |
| **ALHMABRA CIRCLE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 162 | 660 | YES | 173 | 6 | 179 | YES | 1% | O | 3 | 1% | O | 3 | | 6 | 0.9% | NO | 179 | YES |
| | SB | 1 | 244 | 660 | YES | 260 | 12 | 272 | YES | | I | 1 | | I | 2 | | 3 | 0.5% | NO | 263 | YES |
| Blue Road to Miller Road | NB | 1 | 154 | 660 | YES | 164 | 2 | 166 | YES | 1% | O | 3 | 4% | O | 10 | | 13 | 2.0% | NO | 177 | YES |
| | SB | 1 | 213 | 660 | YES | 227 | 2 | 229 | YES | | I | 1 | | I | 8 | | 9 | 1.4% | NO | 236 | YES |
| **S. ALHMABRA CIRCLE** | | | | | | | | | | | | | | | | | | | | | |
| US-1 to Nervia Street | NB | 1 | 244 | 660 | YES | 260 | 279 | 539 | YES | 1% | I | 1 | 1% | I | 2 | | 3 | 0.5% | NO | 263 | YES |
| | SB | 1 | 238 | 660 | YES | 254 | 302 | 556 | YES | | O | 3 | | O | 3 | | 6 | 0.9% | NO | 260 | YES |
| Nervia Street to Sunset Dr. | EB | 1 | 118 | 660 | YES | 126 | 12 | 138 | YES | 1% | I | 1 | 1% | I | 2 | | 3 | 0.5% | NO | 129 | YES |
| | WB | 1 | 111 | 660 | YES | 118 | 11 | 129 | YES | | O | 3 | | O | 3 | | 6 | 0.9% | NO | 124 | YES |
| **CAMPO SANO** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Pisano | EB | 1 | 386 | 660 | YES | 412 | 19 | 431 | YES | 2% | I | 2 | 10% | I | 19 | -33 | -12 | -1.8% | NO | 400 | YES |
| | WB | 1 | 795 | 660 | NO | 848 | 21 | 869 | NO | | O | 7 | | O | 25 | -57 | -25 | -3.8% | NO | 823 | NO |
| **PISANO ANEVUE** | | | | | | | | | | | | | | | | | | | | | |
| Campo Sano to University | EB | 1 | 322 | 660 | YES | 344 | 19 | 363 | YES | 1% | O | 3 | 10% | O | 25 | -30 | -2 | -0.3% | NO | 342 | YES |
| | WB | 1 | 380 | 660 | YES | 405 | 21 | 426 | YES | | I | 1 | | I | 19 | -36 | -16 | -2.4% | NO | 389 | YES |
| **BRESCIA AVENUE** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 79 | 660 | YES | 84 | 1 | 85 | YES | 5% | I | 4 | 6% | I | 11 | | 15 | 2.3% | NO | 99 | YES |
| | WB | 1 | 362 | 660 | YES | 386 | 1 | 387 | YES | | O | 17 | | O | 15 | | 32 | 4.8% | NO | 418 | YES |
| **LEVANTE AVENUE** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 36 | 660 | YES | 38 | 7 | 45 | YES | 3% | I | 2 | 5% | I | 9 | | 11 | 1.7% | NO | 49 | YES |
| | WB | 1 | 382 | 660 | YES | 408 | 7 | 415 | YES | | O | 10 | | O | 13 | | 23 | 3.5% | NO | 431 | YES |
| **HARDEE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| US-1 to Granada Blvd | EB | 1 | 457 | 660 | YES | 488 | 0 | 488 | YES | 1% | I | 1 | 2% | I | 4 | | 5 | 0.8% | NO | 493 | YES |
| | WB | 1 | 493 | 660 | YES | 526 | 0 | 526 | YES | | O | 3 | | O | 5 | | 8 | 1.2% | NO | 534 | YES |
| Granada Blvd to LeJeune | EB | 1 | 498 | 660 | YES | 531 | 0 | 531 | YES | 1% | O | 3 | 2% | O | 5 | | 8 | 1.2% | NO | 539 | YES |
| | WB | 1 | 403 | 660 | YES | 430 | 0 | 430 | YES | | I | 1 | | I | 4 | | 5 | 0.8% | NO | 435 | YES |
| **NERVIA STREET** | | | | | | | | | | | | | | | | | | | | | |
| S. Alhambra to Sunset Dr. | NB | 1 | 121 | 660 | YES | 129 | 45 | 174 | YES | 1% | I | 1 | 1% | I | 2 | | 3 | 0.5% | NO | 132 | YES |
| | SB | 1 | 165 | 660 | YES | 176 | 48 | 224 | YES | | O | 3 | | O | 3 | | 6 | 0.9% | NO | 182 | YES |

**NOTES:**

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.

**TABLE 32**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2020 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR**

3/12/2008

| NO | INTERSECTION | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | SIGNALIZED | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | RED/MILLER | 111 | 511 | 161 | 29 | 476 | 44 | 248 | 724 | 269 | 112 | 170 | 5 | **2860** | YES | D |
| 2 | SAN AMARO/MILLER | 92 | 701 | 59 | 46 | 322 | 80 | 438 | 251 | 141 | 18 | 16 | 6 | **2170** | YES | C |
| 3 | SAN AMARO/TRILLO | 38 | 807 | 0 | 0 | 405 | 36 | 0 | 0 | 110 | 0 | 0 | 0 | **1396** | NO | B |
| 4 | SAN AMARO/MEMORIAL | 0 | 664 | 68 | 116 | 212 | 0 | 0 | 0 | 0 | 69 | 0 | 59 | **1188** | NO | C |
| 5 | SAN AMARO/ROBBIA | 0 | 684 | 0 | 0 | 284 | 6 | 0 | 0 | 13 | 0 | 0 | 0 | **987** | NO | A |
| 6 | CAMPO SANO/BRUNSON | 7 | 0 | 19 | 0 | 0 | 0 | 0 | 668 | 336 | 46 | 175 | 0 | **1251** | YES | A |
| 7 | PISANO/UNIVERSITY | 0 | 7 | 32 | 75 | 17 | 34 | 30 | 200 | 2 | 29 | 243 | 64 | **733** | NO | B |
| 8 | PISANO/CARILLO | 0 | 0 | 0 | 1 | 23 | 19 | 2 | 182 | 130 | 112 | 332 | 1 | **802** | NO | C |
| 9 | PONCE/GRANADA | 39 | 490 | 106 | 44 | 367 | 138 | 330 | 1097 | 47 | 50 | 442 | 103 | **3253** | YES | B |
| 10 | US-1/GRANADA | 17 | 351 | 60 | 73 | 283 | 108 | 138 | 3238 | 36 | 45 | 2563 | 134 | **7046** | YES | C |
| 11 | PONCE/CARILLO | 0 | 0 | 0 | 108 | 0 | 123 | 0 | 1467 | 0 | 0 | 623 | 0 | **2321** | NO | C |
| 12 | PONCE/STANFORD | 146 | 115 | 258 | 44 | 22 | 42 | 95 | 977 | 120 | 164 | 453 | 117 | **2553** | YES | B |
| 13 | US-1/STANFORD | 71 | 261 | 87 | 34 | 181 | 94 | 181 | 3207 | 34 | 94 | 2847 | 93 | **7184** | YES | C |
| 14 | PONCE/MERRICK | 2 | 0 | 14 | 14 | 0 | 36 | 162 | 1308 | 15 | 19 | 562 | 62 | **2194** | YES | A |
| 15 | PONCE/DICKINSON | 0 | 0 | 3 | 27 | 1 | 62 | 107 | 1372 | 34 | 21 | 602 | 54 | **2283** | YES | A |
| 16 | PONCE/S.ALHAMBRA | 153 | 39 | 312 | 29 | 5 | 2 | 115 | 1121 | 198 | 143 | 402 | 79 | **2598** | YES | C |
| 17 | US-1/S.ALHAMBRA | 40 | 214 | 100 | 133 | 134 | 100 | 222 | 3422 | 48 | 118 | 3189 | 84 | **7804** | YES | E |
| 18 | PONCE/SAN AMARO | 1 | 2 | 1 | 495 | 10 | 12 | 94 | 970 | 7 | 9 | 304 | 309 | **2214** | YES | B |
| 19 | RED/LEVANTE | 11 | 750 | 95 | 122 | 1313 | 10 | 11 | 1 | 17 | 63 | 1 | 34 | **2428** | YES | A |
| 20 | RED/US-1 | 0 | 520 | 77 | 0 | 468 | 147 | 399 | 2296 | 57 | 122 | 2087 | 54 | **6227** | YES | D |
| 21 | RED/PONCE | 0 | 615 | 338 | 661 | 709 | 33 | 0 | 0 | 14 | 0 | 0 | 231 | **2601** | NO | B |
| 22 | CAMPO SANO/PISANO | 95 | 0 | 24 | 0 | 0 | 0 | 0 | 423 | 283 | 30 | 122 | 0 | **977** | YES | A |
| 23 | RED/BRESCIA | 76 | 582 | 28 | 37 | 775 | 31 | 252 | 313 | 397 | 16 | 27 | 31 | **2565** | YES | C |
| 24 | SUNSET/MAYNADA | 20 | 465 | 115 | 16 | 148 | 55 | 98 | 415 | 35 | 45 | 344 | 22 | **1778** | YES | C |
| 25 | RED/SUNSET | 98 | 631 | 164 | 112 | 365 | 132 | 173 | 443 | 43 | 178 | 387 | 91 | **2817** | YES | E |
| 26 | RED/BLUE | 31 | 594 | 72 | 63 | 541 | 7 | 69 | 495 | 54 | 22 | 85 | 36 | **2069** | YES | C |
| 27 | RED/BIRD | 124 | 414 | 108 | 127 | 331 | 127 | 386 | 1872 | 219 | 39 | 901 | 60 | **4708** | YES | D |
| 28 | BIRD/UNIVERSITY | 48 | 0 | 208 | 0 | 0 | 0 | 0 | 2014 | 39 | 85 | 1061 | 0 | **3455** | YES | B |
| 29 | BIRD/LEJEUNE | 140 | 748 | 62 | 231 | 622 | 62 | 277 | 1972 | 88 | 156 | 971 | 94 | **5423** | YES | E |
| 30 | BLUE/SAN AMARO | 6 | 46 | 165 | 103 | 83 | 15 | 23 | 664 | 44 | 18 | 141 | 14 | **1322** | NO | F |
| 31 | BLUE/UNIVERSITY | 20 | 144 | 316 | 5 | 144 | 16 | 78 | 792 | 76 | 92 | 173 | 13 | **1869** | YES | C |
| 32 | BLUE/GRANADA | 19 | 460 | 11 | 11 | 342 | 92 | 544 | 509 | 54 | 5 | 123 | 26 | **2196** | YES | B |
| 33 | PONCE/LEJEUNE/GRAND | 23 | 180 | 65 | 57 | 252 | 39 | 37 | 1692 | 21 | 42 | 916 | 78 | **3402** | YES | F |
| 34 | US-1/LE JEUNE RD | 0 | 646 | 199 | 0 | 427 | 175 | 305 | 4029 | 38 | 87 | 2800 | 5 | **8711** | YES | F |
| 35 | PONCE/RIVIERA DR | 68 | 235 | 50 | 70 | 224 | 39 | 194 | 758 | 132 | 28 | 498 | 7 | **2303** | YES | B |
| 36 | US1/RIVIERA DR | 86 | 237 | 43 | 86 | 225 | 34 | 46 | 3287 | 70 | 37 | 2875 | 49 | **7075** | YES | B |
| 37 | BIRD RD/RIVIERA DR | 15 | 238 | 308 | 46 | 72 | 6 | 27 | 1864 | 13 | 57 | 1010 | 23 | **3679** | YES | B |
| 38 | SUNSET RD/GRANADA | 0 | 0 | 0 | 33 | 0 | 23 | 20 | 808 | 0 | 0 | 359 | 32 | **1275** | NO | C |
| 39 | GRANADA/HARDEE RD | 0 | 105 | 302 | 27 | 57 | 38 | 85 | 541 | 5 | 33 | 279 | 91 | **1563** | NO | F |
| 40 | SUNSET RD/NERVIA ST | 0 | 0 | 0 | 21 | 0 | 113 | 196 | 550 | 0 | 0 | 510 | 66 | **1456** | NO | D |
| 41 | S. ALHAMBRA CR/NERVIA | 79 | 130 | 0 | 0 | 79 | 183 | 180 | 0 | 44 | 0 | 0 | 0 | **695** | NO | B |
| 42 | BIRD RD/SAN AMARO DR | 24 | 6 | 91 | 0 | 0 | 0 | 0 | 1833 | 19 | 31 | 1088 | 0 | **3092** | NO | F |
| 43 | BIRD RD/GRANADA BLVD | 27 | 199 | 67 | 52 | 235 | 44 | 403 | 1711 | 16 | 51 | 879 | 92 | **3776** | YES | E |

**NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED**
**[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.**

**TABLE 33**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2020 TOTAL INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR**

3/12/2008

| NO | INTERSECTION | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | SIGNALIZED | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | RED/MILLER | 114 | 512 | 177 | 33 | 480 | 44 | 248 | 825 | 277 | 120 | 212 | 7 | **3049** | YES | D |
| 2 | SAN AMARO/MILLER | 116 | 704 | 59 | 46 | 330 | 94 | 469 | 251 | 203 | 18 | 16 | 6 | **2312** | YES | C |
| 3 | SAN AMARO/TRILLO | 38 | 824 | 0 | 0 | 444 | 36 | 0 | 0 | 110 | 0 | 0 | 0 | **1452** | NO | B |
| 4 | SAN AMARO/MEMORIAL | 0 | 681 | 68 | 116 | 251 | 0 | 0 | 0 | 0 | 69 | 0 | 59 | **1244** | NO | D |
| 5 | SAN AMARO/ROBBIA | 0 | 687 | 0 | 0 | 292 | 6 | 0 | 0 | 13 | 0 | 0 | 0 | **998** | NO | B |
| 6 | CAMPO SANO/BRUNSON | 7 | 0 | 19 | 0 | 0 | 0 | 0 | 674 | 336 | 46 | 189 | 0 | **1271** | YES | A |
| 7 | PISANO/UNIVERSITY | 0 | 7 | 32 | 75 | 17 | 34 | 30 | 206 | 2 | 29 | 257 | 64 | **753** | NO | B |
| 8 | PISANO/CARILLO | 0 | 0 | 0 | 1 | 27 | 19 | 2 | 183 | 135 | 112 | 332 | 1 | **812** | NO | C |
| 9 | PONCE/GRANADA | 47 | 504 | 106 | 55 | 374 | 185 | 346 | 1123 | 50 | 50 | 526 | 125 | **3491** | YES | C |
| 10 | US-1/GRANADA | 17 | 365 | 60 | 78 | 289 | 108 | 138 | 3247 | 36 | 45 | 2592 | 146 | **7121** | YES | C |
| 11 | PONCE/CARILLO | 0 | 0 | 0 | 108 | 0 | 123 | 0 | 1512 | 0 | 0 | 762 | 0 | **2505** | NO | C |
| 12 | PONCE/STANFORD | 221 | 115 | 258 | 45 | 22 | 42 | 95 | 1020 | 143 | 164 | 591 | 119 | **2835** | YES | B |
| 13 | US-1/STANFORD | 71 | 280 | 87 | 43 | 187 | 103 | 210 | 3207 | 34 | 94 | 2847 | 122 | **7285** | YES | C |
| 14 | PONCE/MERRICK | 2 | 0 | 14 | 14 | 0 | 36 | 162 | 1511 | 15 | 19 | 625 | 62 | **2460** | YES | A |
| 15 | PONCE/DICKINSON | 0 | 0 | 3 | 27 | 1 | 62 | 107 | 1575 | 34 | 21 | 665 | 54 | **2549** | YES | A |
| 16 | PONCE/S.ALHAMBRA | 153 | 39 | 312 | 29 | 5 | 2 | 115 | 1324 | 198 | 143 | 465 | 79 | **2864** | YES | D |
| 17 | US-1/S.ALHAMBRA | 40 | 214 | 104 | 133 | 134 | 100 | 222 | 3449 | 48 | 119 | 3198 | 84 | **7845** | YES | E |
| 18 | PONCE/SAN AMARO | 1 | 2 | 1 | 617 | 10 | 15 | 100 | 1054 | 7 | 9 | 330 | 347 | **2493** | YES | B |
| 19 | RED/LEVANTE | 11 | 789 | 95 | 122 | 1396 | 10 | 11 | 1 | 17 | 63 | 1 | 34 | **2550** | YES | A |
| 20 | RED/US-1 | 0 | 562 | 77 | 0 | 468 | 147 | 424 | 2338 | 57 | 122 | 2108 | 67 | **6370** | YES | D |
| 21 | RED/PONCE | 0 | 665 | 338 | 687 | 713 | 40 | 0 | 0 | 28 | 0 | 0 | 273 | **2744** | NO | C |
| 22 | CAMPO SANO/PISANO | 95 | 0 | 24 | 0 | 0 | 0 | 0 | 425 | 283 | 30 | 126 | 0 | **983** | YES | A |
| 23 | RED/BRESCIA | 76 | 590 | 36 | 37 | 779 | 35 | 260 | 321 | 397 | 20 | 31 | 31 | **2613** | NO | C |
| 24 | SUNSET/MAYNADA | 20 | 475 | 115 | 17 | 152 | 56 | 102 | 415 | 35 | 45 | 344 | 26 | **1802** | YES | C |
| 25 | RED/SUNSET | 98 | 656 | 164 | 113 | 374 | 140 | 198 | 443 | 43 | 178 | 387 | 95 | **2889** | YES | E |
| 26 | RED/BLUE | 31 | 597 | 72 | 75 | 549 | 7 | 69 | 517 | 54 | 22 | 95 | 41 | **2129** | YES | D |
| 27 | RED/BIRD | 126 | 419 | 108 | 127 | 343 | 127 | 386 | 1884 | 223 | 39 | 906 | 60 | **4748** | YES | D |
| 28 | BIRD/UNIVERSITY | 55 | 0 | 216 | 0 | 0 | 0 | 0 | 2014 | 58 | 108 | 1061 | 0 | **3512** | YES | B |
| 29 | BIRD/LEJEUNE | 141 | 757 | 62 | 231 | 647 | 62 | 277 | 1974 | 92 | 156 | 975 | 94 | **5468** | YES | E |
| 30 | BLUE/SAN AMARO | 18 | 53 | 165 | 103 | 99 | 15 | 23 | 672 | 70 | 18 | 144 | 14 | **1394** | NO | F |
| 31 | BLUE/UNIVERSITY | 20 | 144 | 316 | 5 | 144 | 16 | 78 | 795 | 76 | 92 | 178 | 13 | **1877** | YES | C |
| 32 | BLUE/GRANADA | 23 | 481 | 12 | 11 | 398 | 92 | 544 | 509 | 64 | 9 | 123 | 26 | **2292** | YES | C |
| 33 | PONCE/LEJEUNE/GRAND | 23 | 186 | 68 | 57 | 266 | 47 | 40 | 1693 | 21 | 48 | 920 | 78 | **8769** | YES | F |
| 34 | US-1/LE JEUNE RD | 0 | 646 | 199 | 0 | 427 | 200 | 307 | 4044 | 39 | 94 | 2808 | 5 | **8769** | YES | F |
| 35 | PONCE/RIVIERA DR | 68 | 235 | 50 | 70 | 224 | 39 | 194 | 796 | 132 | 28 | 609 | 7 | **2452** | YES | B |
| 36 | US1/RIVIERA DR | 86 | 237 | 43 | 86 | 225 | 34 | 46 | 3300 | 70 | 37 | 2915 | 49 | **7128** | YES | B |
| 37 | BIRD RD/RIVIERA DR | 15 | 238 | 308 | 46 | 72 | 6 | 27 | 1868 | 13 | 57 | 1020 | 23 | **3693** | YES | B |
| 38 | SUNSET RD/GRANADA | 0 | 0 | 0 | 33 | 0 | 24 | 22 | 809 | 0 | 0 | 363 | 32 | **1283** | NO | C |
| 39 | GRANADA/HARDEE RD | 0 | 111 | 302 | 27 | 59 | 38 | 85 | 542 | 5 | 33 | 283 | 91 | **1576** | NO | F |
| 40 | SUNSET RD/NERVIA ST | 0 | 0 | 0 | 21 | 0 | 113 | 196 | 554 | 0 | 0 | 511 | 66 | **1461** | NO | D |
| 41 | S. ALHAMBRA CR/NERVIA | 79 | 134 | 0 | 0 | 80 | 185 | 186 | 0 | 44 | 0 | 0 | 0 | **708** | NO | B |
| 42 | BIRD RD/SAN AMARO DR | 28 | 6 | 92 | 0 | 0 | 0 | 0 | 1834 | 25 | 33 | 1092 | 0 | **3110** | NO | F |
| 43 | BIRD RD/GRANADA BLVD | 27 | 205 | 70 | 52 | 249 | 52 | 406 | 1712 | 16 | 57 | 883 | 92 | **3821** | YES | E |

**NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED**
**[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.**

**TABLE 34**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2020 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR**

3/12/2008

| NO | INTERSECTION | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | SIGNALIZED | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | RED/MILLER | 282 | 383 | 45 | 18 | 437 | 242 | 121 | 304 | 101 | 209 | 541 | 7 | **2690** | YES | D |
| 2 | SAN AMARO/MILLER | 210 | 387 | 28 | 18 | 542 | 405 | 143 | 94 | 137 | 94 | 73 | 29 | **2160** | YES | B |
| 3 | SAN AMARO/TRILLO | 31 | 433 | 0 | 0 | 887 | 17 | 0 | 0 | 18 | 0 | 0 | 0 | **1386** | NO | C |
| 4 | SAN AMARO/MEMORIAL | 0 | 330 | 59 | 92 | 788 | 0 | 0 | 0 | 0 | 93 | 0 | 122 | **1484** | NO | D |
| 5 | SAN AMARO/ROBBIA | 0 | 378 | 0 | 0 | 822 | 21 | 0 | 0 | 5 | 0 | 0 | 0 | **1226** | NO | C |
| 6 | CAMPO SANO/BRUNSON | 159 | 0 | 52 | 0 | 0 | 0 | 0 | 306 | 120 | 93 | 713 | 0 | **1443** | YES | B |
| 7 | PISANO/UNIVERSITY | 3 | 10 | 33 | 68 | 11 | 31 | 46 | 264 | 6 | 32 | 344 | 36 | **884** | NO | B |
| 8 | PISANO/CARILLO | 0 | 0 | 0 | 5 | 14 | 64 | 12 | 283 | 90 | 25 | 370 | 0 | **863** | NO | B |
| 9 | PONCE/GRANADA | 87 | 302 | 74 | 61 | 450 | 141 | 254 | 532 | 30 | 110 | 1014 | 42 | **3097** | YES | D |
| 10 | US-1/GRANADA | 18 | 231 | 31 | 149 | 338 | 131 | 142 | 2490 | 5 | 45 | 2442 | 88 | **6110** | YES | B |
| 11 | PONCE/CARILLO | 0 | 0 | 0 | 14 | 0 | 117 | 0 | 810 | 0 | 0 | 1227 | 0 | **2168** | NO | B |
| 12 | PONCE/STANFORD | 132 | 101 | 212 | 165 | 195 | 103 | 69 | 459 | 142 | 198 | 1024 | 115 | **2915** | YES | B |
| 13 | US-1/STANFORD | 35 | 161 | 43 | 122 | 205 | 199 | 246 | 3051 | 32 | 36 | 2559 | 61 | **6750** | YES | B |
| 14 | PONCE/MERRICK | 10 | 2 | 33 | 55 | 0 | 165 | 114 | 680 | 5 | 14 | 1460 | 65 | **2603** | YES | A |
| 15 | PONCE/DICKINSON | 18 | 0 | 11 | 60 | 1 | 198 | 141 | 688 | 5 | 5 | 1611 | 69 | **2807** | YES | B |
| 16 | PONCE/S.ALHAMBRA | 218 | 17 | 117 | 62 | 46 | 9 | 35 | 636 | 207 | 351 | 1375 | 55 | **3128** | YES | B |
| 17 | US-1/S.ALHAMBRA | 133 | 175 | 263 | 144 | 181 | 316 | 132 | 2683 | 124 | 240 | 3504 | 93 | **7988** | YES | F |
| 18 | PONCE/SAN AMARO | 9 | 5 | 10 | 491 | 15 | 42 | 56 | 395 | 6 | 27 | 1103 | 651 | **2810** | YES | B |
| 19 | RED/LEVANTE | 72 | 1639 | 18 | 20 | 1042 | 11 | 10 | 1 | 13 | 296 | 4 | 110 | **3236** | YES | C |
| 20 | RED/US-1 | 0 | 607 | 116 | 0 | 639 | 366 | 215 | 2585 | 98 | 195 | 3158 | 21 | **8000** | YES | D |
| 21 | RED/PONCE | 0 | 731 | 126 | 265 | 914 | 37 | 0 | 0 | 10 | 0 | 0 | 876 | **2959** | NO | F |
| 22 | CAMPO SANO/PISANO | 327 | 0 | 38 | 0 | 0 | 0 | 0 | 186 | 135 | 23 | 391 | 0 | **1100** | YES | A |
| 23 | RED/BRESCIA | 389 | 764 | 13 | 14 | 741 | 127 | 59 | 62 | 68 | 64 | 302 | 82 | **2685** | YES | E |
| 24 | SUNSET/MAYNADA | 11 | 113 | 42 | 21 | 437 | 93 | 94 | 477 | 33 | 116 | 419 | 18 | **1874** | YES | C |
| 25 | RED/SUNSET | 95 | 441 | 188 | 107 | 670 | 448 | 199 | 361 | 68 | 260 | 441 | 52 | **3330** | YES | D |
| 26 | RED/BLUE | 98 | 559 | 35 | 24 | 664 | 35 | 20 | 139 | 42 | 91 | 530 | 35 | **2272** | YES | D |
| 27 | RED/BIRD | 140 | 386 | 116 | 123 | 348 | 112 | 160 | 1301 | 165 | 223 | 1868 | 101 | **5043** | YES | D |
| 28 | BIRD/UNIVERSITY | 44 | 0 | 91 | 0 | 0 | 0 | 0 | 1364 | 58 | 170 | 1868 | 0 | **3595** | YES | A |
| 29 | BIRD/LEJEUNE | 207 | 775 | 82 | 172 | 919 | 172 | 156 | 1259 | 112 | 221 | 2014 | 201 | **6290** | YES | E |
| 30 | BLUE/SAN AMARO | 54 | 79 | 16 | 14 | 58 | 39 | 18 | 179 | 28 | 80 | 591 | 61 | **1217** | NO | F |
| 31 | BLUE/UNIVERSITY | 41 | 120 | 139 | 5 | 153 | 59 | 20 | 183 | 27 | 310 | 684 | 10 | **1751** | YES | B |
| 32 | BLUE/GRANADA | 71 | 260 | 10 | 11 | 334 | 426 | 163 | 166 | 47 | 22 | 679 | 21 | **2210** | YES | C |
| 33 | PONCE/LEJEUNE/GRAND | 22 | 217 | 40 | 107 | 253 | 69 | 27 | 1220 | 40 | 46 | 1342 | 37 | **3420** | YES | F |
| 34 | US-1/LE JEUNE RD | 0 | 503 | 203 | 0 | 574 | 255 | 196 | 2884 | 30 | 229 | 2935 | 6 | **7815** | YES | D |
| 35 | PONCE/RIVIERA DR | 209 | 191 | 61 | 12 | 226 | 78 | 45 | 677 | 58 | 68 | 1254 | 13 | **2892** | YES | B |
| 36 | US1/RIVIERA DR | 59 | 190 | 45 | 58 | 253 | 11 | 95 | 2782 | 43 | 20 | 2679 | 185 | **6420** | YES | C |
| 37 | BIRD RD/RIVIERA DR | 12 | 123 | 77 | 32 | 327 | 30 | 34 | 1346 | 34 | 230 | 1399 | 60 | **3704** | YES | C |
| 38 | SUNSET RD/GRANADA | 0 | 0 | 0 | 59 | 0 | 125 | 15 | 494 | 0 | 0 | 424 | 29 | **1146** | NO | C |
| 39 | GRANADA/HARDEE RD | 2 | 45 | 30 | 17 | 88 | 55 | 27 | 172 | 7 | 433 | 558 | 62 | **1496** | NO | F |
| 40 | SUNSET RD/NERVIA ST | 0 | 0 | 0 | 32 | 0 | 128 | 94 | 603 | 0 | 0 | 572 | 65 | **1494** | NO | D |
| 41 | S. ALHAMBRA CR/NERVIA | 127 | 63 | 0 | 2 | 89 | 443 | 400 | 0 | 103 | 0 | 0 | 0 | **1227** | NO | E |
| 42 | BIRD RD/SAN AMARO DR | 30 | 10 | 40 | 0 | 0 | 0 | 0 | 1402 | 35 | 27 | 1692 | 0 | **3236** | NO | E |
| 43 | BIRD RD/GRANADA BLVD | 22 | 119 | 40 | 110 | 253 | 69 | 99 | 1220 | 40 | 46 | 1376 | 38 | **3432** | YES | E |

**NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED**
**[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.**

**TABLE 35**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2020 TOTAL INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR**

3/12/2008

| NO | INTERSECTION | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | SIGNALIZED | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | RED/MILLER | 289 | 386 | 60 | 22 | 438 | 242 | 121 | 370 | 103 | 229 | 650 | 12 | **2922** | YES | D |
| 2 | SAN AMARO/MILLER | 271 | 394 | 28 | 18 | 544 | 443 | 171 | 94 | 167 | 94 | 73 | 29 | **2326** | YES | C |
| 3 | SAN AMARO/TRILLO | 31 | 478 | 0 | 0 | 917 | 17 | 0 | 0 | 18 | 0 | 0 | 0 | **1461** | NO | C |
| 4 | SAN AMARO/MEMORIAL | 0 | 375 | 59 | 92 | 818 | 0 | 0 | 0 | 0 | 93 | 0 | 122 | **1559** | NO | D |
| 5 | SAN AMARO/ROBBIA | 0 | 386 | 0 | 0 | 827 | 21 | 0 | 0 | 5 | 0 | 0 | 0 | **1239** | NO | C |
| 6 | CAMPO SANO/BRUNSON | 159 | 0 | 52 | 0 | 0 | 0 | 0 | 322 | 120 | 93 | 723 | 0 | **1469** | YES | B |
| 7 | PISANO/UNIVERSITY | 3 | 10 | 33 | 68 | 11 | 31 | 46 | 280 | 6 | 32 | 354 | 36 | **910** | NO | B |
| 8 | PISANO/CARILLO | 0 | 0 | 0 | 5 | 15 | 64 | 12 | 286 | 103 | 25 | 370 | 0 | **880** | NO | B |
| 9 | PONCE/GRANADA | 89 | 315 | 74 | 89 | 468 | 153 | 294 | 601 | 37 | 110 | 1031 | 63 | **3324** | YES | D |
| 10 | US-1/GRANADA | 18 | 239 | 31 | 162 | 353 | 131 | 142 | 2514 | 5 | 45 | 2448 | 97 | **6185** | YES | B |
| 11 | PONCE/CARILLO | 0 | 0 | 0 | 14 | 0 | 117 | 0 | 926 | 0 | 0 | 1257 | 0 | **2314** | NO | B |
| 12 | PONCE/STANFORD | 147 | 101 | 212 | 168 | 195 | 103 | 69 | 573 | 204 | 198 | 1051 | 117 | **3138** | YES | B |
| 13 | US-1/STANFORD | 35 | 166 | 43 | 146 | 222 | 223 | 252 | 3051 | 32 | 36 | 2559 | 67 | **6832** | YES | B |
| 14 | PONCE/MERRICK | 10 | 2 | 33 | 55 | 0 | 165 | 114 | 722 | 5 | 14 | 1628 | 65 | **2813** | YES | B |
| 15 | PONCE/DICKINSON | 18 | 0 | 11 | 60 | 1 | 198 | 141 | 730 | 5 | 5 | 1779 | 69 | **3017** | YES | C |
| 16 | PONCE/S.ALHAMBRA | 218 | 17 | 117 | 62 | 46 | 9 | 35 | 678 | 207 | 351 | 1543 | 55 | **3338** | YES | B |
| 17 | US-1/S.ALHAMBRA | 133 | 175 | 264 | 144 | 181 | 316 | 132 | 2690 | 124 | 243 | 3528 | 93 | **8023** | YES | F |
| 18 | PONCE/SAN AMARO | 9 | 5 | 10 | 515 | 15 | 50 | 62 | 412 | 6 | 27 | 1172 | 751 | **3034** | YES | D |
| 19 | RED/LEVANTE | 72 | 1716 | 18 | 20 | 1077 | 11 | 10 | 1 | 13 | 296 | 4 | 110 | **3348** | YES | C |
| 20 | RED/US-1 | 0 | 615 | 116 | 0 | 639 | 366 | 220 | 2593 | 98 | 195 | 3213 | 55 | **8110** | YES | E |
| 21 | RED/PONCE | 0 | 747 | 126 | 334 | 924 | 55 | 0 | 0 | 23 | 0 | 0 | 884 | **3093** | NO | F |
| 22 | CAMPO SANO/PISANO | 327 | 0 | 38 | 0 | 0 | 0 | 0 | 191 | 135 | 23 | 395 | 0 | **1109** | YES | A |
| 23 | RED/BRESCIA | 389 | 772 | 21 | 14 | 751 | 137 | 67 | 70 | 68 | 74 | 312 | 82 | **2757** | NO | E |
| 24 | SUNSET/MAYNADA | 11 | 117 | 42 | 24 | 447 | 96 | 95 | 477 | 33 | 116 | 419 | 19 | **1896** | YES | C |
| 25 | RED/SUNSET | 95 | 452 | 188 | 110 | 694 | 469 | 204 | 361 | 68 | 260 | 441 | 53 | **3395** | YES | D |
| 26 | RED/BLUE | 98 | 567 | 35 | 30 | 669 | 35 | 20 | 154 | 42 | 91 | 555 | 47 | **2343** | YES | D |
| 27 | RED/BIRD | 145 | 398 | 116 | 123 | 354 | 112 | 160 | 1307 | 169 | 223 | 1880 | 101 | **5088** | YES | E |
| 28 | BIRD/UNIVERSITY | 62 | 0 | 113 | 0 | 0 | 0 | 0 | 1364 | 66 | 179 | 1868 | 0 | **3652** | YES | A |
| 29 | BIRD/LEJEUNE | 210 | 797 | 82 | 172 | 927 | 172 | 156 | 1264 | 113 | 221 | 2018 | 201 | **6333** | YES | F |
| 30 | BLUE/SAN AMARO | 84 | 97 | 16 | 14 | 70 | 39 | 18 | 181 | 47 | 80 | 598 | 61 | **1305** | NO | F |
| 31 | BLUE/UNIVERSITY | 41 | 120 | 139 | 5 | 153 | 59 | 20 | 188 | 27 | 310 | 688 | 10 | **1760** | YES | B |
| 32 | BLUE/GRANADA | 81 | 317 | 13 | 11 | 365 | 426 | 163 | 166 | 51 | 23 | 679 | 21 | **2316** | YES | D |
| 33 | PONCE/LEJEUNE/GRAND | 22 | 232 | 48 | 107 | 261 | 74 | 35 | 1223 | 40 | 52 | 1343 | 37 | **3474** | YES | F |
| 34 | US-1/LE JEUNE RD | 0 | 503 | 203 | 0 | 574 | 263 | 201 | 2891 | 33 | 246 | 2949 | 6 | **7869** | YES | D |
| 35 | PONCE/RIVIERA DR | 209 | 191 | 61 | 12 | 226 | 78 | 45 | 779 | 58 | 68 | 1296 | 13 | **3036** | YES | B |
| 36 | US1/RIVIERA DR | 59 | 190 | 45 | 58 | 253 | 11 | 95 | 2818 | 43 | 20 | 2692 | 185 | **6469** | YES | C |
| 37 | BIRD RD/RIVIERA DR | 12 | 123 | 77 | 32 | 327 | 30 | 34 | 1357 | 34 | 230 | 1406 | 60 | **3722** | YES | C |
| 38 | SUNSET RD/GRANADA | 0 | 0 | 0 | 59 | 0 | 128 | 17 | 497 | 0 | 0 | 425 | 29 | **1155** | NO | C |
| 39 | GRANADA/HARDEE RD | 2 | 48 | 30 | 17 | 94 | 55 | 27 | 175 | 7 | 433 | 559 | 62 | **1509** | NO | F |
| 40 | SUNSET RD/NERVIA ST | 0 | 0 | 0 | 32 | 0 | 128 | 94 | 604 | 0 | 0 | 575 | 65 | **1498** | NO | D |
| 41 | S. ALHAMBRA CR/NERVIA | 127 | 64 | 0 | 2 | 92 | 449 | 403 | 0 | 103 | 0 | 0 | 0 | **1240** | NO | E |
| 42 | BIRD RD/SAN AMARO DR | 41 | 10 | 43 | 0 | 0 | 0 | 0 | 1405 | 41 | 29 | 1693 | 0 | **3262** | NO | E |
| 43 | BIRD RD/GRANADA BLVD | 22 | 134 | 48 | 110 | 261 | 74 | 107 | 1223 | 40 | 52 | 1377 | 38 | **3486** | YES | F |

**NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED**
**[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.**

## 4.12 Total Traffic Condition in 2025

The 2025 phase of the Planned Development includes the Phase II of the NSCDZ. No changes in the number of resident students are anticipated between 2020 and 2025.

The UMCAD development program for Phase 2025 results in an increase of Campus external trips by 1,442 AM and 1,344 PM peak hour trips compared to 2007 conditions as depicted in Table 12. The additional new trips are generated by the construction of the NSCDZ.

The results of the 2025 roadway link analysis are presented in Table 36 for the AM peak hour and in Table 37 for the PM peak hour. Three roadway links are significant and failing in 2025:

1. Miller Road between San Amaro Drive and Red Road.
2. San Amaro Drive between Levante Avenue and Ponce de Leon Blvd.
3. San Amaro Drive between Miller Road and Levante Avenue.

The results of the 2025 intersection analyses for the AM peak hour using the HCM module of SYNCHRO are presented in Table 38 for the background conditions and Table 39 for the total traffic conditions. The results of the 2025 intersection analyses for the PM peak hour are presented in Table 40 for the background conditions and Table 41 for the total traffic conditions. The SYNCHRO software was used to optimize signalized intersection split times. The SYNCHRO timing and LOS printouts are provided under a separate cover.

In addition to paying the proportionate share for improving the road segment on Miller Road and full cost of the failing segments on San Amaro Drive, the following intersection improvement is recommended for this phase:

1. Providing an exclusive westbound right turn lane at the intersection of Brescia Avenue and Red Road (#23) to improve the intersection operation to an acceptable LOS E.

The analyzed intersections that will operate at a failing LOS in 2025, but do not warrant mitigation by the University as per MLOU agreement because they are not located on significant and failing roadway links nor provide direct access to the University campus, are the following:

1. US-1 and Alhambra Circle (#17) in the PM peak hour
2. Bird Road and LeJeune Road (#29) in the AM and PM peak hours.
3. Blue Road and San Amaro Drive (#30) in the AM and PM peak hours.
4. LeJeune Road, Ponce de Leon Blvd and Grand Ave (5-leg #33) during the AM and PM peak hours.
5. US-1 and LeJeune Road (#34) during the AM peak hour.
6. Granada Blvd and Hardee Road (#39) during the AM and PM peak hours.
7. Bird Road and San Amaro Drive (#42) during the AM peak hour.
8. Bird Road, Granada Blvd and University Drive (5-leg #43) during the PM peak hour.

The 2025 intersection volumes are depicted in Figure 10. The intersection operating levels of service and the significant roadway segment are depicted in Figure 11.

Table 42 provides a summary of intersection LOS for existing, 2010, 2015, 2020 and 2025 phases. The SYNCHRO network and volume plots for all phases are provided in Attachment 10. The location maps of the UMRTS and previously recommended improvements are provided in Attachment 11.

**TABLE 36**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**2025 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR**

8/5/2008

| LOCATION | DIR | LANE PER DIR | EXISTING AM DIR VOL [2] | MAX ALLOW VOL [3] | MEETS ADOPTED LOS STD ? | 2025 BKGD VOL [4] | COMMITTED PROJECT AM TRIPS [5] | TOTAL BACK-GROUND AM | MEETS ADOPTED LOS STD ? | NSCDZ [6] IN 838 % | I/O | OUT 259 TRIPS | ACADEMIC [6] IN 235 % | I/O | OUT 110 TRIPS | DIV-ERTED TRIPS [7] | 2025 TOTAL PROJ TRIPS | PROJ TRIPS % OF MAV | PROJ > 5% MAV Y/N? | 2025 AM TOTAL TRIPS | MEETS ADOPTED LOS STD ? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **BIRD ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | EB | 2 | 2,082 | 2,060 | NO | 2,278 | 126 | 2,404 | NO | 2% | O | 5 | 3% | O | 3 | | 8 | 0.4% | NO | 2,412 | NO |
| | WB | 2 | 1,052 | 2,060 | YES | 1,151 | 59 | 1,210 | YES | | I | 17 | | I | 7 | | 24 | 1.2% | NO | 1,234 | YES |
| Granada Blvd to University | EB | 2 | 2,021 | 2,060 | YES | 2,211 | 90 | 2,301 | NO | 1% | I | 8 | 5% | O | 6 | | 14 | 0.7% | NO | 2,315 | NO |
| | WB | 2 | 1,050 | 2,060 | YES | 1,149 | 34 | 1,183 | YES | | O | 3 | | I | 12 | | 15 | 0.7% | NO | 1,198 | YES |
| University to San Amaro | EB | 2 | 1,863 | 2,060 | YES | 2,038 | 66 | 2,104 | NO | 1% | I | 8 | 1% | I | 2 | | 10 | 0.5% | NO | 2,114 | NO |
| | WB | 2 | 1,026 | 2,060 | YES | 1,122 | 24 | 1,146 | YES | | O | 3 | | O | 1 | | 4 | 0.2% | NO | 1,150 | YES |
| San Amaro to Red Road | EB | 2 | 1,905 | 2,060 | YES | 2,084 | 72 | 2,156 | NO | 1% | I | 8 | 1% | I | 2 | | 10 | 0.5% | NO | 2,166 | NO |
| | WB | 2 | 1,008 | 2,060 | YES | 1,103 | 29 | 1,132 | YES | | O | 3 | | O | 1 | | 4 | 0.2% | NO | 1,136 | YES |
| **BLUE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | EB | 1 | 538 | 810 | YES | 589 | 5 | 594 | YES | 1% | O | 3 | 1% | I | 2 | | 5 | 0.6% | NO | 599 | YES |
| | WB | 1 | 427 | 810 | YES | 467 | 3 | 470 | YES | | I | 8 | | O | 1 | | 9 | 1.1% | NO | 479 | YES |
| Granada to University Dr | EB | 1 | 1,021 | 810 | NO | 1,117 | 17 | 1,134 | NO | 2% | O | 5 | 1% | I | 2 | | 7 | 0.9% | NO | 1,141 | NO |
| | WB | 1 | 252 | 810 | YES | 276 | 4 | 280 | YES | | I | 17 | | O | 1 | | 18 | 2.2% | NO | 298 | YES |
| University to San Amaro | EB | 1 | 862 | 810 | NO | 943 | 26 | 969 | NO | 2% | I | 17 | 1% | O | 1 | | 18 | 2.2% | NO | 987 | NO |
| | WB | 1 | 186 | 810 | YES | 203 | 10 | 213 | YES | | O | 5 | | I | 2 | | 7 | 0.9% | NO | 220 | YES |
| San Amaro to Red Road | EB | 1 | 643 | 810 | YES | 703 | 30 | 733 | YES | 4% | I | 34 | 8% | O | 9 | | 43 | 5.3% | YES | 776 | YES |
| | WB | 1 | 131 | 810 | YES | 143 | 13 | 156 | YES | | O | 10 | | I | 19 | | 29 | 3.6% | NO | 185 | YES |
| **MILLER ROAD** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 830 | 810 | NO | 908 | 28 | 936 | NO | 9% | I | 75 | 25% | I | 59 | | 134 | 16.5% | YES | 1,070 | NO & F |
| | WB | 1 | 254 | 810 | YES | 278 | 17 | 295 | YES | | O | 23 | | O | 28 | | 51 | 6.3% | YES | 346 | YES |
| **PONCE DE LEON BLVD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | NE | 2 | 1,071 | 2,060 | YES | 1,172 | 83 | 1,255 | YES | 20% | O | 52 | 13% | O | 14 | 8 | 74 | 3.6% | NO | 1,329 | YES |
| | SW | 2 | 515 | 2,060 | YES | 563 | 50 | 613 | YES | | I | 168 | | I | 31 | 25 | 224 | 10.9% | YES | 837 | YES |
| Granada Blvd to Stanford | NE | 2 | 1,294 | 2,060 | YES | 1,416 | 86 | 1,502 | YES | 33% | O | 85 | 17% | O | 19 | 8 | 112 | 5.4% | YES | 1,614 | YES |
| | SW | 2 | 616 | 2,060 | YES | 674 | 45 | 719 | YES | | I | 277 | | I | 40 | 25 | 342 | 16.6% | YES | 1,061 | YES |
| Stanford to Hurricane Dr. | NE | 2 | 1,309 | 2,060 | YES | 1,432 | 69 | 1,501 | YES | 38% | I | 318 | 9% | I | 21 | 8 | 347 | 16.8% | YES | 1,848 | YES |
| | SW | 2 | 565 | 2,060 | YES | 618 | 31 | 649 | YES | | O | 98 | | O | 10 | 25 | 133 | 6.5% | YES | 782 | YES |
| Hurricane Dr. to Red Road | NE | 2 | 955 | 2,060 | YES | 1,045 | 52 | 1,097 | YES | 20% | I | 168 | 8% | I | 19 | 25 | 212 | 10.3% | YES | 1,309 | YES |
| | SW | 2 | 274 | 2,060 | YES | 300 | 24 | 324 | YES | | O | 52 | | O | 9 | 8 | 69 | 3.3% | NO | 393 | YES |
| **US1** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | NE | 3 | 3,087 | 4,070 | YES | 3,377 | 103 | 3,480 | YES | 8% | O | 21 | 3% | O | 3 | 8 | 32 | 0.8% | NO | 3,512 | YES |
| | SW | 3 | 2,760 | 4,070 | YES | 3,019 | 89 | 3,108 | YES | | I | 67 | | I | 7 | 25 | 99 | 2.4% | NO | 3,207 | YES |
| Granada Blvd to Maynada | NE | 3 | 3,082 | 4,070 | YES | 3,371 | 103 | 3,474 | YES | 7% | O | 18 | 4% | O | 4 | 8 | 30 | 0.7% | NO | 3,504 | YES |
| | SW | 3 | 2,783 | 4,070 | YES | 3,044 | 62 | 3,106 | YES | | I | 59 | | I | 9 | 25 | 93 | 2.3% | NO | 3,199 | YES |
| Maynada to S. Alhambra | NE | 3 | 3,314 | 4,070 | YES | 3,625 | 110 | 3,735 | YES | 17% | I | 142 | 10% | I | 24 | 8 | 174 | 4.3% | NO | 3,909 | YES |
| | SW | 3 | 3,098 | 4,070 | YES | 3,389 | 78 | 3,467 | YES | | O | 44 | | O | 11 | 25 | 80 | 2.0% | NO | 3,547 | YES |
| S. Alhambra to Red Road | NE | 3 | 3,357 | 4,070 | YES | 3,672 | 93 | 3,765 | YES | 16% | I | 134 | 10% | I | 24 | 25 | 183 | 4.5% | NO | 3,948 | YES |
| | SW | 3 | 3,075 | 4,070 | YES | 3,364 | 56 | 3,420 | YES | | O | 41 | | O | 11 | 8 | 60 | 1.5% | NO | 3,480 | YES |
| **SUNSET ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune Rd to Maynada | EB | 1 | 767 | 970 | YES | 839 | 14 | 853 | YES | 1% | O | 3 | 1% | O | 1 | | 4 | 0.4% | NO | 857 | YES |
| | WB | 1 | 350 | 970 | YES | 383 | 10 | 393 | YES | | I | 8 | | I | 2 | | 10 | 1.0% | NO | 403 | YES |
| Maynada to Red Road | EB | 1 | 502 | 970 | YES | 549 | 17 | 566 | YES | 1% | I | 8 | 1% | O | 1 | | 9 | 0.9% | NO | 575 | YES |
| | WB | 1 | 384 | 970 | YES | 420 | 15 | 435 | YES | | O | 3 | | I | 2 | | 5 | 0.5% | NO | 440 | YES |
| **LEJEUNE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 2 | 847 | 2,580 | YES | 927 | 46 | 973 | YES | 5% | O | 13 | 2% | O | 2 | | 15 | 0.6% | NO | 988 | YES |
| | SB | 2 | 778 | 2,580 | YES | 851 | 46 | 897 | YES | | I | 42 | | I | 5 | | 47 | 1.8% | NO | 944 | YES |
| Blue Road to US-1 | NB | 2 | 849 | 2,580 | YES | 929 | 38 | 967 | YES | 7% | O | 18 | 3% | O | 3 | | 21 | 0.8% | NO | 988 | YES |
| | SB | 2 | 503 | 2,580 | YES | 550 | 43 | 593 | YES | | I | 59 | | I | 7 | | 66 | 2.6% | NO | 659 | YES |
| US-1 to Sunset Drive | NB | 1 | 774 | 1,220 | YES | 847 | 40 | 887 | YES | 1% | I | 8 | 1% | I | 2 | | 10 | 0.8% | NO | 897 | YES |
| | SB | 1 | 455 | 1,220 | YES | 498 | 13 | 511 | YES | | O | 3 | | O | 1 | | 4 | 0.3% | NO | 515 | YES |
| **GRANADA BLVD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | NB | 1 | 605 | 790 | YES | 662 | 13 | 675 | YES | 4% | O | 10 | 6% | O | 7 | | 17 | 2.2% | NO | 692 | YES |
| | SB | 1 | 405 | 790 | YES | 443 | 11 | 454 | YES | | I | 34 | | I | 14 | | 48 | 6.1% | YES | 502 | YES |
| Blue Rd to Ponce | NB | 1 | 645 | 790 | YES | 706 | 18 | 724 | YES | 6% | O | 16 | 6% | O | 7 | | 23 | 2.9% | NO | 747 | YES |
| | SB | 1 | 494 | 790 | YES | 540 | 18 | 558 | YES | | I | 50 | | I | 14 | | 64 | 8.1% | YES | 622 | YES |
| Ponce de Leon to US 1 | NB | 1 | 551 | 790 | YES | 603 | 51 | 654 | YES | 7% | I | 59 | 7% | I | 16 | | 75 | 9.5% | YES | 729 | YES |
| | SB | 1 | 396 | 790 | YES | 433 | 44 | 477 | YES | | O | 18 | | O | 8 | | 26 | 3.3% | NO | 503 | YES |
| US 1 to Sunset Drive | NB | 1 | 380 | 790 | YES | 416 | 10 | 426 | YES | 2% | I | 17 | 2% | I | 5 | | 22 | 2.8% | NO | 448 | YES |
| | SB | 1 | 328 | 790 | YES | 359 | 5 | 364 | YES | | O | 5 | | O | 2 | | 7 | 0.9% | NO | 371 | YES |
| **MAYNADA STREET** | | | | | | | | | | | | | | | | | | | | | |
| US 1 to Sunset Drive | NB | 1 | 541 | 660 | YES | 592 | 10 | 602 | YES | 4% | I | 34 | 5% | I | 12 | | 46 | 7.0% | YES | 648 | YES |
| | SB | 1 | 284 | 660 | YES | 311 | 7 | 318 | YES | | O | 10 | | O | 6 | | 16 | 2.4% | NO | 334 | YES |
| **SAN AMARO DRIVE [8,9]** | | | | | | | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | NB | 1 | 94 | 660 | YES | 103 | 14 | 117 | YES | 1% | O | 3 | 3% | O | 3 | | 6 | 0.9% | NO | 123 | YES |
| | SB | 1 | 168 | 660 | YES | 184 | 11 | 195 | YES | | I | 8 | | I | 7 | | 15 | 2.3% | NO | 210 | YES |
| Blue Rd to Miller Rd | NB | 1 | 1,362 | 660 | NO | 1,490 | 5 | 1,495 | NO | 2% | O | 5 | 8% | O | 9 | -142 | -128 | -19.4% | NO | 1,367 | NO |
| | SB | 1 | 456 | 660 | YES | 499 | 5 | 504 | YES | | I | 17 | | I | 19 | -64 | -28 | -4.2% | NO | 476 | YES |
| Miller Rd to Levante | NB | 1 | 807 | 660 | NO | 883 | 16 | 899 | NO | 11% | O | 28 | 2% | I | 5 | -18 | 15 | 2.3% | NO | 914 | NO |
| | SB | 2 | 490 | 1,320 | YES | 536 | 13 | 549 | YES | | I | 92 | | O | 2 | -6 | 88 | 6.7% | YES | 637 | YES |
| Levante Rd to Ponce | NB | 1 | 368 | 660 | YES | 403 | 20 | 423 | YES | 19% | O | 49 | 2% | I | 5 | -18 | 36 | 5.5% | YES | 459 | YES |
| | SB | 2 | 462 | 1,320 | YES | 505 | 15 | 520 | YES | | I | 159 | | O | 2 | -6 | 155 | 11.7% | YES | 675 | YES |

**TABLE 36**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**2025 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - AM PEAK HOUR**

8/5/2008

| LOCATION | DIR | LANE PER DIR | EXISTING AM DIR VOL [2] | MAX ALLOW VOL [3] | MEETS ADOPTED LOS STD ? | 2025 BKGD VOL [4] | COMMITTED PROJECT AM TRIPS [5] | TOTAL BACK-GROUND AM | MEETS ADOPTED LOS STD ? | NSCDZ [6] IN 838 % | I/O | OUT 259 TRIPS | ACADEMIC [6] IN 235 % | I/O | OUT 110 TRIPS | DIV-ERTED TRIPS [7] | 2025 TOTAL PROJ TRIPS | PROJ TRIPS % OF MAV | PROJ > 5% MAV Y/N? | 2025 AM TOTAL TRIPS | MEETS ADOPTED LOS STD ? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **RED ROAD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 633 | 970 | YES | 692 | 24 | 716 | YES | 3% | O | 8 | 5% | O | 6 | | 14 | 1.4% | NO | 730 | YES |
| | SB | 1 | 551 | 970 | YES | 603 | 22 | 625 | YES | | I | 25 | | I | 12 | | 37 | 3.8% | NO | 662 | YES |
| Blue Road to Miller Road | NB | 1 | 683 | 970 | YES | 747 | 34 | 781 | YES | 1% | O | 3 | 4% | O | 4 | | 7 | 0.7% | NO | 788 | YES |
| | SB | 1 | 551 | 970 | YES | 603 | 29 | 632 | YES | | I | 8 | | I | 9 | | 17 | 1.8% | NO | 649 | YES |
| Miller Rd to Brescia Ave | NB | 1 | 757 | 970 | YES | 828 | 28 | 856 | YES | 3% | O | 8 | 3% | I | 7 | | 15 | 1.5% | NO | 871 | YES |
| | SB | 1 | 765 | 970 | YES | 837 | 26 | 863 | YES | | I | 25 | | O | 3 | | 28 | 2.9% | NO | 891 | YES |
| Brescia Ave to Ponce | NB | 2 | 750 | 2,060 | YES | 820 | 50 | 870 | YES | 8% | O | 21 | 5% | I | 12 | | 33 | 1.6% | NO | 903 | YES |
| | SB | 2 | 1,240 | 2,060 | YES | 1,356 | 46 | 1,402 | YES | | I | 67 | | O | 6 | | 73 | 3.5% | NO | 1,475 | YES |
| Ponce to US-1 | NB | 2 | 867 | 2,060 | YES | 948 | 45 | 993 | YES | 10% | O | 26 | 9% | I | 21 | | 47 | 2.3% | NO | 1,040 | YES |
| | SB | 2 | 637 | 2,060 | YES | 697 | 43 | 740 | YES | | I | 84 | | O | 10 | | 94 | 4.6% | NO | 834 | YES |
| US 1 to Sunset Drive | NB | 2 | 761 | 1,720 | YES | 832 | 58 | 890 | YES | 10% | I | 84 | 4% | I | 9 | | 93 | 5.4% | YES | 983 | YES |
| | SB | 2 | 564 | 1,720 | YES | 617 | 31 | 648 | YES | | O | 26 | | O | 4 | | 30 | 1.7% | NO | 678 | YES |
| **UNIVERSITY DRIVE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 238 | 660 | YES | 260 | 2 | 262 | YES | 2% | O | 5 | 4% | O | 4 | | 9 | 1.4% | NO | 271 | YES |
| | SB | 1 | 153 | 660 | YES | 167 | 2 | 169 | YES | | I | 17 | | I | 9 | | 26 | 3.9% | NO | 195 | YES |
| Blue Road to Pisano Ave | NB | 1 | 273 | 660 | YES | 299 | 0 | 299 | YES | 4% | O | 10 | 4% | O | 4 | | 14 | 2.1% | NO | 313 | YES |
| | SB | 1 | 205 | 660 | YES | 224 | 0 | 224 | YES | | I | 34 | | I | 9 | | 43 | 6.5% | YES | 267 | YES |
| **RIVIERA DRIVE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 526 | 660 | YES | 575 | 1 | 576 | YES | 1% | O | 3 | 1% | O | 1 | | 4 | 0.6% | NO | 580 | YES |
| | SB | 1 | 127 | 660 | YES | 139 | 6 | 145 | YES | | I | 8 | | I | 2 | | 10 | 1.5% | NO | 155 | YES |
| Blue Road to Ponce | NB | 1 | 306 | 660 | YES | 335 | 2 | 337 | YES | 1% | O | 3 | 1% | O | 1 | | 4 | 0.6% | NO | 341 | YES |
| | SB | 1 | 407 | 660 | YES | 445 | 7 | 452 | YES | | I | 8 | | I | 2 | | 10 | 1.5% | NO | 462 | YES |
| US-1 to LeJeune Road | NB | 1 | 333 | 660 | YES | 364 | 11 | 375 | YES | 1% | I | 8 | 1% | I | 2 | | 10 | 1.5% | NO | 385 | YES |
| | SB | 1 | 246 | 660 | YES | 269 | 71 | 340 | YES | | O | 3 | | O | 1 | | 4 | 0.6% | NO | 344 | YES |
| **ALHMABRA CIRCLE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 262 | 660 | YES | 287 | 8 | 295 | YES | 1% | O | 3 | 1% | O | 1 | | 4 | 0.6% | NO | 299 | YES |
| | SB | 1 | 216 | 660 | YES | 236 | 5 | 241 | YES | | I | 8 | | I | 2 | | 10 | 1.5% | NO | 251 | YES |
| Blue Road to Miller Road | NB | 1 | 235 | 660 | YES | 257 | 2 | 259 | YES | 1% | O | 3 | 4% | O | 4 | | 7 | 1.1% | NO | 266 | YES |
| | SB | 1 | 188 | 660 | YES | 206 | 2 | 208 | YES | | I | 8 | | I | 9 | | 17 | 2.6% | NO | 225 | YES |
| **S. ALHMABRA CIRCLE** | | | | | | | | | | | | | | | | | | | | | |
| US-1 to Nervia Street | NB | 1 | 273 | 660 | YES | 299 | 87 | 386 | YES | 1% | I | 8 | 1% | I | 2 | | 10 | 1.5% | NO | 396 | YES |
| | SB | 1 | 196 | 660 | YES | 214 | 56 | 270 | YES | | O | 3 | | O | 1 | | 4 | 0.6% | NO | 274 | YES |
| Nervia Street to Sunset Dr. | EB | 1 | 172 | 660 | YES | 188 | 2 | 190 | YES | 1% | I | 8 | 1% | I | 2 | | 10 | 1.5% | NO | 200 | YES |
| | WB | 1 | 101 | 660 | YES | 110 | 3 | 113 | YES | | O | 3 | | O | 1 | | 4 | 0.6% | NO | 117 | YES |
| **CAMPO SANO [10]** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Pisano | EB | 1 | 792 | 660 | NO | 866 | 11 | 877 | NO | 2% | I | 17 | 10% | I | 24 | -58 | -17 | -2.6% | NO | 860 | NO |
| | WB | 1 | 191 | 660 | YES | 209 | 9 | 218 | YES | | O | 5 | | O | 11 | -16 | 0 | 0.0% | NO | 218 | YES |
| **PISANO ANEVUE [10]** | | | | | | | | | | | | | | | | | | | | | |
| Campo Sano to University | EB | 1 | 287 | 660 | YES | 314 | 11 | 325 | YES | 1% | O | 3 | 10% | O | 11 | -20 | -6 | -0.9% | NO | 319 | YES |
| | WB | 1 | 285 | 660 | YES | 312 | 9 | 321 | YES | | I | 8 | | I | 24 | -32 | 0 | 0.0% | NO | 321 | YES |
| **BRESCIA AVENUE** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 349 | 660 | YES | 382 | 1 | 383 | YES | 5% | I | 42 | 6% | I | 14 | | 56 | 8.5% | YES | 439 | YES |
| | WB | 1 | 42 | 660 | YES | 46 | 1 | 47 | YES | | O | 13 | | O | 7 | | 20 | 3.0% | NO | 67 | YES |
| **LEVANTE AVENUE** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 202 | 660 | YES | 221 | 3 | 224 | YES | 3% | I | 25 | 5% | I | 12 | | 37 | 5.6% | YES | 261 | YES |
| | WB | 1 | 88 | 660 | YES | 96 | 2 | 98 | YES | | O | 8 | | O | 6 | | 14 | 2.1% | NO | 112 | YES |
| **HARDEE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| US-1 to Granada Blvd | EB | 1 | 590 | 660 | YES | 645 | 0 | 645 | YES | 1% | I | 8 | 2% | I | 5 | | 13 | 2.0% | NO | 658 | YES |
| | WB | 1 | 295 | 660 | YES | 323 | 0 | 323 | YES | | O | 3 | | O | 2 | | 5 | 0.8% | NO | 328 | YES |
| Granada Blvd to LeJeune | EB | 1 | 813 | 660 | NO | 889 | 0 | 889 | NO | 1% | O | 3 | 2% | O | 2 | | 5 | 0.8% | NO | 894 | NO |
| | WB | 1 | 375 | 660 | YES | 410 | 0 | 410 | YES | | I | 8 | | I | 5 | | 13 | 2.0% | NO | 423 | YES |
| **NERVIA STREET** | | | | | | | | | | | | | | | | | | | | | |
| S. Alhambra to Sunset Dr. | NB | 1 | 195 | 660 | YES | 213 | 14 | 227 | YES | 1% | I | 8 | 1% | I | 2 | | 10 | 1.5% | NO | 237 | YES |
| | SB | 1 | 134 | 660 | YES | 147 | 9 | 156 | YES | | O | 3 | | O | 1 | | 4 | 0.6% | NO | 160 | YES |

**NOTES:**

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.

**TABLE 37**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**2025 ROADWAY LINK ANALYSIS FOR BACKGROUND AND TOTAL VOLUMES - PM PEAK HOUR**

8/5/2008

| LOCATION | DIR | LANE PER DIR | EXISTING PM DIR VOL [2] | MAX ALLOW VOL [3] | MEETS ADOPTED LOS STD | 2025 BKGD VOL [4] | COMMITTED PROJECT PM TRIPS [5] | TOTAL BACK-GROUND PM | MEETS ADOPTED LOS STD ? | NSCDZ [6] IN 166 % | I/O | NSCDZ [6] OUT 688 TRIPS | ACADEMIC [6] IN 211 % | I/O | ACADEMIC [6] OUT 279 TRIPS | DIV-ERTED TRIPS [7] | 2025 TOTAL PROJ TRIPS | PROJ TRIPS % OF MAV | PROJ > 5% MAV Y/N? | 2025 PM TOTAL TRIPS | MEETS ADOPTED LOS STD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **BIRD ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | EB | 2 | 1,329 | 2,060 | YES | 1,454 | 165 | 1,619 | YES | 2% | O | 14 | 3% | O | 8 | | 22 | 1.1% | NO | 1,476 | YES |
| | WB | 2 | 2,046 | 2,060 | YES | 2,238 | 208 | 2,446 | NO | | I | 3 | | I | 6 | | 9 | 0.4% | NO | 2,247 | NO |
| Granada Blvd to University | EB | 2 | 1,299 | 2,060 | YES | 1,421 | 105 | 1,526 | YES | 1% | I | 2 | 5% | O | 14 | | 16 | 0.8% | NO | 1,437 | YES |
| | WB | 2 | 1,811 | 2,060 | YES | 1,981 | 149 | 2,130 | NO | | O | 7 | | I | 11 | | 18 | 0.9% | NO | 1,999 | YES |
| University to San Amaro | EB | 2 | 1,287 | 2,060 | YES | 1,408 | 69 | 1,477 | YES | 1% | I | 2 | 1% | I | 2 | | 4 | 0.2% | NO | 1,412 | YES |
| | WB | 2 | 1,693 | 2,060 | YES | 1,852 | 103 | 1,955 | YES | | O | 7 | | O | 3 | | 10 | 0.5% | NO | 1,862 | YES |
| San Amaro to Red Road | EB | 2 | 1,373 | 2,060 | YES | 1,502 | 74 | 1,576 | YES | 1% | I | 2 | 1% | I | 2 | | 4 | 0.2% | NO | 1,506 | YES |
| | WB | 2 | 1,938 | 2,060 | YES | 2,120 | 119 | 2,239 | NO | | O | 7 | | O | 3 | | 10 | 0.5% | NO | 2,130 | NO |
| **BLUE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | EB | 1 | 552 | 810 | YES | 604 | 6 | 610 | YES | 1% | O | 7 | 1% | I | 2 | | 9 | 1.1% | NO | 613 | YES |
| | WB | 1 | 677 | 810 | YES | 741 | 7 | 748 | YES | | I | 2 | | O | 3 | | 5 | 0.6% | NO | 746 | YES |
| Granada to University Dr | EB | 1 | 332 | 810 | YES | 363 | 12 | 375 | YES | 2% | O | 14 | 1% | I | 2 | | 16 | 2.0% | NO | 379 | YES |
| | WB | 1 | 1,071 | 810 | NO | 1,172 | 23 | 1,195 | NO | | I | 3 | | O | 3 | | 6 | 0.7% | NO | 1,178 | NO |
| University to San Amaro | EB | 1 | 193 | 810 | YES | 211 | 23 | 234 | YES | 2% | I | 3 | 1% | O | 3 | | 6 | 0.7% | NO | 217 | YES |
| | WB | 1 | 699 | 810 | YES | 765 | 37 | 802 | YES | | O | 14 | | I | 2 | | 16 | 2.0% | NO | 781 | YES |
| San Amaro to Red Road | EB | 1 | 176 | 810 | YES | 193 | 23 | 216 | YES | 4% | I | 7 | 8% | O | 22 | | 29 | 3.6% | NO | 222 | YES |
| | WB | 1 | 575 | 810 | YES | 629 | 42 | 671 | YES | | O | 28 | | I | 17 | | 45 | 5.6% | YES | 674 | YES |
| **MILLER ROAD** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 325 | 810 | YES | 356 | 28 | 384 | YES | 9% | I | 15 | 25% | I | 53 | | 68 | 8.4% | YES | 424 | YES |
| | WB | 1 | 672 | 810 | YES | 735 | 40 | 775 | YES | | O | 62 | | O | 70 | | 132 | 16.3% | YES | 867 | NO & F |
| **PONCE DE LEON BLVD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | NE | 2 | 556 | 2,060 | YES | 608 | 152 | 760 | YES | 20% | O | 138 | 13% | O | 36 | 23 | 197 | 9.6% | YES | 805 | YES |
| | SW | 2 | 1,239 | 2,060 | YES | 1,355 | 178 | 1,533 | YES | | I | 33 | | I | 27 | 18 | 78 | 3.8% | NO | 1,433 | YES |
| Granada Blvd to Stanford | NE | 2 | 639 | 2,060 | YES | 699 | 128 | 827 | YES | 33% | O | 227 | 17% | O | 47 | 23 | 297 | 14.4% | YES | 996 | YES |
| | SW | 2 | 1,067 | 2,060 | YES | 1,167 | 164 | 1,331 | YES | | I | 55 | | I | 36 | 18 | 109 | 5.3% | YES | 1,276 | YES |
| Stanford to Hurricane Dr. | NE | 2 | 776 | 2,060 | YES | 849 | 70 | 919 | YES | 38% | I | 63 | 9% | I | 19 | 23 | 105 | 5.1% | YES | 954 | YES |
| | SW | 2 | 1,575 | 2,060 | YES | 1,723 | 105 | 1,828 | YES | | O | 261 | | O | 25 | 18 | 304 | 14.8% | YES | 2,027 | YES |
| Hurricane Dr. to Red Road | NE | 2 | 376 | 2,060 | YES | 411 | 56 | 467 | YES | 20% | I | 33 | 8% | I | 17 | 18 | 68 | 3.3% | NO | 479 | YES |
| | SW | 2 | 1,004 | 2,060 | YES | 1,098 | 82 | 1,180 | YES | | O | 138 | | O | 22 | 23 | 183 | 8.9% | YES | 1,281 | YES |
| **US1** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune to Granada Blvd | NE | 3 | 2,593 | 4,070 | YES | 2,837 | 220 | 3,057 | YES | 8% | O | 55 | 3% | O | 8 | 23 | 86 | 2.1% | NO | 2,923 | YES |
| | SW | 3 | 2,383 | 4,070 | YES | 2,607 | 226 | 2,833 | YES | | I | 13 | | I | 6 | 18 | 37 | 0.9% | NO | 2,644 | YES |
| Granada Blvd to Maynada | NE | 3 | 2,816 | 4,070 | YES | 3,081 | 212 | 3,293 | YES | 7% | O | 48 | 4% | O | 11 | 23 | 82 | 2.0% | NO | 3,163 | YES |
| | SW | 3 | 2,257 | 4,070 | YES | 2,469 | 248 | 2,717 | YES | | I | 12 | | I | 8 | 18 | 38 | 0.9% | NO | 2,507 | YES |
| Maynada to S. Alhambra | NE | 3 | 2,863 | 4,070 | YES | 3,132 | 269 | 3,401 | YES | 17% | I | 28 | 10% | I | 21 | 23 | 72 | 1.8% | NO | 3,204 | YES |
| | SW | 3 | 3,306 | 4,070 | YES | 3,617 | 298 | 3,915 | YES | | O | 117 | | O | 28 | 18 | 163 | 4.0% | NO | 3,780 | YES |
| S. Alhambra to Red Road | NE | 3 | 2,579 | 4,070 | YES | 2,821 | 188 | 3,009 | YES | 16% | I | 27 | 10% | I | 21 | 18 | 66 | 1.6% | NO | 2,887 | YES |
| | SW | 3 | 3,481 | 4,070 | YES | 3,808 | 220 | 4,028 | YES | | O | 110 | | O | 28 | 23 | 161 | 4.0% | NO | 3,969 | YES |
| **SUNSET ROAD** | | | | | | | | | | | | | | | | | | | | | |
| LeJeune Rd to Maynada | EB | 1 | 487 | 970 | YES | 533 | 31 | 564 | YES | 1% | O | 7 | 1% | O | 3 | | 10 | 1.0% | NO | 543 | YES |
| | WB | 1 | 495 | 970 | YES | 541 | 36 | 577 | YES | | I | 2 | | I | 2 | | 4 | 0.4% | NO | 545 | YES |
| Maynada to Red Road | EB | 1 | 571 | 970 | YES | 625 | 41 | 666 | YES | 1% | I | 2 | 1% | O | 3 | | 5 | 0.5% | NO | 630 | YES |
| | WB | 1 | 661 | 970 | YES | 723 | 44 | 767 | YES | | O | 7 | | I | 2 | | 9 | 0.9% | NO | 732 | YES |
| **LEJEUNE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 2 | 891 | 2,580 | YES | 975 | 112 | 1,087 | YES | 5% | O | 34 | 2% | O | 6 | | 40 | 1.6% | NO | 1,015 | YES |
| | SB | 2 | 1,102 | 2,580 | YES | 1,206 | 112 | 1,318 | YES | | I | 8 | | I | 4 | | 12 | 0.5% | NO | 1,218 | YES |
| Blue Road to US-1 | NB | 2 | 559 | 2,580 | YES | 612 | 104 | 716 | YES | 7% | O | 48 | 3% | O | 8 | | 56 | 2.2% | NO | 668 | YES |
| | SB | 2 | 646 | 2,580 | YES | 707 | 100 | 807 | YES | | I | 12 | | I | 6 | | 18 | 0.7% | NO | 725 | YES |
| US-1 to Sunset Drive | NB | 1 | 617 | 1,220 | YES | 675 | 31 | 706 | YES | 1% | I | 2 | 1% | I | 2 | | 4 | 0.3% | NO | 679 | YES |
| | SB | 1 | 698 | 1,220 | YES | 764 | 58 | 822 | YES | | O | 7 | | O | 3 | | 10 | 0.8% | NO | 774 | YES |
| **GRANADA BLVD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | NB | 1 | 392 | 790 | YES | 429 | 23 | 452 | YES | 4% | O | 28 | 6% | O | 17 | | 45 | 5.7% | YES | 474 | YES |
| | SB | 1 | 695 | 790 | YES | 760 | 26 | 786 | YES | | I | 7 | | I | 13 | | 20 | 2.5% | NO | 780 | YES |
| Blue Rd to Ponce | NB | 1 | 510 | 790 | YES | 558 | 40 | 598 | YES | 6% | O | 41 | 6% | O | 17 | | 58 | 7.3% | YES | 616 | YES |
| | SB | 1 | 561 | 790 | YES | 614 | 39 | 653 | YES | | I | 10 | | I | 13 | | 23 | 2.9% | NO | 637 | YES |
| Ponce de Leon to US 1 | NB | 1 | 340 | 790 | YES | 372 | 102 | 474 | YES | 7% | I | 12 | 7% | I | 15 | | 27 | 3.4% | NO | 399 | YES |
| | SB | 1 | 457 | 790 | YES | 500 | 105 | 605 | YES | | O | 48 | | O | 20 | | 68 | 8.6% | YES | 568 | YES |
| US 1 to Sunset Drive | NB | 1 | 224 | 790 | YES | 245 | 10 | 255 | YES | 2% | I | 3 | 2% | I | 4 | | 7 | 0.9% | NO | 252 | YES |
| | SB | 1 | 485 | 790 | YES | 531 | 16 | 547 | YES | | O | 14 | | O | 6 | | 20 | 2.5% | NO | 551 | YES |
| **MAYNADA STREET** | | | | | | | | | | | | | | | | | | | | | |
| US 1 to Sunset Drive | NB | 1 | 203 | 660 | YES | 222 | 16 | 238 | YES | 4% | I | 7 | 5% | I | 11 | | 18 | 2.7% | NO | 240 | YES |
| | SB | 1 | 504 | 660 | YES | 551 | 20 | 571 | YES | | O | 28 | | O | 14 | | 42 | 6.4% | YES | 593 | YES |
| **SAN AMARO DRIVE [7,8]** | | | | | | | | | | | | | | | | | | | | | |
| Bird Rd to Blue Rd | NB | 1 | 121 | 660 | YES | 132 | 16 | 148 | YES | 1% | O | 7 | 3% | O | 8 | | 15 | 2.3% | NO | 147 | YES |
| | SB | 1 | 52 | 660 | YES | 57 | 25 | 82 | YES | | I | 2 | | I | 6 | | 8 | 1.2% | NO | 65 | YES |
| Blue Rd to Miller Rd | NB | 1 | 606 | 660 | YES | 663 | 9 | 672 | NO | 2% | O | 14 | 8% | O | 22 | -78 | -42 | -6.4% | NO | 621 | YES |
| | SB | 1 | 979 | 660 | NO | 1,071 | 11 | 1,082 | NO | | I | 3 | | I | 17 | -112 | -92 | -13.9% | NO | 979 | NO |
| Miller Rd to Levante | NB | 1 | 572 | 660 | YES | 626 | 24 | 650 | YES | 11% | O | 76 | 2% | I | 4 | -14 | 66 | 10.0% | YES | 692 | NO & F |
| | SB | 2 | 664 | 1,320 | YES | 726 | 28 | 754 | YES | | I | 18 | | O | 6 | -17 | 7 | 0.5% | NO | 733 | YES |
| Levante Rd to Ponce | NB | 1 | 636 | 660 | YES | 696 | 28 | 724 | NO | 19% | O | 131 | 2% | I | 4 | -14 | 121 | 18.3% | YES | 817 | NO & F |
| | SB | 2 | 488 | 1,320 | YES | 534 | 33 | 567 | YES | | I | 32 | | O | 6 | -17 | 21 | 1.6% | NO | 555 | YES |

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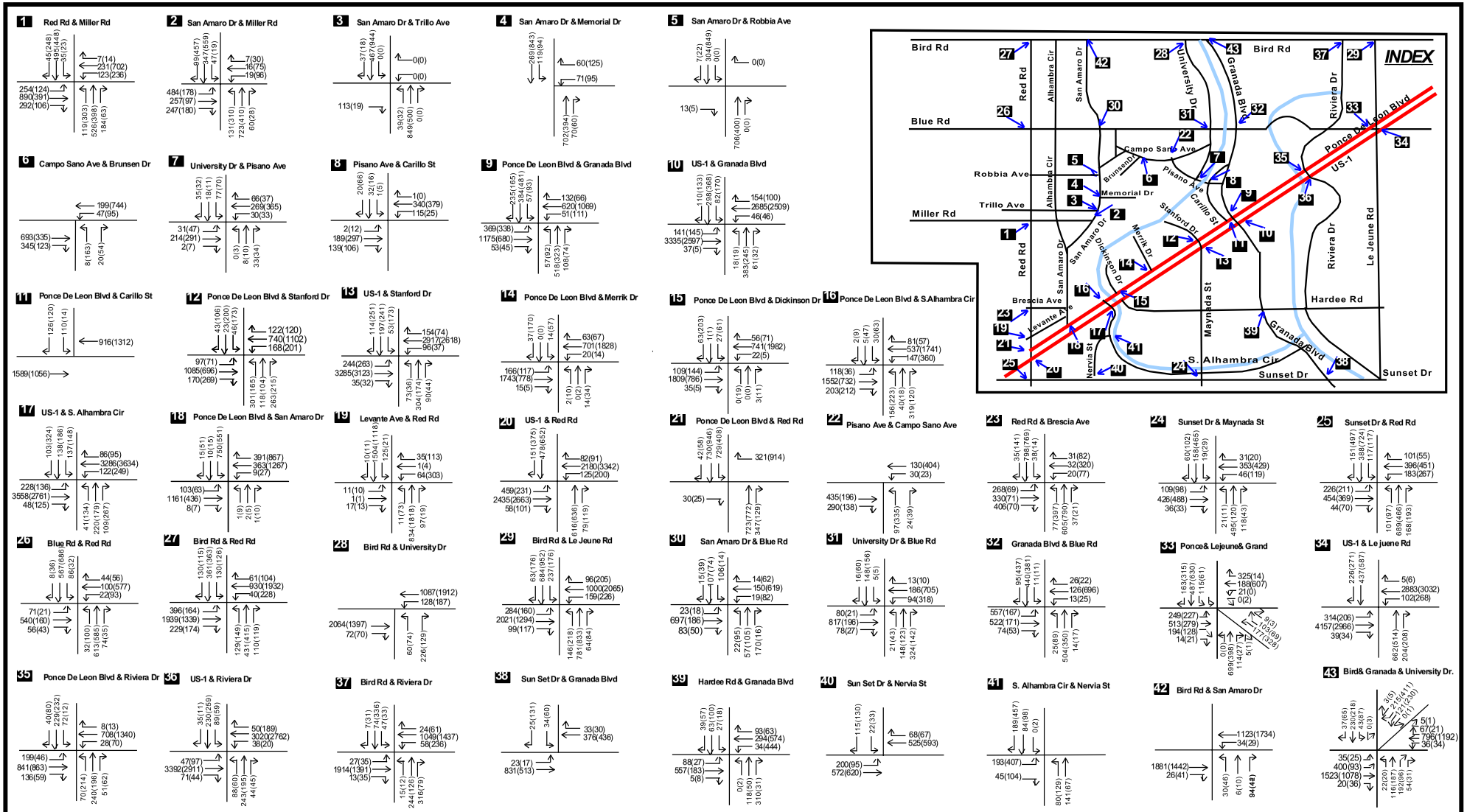
| LOCATION | DIR | LANE PER DIR | EXISTING PM DIR VOL [2] | MAX ALLOW VOL [3] | MEETS ADOPTED LOS STD | 2025 BKGD VOL [4] | COMMITTED PROJECT PM TRIPS [5] | TOTAL BACK-GROUND PM | MEETS ADOPTED LOS STD ? | NSCDZ [6] IN 166 % | I/O | NSCDZ [6] OUT 688 TRIPS | ACADEMIC [6] IN 211 % | I/O | ACADEMIC [6] OUT 279 TRIPS | DIV-ERTED TRIPS [7] | 2025 TOTAL PROJ TRIPS | PROJ TRIPS % OF MAV | PROJ > 5% MAV Y/N? | 2025 PM TOTAL TRIPS | MEETS ADOPTED LOS STD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **RED ROAD** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 569 | 970 | YES | 622 | 36 | 658 | YES | 3% | O | 21 | 5% | O | 14 | | 35 | 3.6% | NO | 657 | YES |
| | SB | 1 | 653 | 970 | YES | 714 | 42 | 756 | YES | | I | 5 | | I | 11 | | 16 | 1.6% | NO | 730 | YES |
| Blue Road to Miller Road | NB | 1 | 604 | 970 | YES | 661 | 47 | 708 | YES | 1% | O | 7 | 4% | O | 11 | | 18 | 1.9% | NO | 679 | YES |
| | SB | 1 | 694 | 970 | YES | 759 | 56 | 815 | YES | | I | 2 | | I | 8 | | 10 | 1.0% | NO | 769 | YES |
| Miller Rd to Brescia Ave | NB | 1 | 745 | 970 | YES | 815 | 53 | 868 | YES | 3% | O | 21 | 3% | I | 6 | | 27 | 2.8% | NO | 842 | YES |
| | SB | 1 | 768 | 970 | YES | 840 | 60 | 900 | YES | | I | 5 | | O | 8 | | 13 | 1.3% | NO | 853 | YES |
| Brescia Ave to Ponce | NB | 2 | 1,348 | 2,060 | YES | 1,475 | 116 | 1,591 | YES | 8% | O | 55 | 5% | I | 11 | | 66 | 3.2% | NO | 1,541 | YES |
| | SB | 2 | 1,004 | 2,060 | YES | 1,098 | 123 | 1,221 | YES | | I | 13 | | O | 14 | | 27 | 1.3% | NO | 1,125 | YES |
| Ponce to US-1 | NB | 2 | 701 | 2,060 | YES | 767 | 124 | 891 | YES | 10% | O | 69 | 9% | I | 19 | | 88 | 4.3% | NO | 855 | YES |
| | SB | 2 | 811 | 2,060 | YES | 887 | 129 | 1,016 | YES | | I | 17 | | O | 25 | | 42 | 2.0% | NO | 929 | YES |
| US 1 to Sunset Drive | NB | 2 | 551 | 1,720 | YES | 603 | 124 | 727 | YES | 10% | I | 17 | 4% | I | 8 | | 25 | 1.5% | NO | 628 | YES |
| | SB | 2 | 951 | 1,720 | YES | 1,040 | 147 | 1,187 | YES | | O | 69 | | O | 11 | | 80 | 4.7% | NO | 1,120 | YES |
| **UNIVERSITY DRIVE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 124 | 660 | YES | 136 | 2 | 138 | YES | 2% | O | 14 | 4% | O | 11 | | 25 | 3.8% | NO | 161 | YES |
| | SB | 1 | 211 | 660 | YES | 231 | 2 | 233 | YES | | I | 3 | | I | 8 | | 11 | 1.7% | NO | 242 | YES |
| Blue Road to Pisano Ave | NB | 1 | 183 | 660 | YES | 200 | 0 | 200 | YES | 4% | O | 28 | 4% | O | 11 | | 39 | 5.9% | YES | 239 | YES |
| | SB | 1 | 281 | 660 | YES | 307 | 0 | 307 | YES | | I | 7 | | I | 8 | | 15 | 2.3% | NO | 322 | YES |
| **RIVIERA DRIVE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 192 | 660 | YES | 210 | 7 | 217 | YES | 1% | O | 7 | 1% | O | 3 | | 10 | 1.5% | NO | 220 | YES |
| | SB | 1 | 553 | 660 | YES | 605 | 1 | 606 | YES | | I | 2 | | I | 2 | | 4 | 0.6% | NO | 609 | YES |
| Blue Road to Ponce | NB | 1 | 224 | 660 | YES | 245 | 10 | 255 | YES | 1% | O | 7 | 1% | O | 3 | | 10 | 1.5% | NO | 255 | YES |
| | SB | 1 | 292 | 660 | YES | 319 | 4 | 323 | YES | | I | 2 | | I | 2 | | 4 | 0.6% | NO | 323 | YES |
| US-1 to LeJeune Road | NB | 1 | 202 | 660 | YES | 221 | 79 | 300 | YES | 1% | I | 2 | 1% | I | 2 | | 4 | 0.6% | NO | 225 | YES |
| | SB | 1 | 278 | 660 | YES | 304 | 19 | 323 | YES | | O | 7 | | O | 3 | | 10 | 1.5% | NO | 314 | YES |
| **ALHMABRA CIRCLE** | | | | | | | | | | | | | | | | | | | | | |
| Bird Road to Blue Road | NB | 1 | 162 | 660 | YES | 177 | 6 | 183 | YES | 1% | O | 7 | 1% | O | 3 | | 10 | 1.5% | NO | 187 | YES |
| | SB | 1 | 244 | 660 | YES | 267 | 12 | 279 | YES | | I | 2 | | I | 2 | | 4 | 0.6% | NO | 271 | YES |
| Blue Road to Miller Road | NB | 1 | 154 | 660 | YES | 168 | 2 | 170 | YES | 1% | O | 7 | 4% | O | 11 | | 18 | 2.7% | NO | 186 | YES |
| | SB | 1 | 213 | 660 | YES | 233 | 2 | 235 | YES | | I | 2 | | I | 8 | | 10 | 1.5% | NO | 243 | YES |
| **S. ALHMABRA CIRCLE** | | | | | | | | | | | | | | | | | | | | | |
| US-1 to Nervia Street | NB | 1 | 244 | 660 | YES | 267 | 279 | 546 | YES | 1% | I | 2 | 1% | I | 2 | | 4 | 0.6% | NO | 271 | YES |
| | SB | 1 | 238 | 660 | YES | 260 | 302 | 562 | YES | | O | 7 | | O | 3 | | 10 | 1.5% | NO | 270 | YES |
| Nervia Street to Sunset Dr. | EB | 1 | 118 | 660 | YES | 129 | 12 | 141 | YES | 1% | I | 2 | 1% | I | 2 | | 4 | 0.6% | NO | 133 | YES |
| | WB | 1 | 111 | 660 | YES | 121 | 11 | 132 | YES | | O | 7 | | O | 3 | | 10 | 1.5% | NO | 131 | YES |
| **CAMPO SANO** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Pisano | EB | 1 | 386 | 660 | YES | 422 | 19 | 441 | YES | 2% | I | 3 | 10% | I | 21 | -33 | -9 | -1.4% | NO | 413 | YES |
| | WB | 1 | 795 | 660 | NO | 870 | 21 | 891 | NO | | O | 14 | | O | 28 | -57 | -15 | -2.3% | NO | 855 | NO |
| **PISANO ANEVUE** | | | | | | | | | | | | | | | | | | | | | |
| Campo Sano to University | EB | 1 | 322 | 660 | YES | 352 | 19 | 371 | YES | 1% | O | 7 | 10% | O | 28 | -30 | 5 | 0.8% | NO | 357 | YES |
| | WB | 1 | 380 | 660 | YES | 416 | 21 | 437 | YES | | I | 2 | | I | 21 | -36 | -13 | -2.0% | NO | 403 | YES |
| **BRESCIA AVENUE** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 79 | 660 | YES | 86 | 1 | 87 | YES | 5% | I | 8 | 6% | I | 13 | | 21 | 3.2% | NO | 107 | YES |
| | WB | 1 | 362 | 660 | YES | 396 | 1 | 397 | YES | | O | 34 | | O | 17 | | 51 | 7.7% | YES | 447 | YES |
| **LEVANTE AVENUE** | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Road | EB | 1 | 36 | 660 | YES | 39 | 7 | 46 | YES | 3% | I | 5 | 5% | I | 11 | | 16 | 2.4% | NO | 55 | YES |
| | WB | 1 | 382 | 660 | YES | 418 | 7 | 425 | YES | | O | 21 | | O | 14 | | 35 | 5.3% | YES | 453 | YES |
| **HARDEE ROAD** | | | | | | | | | | | | | | | | | | | | | |
| US-1 to Granada Blvd | EB | 1 | 457 | 660 | YES | 500 | 0 | 500 | YES | 1% | I | 2 | 2% | I | 4 | | 6 | 0.9% | NO | 506 | YES |
| | WB | 1 | 493 | 660 | YES | 539 | 0 | 539 | YES | | O | 7 | | O | 6 | | 13 | 2.0% | NO | 552 | YES |
| Granada Blvd to LeJeune | EB | 1 | 498 | 660 | YES | 545 | 0 | 545 | YES | 1% | O | 7 | 2% | O | 6 | | 13 | 2.0% | NO | 558 | YES |
| | WB | 1 | 403 | 660 | YES | 441 | 0 | 441 | YES | | I | 2 | | I | 4 | | 6 | 0.9% | NO | 447 | YES |
| **NERVIA STREET** | | | | | | | | | | | | | | | | | | | | | |
| S. Alhambra to Sunset Dr. | NB | 1 | 121 | 660 | YES | 132 | 45 | 177 | YES | 1% | I | 2 | 1% | I | 2 | | 4 | 0.6% | NO | 136 | YES |
| | SB | 1 | 165 | 660 | YES | 180 | 48 | 228 | YES | | O | 7 | | O | 3 | | 10 | 1.5% | NO | 190 | YES |

**NOTES:**

[1] Road type: LU=Lane Undivided; LD=Lane Divided; SR1B=State Road group 1B; CC=County Collector; LR=Local Road
[2] Existing link volumes are based on peak hour intersection turning movements collected during the peak season
[3] The maximum service volume (MSV) at LOS E and the maximum allowable volumes (MAV) are based on the FDOT Generalized LOS Tables and the City's Comprehensive Plan.
[4] The future background volume is obtained by applying a regional growth rate (0.5% per year) derived from the regional model and historical background growth.
[5] UMCAD and Committed development trip distribution are based on FSUTMS select zone analysis adjusted for local roadways not included in the regional model.
[6] Project distribution was adjusted on Miller Road to account for Brescia and Levante Avenues. A minimum project trip distribution of 1% was assigned to all roadway segments.
[7] Trips from San Amaro Drive are diverted to the internal roadway and to account for changes in parking areas.
[8] Project distribution was adjusted on San Amaro Dr north of Miller to account for Alhambra. Granada Blvd trips were adjusted to account for University and Riviera Drives.
[9] The internal roadway will reduce traffic on San Amaro Drive between Ponce de Leon Blvd and Campo Sano Avenue by about 10% in addition to traffic diversion due to changes in parking distrinution.
[10] The internal roadway will reduce traffic on Campo Sano and Pisano Avenue by about 5% in addition to traffic diversion due to changes in parking distribution.
[11] A percent of trips from NSCDZ going southwest were shifted from Ponce to US-1 due to southound turn prohibitor from Poce de Leon Blvd onto red Road.




# UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY

**LEGEND**

XXX(XXX)
- PM Peak Hours
- AM Peak Hours

XX Intersection Number

## 2025 AM & PM Peak Hour Intersection Turning Movement Counts

**FIGURE 10**

**TABLE 38**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2025 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR**

3/12/2008

| NO | INTERSECTION | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | SIGNALIZED | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | RED/MILLER | 114 | 523 | 165 | 30 | 487 | 45 | 254 | 742 | 275 | 114 | 174 | 5 | **2928** | YES | D |
| 2 | SAN AMARO/MILLER | 95 | 718 | 60 | 47 | 330 | 82 | 449 | 257 | 144 | 19 | 16 | 7 | **2224** | YES | C |
| 3 | SAN AMARO/TRILLO | 39 | 827 | 0 | 0 | 415 | 37 | 0 | 0 | 113 | 0 | 0 | 0 | **1431** | NO | B |
| 4 | SAN AMARO/MEMORIAL | 0 | 680 | 70 | 119 | 217 | 0 | 0 | 0 | 0 | 71 | 0 | 60 | **1217** | NO | D |
| 5 | SAN AMARO/ROBBIA | 0 | 701 | 0 | 0 | 291 | 7 | 0 | 0 | 13 | 0 | 0 | 0 | **1012** | NO | B |
| 6 | CAMPO SANO/BRUNSON | 8 | 0 | 20 | 0 | 0 | 0 | 0 | 684 | 345 | 47 | 179 | 0 | **1283** | YES | A |
| 7 | PISANO/UNIVERSITY | 0 | 8 | 33 | 77 | 18 | 35 | 31 | 205 | 2 | 30 | 249 | 66 | **754** | NO | B |
| 8 | PISANO/CARILLO | 0 | 0 | 0 | 1 | 24 | 20 | 2 | 186 | 133 | 115 | 340 | 1 | **822** | NO | C |
| 9 | PONCE/GRANADA | 40 | 502 | 108 | 45 | 376 | 142 | 339 | 1123 | 48 | 51 | 452 | 106 | **3332** | YES | C |
| 10 | US-1/GRANADA | 18 | 359 | 61 | 75 | 290 | 110 | 141 | 3317 | 37 | 46 | 2626 | 137 | **7217** | YES | C |
| 11 | PONCE/CARILLO | 0 | 0 | 0 | 110 | 0 | 126 | 0 | 1502 | 0 | 0 | 638 | 0 | **2376** | NO | C |
| 12 | PONCE/STANFORD | 150 | 118 | 263 | 45 | 23 | 43 | 97 | 1000 | 123 | 168 | 463 | 120 | **2613** | YES | B |
| 13 | US-1/STANFORD | 73 | 268 | 90 | 35 | 186 | 96 | 185 | 3285 | 35 | 96 | 2917 | 95 | **7361** | YES | C |
| 14 | PONCE/MERRICK | 2 | 0 | 14 | 14 | 0 | 37 | 166 | 1339 | 15 | 20 | 576 | 63 | **2246** | YES | A |
| 15 | PONCE/DICKINSON | 0 | 0 | 3 | 27 | 1 | 63 | 109 | 1405 | 35 | 22 | 616 | 56 | **2337** | YES | A |
| 16 | PONCE/S.ALHAMBRA | 156 | 40 | 319 | 30 | 5 | 2 | 118 | 1148 | 203 | 147 | 412 | 81 | **2661** | YES | C |
| 17 | US-1/S.ALHAMBRA | 41 | 220 | 101 | 137 | 138 | 103 | 228 | 3506 | 48 | 119 | 3269 | 86 | **7996** | YES | E |
| 18 | PONCE/SAN AMARO | 1 | 2 | 1 | 507 | 10 | 12 | 96 | 993 | 8 | 9 | 311 | 316 | **2266** | YES | B |
| 19 | RED/LEVANTE | 11 | 768 | 97 | 125 | 1344 | 10 | 11 | 1 | 17 | 64 | 1 | 35 | **2484** | YES | A |
| 20 | RED/US-1 | 0 | 532 | 79 | 0 | 478 | 151 | 409 | 2351 | 58 | 125 | 2139 | 56 | **6378** | YES | D |
| 21 | RED/PONCE | 0 | 630 | 347 | 677 | 726 | 34 | 0 | 0 | 14 | 0 | 0 | 237 | **2665** | NO | B |
| 22 | CAMPO SANO/PISANO | 97 | 0 | 24 | 0 | 0 | 0 | 0 | 433 | 290 | 30 | 125 | 0 | **999** | YES | A |
| 23 | RED/BRESCIA | 77 | 596 | 28 | 38 | 794 | 31 | 259 | 321 | 406 | 16 | 28 | 31 | **2625** | YES | C |
| 24 | SUNSET/MAYNADA | 21 | 476 | 118 | 16 | 152 | 57 | 101 | 426 | 36 | 46 | 353 | 23 | **1825** | YES | C |
| 25 | RED/SUNSET | 101 | 646 | 168 | 114 | 374 | 135 | 176 | 454 | 44 | 183 | 396 | 93 | **2884** | YES | E |
| 26 | RED/BLUE | 32 | 608 | 74 | 64 | 554 | 8 | 71 | 507 | 56 | 22 | 87 | 37 | **2120** | YES | D |
| 27 | RED/BIRD | 127 | 424 | 110 | 130 | 339 | 130 | 396 | 1917 | 224 | 40 | 923 | 61 | **4821** | YES | D |
| 28 | BIRD/UNIVERSITY | 49 | 0 | 213 | 0 | 0 | 0 | 0 | 2064 | 40 | 87 | 1087 | 0 | **3540** | YES | B |
| 29 | BIRD/LEJEUNE | 143 | 766 | 64 | 237 | 637 | 63 | 284 | 2019 | 91 | 159 | 995 | 96 | **5554** | YES | F |
| 30 | BLUE/SAN AMARO | 7 | 47 | 170 | 106 | 85 | 15 | 23 | 680 | 45 | 19 | 145 | 14 | **1356** | NO | F |
| 31 | BLUE/UNIVERSITY | 21 | 148 | 324 | 5 | 148 | 16 | 80 | 812 | 78 | 94 | 177 | 13 | **1916** | YES | C |
| 32 | BLUE/GRANADA | 19 | 472 | 11 | 11 | 350 | 95 | 557 | 522 | 55 | 5 | 126 | 26 | **2249** | YES | B |
| 33 | PONCE/LEJEUNE/GRAND | 24 | 184 | 66 | 58 | 259 | 40 | 38 | 1733 | 22 | 43 | 938 | 80 | **3485** | YES | F |
| 34 | US-1/LE JEUNE RD | 0 | 662 | 204 | 0 | 437 | 179 | 312 | 4130 | 38 | 89 | 2870 | 5 | **8926** | YES | F |
| 35 | PONCE/RIVIERA DR | 70 | 240 | 51 | 72 | 229 | 40 | 199 | 775 | 136 | 28 | 509 | 8 | **2357** | YES | B |
| 36 | US1/RIVIERA DR | 88 | 243 | 44 | 89 | 230 | 35 | 47 | 3368 | 71 | 38 | 2946 | 50 | **7249** | YES | B |
| 37 | BIRD RD/RIVIERA DR | 15 | 244 | 316 | 47 | 74 | 7 | 27 | 1908 | 13 | 58 | 1034 | 24 | **3767** | YES | B |
| 38 | SUNSET RD/GRANADA | 0 | 0 | 0 | 34 | 0 | 24 | 21 | 828 | 0 | 0 | 368 | 33 | **1308** | NO | C |
| 39 | GRANADA/HARDEE RD | 0 | 108 | 310 | 27 | 59 | 39 | 88 | 554 | 5 | 34 | 286 | 93 | **1603** | NO | F |
| 40 | SUNSET RD/NERVIA ST | 0 | 0 | 0 | 22 | 0 | 115 | 200 | 564 | 0 | 0 | 522 | 68 | **1491** | NO | D |
| 41 | S. ALHAMBRA CR/NERVIA | 80 | 133 | 0 | 0 | 81 | 185 | 183 | 0 | 45 | 0 | 0 | 0 | **707** | NO | B |
| 42 | BIRD RD/SAN AMARO DR | 24 | 6 | 93 | 0 | 0 | 0 | 0 | 1878 | 19 | 32 | 1115 | 0 | **3167** | NO | F |
| 43 | BIRD RD/GRANADA BLVD | 27 | 204 | 68 | 53 | 241 | 45 | 414 | 1753 | 16 | 52 | 900 | 95 | **3868** | YES | E |

**NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED**
**[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.**

**TABLE 39**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2025 TOTAL INTERSECTION TURNING VOLUMES AND LOS - AM PEAK HOUR**

3/12/2008

| NO | INTERSECTION | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | SIGNALIZED | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | RED/MILLER | 119 | 526 | 184 | 35 | 495 | 45 | 254 | 890 | 292 | 123 | 231 | 7 | **3201** | YES | E |
| 2 | SAN AMARO/MILLER | 131 | 723 | 60 | 47 | 347 | 99 | 484 | 257 | 247 | 19 | 16 | 7 | **2437** | YES | D |
| 3 | SAN AMARO/TRILLO | 39 | 849 | 0 | 0 | 467 | 37 | 0 | 0 | 113 | 0 | 0 | 0 | **1505** | NO | B |
| 4 | SAN AMARO/MEMORIAL | 0 | 702 | 70 | 119 | 269 | 0 | 0 | 0 | 0 | 71 | 0 | 60 | **1291** | NO | D |
| 5 | SAN AMARO/ROBBIA | 0 | 706 | 0 | 0 | 304 | 7 | 0 | 0 | 13 | 0 | 0 | 0 | **1030** | NO | B |
| 6 | CAMPO SANO/BRUNSON | 8 | 0 | 20 | 0 | 0 | 0 | 0 | 693 | 345 | 47 | 199 | 0 | **1312** | YES | A |
| 7 | PISANO/UNIVERSITY | 0 | 8 | 33 | 77 | 18 | 35 | 31 | 214 | 2 | 30 | 269 | 66 | **783** | NO | B |
| 8 | PISANO/CARILLO | 0 | 0 | 0 | 1 | 32 | 20 | 2 | 189 | 139 | 115 | 340 | 1 | **839** | NO | C |
| 9 | PONCE/GRANADA | 57 | 518 | 108 | 57 | 384 | 235 | 369 | 1175 | 53 | 51 | 620 | 132 | **3759** | YES | D |
| 10 | US-1/GRANADA | 18 | 383 | 61 | 82 | 298 | 110 | 141 | 3335 | 37 | 46 | 2685 | 154 | **7350** | YES | C |
| 11 | PONCE/CARILLO | 0 | 0 | 0 | 110 | 0 | 126 | 0 | 1589 | 0 | 0 | 916 | 0 | **2741** | NO | D |
| 12 | PONCE/STANFORD | 301 | 118 | 263 | 46 | 23 | 43 | 97 | 1085 | 170 | 168 | 740 | 122 | **3176** | YES | B |
| 13 | US-1/STANFORD | 73 | 304 | 90 | 53 | 197 | 114 | 244 | 3285 | 35 | 96 | 2917 | 154 | **7562** | YES | C |
| 14 | PONCE/MERRICK | 2 | 0 | 14 | 14 | 0 | 37 | 166 | 1743 | 15 | 20 | 701 | 63 | **2775** | YES | A |
| 15 | PONCE/DICKINSON | 0 | 0 | 3 | 27 | 1 | 63 | 109 | 1809 | 35 | 22 | 741 | 56 | **2866** | YES | A |
| 16 | PONCE/S.ALHAMBRA | 156 | 40 | 319 | 30 | 5 | 2 | 118 | 1552 | 203 | 147 | 537 | 81 | **3190** | YES | E |
| 17 | US-1/S.ALHAMBRA | 41 | 220 | 109 | 137 | 138 | 103 | 228 | 3558 | 48 | 122 | 3286 | 86 | **8076** | YES | E |
| 18 | PONCE/SAN AMARO | 1 | 2 | 1 | 750 | 10 | 15 | 103 | 1161 | 8 | 9 | 363 | 391 | **2814** | YES | B |
| 19 | RED/LEVANTE | 11 | 834 | 97 | 125 | 1504 | 10 | 11 | 1 | 17 | 64 | 1 | 35 | **2710** | YES | A |
| 20 | RED/US-1 | 0 | 616 | 79 | 0 | 478 | 151 | 459 | 2435 | 58 | 125 | 2180 | 82 | **6663** | YES | E |
| 21 | RED/PONCE | 0 | 723 | 347 | 729 | 730 | 42 | 0 | 0 | 30 | 0 | 0 | 321 | **2922** | NO | C |
| 22 | CAMPO SANO/PISANO | 97 | 0 | 24 | 0 | 0 | 0 | 0 | 435 | 290 | 30 | 130 | 0 | **1006** | YES | A |
| 23 | RED/BRESCIA | 77 | 605 | 37 | 38 | 798 | 35 | 268 | 330 | 406 | 20 | 32 | 31 | **2677** | YES | C/C |
| 24 | SUNSET/MAYNADA | 21 | 495 | 118 | 19 | 158 | 60 | 109 | 426 | 36 | 46 | 353 | 31 | **1872** | YES | C |
| 25 | RED/SUNSET | 101 | 689 | 168 | 117 | 388 | 151 | 226 | 454 | 44 | 183 | 396 | 101 | **3018** | YES | E |
| 26 | RED/BLUE | 32 | 613 | 74 | 86 | 567 | 8 | 71 | 540 | 56 | 22 | 100 | 44 | **2213** | YES | D |
| 27 | RED/BIRD | 129 | 431 | 110 | 130 | 361 | 130 | 396 | 1939 | 229 | 40 | 930 | 61 | **4886** | YES | D |
| 28 | BIRD/UNIVERSITY | 60 | 0 | 226 | 0 | 0 | 0 | 0 | 2064 | 72 | 128 | 1087 | 0 | **3637** | YES | B |
| 29 | BIRD/LEJEUNE | 146 | 781 | 64 | 237 | 684 | 63 | 284 | 2021 | 99 | 159 | 1000 | 96 | **5634** | YES | F |
| 30 | BLUE/SAN AMARO | 22 | 57 | 170 | 106 | 107 | 15 | 23 | 697 | 83 | 19 | 150 | 14 | **1463** | NO | F |
| 31 | BLUE/UNIVERSITY | 21 | 148 | 324 | 5 | 148 | 16 | 80 | 817 | 78 | 94 | 186 | 13 | **1930** | YES | C |
| 32 | BLUE/GRANADA | 25 | 504 | 14 | 11 | 440 | 95 | 557 | 522 | 74 | 13 | 126 | 26 | **2407** | YES | B |
| 33 | PONCE/LEJEUNE/GRAND | 24 | 192 | 69 | 58 | 283 | 53 | 43 | 1736 | 22 | 50 | 946 | 80 | **9029** | YES | F |
| 34 | US-1/LE JEUNE RD | 0 | 662 | 204 | 0 | 437 | 226 | 314 | 4157 | 39 | 102 | 2883 | 5 | **9029** | YES | F |
| 35 | PONCE/RIVIERA DR | 70 | 240 | 51 | 72 | 229 | 40 | 199 | 841 | 136 | 28 | 708 | 8 | **2622** | YES | B |
| 36 | US1/RIVIERA DR | 88 | 243 | 44 | 89 | 230 | 35 | 47 | 3392 | 71 | 38 | 3020 | 50 | **7347** | YES | B |
| 37 | BIRD RD/RIVIERA DR | 15 | 244 | 316 | 47 | 74 | 7 | 27 | 1914 | 13 | 58 | 1049 | 24 | **3788** | YES | B |
| 38 | SUNSET RD/GRANADA | 0 | 0 | 0 | 34 | 0 | 25 | 23 | 831 | 0 | 0 | 376 | 33 | **1322** | NO | C |
| 39 | GRANADA/HARDEE RD | 0 | 118 | 310 | 27 | 63 | 39 | 88 | 557 | 5 | 34 | 294 | 93 | **1628** | NO | F |
| 40 | SUNSET RD/NERVIA ST | 0 | 0 | 0 | 22 | 0 | 115 | 200 | 572 | 0 | 0 | 525 | 68 | **1502** | NO | D |
| 41 | S. ALHAMBRA CR/NERVIA | 80 | 141 | 0 | 0 | 84 | 189 | 193 | 0 | 45 | 0 | 0 | 0 | **732** | NO | B |
| 42 | BIRD RD/SAN AMARO DR | 30 | 6 | 94 | 0 | 0 | 0 | 0 | 1881 | 26 | 34 | 1123 | 0 | **3194** | NO | F |
| 43 | BIRD RD/GRANADA BLVD | 27 | 212 | 71 | 53 | 265 | 58 | 419 | 1756 | 16 | 59 | 908 | 95 | **3939** | YES | E |

**NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED**
**[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.**

**TABLE 40**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2025 BACKGROUND INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR**

3/12/2008

| NO | INTERSECTION | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | SIGNALIZED | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | RED/MILLER | 289 | 391 | 46 | 19 | 446 | 248 | 124 | 311 | 103 | 214 | 554 | 8 | **2753** | YES | D |
| 2 | SAN AMARO/MILLER | 215 | 396 | 28 | 19 | 556 | 415 | 146 | 97 | 140 | 96 | 75 | 30 | **2213** | YES | B |
| 3 | SAN AMARO/TRILLO | 32 | 444 | 0 | 0 | 909 | 18 | 0 | 0 | 19 | 0 | 0 | 0 | **1422** | NO | C |
| 4 | SAN AMARO/MEMORIAL | 0 | 338 | 60 | 94 | 808 | 0 | 0 | 0 | 0 | 95 | 0 | 125 | **1520** | NO | D |
| 5 | SAN AMARO/ROBBIA | 0 | 387 | 0 | 0 | 843 | 22 | 0 | 0 | 5 | 0 | 0 | 0 | **1257** | NO | C |
| 6 | CAMPO SANO/BRUNSON | 163 | 0 | 54 | 0 | 0 | 0 | 0 | 314 | 123 | 95 | 731 | 0 | **1480** | YES | B |
| 7 | PISANO/UNIVERSITY | 3 | 10 | 34 | 70 | 11 | 32 | 47 | 270 | 7 | 33 | 352 | 37 | **906** | NO | B |
| 8 | PISANO/CARILLO | 0 | 0 | 0 | 5 | 14 | 66 | 12 | 290 | 92 | 25 | 379 | 0 | **883** | NO | B |
| 9 | PONCE/GRANADA | 89 | 308 | 74 | 62 | 461 | 144 | 260 | 542 | 31 | 111 | 1036 | 43 | **3161** | YES | D |
| 10 | US-1/GRANADA | 19 | 236 | 32 | 152 | 346 | 133 | 145 | 2549 | 5 | 46 | 2497 | 90 | **6250** | YES | B |
| 11 | PONCE/CARILLO | 0 | 0 | 0 | 14 | 0 | 120 | 0 | 827 | 0 | 0 | 1254 | 0 | **2215** | NO | B |
| 12 | PONCE/STANFORD | 135 | 104 | 215 | 170 | 200 | 106 | 71 | 469 | 145 | 201 | 1047 | 118 | **2981** | YES | C |
| 13 | US-1/STANFORD | 36 | 165 | 44 | 125 | 210 | 203 | 251 | 3123 | 32 | 37 | 2618 | 62 | **6906** | YES | B |
| 14 | PONCE/MERRICK | 10 | 2 | 34 | 57 | 0 | 170 | 117 | 696 | 5 | 14 | 1495 | 67 | **2667** | YES | A |
| 15 | PONCE/DICKINSON | 19 | 0 | 11 | 61 | 1 | 203 | 144 | 704 | 5 | 5 | 1649 | 71 | **2873** | YES | B |
| 16 | PONCE/S.ALHAMBRA | 223 | 18 | 120 | 63 | 47 | 9 | 36 | 650 | 212 | 360 | 1408 | 57 | **3203** | YES | B |
| 17 | US-1/S.ALHAMBRA | 134 | 179 | 265 | 148 | 186 | 324 | 136 | 2749 | 125 | 242 | 3590 | 95 | **8173** | YES | F |
| 18 | PONCE/SAN AMARO | 9 | 5 | 10 | 503 | 15 | 43 | 57 | 403 | 7 | 27 | 1129 | 667 | **2875** | YES | C |
| 19 | RED/LEVANTE | 73 | 1677 | 19 | 21 | 1066 | 11 | 10 | 1 | 13 | 303 | 4 | 113 | **3311** | YES | C |
| 20 | RED/US-1 | 0 | 619 | 119 | 0 | 652 | 375 | 221 | 2646 | 101 | 200 | 3232 | 22 | **8187** | YES | E |
| 21 | RED/PONCE | 0 | 747 | 129 | 270 | 935 | 38 | 0 | 0 | 10 | 0 | 0 | 897 | **3026** | NO | F |
| 22 | CAMPO SANO/PISANO | 335 | 0 | 39 | 0 | 0 | 0 | 0 | 190 | 138 | 23 | 400 | 0 | **1125** | YES | A |
| 23 | RED/BRESCIA | 397 | 782 | 13 | 14 | 758 | 130 | 61 | 63 | 70 | 66 | 309 | 82 | **2745** | YES | E |
| 24 | SUNSET/MAYNADA | 11 | 115 | 43 | 22 | 448 | 95 | 96 | 488 | 33 | 119 | 429 | 18 | **1917** | YES | C |
| 25 | RED/SUNSET | 97 | 451 | 193 | 110 | 685 | 456 | 201 | 369 | 70 | 267 | 451 | 53 | **3403** | YES | D |
| 26 | RED/BLUE | 100 | 572 | 35 | 25 | 680 | 36 | 21 | 142 | 43 | 93 | 543 | 36 | **2326** | YES | D |
| 27 | RED/BIRD | 143 | 395 | 119 | 126 | 356 | 115 | 164 | 1332 | 170 | 228 | 1912 | 104 | **5164** | YES | E |
| 28 | BIRD/UNIVERSITY | 45 | 0 | 93 | 0 | 0 | 0 | 0 | 1397 | 59 | 174 | 1912 | 0 | **3680** | YES | A |
| 29 | BIRD/LEJEUNE | 211 | 793 | 84 | 176 | 940 | 176 | 160 | 1288 | 115 | 226 | 2061 | 205 | **6435** | YES | F |
| 30 | BLUE/SAN AMARO | 56 | 81 | 16 | 14 | 59 | 39 | 18 | 183 | 28 | 82 | 605 | 62 | **1243** | NO | F |
| 31 | BLUE/UNIVERSITY | 42 | 123 | 142 | 5 | 156 | 60 | 21 | 187 | 27 | 318 | 700 | 10 | **1791** | YES | B |
| 32 | BLUE/GRANADA | 72 | 266 | 10 | 11 | 342 | 437 | 167 | 171 | 48 | 23 | 696 | 22 | **2265** | YES | C |
| 33 | PONCE/LEJEUNE/GRAND | 23 | 222 | 41 | 109 | 258 | 71 | 27 | 1249 | 41 | 47 | 1374 | 38 | **3500** | YES | F |
| 34 | US-1/LE JEUNE RD | 0 | 514 | 208 | 0 | 587 | 259 | 200 | 2955 | 31 | 234 | 3007 | 6 | **8001** | YES | E |
| 35 | PONCE/RIVIERA DR | 214 | 196 | 62 | 12 | 232 | 80 | 46 | 689 | 59 | 70 | 1280 | 13 | **2953** | YES | B |
| 36 | US1/RIVIERA DR | 60 | 195 | 45 | 59 | 259 | 11 | 97 | 2848 | 44 | 20 | 2743 | 189 | **6570** | YES | C |
| 37 | BIRD RD/RIVIERA DR | 12 | 126 | 79 | 33 | 336 | 31 | 35 | 1376 | 35 | 236 | 1429 | 61 | **3789** | YES | C |
| 38 | SUNSET RD/GRANADA | 0 | 0 | 0 | 60 | 0 | 128 | 15 | 506 | 0 | 0 | 434 | 30 | **1173** | NO | C |
| 39 | GRANADA/HARDEE RD | 2 | 46 | 31 | 18 | 90 | 57 | 27 | 176 | 8 | 444 | 572 | 63 | **1534** | NO | F |
| 40 | SUNSET RD/NERVIA ST | 0 | 0 | 0 | 33 | 0 | 130 | 95 | 618 | 0 | 0 | 586 | 67 | **1529** | NO | D |
| 41 | S. ALHAMBRA CR/NERVIA | 129 | 65 | 0 | 2 | 91 | 447 | 403 | 0 | 104 | 0 | 0 | 0 | **1241** | NO | E |
| 42 | BIRD RD/SAN AMARO DR | 31 | 10 | 41 | 0 | 0 | 0 | 0 | 1435 | 35 | 27 | 1732 | 0 | **3311** | NO | E |
| 43 | BIRD RD/GRANADA BLVD | 23 | 122 | 41 | 112 | 258 | 71 | 102 | 1249 | 41 | 47 | 1408 | 39 | **3513** | YES | F |

**NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED**
**[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.**

**TABLE 41**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2025 TOTAL INTERSECTION TURNING VOLUMES AND LOS - PM PEAK HOUR**

3/12/2008

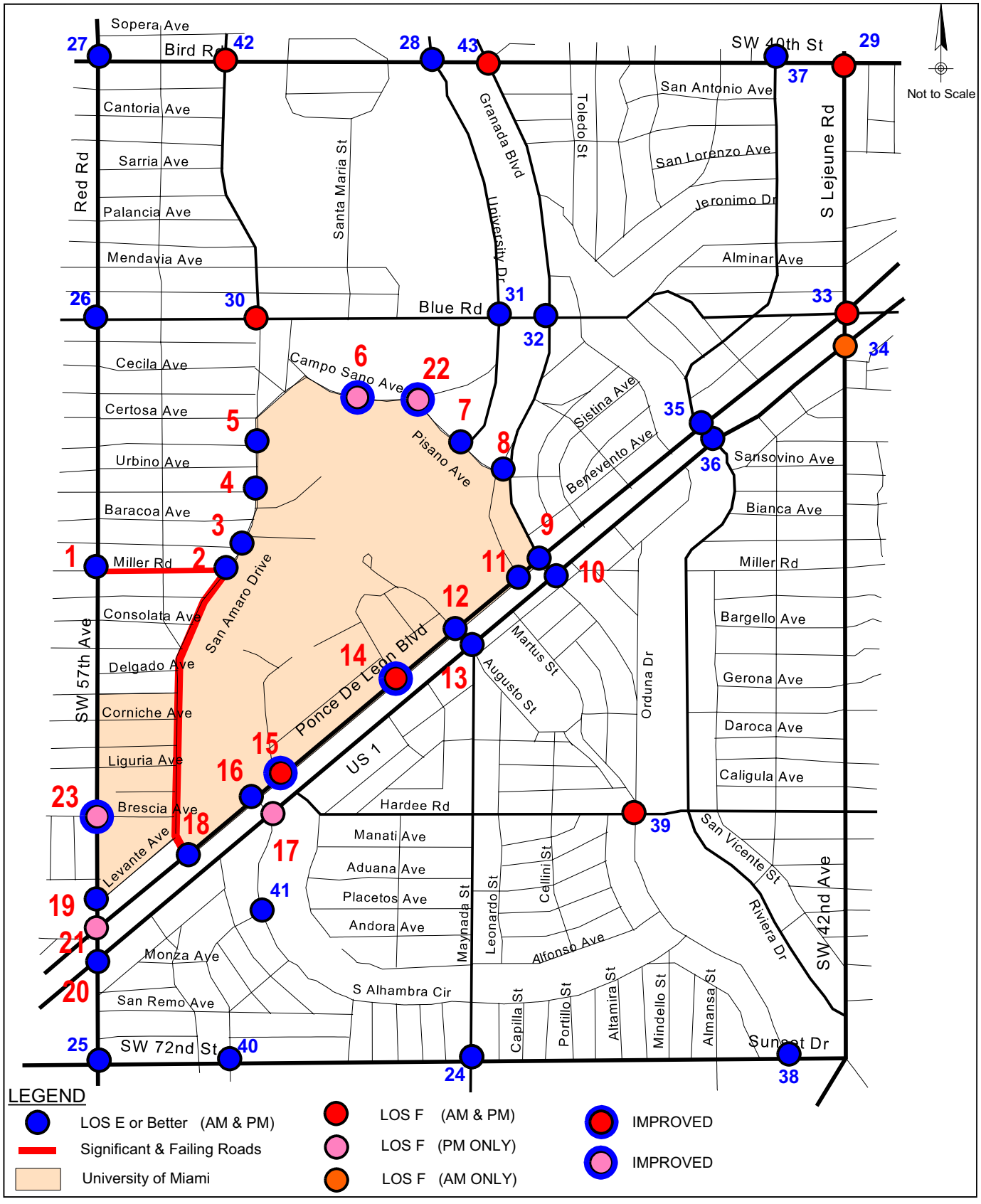
| NO | INTERSECTION | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | TOTAL | SIGNALIZED | LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | RED/MILLER | 303 | 398 | 63 | 23 | 448 | 248 | 124 | 391 | 106 | 236 | 702 | 14 | **3056** | YES | E |
| 2 | SAN AMARO/MILLER | 310 | 410 | 28 | 19 | 559 | 457 | 178 | 97 | 180 | 96 | 75 | 30 | **2439** | YES | D |
| 3 | SAN AMARO/TRILLO | 32 | 500 | 0 | 0 | 944 | 18 | 0 | 0 | 19 | 0 | 0 | 0 | **1513** | NO | C |
| 4 | SAN AMARO/MEMORIAL | 0 | 394 | 60 | 94 | 843 | 0 | 0 | 0 | 0 | 95 | 0 | 125 | **1611** | NO | D |
| 5 | SAN AMARO/ROBBIA | 0 | 400 | 0 | 0 | 849 | 22 | 0 | 0 | 5 | 0 | 0 | 0 | **1276** | NO | C |
| 6 | CAMPO SANO/BRUNSON | 163 | 0 | 54 | 0 | 0 | 0 | 0 | 335 | 123 | 95 | 744 | 0 | **1514** | YES | B |
| 7 | PISANO/UNIVERSITY | 3 | 10 | 34 | 70 | 11 | 32 | 47 | 291 | 7 | 33 | 365 | 37 | **940** | NO | B |
| 8 | PISANO/CARILLO | 0 | 0 | 0 | 5 | 16 | 66 | 12 | 297 | 106 | 25 | 379 | 0 | **906** | NO | B |
| 9 | PONCE/GRANADA | 92 | 323 | 74 | 93 | 481 | 165 | 338 | 680 | 45 | 111 | 1069 | 66 | **3537** | YES | E |
| 10 | US-1/GRANADA | 19 | 245 | 32 | 170 | 368 | 133 | 145 | 2597 | 5 | 46 | 2509 | 100 | **6369** | YES | B |
| 11 | PONCE/CARILLO | 0 | 0 | 0 | 14 | 0 | 120 | 0 | 1056 | 0 | 0 | 1312 | 0 | **2502** | NO | B |
| 12 | PONCE/STANFORD | 165 | 104 | 215 | 173 | 200 | 106 | 71 | 696 | 269 | 201 | 1102 | 120 | **3422** | YES | C |
| 13 | US-1/STANFORD | 36 | 174 | 44 | 173 | 241 | 251 | 263 | 3123 | 32 | 37 | 2618 | 74 | **7066** | YES | C |
| 14 | PONCE/MERRICK | 10 | 2 | 34 | 57 | 0 | 170 | 117 | 778 | 5 | 14 | 1828 | 67 | **3082** | YES | B |
| 15 | PONCE/DICKINSON | 19 | 0 | 11 | 61 | 1 | 203 | 144 | 786 | 5 | 5 | 1982 | 71 | **3288** | YES | D |
| 16 | PONCE/S.ALHAMBRA | 223 | 18 | 120 | 63 | 47 | 9 | 36 | 732 | 212 | 360 | 1741 | 57 | **3618** | YES | C |
| 17 | US-1/S.ALHAMBRA | 134 | 179 | 267 | 148 | 186 | 324 | 136 | 2761 | 125 | 249 | 3634 | 95 | **8238** | YES | F |
| 18 | PONCE/SAN AMARO | 9 | 5 | 10 | 551 | 15 | 51 | 63 | 436 | 7 | 27 | 1267 | 867 | **3308** | YES | E |
| 19 | RED/LEVANTE | 73 | 1818 | 19 | 21 | 1118 | 11 | 10 | 1 | 13 | 303 | 4 | 113 | **3504** | YES | D |
| 20 | RED/US-1 | 0 | 636 | 119 | 0 | 652 | 375 | 231 | 2663 | 101 | 200 | 3342 | 91 | **8410** | YES | E |
| 21 | RED/PONCE | 0 | 772 | 129 | 408 | 946 | 58 | 0 | 0 | 25 | 0 | 0 | 914 | **3252** | NO | F |
| 22 | CAMPO SANO/PISANO | 335 | 0 | 39 | 0 | 0 | 0 | 0 | 196 | 138 | 23 | 404 | 0 | **1135** | YES | A |
| 23 | RED/BRESCIA | 397 | 790 | 21 | 14 | 769 | 141 | 69 | 71 | 70 | 77 | 320 | 82 | **2821** | YES | F/E |
| 24 | SUNSET/MAYNADA | 11 | 120 | 43 | 29 | 465 | 102 | 98 | 488 | 33 | 119 | 429 | 20 | **1957** | YES | C |
| 25 | RED/SUNSET | 97 | 466 | 193 | 117 | 724 | 497 | 211 | 369 | 70 | 267 | 451 | 55 | **3517** | YES | E |
| 26 | RED/BLUE | 100 | 585 | 35 | 32 | 686 | 36 | 21 | 160 | 43 | 93 | 577 | 56 | **2424** | YES | D |
| 27 | RED/BIRD | 149 | 415 | 119 | 126 | 363 | 115 | 164 | 1339 | 174 | 228 | 1932 | 104 | **5228** | YES | E |
| 28 | BIRD/UNIVERSITY | 74 | 0 | 129 | 0 | 0 | 0 | 0 | 1397 | 70 | 187 | 1912 | 0 | **3769** | YES | A |
| 29 | BIRD/LEJEUNE | 218 | 833 | 84 | 176 | 952 | 176 | 160 | 1294 | 117 | 226 | 2065 | 205 | **6506** | YES | F |
| 30 | BLUE/SAN AMARO | 95 | 105 | 16 | 14 | 74 | 39 | 18 | 186 | 50 | 82 | 619 | 62 | **1360** | NO | F |
| 31 | BLUE/UNIVERSITY | 42 | 123 | 142 | 5 | 156 | 60 | 21 | 196 | 27 | 318 | 705 | 10 | **1805** | YES | B |
| 32 | BLUE/GRANADA | 89 | 350 | 17 | 11 | 381 | 437 | 167 | 171 | 53 | 25 | 696 | 22 | **2419** | YES | D |
| 33 | PONCE/LEJEUNE/GRAND | 23 | 244 | 49 | 109 | 267 | 77 | 40 | 1256 | 41 | 53 | 1376 | 38 | **3573** | YES | F |
| 34 | US-1/LE JEUNE RD | 0 | 514 | 208 | 0 | 587 | 271 | 206 | 2966 | 34 | 268 | 3032 | 6 | **8092** | YES | E |
| 35 | PONCE/RIVIERA DR | 214 | 196 | 62 | 12 | 232 | 80 | 46 | 863 | 59 | 70 | 1340 | 13 | **3187** | YES | B |
| 36 | US1/RIVIERA DR | 60 | 195 | 45 | 59 | 259 | 11 | 97 | 2911 | 44 | 20 | 2762 | 189 | **6652** | YES | C |
| 37 | BIRD RD/RIVIERA DR | 12 | 126 | 79 | 33 | 336 | 31 | 35 | 1391 | 35 | 236 | 1437 | 61 | **3812** | YES | C |
| 38 | SUNSET RD/GRANADA | 0 | 0 | 0 | 60 | 0 | 131 | 17 | 513 | 0 | 0 | 436 | 30 | **1187** | NO | C |
| 39 | GRANADA/HARDEE RD | 2 | 50 | 31 | 18 | 100 | 57 | 27 | 183 | 8 | 444 | 574 | 63 | **1557** | NO | F |
| 40 | SUNSET RD/NERVIA ST | 0 | 0 | 0 | 33 | 0 | 130 | 95 | 620 | 0 | 0 | 593 | 67 | **1538** | NO | D |
| 41 | S. ALHAMBRA CR/NERVIA | 129 | 67 | 0 | 2 | 98 | 457 | 407 | 0 | 104 | 0 | 0 | 0 | **1264** | NO | E |
| 42 | BIRD RD/SAN AMARO DR | 46 | 10 | 44 | 0 | 0 | 0 | 0 | 1442 | 41 | 29 | 1734 | 0 | **3346** | NO | F |
| 43 | BIRD RD/GRANADA BLVD | 23 | 144 | 49 | 112 | 267 | 77 | 115 | 1256 | 41 | 53 | 1410 | 39 | **3586** | YES | F |

**NOTES: [1] INTERSECTION LOS IS BASED ON THE HCM MODULE OF SYNCHRO AFTER SIGNAL TIMING HAS BEEN OPTIMIZED**
**[2] INTERSECTIONS 33 & 43 ARE 5-LEG INTERSECTIONS. NOT ALL VOLUMES ARE SHOWN IN THIS TABLE. THEY ARE PROVIDED IN ATTACHMENT 10.**

## TABLE 42
## UNIVERSITY OF MIAMI - REGIONAL TRANSPORTATION STUDY
## INTERSECTION ANALYSIS SUMMARY RESULTS

8/5/2008

| | INTERSECTION | AM LOS EXIST | AM LOS 2010 | AM LOS 2015 | AM LOS 2020 | AM LOS 2025 | AM YEAR 2025 | SIGNA-LIZED | SIGNI-FICANT | INTERSECTION IMPROVEMENT IMPROV. TYPE | INTERSECTION IMPROVEMENT LOS | PM YEAR 2025 | PM LOS EXIST | PM LOS 2010 | PM LOS 2015 | PM LOS 2020 | PM LOS 2025 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | RED/MILLER | D | D | D | D | E | OK | YES | | | | OK | C | C | D | D | E |
| 2 | SAN AMARO/MILLER | C | C | C | C | D | OK | YES | | | | OK | B | B | C | C | D |
| 3 | SAN AMARO/TRILLO | F | B | B | B | B | OK | NO | | | | OK | F | C | C | C | C |
| 4 | SAN AMARO/MEMORIAL | E | C | C | D | D | OK | NO | | | | OK | D | D | D | D | D |
| 5 | SAN AMARO/ROBBIA | C | A | A | B | B | OK | NO | | | | OK | C | B | C | C | C |
| 6 | CAMPO SANO/BRUNSON | C | C/A | A | A | A | OK | NO | YES | SIGNALIZE-2010 | B | OK | D | F/B | B | B | B |
| 7 | PISANO/UNIVERSITY | B | B | B | B | B | OK | NO | | | | OK | B | B | B | B | B |
| 8 | PISANO/CARILLO | C | C | C | C | C | OK | NO | | | | OK | B | B | B | B | B |
| 9 | PONCE/GRANADA | B | B | B | C | D | OK | YES | | | | OK | C | D | D | D | E |
| 10 | US-1/GRANADA | B | C | C | C | C | OK | YES | | | | OK | B | B | B | B | B |
| 11 | PONCE/CARILLO | C | C | C | C | D | OK | NO | | | | OK | B | B | B | B | B |
| 12 | PONCE/STANFORD | B | B | B | B | B | OK | YES | | | | OK | B | B | B | B | C |
| 13 | US-1/STANFORD | C | C | C | C | C | OK | YES | | | | OK | B | B | B | B | C |
| 14 | PONCE/MERRICK | C | C/A | A | A | A | OK | NO | YES | SBR+SIGNAL-2010 | B | OK | F | F/A | A | B | B |
| 15 | PONCE/DICKINSON | C | C/A | A | A | A | OK | NO | YES | SBR+SIGNAL-2010 | D | OK | F | F/B | B | C | D |
| 16 | PONCE/S.ALHAMBRA | B | B | C | D | E | OK | YES | | | | OK | B | B | B | B | C |
| 17 | US-1/S.ALHAMBRA | C | D | D | E | E | OK | YES | NO | N/A | | FAIL | C | F | F | F | F |
| 18 | PONCE/SAN AMARO | B | B | B | B | B | OK | YES | | | | OK | B | B | B | D | E |
| 19 | RED/LEVANTE | A | A | A | A | A | OK | YES | | | | OK | B | C | C | C | D |
| 20 | RED/US-1 | C | D | D | D | E | OK | YES | | | | OK | C | D | D | E | E |
| 21 | RED/PONCE | B | B | B | C | C | OK | NO | YES | SIG INTERCONECT | N/A | FAIL | E | F | F | F | F |
| 22 | CAMPO SANO/PISANO | C | C | C/A | A | A | OK | NO | YES | SIGNALIZE-2015 | A | OK | D | E | F/A | A | A |
| 23 | RED/BRESCIA | C | C | C | C | C/C | OK | YES | YES | ADD WBR - 2025 | E | OK | D | E | E | E | F/E |
| 24 | SUNSET/MAYNADA | C | C | C | C | C | OK | YES | | | | OK | C | C | C | C | C |
| 25 | RED/SUNSET | D | D | D | E | E | OK | YES | | | | OK | D | D | D | D | E |
| 26 | RED/BLUE | C | C | C | D | D | OK | YES | | | | OK | C | C | D | D | D |
| 27 | RED/BIRD | C | C | C | D | D | OK | YES | | | | OK | C | D | D | E | E |
| 28 | BIRD/UNIVERSITY | A | B | B | B | B | OK | YES | | | | OK | A | A | A | A | A |
| 29 | BIRD/LEJEUNE | D | E | E | E | F | FAIL | YES | NO | N/A | | FAIL | D | E | E | F | F |
| 30 | BLUE/SAN AMARO | E | F | F | F | F | FAIL | NO | NO | N/A | | FAIL | E | F | F | F | F |
| 31 | BLUE/UNIVERSITY | C | C | C | C | C | OK | YES | | | | OK | B | B | B | B | B |
| 32 | BLUE/GRANADA | B | B | B | C | B | OK | YES | | | | OK | C | C | C | D | D |
| 33 | LEJEUNE/PONCE/GRAND | E | E | F | F | F | FAIL | YES | NO | N/A | | FAIL | E | E | E | F | F |
| 34 | US-1/LE JEUNE RD | E | F | F | F | F | FAIL | YES | NO | N/A | | OK | E | D | D | D | E |
| 35 | PONCE/RIVIERA DR | B | B | B | B | B | OK | YES | | | | OK | B | B | B | B | B |
| 36 | US1/RIVIERA DR | B | B | B | B | B | OK | YES | | | | OK | B | B | B | C | C |
| 37 | BIRD RD/RIVIERA DR | B | B | B | B | B | OK | YES | | | | OK | B | C | C | C | C |
| 38 | SUNSET RD/GRANADA | C | C | C | C | C | OK | NO | | | | OK | B | C | C | C | C |
| 39 | GRANADA/HARDEE RD | F | F | F | F | F | FAIL | NO | NO | N/A | | FAIL | F | F | F | F | F |
| 40 | SUNSET RD/NERVIA ST | C | C | D | D | D | OK | NO | | | | OK | C | C | C | D | D |
| 41 | S. ALHAMBRA CR/NERVIA | A | A | B | B | B | OK | NO | | | | OK | A | D | D | E | E |
| 42 | BIRD RD/SAN AMARO DR | D | F | F | F | F | FAIL | NO | NO | N/A | | FAIL | C | D | E | E | F |
| 43 | BIRD RD/GRANADA BLVD | E | E | E | E | E | OK | YES | NO | N/A | | FAIL | D | E | E | F | F |
| | | | | | | | FAIL=6 | | | | | FAIL=8 | | | | | |




| UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY | 2025 INTERSECTION LOS AND FAILING & SIGNIFICANT ROADS | KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS | FIGURE 11 10/23/03 |
|---|---|---|---|

# 5. RESIDENTIAL STREETS

Traffic counts were collected on residential streets located between Miller Road and Blue Road. A similar count program was conducted in 2003 for the University Village traffic study. The MLOU establishes a maximum threshold for residential streets of 1,200 vehicles per day and 120 two-way vehicles per peak hour. The MLOU states that any residential streets between Miller Road and Blue Road that exceed these thresholds for existing as well as future conditions will be mitigated by UM with traffic calming measures subject to neighborhood acceptance and city approval of those measures.

Table 43 and Figure 12 provide a comparison of the 2003 and 2007 traffic volumes on the residential streets for AM and PM peak hour periods and indicate a noticeable decrease in traffic. It appears that the traffic calming improvements along San Amaro Drive and Campo Sano Avenue have had a positive impact on reducing speed and minimizing cut through traffic into residential neighborhoods.

Future traffic volumes were estimated by doubling the UMRTS regional growth rate to account for both background growth and committed developments, and assuming a conservative 5% project trip assignment distributed equally among the nine east-west residential roads. This is a conservative assumption because the majority of new UMCAD trips are related to the NSCDZ, and the NSCDZ facility is accessed only from Ponce de Leon Blvd. It is not anticipated that NSCDZ trips will use these local roads unless they originate from this area. For the remaining UMCAD trips, a distribution is not provided by the FSUTMS model because local roads are not included in the model's network. However, considering the overall model distribution and student zip code plots provided in Attachment 8, assigning 5% of UMCAD trips to these residential streets represents a conservative assumption designed to examine the worst case scenario. It should be noted that these 5% project trips were not subtracted from trip assignment on other roadways.

The 2007 traffic counts summarized in Table 43 indicate that the two-way traffic volume on Alhambra Circle was 3,965 daily trips, 419 AM and 366 PM peak hour trips. The 2007 peak hour traffic volumes are 20% to 30% lower than the traffic volumes measured in 2003. In 2025, traffic on Alhambra Circle is projected to increase to 508 AM and 444 PM peak hour trips. Alhambra Circle is classified as a residential collector. According to the City consultant, its livability threshold is 2400 daily vehicles and 240 vph. The projected daily and peak hour volumes, though much lower than the 2003 volumes, exceed the livability threshold of the road. A traffic calming study should be conducted by the University to identify appropriate and feasible traffic mitigation strategies to reduce traffic on Alhambra Circle.

From the nine local streets, only one street, Mantua Avenue, is projected in 2025 to have future traffic volumes in excess of 120 vph. Traffic on Mantua Avenue should be monitored to determine if any traffic calming measure will be needed in the future.

In conclusion, residential streets except Alhambra Circle and Mantua Avenue are expected to operate at acceptable levels of service as defined by the City. Background growth, committed development and project trips will add very few trips on these residential streets. Traffic counts performed in 2003 and 2007 indicated a noticeable decrease in daily and peak hour traffic volumes. Furthermore, roadway

improvements such as the internal roadway, realignment of Miller Road and Miller Drive, the proposed intersection improvements, and the relocation of new parking spaces to south of the canal will help further reduce campus traffic on residential streets.

**TABLE 43**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**EXISTING DAILY, AM AND PM PEAK HOUR ROADWAY VOLUME, CAPACITY AND LEVEL OF SERVICE**

5-Aug-08

| | | | | DAILY | | | | TWO-WAY AM PEAK HOUR | | | | | | TWO-WAY PM PEAK HOUR | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ROADWAY | LOCATION | LANE | 2003 TRAFFIC VOLUME | 2007 TRAFFIC VOLUME | [1],[2] DAILY L.T. | 2025 MEET LOS? | PEAK HOUR L.T. | 2003 AM PEAK HOUR | 2007 AM PEAK HOUR | [3] BACK-GROUND GROWTH | 2025 PROJECT TRIPS [4] | 2025 TOTAL TRIPS | 2025 MEET LOS? | 2003 PM PEAK HOUR | 2007 PM PEAK HOUR | [2] BACK-GROUND GROWTH | 2025 PROJECT TRIPS [3] | 2025 TOTAL TRIPS | 2025 MEET LOS? |
| Trillio Avenue | East of Red Road | 2LU | 341 | 266 | 1200 | YES | 120 | 23 | 21 | 4 | 8 | 33 | YES | 46 | 28 | 5 | 7 | 40 | YES |
| Baracoa Avenue | East of Red Road | 2LU | 444 | 361 | 1200 | YES | 120 | 38 | 30 | 6 | 8 | 44 | YES | 47 | 40 | 8 | 7 | 55 | YES |
| Ancona Avenue | East of Red Road | 2LU | 482 | 271 | 1200 | YES | 120 | 62 | 37 | 7 | 8 | 52 | YES | 37 | 21 | 4 | 7 | 32 | YES |
| Urbino Avenue | East of Red Road | 2LU | 357 | 280 | 1200 | YES | 120 | 35 | 34 | 7 | 8 | 49 | YES | 42 | 27 | 5 | 7 | 39 | YES |
| Robbia Avenue | East of Red Road | 2LU | 440 | 282 | 1200 | YES | 120 | 41 | 28 | 5 | 8 | 41 | YES | 60 | 29 | 6 | 7 | 42 | YES |
| Certosa Avenue | East of Red Road | 2LU | 320 | 322 | 1200 | YES | 120 | 48 | 54 | 11 | 8 | 73 | YES | 28 | 17 | 3 | 7 | 27 | YES |
| Sena Avenue | East of Red Road | 2LU | 481 | 304 | 1200 | YES | 120 | 59 | 36 | 7 | 8 | 51 | YES | 48 | 32 | 6 | 7 | 45 | YES |
| Cecellia Avenue | East of Red Road | 2LU | 582 | 342 | 1200 | YES | 120 | 93 | 54 | 11 | 8 | 73 | YES | 63 | 30 | 6 | 7 | 43 | YES |
| Mantua Avenue | East of Red Road | 2LU | 839 | 560 | 1200 | YES | 120 | 222 | 111 | 22 | 8 | 141 | NO | 78 | 70 | 14 | 7 | 91 | YES |
| Alhambra Circle | North of San Amaro | 2LU | N/A | 711 | 2400 | YES | 240 | N/A | 69 | 14 | 8 | 91 | YES | N/A | 62 | 12 | 7 | 81 | YES |
| Alhambra Circle | North of Miller Rd | 2LU | 5226 | 3,965 | 2400 | NO | 240 | 515 | 419 | 82 | 8 | 509 | NO | 502 | 366 | 72 | 7 | 445 | NO |

**Notes**

[1] Daily and Peak Hour Livability Threshold (L.T.) for residential streets based on the MLOU (1200 daily trips and 120 two-way peak hour trips).
[2] Daily and Peak Hour Livability Threshold for Alhambra Circle, a residential collector street, is 2400 daily trips and 240 two-way peak hour trips.
[3] Background growth rate is assumed as double of the regional growth rate to account for committed developments.
[4] A conservative 5% of UMCAD trips were assumed to impact residential streets. UMCAD trips were distributed equally between parallel residential streets.

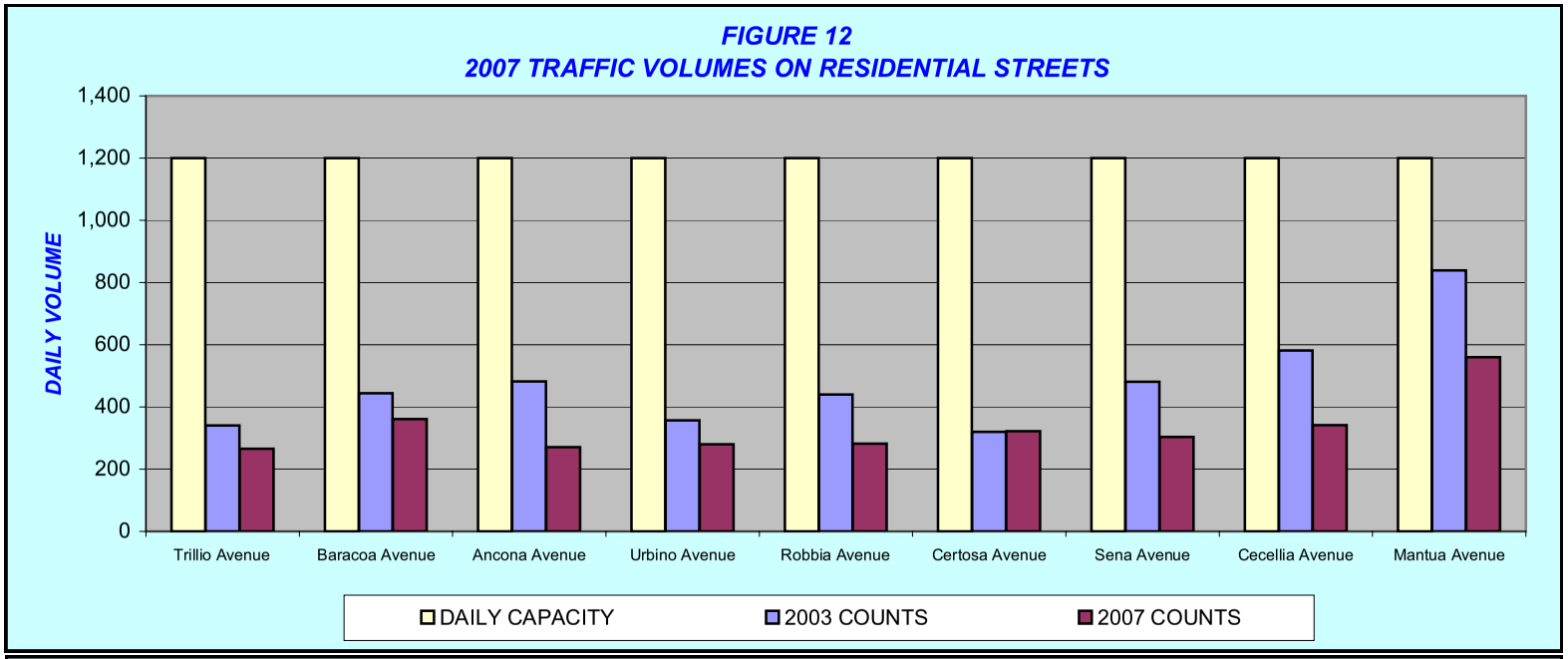
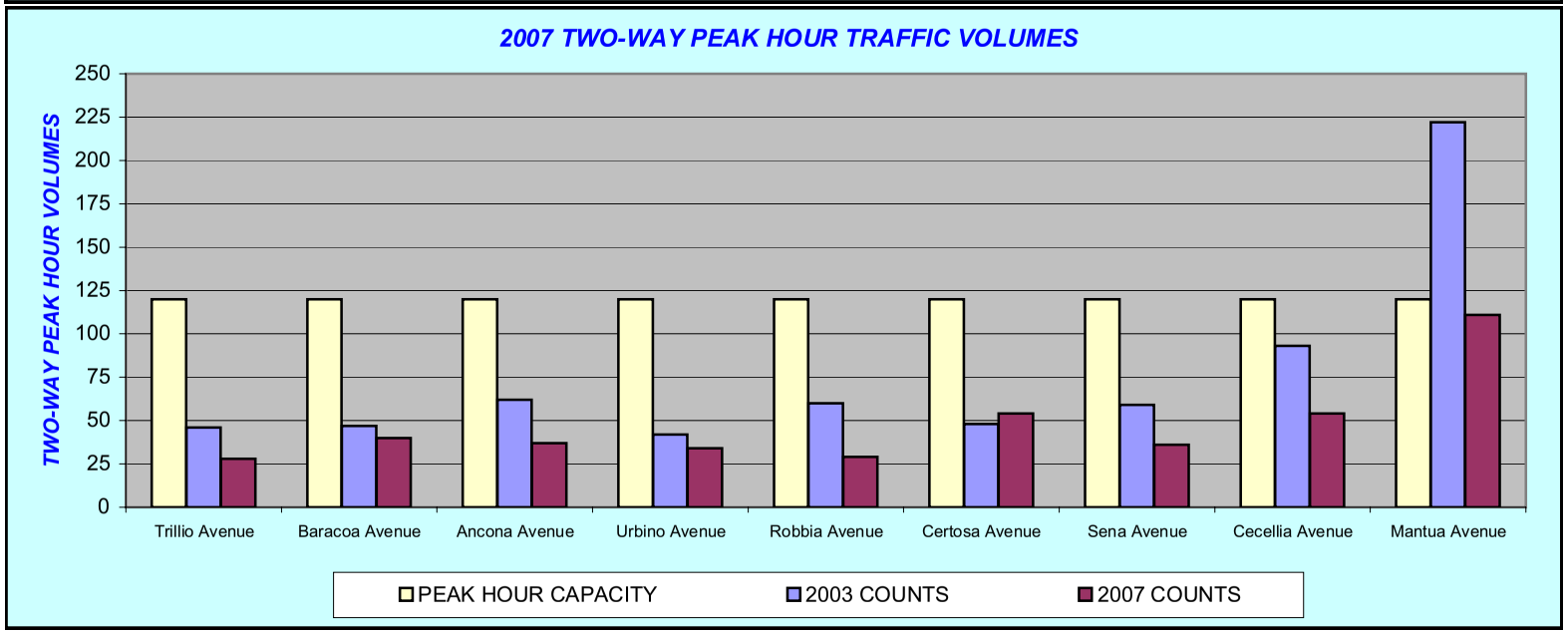


FIGURE 12
2007 TRAFFIC VOLUMES ON RESIDENTIAL STREETS
DAILY VOLUME
1,400
1,200
1,000
800
600
400
200
0
Trillio Avenue
Baracoa Avenue
Ancona Avenue
Urbino Avenue
Robbia Avenue
Certosa Avenue
Sena Avenue
Cecellia Avenue
Mantua Avenue
DAILY CAPACITY
2003 COUNTS
2007 COUNTS


2007 TWO-WAY PEAK HOUR TRAFFIC VOLUMES
TWO-WAY PEAK HOUR VOLUMES
250
225
200
175
150
125
100
75
50
25
0
Trillio Avenue
Baracoa Avenue
Ancona Avenue
Urbino Avenue
Robbia Avenue
Certosa Avenue
Sena Avenue
Cecellia Avenue
Mantua Avenue
PEAK HOUR CAPACITY
2003 COUNTS
2007 COUNTS

# 6. RECOMMENDED IMPROVEMENTS

## 6.1 RTS Recommended Improvements

The traffic analysis indicates that the implementation of the University proposed Development Plan will slightly increase traffic in 2010 and 2015 due to balancing trip reduction from fewer commuter students. Campus traffic will increase in 2020 and 2025 as Phases I and II of the NSCDZ are completed.

In 2010, though the UMRTS indicated there are no significant roadways operating below adopted LOS, the University has decided to implement the following improvements by 2010:

1. Construction of the internal roadway that includes the closure of Miller Drive and realignment of Miller Road and Miller Drive. Phase I of the internal roadway including the realignment of Miller Road will be completed by 2010. Phase II of the internal road may be completed by 2012.
2. Adding a southbound right turn lane at Dickinson Drive and Ponce de Leon Blvd and installing a traffic signal when warranted.
3. Adding a southbound right turn lane at Merrick Drive and Ponce de Leon Blvd and installing a traffic signal when warranted.
4. Installing a traffic signal at Campo Sano Avenue and Brunson Avenue when warranted.
5. Signal interconnection to improve operation and gaps on Ponce de Leon Blvd and Red Road.
6. Perform a traffic calming study to identify measures appropriate to reduce traffic on Alhambra Circle north of San Amaro Drive and Mantua Avenue west of San Amaro Drive.

In 2015, the following roadway segment becomes significant and operates below adopted LOS and therefore requires mitigation based on the proportionate share contribution as contained in Chapter 9J-2.045 Florida Administrative Code:

1. Miller Road between San Amaro Drive and Red Road

In addition, the UMRTS recommends performing the following intersection improvement:

1. Installing a traffic signal at Campo Sano Avenue and Pisano Avenue when warranted (#22).

In 2020, the following two roadway segments become significant and operate below adopted LOS, and therefore require mitigation:

1. Miller Road between San Amaro Drive and Red Road; and
2. San Amaro Drive between Levante Avenue and Ponce de Leon Blvd.

In 2025, The following roadway segments are significant and operate below adopted LOS in 2025 and therefore require mitigation:

1. Miller Road between San Amaro Drive and Red Road;
2. San Amaro Drive between Levante Avenue and Ponce de Leon Blvd.
3. San Amaro Drive between Miller Road and Levante Avenue.

In addition, the UMRTS recommends performing the following intersection improvement:

1. Adding a westbound right turn lane at the intersection of Brescia Avenue and Red Road (#23).

San Amaro Drive is currently a three lane divided road. It will require widening to a four lane cross section. The feasibility of widening Miller Road should be examined.

## 6.2 Status of Previously Programmed Improvements

The status of previously recommended improvements listed in *Attachment A* of the MLOU has been updated and the document is included in Attachment 12. The UMRTS study results have indicated that a number of these programmed improvements most notably Brescia Avenue widening, left turn phases at Miller Road and Blue Road, and median closures at residential streets may be revisited due to the updated forecasts which reduce the importance of some of these improvements.

Brescia Avenue: The recommended widening of Brescia Avenue resulted from forecasts prepared in connection with the University Village Traffic Study prepared in late 2002. The UMRTS has revealed that some of the forecasted volumes projected in the University Village Traffic Study are higher than have materialized after completion and full occupation of University Village. The recommended improvements were a combination of increasing capacity and improving access management. The final improvement of Brescia Avenue may reflect a compromise plan where sufficient capacity is still provided at intersections, but overall corridor impacts (e.g. to trees) are minimized.

Left Turn Exclusive Phases: Exclusive protected left turn phases were recommended in the UMCAD traffic reports dating back to 1992. These protected phases intended to provide increased intersection capacity and discourage use of residential streets to circumvent intersection delays. The UMRTS indicates that existing and forecasted traffic volumes do not exhibit left turn demands that warrant protected phases solely based on volume. Based on current and projected traffic volumes, FDOT has indicated it will not approve nor permit these proposed improvements.

Median Closures Near Residential Streets: As stated in the foregoing sections, the UMRTS has revealed lower traffic volumes than expected on both collector as well as residential streets as illustrated in Figure 12. The recommendation to close medians that provide access to residential streets also originates from the UMCAD traffic report of 1992 when use of residential streets by university traffic was an acute problem. In general, the residential street closures along Red Road combined with better parking policies and parking distribution has reduced volumes on key residential streets. The current programmed construction of an internal roadway through the campus linked with a direct connection into the campus at Miller Road suggests that no further median closures are warranted. However, a traffic calming study will be performed by the University to evaluate measures to reduce traffic on Alhambra Circle and Mantua Avenue.

The status of other minor previously recommended improvements is provided in Attachment 12. Some improvements related to street closure as recommended by the original University Village plans are no longer required since the University Village design was completely changed to maintain existing streets.

## 6.3 Cost of Recommended Improvements

The estimated cost for intersection improvements were based on preliminary design estimates when available. The cost of signalizing an intersection was updated to $350,000 as recommended by the City consultant. Other costs, including roadway widening, were based on FDOT published costs dated March 16, 2007. The cost to widen an urban road from 2 to 4 lanes is $5,765,000 plus an additional 25% for design and permitting. These roadway improvement costs do not include the expenses to acquire right of way.

The University's proportionate share to implement the suggested intersection improvements along Ponce de Leon Blvd and San Amaro Drive is 100% since these intersections provide direct access to the campus.

The University proportionate share cost for roadway link improvements for 2015, 2020 and 2025 are provided in Table 44, Table 45 and Table 46, respectively. Table 47 provides a preliminary estimate for all proposed improvements. Consistent with the MLOU, required improvements within the UMCAD limits will be designed, permitted and constructed by the University. This includes the cost of improving San Amaro Drive failing segments because they are located within the UMCAD limits.

The City consultant review comments, that had an important role in developing and refining the procedure for this study, are provided in Attachment 13. All the review comments were incorporated into this revised document. Attachment 13 includes responses to explain how these comments were addressed.

**TABLE 44**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2015 - PROPORTIONATE SHARE COST CONTRIBUTION FOR FAILING AND SIGNIFICANT ROADWAYS**

9/26/2008 9/26/2008

| LOCATION | EXIST ROAD TYPE | DIR | LANE PER DIR | FDOT LOS E MSV [1] | MAX ALLOW V/C [2] | MAX ALLOW VOL (MAV) | NEW ROAD TYPE | DIR | LANE PER DIR | FDOT LOS E MSV [3] | MAX ALLOW V/C [3] | MAX ALLOW VOL (MAV) | INCREASE IN MAX ALLOW VOLUME | 2020 TOTAL PROJECT AM | 2020 TOTAL PROJECT PM | HIGHEST PROJECT TRIPS AM/PM | PERCENT OF ADDED SERVICE VOLUME | SEGMENT LENGTH | 2-WAY ROAD COST PER MILE [3] | DESIGN AND PERMITTING 25% | TOTAL ROADWAY COST [3] | PROP-PORTIONATE SHARE OF COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MILLER ROAD** | | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Rd | 2LU/NS | EB | 1 | 810 | 1.00 | 810 | 4LD/NS | EB | 2 | 1,720 | 1.00 | 1,720 | 910 | 42 | N/A | 42 | 4.6% | 0.25 | $5,764,900 | $1,441,200 | $1,801,525 | **$83,147** |
| | | WB | 1 | 810 | 1.00 | 810 | | WB | 2 | 1,720 | 1.00 | 1,720 | 910 | N/A | N/A | | | | | | | |
| **TOTAL COST** | | | | | | | | | | | | | | | | | | | | | | **$83,147** |

**NOTES:**
[1] MSV BASED ON FDOT'S 2007 QUALITY/LEVEL OF SERVICE (QLOS) HANDBOOK
[2] V/C RATIO IS BASED ON THE CITY OF CORAL GABLES COMPREHENSIVE PLAN
[3] CONSTRUCTION COSTS ARE BASED ON LATEST FDOT'S TRANSPORTATION COSTS, AS UPDATED ON MARCH 16, 2007.

**TABLE 45**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2020 - PROPORTIONATE SHARE COST CONTRIBUTION FOR FAILING AND SIGNIFICANT ROADWAYS**

9/26/2008 9/26/2008

| LOCATION | EXIST ROAD TYPE | DIR | LANE PER DIR | FDOT LOS E MSV [1] | MAX ALLOW V/C [2] | MAX ALLOW VOL (MAV) | NEW ROAD TYPE | DIR | LANE PER DIR | FDOT LOS E MSV [3] | MAX ALLOW V/C [3] | MAX ALLOW VOL (MAV) | INCREASE IN MAX ALLOW VOLUME | 2020 TOTAL PROJECT AM | 2020 TOTAL PROJECT PM | HIGHEST PROJECT TRIPS AM/PM | PERCENT OF ADDED SERVICE VOLUME | SEGMENT LENGTH | 2-WAY ROAD COST PER MILE [3] | DESIGN AND PERMITTING 25% | TOTAL ROADWAY COST [3] | PROP-PORTIONATE SHARE OF COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MILLER ROAD** | | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Rd | 2LU/NS | EB | 1 | 810 | 1.00 | 810 | 4LD/NS | EB | 2 | 1,720 | 1.00 | 1,720 | 910 | 89 | N/A | 94 | 10.3% | 0.25 | $5,764,900 | $1,441,200 | $1,801,525 | **$186,092** |
| | | WB | 1 | 810 | 1.00 | 810 | | WB | 2 | 1,720 | 1.00 | 1,720 | 910 | N/A | 94 | | | | | | | |
| **SAN AMARO DRIVE [4]** | | | | | | | | | | | | | | | | | | | | | | |
| Levante Rd to Ponce | 3LD/LR | NB | 1 | 660 | 1.00 | 660 | 4LD/LR | NB | 2 | 1,320 | 1.00 | 1,320 | 660 | N/A | 55 | 55 | 100.0% | 0.10 | $5,764,900 | $1,441,200 | $360,305 | **$360,305** |
| | | SB | 2 | 1320 | 1.00 | 1,320 | | SB | 2 | 1,320 | 1.00 | 1,320 | | N/A | N/A | | [5] | | | | | |
| **TOTAL COST** | | | | | | | | | | | | | | | | | | | | | | **$546,397** |

**NOTES:**

[1] MSV BASED ON FDOT'S 2007 QUALITY/LEVEL OF SERVICE (QLOS) HANDBOOK

[2] V/C RATIO IS BASED ON THE CITY OF CORAL GABLES COMPREHENSIVE PLAN

[3] CONSTRUCTION COSTS ARE BASED ON LATEST FDOT'S TRANSPORTATION COSTS, AS UPDATED ON MARCH 16, 2007.

[4] SAN AMARO DRIVE ROADWAY IMPROVEMENTS ARE ONLY IN THE NORTHBOUND DIRECTION (SOUTHBOUND HAS ALREADY TWO LANES)

[5] PER MLOU THE PROPORTIONATE SHARE CALCULATIONS DO NOT APPLY TO SAN AMARO DRIVE BECAUSE IT IS LOCATED WITHIN UMCAD LIMITS.

**TABLE 46**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2025 - PROPORTIONATE SHARE COST CONTRIBUTION FOR FAILING AND SIGNIFICANT ROADWAYS**

9/26/2008 9/26/2008

| LOCATION | EXIST ROAD TYPE | DIR | LANE PER DIR | FDOT LOS E MSV [1] | MAX ALLOW V/C [2] | MAX ALLOW VOL (MAV) | NEW ROAD TYPE | DIR | LANE PER DIR | FDOT LOS E MSV [3] | MAX ALLOW V/C [3] | MAX ALLOW VOL (MAV) | INCREASE IN MAX ALLOW VOLUME | 2025 TOTAL PROJECT AM | 2025 TOTAL PROJECT PM | HIGHEST PROJECT TRIPS AM/PM | PERCENT OF ADDED SERVICE VOLUME | SEGMENT LENGTH (MILES) | 2-WAY ROAD COST PER MILE [3] | DESIGN AND PERMITTING 25% | TOTAL ROADWAY COST [3] | PROP-PORTIONATE SHARE OF COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **MILLER ROAD** | | | | | | | | | | | | | | | | | | | | | | |
| San Amaro to Red Rd | 2LU/NS | EB | 1 | 810 | 1.00 | 810 | 4LD/NS | EB | 2 | 1,720 | 1.00 | 1,720 | 910 | 134 | N/A | 134 | 14.7% | 0.25 | $5,764,939 | $1,441,200 | $1,801,535 | **$265,281** |
| | | WB | 1 | 810 | 1.00 | 810 | | WB | 2 | 1,720 | 1.00 | 1,720 | 910 | N/A | 132 | | | | | | | |
| **SAN AMARO DRIVE [4]** | | | | | | | | | | | | | | | | | | | | | | |
| Miller Rd to Levante | 3LU/LR | NB | 1 | 660 | 1.00 | 660 | 4LU/LR | NB | 2 | 1,320 | 1.00 | 1,320 | 660 | N/A | 66 | 66 | 100.0% | 0.57 | $5,764,939 | $1,441,200 | $2,053,750 | **$2,053,750** |
| | | SB | 2 | 1,320 | 1.00 | 1,320 | | SB | 2 | 1,320 | 1.00 | 1,320 | N/A | N/A | N/A | | [5] | | | | | |
| Levante Rd to Ponce | 3LU/LR | NB | 1 | 660 | 1.00 | 660 | 4LU/LR | NB | 2 | 1,320 | 1.00 | 1,320 | 660 | N/A | 121 | 121 | 100.0% | 0.10 | $5,764,939 | $1,441,200 | $360,307 | **$360,307** |
| | | SB | 2 | 1,320 | 1.00 | 1,320 | | SB | 2 | 1,320 | 1.00 | 1,320 | N/A | N/A | N/A | | [5] | | | | | |
| **TOTAL COST** | | | | | | | | | | | | | | | | | | | | | | **$2,679,338** |

**NOTES:**

[1] MSV BASED ON FDOT'S 2007 QUALITY/LEVEL OF SERVICE (QLOS) HANDBOOK

[2] V/C RATIO IS BASED ON THE CITY OF CORAL GABLES COMPREHENSIVE PLAN

[3] CONSTRUCTION COSTS ARE BASED ON FDOT'S 2006 TRANSPORTATION COSTS

[4] SAN AMARO DRIVE ROADWAY IMPROVEMENTS ARE ONLY IN THE NORTHBOUND DIRECTION (SOUTHBOUND HAS ALREADY TWO LANES)

[5] PER MLOU THE PROPORTIONATE SHARE CALCULATIONS DO NOT APPLY TO SAN AMARO DRIVE BECAUSE IT IS LOCATED WITHIN UMCAD LIMITS.

**TABLE 47**
**UNIVERSITY OF MIAMI REGIONAL TRANSPORTATION STUDY**
**PRELIMINARY IMPROVEMENT COST SUMMARY PER UMCAD PHASE**

9/26/2008

| PHASE | IMPROVEMENT | TYPE | TOTAL PRELIMINARY COST [1] | PROPOR-TIONATE SHARE | UM PRELIMINARY COST [2] |
|---|---|---|---|---|---|
| 2010 | 2007 REGIONAL TRAFFIC STUDY REQUIREMENTS | | | | |
| | ROADWAY INPROVEMENTS | | | | |
| | None | | $0 | 0% | $0 |
| | INTERSECTION AND OTHER IMPROVEMENTS | | | | |
| | Dickinson Drive & Ponce de Leon Blvd | Add SB Right Turn Lane + Signalization if warranted | $550,000 | 100% | $550,000 |
| | Merrick Drive & Ponce de Leon Blvd | Add SB Right Turn Lane + Signalization if warranted | $550,000 | 100% | $550,000 |
| | Campo Sano Avenue and Brunson Avenue | Signalization if warranted | $350,000 | 100% | $350,000 |
| | Align Miller Road and Miller Drive [3] | Reconstruction & Intersection Improvement w/o WB | $1,755,000 | 100% | $1,755,000 |
| | Improve westbound right turn at Ponce & Red | Signal interconnect for improving gaps & operation | $100,000 | 100% | $100,000 |
| | Neighborhood traffic calming | Traffic calming on Alhambra Circle/Mantura Avenue | $150,000 | 100% | $100,000 |
| | **SUBTOTAL RTS IMPROVEMENT COST** | | | | **$3,405,000** |
| | PREVIOUS UMCAD REQUIREMENTS | | | | |
| | San Amaro Drive & Brescia Ave | Signalization if warranted | $350,000 | 100% | $275,000 |
| | US-1 / Stanford Drive | Adding northeastbound left turn storage | $300,000 | 100% | $300,000 |
| | US-1 / S. Alhambra Circle | Adding northeastbound left turn storage | $300,000 | 100% | $300,000 |
| | Remove 2 parking meters on San Amaro Dr. [4] | Remove 2 parking meters and stripe lanes | $100,000 | 100% | $100,000 |
| | Protected LT Phase at Red/Blue & Red/Miller | Both improvements denied by FDOT | $150,000 | 0% | $0 |
| | Protected LT Phase at Red Rd & Albenga Ave | Improvement denied by FDOT | $350,000 | 0% | $0 |
| | Neighborhood Safety / Median Closures | RTS => Closures not needed, Monitor Mantura Ave | $350,000 | 0% | $0 |
| | Widening Brescia Avenue [5] | RTS => Widening not needed | $800,000 | 0% | $0 |
| | **SUBTOTAL PREVIOUS UMCAD REQ. COST** | | | | **$975,000** |
| | TOTAL IMPROVEMENT COSTS FOR 2010 | | | | **$4,380,000** |
| 2015 | 2007 REGIONAL TRAFFIC STUDY REQUIREMENTS | | | | |
| | ROADWAY INPROVEMENTS | | | | |
| | Miller Road: San Amaro to Red Road | Widen from 2 Lanes to 4 Lanes | $1,801,525 | 4.62% | $83,147 |
| | **TOTAL ROADWAY COST** | | | | **$83,147** |
| | INTERSECTION IMPROVEMENTS | | | | |
| | Campo Sano Avenue and Pisano Avenue | Signalization if warranted | $350,000 | 100% | $350,000 |
| | **SUBTOTAL RTS IMPROVEMENT COST** | | | | **$433,147** |
| | TOTAL IMPROVEMENT COSTS FOR 2015 | | | | **$433,147** |
| 2020 | 2007 REGIONAL TRAFFIC STUDY REQUIREMENTS | | | | |
| | ROADWAY INPROVEMENTS | | | | |
| | Miller Road: San Amaro to Red Road | Widen from 2 Lanes to 4 Lanes | $1,801,525 | 10.33% | $186,092 |
| | San Amaro Drive: from Levante to Ponce | Widen northbound from 1 to 2 Lanes | $360,305 | 100.00% | $360,305 |
| | **TOTAL CUMULATIVE ROADWAY COST** | | | | **$546,397** |
| | **TOTAL NET ROADWAY COST** | Less 2015 Miller Road Improvement Costs | | | **$463,249** |
| | INTERSECTION IMPROVEMENTS | | | | |
| | none | | $0 | 0% | $0 |
| | **SUBTOTAL RTS IMPROVEMENT COST** | | | | **$463,249** |
| | TOTAL IMPROVEMENT COSTS FOR 2020 | | | | **$463,249** |
| 2025 | 2007 REGIONAL TRAFFIC STUDY REQUIREMENTS | | | | |
| | ROADWAY INPROVEMENTS | | | | |
| | Miller Road: San Amaro to Red Road | Widen from 2 Lanes to 4 Lanes | $1,801,535 | 14.73% | $265,281 |
| | San Amaro Drive: from Miller to Levante | Widen northbound from 1 to 2 Lanes | $2,053,750 | 100.00% | $2,053,750 |
| | San Amaro Drive: from Levante to Ponce | Widen northbound from 1 to 2 Lanes | $360,307 | 100.00% | $360,307 |
| | **TOTAL CUMULATIVE ROADWAY COST** | | | | **$2,679,338** |
| | **TOTAL NET ROADWAY COST** | Less 2015 & 2020 Miller & San Amaro Improv. Costs | | | **$2,132,941** |
| | INTERSECTION IMPROVEMENTS | | | | |
| | Brescia Avenue and Red Road | Adding WB right turn lane and relocating utilities | $350,000 | 100% | **$350,000** |
| | **SUBTOTAL RTS IMPROVEMENT COST** | | | | **$2,482,941** |
| | TOTAL IMPROVEMENT COSTS FOR 2025 | | | | **$2,482,941** |
| TOTAL IMPROVEMENT COST FROM 2010 TO 2025 | | | | | **$7,759,338** |

**NOTES:**

[1] All costs are preliminary and based on pre-design costs or statewide averages. Detailed costs should be estimated for each proposed imporvement.
[2] Roadway construction costs are in 2007 dollars. Intersection construction cost as well as traffic calming and signalization costs are in 2008 dollars.
[3] The realignment and improvement costs of Miller Road do not include the cost incured on the east approach within the University Campus.
[4] The City and University are currently negociating the payment amount for lost revenues from the parking meters.
[5] Widening of Brescia Avenue no longer needed based on updated traffic projections, it is subject to City of Coral Gables scope verification.

# 7. CONCURRENCY

Concurrency for the Nursing School, Communication School, Lowe Art Museum and residential units was addressed in a study presented to the City of Coral Gables on August 25, 2004. A letter submitted on October 3, 2005 addressed concurrency for the School of Business Residential College. The analysis method used in both studies was consistent with the agreement reached on August 21, 2003 regarding the Convocation Center, when it was agreed that concurrency can be based on actual peak hour traffic impact of the facility rather than a default trip rate from the Concurrency Management System (CMS) database.

The City of Coral Gables has updated its concurrency system and new capacities were estimated for all the traffic zones within the City. Concurrency has been evaluated for the proposed UMCAD Development Plan using a methodology consistent with the latest concurrency studies performed for UM facilities and approved by the City in 2004. The concurrency analysis is based on actual peak hour traffic impact of the proposed facilities, instead of using a default trip rate per square feet of development from the old Concurrency Management System (CMS) database. This approach was consistent with the classification of UMCAD buildings into academic (Type 1) versus non-academic (Type 2) to distinguish between their impact on traffic. Type 1 trips are linked to the student and staff population, whereas Type 2 buildings generate new trips independent from the student population. ITE trip rates were used to estimate daily and peak hour new trips generated by Type 2 buildings

Concurrency was evaluated based on the net change in Campus trips generated by each phase of the proposed Development Plan. The regional study indicated that the net external peak hour trips generated by the UMCAD development program are 99 trips in 2010, 378 trips in 2015, 867 trips in 2020 and 1,442 trips in 2025 as depicted in Table 12. In 2025, at full development of the NSCDZ and all UMCAD facilities, the net increase in campus traffic, after accounting for trip reduction due to fewer commuter students, is 11,500 daily trips as shown in Table 1. Therefore, the maximum reserve capacity requirement to accommodate the UMCAD projects is 11,500 daily trips as depicted in Table 1. The three zones that comprise the University campus have for the purpose of concurrency been evaluated collectively. The latest Concurrency Information Statements obtained from the City on December 4, 2007 and provided in Attachment 14, indicates that the residual capacities in University Zones 46, 47 and 50 were 9,122; 12,617 and 3647 daily trips, respectively, for a combined residual capacity of 25,413 daily trips, well in excess of the UMCAD 11,500 daily trips. Therefore there are sufficient remaining trips in the University zones to satisfy concurrency for the buildout of the proposed UMCAD Development Plan.

# 8. FURTHER CONSIDERATIONS

INTERNAL ROADWAY CONNECTOR, PHASE-I AND PHASE-II

## 8.1 Introduction

Two important things are occurring at the same time: (a) the conceptual development of the internal roadway is underway as (b) the preparation of the 2007 UMRTS proceeds. The conceptual and design plans for the internal roadway are divided in two phases with construction dates two years apart; Phase I in 2010, and Phase II in 2012. The design plans will continue to evolve between the submittal of this 2007 UMRTS and the Phase I plan submittal (December 2008). The 2007 UMRTS includes both phases of the internal road.

The dual processes described above revealed numerous important observations relative to the internal road. These observations are set forth in this section. All page references in this section refer to the 1992 traffic and parking report prepared for the University of Miami in support of the UMCAD ordinance as explained in Section 8.2.

## 8.2 Evolution of the Concept

The University of Miami Campus Area Development District (UMCAD) was supported by a traffic and parking study authored by Ralph Burke Associates of Park Ridge Illinois, and Joseph F. Rice, P.E, Miami, Florida ("1992 report"). This study began in 1989 and resulted in a final report in 1992. The 1992 report contained a number of recommended traffic mitigations. These mitigations were intended to improve traffic impacts on surrounding residential neighborhoods and on arterial approach roads to the campus. During that time, (1989-1992) there was a perception among the neighbors surrounding the campus that traffic on local neighborhood streets during rush hours was predominantly generated by university commuter students and staff. The completion of the 1992 traffic and parking study resulted in an opinion from the authors that a percentage of this traffic was taking short cuts from Red Road and areas to the west to get to downtown Coral Gables, and actual university traffic was relatively low (pages 34, 45).

The 1992 report discusses the concept of internal connectivity within the campus so that student vehicles could access various parking lots without having to first exit onto the peripheral roadways. Two principal connections were discussed: (1) connecting Lot 102 with Lot 1-109 at the northeast corner of the campus and (2) connecting Lot 1-109 with Lot 2-109 (Appendix; pages 11- 12). The objectives were to increase access to parking and to reduce traffic. These prospective "connections" are discussed in detail on page 43 of the 1992 report and the merits of a formal internal roadway are dismissed due to the negative impacts on potential vehicle speeds, vehicle/pedestrian interactions, and the severe loss of parking. A more modest connection between these lots was recommended by the authors to primarily increase accessibility to parking and prevent the need to exit and re-enter campus as part of parking search patterns (page 43).

## 8.3 Relevance of 1992 to 2007 Conditions

All of the recommendations contained in the 1992 report were based on conditions and assumptions that are no longer current due to subsequent changes which include, by way of example, the following:

- Since 1992 a number of these residential streets south of Miller Road have in fact been closed at Red Road including Mataro Avenue, Delgado Avenue, Zoreta Avenue, Consolata Avenue, and Zuleta Avenue.

- Traffic calming and realignments of streets intersecting Campo Sano was suggested to improve operations and safety (page 48). A traffic calming project in this area funded by the University was completed in the early 2000s and includes a median on San Amaro Drive and Campo Sano, modified intersection alignments, and a modern roundabout at San Amaro Drive and Certosa Avenue.

- Student traffic has also reduced as a result of higher ridership on the shuttles. In 1989-1990 the shuttle ridership was 500,000 annually on six buses. Presently, with nearly the same student population the ridership is over 900,000 annually with 17 shuttle buses operating during peak hours. Such use of the shuttle buses translates directly to less vehicle trips on local and peripheral streets by university students. These trip reductions through the use of shuttles were achieved prior to the implementation of internal roadway connections on campus.

- The completion of University Village between Red Road and San Amaro Drive has provided additional campus housing for 800 students who are restricted from parking anywhere other than in the designated areas at University Village between the hours of 8 a.m. and 4 p.m., Monday through Friday, thereby further reducing student vehicles during peak hours. These students rely on shuttles buses for transportation during these restricted hours.

- Additional residential colleges are proposed in future development phases converting commuter students to resident students thereby further reducing peak hour traffic. Parking structures have been built along Ponce de Leon Boulevard which has shifted the commuter parking patterns away from the residential neighborhoods that surround the academic core.

- During the 1996 UMCAD Parking and Traffic update, it was observed that high volumes of traffic entering at Miller Drive and San Amaro Drive did not find parking and exited shortly after entering to search for available parking. That pattern has been reduced by the parking structures at Ponce de Leon and the connecting shuttles with five minute headways.

The combined effect of the street closures, parking garages with shuttles, and more student housing on campus has held the annual peak hour vehicular growth rate on San Amaro Drive in the northern quadrant of the campus to 0.4% in the AM and 0.5% per year in the PM for the last 17 years. This reflects a very stable traffic pattern and a very low annual growth rate which is not expected to change in the future. Clearly, traffic volumes and patterns pertaining to university impacts on adjoining neighborhood streets have reduced significantly since 1992.

## 8.4 Phase-I Internal Roadway Connection

The benefits from the enhanced internal connections of the campus are intended to provide access to parking, reduce use of the external streets to search for parking, and accommodate as much of the shuttle route within the campus as is feasible. The Phase I section of the internal roadway achieves this goal. According to the 2007 UMRTS forecasts by year 2025 the university traffic entering and exiting the campus at Miller Road that would otherwise travel on San Amaro Drive to driveways between Miller Road and Memorial Drive totals 350 vehicles in the AM peak hour and 300 vehicles in the PM peak hour. That is a significant diversion of university traffic off San Amaro Drive. It also allows the main access to the university campus on the west side to be at a signalized intersection. The Phase I internal roadway connection extends from the extension of Miller Road north to the Arboretum.

## 8.5 Phase-II Internal Roadway Connection

Unlike Phase I, Phase II of the internal road is not forecasted to divert significant traffic volumes from the peripheral roadways (Campo Sano Avenue, Pisano Avenue) because it does not introduce a new access point opposite a signalized arterial roadway in a way that directs significant commuter traffic from the peripheral roads into the campus. Commonly accepted traffic principles suggest that university traffic approaching from the west with destinations on the east side of the campus will stay on external approach roads until they reach a convenient access point to that area. The same applies to university traffic approaching from the east. Once students are located on the campus, an internal connection to look for parking may be desirable. However, because the internal road will be utilized by shuttle buses, and the posted speed limit will be less than for external streets, it is likely that if the student or staff desired to travel to the opposite side of the campus to exit the area, they would most likely exit at the nearest driveway and travel around the campus on external streets. As such, the use of the Phase II internal connector will be limited to a small segment of the commuter population.

The principal benefit derived from Phase II is the connection of isolated parking lots and a pathway for future shuttle connections. For the purpose of the 2007 UMRTS, Phase II diversion from Campo Sano Avenue was forecasted at only 5%. Thus the goal behind the recommended connection contained in the 1992 report is achieved by simply connecting the parking lots in Phase II but does not necessitate a formal roadway. The results of the 2007 UMRTS suggest that the Phase II connection results in minimal benefit, if any, to the northeastern neighborhoods between San Amaro Drive and Red Road.

# ATTACHMENT 1
# METHODOLOGY LETTER OF UNDERSTANDING

University of Miami

# Final Study Methodology Traffic Updates for the

University of Miami
Campus Area Development District
(UMCAD)

Coral Gables Campus

February 5, 2007

Revised March 5, 2007

Keith and Schnars, P.A. Project #15121.01

Prepared by:

KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS
6500 N. Andrews Ave. • Fort Lauderdale, FL 33309
(954) 776-1616 • (954)771-7690 Fax

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FINAL STUDY METHODOLOGY

TRAFFIC UPDATES

FOR THE

UNIVERSITY OF MIAMI CAMPUS AREA DEVELOPMENT DISTRICT ("UMCAD")
CORAL GABLES CAMPUS

March 5, 2007

## I. GENERAL STUDY OBJECTIVES

Article 4 of the City of Coral Gables zoning codes contains Section 4-202 University of Miami Campus Area Development (UMCAD) district, wherein applicable standards, regulations, and requirements are set forth by which the university's growth and development are governed and reviewed. Among other requirements, Section 4-202 (E) "Supplementary reports" requires supplementary reports to be submitted including those addressing traffic and parking. More specifically, Section 4-202 (H) "Vehicular access and circulation" sets forth the requirement that a Traffic Impact Analysis Report shall accompany the Annual Report whenever the development or redevelopment projects individually or collectively constitute a net increase to the campus gross floor area of two-hundred thousand (200,000) square feet. The report is generally described within that section to assess existing and projected roadway conditions, levels of service, traffic volumes and capacities, impacts on neighboring residential streets, mitigations and safety enhancements as warranted by the impact of the proposed development within the UMCAD district.

To date, several UMCAD traffic impact analysis reports for developments within the UMCAD district have been submitted consistent with the requirements of Section 4-202 as triggered by the 200,000 square feet threshold. These submittals included impacts within the UMCAD area as well as areas immediately surrounding the UMCAD boundaries consistent with the scope and boundaries of traffic studies originally submitted for the approval and adoption of the UMCAD district. The city staff has expressed a desire to expand the study area to SW 40th Street (Bird Road) to the north, SW 72nd Street (Sunset Drive) to the south, Le Jeune Road to the east and SW 57th Avenue (Red Road) to the west. The purpose of studying the expanded areas is to understand the extent of university related traffic in neighborhoods surrounding the university. Because such broad studies are most practical for long range applications rather than annual monitoring, this methodology sets forth a balance between the localized UMCAD impacts and broader regional impacts while remaining consistent with the requirements of Section 4-202 of the city ordinances.

A. UMCAD Regional Traffic Study (UMRTS) report is generally defined herein as a traffic impact assessment that measures traffic impacts within a broad study area well beyond what has historically been submitted for UMCAD submittals and extends to SW 40th Street (Bird Road) to the north, SW 72nd Street (Sunset Drive) to the south, Le Jeune Road to the east and SW 57th Avenue (Red Road) to the west as detailed in Exhibit 1. These UMRTS reports will be

submitted when the individual; or cumulative campus developments have reached or exceeded 200,000 gross square feet of net new building area and the developments have the ability to generate a significant traffic impact that could change the levels of service throughout the regional roadway system within the UMRTS study area. Consistent with DRI terminology, a significant impact is defined when the project (UMCAD) trips from new development equal or exceed five percent (5%) of the directional maximum service volume of an arterial or local collector roadway within the study area. In this context, significance is not affected by the existing or projected failure of the roadway level of service. Because the UMRTS is a substantial study in terms of scope and study area, the UMRTS reports will not be prepared more frequently than once every five (5) years unless a significant traffic impact as described above is anticipated from one or more UMCAD facilities that also meet the prescribed 200,000 square feet threshold. The UMRTS is intended to provide a detailed, overview of impacts, over a broader area, mitigations, and update university specific trip rates for resident and commuter students as will be needed for the UMRTS as well as the local traffic impact analyses of UMCAD facilities studied under the UMTIA definition below (B). The UMRTS forms the baseline for future analyses and updates and provides a benchmark for future traffic related determinations and mitigations.

B. UMCAD Traffic Impact Analysis (UMTIA) report is generally defined herein as a traffic impact assessment that is submitted in support of an UMCAD amendment or facility where either the 200,000 square feet threshold does not result in significant net new traffic impacts as generally described in section I-A above or where a site specific traffic analysis for the area immediately surrounding the development site is deemed appropriate to address immediate access, traffic control, safety and general circulation issues including shuttles and pedestrians. Because the UMTIA will depend on the individual characteristics of each UMCAD facility the study area for a UMTIA will be defined and agreed upon based on each specific development being proposed but not extend throughout the UMCAD district or generally beyond the UMCAD boundaries as they exist at the time the UMTIA is initiated, presently formed by Red Road, Mataro Ave, San Amaro Drive, Campo Sano Ave, Pisano Avenue, Granada Blvd, Ponce De Leon Blvd. and Levante Avenue as detailed on Exhibit 2. The facility types and programmed campus improvements as well as roadway improvements within the limited study area will be reviewed and incorporated into the UMTIA using the same process and methodology as is used in the UMRTS at a more local and limited scale.

## II. UMCAD REGIONAL TRAFFIC STUDY (UMRTS)

A. The objective of this Regional Traffic Study is to identify the long-term regional transportation impacts associated with the expansion, redevelopment, and development of planned facilities on the Coral Gables Campus of the University of Miami (UM). These facilities are identified in the University of Miami Campus Area Development District (UMCAD) documents and amendments The UMRTS is intended to identify the regional impacts and appropriate mitigation to accommodate the remainder of the UMCAD facilities, namely those that have not already been addressed or mitigated. There are numerous exhibits to this methodology many of which are temporal in nature and will need to be completed and agreed upon with signature blocks each time the UMRTS is initiated. Exhibits 1, 2, 4 and 4B are not anticipated to change

throughout the UMRTS studies unless modifications are mutually agreed upon by UM and the city or as may be further described in the body of this study methodology. Exhibits 3 and 5 through 8B will be submitted for review and approval each time the UMRTS is initiated. An updated draft of Exhibit 9 will be submitted at initiation of a UMRTS and resubmitted with the completed UMRTS report including any new recommended improvements and corresponding implementation schedules.

## B. Framework

The UMRTS by its design is a regional study with boundaries extending well beyond the Campus itself. As such, the scope of study has been structured in a framework similar to that for a Development of Regional Impact (DRI) as set forth in Chapter 380 of the Florida Statutes and in the Site Impact Handbook by the Florida Department of Transportation date April 1997. However, since this UMRTS is not intended to be a DRI, most of the regulatory procedures set forth for a DRI will not apply. However, the basic scope elements for the traffic portion of a DRI (Question 21) will be used such as measures for project significance and proportionate share calculations for appropriate transportation mitigations where facilities operate below the adopted level of service. Any mitigation that is needed within the study area defined by Exhibit 2 or any of the residential streets included in the UMRTS will be designed, permitted and constructed by UM and not be mitigated under the mechanism of proportionate share costs. Proportionate share calculations will de applied as defined by the Department of Community Affairs. The general formula is as follows: [project trips / (service volume increase) x cost]. As applied to this UMRTS the project trips are defined as the trips resulting from new UMCAD facilities on a regional road segment or intersection. The servive volume increase will be the increase in peak hour service volume resulting from an improvement. The cost is the construction cost of the roadway or intersection improvement. Simply stated UM is only responsible for the proportion of the cost that equates to the proportion of the new capacity created by the improvement that is being used by the new UMCAD trips. For purposes of establishing approved and mitigated development, all UMCAD facilities built or approved for construction or that were part of a prior UMCAD update traffic study based on the 200,000 SF thresholds contained in Section 4-202 of the City of Coral Gables zoning codes shall be considered previously mitigated and treated as existing or background traffic relative to mitigation and impacts. However, any changes in the previously approved portions of the project will be subject to additional analysis, review and/or mitigation as appropriate. A list of previously approved and mitigated facilities as of the date of this MLOU is attached as Exhibit 3.

## C. UMRTS Study Area

The study area boundaries include the areas surrounding the University of Miami Coral Gables Campus, with boundaries formed by regional arterials consisting of Bird Road (SW 40th Street) to the north, Sunset Drive (SW 72nd Street) to the south, Le Jeune Road (SW 42nd Avenue) to the east, and Red Road (SW 57th Avenue) to the west. The study area contains an approximate 3.5 square miles of area bordering the Cities of Miami, South Miami, and unincorporated Miami-Dade County. It is within this study area that regional roadways and

significantly impacted local roadways and intersections will be addressed. A series of local residential streets are also included generally located between Miller Road and Blue Road. The study area is depicted in Exhibit 1.

## D. Existing Conditions

1. Traffic Counts: The base or existing conditions upon which the impact of the new facilities will be based consists of the AM and PM peak hours and daily conditions during the most current month of peak campus activity. For the UM campus, that month has historically been either March or October through early November. The existing and background traffic conditions for the first UMRTS will therefore be recorded during March 2007. Future updates of the UMRTS may be based on either March or October/November based upon the time of year during which the study is initiated. The comprehensive count program will include forty-three (43) intersections and twenty six (26) bi-directional machine counts. The intersections will be counted on one typical weekday (Tuesday, Wednesday or Thursday) from 7:00 AM to 10:00 AM and from 3:00 PM to 6:00 PM recorded in 15-minute increments to capture the peak arrival and departure periods for the students. The bi-directional machine counts (road tubes) will be installed for forty eight (48) hours (Tuesday through Thursday) yielding daily and peak hour traffic volumes also in 15-minute increments. The first regional traffic study will include bi-directional machine counts on the residential streets between Miller Road and Blue Road as well as at the residential towers at Mahoney Pearson and University Village. These counts will be repeated with each update of the UMRTS. The count locations are listed in Exhibit 4. The count locations may be substituted or amended as mutually agreed upon with the city at the initiation of each UMRTS agreement. The total number of intersections will not exceed 43 locations.

2. Level of Service: Existing levels of service (LOS) will be calculated for each roadway consistent with the LOS standard as identified in the City of Coral Gables Comprehensive Plan. LOS E shall be the minimum standard for any and all locations/transportation facilities including intersections, not explicitly covered by the subject Plan. To be consistent with current level of service criteria as established by the Florida Department of Community Affairs (DCA) for Comprehensive Plans and Transportation Concurrency, the LOS for roadway segments shall be measured on a peak directional basis. Intersections shall be evaluated using the latest update of the Highway Capacity Manual's software. Where appropriate, a roadway level of service may be evaluated using operational software such as ART-PLAN, SYNCHRO or CORSIM at the option of UM. The LOS standards for the roadways and intersections within the study area are set forth in Exhibit 5. Standards for residential streets shall generally be established based peak hours not exceeding 120 vehicles, or daily traffic volumes not exceeding 1,200 vehicles for both directions of travel. Any residential streets between Miller Road and Blue Road that exceed these thresholds for existing as well as future conditions will be mitigated by UM with traffic calming measures subject to neighborhood acceptance and city approval of those measures.

## E. Programmed Improvements

1. Public Programs: Intersection or roadway improvements that are under construction shall be considered as existing for the purpose of the study. Intersection or roadway improvements that are funded, or scheduled for construction within three (3) years of approval of the MLOU and upon the start of any new UMRTS shall for the purpose of traffic evaluations be included in the study as assured construction by others. A list of those improvements will be provided to the City for verification prior to their inclusion into the UMRTS and set forth in Exhibit 6A.

2. Private Programs: Private improvements of roadways and intersections that are funded or assured through the posting of a bond shall also be included in the analysis. Improvements that are contained in a Development Order (DO) for a Development of Regional Impact (DRI) shall be included if the trips associated with a development entitlement resulting from that improvement are included within the UMRTS as committed development. A list of those improvements will be provided to the City for verification prior to their inclusion into the UMRTS and set forth in Exhibit 6B.

## F. Background Conditions

1. Historic Growth Rate: The historic traffic growth rate will be calculated for all the regional and sub-regional roadways within the study area and within two (2) miles of the area surrounding the study area for which historical traffic count station data is available. The data used will be the published Average Annual Daily Traffic (AADT) for the past five years if available from the FDOT and Miami-Dade County. Background traffic will be projected to the first five-year phase of development using that procedure. Any negative values or values below 0.5% will be replaced with 0.5% per year positive growth as a minimum annual rate subject to review by city staff. Background traffic beyond the first five year phase of development will be forecasted based on the growth rate derived from the current Miami-Dade County MPO's Long Range Cost Feasible Model. The growth rates calculated for the first phase of UMCAD development or subsequent five year phases will be calculated and applied on an area wide basis based on the overall weighted average growth rate. Future background traffic volumes for future development phases may not be lower than the background volume calculated for the first phase of development within the update of the UMRTS. All growth rates to be used in the UMRTS will be submitted to the city for review and comment prior to being incorporated into the analysis.

2. Committed Developments: Committed developments will be included in the analysis and their traffic will be assigned throughout the UMCAD study area. Committed developments are those projects that have received approval in some form of legal entitlement but have not yet initiated or completed development. Those developments shall be considered a "committed" development if the entitlement occurred before the date the UMRTS is initiated and the committed development inventory is requested from the local governments. The committed developments shall be obtained and confirmed in writing

from each local government within or surrounding the study area. If site specific traffic studies were performed for these developments, the approved distribution and trip generation shall be applied in the analysis. If there are no site specific traffic studies available, the traffic distribution shall be derived with the uses of the MPO's model, and trip generation shall be calculated using the 7th Edition of *Trip Generation* by the Institute of Transportation Engineers. The committed developments obtained and used in the analysis will be set forth in Exhibit 7 and submitted to the City for review and comment before they are applied in the analysis. City comments of Exhibit 7 will include the deletion of committed developments that are considered to be insignificant in scale and included in the study as part of background growth rates.

## G. Project (U.M.) Trip Generation

1. Student Trip Rates: A UM specific student trip rate shall be measured and applied in the UMRTS update studies. Key portal intersections to the campus area where AM and PM peak hour traffic counts have been conducted shall be used to measure the blended student, faculty and staff trip rate by dividing the student population by the adjusted total inbound and outbound traffic volume to the campus area. The development of the trip rates will include separation of student population into commuters as well as resident students. The specific trip rate for resident students previously documented from studies of the Mahoney-Pearson Residential College in September of 2002 as part of the University Village Traffic Study will be updated and include resident student trip rates measured at the completed portion of University Village. This trip rate update will be part of the first UMRTS and future updates of the UMRTS but the locations may be substituted to measure new on-campus residential developments that may have been built between updates of the UMRTS as agreed upon with city staff. These trip rates for all applicable peak hours will be used to calculate the changing trip generation patterns for future development phases when the resident students will increase in proportion to the total student population. Additional consideration will be given to the anticipated changes in faculty and staff since they also impact the total trip rate. Each UMRTS will include a table or exhibit that provides the historic and current student, faculty and staff populations by year including the forecasted changes for the study phase years 2010, 2015, 2020 and 2025. This will be fully documented on a phase-by-phase basis throughout the traffic analysis.

2. Facility Trip Rates: In addition to Campus trips being generated by students, faculty and staff, additional external trips are anticipated from special facilities approved in the original or amended UMCAD plan that are less student oriented. To distinguish between Campus facilities accounted for in the calculated trip rates per student and those, which would generate additional external trips, a classification system was established for each facility type proposed in the UMCAD plan. This approach was applied in the previous UMCAD amendments and update traffic and concurrency studies in October 1999 and June 2000 both of which were reviewed by City consultants and staff.

The facilities proposed in the UMCAD were classified as Type 1, Type 2, or a combination of both types (i.e. Type 1 - 2). The facilities currently proposed and their designations (Type) are depicted in Exhibit 8A. The predominant use of most UMCAD facilities is to directly serve and support the student population, staff and faculty. Such facilities are classified as Type 1 because the external trips are generated by the student population and the trips are accounted for in the student trip rates. However, a small number of facilities generate external trips not directly related to the student population; these are classified as Type 2. Since the student population will remain fairly constant over the future years, it is the Type 2 facilities that will generate the majority of new trips in the future. Those, which are a combination, such as research facilities attended by students as well as outside work forces, are classified as Type 1 - 2. For the Type 2, the trip generation rates applied will be from the latest edition of the Institute of Transportation Engineers *Trip Generation*, currently the 7th Edition. The Type 1 - 2 will be a combination of rates as may be applicable to the specific facility and use being evaluated. The facility types for the proposed facilities and their corresponding trip generation will be listed in Exhibit 8B and will be submitted and reviewed with city staff and consultants prior to being incorporated into the traffic analysis.

## H. Trip Distribution

Trip distribution for the additional trip generation will be assigned onto the study area roadways and intersections based upon three evaluations. The first is the use of the MPO model with assignments (%) being identified from a select zone analysis, which is then applied to the trip generation. This will mostly apply to the Type 2 facilities as previously described. The second is identifying the home location of the commuter students by zip codes to estimate the logical travel path to and from the University Campus. The third is a review of the existing travel patterns to and from the Campus as derived from the existing peak hour turning movement counts at the portal locations to the campus, and any shift as may be anticipated from the future UMCAD development patterns as well as the re-routing of student trips resulting from the conversion of commuter trips to resident trips. Any approach or combination of approaches used in the analysis will be reported and applied separately for each trip type before combining the trips to estimate the assignment of project trips onto the study area roadways and fully supported in text or illustrative diagrams. Assignment of project trips through the residential streets is directly related to the location and type of projects being considered within each update and will therefore be reviewed city staff prior to starting each study. One example approach would be the re-assignment of new UMCAD trips destined for Red Road that can not use Miller Road due to capacity constraints. Those trips would be assigned onto alternative roads including the residential streets between Miller Road and Blue Road in the same proportion as each street's volume compared to the total volume carried by all the streets collectively.

## I. Total Traffic Conditions

At the completion of the forgoing steps A through F, the total traffic conditions will be identified for each five year development phase including background, committed developments and

project (UMCAD) traffic. The total traffic volumes for roadway segments, corridors or intersections will be calculated using the applicable standards and procedures. The background levels of service will be identified as well as the level of service under total conditions, created by adding the UMCAD trips from proposed development to background conditions for each UMCAD phase.

## J. Mitigation

The original 1992 UMCAD contains a set of improvements that were recommended as part of UMCAD implementation. Some of these improvements have already been completed as part of prior updates and development phases. Several of these recommendations have been modified or deleted as a result of neighborhood or city requests. All the remaining recommended improvements contained in the 1992 UMCAD update and listed in subsequent UMCAD updates will be carried forward in the UMRTS. These improvements will be listed, referenced and fully evaluated and addressed, and those, which remain appropriate (with the City's concurrence), will be incorporated into the overall mitigation phasing plan. The UMCAD improvements that resulted in specific development order conditions or ordinances will be listed and their status will be carried forward through each UMRTS in Exhibit 9 along with the remainder of the recommended improvements, their status and dates or phases during which they are programmed for implementation. Exhibit 9 will also include additional committed improvements resulting from prior projects and studies such as University Village. The subject list may be revisited in cases where the improvements are no longer feasible and/or additional improvements are deemed necessary by UM and the City. Exhibit 9 attached hereto lists the traffic and circulation improvements and their status required by ordinance(s) as of the 1992 UMCAD. The improvements that were "recommended" or "suggested" in various updates, some of which are included in Exhibit 9 are listed in Attachment A. The improvements listed in Attachment A will be re-evaluated in the UMRTS and carried forward if they remain of value based on current roadway and traffic conditions and if they remain consistent with city and neighborhood goals. The recommendations in Attachment A will be reviewed with city staff during the preparation of the UMRTS prior to being either included or deleted from the mitigation program.

At each development phase, if a roadway segment or intersection falls below the adopted and/or agreed-upon level of service, appropriate mitigation will be recommended. UM shall not be responsible for mitigating a roadway segment within the study area if the peak directional project (proposed new UMCAD trips) are less than 5 percent of the peak directional service volume of that facility. By DRI definition those impacts would be considered insignificant. In the event that an impacted facility is constrained (such as Red Road), the mitigation will be calculated as a proportionate share cost of a theoretical improvement. The proportionate share contribution as contained in Chapter 9J-2.045 Florida Administrative Code (and as required by the South Florida Regional Planning Council for DRI applications) will be used in this analysis and calculated for all mitigations identified. The study will be phased to include analyses and proportionate share calculations for 2010, 2015, 2020 and 2025. Mitigations will be identified by trip thresholds, and a trip table will be prepared to facilitate monitoring and tracking of UMCAD facilities. All mitigating measures will be considered in addition to

traditional roadway and intersection expansion inclusive of transit and shuttle use, travel demand management plans, reductions in commuter students, traffic calming and streetscape improvements. Any mitigation that is needed within the study area defined by Exhibit 2 or any of the residential streets included in the UMRTS will be designed, permitted and constructed by UM and not be mitigated under the mechanism of proportionate share costs. The applicant will submit a fully updated, consolidated study report reflecting any and all adjustments, supporting documentation and/or additional analyses prepared during the study review period as needed for final acceptance of the study by the City.

## III. UMCAD TRAFFIC IMPACT ANALYSIS (UMTIA)

The UMTIA will be a site specific traffic study measuring the traffic impacts of specific UMCAD facilities that do not generate significant traffic volumes throughout the UMCAD district or the regional area. The UMCAD facility may however require some localized evaluations resulting from shifts in driveway or local road traffic, operational improvements such as but not limited to driveway modifications, traffic signals, pedestrian and shuttle accommodations. The scope of each UMTIA will be determined with city staff and generally rely to the greatest extent possible upon student trip rates, regional growth rates, external trip impacts based on facility types, and cardinal approach and distribution models as developed during the latest UMRTS report. Prior to initiating the traffic study, a Traffic Impact Statement (TIS) will be submitted to the city identifying trip generation impacts, proposed use and pertinent traffic impact characteristics along with a city concurrency statement. The TIS will be the basis for determining if a UMTIA is warranted and if so, what the scope of study should include.

## List of Exhibits


Exhibit 1. Regional Study Area Limits
Attached

Exhibit 2. UMTIA Study Area Limits
Attached

Exhibit 3. Approved and Previously Mitigated UMCAD Facilities
To be submitted by UM and agreed upon before initiating a Regional Study.

Exhibit 4A. UMRTS Traffic Count Location List
Attached

Exhibit 4B UMRTS Traffic Count Locations Map
Attached

Exhibit 5. Study Area Levels of Service
To be obtained from local governments and submitted by UM and agreed upon before initiating a Regional Study.

Exhibit 6A. Programmed (Public) Roadway and Intersection Improvements
To be obtained from local government and submitted by UM and agreed upon before initiating a Regional Study.

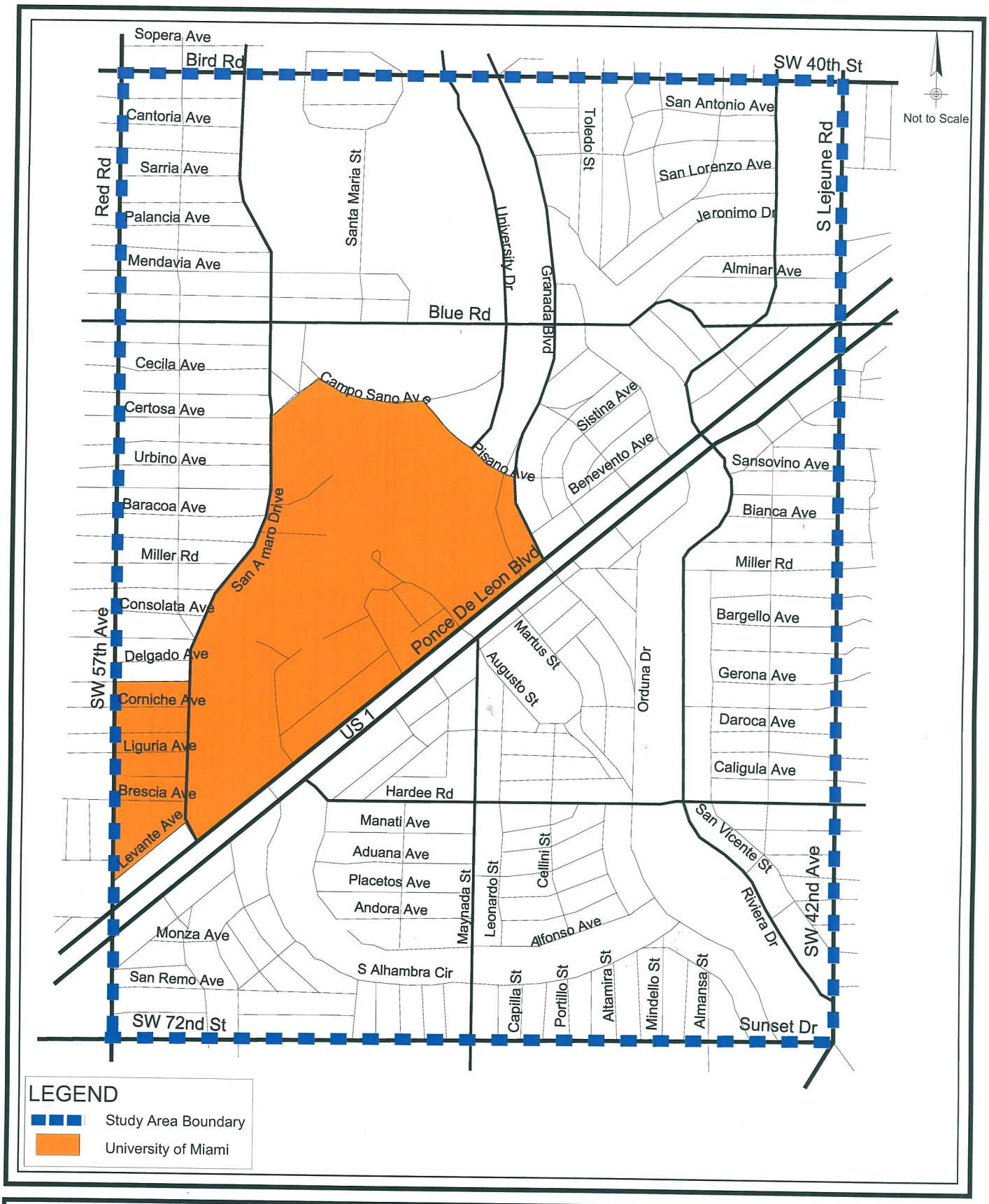
Exhibit 6B. Programmed (Private) Roadway and Intersection Improvements
To be obtained from local government and submitted by UM and agreed upon before initiating a Regional Study.

Exhibit 7. Committed Developments
To be obtained from local government and submitted by UM and agreed upon before initiating a Regional Study.

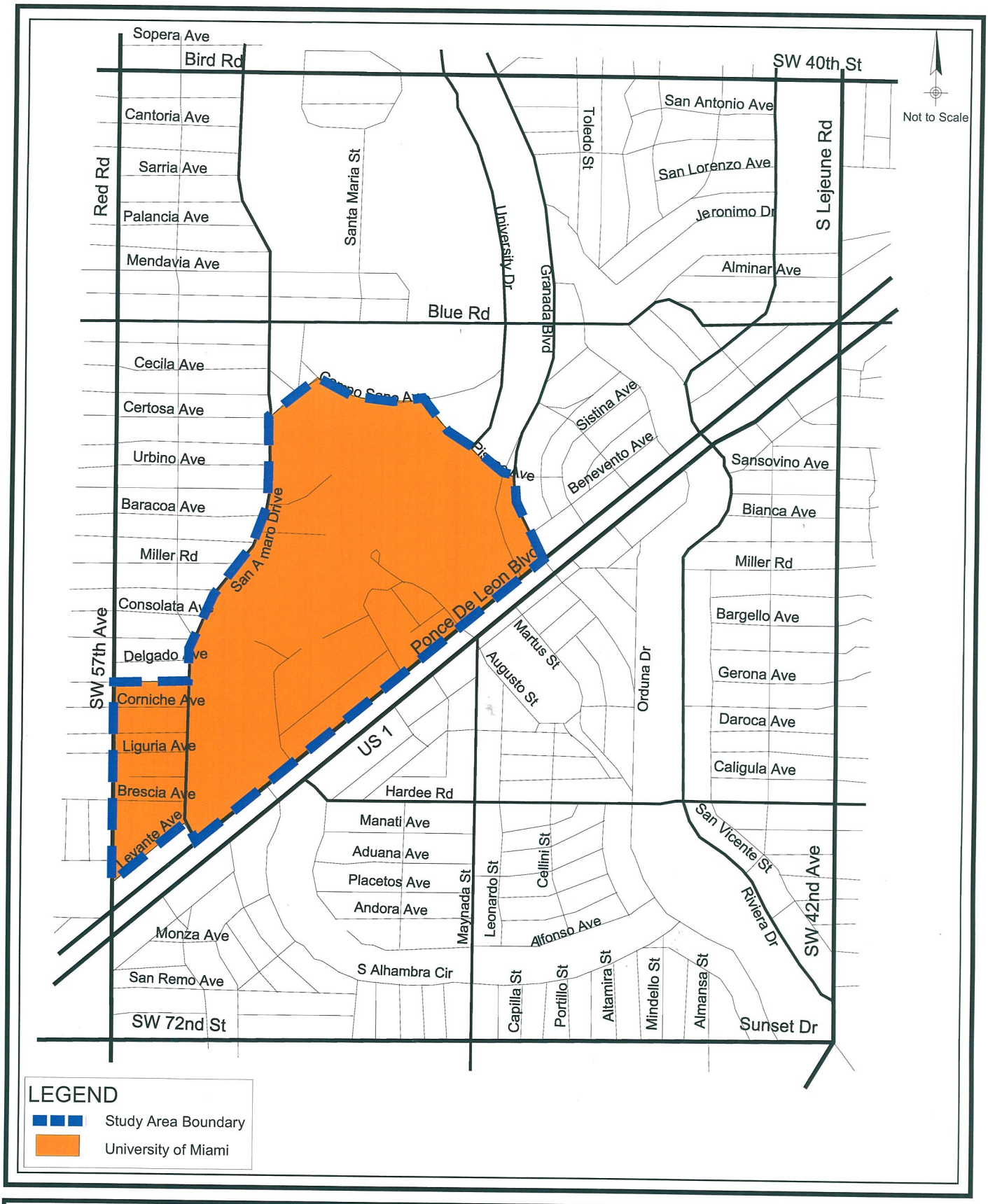
Exhibit 8A. Proposed UMCAD Facilities and Facility Type
To be submitted by UM and agreed upon before initiating a Regional Study.

Exhibit 8B. Proposed UMCAD Facilities and Trip Generation
To be submitted by UM and agreed upon before initiating a Regional Study.

Exhibit 9. Status of UMCAD Improvements
To be submitted by UM and agreed upon before initiating a Regional Study. (Initial listing attached).




| UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY | STUDY AREA LIMIT | KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS | EXHIBIT 1 2/05/07 |
|---|---|---|---|




| UNIVERSITY OF MIAMI LOCAL TRAFFIC STUDY | UMTIA STUDY AREA LIMIT | KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS | EXHIBIT 2 2/05/07 |
|---|---|---|---|

## EXHIBIT 3

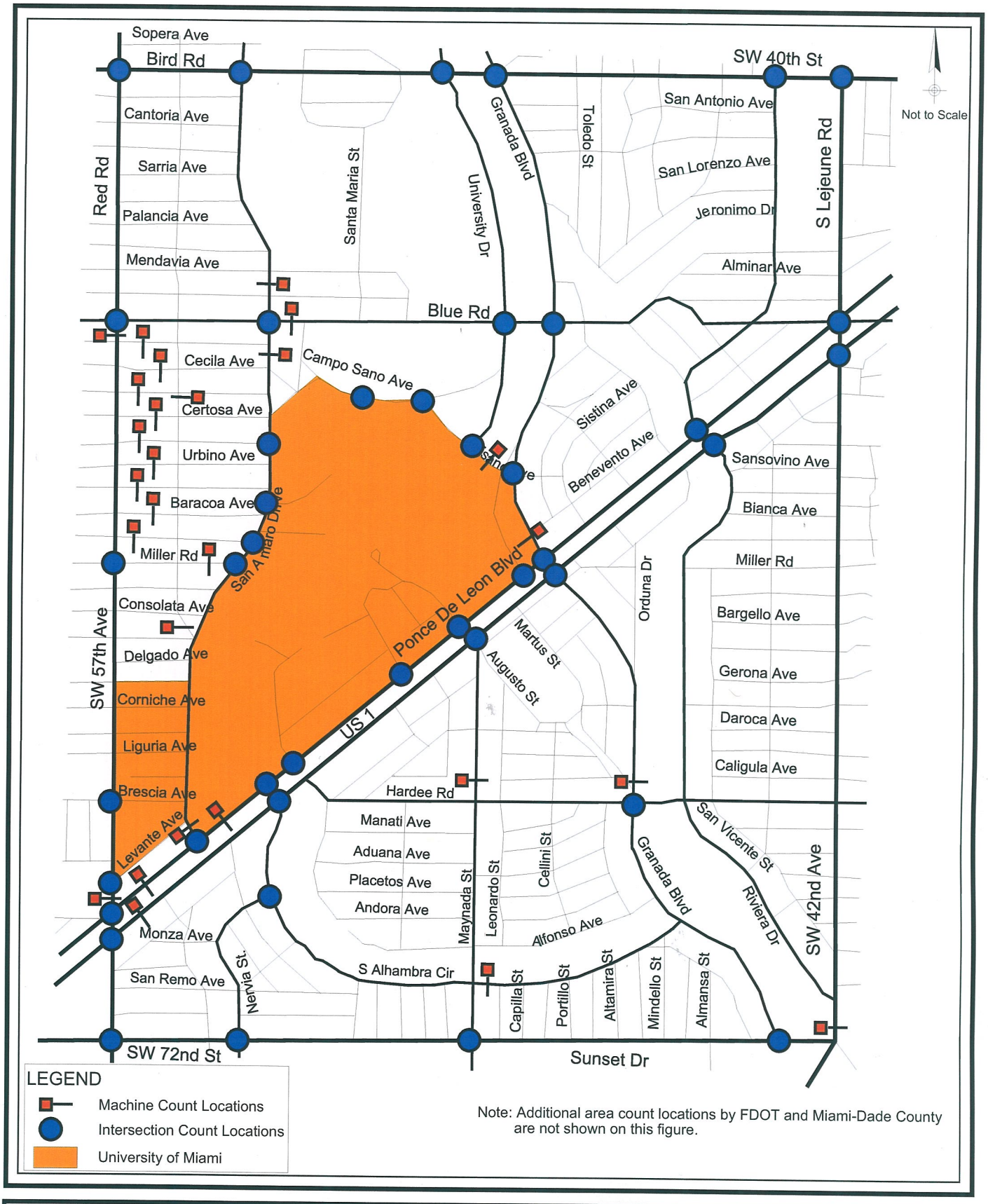
| APPROVED AND PRE MITIGATED UNIVERSITY OF MIAMI FACILITIES / 2007 | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| February 9, 2007 | | | | | | | | | | | | | |
| | existing facilities and facilities under construction | | | | | | | | | | | | |
| | | | | Use | | | | | | | | | Notes |
| | No. | Facility | area GSF FAR | academic | Student Housing | faculty / staff housing | campus life | athletics / recreation | cultural / perform | NSCDZ | admini / support | Parking | |
| | 0101 | J. Neville McArthur Engineering Building | 97,108 | 97,108 | | | | | | | | | |
| | 0102 | Arthur A. Ungar Computer Center | 58,345 | 58,345 | | | | | | | | | |
| | 0104 | James M. Cox Science Building | 190,944 | 190,944 | | | | | | | | | |
| | 0106 | Arts Annex Building 3 | 6,702 | 6,702 | | | | | | | | | |
| | 0108 | Art Building 1 | 26,723 | 26,723 | | | | | | | | | |
| | 0109 | L-1 Building | 12,290 | 12,290 | | | | | | | | | |
| | 0114 | James L. Knight Physics Building | 73,000 | 73,000 | | | | | | | | | |
| | 0115 | J. Neville McArthur Engineering Addition | 20,000 | 20,000 | | | | | | | | | |
| | 0201 | Solomon G. Merrick Building | 123,954 | 123,954 | | | | | | | | | |
| | 0202 | Antonio Ferré Building | 10,748 | 10,748 | | | | | | | | | |
| | 0203 | Oscar E. Dooly Memorial Classroom Building | 77,311 | 77,311 | | | | | | | | | |
| | 0204 | Whitten Learning Center | 45,054 | 45,054 | | | | | | | | | |
| | 0205 | Ashe Memorial Administration Building | 75,862 | 75,862 | | | | | | | | | |
| | 0206 | Norman A. Whitten University Center | 203,550 | | | | 203,550 | | | | | | |
| | 0207 | Otto G. Richter Library | 211,800 | 211,800 | | | | | | | | | |
| | 0208 | Meyer Law Library (Bldgs D / G) | 87,290 | 87,290 | | | | | | | | | |
| | 0209 | Law Administration (Bldg C) | 10,540 | 10,540 | | | | | | | | | |
| | 0210 | Law Classroom (Bldg A) | 10,832 | 10,832 | | | | | | | | | |
| | 0211 | Law Tax Wing (Bldg E) | 12,294 | 12,294 | | | | | | | | | |
| | 0212 | New Law Building (Bldg F) | 34,550 | 34,550 | | | | | | | | | |
| | 0213 | New Law Library (Bldg B) | 37,986 | 37,986 | | | | | | | | | |
| | 0214 | Dynamic Cablevision Building | 0 | | | | | | | | 0 | | Does not exist. |
| | 0215 | Frances L. Wolfson Building, School of Communication | 45,496 | 45,496 | | | | | | | | | |
| | 0216 | Student Center at School of Communication | 25,240 | 25,240 | | | | | | | | | |
| | 0220 | Dean Robert Allen Hall Building | 21,780 | 21,780 | | | | | | | | | |
| | 0221 | Centrex Building | 5,902 | | | | | | | | 5,902 | | |
| | 0222 | Mary B. Merritt Panhellenic Building | 27,752 | 27,752 | | | | | | | | | |
| | 0223 | Maurice Gusman Concert Hall | 36,558 | | | | | | 36,558 | | | | |
| | 0224 | Charles H. Gauthier Hall | 8,501 | | | | 8,501 | | | | | | |
| | 0225 | School of Business | 120,859 | 120,859 | | | | | | | | | |
| | 0228 | David Epstein and Bernie Kosar Faculty Building | 15,684 | 15,684 | | | | | | | | | |
| | 0286 | M. Christine Schwarz Center for Nursing Education | 53,414 | 53,414 | | | | | | | | | |
| | 0301 | Daniel J. Mahoney Residence Hall | 167,166 | | 167,166 | | | | | | | | |
| | 0302 | Pearson Hall | 167,166 | | 167,166 | | | | | | | | |
| | 0303 | Mahoney / Pearson Dining Hall | 20,673 | | | | 20,673 | | | | | | |
| | 0305 | Lowe Art Museum | 37,555 | | | | | | 37,555 | | | | |
| | 0306 | Student Health Center | 13,901 | | | | 13,901 | | | | | | |
| | 0307 | Writing Center | 8,375 | 8,375 | | | | | | | | | |
| | 0313 | Behavioral Medicine Research Institute | 11,230 | 11,230 | | | | | | | | | |
| | 0317 | Mahoney/Pearson Commons | 18,652 | | 18,652 | | | | | | | | |
| | 0401 | Walsh Tower | 85,097 | | 85,097 | | | | | | | | |
| | 0402 | Rosborough Tower | 85,097 | | 85,097 | | | | | | | | |
| | 0403 | Stanford Residential Commons | 13,459 | | 13,459 | | | | | | | | |
| | 0405 | Stanford/Hecht Dining Hall | 22,579 | | | | 22,579 | | | | | | |
| | 0406 | McDonald Tower | 85,097 | | 85,097 | | | | | | | | |
| | 0407 | Pentland Tower | 85,097 | | 85,097 | | | | | | | | |
| | 0408 | Hecht Residential Commons | 29,810 | | 29,810 | | | | | | | | |
| | 0410 | Sculpture Studio | 7,603 | 7,603 | | | | | | | | | |
| | 0421 | Guidance Center - Building 21 | 23,474 | 23,474 | | | | | | | | | |
| | 0422 | Apartment Building 22 (Brunstetter) | 23,474 | | 23,474 | | | | | | | | |
| | 0423 | Apartment Building 23 (Grosvenor) | 23,474 | | 23,474 | | | | | | | | |
| | 0434B | Apartment Building 34b (Pentland) | 13,044 | | 13,044 | | | | | | | | |
| | 0435 | LaGorce - Building 35 | 21,593 | 21,593 | | | | | | | | | |
| | 0436 | Apartment Building 36 (Foster) | 23,758 | | 23,758 | | | | | | | | |
| | 0437 | Rhodes House - Building 37 | 23,758 | | 23,758 | | | | | | | | |
| | 0441 | Apartment Building 41 (Railey) | 17,322 | | 17,322 | | | | | | | | |
| | 0442 | Apartment Building 42 (Smith) | 17,322 | | 17,322 | | | | | | | | |
| | 0443 | Apartment Building 43 (Allen) | 17,322 | | 17,322 | | | | | | | | |
| | 0448 | Architecture N | 15,750 | 15,750 | | | | | | | | | |
| | 0449 | Architecture S | 15,750 | 15,750 | | | | | | | | | |
| | 0450 | Eaton Hall | 105,796 | | 105,796 | | | | | | | | |
| | 0455A | Jorge M. Perez Architecture Center | 8,208 | 8,208 | | | | | | | | | |
| | 0470 | University Village Student Apartments | 362,136 | | 362,136 | | | | | | | | |
| | 0471 | Townhouses | 8,941 | | | 8,941 | | | | | | | |
| | 0472 | Townhouses | 10,826 | | | 10,826 | | | | | | | |
| | 0473 | Townhouses | 8,941 | | | 8,941 | | | | | | | |
| | 0474A | U.V. Student Support Center | 5,996 | | | | 5,996 | | | | | | |
| | 0504 | Rehearsal Center | 20,236 | 20,236 | | | | | | | | | |
| | 0505 | Arnold Volpe Music Building | 11,892 | 11,892 | | | | | | | | | |
| | 0507 | Albert Pick Music Library | 3,739 | 3,739 | | | | | | | | | |
| | 0508 | Bertha Foster Memorial Music Building | 22,761 | 22,761 | | | | | | | | | |
| | 0509 | Handleman | 2,464 | 2,464 | | | | | | | | | |
| | 0510 | Percussion Building | 339 | 339 | | | | | | | | | |
| | 0511 | Jerry Herman Theatre Complex | 14,589 | | | | | | 14,589 | | | | |
| | 0512 | Schiff Tennis Building | 2,254 | | | | | 2,254 | | | | | |
| | 0516 | Neil Schiff Tennis Center | 11,464 | | | | | 11,464 | | | | | |
| | 0517 | L. Austin Weeks Center for Recording and Performance | 14,000 | 14,000 | | | | | | | | | |
| | 0518 | Wellness Center | 115,225 | | | | | 115,225 | | | | | |
| | 0520 | Marta and Austin Weeks Music Library and Technology Center | 28,433 | 28,433 | | | | | | | | | |
| | 0521 | Yaron Field House Storage | 1,025 | | | | | 1,025 | | | | | |
| | 0601 | Hecht Athletic Center | 61,902 | | | | | 61,902 | | | | | |
| | 0602 | Baseball Media Building | 576 | | | | | 576 | | | | | |
| | 0603 | Baseball Stadium | 21,097 | | | | | 21,097 | | | | | |
| | 0604 | James L. Knight Sports Center | 28,500 | | | | | 28,500 | | | | | |
| | 0605 | Ron Fraser Baseball Building | 5,237 | | | | | 5,237 | | | | | |
| | 0606 | Kearns Sports Hall of Fame | 2,902 | | | | 2,902 | | | | | | |
| | 0607 | Bank United Convocation Center | 205,000 | | | | | 205,000 | | | | | |
| | 0609 | Alex Rodriguez Park | 11,000 | | | | | 11,000 | | | | | |
| | 0612 | Fred C. and Helen D. Flipse Building | 69,252 | 69,252 | | | | | | | | | |
| | 0701 | Facilities Administration | 45,726 | | | | | | | | 45,726 | | |
| | 0702 | Rainbow Building | 17,532 | 17,532 | | | | | | | | | |
| | 0703 | Evelyn F. and William L. McNight Advancement Building | 10,500 | | | | | | | | 10,500 | | |
| | 0704 | Alumni House | 3,324 | | | | 3,324 | | | | | | |
| | 0705 | Marion and Ed Lau Founder's Club | 6,570 | | | | | | | | 6,570 | | |
| | 0709 | New Maintenance Building | 5,000 | | | | | | | | 5,000 | | |
| | 0713 | Dance Studio / Theatre Arts Building | 7,808 | 7,808 | | | | | | | | | |
| | 0714 | Albert Pick Hall | 11,537 | 11,537 | | | | | | | | | |
| | 0715 | Casa Bacardi - ICCAS | 11,706 | | | | | | 11,706 | | | | |
| | 0718 | School of Education Research at Brescia | 5,537 | 5,537 | | | | | | | | | |
| | 0720 | Max Orovitz Administration Center | 37,023 | | | | | | | | 37,023 | | |
| ** | 0112 | Memorial Drive Gate House | 25 | | | | | | | | 25 | | |
| ** | 0113 | Botany Greenhouse | 1,022 | 1,022 | | | | | | | | | |
| ** | 0103 | Utility Building No. 1 | 6,299 | | | | | | | | 6,299 | | |
| ** | 0206A | Utility Plant No. 4 | 6,299 | | | | | | | | 6,299 | | |
| ** | 0304 | Utility Building No. 3 | 4,360 | | | | | | | | 4,360 | | |
| ** | 0318 | Stanford Drive Gate House | 78 | | | | | | | | 78 | | |
| ** | 0320 | Pearson Parking Garage | 172,572 | | | | | | | | | 172,572 | |
| ** | 0321 | Pavia Parking Garage | 169,980 | | | | | | | | | 169,980 | |
| ** | 0404 | Utility Building No. 2 | 4,517 | | | | | | | | 4,517 | | |
| ** | | Townhouse Garages | 4,746 | | | | | | | | | 4,746 | |
| ** | 0474 | University Village North Garage (631 spaces) | 232,770 | | | | | | | | | 232,770 | |
| ** | 0475 | University Village South Garage (169 spaces) | 62,517 | | | | | | | | | 62,517 | |
| ** | 0608 | Ponce de Leon Parking Garage | 334,865 | | | | | | | | | 334,865 | |
| | | **TOTAL EXISTING FACILITIES** | **5,209,711** | **1,862,093** | **1,364,047** | **28,708** | **281,426** | **463,280** | **100,408** | **0** | **132,299** | **977,450** | |
| | ** | **TOTAL EXISTING FACILITIES NON FAR** | **1,000,050** | **1,022** | **0** | **0** | **0** | **0** | **0** | **0** | **21,578** | **977,450** | |
| | | **TOTAL EXISTING FACILITIES IN FAR** | **4,209,661** | **1,861,071** | **1,364,047** | **28,708** | **281,426** | **463,280** | **100,408** | **0** | **110,721** | **0** | |
| ** | Utility / Support | | | | | | | | | | | | |

## Exhibit 4
## Count Locations

| Location | Intersections |
|---|---|
| 1 | Red Road / Miller Road |
| 2 | San Amaro Drive / Miller Road |
| 3 | San Amaro Drive / Trillo Avenue / Miller Drive |
| 4 | San Amaro Drive / University Entrance (Memorial Drive) |
| 5 | San Amaro Drive / Robbia Avenue |
| 6 | Campo Sano / Brunsen Drive |
| 7 | Pisano Avenue / University Drive |
| 8 | Pisano Avenue / Carillo Street |
| 9 | Granada Boulevard / Ponce De Leon Boulevard |
| 10 | Granada Boulevard / US 1 (Dixie Highway) |
| 11 | Carillo Street / Ponce De Leon Boulevard |
| 12 | Stanford Drive / Ponce De Leon Boulevard |
| 13 | Stanford Drive / US 1 (Dixie Highway) |
| 14 | Merrick Drive / Ponce De Leon Boulevard |
| 15 | Dickinson Drive / Ponce De Leon Boulevard |
| 16 | South Alhambra Circle / Ponce De Leon Boulevard |
| 17 | South Alhambra Circle / US 1 (Dixie Highway) |
| 18 | Hurricane Drive / Ponce De Leon Boulevard |
| 19 | Red Road / Levante Avenue |
| 20 | Red Road / US 1 (Dixie Highway) |
| 21 | Red Road/Ponce de Leon Boulevard (New) |
| 22 | Campo Sano Avenue / Pisano Avenue (New) |
| 23 | Red Road / Brescia |
| 24 | Sunset Drive / Maynada Street |
| 25 | Sunset Drive / Red Road |
| 26 | Red Road / Blue Road |
| 27 | Red Road / Bird Road |
| 28 | Bird Road / University Drive |
| 29 | Bird Road / LeJeune Road |
| 30 | Blue Road / San Amaro |
| 31 | Blue Road / University Drive |
| 32 | Blue Road / Granada Blvd |
| 33 | Blue Road / Ponce de Leon |
| 34 | US 1 (Dixie) / LeJeune Road |
| 35 | Riviera Drive/Ponce de Leon Boulevard |
| 36 | Rivera Drive/US 1 (Dixie Highway) |
| 37 | Rivera Drive/Bird Road |
| 38 | Granada Boulevard/Sunset Drive |
| 39 | Granada Boulevard/Hardee Road |
| 40 | Sunset Drive/Nervia Street |
| 41 | South Alhambra Circle/Nervia Street |
| 42 | San Amaro Drive/Bird Road |
| 43 | Granada Boulevard/Bird Road |

Exhibit 4 (continued)

| Location | Machine Counts (48 Hour) |
|---|---|
| 1 | San Amaro Drive North of Ponce De Leon |
| 2 | University Drive North of Granada Blvd. |
| 3 | Red Road North of Ponce De Leon |
| 4 | Granada Blvd. North of Ponce De Leon |
| 5 | Alhambra Circle North of San Amaro Drive |
| 6 | US 1 / Dixie Hwy. East of Red Road |
| 7 | Ponce De Leon East of San Amaro Drive |
| 8 | Ponce De Leon East of Red Road |
| 9 | Miller Road West of San Amaro Drive |
| 10 | Blue Road East of San Amaro Drive |
| 11 | Red Road south of Blue Road (New) |
| 12 | South Alhambra Circle east of Maynada Street |
| 13 | Maynada Street north of Hardee Road |
| 14 | Granada Boulevard north of Hardee Road |
| 15 | South LeJuene Road north of Sunset Drive |
| 16 | Trillio Avenue between Red Road and Alhambra Circle |
| 17 | Baracoa Avenue between Red Road and Alhambra Circle |
| 18 | Ancona Avenue between Red Road and Alhambra Circle |
| 19 | Urbino Avenue between Red Road and Alhambra Circle |
| 20 | Robbia Avenue between Red Road and Alhambra Circle |
| 21 | Certosa Avenue between Red Road and Alhambra Circle |
| 22 | Sena Avenue between Red Road and Alhambra Circle |
| 23 | Cecillia Avenue between Red Road and Alhambra Circle |
| 24 | Mantua Avenue between Red Road and Alhambra Circle |
| 25 | San Amaro Drive south of Mantua Avenue |
| 26 | San Amaro Drive north of Alegriano Avenue |
| 27 | Alhambra Circle north of Trillo Avenue |
| 28 | Alhambra Circle north of Certosa Avenue |
| | Machine and/or manual counts for updating residential student trip rates |
| 29 | Mahoney Pearson residential facility |
| 30 | University Village residential facility |




| UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY | COUNT LOCATIONS | KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS | EXHIBIT 4B 2/05/07 |
|---|---|---|---|

Improvements Required by Ordinance(s)
Exhibit 9
(Revised February 22, 2007)

## A. Ordinance No. 2964

| Condition | Status | Comments |
|---|---|---|
| Improvements related to Campus Access and Circulation | | |
| The University shall assess anticipated traffic impacts on Miller Road to determine if additional through lanes, turn lanes, or other improvements should be made between Red Road and San Amaro Drive. All needed improvements for this roadway link shall be made in conjunction with the University Village project. | Completed | The traffic study for University Village addressed all matters relating to this condition. This particular condition will be monitored during the current Regional Transportation Study to be completed in August, 2007. Implementation will be in accordance w the Regional Traffic Study recommendations/timetable. |
| The University shall commit to signal warrant studies and signalization funding at the following intersections as they become necessary: | | This item may be re-evaluated in future studies based on future development. |
| Dickinson and Ponce | Warrant completed 12/2000 | The signal was not recommended. Condition will be monitored during the current Regional Transportation Study to be completed in August, 2007. Implementation will be in accordance w the Regional Traffic Study recommendations/timetable. |
| Merrick and Ponce | Warrant completed 12/2000 | The signal was not recommended. University will provide the City with a copy of the Warrant Report. Condition will be monitored during the current Regional Transportation Study that will be completed in August, 2007. |
| Granada and Pisano | Completed | A traffic/pedestrian signal is in place immediately south of Pisano and Granada. |
| The University shall effectuate necessary roadway improvements as noted on pages 8 and 9 of the Planning Department Staff Report entitled "Review of the University of Miami Campus Area Development Plan" dated 7/5/91 in conjunction with Phase I of the University Village project in order to minimize potential negative traffic impacts to adjacent roadways resulting from street closings. | Completed | The traffic study for University Village addressed all matter relating to this condition. |

Improvements Required by Ordinance(s) (continued)
Exhibit 9
(Revised February 22, 2007)

| | | |
|---|---|---|
| The University shall establish, and the City shall approve, a schedule which ties roadway and parking improvements to key projects prior to the issuance of any permits. | In progress | |
| The University shall commit to making certain improvements called out as "suggestions" by the University's Traffic Consultant, (tab 4 of the UMCAD document), such as improvements to the intersection of Granada and Ponce, in conjunction with the first phase of the Master plan development as follows: | | The current Regional Traffic Study to be completed by August 2007, will review and update conditions described in this previous traffic study. The conditions from the study referenced in this Ordinance are found at:<br>US1/Alhambra: See # 27<br>Granada/Ponce: See # 30<br>Ponce / Merrick and Ponce/Dickinson: See Improvements related to NSCDZ (LRDZ) Implementation will be in accordance w the Regional Traffic Study recommendations/timetable. |
| Stanford Drive / Ponce de Leon widening. | Completed. | |
| Provide a protected left turn phase for southbound traffic at the signalized intersections of Red Road and Miller Road and Red Road and Blue Road. | Not completed. | Submit signal phasing plans for permitting to Miami-Dade County and FDOT by December 31, 2007. |
| Realignment of Miller Road | Not completed. | Was to be completed as part of the Law School expansion, but Law School expansion has not been implemented. Will be completed by December 31, 2010. |
| Right in and right out channelization at Robbia Avenue access drive. | Completed. | |
| Closure of the Campo Sano entrance to Lot I-109 except for emergency vehicles access and of the driveway to Lots 501 and 503. | Completed. | |
| Redirection of flow in Lot 501 and channelize the median opening on San Amaro Drive to accommodate the redirection of flow. | Not completed. | Was to be completed as part of the Law School expansion, but Law School expansion has not been implemented. Will be completed by December 31, 2010. |
| Median closures along San Amaro Drive at Zuleta Avenue, Consolata Avenue, Zoreta Avenue, Delgado Avenue, and Mataro Avenue. | Not completed. | The streets have been closed at Red Road at the petition of the neighbors. |
| Modification of the intersection of Certosa Avenue and San Amaro Drive by disconnecting San Amaro Drive North from San Amaro Drive/Campo Santo Avenue. | Completed. | Traffic circle completed for traffic calming. |

Improvements Required by Ordinance(s)
Exhibit 9
(Revised February 22, 2007)

| | | |
|---|---|---|
| Closure of San Amaro Court at Camp Sano Avenue. | Completed. | |
| Closure of Alhambra Circle at San Amaro Drive. | Not completed. | This particular condition will be monitored during the current Regional Transportation Study to be completed in August, 2007. Implementation will be in accordance w the Regional Traffic Study recommendations/timetable and will be coordinated with area residents as needed. |
| Improvements related to the Convocation Center | | |
| Lengthening of the left turn lane on northbound US 1 at Alhambra Circle. | Not completed. | Plans for permitting will be submitted to FDOT by December 31, 2007. |
| Elimination of on-street parking along southbound San Amaro Drive between Levante Avenue and Ponce de Leon Boulevard | Not completed. | Removal of parking meters will be requested by the university to the city for removal by August 2007. |
| Improvements to the intersection of Ponce de Leon Boulevard and Alhambra Circle. These will most likely include a left turn lane on northbound Ponce de Leon Boulevard, additional lanes for the west leg of the intersection (at the access point for the G805 parking structure) and creation of a service road. | Completed | |
| Realignment of Dickinson Road West of Ponce de Leon Boulevard. Intersection improvements include two lanes entering and two lanes exiting Dickinson Drive. | Under design for two lanes in, two lanes out. | Plans will be submitted to the City of Coral Gables by December 31, 2007. |
| Widening of the sidewalks in the vicinity of the Convocation Center and the Mark Light Stadium. | Completed | |
| Consider widening the westbound approaches of the Stanford Drive/Ponce de Leon Boulevard and Granada Boulevard/Ponce de Leon Boulevard intersections. The improvements, though, will likely not be necessary immediately but will benefit the New Campus Area and the Long Range Development Zone. | Not completed. | These improvements will be completed when the NSCDZ is being developed. The project is scheduled for years 2015-2020. |
| Implement of traffic management plan using a signing plan and officers to direct traffic at major intersections during major events. | Completed. | |

Improvements Required by Ordinance(s)
Exhibit 9
(Revised February 22, 2007)

| | | |
|---|---|---|
| Improvements Related to the New Campus Area and the NSCDZ (LRDZ) | | |
| The University shall commit to funding and/or constructing any of the improvements listed on page 55, tab 4 of the UMCAD document, as may be deemed necessary or desirable by the City. As follows: | | |
| Northbound on US-1 left to westbound Alhambra Circle should be lengthened to provide 150'-200' of storage. | Not completed. | This particular condition will be monitored during the current Regional Transportation Study to be completed in August, 2007. Implementation will be in accordance w the Regional Traffic Study recommendations/timetable. |
| Southbound Ponce de Leon to eastbound Alhambra left turn lane should be extended. | Completed. | Will be reviewed as part of further development in the area in 2015-2020. |
| Existing northbound Ponce to westbound Merrick left turn lane should be extended and signalized. | Partially completed. | Will be reviewed as part of further development in the area in 2015-2020. |
| Consider widening the westbound approaches of the Stanford Drive/Ponce de Leon Boulevard and Granada Boulevard/Ponce de Leon Boulevard intersections. The improvements, though, will likely not be necessary immediately but will benefit the New Campus Area and the Long Range Development Zone. | Not completed. | These improvements will be completed when the NSCDZ is being developed. The project is scheduled for years 2015-2020. |
| No on-street parking should be allowed on relocated Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue. | Completed. | |
| No driveways should be allowed on relocated Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue | Completed. | |
| No driveways should be allowed on Merrick Drive between Ponce de Leon Boulevard and Walsh Avenue. | Completed. | |
| Access to parking structure G831 should be aligned with Walsh Avenue. | Not applicable. | This parking structure was not built. |
| Dickinson Drive West should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue | Under design for two lanes in, two lanes out. | Status and schedule addressed under "Improvements related to the Convocation Center". |
| Merrick Drive should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue. | Not completed. | These improvements will be completed when the NSCDZ is being developed. The project is scheduled for years 2015-2020. |
| Traffic improvements identified for the Ryder Convocation Center will also help support the LRDZ. Additional improvements include extension of the left turn lane on US 1 at Stanford Drive. | Not completed. | Submit plans for permitting to FDOT by December 31, 2007 . |

| | | |
|---|---|---|
| The University shall review vehicular access and circulation in the area of Campo Sano and Pisano in order to minimize vehicular impacts through signage, routing, scheduling, etc. | Not completed. | These improvements will be reviewed and completed as required by updated traffic studies when the NSCDZ is being developed. The project is scheduled for years 2015-2020. |

## B. Ordinance 2004-20

| Condition | Status | Comments |
|---|---|---|
| Improvements Related to the University Village | | |
| The following transportation improvements will be completed by the applicant prior to receiving final CO for University Village student apartments. | | The University Village includes apartment housing and townhouses as one project to be completed by December 31, 2009. |
| Provide a northbound left turn lane on San Amaro Drive at Brescia Avenue. | Completed | |
| Provide a northbound left turn lane on San Amaro Drive at Albenga Avenue. | Completed | |
| Provide a westbound left turn lane on Brescia Avenue at Red Road. | Completed | |
| Provide an eastbound left turn lane on Brescia Avenue at San Amaro Drive. | Completed | |
| Provide a southbound left turn lane on Red Road at Albenga Avenue subject to permitting by the Florida Department of Transportation and/or Miami-Dade County. | Not completed. | To be constructed prior to project completion on December 31, 2009. |
| Provide a southbound left turn lane on Red Road at Brescia Avenue subject to permitting by the Florida Department of Transportation and/or Miami-Dade County. | Not completed. | To be constructed prior to project completion on December 31, 2009. |
| Widen Brescia Avenue to three lanes between Red Road and San Amaro Drive as determined by the City Public Works and Planning Departments. | Not completed. | To be constructed prior to project completion on December 31, 2009, as required by City Public Works and Planning Departments. |
| Provide shuttle bus service and shelters or other adequate weather protection within University Village where shuttle stops are located as determined by the City Public Works and Planning Departments. | Partially completed. | Project under construction to be finished by project completion on December 31, 2009 |
| Provide optimized signal timing information from the February 2003 Traffic Study for all intersections analyzed to Miami-Dade County to determine the need for resignalization. | Not completed. | To be completed prior to project completion on December 30, 2009 |

Improvements Required by Ordinance(s)
Exhibit 9
(Revised February 22, 2007)

| | | |
|---|---|---|
| A traffic signal warrant study based on future traffic projections shall be completed for the intersection of San Amaro Drive / Brescia Avenue. The University, its successors or assigns shall submit the study for review to the City and other appropriate agencies. If the signal is warranted and approved by the agencies, the University shall install the signal. If the signal is not warranted based on projections, then the University shall complete a traffic signal warrant study within six months after issuance of final CO and when the University Village has full occupancy. If the signal is warranted and approved by the agencies at that time, the University shall install the signal. | Not completed. | To be completed prior to project completion on December 30, 2009 |
| Provide two or more pedestrian crossings on San Amaro Drive abutting the property. | Completed | |
| Provide / construct all parking in accordance with the approved site plan. | Partially completed. Project under construction | To be completed prior to project completion on December 30, 2009 |
| University Village Drive shall remain open for public vehicular use from 8am to 6pm daily during the academic year. | Completed | |
| No vehicular access, gates or curb cuts shall be permitted onto or through the 75' wide landscape buffer along Mataro Avenue. | To be completed prior to final CO, December 31, 2009 | University will comply. |
| Provide a plan for the convenient location of pedestrian and public realm amenities within public rights-of-way, private drives and common University Village areas. | In compliance. | |
| Provide a plan for on street visitor parking/delivery/unloading areas. | Student and visitor parking is indicated in approved plans. Delivery / unloading occurs within the parking garages. | |
| Must maintain a minimum 40 foot wide access way for all proposed private drives that contains all the physical features contained in the typical section drawings submitted within the referenced application package. | In compliance. | |

Improvements Required by Ordinance(s)
Exhibit 9
(Revised February 22, 2007)

C. Ordinance No. O-2004-21

| Improvements related to the University Village | | |
|---|---|---|
| Condition | Status | Comments |
| The required traffic signal at San Amaro Drive and Miller Drive will proceed to completion according to the schedule submitted by the University with progress reports to be submitted quarterly. | Warrant completed 12/2002. | Signal warranted, neighbors objected to traffic signal, options to close Miller Drive under consideration. |
| Submission of the area wide traffic study by June 2004 as required per the opening of the Convocation Center. | Traffic counts conducted in 2004. Traffic Study submitted Sept 2006. | |

Attachment A
Summary of Recommended or
Suggested Improvements Contained
In UMCAD Updates Since 1992

## A. Improvements Related to the University Village

| | | Status |
|---|---|---|
| 1 | Provide a northbound left turn on San Amaro Drive at Albenga Avenue. | |
| 2 | Provide a northbound left turn on San Amaro Drive at Brescia Avenue. | |
| 3 | Provide a westbound left turn on Brescia Avenue at Red Road | |
| 4 | Provide an eastbound left turn on Brescia Avenue at San Amaro Drive. | |
| 5 | Provide a southbound left turn on Red Road at Brescia Avenue | |
| 6 | Provide a southbound left turn on Red Road at Brescia Avenue | |
| 7 | Closure of Liguira Avenue and Corniche Avenue east of Red Road. | |

## B. Improvements Related to the Convocation Center

| | | Status |
|---|---|---|
| 1 | Lengthening of the left turn lane on northbound US 1 at Alhambra Circle. | |
| 2 | Elimination of on-street parking along southbound San Amaro Drive between Levante Avenue and Ponce de Leon Boulevard | |
| 3 | Improvements to the intersection of Ponce de Leon Boulevard and Alhambra Circle. These will most likely include a left turn lane on northbound Ponce de Leon Boulevard, additional lanes for the west leg of the intersection (at the access point for the G805 parking structure) and creation of a service road. | |
| 4 | Realignment of Dickinson Road West of Ponce de Leon Boulevard. Intersection improvements include two lanes entering and two lanes exiting Dickinson Drive. | |
| 5 | Widening of the sidewalks in the vicinity of the Convocation Center and the Mark Light Stadium. | |
| 6 | Consider widening the westbound approaches of the Stanford Drive/Ponce de Leon Boulevard and Granada Boulevard/Ponce de Leon Boulevard intersections. The improvements, though, will likely not be necessary immediately but will benefit the New Campus Area and the Long Range Development Zone. | |
| 7 | Implement of traffic management plan using a signing plan and officers to direct traffic at major intersections during major events. | |

## C. Improvements Related to the New Campus Area and the LRDZ (NSCDZ)

| | | Status |
|---|---|---|
| 1 | No on-street parking should be allowed on relocated Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue. | |
| 2 | No driveways should be allowed on relocated Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue | |
| 3 | No driveways should be allowed on Merrick Drive between Ponce de Leon Boulevard and Walsh Avenue. | |
| 4 | Access to parking structure G831 should be aligned with Walsh Avenue. | |
| 5 | Dickinson Drive West should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue | |
| 6 | Merrick Drive should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue. | |
| 7 | Traffic improvements identified for the Ryder Convocation Center will also help support the LRDZ. Additional improvements include extension of the left turn lane on US 1 at Stanford Drive. | |

## D. Improvements Related to Campus Circulation and Access

| | | Status |
|---|---|---|
| 1 | Provide a protected left turn phase for southbound traffic at the signalized intersections of Red Road and Miller Road and Red Road and Blue Road. | |
| 2 | Realignment of Miller Road | |
| 3 | Right in and right out channelization at Robbia Avenue access drive. | |
| 4 | Closure of the Campo Sano entrance to Lot I-109 except for emergency vehicles access and of the driveway to Lots 501 and 503. | |
| 5 | Redirection of flow in Lot 501 and channelize the median opening on San Amaro Drive to accommodate the redirection of flow. | |
| 6 | Median closures along San Amaro Drive at Zuleta Avenue, Consolata Avenue, Zoreta Avenue, Delgado Avenue, and Mataro Avenue. | |
| 7 | Modification of the intersection of Certosa Avenue and San Amaro Drive by disconnecting San Amaro Drive North from San Amaro Drive/Campo Santo Avenue. | |
| 8 | Closure of San Amaro Court at Camp Sano Avenue. | |

| | | |
|---|---|---|
| 9 | Closure of Alhambra Circle at San Amaro Drive. | |
| 10 | Closure of Consolata Avenue at San Amaro Drive. | |
| 11 | Closure of Mataro Avenue and Delgado Avenue at Red Road. | |

## E. Improvements Related to Enhancing Neighborhood Safety

| | | Status |
|---|---|---|
| 1 | Provide a protected left turn phase for southbound traffic at the signalized intersections of Red Road and Miller Road, and Red Road and Blue Road | |
| 2 | Modify the entrance to Lot 102 from San Amaro Drive to provide for right turn in and right turn out movements only. | |
| 3 | Closure of the Campo Sano entrance to Lot 1-109 except for emergency vehicles access. | |
| 4 | Street closures of Mataro Avenue and Delgado Avenue at Red Road. | |
| 5 | With the planned expansion of the Law School, the access on Miller Drive at San Amaro Drive would be eliminated. As a result, the intersection of Miller Road and San Amaro Drive would be extensively modified (additional turn lanes) and the existing driveways to Lots 503 and 501 would be closed. | |

N:\TRANPLAN\Projects\2004\15121.01 UMRTS\RTS-METH 2007\Revised March 2007\SCOPE-3-7-07.doc

# ATTACHMENT 2
# TECHNICAL MEMORANDUM: TRAFFIC COUNTS AND GROWTH RATES

**KEITH and SCHNARS, P.A.**
*ENGINEERS, PLANNERS, SURVEYORS*

# MEMORANDUM

**TO:** Ramon Alvarez, P.E.

**COPIES TO:** Andre Groenhoff and John Krane, P.E.

**FROM:** Fadi Emil Nassar, P.E.

**DATE:** May 25, 2007
Revised June 6, 2007
Revised July 9, 2007
**Revised July 17, 2007**

**SUBJECT:** University of Miami – UMCAD – Traffic Counts and Growth
Keith and Schnars Project 15121.01.09010

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This memorandum was revised to incorporate the July 16, 2007 review comments. It contains revised information related to traffic counts and the background traffic growth based on FDOT and County count stations. The traffic count locations are shown in **Figure 1**. Mahoney-Pearson count locations are depicted in **Figure 2**. All traffic counts were successfully completed by Traffic Survey Specialists, Inc. The UM spring break was from March 12 to March 16, 2007.

**Appendix A** includes average daily traffic count plots for the 48-hour machine counts conducted at 28 locations. Only counts performed on Tuesday, Wednesday or Thursday were used in this analysis. The traffic counts between intersections were reviewed for consistency.

**Appendix B** includes a comparison plot of three day counts for the 72-hour machine counts conducted at 28 locations. Though the plots are for three day counts, only counts performed between Tuesday and Thursday were averaged for use in the analysis. The daily variation in traffic counts was reviewed for consistency.

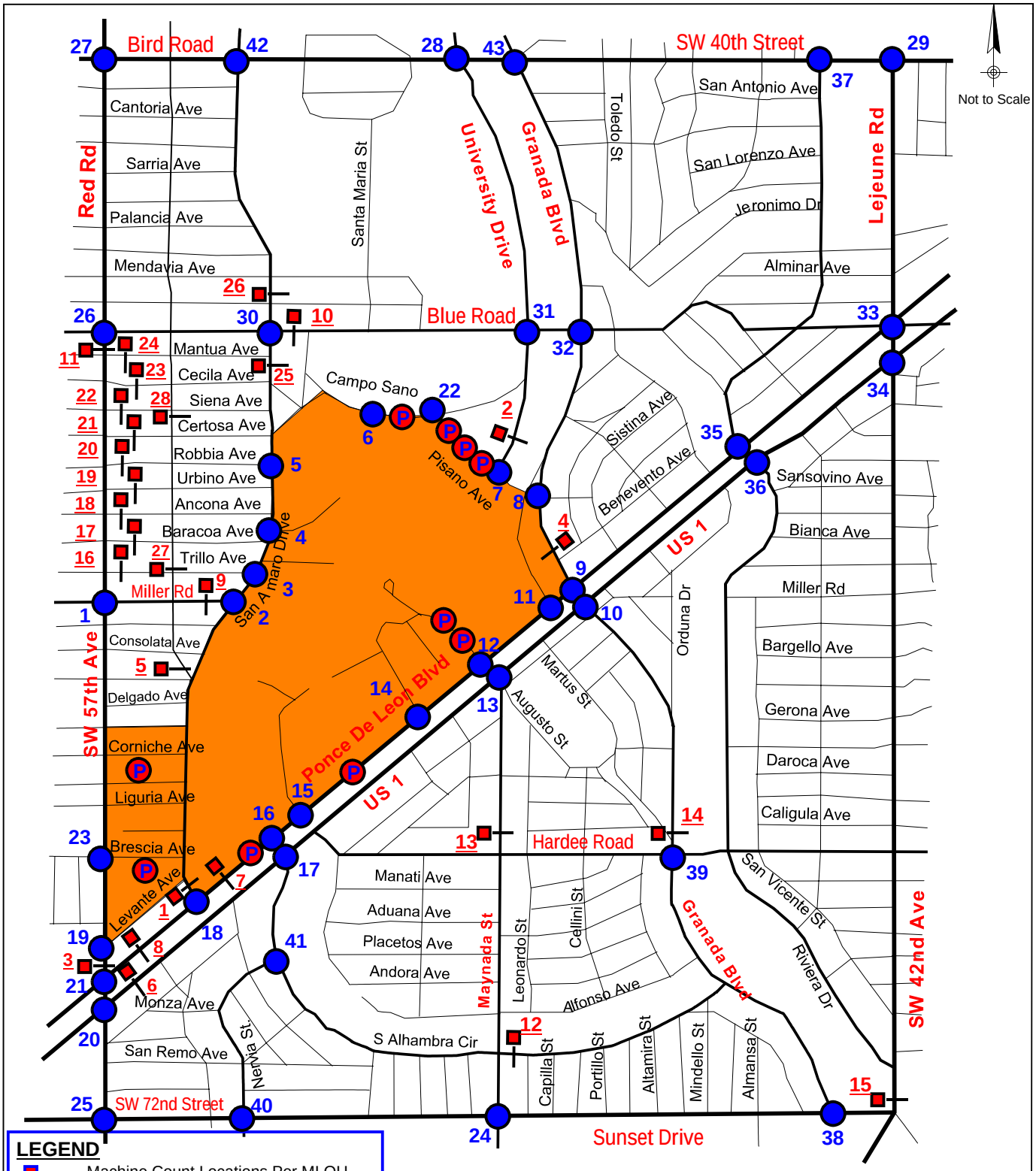
**Appendix C** includes the traffic count plots at both University Village garage and the Mahoney Pearson exit and entrance driveways.

**Appendix D:** As agreed at the May 30, 2007 meeting, the historical background traffic counts were expanded to included county count stations. **Table D-1** estimates the study area historical regional growth rate based on FDOT count stations using the latest info from FDOT's 2006 Traffic Data CD-ROM. **Table D-2** estimates the historical growth rate based on Miami-Dade County count stations, adjusted to AADT using FDOT's weekly seasonal factors.

Traffic counts from both FDOT and County count stations indicate that the study area on average experienced a negative growth rate in the past five years.

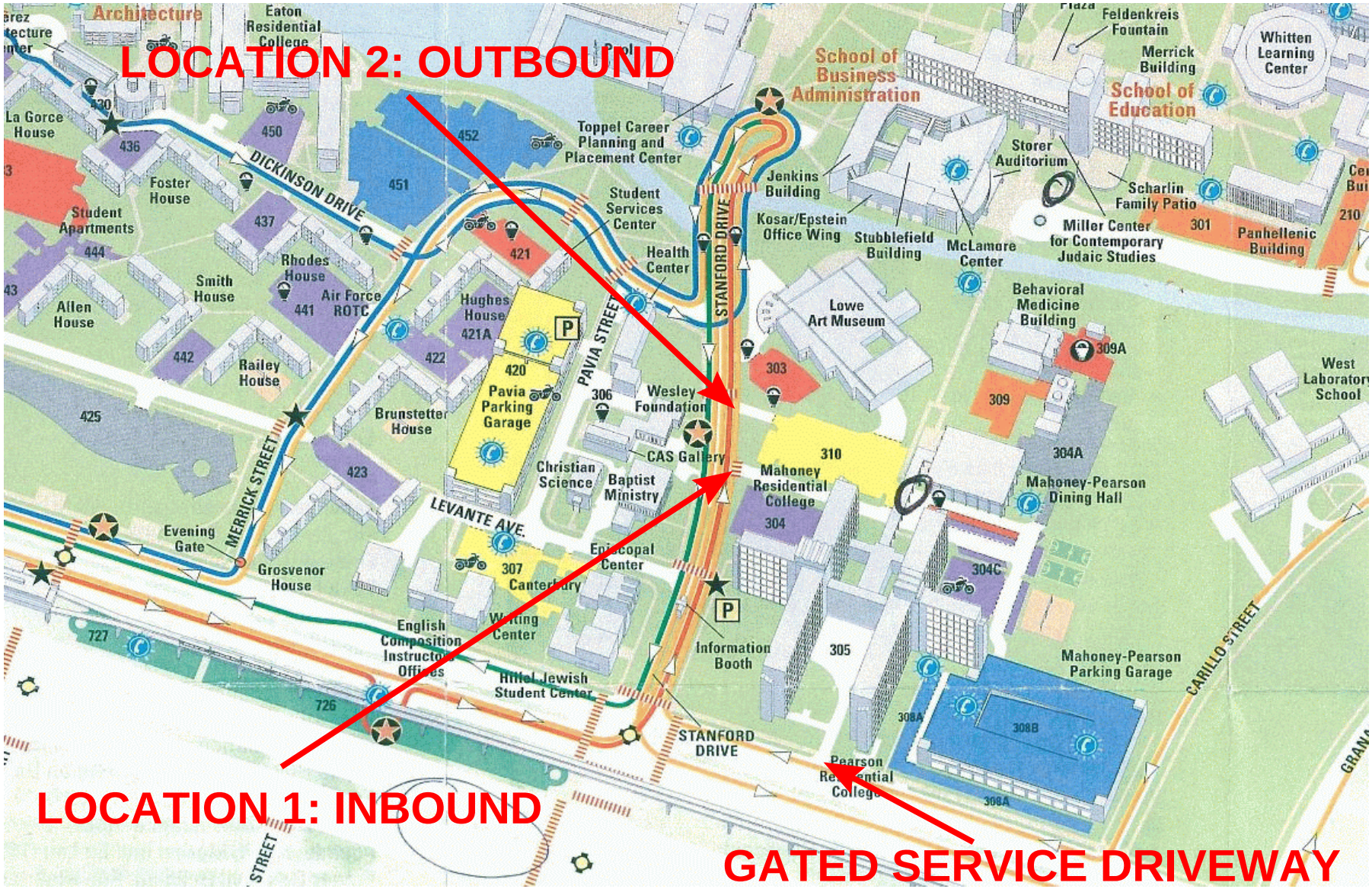
**Appendix E** includes an estimate of the regional growth rate for the study area based on the Miami-Dade County regional transportation model by comparing the 2000 Validated and 2030 Cost Feasible models. **Table E-1** indicates an annual regional growth rate of 0.42%.

A printed copy of the traffic counts was provided at the May 30th meeting. Count files in PDF format were provided through the K&S FTP site. The County's traffic count printout sheets in PDF format were provided with the July 9, 2007 revised memorandum. Alhambra count is attached.



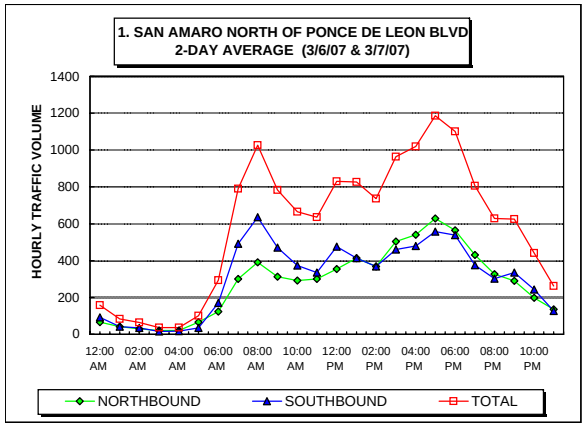

Note: Additional area count locations by FDOT and Miami-Dade County are not shown on this figure.

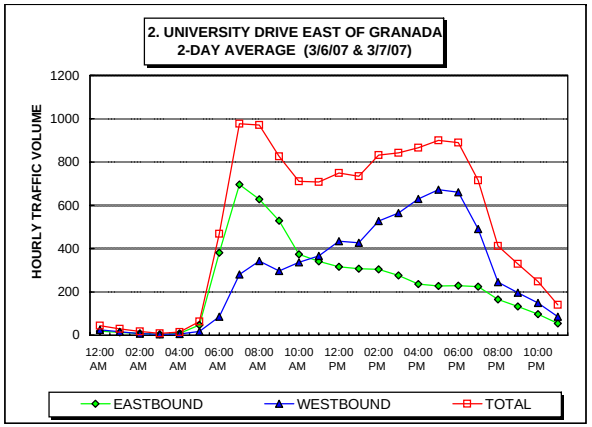
| UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY | COUNT LOCATIONS | KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS | FIGURE 1 7/13/2007 |
|---|---|---|---|

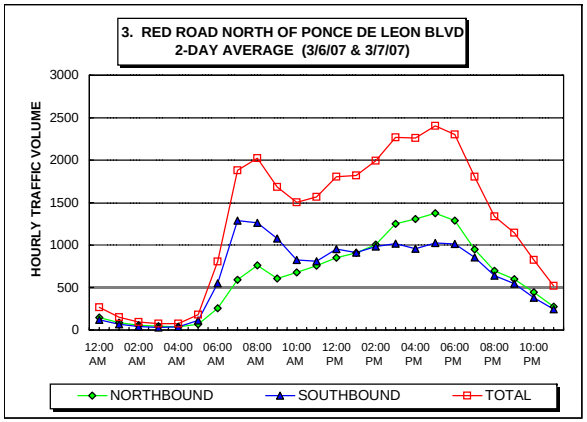


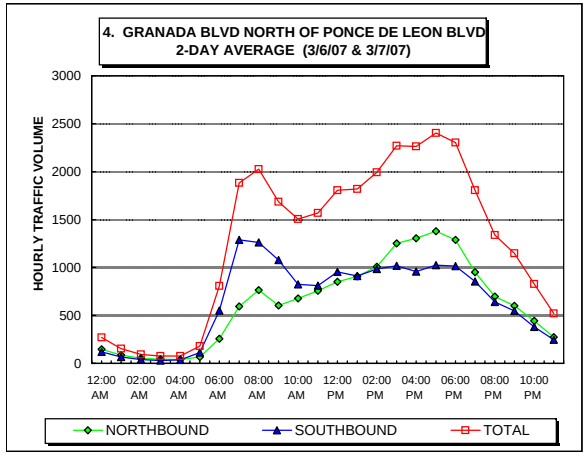

| UNIVERSITY OF MIAMI<br>REGIONAL TRAFFIC STUDY | MAHONEY-PEARSON<br>TRAFFIC COUNT LOCATIONS | KEITH and SCHNARS, P.A.<br>*ENGINEERS, PLANNERS, SURVEYORS* | FIGURE<br>**2**<br>07/17/2007 |
|---|---|---|---|

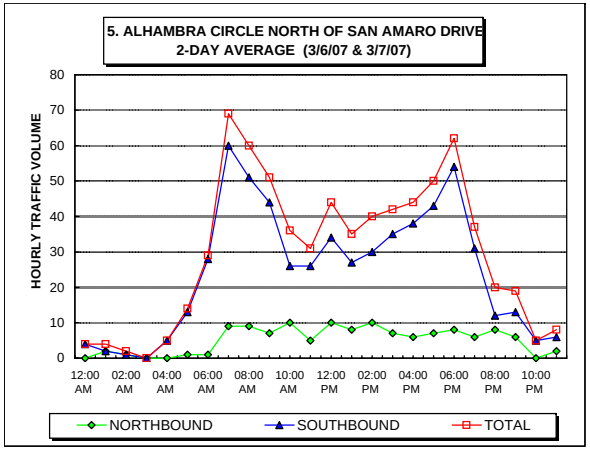
# APPENDIX A
# AVERAGE DAILY TRAFFIC COUNT PLOTS
# MARCH 2007
# UM SPRING BREAK MARCH 12-16, 2007

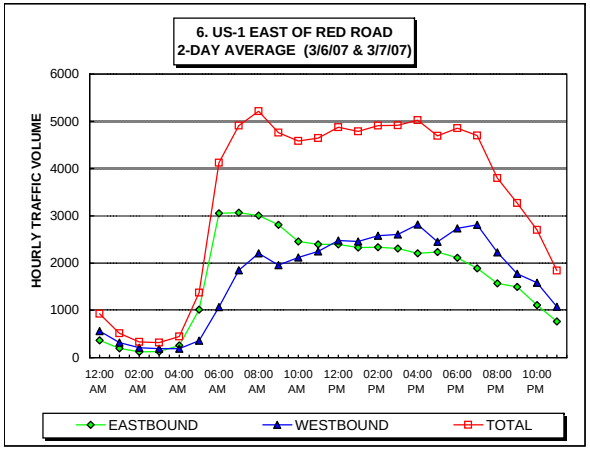

1. SAN AMARO NORTH OF PONCE DE LEON BLVD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
NORTHBOUND
SOUTHBOUND
TOTAL

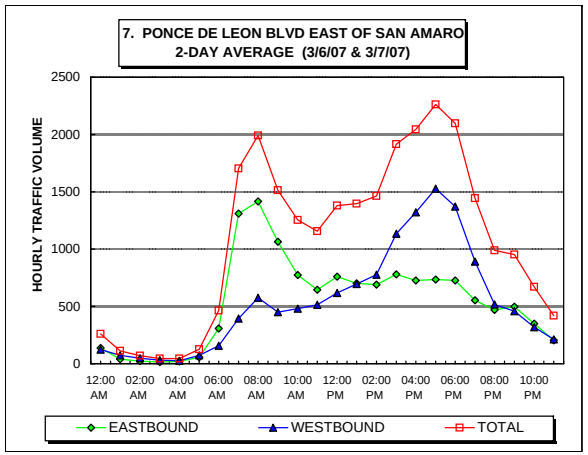

2. UNIVERSITY DRIVE EAST OF GRANADA
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

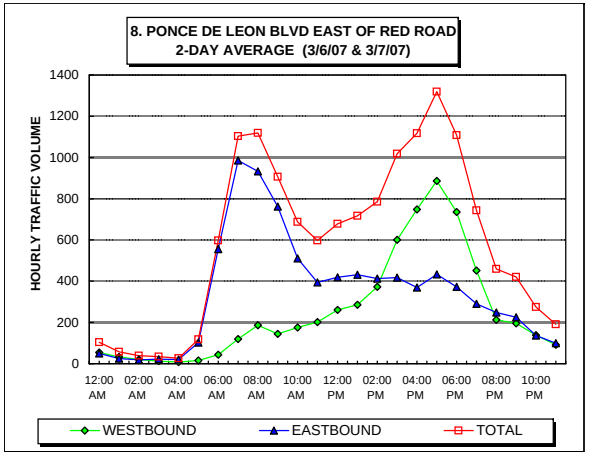

3. RED ROAD NORTH OF PONCE DE LEON BLVD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
NORTHBOUND
SOUTHBOUND
TOTAL

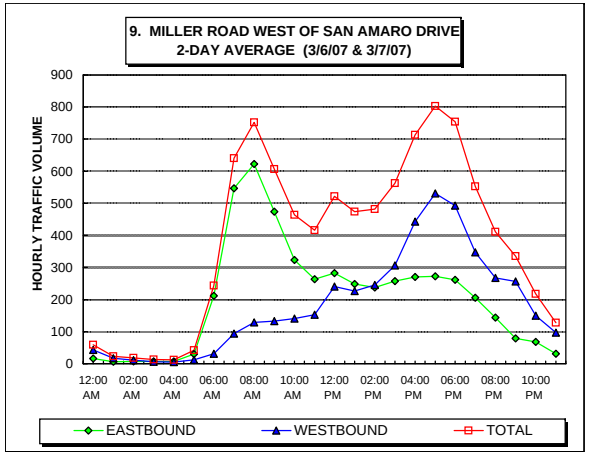

4. GRANADA BLVD NORTH OF PONCE DE LEON BLVD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
NORTHBOUND
SOUTHBOUND
TOTAL

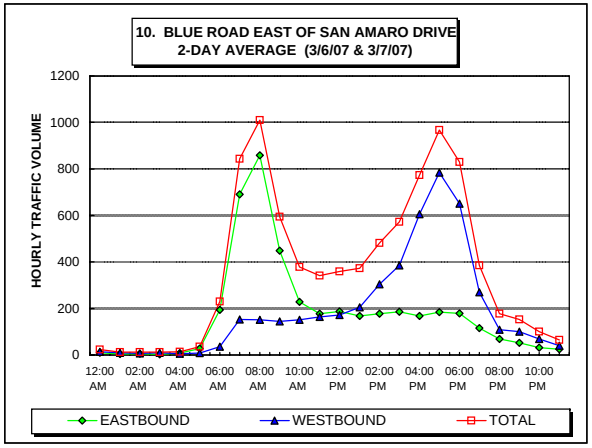

5. ALHAMBRA CIRCLE NORTH OF SAN AMARO DRIVE
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
NORTHBOUND
SOUTHBOUND
TOTAL

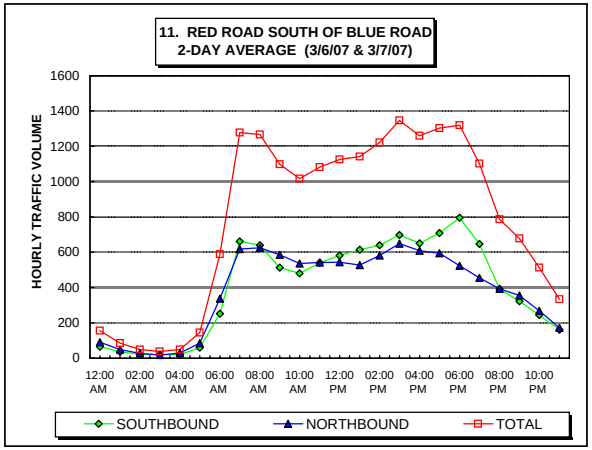

6. US-1 EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

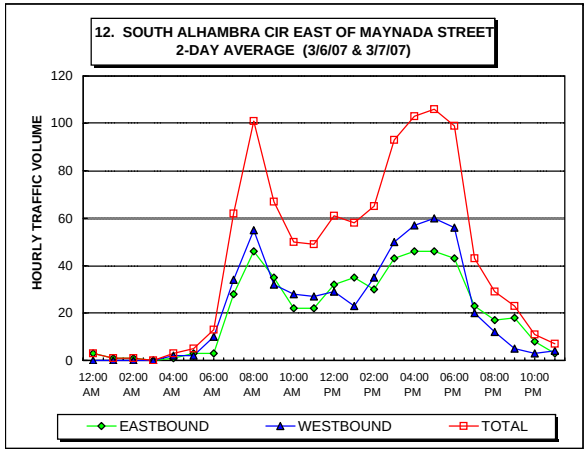

7. PONCE DE LEON BLVD EAST OF SAN AMARO
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

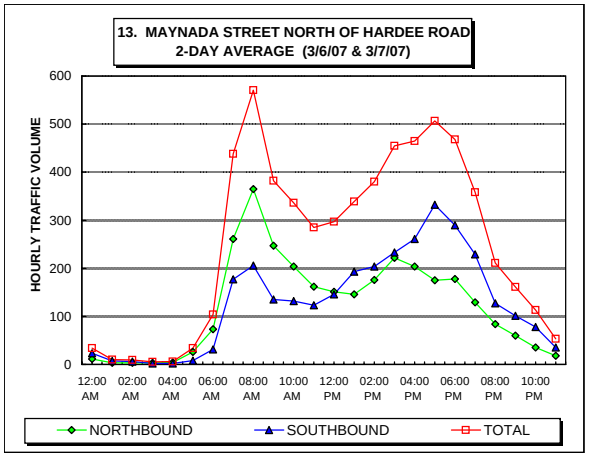

8. PONCE DE LEON BLVD EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
WESTBOUND
EASTBOUND
TOTAL

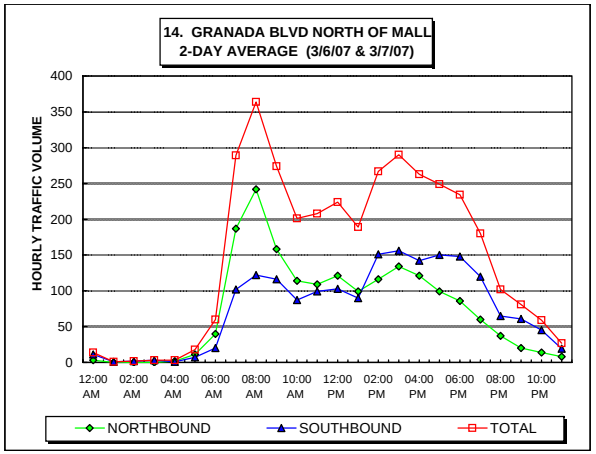

9. MILLER ROAD WEST OF SAN AMARO DRIVE
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

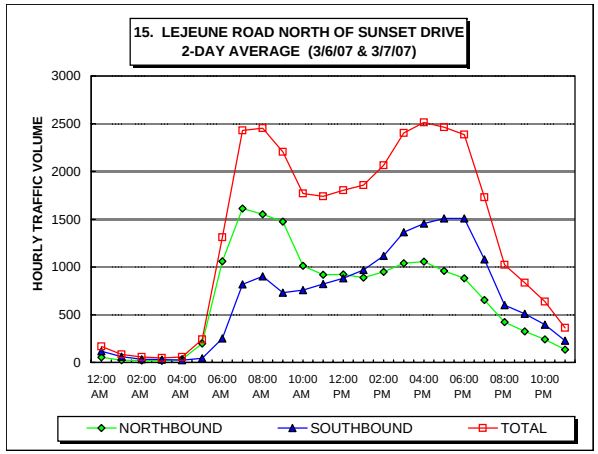

10. BLUE ROAD EAST OF SAN AMARO DRIVE
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

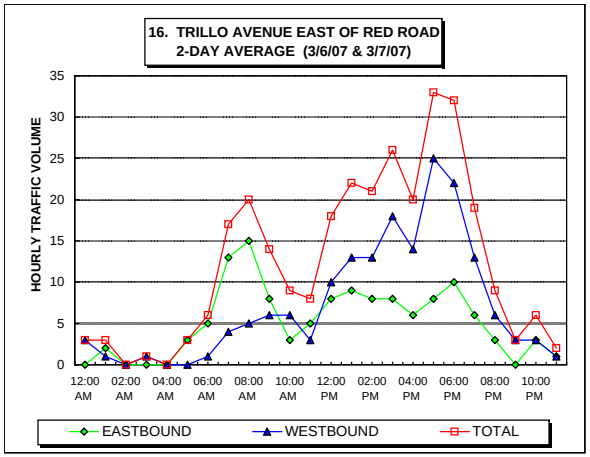

11. RED ROAD SOUTH OF BLUE ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
SOUTHBOUND
NORTHBOUND
TOTAL

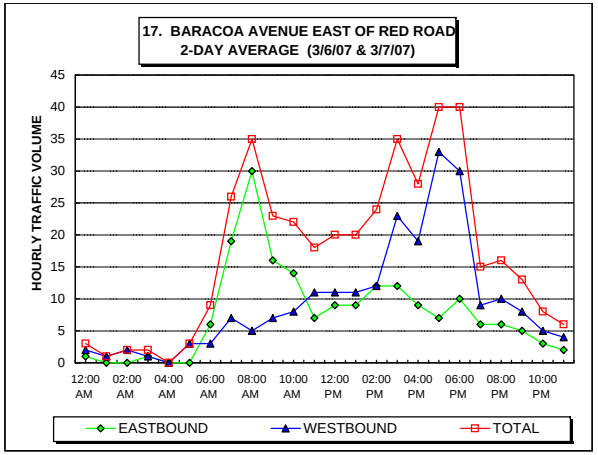

12. SOUTH ALHAMBRA CIR EAST OF MAYNADA STREET
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

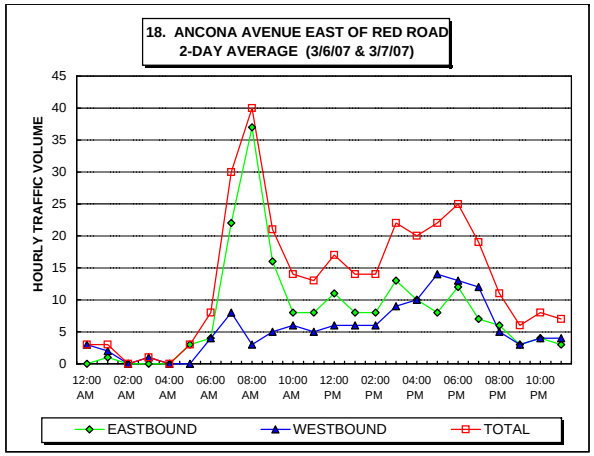

13. MAYNADA STREET NORTH OF HARDEE ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
NORTHBOUND
SOUTHBOUND
TOTAL

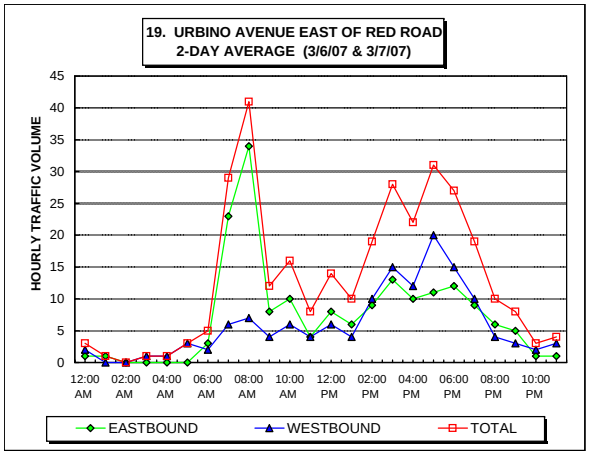

14. GRANADA BLVD NORTH OF MALL
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
NORTHBOUND
SOUTHBOUND
TOTAL

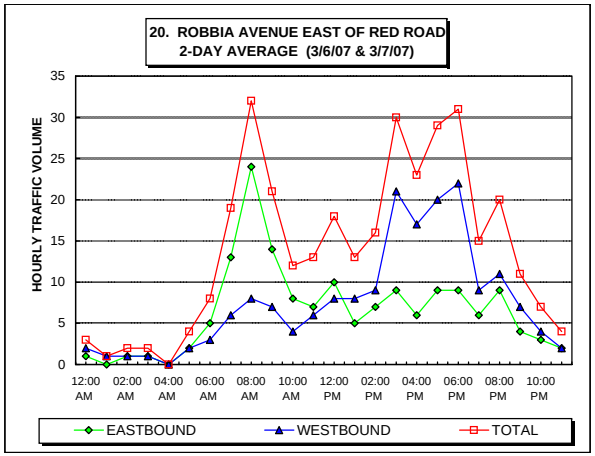

15. LEJEUNE ROAD NORTH OF SUNSET DRIVE
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
NORTHBOUND
SOUTHBOUND
TOTAL

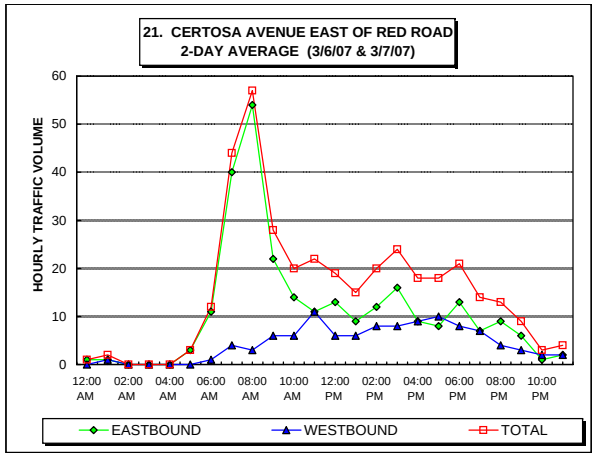

16. TRILLO AVENUE EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

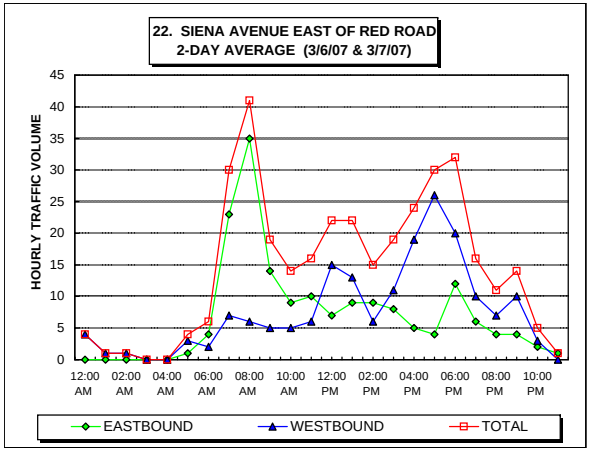

17. BARACOA AVENUE EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

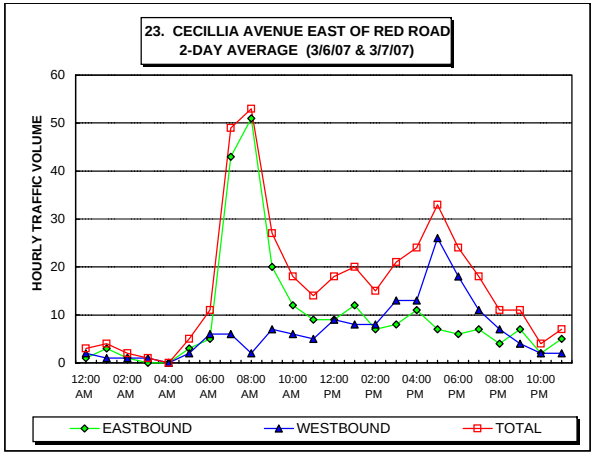

18. ANCONA AVENUE EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

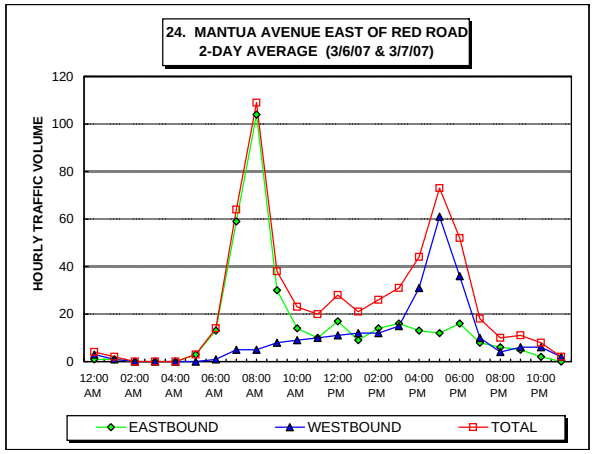

19. URBINO AVENUE EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

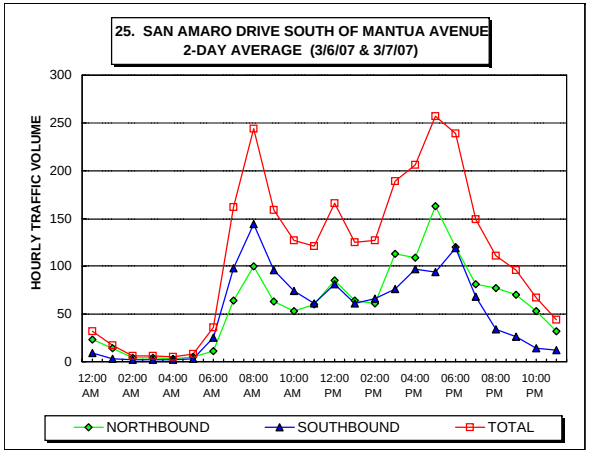

20. ROBBIA AVENUE EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

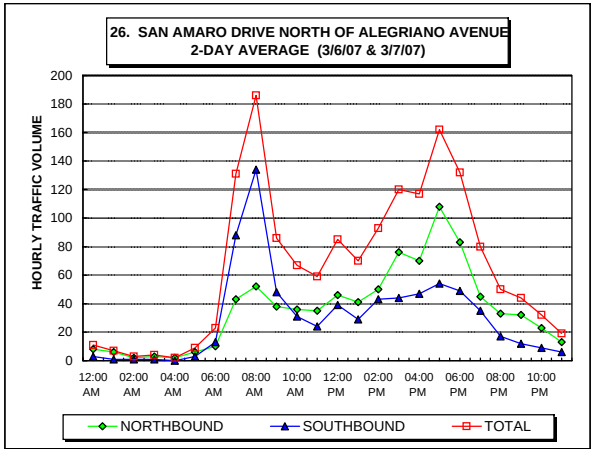

21. CERTOSA AVENUE EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

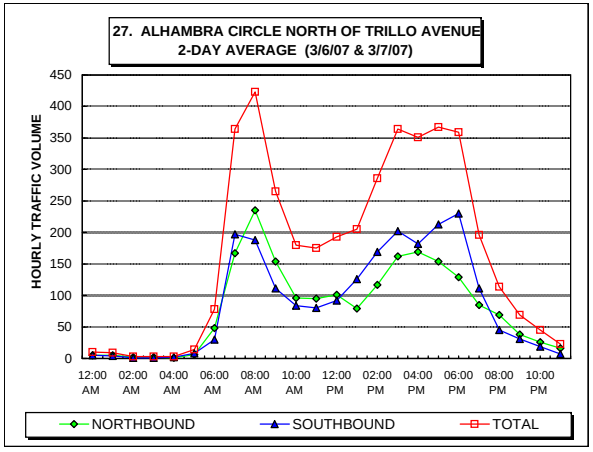

22. SIENA AVENUE EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

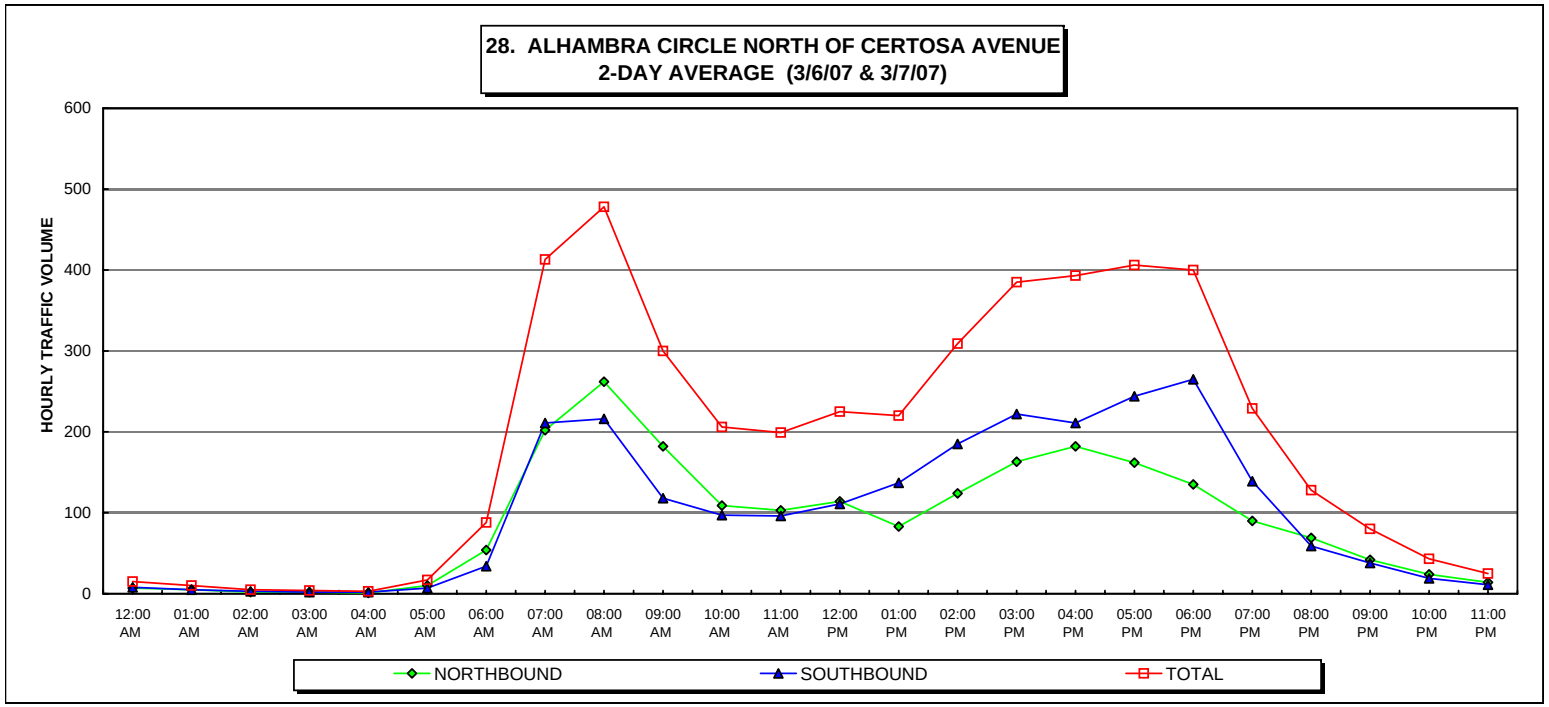

23. CECILLIA AVENUE EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL

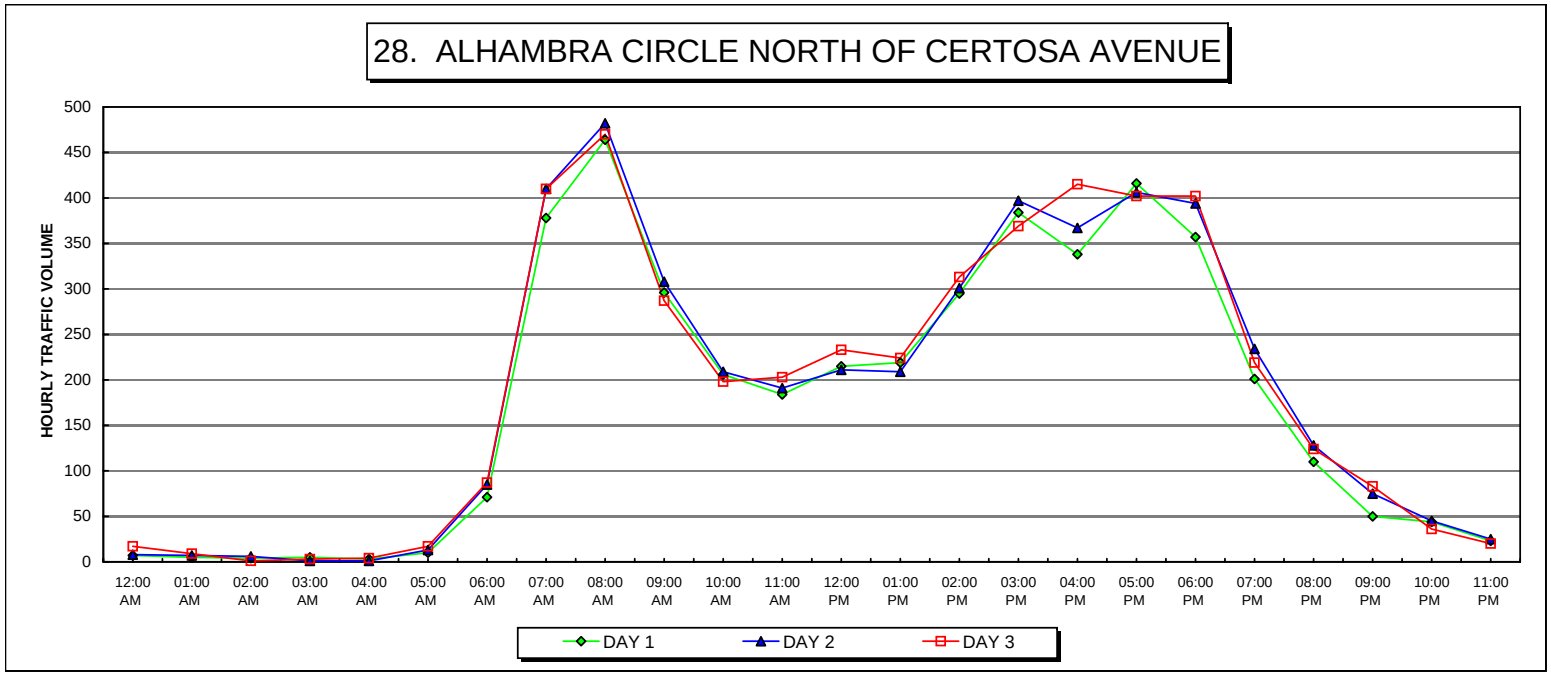

24. MANTUA AVENUE EAST OF RED ROAD
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
EASTBOUND
WESTBOUND
TOTAL


25. SAN AMARO DRIVE SOUTH OF MANTUA AVENUE
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
NORTHBOUND
SOUTHBOUND
TOTAL

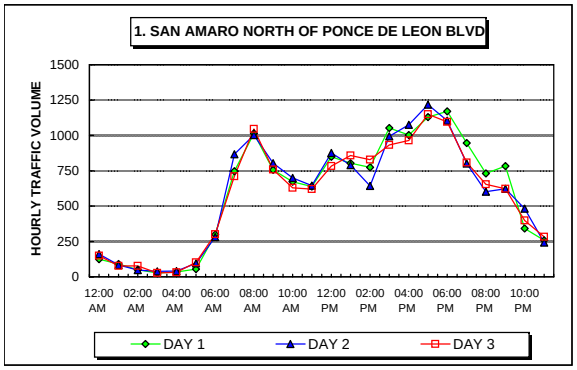

26. SAN AMARO DRIVE NORTH OF ALEGRIANO AVENUE
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
NORTHBOUND
SOUTHBOUND
TOTAL

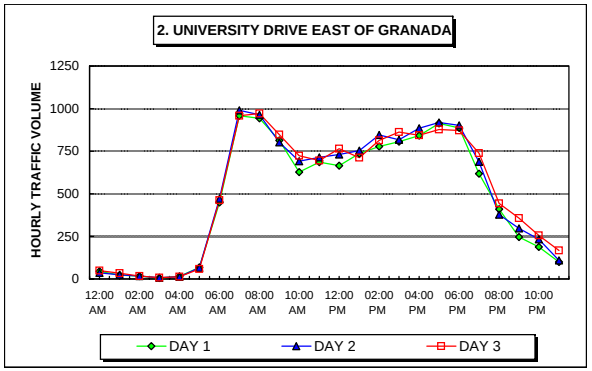

27. ALHAMBRA CIRCLE NORTH OF TRILLO AVENUE
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
NORTHBOUND
SOUTHBOUND
TOTAL

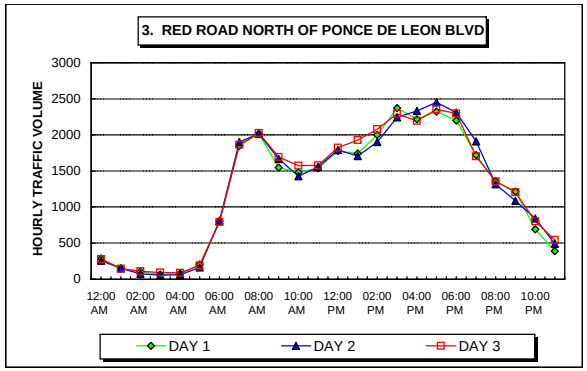

28. ALHAMBRA CIRCLE NORTH OF CERTOSA AVENUE
2-DAY AVERAGE (3/6/07 & 3/7/07)
HOURLY TRAFFIC VOLUME
600
500
400
300
200
100
0
12:00 AM
01:00 AM
02:00 AM
03:00 AM
04:00 AM
05:00 AM
06:00 AM
07:00 AM
08:00 AM
09:00 AM
10:00 AM
11:00 AM
12:00 PM
01:00 PM
02:00 PM
03:00 PM
04:00 PM
05:00 PM
06:00 PM
07:00 PM
08:00 PM
09:00 PM
10:00 PM
11:00 PM
NORTHBOUND
SOUTHBOUND
TOTAL

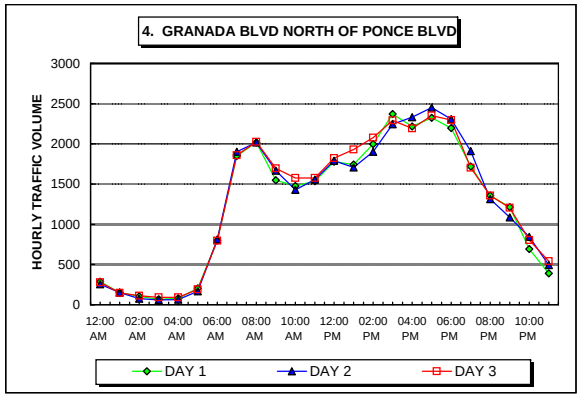

28. ALHAMBRA CIRCLE NORTH OF CERTOSA AVENUE
HOURLY TRAFFIC VOLUME
500
450
400
350
300
250
200
150
100
50
0
12:00 AM
01:00 AM
02:00 AM
03:00 AM
04:00 AM
05:00 AM
06:00 AM
07:00 AM
08:00 AM
09:00 AM
10:00 AM
11:00 AM
12:00 PM
01:00 PM
02:00 PM
03:00 PM
04:00 PM
05:00 PM
06:00 PM
07:00 PM
08:00 PM
09:00 PM
10:00 PM
11:00 PM
DAY 1
DAY 2
DAY 3

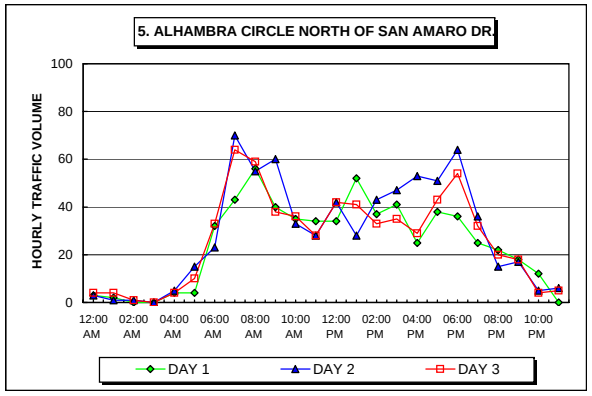
# APPENDIX B
# DAILY TRAFFIC COUNT PLOTS
# MARCH 2007
# UM SPRING BREAK MARCH 12-16, 2007

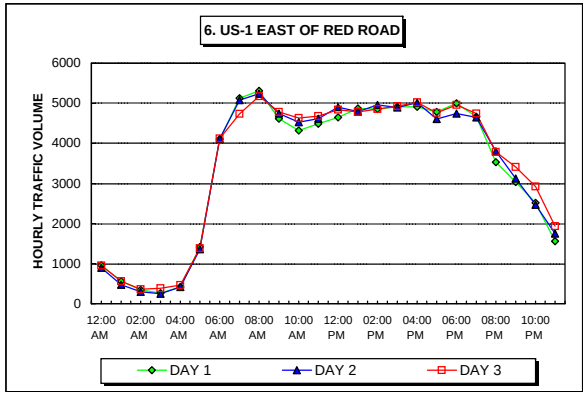

1. SAN AMARO NORTH OF PONCE DE LEON BLVD
HOURLY TRAFFIC VOLUME
DAY 1
DAY 2
DAY 3

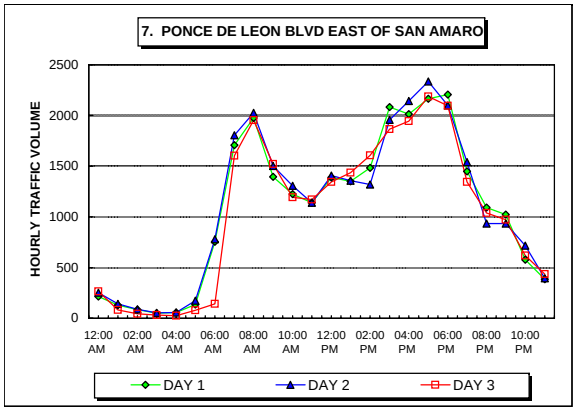

2. UNIVERSITY DRIVE EAST OF GRANADA
HOURLY TRAFFIC VOLUME
DAY 1
DAY 2
DAY 3

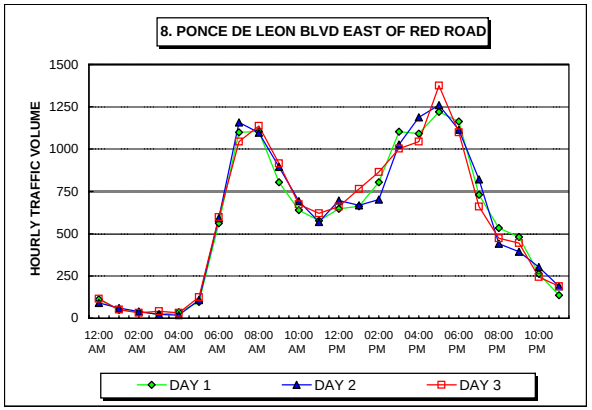

3. RED ROAD NORTH OF PONCE DE LEON BLVD
HOURLY TRAFFIC VOLUME
DAY 1
DAY 2
DAY 3

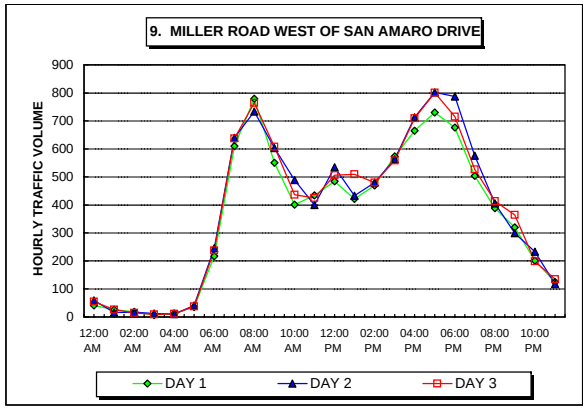

4. GRANADA BLVD NORTH OF PONCE BLVD
HOURLY TRAFFIC VOLUME
DAY 1
DAY 2
DAY 3

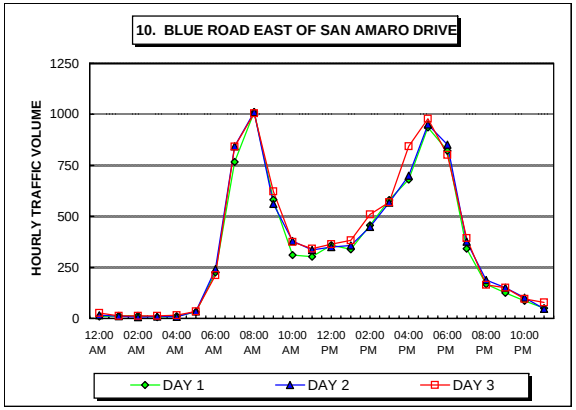

5. ALHAMBRA CIRCLE NORTH OF SAN AMARO DR.
HOURLY TRAFFIC VOLUME
DAY 1
DAY 2
DAY 3

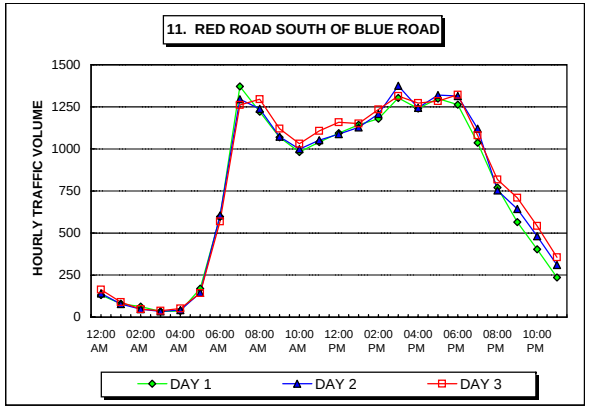

6. US-1 EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
DAY 1
DAY 2
DAY 3

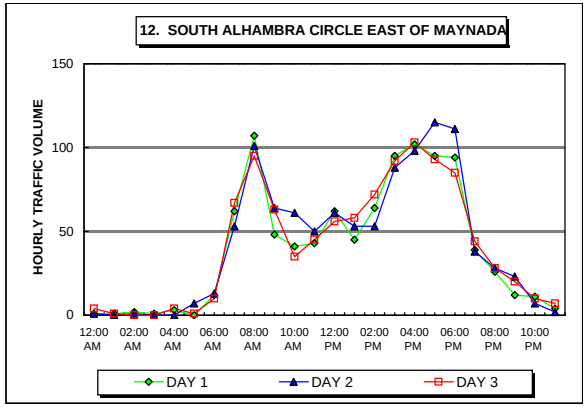

7. PONCE DE LEON BLVD EAST OF SAN AMARO
HOURLY TRAFFIC VOLUME
DAY 1
DAY 2
DAY 3

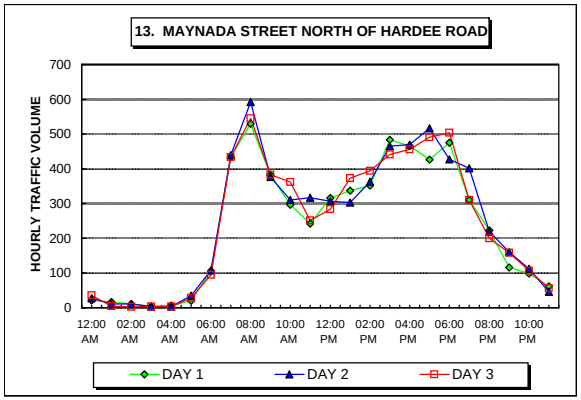

8. PONCE DE LEON BLVD EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
DAY 1
DAY 2
DAY 3

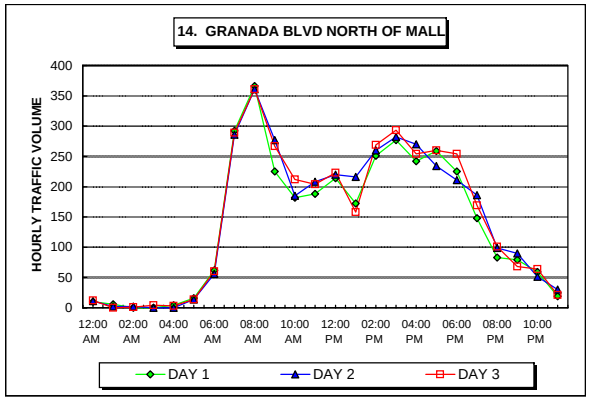

9. MILLER ROAD WEST OF SAN AMARO DRIVE
HOURLY TRAFFIC VOLUME
DAY 1
DAY 2
DAY 3

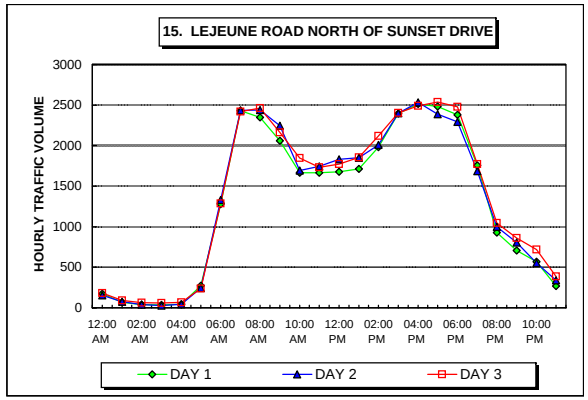

10. BLUE ROAD EAST OF SAN AMARO DRIVE
HOURLY TRAFFIC VOLUME
DAY 1
DAY 2
DAY 3

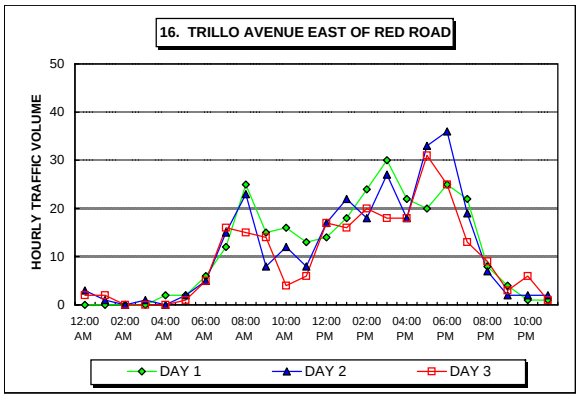

11. RED ROAD SOUTH OF BLUE ROAD
HOURLY TRAFFIC VOLUME
DAY 1
DAY 2
DAY 3

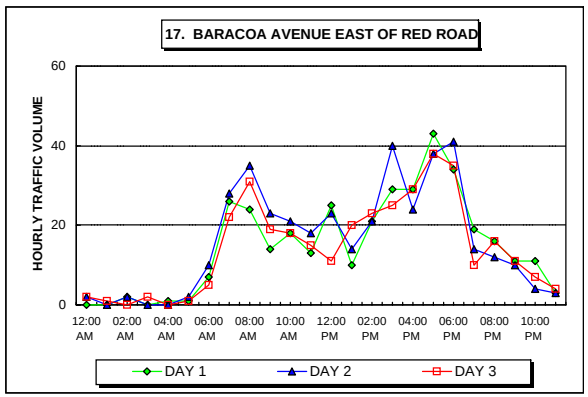

12. SOUTH ALHAMBRA CIRCLE EAST OF MAYNADA
HOURLY TRAFFIC VOLUME
DAY 1
DAY 2
DAY 3

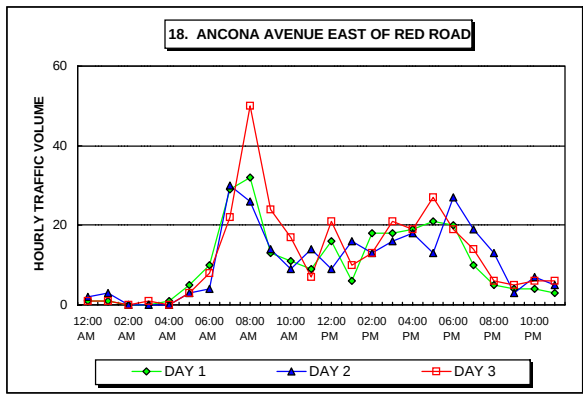

13. MAYNADA STREET NORTH OF HARDEE ROAD
HOURLY TRAFFIC VOLUME
DAY 1
DAY 2
DAY 3

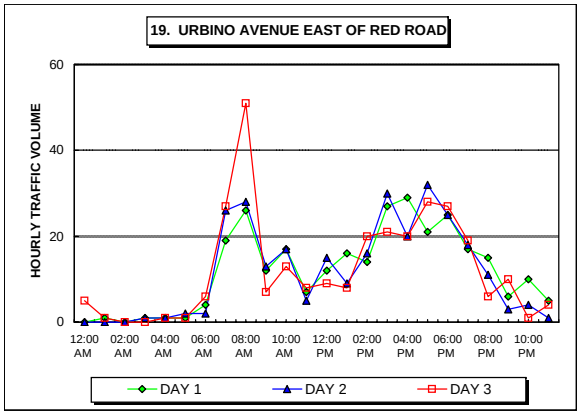

14. GRANADA BLVD NORTH OF MALL
HOURLY TRAFFIC VOLUME
DAY 1
DAY 2
DAY 3

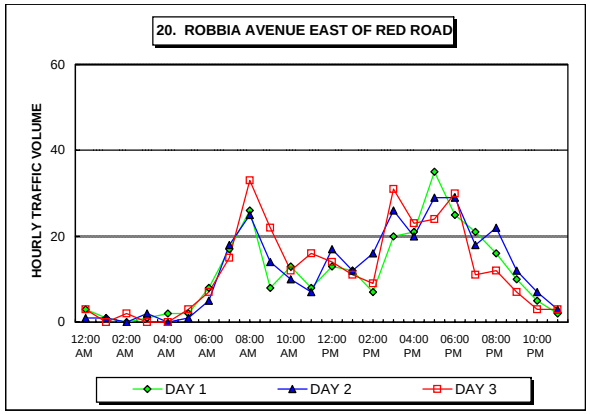

15. LEJEUNE ROAD NORTH OF SUNSET DRIVE
HOURLY TRAFFIC VOLUME
DAY 1
DAY 2
DAY 3

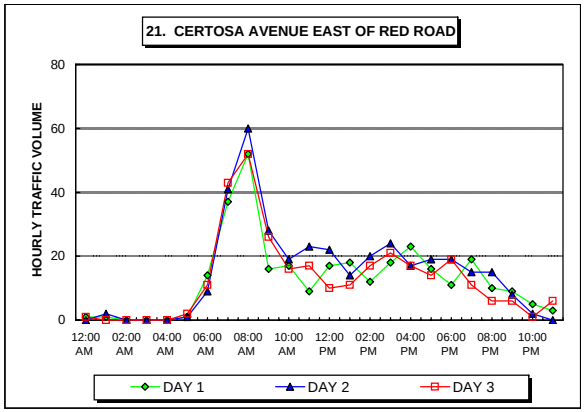

16. TRILLO AVENUE EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
DAY 1
DAY 2
DAY 3

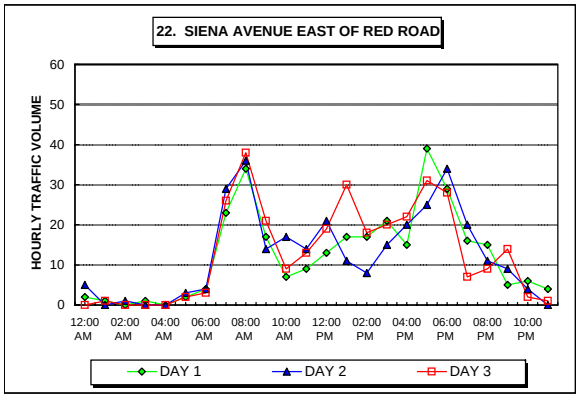

17. BARACOA AVENUE EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
DAY 1
DAY 2
DAY 3

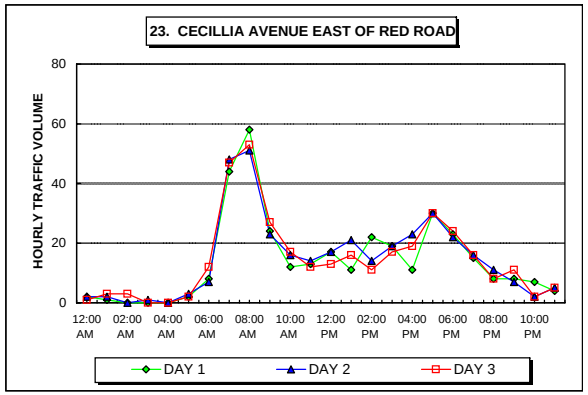

18. ANCONA AVENUE EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
DAY 1
DAY 2
DAY 3

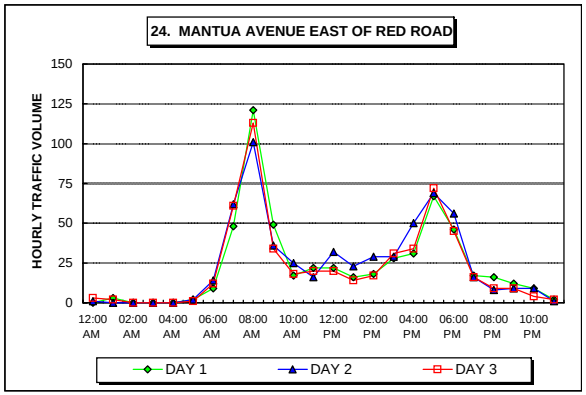

19. URBINO AVENUE EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
0
20
40
60
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

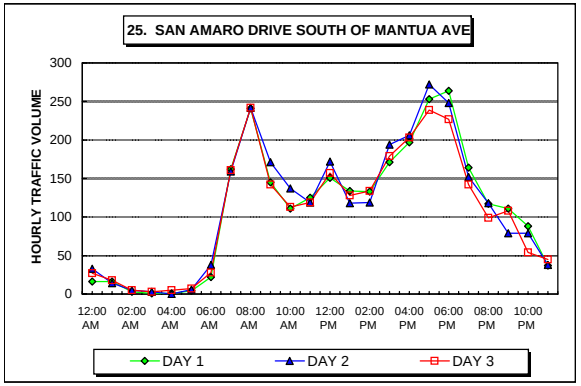

20. ROBBIA AVENUE EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
0
20
40
60
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

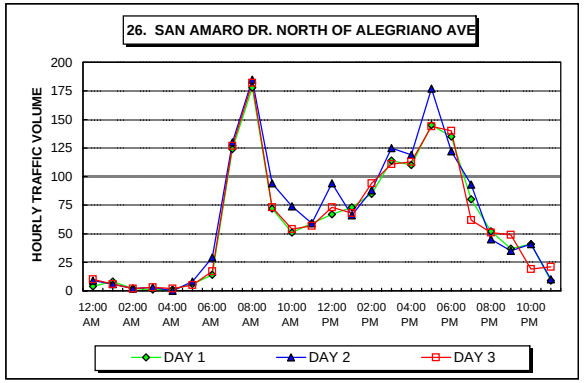

21. CERTOSA AVENUE EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
0
20
40
60
80
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

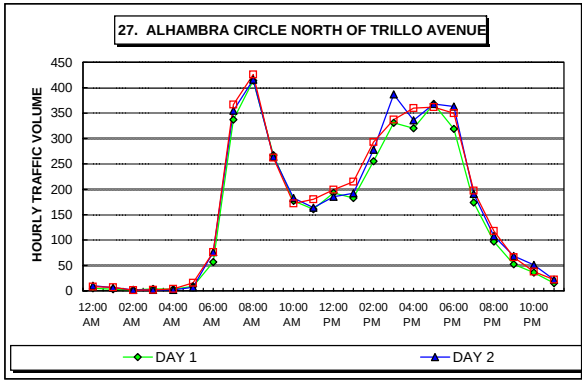

22. SIENA AVENUE EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
0
10
20
30
40
50
60
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3


23. CECILLIA AVENUE EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
0
20
40
60
80
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

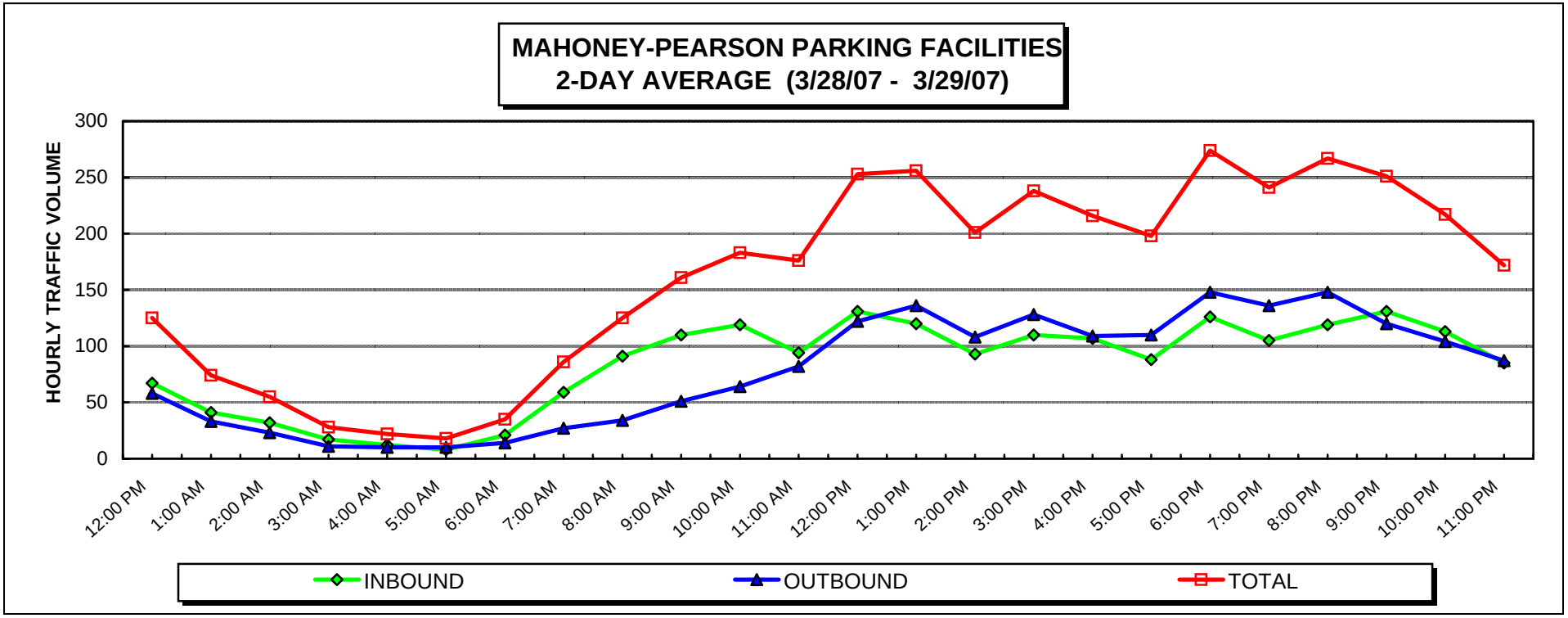

24. MANTUA AVENUE EAST OF RED ROAD
HOURLY TRAFFIC VOLUME
0
25
50
75
100
125
150
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

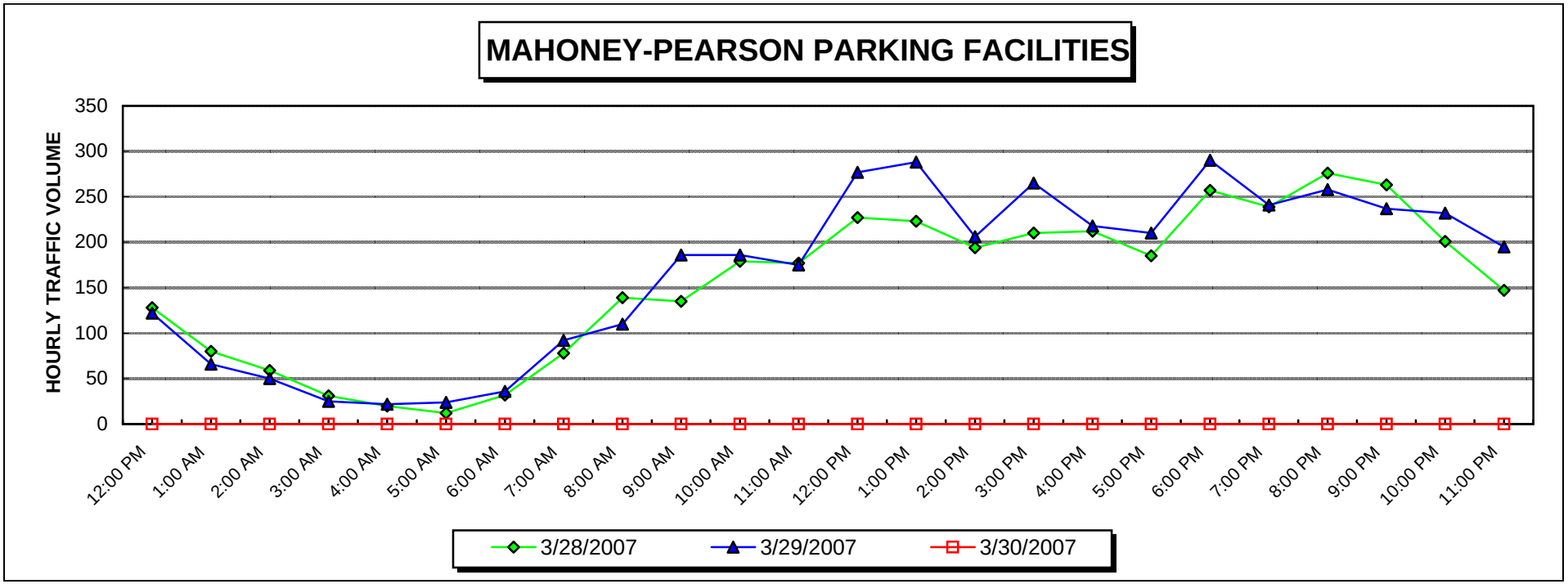

25. SAN AMARO DRIVE SOUTH OF MANTUA AVE
HOURLY TRAFFIC VOLUME
0
50
100
150
200
250
300
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

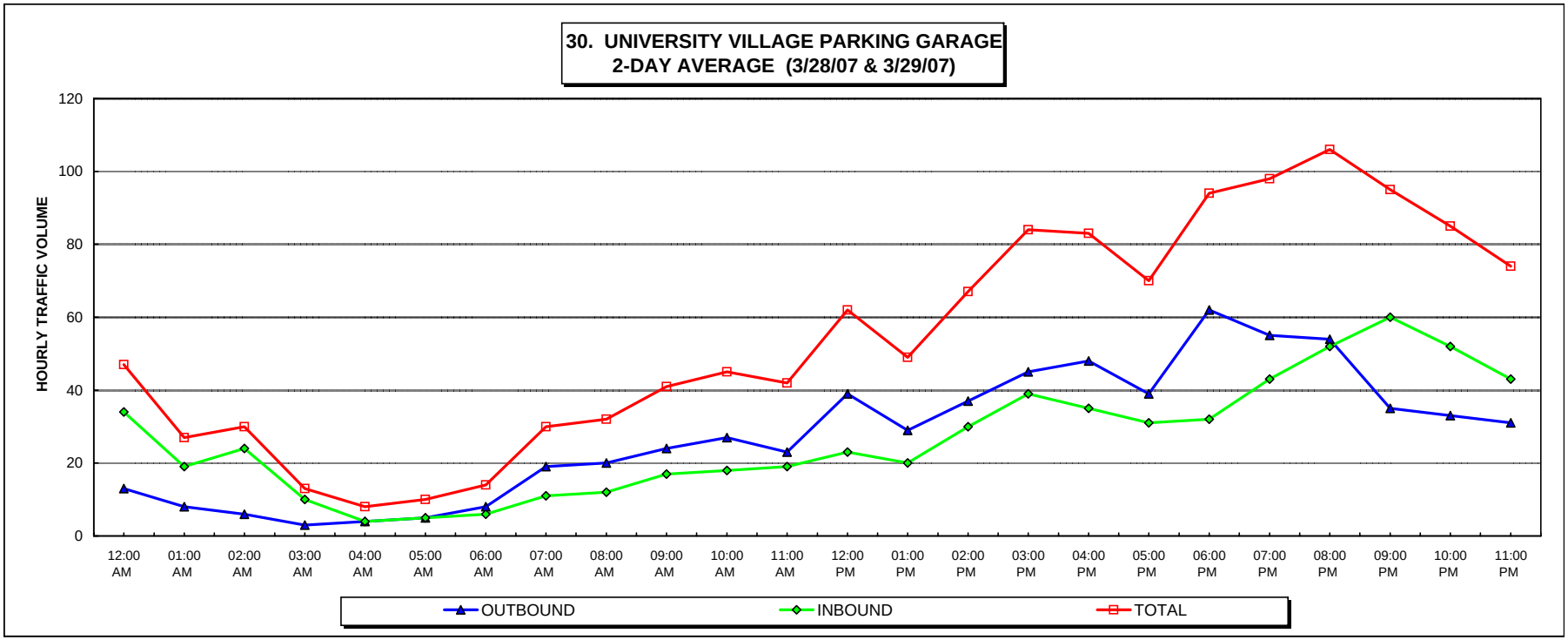

26. SAN AMARO DR. NORTH OF ALEGRIANO AVE
HOURLY TRAFFIC VOLUME
0
25
50
75
100
125
150
175
200
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2
DAY 3

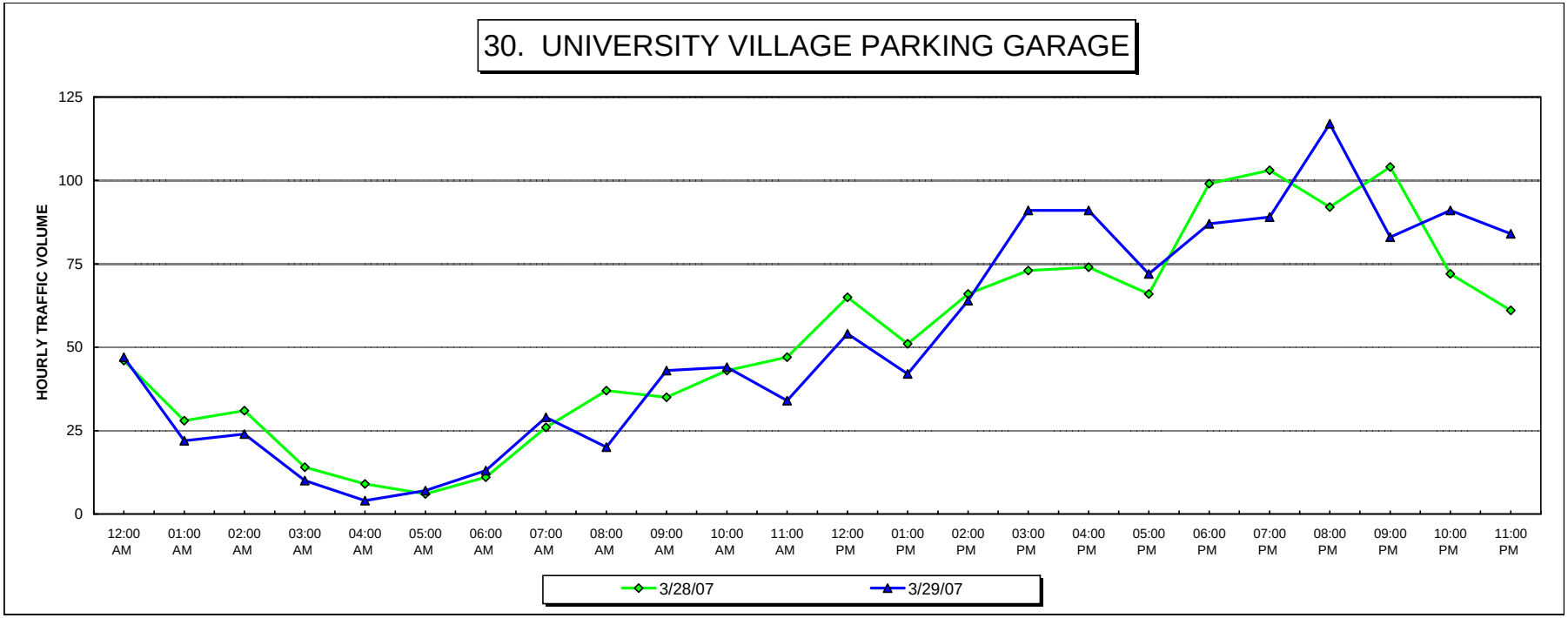

27. ALHAMBRA CIRCLE NORTH OF TRILLO AVENUE
HOURLY TRAFFIC VOLUME
0
50
100
150
200
250
300
350
400
450
12:00 AM
02:00 AM
04:00 AM
06:00 AM
08:00 AM
10:00 AM
12:00 PM
02:00 PM
04:00 PM
06:00 PM
08:00 PM
10:00 PM
DAY 1
DAY 2

# APPENDIX C
# TRAFFIC COUNT PLOTS
# AT MAHONEY-PEARSON AND UNIVERSITY VILLAGE
# MARCH 2007
# UM SPRING BREAK MARCH 12-16, 2007


MAHONEY-PEARSON PARKING FACILITIES
2-DAY AVERAGE (3/28/07 - 3/29/07)
HOURLY TRAFFIC VOLUME
300
250
200
150
100
50
0
12:00 PM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
INBOUND
OUTBOUND
TOTAL


MAHONEY-PEARSON PARKING FACILITIES
HOURLY TRAFFIC VOLUME
350
300
250
200
150
100
50
0
12:00 PM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
3/28/2007
3/29/2007
3/30/2007


30. UNIVERSITY VILLAGE PARKING GARAGE
2-DAY AVERAGE (3/28/07 & 3/29/07)
HOURLY TRAFFIC VOLUME
120
100
80
60
40
20
0
12:00 AM
01:00 AM
02:00 AM
03:00 AM
04:00 AM
05:00 AM
06:00 AM
07:00 AM
08:00 AM
09:00 AM
10:00 AM
11:00 AM
12:00 PM
01:00 PM
02:00 PM
03:00 PM
04:00 PM
05:00 PM
06:00 PM
07:00 PM
08:00 PM
09:00 PM
10:00 PM
11:00 PM
OUTBOUND
INBOUND
TOTAL


30. UNIVERSITY VILLAGE PARKING GARAGE
HOURLY TRAFFIC VOLUME
125
100
75
50
25
0
12:00 AM
01:00 AM
02:00 AM
03:00 AM
04:00 AM
05:00 AM
06:00 AM
07:00 AM
08:00 AM
09:00 AM
10:00 AM
11:00 AM
12:00 PM
01:00 PM
02:00 PM
03:00 PM
04:00 PM
05:00 PM
06:00 PM
07:00 PM
08:00 PM
09:00 PM
10:00 PM
11:00 PM
3/28/07
3/29/07

# APPENDIX D
# HISTORICALGROWTH RATES BASED ON FDOT AND COUNTY COUNT STATIONS

**TABLE D-1**
**UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY**
**REGIONAL GROWTH BASED ON HISTORICAL FDOT TRAFFIC COUNTS**

**09-Jul-07**

| ROADWAY | STATION NUMBER | AADT 2002 | AADT 2003 | AADT 2004 | AADT 2005 | AADT 2006 | COMP. GROWTH RATE 2002-2006 |
|---|---|---|---|---|---|---|---|
| **RED ROAD** | | | | | | | |
| N. OF US-1 | FDOT-34 | 22,500 | 22,000 | 20,400 | 20,500 | 22,500 | 0.00% |
| S. OF BIRD [1] | FDOT-2552 | 18,700 | 19,300 | 19,900 | 18,700 | 17,000 | -2.35% |
| S. OF CORAL WAY | FDOT-35 | 17,400 | 16,900 | 17,500 | 17,800 | 16,800 | -0.87% |
| **LEJEUNE ROAD** | | | | | | | |
| N. OF PONCE DE LEON | FDOT-1053 | 25,500 | 25,500 | 28,000 | 29,000 | 27,000 | 1.44% |
| S. OF CORAL WAY | FDOT-24 | 39,000 | 37,500 | 41,000 | 48,000 | 34,000 | -3.37% |
| **BIRD ROAD** | | | | | | | |
| E. OF RED ROAD | FDOT-1049 | 50,000 | 41,500 | 49,000 | 49,000 | 50,500 | 0.25% |
| W. OF RED ROAD | FDOT-80 | 53,500 | 49,500 | 51,500 | 55,500 | 38,500 | -7.90% |
| W. OF LEJEUNE RD | FDOT-1048 | 45,000 | 40,000 | 43,500 | 51,000 | 41,500 | -2.00% |
| E. OF LEJEUNE RD | FDOT-82 | 44,500 | 42,000 | 42,500 | 39,000 | 38,000 | -3.87% |
| **SUNSET DRIVE** | | | | | | | |
| W. OF US-1 | FDOT-70 | 33,000 | 27,000 | 31,000 | 29,500 | 30,000 | -2.35% |
| **US-1** | | | | | | | |
| S. OF RED ROAD | FDOT-127 | 84,000 | 89,000 | 92,500 | 81,000 | 79,000 | -1.52% |
| S. OF GRANADA BLVD | FDOT-178 | 91,000 | 93,000 | 86,343 | 85,550 | 86,325 | -1.31% |
| S. OF GRAND AVENUE | FDOT-521 | 89,500 | 84,000 | 93,500 | 80,000 | 78,000 | -3.38% |
| **TOTAL VOL & AVG GROWTH RATE** | | **613,600** | **587,200** | **616,643** | **604,550** | **559,125** | **-2.30%** |

**TABLE D-2**
**UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY**
**REGIONAL GROWTH BASED ON HISTORICAL COUNTY COUNTS**

**09-Jul-07**

| ROADWAY | COUNTY COUNT STATION NUMBER | SEASONAL FACTOR ADJUST. | YEAR 2002 | YEAR 2003 | YEAR 2004 | YEAR 2005 | YEAR 2006 | COMP. GROWTH RATE 2002-2006 |
|---|---|---|---|---|---|---|---|---|
| **SR 27 - INGRAHAM HWY** | | | | | | | | |
| EAST OF 42 AVE | **194** | **COUNT** | ***20,349*** | 20,349 | 17,948 | 21,203 | 18,514 | |
| | | **S.F.** | **1.01** | **1.01** | **1.01** | **0.99** | **0.99** | |
| | | **DATE** | | **9/16/03** | **6/3/04** | **12/12/05** | **11/29/06** | |
| | | **AADT** | **20,552** | **20,552** | **18,127** | **20,991** | **18,329** | **-2.82%** |
| **SW 42 AVENUE** | | | | | | | | |
| SOUTH OF US-1 | **218** | **COUNT** | 17,518 | ***18,979*** | ***18,979*** | 20,439 | 17,111 | |
| | | **S.F.** | **0.99** | **0.99** | **0.99** | **0.99** | **0.99** | |
| | | **DATE** | **10/8/02** | | | **12/13/05** | **10/11/06** | |
| | | **AADT** | **17,343** | **18,789** | **18,789** | **20,235** | **16,940** | **-0.59%** |
| **MILLER ROAD** | | | | | | | | |
| WEST OF RED ROAD | **260** | **COUNT** | 22,933 | 24,391 | 22,919 | 20,056 | 20,173 | |
| | | **S.F.** | **1.00** | **0.99** | **0.99** | **1.00** | **1.01** | |
| | | **DATE** | **4/30/02** | **2/11/03** | **4/7/04** | **5/10/05** | **9/20/06** | |
| | | **AADT** | **22,933** | **24,147** | **22,690** | **20,056** | **20,375** | **-2.91%** |
| **PONCE DE LEON BLVD** | | | | | | | | |
| NORTH OF BIRD DRIVE | **624** | **COUNT** | 17,852 | 18,671 | 19,952 | 20,296 | 19,474 | |
| | | **S.F.** | **1.00** | **1.01** | **1.01** | **0.99** | **1.00** | |
| | | **DATE** | **4/30/02** | **9/15/03** | **5/27/04** | **12/13/05** | **10/5/06** | |
| | | **AADT** | **17,852** | **18,858** | **20,152** | **20,093** | **19,474** | **2.20%** |
| **RED ROAD** | | | | | | | | |
| SOUTH OF BIRD ROAD | **632** | **COUNT** | 19,627 | ***21,301*** | 22,975 | 22,615 | 19,804 | |
| | | **S.F.** | **0.99** | **1.00** | **1.01** | **0.99** | **1.00** | |
| | | **DATE** | **10/15/02** | | **6/9/04** | **1/04/06** | **9/27/06** | |
| | | **AADT** | **19,431** | **21,301** | **23,205** | **22,389** | **19,804** | **0.48%** |
| NORTH OF SUNSET DR | **634** | **COUNT** | 22,666 | 21,687 | 22,406 | 23,203 | 21,914 | |
| | | **S.F.** | **1.00** | **0.99** | **1.01** | **0.99** | **1.00** | |
| | | **DATE** | **5/2/02** | **2/11/03** | **6/9/04** | **12/13/05** | **9/27/06** | |
| | | **AADT** | **22,666** | **21,470** | **22,630** | **22,971** | **21,914** | **-0.84%** |
| **SUNSET DRIVE** | | | | | | | | |
| WEST OF COCOPLUM | **656** | **COUNT** | 12,522 | 12,907 | 12,217 | 13,076 | 15,147 | |
| | | **S.F.** | **1.00** | **0.99** | **1.01** | **0.99** | **0.99** | |
| | | **DATE** | **4/30/02** | **10/14/03** | **6/1/04** | **12/14/05** | **11/16/06** | |
| | | **AADT** | **12,522** | **12,778** | **12,339** | **12,945** | **14,996** | **4.61%** |
| **TOTAL VOL & AVG GROWTH RATE** | | | **133,299** | **137,895** | **137,932** | **139,680** | **131,832** | **-0.28%** |

**NOTE:**
[1] Italic and red values are an estimated average count.
[2] Seasonal factors were obtained from the 2006 Traffic Data CD Rom

# APPENDIX E
# GROWTH RATES BASED
# ON FDOT AND COUNTY COUNT STATIONS

# TABLE E-1
## UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
## MODEL DERIVED REGIONAL GROWTH RATE USING MUATS 2000 AND 2030 MODELS

7/9/2007

| ROAD SEGMENT | ROADWAY NUMBER OF LANES | 2000 FSUTMS VOLUMES [1] | 2030 FSUTMS VOLUMES [2] | ANNUAL GROWTH RATES [3] |
|---|---|---|---|---|
| | | | | |
| **US 1** | | | | |
| DOUGLAS RD TO LEJEUNE RD | 6LD | 69974 | 72589 | 0.12% |
| LEJEUNE RD RD TO GRANADA BLVD | 6LD | 62308 | 77374 | 0.72% |
| GRANADA BLVD TO RED ROAD | 6LD | 66485 | 75618 | 0.43% |
| | | | | |
| **RED ROAD** | | | | |
| BIRD ROAD TO BRESCIA AVE | 2LU | 16586 | 18881 | 0.43% |
| BRESCIA AVE TO US-1 | 4LU | 26740 | 31527 | 0.55% |
| US-1 TO SUNSET DRIVE | 4LU | 33377 | 39357 | 0.55% |
| | | | | |
| **MILLER ROAD** | | | | |
| SAN AMARO DR TO RED ROAD | 2LU | 23600 | 26209 | 0.35% |
| WEST OF RED ROAD | 2LU | 19952 | 26340 | 0.93% |
| | | | | |
| **SUNSET DRIVE** | | | | |
| CARTEGENA CIRCLE TO MAYNADA | 2LU | 13343 | 17230 | 0.86% |
| MAYNADA TO RED ROAD | 2LU | 15733 | 18184 | 0.48% |
| | | | | |
| **PONCE DE LEON** | | | | |
| BIRD ROAD TO LEJEUNE ROAD | 4LD | 32455 | 45453 | 1.13% |
| LEJEUNE ROAD TO STANFORD DR | 4LD | 61298 | 60243 | -0.06% |
| STANFORD DR TO RED ROAD | 4LD | 55934 | 54608 | -0.08% |
| | | | | |
| **BIRD ROAD** | | | | |
| PONCE TO LEJEUNE RD | 4LU | 46081 | 47328 | 0.09% |
| LEJEUNE ROAD TO GRANADA BLVD | 4LU | 62049 | 67089 | 0.26% |
| GRANADA BLVD TO RED ROAD | 4LU | 55151 | 61596 | 0.37% |
| | | | | |
| **LEJEUNE ROAD** | | | | |
| CARTEGENA CIRCLE TO US-1 | 2LU | 20456 | 25443 | 0.73% |
| US-1 TO BIRD ROAD | 4LU | 33180 | 43778 | 0.93% |
| | | | | |
| **GRANADA BLVD** | | | | |
| BIRD ROAD TO US-1 | 2LU | 23316 | 22590 | -0.11% |
| US-1 TO SUNSET DRIVE | 2LU | 12418 | 17553 | 1.16% |
| | | | | |
| **MAYNADA STREET** | | | | |
| US-1 TO SUNSET DRIVE | 2LU | 15977 | 17635 | 0.33% |
| | | | | |
| **ALHAMBRA CIRCLE / SAN AMARO DRIVE** | | | | |
| BIRD ROAD TO MILLER ROAD | 2LU | 10205 | 12220 | 0.60% |
| MILLER ROAD TO PONCE DE LEON | 3LU | 9424 | 11535 | 0.68% |
| | | | | |
| **TOTAL** | | **786042** | **890380** | **0.42%** |

**NOTES:**

[1] THE ADJUSTMENTS TO THE VALIDATED 2000 MODEL ARE THE FOLLOWING:
- ADD TURN PROHIBITORS AT RED ROAD AND PONCE DE LEON BLVD

[2] THE ADJUSTMENTS TO THE COST FEASIBLE 2030 MODEL ARE THE FOLLOWING:
- ADD TURN PROHIBITORS AT RED ROAD AND PONCE DE LEON BLVD
- ADJUST ZONAL DATA TO INCLUDE AT A MINIMUM ALL USES OF ALL COMMITTED DEVELOPMENTS
- KEPT SAME ZONAL DATA FOR UM BECAUSE BACKGROUND GROWTH RATE SHOULD NOT INCLUDE NEW CAMPUS TRIPS

# ATTACHMENT 3
# TECHNICAL MEMORANDUM: CAMPUS WIDE STUDENT PEAK HOUR TRIP RATES

**KEITH and SCHNARS, P.A.**
*ENGINEERS, PLANNERS, SURVEYORS*

# MEMORANDUM

TO: Ramon Alvarez, P.E.

COPIES TO: Andre Groenhoff and John Krane, P.E.

FROM: Fadi Emil Nassar, P.E.

DATE: June 6, 2007
Revised July 10, 2007
Revised July 17, 2007

SUBJECT: University of Miami – UMCAD – RTS – Campus Wide Peak Hour Student Trip Rates
Keith and Schnars Project 15121.01.09010

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This memo's figures and tables have been revised based on review comments dated July 16, 2007. Further, West Laboratory School is owned and operated by Miami-Dade County Public Schools.

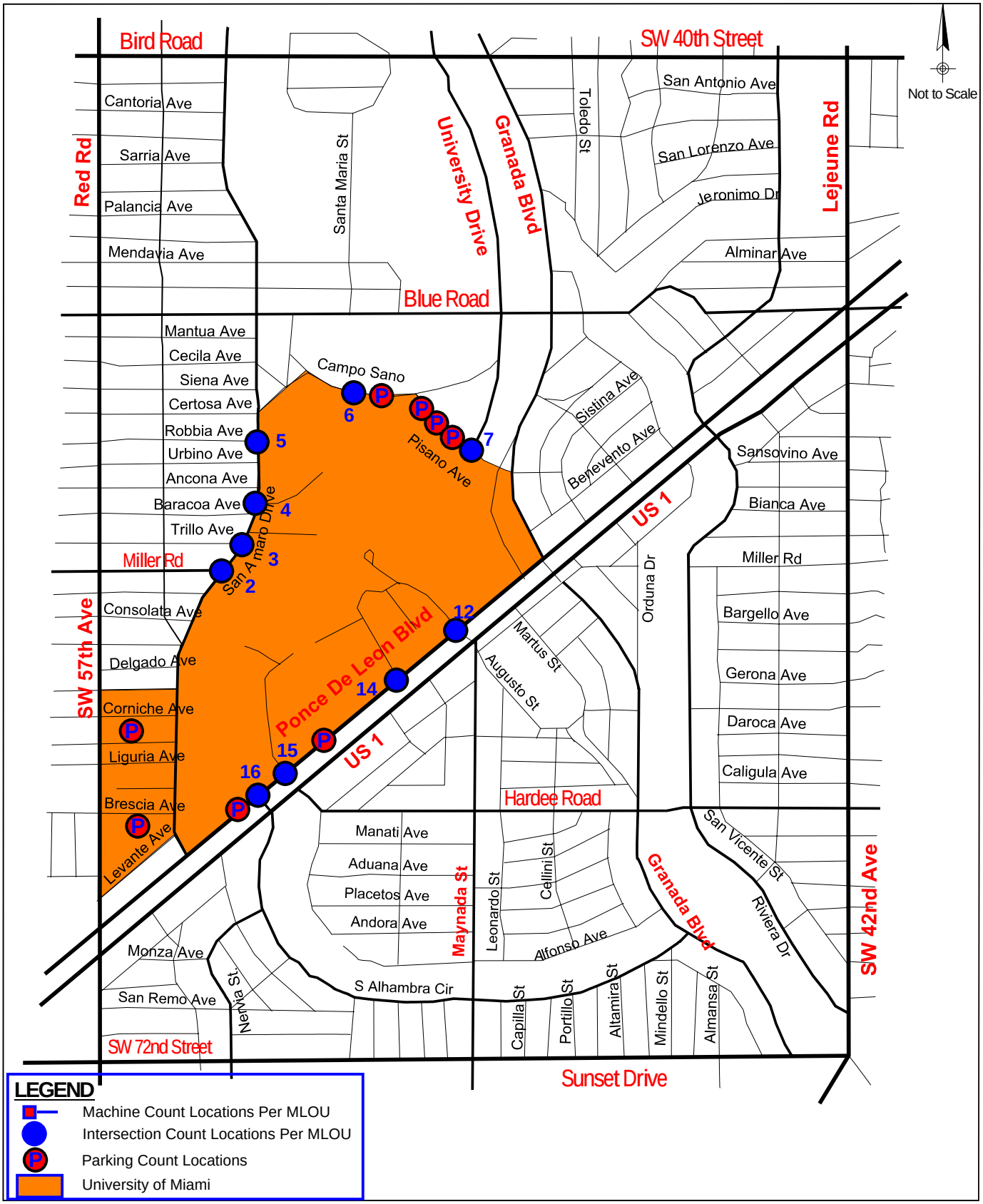
The turning movement counts collected in the Spring 2007 semester were used to update the campus wide student trip rates for the AM and PM peak hours. The count locations used in estimating the student trip rate are shown in Figure 1. UM parking map is depicted in Figure 2. The procedure used in estimating the student trip rate is generally consistent with the procedure used in the 1999 UMCAD traffic study update.

The 2007 turning movement counts were collected from 7:00 AM to 10:00 AM and from 3:00 PM to 6:00 PM. The inbound, outbound and two-way traffic to and from the campus are summarized for each hour of the peak periods in Tables 1, 2 and 3, respectively.

The AM and PM peak hour student trip rates are calculated in Table 4 by first expanding the campus traffic trips to account for parking areas not included in the counts, and then dividing the highest AM and PM peak hour counts by the number of students. Table 5 provides an updated list of parking spaces available for students in Spring 2007. The parking spaces not included in the March 2007 counts are listed in Table 6. They consist of some of the smaller parking lots located west of San Amaro Drive, the on street parking areas along San Amaro Drive, the UM parking lots between Ponce de Leon Blvd and US-1, and the fraternity parking lots. These parking areas account for approximately 1,291 spaces out of the University's 9,155 spaces or about 14.1%. The expansion factor to be applied to the counted spaces is therefore 16.4%.

Two sets of rates were derived using headcount and full-time equivalent (FTE) students. Per city consultant's recommendation, the FTE-based student rate will be used in the RTS analysis and a 5% adjustment factor was applied to convert Fall to Spring enrollment assuming fewer students during the Spring Semester. The historical student FTE and headcounts for the Fall semesters from 1986 to 2006 are provided in Table 7.

In conclusion, the 2007 AM peak hour overall student trip rate occurs from 9:00 AM to 10:00 AM and is 0.331 trips per student based on FTE student population. The 2007 PM peak hour student trip rate occurs from 5:00 PM to 6:00 PM and is 0.389 trips based on FTE student population.




| UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY | COUNT LOCATIONS USED FOR OVERALL STUDENT TRIP RATE | KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS | FIGURE 1 7/09/07 |
|---|---|---|---|

# University of Miami Coral Gables Campus

FIGURE 2

## Parking Key

- Commuters/Residents/Employees
- Residents/Employees
- Commuters/Employees
- Discount
- Resident Only
- Visitors
- Preferred/Surcharge
- Token Meters
- Parking Meters
- Motorcycle Parking
- Parking Pay Station
- Evening Gates (locked 12:30 a.m. to 5:45 a.m.)
- Park Only in Designated Spaces (enforced 24 hours a day)
- Blue-Light Emergency Phone
- Fountain Shuttle Route
- Stanford Shuttle Route
- Dickinson Shuttle Route
- University Village/Communication Shuttle Route
- Pedestrian Crosswalk
- Shuttle Stop
- Sheltered Shuttle Stop
- Traffic Signal

Note: Future changes to lots and parking structures are anticipated; parking in these areas may be unavailable due to construction.

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**TABLE 1**
**UNIVERSITY OF MIAMI - CORAL GABLES CAMPUS - REGIONAL TRAFFIC STUDY**
**SUMMARY OF CAMPUS INBOUND TRAFFIC**
**MARCH & APRIL 2007**

**17-Jul-07**

| INBOUND | COUNT | LT | TH | RT | 7:00-8:00 AM | | | | 8:00-9:00 AM | | | | 9:00-10:00 AM | | | | 3:00-4:00 PM | | | | 4:00-5:00 PM | | | | 5:00-6:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| COUNT LOCATIONS | DATE | IN | IN | IN | LT | TH | RT | TOT | LT | TH | RT | TOT | LT | TH | RT | TOT | LT | TH | RT | TOT | LT | TH | RT | TOT | LT | TH | RT | TOT |
| 1 RED / MILLER | 03/07/07 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 SAN AMARO / MILLER RD | 04/19/07 | -- | -- | NB | | | 126 | **126** | | | 66 | **66** | | | 54 | **54** | | | 59 | **59** | | | 73 | **73** | | | 70 | **70** |
| 3 SAN AMARO / TRILLO/MILLER DR | 03/07/07 | SB | -- | NB | 100 | | 79 | **179** | 123 | | 81 | **204** | 52 | | 58 | **110** | 34 | | 34 | **68** | 37 | | 36 | **73** | 63 | | 64 | **127** |
| 4 SAN AMARO / MEMORIAL DR | 03/07/07 | SB | -- | NB | 35 | | 114 | **149** | 42 | | 104 | **146** | 26 | | 108 | **134** | 28 | | 80 | **108** | 31 | | 93 | **124** | 41 | | 86 | **127** |
| 5 SAN AMARO / ROBBIA DR | 03/07/07 | SB | EB | NB | 38 | 0 | 20 | **58** | 23 | 0 | 18 | **41** | 18 | 0 | 17 | **35** | 19 | 0 | 11 | **30** | 21 | 0 | 7 | **28** | 27 | 0 | 7 | **34** |
| 6 CAMPO SANO / BRUNSEN | 03/08/07 | WB | -- | EB | 25 | | 106 | **131** | 25 | | 195 | **220** | 24 | | 161 | **185** | 20 | | 91 | **111** | 27 | | 91 | **118** | 24 | | 81 | **105** |
| 7 PISANO / UNIVERSITY | 03/08/07 | NB | WB | SB | 3 | 235 | 51 | **289** | 6 | 249 | 36 | **291** | 7 | 334 | 65 | **406** | 8 | 205 | 53 | **266** | 9 | 311 | 45 | **365** | 9 | 345 | 32 | **386** |
| 8 PISANO / CARILLO | 03/06/07 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 GRANADA / PONCE DE LEON | 03/08/07 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 GRANADA / US 1 (DIXIE) | 03/06/07 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 CARILLO / PONCE | 03/06/07 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 STANFORD / PONCE DE LEON | 03/06/07 | EB | NB | WB | 52 | 54 | 61 | **167** | 64 | 108 | 85 | **257** | 88 | 108 | 122 | **318** | 51 | 117 | 100 | **268** | 68 | 124 | 97 | **289** | 47 | 95 | 90 | **232** |
| 13 STANFORD / US 1 | 03/06/07 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 MERRICK / PONCE DE LEON | 03/22/07 | EB | NB | WB | 77 | 0 | 14 | **91** | 127 | 0 | 33 | **160** | 167 | 0 | 28 | **195** | 73 | 0 | 28 | **101** | 101 | 1 | 25 | **127** | 89 | 2 | 43 | **134** |
| 15 DICKINSON / PONCE DE LEON | 03/06/07 | EB | NB | WB | 52 | 0 | 29 | **81** | 75 | 0 | 26 | **101** | 119 | 1 | 49 | **169** | 98 | 0 | 45 | **143** | 95 | 0 | 45 | **140** | 114 | 0 | 47 | **161** |
| 16 S. ALHAMBRA C./PONCE (Garage) | 03/06/07 | EB | NB | WB | 102 | 33 | 47 | **182** | 108 | 37 | 74 | **219** | 120 | 41 | 77 | **238** | 68 | 17 | 64 | **149** | 60 | 15 | 51 | **126** | 33 | 16 | 52 | **101** |
| 17 S. ALHAMBRA C. / US 1 | 03/06/07 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 HURRICANE / PONCE | 03/06/07 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 RED / LEVANTE | 04/12/07 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 RED / US 1 (DIXIE) | 03/22/07 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P-1 PISANO / LOT A | 04/19/07 | NB | -- | SB | 37 | | 19 | **56** | 37 | | 27 | **64** | 66 | | 38 | **104** | 24 | | 21 | **45** | 32 | | 25 | **57** | 16 | | 6 | **22** |
| P-2 PISANO / LOT B | 04/19/07 | NB | -- | SB | 19 | | 9 | **28** | 29 | | 10 | **39** | 62 | | 32 | **94** | 30 | | 20 | **50** | 37 | | 15 | **52** | 42 | | 11 | **53** |
| P-3 PISANO / LOT C | 04/19/07 | NB | -- | SB | 28 | | 13 | **41** | 55 | | 21 | **76** | 58 | | 25 | **83** | 33 | | 13 | **46** | 24 | | 10 | **34** | 21 | | 16 | **37** |
| P-4 CAMPO SANO / LOT 109 | 04/19/07 | NB | -- | SB | 13 | | 12 | **25** | 39 | | 39 | **78** | 42 | | 41 | **83** | 19 | | 18 | **37** | 16 | | 15 | **31** | 9 | | 9 | **18** |
| P-5 LEVANTE / BRESCIA LOTS | 04/19/07 | | IN | -- | | 76 | | **76** | | 160 | | **160** | | 71 | | **71** | | 64 | | **64** | | 47 | | **47** | | 41 | | **41** |
| P-6 UNIVERSITY VILLAGE GARAGE | 03/28/07 | -- | IN | -- | | 11 | | **11** | | 12 | | **12** | | 17 | | **17** | | 39 | | **39** | | 35 | | **35** | | 31 | | **31** |
| P-7 PONCE GARAGE SOUTH DRIVE | N/A | | | | | | | **0** | | | | **0** | | | | **0** | | | | **0** | | | | **0** | | | | **0** |
| P-8 DAUER DRI / PONCE DE LEON [2] | 04/19/07 | | | EB | | | 20 | **20** | | | 20 | **20** | | | 20 | **20** | | | 20 | **20** | | | 20 | **20** | | | 20 | **20** |
| **TOTAL INBOUND** | **YR 2007** | | | | | | | **1710** | | | | **2154** | | | | **2316** | | | | **1604** | | | | **1739** | | | | **1699** |

[1] The orientation of Ponce de Leon Blvd and US 1/Dixie Highway, and Pisano Avenue is assumed in the east-west direction
[2] Dauer Drive trips in and out were conservatively estimated based on observation
[3] UM 2007 Spring Break was from March 12th to 16th

**TABLE 2**
**UNIVERSITY OF MIAMI - CORAL GABLES CAMPUS - REGIONAL TRAFFIC STUDY**
**SUMMARY OF CAMPUS OUTBOUND TRAFFIC**
**MARCH & APRIL 2007**

**17-Jul-07**

| OUTBOUND | COUNT | LT | TH | RT | 7:00-8:00 AM | | | | 8:00-9:00 AM | | | | 9:00-10:00 AM | | | | 3:00-4:00 PM | | | | 4:00-5:00 PM | | | | 5:00-6:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| COUNT LOCATIONS | DATE | OUT | OUT | OUT | LT | TH | RT | TOT | LT | TH | RT | TOT | LT | TH | RT | TOT | LT | TH | RT | TOT | LT | TH | RT | TOT | LT | TH | RT | TOT |
| 1 RED / MILLER | 03/07/07 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 SAN AMARO / MILLER RD | 04/19/07 | -- | -- | WB | | | | **0** | | | | **0** | | | | **0** | | | | **0** | | | | **0** | | | | **0** |
| 3 SAN AMARO / TRILLO/MILLER DR | 03/07/07 | WB | WB | WB | 12 | 0 | 12 | **24** | 36 | 0 | 28 | **64** | 70 | 0 | 42 | **112** | 98 | 0 | 56 | **154** | 116 | 0 | 60 | **176** | 167 | 0 | 109 | **276** |
| 4 SAN AMARO / MEMORIAL DR | 03/07/07 | WB | -- | WB | 32 | 0 | 15 | **47** | 71 | 0 | 25 | **96** | 79 | 0 | 26 | **105** | 112 | 0 | 35 | **147** | 97 | 0 | 29 | **126** | 104 | 0 | 30 | **134** |
| 5 SAN AMARO / ROBBIA DR | 03/07/07 | WB | WB | WB | 0 | 0 | 5 | **5** | 0 | 0 | 20 | **20** | 0 | 0 | 20 | **20** | 0 | 0 | 27 | **27** | 0 | 0 | 28 | **28** | 0 | 0 | 36 | **36** |
| 6 CAMPO SANO / BRUNSEN | 03/08/07 | NB | -- | NB | 7 | 0 | 4 | **11** | 9 | 0 | 6 | **15** | 28 | 0 | 21 | **49** | 95 | 0 | 34 | **129** | 124 | 0 | 34 | **158** | 106 | 0 | 48 | **154** |
| 7 PISANO / UNIVERSITY | 03/08/07 | EB | EB | EB | 18 | 118 | 17 | **153** | 31 | 200 | 16 | **247** | 34 | 149 | 10 | **193** | 49 | 277 | 8 | **334** | 40 | 278 | 2 | **320** | 48 | 266 | 6 | **320** |
| 8 PISANO / CARILLO | 03/06/07 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 GRANADA / PONCE DE LEON | 03/08/07 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 GRANADA / US 1 (DIXIE) | 03/06/07 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 CARILLO / PONCE | 03/06/07 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 STANFORD / PONCE DE LEON | 03/06/07 | SB | SB | SB | 20 | 18 | 15 | **53** | 33 | 21 | 31 | **85** | 39 | 46 | 39 | **124** | 80 | 135 | 72 | **287** | 115 | 130 | 88 | **333** | 132 | 183 | 74 | **389** |
| 13 STANFORD / US 1 | 03/06/07 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 MERRICK / PONCE DE LEON | 03/22/07 | SB | SB | SB | 8 | 1 | 16 | **25** | 5 | 0 | 26 | **31** | 19 | 0 | 43 | **62** | 26 | 0 | 108 | **134** | 31 | 0 | 88 | **119** | 29 | 0 | 132 | **161** |
| 15 DICKINSON / PONCE DE LEON | 03/06/07 | SB | SB | SB | 22 | 0 | 43 | **65** | 17 | 1 | 50 | **68** | 26 | 0 | 61 | **87** | 21 | 0 | 119 | **140** | 19 | 0 | 129 | **148** | 33 | 1 | 163 | **197** |
| 16 S. ALHAMBRA C./PONCE (Garage) | 03/06/07 | SB | SB | SB | 26 | 9 | 13 | **48** | 29 | 5 | 12 | **46** | 53 | 13 | 26 | **92** | 74 | 31 | 62 | **167** | 69 | 23 | 58 | **150** | 68 | 43 | 58 | **169** |
| 17 S. ALHAMBRA C. / US 1 | 03/06/07 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 HURRICANE / PONCE | 03/06/07 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 RED / LEVANTE | 04/12/07 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 RED / US 1 (DIXIE) | 03/22/07 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| P-1 PISANO / LOT A | 04/19/07 | NB | -- | NB | 7 | | 4 | **11** | 3 | | 7 | **10** | 12 | | 23 | **35** | 23 | | 60 | **83** | 34 | | 51 | **85** | 26 | | 27 | **53** |
| P-2 PISANO / LOT B | 04/19/07 | NB | NB | NB | 1 | | 7 | **8** | 1 | | 13 | **14** | 6 | | 25 | **31** | 24 | | 57 | **81** | 20 | | 38 | **58** | 14 | | 40 | **54** |
| P-3 PISANO / LOT C | 04/19/07 | NB | -- | NB | 2 | | 3 | **5** | 2 | 1 | 8 | **11** | 6 | | 10 | **16** | 6 | | 24 | **30** | 9 | | 21 | **30** | 10 | | 24 | **34** |
| P-4 CAMPO SANO / LOT 109 | 04/19/07 | EB | | EB | 5 | | 5 | **10** | 9 | | 9 | **18** | 13 | | 12 | **25** | 26 | | 26 | **52** | 35 | | 34 | **69** | 39 | | 39 | **78** |
| P-5 LEVANTE / BRESCIA LOTS | 04/19/07 | -- | OUT | -- | | 54 | | **54** | | 53 | | **53** | | 48 | | **48** | | 56 | | **56** | | 86 | | **86** | | 103 | | **103** |
| P-6 UNIVERSITY VILLAGE GARAGE | 03/28/07 | -- | OUT | -- | | 19 | | **19** | | 20 | | **20** | | 24 | | **24** | | 45 | | **45** | | 48 | | **48** | | 39 | | **39** |
| P-7 PONCE GARAGE SOUTH DRIVE | N/A | | | SB | | | 20 | **20** | | | 12 | **12** | | | 33 | **33** | | | 78 | **78** | | | 78 | **78** | | | 68 | **68** |
| P-8 DAUER DRI / PONCE DE LEON [2] | 04/19/07 | | | SB | | | 20 | **20** | | | 20 | **20** | | | 20 | **20** | | | 20 | **20** | | | 20 | **20** | | | 20 | **20** |
| **TOTAL OUTBOUND** | **YR 2007** | | | | | | | **578** | | | | **830** | | | | **1076** | | | | **1964** | | | | **2032** | | | | **2285** |

[1] The orientation of Ponce de Leon Blvd and US 1/Dixie Highway, and Pisano Avenue is assumed in the east-west direction
[2] Dauer Drive trips in and out were conservatively estimated based on observation
[3] UM 2007 Spring Break was from March 12th to 16th

**TABLE 3**
**UNIVERSITY OF MIAMI CORAL GABLES CAMPUS**
**SUMMARY OF TOTAL CAMPUS INBOUND & OUTBOUND TRAFFIC**
**MARCH & APRIL 2007**

**17-Jul-07**

| INBOUND AND OUTBOUND | COUNT | 7:00-8:00 AM | | | | 8:00-9:00 AM | | | | 9:00-10:00 AM | | | | 3:00-4:00 PM | | | | 4:00-5:00 PM | | | | 5:00-6:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| COUNT LOCATIONS | DATE | LT | TH | RT | TOT | LT | TH | RT | TOT | LT | TH | RT | TOT | LT | TH | RT | TOT | LT | TH | RT | TOT | LT | TH | RT | TOT |
| 1 RED / MILLER | 03/07/07 | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 SAN AMARO / MILLER RD | 04/19/07 | | | 126 | **126** | | | 66 | **66** | | | 54 | **54** | | | 59 | **59** | | | 73 | **73** | | | 70 | **70** |
| 3 SAN AMARO / TRILLO/MILLER DR | 03/07/07 | 112 | | 91 | **203** | 159 | | 109 | **268** | 122 | | 100 | **222** | 132 | | 90 | **222** | 153 | | 96 | **249** | 230 | | 173 | **403** |
| 4 SAN AMARO / MEMORIAL DR | 03/07/07 | 67 | | 129 | **196** | 113 | | 129 | **242** | 105 | | 134 | **239** | 140 | | 115 | **255** | 128 | | 122 | **250** | 145 | | 116 | **261** |
| 5 SAN AMARO / ROBBIA DR | 03/07/07 | 38 | | 25 | **63** | 23 | | 38 | **61** | 18 | | 37 | **55** | 19 | | 38 | **57** | 21 | | 35 | **56** | 27 | | 43 | **70** |
| 6 CAMPO SANO / BRUNSEN | 03/08/07 | 32 | | 110 | **142** | 34 | | 201 | **235** | 52 | | 182 | **234** | 115 | | 125 | **240** | 151 | | 125 | **276** | 130 | | 129 | **259** |
| 7 PISANO / UNIVERSITY | 03/08/07 | 21 | 353 | 68 | **442** | 37 | 449 | 52 | **538** | 41 | 483 | 75 | **599** | 57 | 482 | 61 | **600** | 49 | 589 | 47 | **685** | 57 | 611 | 38 | **706** |
| 8 PISANO / CARILLO | 03/06/07 | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 GRANADA / PONCE DE LEON | 03/08/07 | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 GRANADA / US 1 (DIXIE) | 03/06/07 | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 CARILLO / PONCE | 03/06/07 | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 STANFORD / PONCE DE LEON | 03/06/07 | 72 | 72 | 76 | **220** | 97 | 129 | 116 | **342** | 127 | 154 | 161 | **442** | 131 | 252 | 172 | **555** | 183 | 254 | 185 | **622** | 179 | 278 | 164 | **621** |
| 13 STANFORD / US 1 | 03/06/07 | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 MERRICK / PONCE DE LEON | 03/22/07 | 85 | 1 | 30 | **116** | 132 | | 59 | **191** | 186 | | 71 | **257** | 99 | | 136 | **235** | 132 | 1 | 113 | **246** | 118 | 2 | 175 | **295** |
| 15 DICKINSON / PONCE DE LEON | 03/06/07 | 74 | | 72 | **146** | 92 | 1 | 76 | **169** | 145 | 1 | 110 | **256** | 119 | | 164 | **283** | 114 | | 174 | **288** | 147 | 1 | 210 | **358** |
| 16 S. ALHAMBRA C./PONCE (Garage) | 03/06/07 | 128 | 42 | 60 | **230** | 137 | 42 | 86 | **265** | 173 | 54 | 103 | **330** | 142 | 48 | 126 | **316** | 129 | 38 | 109 | **276** | 101 | 59 | 110 | **270** |
| 17 S. ALHAMBRA C. / US 1 | 03/06/07 | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 HURRICANE / PONCE | 03/06/07 | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 RED / LEVANTE | 04/12/07 | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 RED / US 1 (DIXIE) | 03/22/07 | | | | | | | | | | | | | | | | | | | | | | | | |
| P-1 PISANO / LOT A | 04/19/07 | 44 | | 23 | **67** | 40 | | 34 | **74** | 78 | | 61 | **139** | 47 | | 81 | **128** | 66 | | 76 | **142** | 42 | | 33 | **75** |
| P-2 PISANO / LOT B | 04/19/07 | 20 | | 16 | **36** | 30 | | 23 | **53** | 68 | | 57 | **125** | 54 | | 77 | **131** | 57 | | 53 | **110** | 56 | | 51 | **107** |
| P-3 PISANO / LOT C | 04/19/07 | 30 | | 16 | **46** | 57 | 1 | 29 | **87** | 64 | | 35 | **99** | 39 | | 37 | **76** | 33 | | 31 | **64** | 31 | | 40 | **71** |
| P-4 CAMPO SANO / LOT 109 | 04/19/07 | 18 | | 17 | **35** | 48 | | 48 | **96** | 55 | | 53 | **108** | 45 | | 44 | **89** | 51 | | 49 | **100** | 48 | | 48 | **96** |
| P-5 LEVANTE / BRESCIA LOTS | 04/19/07 | | 130 | | **130** | | 213 | | **213** | | 119 | | **119** | | 120 | | **120** | | 133 | | **133** | | 144 | | **144** |
| P-6 UNIVERSITY VILLAGE GARAGE | 03/28/07 | | 30 | | **30** | | 32 | | **32** | | 41 | | **41** | | 84 | | **84** | | 83 | | **83** | | 70 | | **70** |
| P-7 PONCE GARAGE SOUTH DRIVE | | | | 20 | **20** | | | 12 | **12** | | | 33 | **33** | | | 78 | **78** | | | 78 | **78** | | | 68 | **68** |
| P-8 DAUER DRI / PONCE DE LEON [2] | | | | 40 | **40** | | | 40 | **40** | | | 40 | **40** | | | 40 | **40** | | | 40 | **40** | | | 40 | **40** |
| **TOTAL IN/OUT** | **19987** | | | | **2288** | | | | **2984** | | | | **3392** | | | | **3568** | | | | **3771** | | | | **3984** |

[1] The orientation of Ponce de Leon Blvd and US 1/Dixie Highway, and Pisano Avenue is assumed in the east-west direction
[2] Dauer Drive trips in and out were conservatively estimated based on observation
[3] UM 2007 Spring Break was from March 12th to 16th

**TABLE 4**
**UNIVERSITY OF MIAMI CORAL GABLES CAMPUS**
**PEAK PERIOD TRIP RATES PER STUDENT**
**MARCH & APRIL 2007**

Rev 17-Jul-07

| | 7:00-8:00 AM | 8:00-9:00 AM | 9:00-10:00 AM | 3:00-4:00 PM | 4:00-5:00 PM | 5:00-6:00 PM |
|---|---|---|---|---|---|---|
| | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
| TOTAL INBOUND | 1710 | 2154 | 2316 | 1604 | 1739 | 1699 |
| TOTAL OUTBOUND | 578 | 830 | 1076 | 1964 | 2032 | 2285 |
| TOTAL IN/OUT | 2288 | 2984 | 3392 *AM PEAK PERIOD* | 3568 | 3771 | 3984 *PM PEAK PERIOD* |
| ADJUSTMENT FACTORS [1]: | | | | | | |
| PARKING LOTS NOT COUNTED [2]: 14.1% (On street, West of San Amaro & between Ponce & US-1) | | | | | | |
| TOTAL ADJUSTMENT FACTOR: 16.4% | 1.164 | 1.164 | 1.164 | 1.164 | 1.164 | 1.164 |
| ADJUSTED TOTAL INBOUND | 1990 | 2507 | 2696 | 1867 | 2024 | 1978 |
| ADJUSTED TOTAL OUTBOUND | 673 | 966 | 1252 | 2286 | 2365 | 2660 |
| ADJUSTED TOTAL IN/OUT | 2663 | 3473 | 3948 *AM PEAK PERIOD* | 4153 | 4389 | 4638 *PM PEAK PERIOD* |

| | Headcount | FTE |
|---|---|---|
| TOTAL STUDENTS [3]: | 13,377 | 11,917 |

| UPDATED TRIP RATE PER STUDENT (2007) | Headcount | FTE | | | |
|---|---|---|---|---|---|
| AM PEAK PERIOD (9:00-10:00 AM) | | | | | |
| PEAK INBOUND RATE | 0.202 | 0.226 | trip ends per student | IN: | 68% |
| PEAK OUTBOUND RATE | 0.094 | 0.105 | trip ends per student | OUT: | 32% |
| PEAK IN/OUT RATE | 0.295 | 0.331 | trip ends per student | AM TRIP RATE | |
| PM PEAK PERIOD (5:00-6:00 PM) | | | | | |
| PEAK INBOUND RATE | 0.148 | 0.166 | trip ends per student | IN: | 43% |
| PEAK OUTBOUND RATE | 0.199 | 0.223 | trip ends per student | OUT: | 57% |
| PEAK IN/OUT RATE | 0.347 | 0.389 | trip ends per student | PM TRIP RATE | |

| OLD TRIP RATE PER STUDENT - UMCAD 2000 | Headcount | | | |
|---|---|---|---|---|
| AM PEAK PERIOD (9:00-10:00 AM) | | | | |
| PEAK INBOUND RATE | 0.196 | trip ends per student | IN: | 70% |
| PEAK OUTBOUND RATE | 0.085 | trip ends per student | OUT: | 30% |
| PEAK IN/OUT RATE | 0.281 | trip ends per student | AM TRIP RATE | |
| PM PEAK PERIOD (5:00-6:00 PM) | | | | |
| PEAK INBOUND RATE | 0.155 | trip ends per student | IN: | 44% |
| PEAK OUTBOUND RATE | 0.198 | trip ends per student | OUT: | 56% |
| PEAK IN/OUT RATE | 0.353 | trip ends per student | PM TRIP RATE | |

[1] The adjustment factor is different from previous years due to new parking structures and the construction of University Village garage.
[2] The parking lots not included in the counts are those west of San Amaro Drive, parking along San Amaro Drive, and the Metrorail parking areas between Ponce and US-1.
[3] Student enrollements are provided by UM Office of Planning and Institutional Research. Student enrollment was assumed to be 5% lower in the Spring Semester compared to the Fall Semester.

# TABLE 5
## UM Parking Lots

| Lot# | Available Parking/Coral Gables Campus<br>Lot Name | Street Address | Disbld<br>Space | Tkn | Mtr | Reg<br>Space | Res<br>Mstr | Misc | Svc | Mtr<br>cycle | Rsrv | Total | Type | Hours |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 | CG Municipal Lot 42 | Ponce De Leon Blvd | | | | 210 | | | | | | **210** | SHELL | 8-4 |
| 43 | CG Municipal Lot 43 | Ponce De Leon Blvd | 2 | | | 51 | | | | | | **53** | SHELL | 8-4 |
| 1-109 | Art Department Wilder Auditorium | 1300 Campo Sano Ave. | 3 | | | 133 | | | | | | **136** | SUN | 8-4 |
| 1-109A | Art Department Wilder Auditorium | 1290 Campo Sano Ave. | | | | 107 | | | | | 7 | **114** | GATE | 24 |
| 101 | Ungar Computer/Cox Science | 5000 San Amaro Drive | 6 | | 27 | 174 | | | 5 | 1 | 8 | **221** | SUN | 8-4 |
| 102 | Gifford Arboretum | 4900 San Amaro Dr. | | | | 49 | | | | | | **49** | GATE | 8-4 |
| 104 | Cox Science | 1253 Memorial Dr. | 3 | | | | | | 3 | | | **6** | SERVICE | 8-6 |
| 105 | McArthur Engineering | 1253 Memorial Dr. | | | | | | | 9 | | 2 | **11** | GATE | 24 |
| 106 | Physics | 1253 Memorial Dr. | | | | | | | 6 | | | **6** | SERVICE | 24 |
| 107 | Art Department Wilder Auditorium | 1310 Campo Sano Ave | 1 | | | 10 | | | | | | **11** | SUN | 8-4 |
| 2-109 | Memorial Classroom/ Cosford Cinema | 5050 Pisano Ave. | 8 | | 9 | 363 | | | 2 | 1 | 1 | **384** | SUN | 8-4 |
| 201 | Law Library | 5200 San Amaro Dr. | | | | 50 | | | | | | **50** | GATE | 24 |
| 201A | Law Library | 5200 San Amaro Dr. | | | 3 | | | | 3 | | 2 | **8** | METER | 24 |
| 202 | Richter Library | 1304 Memorial Dr. | 2 | | 16 | | | | | 1 | 1 | **20** | METER | 8-6 |
| 202A | Richter Library | 1304 Memorial Dr. | | | | | | 2 | 5 | | | **7** | SERVICE | 24 |
| 203 | Richter Library | 1302 MemorialDr. | 3 | | 33 | | | | 1 | | | **37** | METER | 8-6 |
| 204 | Ashe | 1252 Memorial Dr. | 1 | | | 7 | | | | | 2 | **10** | GATE | 24 |
| 209A | Allen Hall/ Whitten Learning Center(SOUTH) | 5101 Pisano Ave. | 2 | | | 238 | | | 5 | | | **245** | SUN | 8-4 |
| 209B | Allen Hall/ Whitten Learning Center(CENTER) | 5101 Pisano Ave. | 2 | | 5 | 438 | | 1 | | | | **446** | SUN | 8-4 |
| 209C | Allen Hall/ Whitten Learning Center(NORTH) | 5101 Pisano Ave. | 2 | | | 306 | | | | | 2 | **310** | SUN | 8-4 |
| 210 | Panhelenic/Merrick | 5198 University Dr. | 2 | | | 30 | | | | | 1 | **33** | GATE | 8-4 |
| 212 | Ring Theater | 1312 Miller Dr. | | | | | 2 | | 2 | | 4 | **8** | SERVICE | 24 |
| 213 | Gusman/ Rathskeller | 1330 Miller Dr. | | | | | | | 6 | | 3 | **9** | SERVICE | 24 |
| 214 | Post Office | 1311 Miller Dr. | | | 10 | | | | | | | **10** | METER | 8-6 |
| 215 | Whitten University Center | 1334 Miller Dr. | | | | | | | 4 | | | **4** | SERVICE | 24 |
| 216 | Miller Drive | 1311 Miller Dr. | 7 | | 26 | | | | | | | **33** | METER | 8-6 |
| 301 | Merrick/ School of Buisness | 5204 University Dr. | 3 | | | 51 | | | 2 | | 3 | **59** | GATE | 24 |
| 301A | Merrick/ School of Buisness | 5204 University Dr. | | | | | | | 2 | | | **2** | SERVICE | 8-4 |
| 302 | Panhelenic | 5194 University Dr. | | | | 21 | | | | | | **21** | SUN | 8-4 |
| 303 | Lowe Art Museum | 1303 Stanford Dr. | 2 | | 34 | | | | 2 | | | **38** | METER | 8-4 |
| 304 | Mohoney Pearson Residential College | 1201 Stanford Dr. | 4 | | | 26 | 8 | 1 | | | | **39** | RESIDENT | 24 |
| 304A | Mohoney Pearson Residential College | 1103 Stanford Dr. | | | | 28 | | | | | | **28** | IBIS | 8-6 |
| 304C | Mahoney Pearson Residential College | 1103 Stanfrod Dr. | 3 | | 9 | 70 | 6 | 4 | | 1 | 1 | **94** | RESIDENT | 24 |
| 305 | Mohoney Pearson Residential College | 5195 Ponce De Leon | | | | | | | 12 | | | **12** | SERVICE | 24 |
| 306 | Health Center | 1220 Pavia Street | 2 | | 9 | | | | 1 | | | **12** | METER | 8-6 |
| 307 | Canterbury Day Care/ Writing Center | 1118 Levante Ave | 3 | | | 61 | | **6** | | | | **70** | SUN | 8-4 |
| 308A | Mahoney Pearson Residential College | 5183 Ponce De Leon | 2 | | | 89 | | | | | | **91** | RESIDENT | 24 |
| 308B | Mohoney Pearson Residential College | 5183 Ponce De Leon | 11 | | | 532 | | | 2 | 1 | | **546** | RESIDENT | 24 |
| 309 | Behavioral Medicine | 1103 Stanford Dr. | 2 | | | 47 | | | | | 1 | **50** | GATE | 24 |
| 309A | Behavioral Medicine | 1103 Stanford Dr. | | 4 | | | | | | | | **4** | METER | 8-6 |
| 310 | Stanford Drive Lot | 1103 Stanford Dr. | | | | 84 | | | | | | **84** | SUN | 8-4 |
| 413 | Smathers Wellness Center | 1245 Dickenson Dr. | 1 | | 14 | 274 | | 1 | | | | **290** | RESIDENT | 24 |
| 420 | Pavia Garage | 5600 Merrick Dr. | 11 | | 4 | 543 | | 2 | 5 | | 2 | **567** | SUN | 8-4 |
| 421 | Osceola | 5590 Merrick Dr. | 1 | | 25 | | | | 1 | | | **27** | METER | 8-6 |
| 421A | Student Service Center | 5606 Merrick Dr. | 1 | | | 28 | | | | | 1 | **30** | RESIDENT | 24 |
| 422 | Hughes House | 5612 Merrick Dr. | 1 | | | 24 | | | | | | **25** | RESIDENT | 24 |
| 423 | Brunsetter/ Grosvernor House | 5636 Merrick Dr. | 3 | | | 30 | | | 1 | | | **34** | RESIDENT | 24 |
| 425 | Serpentine | 1200 Walsh Ave. | 8 | | | 336 | | | | | | **344** | IBIS | 8-4 |
| 431 | BankUnited VIP Lot | 1243 Walsh Ave. | 5 | | | 92 | | | | | | **97** | VISITOR | 24 |
| 433 | Hurricane 100 Lot | 1245 Dauer Dr. | 4 | | | 96 | | | | | | **100** | VISITOR | 24 |
| 434 | BankUnited North Lot | 1236 Dickenson Dr (W) | 3 | | | 60 | | | | | | **63** | METER | 24 |
| 435 | Lagorce/ Pentland Houses | 1234 Dickenson Dr (W | 1 | | | 40 | 2 | | | | 1 | **44** | RESIDENT | 24 |

# TABLE 5
## UM Parking Lots

| | Available Parking/Coral Gables Campus | | Disbld | | | Reg | Res | | | Mtr | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Lot#** | **Lot Name** | **Street Address** | **Space** | **Tkn** | **Mtr** | **Space** | **Mstr** | **Misc** | **Svc** | **cycle** | **Rsrv** | **Total** | **Type** | **Hours** |
| 436 | Foster House/ Architecture | 1218 Dickenson Dr (W) | 1 | | | 20 | | | 1 | | | **22** | RESIDENT | 24 |
| 437 | Foster House | 1206 Dickenson Dr (W) | 1 | | | 18 | | | 1 | | | **20** | RESIDENT | 24 |
| 441 | Railey/ Rhode Houses | 5615 Merrick Dr. | 2 | | 2 | 47 | | 1 | 1 | | | **53** | RESIDENT | 24 |
| 442 | Railey/ Smith Houses | 1205 Walsh Ave. | 1 | | | 23 | | | 1 | | | **25** | RESIDENT | 24 |
| 443 | Allen/ Barker Houses | 1225 Walsh Ave. | 3 | | | 49 | | | | | | **52** | RESIDENT | 24 |
| 444 | Allen/ Barker Houses | 1223 Walsh Ave. | | | | 18 | | | | | | **18** | RESIDENT | 24 |
| 446A | Hecht/ Standford Residential College | 1233 Dickensen Dr (W) | 1 | | | | 3 | | 6 | | | **10** | SERVICE | 24 |
| 446 | Smathers Wellness Center | 1241 Dickenson Dr (W) | 7 | | 10 | 49 | 8 | 1 | 2 | | | **77** | RESIDENT | 24 |
| 450 | Eaton Residential College | 1209 Dickenson Dr (W) | 2 | | | | 15 | | 2 | | | **19** | RESIDENT | 24 |
| 451 | Eaton Residential College | 120 Dickenson Dr (E) | 2 | | | 116 | | | | | | **118** | RESIDENT | 24 |
| 452 | Eaton Residential College | 1205 Dickenson Dr(E) | 2 | | | 85 | | | 1 | 1 | | **89** | RESIDENT | 24 |
| 501 | Intramural Field | 5500 San Amaro Dr. | 4 | | | 84 | | | | | | **88** | SUN | 8-4 |
| 503 | Music School | 5400 San Amaro Dr. | | | | 51 | | | | | | **51** | GATE | 24 |
| 504 | Gusman Hall/ Ring Theater/ Law | 5300 San Amaro Dr. | 6 | | 2 | 465 | | | | 1 | | **474** | SUN | 8-4 |
| 506 | Schiff Tennis Center | 5781 San Amaro Dr. | 2 | | | 41 | | | 1 | | | **44** | SUN | 8-4 |
| 600 | Ponce De Leon Garage | 5625 Ponce De Leon | 19 | | 10 | 980 | | 21 | 10 | 1 | | **1041** | SHELL | 8-4 |
| 601 | Fraser Building/ Mark Light Stadium | 5851 San Amaro Dr. | 2 | | 5 | 22 | | | | | | **29** | SUN | 8-4 |
| 603 | Hecht Athletic | 5811 San Amaro Dr | | | | 43 | | | | | 3 | **46** | GATE | 24 |
| 604 | Sports Complex | 5841 San Amaro Dr. | 6 | | 4 | 87 | | 2 | 2 | | | **101** | SUN | 8-4 |
| 604A | Kearns Hall of Fame | 5841 San Amaro Dr. | 2 | | | 16 | | | | | | **18** | IBIS | 24 |
| 701 | Advancement | 1510 Levante Ave. | 3 | | | 29 | | | 1 | | 1 | **34** | SUN | 8-4 |
| 705 | Facility Planning | 1533 Levante Ave. | 1 | | 7 | | | | 3 | | 1 | **12** | METER | 8-4 |
| 705B | Physical Plant | 1533 Levante Ave. | | | | | | | 77 | | | **77** | SERVICE | 24 |
| 705D | Orovitz South | 1505 Levante Ave. | | | | 22 | | | | | | **22** | SUN | 8-4 |
| 710 | Dance Studio | 6000 San Amaro Dr. | 1 | | 2 | 11 | | | | | | **14** | SUN | 8-4 |
| 711 | Orovitz North | 1520 Brescia Ave. | 3 | 10 | | 119 | | | 2 | | | **134** | SUN | 8-4 |
| 714 | Founders Club | 1560 Brescia Ave. | 2 | 3 | | 60 | | | | | | **65** | SUN | 8-4 |
| 716 | Brescia | 1519 Brescia Ave. | | | | 31 | | | | | | **31** | SUN | 8-4 |
| 717 | Cuban American Studies | 1520 Scodella Ave. | 2 | | | 23 | | | | | | **25** | SUN | 8-4 |
| 718 | Cuban American Studies | 1540 Scodella Ave. | | | | 21 | | | | | 1 | **22** | SUN | 8-4 |
| 721 | Ligburia Lot | | 4 | | | 80 | | | | | | **84** | SUN | 8-4 |
| 726 | Metro North | Ponce De Leon Blvd | | | | 130 | | | | | | **130** | SHELL | 8-4 |
| 727 | Metro South | Ponce De Leon Blvd | | | | 34 | | | | | | **34** | SHELL | 8-4 |
| 737 | School of Nursing | 1541 Corniche Ave. | 1 | | | 24 | | | | | 1 | **26** | SUN | 8-4 |
| TOTAL | | | 195 | 17 | 266 | 7496 | 44 | 42 | 190 | 8 | 49 | **8307** | | |
| | | | | | | | | | | | | | | |
| 4 | Chapel Spaces For Atending Service @ Canterbury | | | **TOTAL LOTS** | | **84** | | | | (BC) Stands for Baby Carrige Space | | | | |
| | Police Spaces located in the Ponce Parking Garage | | | **TOTAL SPACES** | | **8307** | | | | | | | | |
| | | | | | | | | | | | | | | |
| | **Temporary Lots** | | | | | | | | | | | | | |
| | Day Star Health Center | | | | | 40 | | **University Village** | | | | | | |
| | Lowe Art | | | | | 75 | | Albenga Garage | | | | 631 | | |
| | Behavoral Medicine | | | | | 35 | | Scodella Garage | | | | 169 | | |
| | Building 21 | | | | | 25 | | | | | | **801** | | |
| | Building 42 | | | | | 30 | | | | | | | | |
| | FPL | | | | | 12 | | | | | | | | |
| | | | | | | **217** | | | | | | | | |

**TABLE 6**
**UNIVERSITY OF MIAMI CORAL GABLES CAMPUS**
**ADJUSTMENT FACTOR FOR PARKING LOTS NOT COUNTED IN MARCH 2007**

7/17/2007

| PARKING AREAS NOT COUNTED | PARKING LOTS | SPACES |
|---|---|---|
| 1. WEST OF SAN AMARO | 701,705,705B,705D,714, 716,717,718: | 288 |
| 2. ON STREET PARKING ALONG SAN AMARO | 501,506,601,603,604,604A | 326 |
| 3. METRO AREA BETWEEN PONCE AND US-1 | 42, 43, 726, 727 | 427 |
| 4. FRATERNITIES [1] | (ESTIMATED) | 250 |
| **TOTAL PARKING SPACES NOT COUNTED** | | **1,291** |
| **TOTAL UM PARKING SPACES AVAILABLE IN SPRING 2007 [2]** | | **9,155** |
| **PERCENT SPACES NOT COUNTED** | | **14.1%** |
| **EXPANSION FACTOR** | | **16.4%** |

**NOTES:**
[1] FRATERNITY PARKING LOTS ARE NOT INCLUDED IN UNIVERSITY PARKING INVENTORY
[2] PARKING SPACES AVAILABLE IN SPRING 2007 INCLUDED TEMPORARY PARKING AND UNIVERSITY VILLAGE ALBENGA GARAGE

## TABLE 7

## FULL-TIME EQUIVALENCE OF EMPLOYEES
## AT THE UNIVERSITY OF MIAMI (CORAL GABLES CAMPUS)

| | | Fall 86 | Fall 87* | Fall 88 | Fall 89** | Fall 90 | Fall 91*** | Fall 92 | Fall 93 | Fall 94 | Fall 95 | Fall 96 | Fall 97 | Fall 98 | Fall 99 | Fall 00 | Fall 01 | Fall 02 | Fall 03 | Fall 04 | Fall 05 | Fall 06 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Faculty | Headcount | 1,079 | 1,033 | 1,088 | 1,077 | 1,040 | 1,069 | 1,127 | 1,125 | 1,124 | 1,173 | 1,174 | 1,160 | 1,159 | 1,205 | 1,228 | 1,247 | 1,232 | 1,269 | 1,283 | 1,346 | 1,344 |
| | FTE | 812.3 | 791.7 | 848.0 | 847.5 | 839.0 | 866.0 | 926.6 | 903.9 | 916.8 | 933.9 | 950.4 | 935.2 | 971.4 | 1024.4 | 1031.9 | 1060.5 | 1032.3 | 1060.9 | 1054.0 | 1092.6 | 1069.0 |
| Staff**** | Headcount | 1,845 | 1,863 | 1,713 | 1,745 | 1,728 | 1,713 | 1,687 | 1,617 | 1,658 | 1,673 | 1,677 | 1,704 | 1,699 | 1,672 | 1,697 | 1,754 | 1,835 | 1,882 | 1,875 | 1,855 | 1,879 |
| | FTE | 1676.3 | 1699.7 | 1679.2 | 1713.7 | 1699.0 | 1689.1 | 1669.2 | 1601.7 | 1641.1 | 1656.9 | 1695.2 | 1684.6 | 1679.1 | 1657.5 | 1684.0 | 1739.5 | 1820.6 | 1866.7 | 1863.2 | 1839.4 | 1863.2 |
| Total | Headcount | 2,924 | 2,896 | 2,801 | 2,822 | 2,768 | 2,782 | 2,814 | 2,742 | 2,782 | 2,846 | 2,851 | 2,864 | 2,858 | 2,877 | 2,925 | 3,001 | 3,067 | 3,151 | 3,158 | 3,201 | 3,223 |
| | FTE | 2488.7 | 2491.3 | 2527.2 | 2561.2 | 2538.0 | 2555.1 | 2595.8 | 2505.6 | 2557.9 | 2590.8 | 2645.6 | 2619.8 | 2650.5 | 2681.9 | 2715.9 | 2800.0 | 2852.9 | 2927.6 | 2917.2 | 2932.0 | 2932.2 |

*Prior to fall 1988, FTE for each part-time employee is 1/3. Nursing included on Medical Campus from fall 1987 to Spring 1994; included in Coral Gables campus otherwise.
**Starting in fall 1989 data are for employees who were employed as of September 30th. Before 1989 data are for employees who were employed as of October 31st.
*** General Counsel not included in Coral Gables Campus after spring 1991 but included in Coral Gables Campus before then.
**** Includes administrative/professional, research/training, staff, and physical plant.

## FULL-TIME EQUIVALENCE OF ENROLLED STUDENTS
## AT THE UNIVERSITY OF MIAMI (CORAL GABLES CAMPUS)

| | | Fall 86 | Fall 87** | Fall 88 | Fall 89 | Fall 90 | Fall 91 | Fall 92 | Fall 93 | Fall 94 | Fall 95 | Fall 96 | Fall 97 | Fall 98 | Fall 99 | Fall 00 | Fall 01 | Fall 02 | Fall 03 | Fall 04 | Fall 05 | Fall 06 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Student | Headcount | 11,280 | 11,134 | 12,213 | 12,154 | 12,347 | 12,522 | 12,345 | 12,142 | 12,330 | 12,185 | 12,350 | 12,320 | 11,953 | 12,300 | 12,569 | 13,023 | 13,617 | 13,792 | 13,711 | 14,094 | 14,081 |
| | FTE* | 9,533 | 9,342 | 10,329 | 10,291 | 10,404 | 10,510 | 10,475 | 10,192 | 10,211 | 10,252 | 10,280 | 10,379 | 10,162 | 10,473 | 10,801 | 11,270 | 11,678 | 11,973 | 12,038 | 12,446 | 12,544 |

*Total credit load divided by 15, and students taking research course only with zero credit were increased from zero to one
** Nursing included on the Medical Campus from fall 1987 to spring 1994; included on the Coral Gables campus otherwise.

## TOTAL FULL-TIME EQUIVALENCE OF EMPLOYEES AND ENROLLED STUDENTS
## AT THE UNIVERSITY OF MIAMI (CORAL GABLES CAMPUS)

| | | Fall 86 | Fall 87** | Fall 88 | Fall 89 | Fall 90 | Fall 91 | Fall 92 | Fall 93 | Fall 94 | Fall 95 | Fall 96 | Fall 97 | Fall 98 | Fall 99 | Fall 00 | Fall 01 | Fall 02 | Fall 03 | Fall 04 | Fall 05 | Fall 06 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | Headcount | 14,204 | 14,030 | 15,014 | 14,976 | 15,115 | 15,304 | 15,159 | 14,884 | 15,112 | 15,031 | 15,201 | 15,184 | 14,811 | 15,177 | 15,494 | 16,024 | 16,684 | 16,943 | 16,869 | 17,295 | 17,304 |
| | FTE | 12,022 | 11,833 | 12,856 | 12,852 | 12,942 | 13,065 | 13,071 | 12,698 | 12,769 | 12,843 | 12,926 | 12,999 | 12,813 | 13,155 | 13,517 | 14,070 | 14,531 | 14,901 | 14,955 | 15,378 | 15,476 |

Source: The University of Miami Office of Planning and Institutional Research Information Technology.

# ATTACHMENT 4
# TECHNICAL MEMORANDUM: RESIDENT STUDENT PEAK HOUR TRIP RATES

KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

# MEMORANDUM

TO: Ramon Alvarez, P.E., PTOE

COPIES TO: Andre Groenhoff and John Krane, P.E. (K&S)
Janet Gavarette and Alicia Corral (UM)

FROM: Fadi Emil Nassar, P.E., PTOE

DATE: June 6, 2007
Revised July 17, 2007
Revised February 19, 2008

SUBJECT: University of Miami – UMRTS – Revised Resident Student Peak Hour Trip Rates
Keith and Schnars Project 15121.01.09010

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Pursuant to your review comments and the issues with the previous resident student traffic counts, new traffic counts were collected to estimate the hourly residential trip rates at University Village and the peak hour residential trip rates at the Mahoney-Pearson residential hall. The previous counts performed in March 2007 did not include the smaller University Village garage which was under construction, and the counts at Mahoney-Pearson were impacted by the use of temporary unpaved lots accessed from the same driveways as the residential hall.

## University Village

Parking at University Village is restricted to two parking garages: the North (Albenga) parking garage with a capacity of 631 spaces, and the recently completed South parking garage with a capacity of 169 spaces for a total of 800 parking spaces. The locations of both garages are depicted in Figure 1.

A field visit conducted on Wednesday, January 16, 2008 at 7:45 AM indicated that the smaller South garage was almost fully occupied, whereas the upper level of the larger North (Albenga) garage had most parking places empty. University Village residents are not allowed to park elsewhere on campus on weekdays until parking restrictions are lifted at 4:00 PM. A high quality shuttle bus system operating at high frequency connects University Village to the rest of the campus.

Traffic counts were collected for 48 hours at the two University Village garages. The counts were performed on Wednesday 1/16/08 and Thursday 1/17/08 by Traffic Survey Specialists (TSS). Machine counts were placed at the entrance and exit of both garages serving University Village. The hourly volume plots are presented in Figure 2. The raw data count printouts are provided in Attachment A. Kevin McNally of TSS indicated that due to the configuration of the South garage driveway, vehicles entering and exiting the garage were often at an angle to the hose. He reconfigured the hose placements to minimize double counting of vehicles. There were no reported issues with the counts at the larger North Albenga garage.

AM and PM peak hour trip rates for University Village resident students were calculated based on University Village population of 747 resident students registered in the Spring 2008 Semester. The revised peak hour trip rates for University Village resident students were generally similar to the previous rates used in the November RTS study that were adjusted to account for the unfinished parking garage. The new volumes and hourly trip rates are shown in Table 1.

## Mahoney-Pearson Residential Hall

The new peak hour traffic surveys were collected on Wednesday 1/16/08 and Thursday 1/17/08. The traffic generated by the Mahoney-Pearson hall must use the inbound and outbound driveways located on the east side of Stanford Drive as depicted in Figure 3. These driveways provide the only student access to the Mahoney-Pearson parking garage and the student parking lots near the residential hall. All vehicles entering and exiting Mahoney-Pearson parking facilities were counted during peak hours. Resident student vehicles were identified from the parking decal. Two decal types are used by resident students: Resident decals and Reserve decals (typically provided for faculty or staff living in residential halls.)

The collected data is summarized in Table 2. Midday counts were performed on Thursday 1/17/08. Non-peak trip counts shown in Table 1 remain from the March 2007 counts and are provided for informational purposes only.

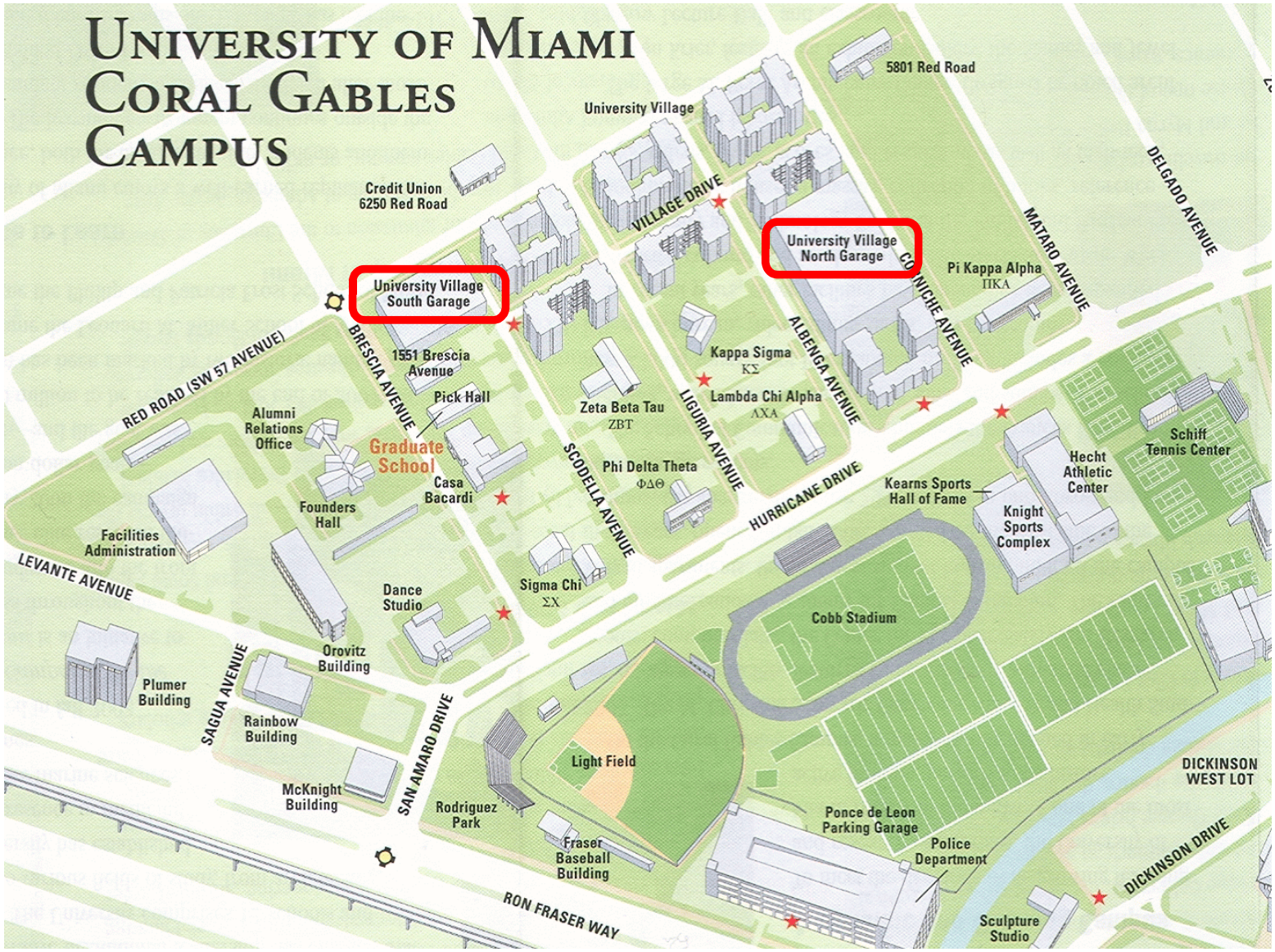
It should be noted that these updated January 2008 peak hour counts are more accurate than the previous March 2007 counts because they were performed manually by engineering staff instead of machine hoses, no adjustment factors were used, and there were no temporary parking lots near the Lowe Museum as during the March 2007 counts. Furthermore, the residential parking lots and lower levels of the Mahoney-Pearson Parking garage were fully occupied which discouraged resident students from other halls to drive to the Mahoney-Pearson dining facility.

## Blended Student Peak Hour Trip Rates

Per methodology agreement, peak hour blended resident student trip rates were calculated by averaging the University Village and Mahoney-Pearson rates. Peak hour commuter student trip rates were then calculated based on the campus wide rates that consist of resident, commuter and non-student trips. About 20% of campus trips were assumed as non-student trips generated by staff, faculty and visitors.

During the Spring 2008 Semester, approximately 1,324 students resided at Mahoney-Pearson residential hall and 747 students at University Village, out of a total resident population of 4,582 students. The AM and PM peak hour trip rates were calculated by dividing the number of resident trips for that hour by the number of resident students. Resident student blended peak hour trip rates were estimated by averaging University Village and Mahoney-Pearson trip rates.

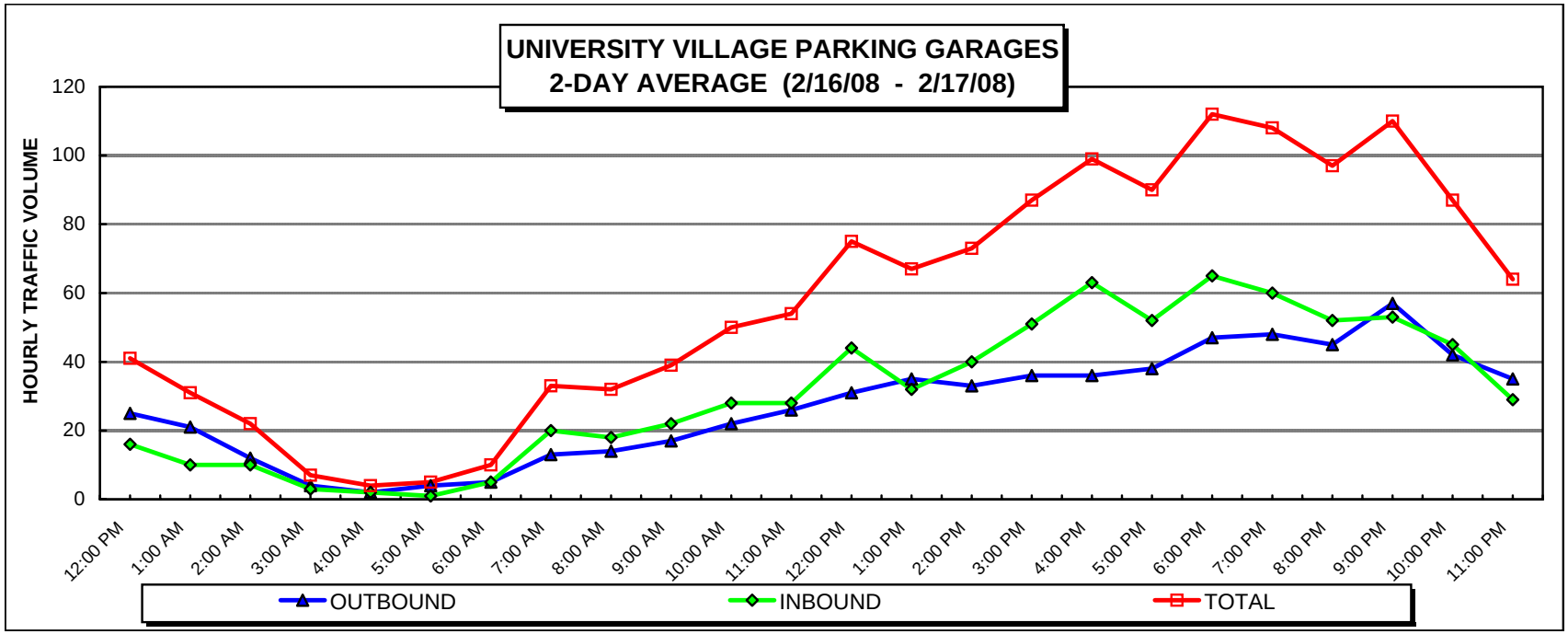
As shown in Table 1, Resident student trip rates are 0.035 trips per resident student during the AM peak hour and 0.10 trips per resident student during the PM peak hour. Campus wide trip rates based on full-time equivalent (FTE) students were obtained from Table 3 and are 0.331 trips during the AM peak hour and 0.389 trips during the PM peak hour. Assuming campus wide trips are composed of resident, commuter and 20% non-student trips, commuter student trip rates were calculated as 0.449 trips per commuter student during the AM peak hour and 0.504 trips per commuter student during the PM peak hour.

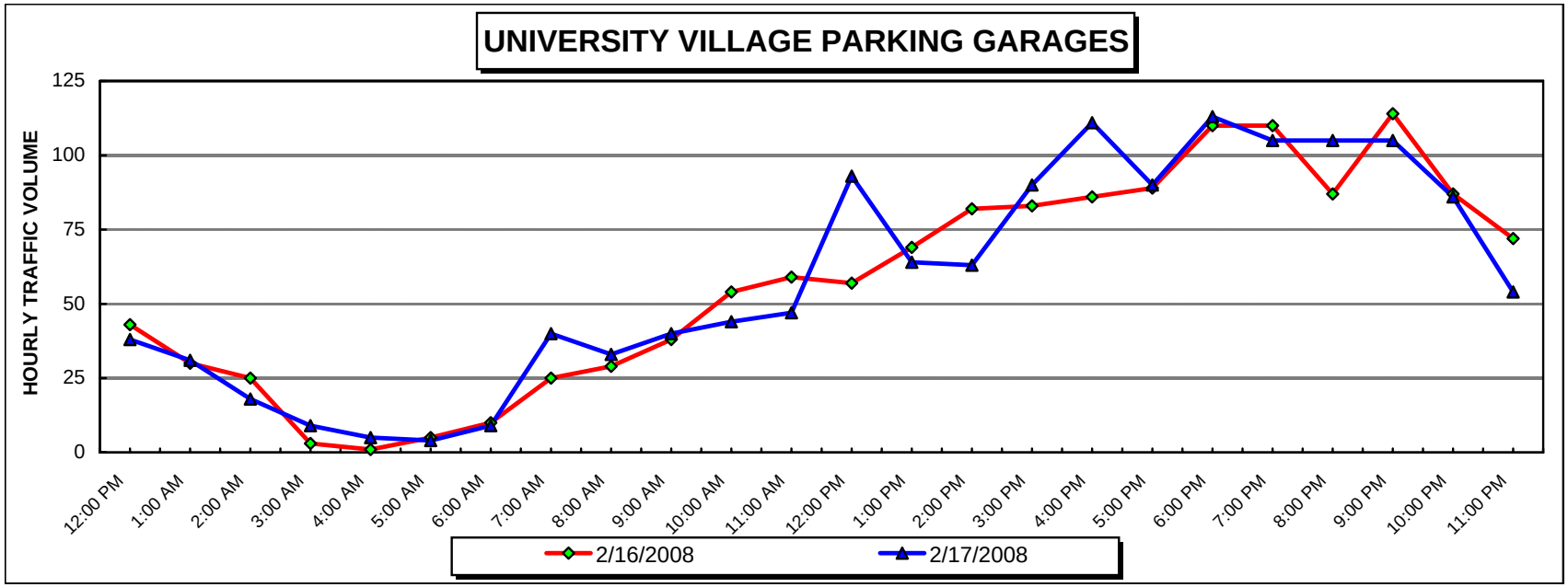


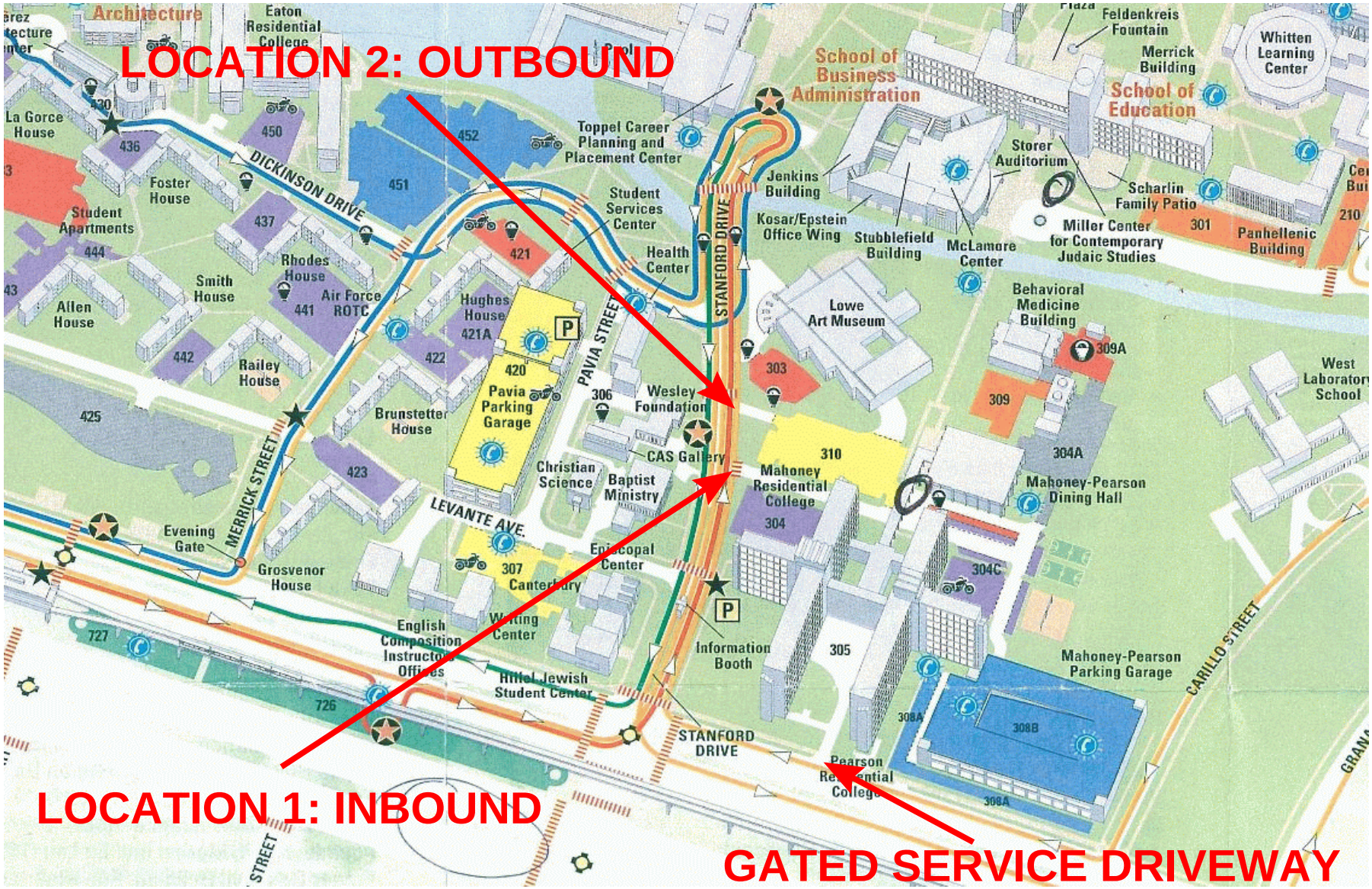

Not to Scale

| | | | |
|---|---|---|---|
| UNIVERSITY OF MIAMI<br>REGIONAL TRAFFIC STUDY | LOCATION OF UNIVERSITY<br>VILLAGE PARKING GARAGES | KEITH and SCHNARS, P.A.<br>ENGINEERS, PLANNERS, SURVEYORS | FIGURE<br>1<br>2/14/08 |

**FIGURE 2**
**UNIVERSITY VILLAGE GARAGES - 2008 TRAFFIC COUNTS**






| UNIVERSITY OF MIAMI<br>REGIONAL TRAFFIC STUDY | MAHONEY-PEARSON<br>TRAFFIC COUNT LOCATIONS | KEITH and SCHNARS, P.A.<br>*ENGINEERS, PLANNERS, SURVEYORS* | FIGURE<br>**3**<br>07/17/2007 |
|---|---|---|---|

# TABLE 1
## UNIVERSITY OF MIAMI RESIDENT STUDENT TRIP RATES

Rev 19-Feb-08

| | | | | | |
|---|---|---|---|---|---|
| | | | ADJUSTED MAHONEY-PEARSON RATES [1] | | ADJUSTED UV RATE [3] |
| MAHONEY-PEARSON RESIDENTS (SPRING 2007): | 1,324 | students | EVENING (7:00 PM-6:00 AM): | 95% | 100% |
| UNIVERSITY VILLAGE RESIDENTS (SPRING 2007): | 747 | students | OFF PEAK (10:00 AM-4:00 PM): | 25% | SPRING BREAK: MARCH 12-16, 2007 |

| TIME PERIOD | MAHONEY-PEARSON RESIDENTIAL COLLEGE [2] | | | | | | | | | UNIVERSITY VILLAGE GARAGE [3] | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | INBOUND | | OUTBOUND | | | | | GROSS | ADJ | INBOUND | | OUTBOUND | | | | | UV | AVERAGE |
| | 3/28/07 IN | 3/29/07 IN | 3/28/07 OUT | 3/29/07 OUT | AVG IN | AVG OUT | AVG IN/OUT | TRIP RATE | TRIP RATE | 1/16/08 IN | 1/17/08 IN | 1/16/08 OUT | 1/17/08 OUT | AVG IN | AVG OUT | AVG IN/OUT | TRIP RATE | TRIP RATE |
| 12:00-01:00 AM | 69 | 65 | 59 | 57 | 67 | 58 | 125 | 0.094 | 0.089 | 19 | 13 | 24 | 25 | 16 | 25 | 41 | 0.055 | 0.072 |
| 01:00-02:00 AM | 47 | 34 | 33 | 32 | 41 | 33 | 74 | 0.056 | 0.053 | 11 | 9 | 19 | 22 | 10 | 21 | 31 | 0.041 | 0.047 |
| 02:00-03:00 AM | 31 | 32 | 28 | 18 | 32 | 23 | 55 | 0.042 | 0.040 | 10 | 10 | 15 | 8 | 10 | 12 | 22 | 0.029 | 0.035 |
| 03:00-04:00 AM | 17 | 17 | 14 | 8 | 17 | 11 | 28 | 0.021 | 0.020 | 1 | 4 | 2 | 5 | 3 | 4 | 7 | 0.009 | 0.015 |
| 04:00-05:00 AM | 10 | 13 | 10 | 9 | 12 | 10 | 22 | 0.017 | 0.016 | 1 | 2 | 0 | 3 | 2 | 2 | 4 | 0.005 | 0.011 |
| 05:00-06:00 AM | 6 | 10 | 6 | 14 | 8 | 10 | 18 | 0.014 | 0.013 | 1 | 0 | 4 | 4 | 1 | 4 | 5 | 0.007 | 0.010 |
| 06:00-07:00 AM | 18 | 23 | 14 | 13 | 21 | 14 | 35 | 0.026 | 0.025 | 4 | 5 | 6 | 4 | 5 | 5 | 10 | 0.013 | 0.019 |
| 07:00-08:00 AM | 47 | 70 | 31 | 22 | 19 | 16 | 35 | 0.026 | 0.026 | 15 | 24 | 10 | 16 | 20 | 13 | 33 | 0.044 | **0.035** |
| 08:00-09:00 AM | 100 | 81 | 39 | 29 | **19** | **16** | **35** | **0.026** | **0.026** | 17 | 18 | 12 | 15 | 18 | 14 | 32 | 0.043 | **0.035** |
| 09:00-10:00 AM | 96 | 123 | 39 | 63 | 19 | 16 | 35 | 0.026 | 0.026 | 27 | 17 | 11 | 23 | 22 | 17 | 39 | 0.052 | 0.039 |
| 10:00-11:00 AM | 119 | 119 | 60 | 67 | 119 | 64 | 183 | 0.138 | 0.035 | 33 | 22 | 21 | 22 | 28 | 22 | 50 | 0.067 | 0.051 |
| 11:00-12:00 AM | 96 | 92 | 81 | 83 | 94 | 82 | 176 | 0.133 | 0.033 | 27 | 28 | 32 | 19 | 28 | 26 | 54 | 0.072 | 0.053 |
| 12:00-01:00 PM | 108 | 153 | 119 | 124 | **30** | **29** | **59** | **0.045** | **0.045** | 28 | 60 | 29 | 33 | 44 | 31 | 75 | **0.100** | **0.073** |
| 01:00-02:00 PM | 100 | 140 | 123 | 148 | 120 | 136 | 256 | 0.193 | 0.048 | 37 | 26 | 32 | 38 | 32 | 35 | 67 | 0.090 | 0.069 |
| 02:00-03:00 PM | 88 | 97 | 106 | 109 | 93 | 108 | 201 | 0.152 | 0.038 | 45 | 34 | 37 | 29 | 40 | 33 | 73 | 0.098 | 0.068 |
| 03:00-04:00 PM | 107 | 112 | 103 | 153 | 110 | 128 | 238 | 0.180 | 0.045 | 46 | 55 | 37 | 35 | 51 | 36 | 87 | 0.116 | 0.081 |
| 04:00-05:00 PM | 110 | 103 | 102 | 115 | **42** | **47** | **89** | **0.067** | **0.067** | 60 | 66 | 26 | 45 | 63 | 36 | 99 | **0.133** | **0.100** |
| 05:00-06:00 PM | 85 | 91 | 100 | 119 | 47 | 40 | 87 | 0.066 | 0.066 | 53 | 50 | 36 | 40 | 52 | 38 | 90 | 0.120 | 0.093 |
| 06:00-07:00 PM | 125 | 126 | 132 | 164 | 126 | 148 | 274 | 0.207 | 0.197 | 66 | 64 | 44 | 49 | 65 | 47 | 112 | 0.150 | 0.174 |
| 07:00-08:00 PM | 95 | 114 | 144 | 127 | 105 | 136 | 241 | 0.182 | 0.173 | 65 | 54 | 45 | 51 | 60 | 48 | 108 | 0.145 | 0.159 |
| 08:00-09:00 PM | 120 | 118 | 156 | 140 | 119 | 148 | 267 | 0.202 | 0.192 | 48 | 55 | 39 | 50 | 52 | 45 | 97 | 0.130 | 0.161 |
| 09:00-10:00 PM | 132 | 129 | 131 | 108 | 131 | 120 | 251 | 0.190 | 0.181 | 56 | 50 | 58 | 55 | 53 | 57 | 110 | 0.147 | 0.164 |
| 10:00-11:00 PM | 105 | 120 | 96 | 112 | 113 | 104 | 217 | 0.164 | 0.156 | 37 | 52 | 50 | 34 | 45 | 42 | 87 | 0.116 | 0.136 |
| 11:00-12:00 PM | 74 | 95 | 73 | 100 | 85 | 87 | 172 | 0.130 | 0.124 | 33 | 24 | 39 | 30 | 29 | 35 | 64 | 0.086 | 0.105 |
| **TOTAL** | **1,905** | **2,077** | **1,799** | **1,934** | **1,589** | **1,584** | **3,173** | | | **740** | **742** | **628** | **655** | **749** | **648** | **1,397** | | |

**Notes:**

[1] No adjustment factor was needed for revised peak hour rates at Mahoney-Pearson because resident students were identified by car decals. The trip rate from 7:00-8:00 AM was assumed similar to 8:00-9:00 AM. The off-peak hour adjusment factor is based on the updated January 2008 counts. Evening adjustments are based on University Village survey and mainly account for intercampus trips.

[2] Mahoney-Pearson traffic counts covered the inbound and outbound driveways east of Stanford Drive. These are the only non-service driveways leading to the Mahoney-Pearson garage and student parking lots.

[3] No trip rate adjustment was needed for University Village since the construction of the South garage was completed and all University Village's 800 planned parking spaces were available for students.

[4] The residential student blended peak hour trip rate was calculated by combining the University Village trips rates with the Mahoney-Pearson trip rates that represented all remaining resident students.

[5] The calculated commuter trip rates are based on FTE rates and take into account that about 20% of campus trips are made by non-students (faculty, staff and visitors).

**AM TRIP RATES**

| | 2007-MP | 2007-UV | RATE [4] |
|---|---|---|---|
| AM PEAK HOUR RESIDENT TRIP RATE (7:00 AM - 10:00 AM): | 0.026 | 0.044 | 0.035 |
| AM PEAK HOUR OVERALL RATE (2007 STUDY - 34% RESIDENTS): | | | **0.331** |
| AM PEAK HOUR TRIP RATE FOR COMMUTERS (7:00 AM - 9:00 AM) [5]: | | | 0.449 |

**PM TRIP RATES**

| | 2007-MP | 2007-UV | RATE [4] |
|---|---|---|---|
| PM PEAK HOUR RESIDENT TRIP RATE (4:00 PM - 6:00 PM): | 0.067 | 0.133 | 0.100 |
| PM PEAK HOUR OVERALL RATE (2007 STUDY - 34% RESIDENTS): | | | **0.389** |
| PM PEAK HOUR TRIP RATE FOR COMMUTERS (4:00 PM-6:00 PM) [5]: | | | 0.504 |

**TABLE 2**
**UNIVERSITY OF MIAMI REGIONAL TRAFFIC STUDY**
**TRAFFIC COUNTS AT MAHONEY-PEARSON PARKING AREAS - Wed 1/16/2008 & Th 1/17/2008**

| | 01/16/2008 WEDNESDAY | | | | | | 01/17/2008 THURSDAY | | | | | | AVERAGE COUNT | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | INBOUND | | | OUTBOUND | | | INBOUND | | | OUTBOUND | | | INBOUND | | OUTBOUND | |
| TIME | RESIDENT | RESERVED | OTHER | RESIDENT | RESERVED | OTHER | RESIDENT | RESERVED | OTHER | RESIDENT | RESERVED | OTHER | RESIDENT | OTHER | RESIDENT | OTHER |
| AM PEAK | | | | | | | | | | | | | | | | |
| 8:00 - 8:15 | 5 | | 6 | n/a | | n/a | 6 | | 22 | 2 | | 19 | 6 | 14 | 2 | 19 |
| 8:15 - 8:30 | 5 | | 17 | n/a | | n/a | 4 | | 22 | 4 | | 13 | 5 | 20 | 4 | 13 |
| 8:30 - 8:45 | 4 | | 21 | 4 | | 4 | 3 | | 12 | 5 | | 16 | 4 | 17 | 5 | 10 |
| 8:45 - 9:00 | 5 | | 32 | 5 | | 7 | 2 | | 19 | 4 | | 9 | 4 | 26 | 5 | 8 |
| 9:00 - 9:15 | 6 | | 14 | 2 | | 6 | 7 | | 45 | 7 | | 38 | 7 | 30 | 5 | 22 |
| 9:15 - 9:30 | 5 | | 20 | 1 | | 16 | 2 | | 60 | 7 | | 53 | 4 | 40 | 4 | 35 |
| 9:30 - 9:45 | 3 | | 26 | 1 | | 5 | 5 | | 31 | 4 | | 30 | 4 | 29 | 3 | 18 |
| 9:45 - 10:00 | 3 | | 27 | 6 | | 14 | 4 | | 20 | 2 | | 13 | 4 | 24 | 4 | 14 |
| NOON | | | | | | | | | | | | | | | | |
| 11:45 - 12:00 | --- | | --- | --- | | --- | 6 | | 32 | 4 | | 32 | 6 | 32 | 4 | 32 |
| 12:00 - 12:15 | --- | | --- | --- | | --- | 10 | | 42 | 6 | | 31 | 10 | 42 | 6 | 31 |
| 12:15 - 12:30 | --- | | --- | --- | | --- | 13 | | 47 | 12 | | 48 | 13 | 47 | 12 | 48 |
| 12:30 - 12:45 | --- | | --- | --- | | --- | 5 | | 27 | 6 | | 29 | 5 | 27 | 6 | 29 |
| 12:45 - 1:00 | --- | | --- | --- | | --- | 2 | | 22 | 5 | | 21 | 2 | 22 | 5 | 21 |
| 1:00 - 1:15 | --- | | --- | --- | | --- | 2 | | 17 | 6 | | 19 | 2 | 17 | 6 | 19 |
| PM PEAK | | | | | | | | | | | | | | | | |
| 4:00 - 4:15 | 6 | 1 | 11 | 10 | | 10 | 10 | | 16 | 10 | | 16 | 9 | 14 | 10 | 13 |
| 4:15 - 4:30 | 16 | | 20 | 2 | | 15 | 14 | | 15 | 12 | | 13 | 15 | 18 | 7 | 14 |
| 4:30 - 4:45 | 11 | | 31 | 10 | | 22 | 4 | | 31 | 12 | 1 | 22 | 8 | 31 | 12 | 22 |
| 4:45 - 5:00 | 12 | | 34 | 16 | | 36 | 7 | | 25 | 18 | 1 | 35 | 10 | 30 | 18 | 36 |
| 5:00 - 5:15 | 11 | | 10 | 9 | | 25 | 17 | | 19 | 11 | | 23 | 14 | 15 | 10 | 24 |
| 5:15 - 5:30 | 11 | | 18 | 8 | | 21 | 16 | | 15 | 9 | | 18 | 14 | 17 | 9 | 20 |
| 4:30 - 4:45 | 7 | | 21 | 9 | | 24 | 9 | | 14 | 8 | | 23 | 8 | 18 | 9 | 24 |
| 4:45 - 5:00 | 9 | | 31 | 12 | | 19 | 12 | | 23 | 12 | | 22 | 11 | 27 | 12 | 21 |

| | 01/16/2008 WEDNESDAY | | | | | | 01/17/2008 THURSDAY | | | | | | AVERAGE COUNT | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | INBOUND | | | OUTBOUND | | | INBOUND | | | OUTBOUND | | | INBOUND | | OUTBOUND | |
| TIME | RESIDENT | RESERVED | OTHER | RESIDENT | RESERVED | OTHER | RESIDENT | RESERVED | OTHER | RESIDENT | RESERVED | OTHER | RESIDENT | OTHER | RESIDENT | OTHER |
| AM PEAK | | | | | | | | | | | | | | | | |
| 8:00 - 9:00 | 19 | 0 | 76 | 9 | 0 | 11 | 15 | 0 | 75 | 15 | 0 | 57 | 19 | 77 | 16 | 50 |
| 9:00 - 10:00 | 17 | 0 | 87 | 10 | 0 | 41 | 18 | 0 | 156 | 20 | 0 | 134 | 19 | 123 | 16 | 89 |
| NOON | | | | | | | | | | | | | | | | |
| 12:00 - 1:00 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 138 | 29 | 0 | 129 | 30 | 138 | 29 | 129 |
| PM PEAK | | | | | | | | | | | | | | | | |
| 4:00 - 5:00 | 45 | 1 | 96 | 38 | 0 | 83 | 35 | 0 | 87 | 52 | 2 | 86 | 42 | 93 | 47 | 85 |
| 5:00 - 6:00 | 38 | 0 | 80 | 38 | 0 | 89 | 54 | 0 | 71 | 40 | 0 | 86 | 47 | 77 | 40 | 89 |

**TABLE 3**
**UNIVERSITY OF MIAMI CORAL GABLES CAMPUS**
**PEAK PERIOD TRIP RATES PER STUDENT**
**MARCH & APRIL 2007**

Rev 19-Feb-08

| | 7:00-8:00 AM | 8:00-9:00 AM | 9:00-10:00 AM | 3:00-4:00 PM | 4:00-5:00 PM | 5:00-6:00 PM |
|---|---|---|---|---|---|---|
| | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
| TOTAL INBOUND | 1710 | 2154 | 2316 | 1604 | 1739 | 1699 |
| TOTAL OUTBOUND | 578 | 830 | 1076 | 1964 | 2032 | 2285 |
| TOTAL IN/OUT | 2288 | 2984 | 3392 *AM PEAK PERIOD* | 3568 | 3771 | 3984 *PM PEAK PERIOD* |
| ADJUSTMENT FACTORS [1]: | | | | | | |
| PARKING LOTS NOT COUNTED [2]: 14.1% (On street, West of San Amaro & between Ponce & US-1) | | | | | | |
| TOTAL ADJUSTMENT FACTOR: 16.4% | 1.164 | 1.164 | 1.164 | 1.164 | 1.164 | 1.164 |
| ADJUSTED TOTAL INBOUND | 1990 | 2507 | 2696 | 1867 | 2024 | 1978 |
| ADJUSTED TOTAL OUTBOUND | 673 | 966 | 1252 | 2286 | 2365 | 2660 |
| ADJUSTED TOTAL IN/OUT | 2663 | 3473 | 3948 *AM PEAK PERIOD* | 4153 | 4389 | 4638 *PM PEAK PERIOD* |

| | Headcount | FTE |
|---|---|---|
| TOTAL STUDENTS [3]: | 13,377 | 11,917 |

| | UPDATED TRIP RATE PER STUDENT (2007) | | | | OLD TRIP RATE PER STUDENT - UMCAD 2000 | | | |
|---|---|---|---|---|---|---|---|---|
| | Headcount | FTE | | | Headcount | | | |
| **AM PEAK PERIOD (9:00-10:00 AM)** | | | | | | | | |
| PEAK INBOUND RATE | 0.202 | 0.226 | trip ends per student | IN: 68% | 0.196 | trip ends per student | IN: | 70% |
| PEAK OUTBOUND RATE | 0.094 | 0.105 | trip ends per student | OUT: 32% | 0.085 | trip ends per student | OUT: | 30% |
| PEAK IN/OUT RATE | 0.295 | 0.331 | trip ends per student | AM TRIP RATE | 0.281 | trip ends per student | AM TRIP RATE | |
| **PM PEAK PERIOD (5:00-6:00 PM)** | | | | | | | | |
| PEAK INBOUND RATE | 0.148 | 0.166 | trip ends per student | IN: 43% | 0.155 | trip ends per student | IN: | 44% |
| PEAK OUTBOUND RATE | 0.199 | 0.223 | trip ends per student | OUT: 57% | 0.198 | trip ends per student | OUT: | 56% |
| PEAK IN/OUT RATE | 0.347 | 0.389 | trip ends per student | PM TRIP RATE | 0.353 | trip ends per student | PM TRIP RATE | |

[1] The adjustment factor is different from previous years due to new parking structures and the construction of University Village garage.
[2] The parking lots not included in the counts are those west of San Amaro Drive, parking along San Amaro Drive, and the Metrorail parking areas between Ponce and US-1.
[3] Student enrollements are provided by UM Office of Planning and Institutional Research. Per methodology agreement, student enrollment was assumed to be 5% lower in the Spring Semester compared to the Fall Semester.

# ATTACHMENT A
# 48-HOUR TRAFFIC COUNTS AT UNIVERSITY VILLAGE

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals



**********

Data File : D0116004.PRN
Station : 000000011502
Identification : 000110252093
Start date : Jan 16, 08
Stop date : Jan 16, 08
City/Town : Miami, Florida
Location : University Vlg N Garage N of Albenga Ave

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

**********

Jan 16 Northbound Volume for Lane 1

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 3 | 4 | 5 | 1 | 0 | 1 | 0 | 1 | 3 | 4 | 6 | 4 |
| 30 | 4 | 3 | 3 | 1 | 0 | 1 | 1 | 3 | 2 | 1 | 1 | 5 |
| 45 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 8 |
| 00 | 3 | 4 | 4 | 0 | 0 | 0 | 4 | 3 | 1 | 1 | 3 | 7 |
| Hr Total | 17 | 15 | 13 | 2 | 0 | 2 | 5 | 7 | 6 | 7 | 15 | 24 |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 7 | 7 | 8 | 7 | 9 | 7 | 8 | 8 | 12 | 15 | 21 | 9 |
| 30 | 4 | 6 | 5 | 5 | 6 | 7 | 9 | 9 | 8 | 10 | 10 | 6 |
| 45 | 5 | 3 | 8 | 4 | 6 | 7 | 3 | 5 | 8 | 8 | 7 | 5 |
| 00 | 3 | 6 | 7 | 8 | 4 | 3 | 9 | 9 | 5 | 10 | 6 | 12 |
| Hr Total | 19 | 22 | 28 | 24 | 25 | 24 | 29 | 31 | 33 | 43 | 44 | 32 |

24 Hour Total : 467
AM peak hour begins : 11:15 AM peak volume : 27 Peak hour factor : 0.84
PM peak hour begins : 21:15 PM peak volume : 49 Peak hour factor : 0.58

**********

Jan 16 Southbound Volume for Lane 2

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 1 | 2 | 7 | 3 |
| 30 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 5 | 5 | 8 | 7 | 4 |
| 45 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 3 | 4 | 3 | 11 | 9 |
| 00 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 2 | 1 | 10 | 3 | 4 |
| Hr Total | 7 | 2 | 7 | 0 | 1 | 1 | 2 | 13 | 11 | 23 | 28 | 20 |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 2 | 5 | 8 | 3 | 9 | 9 | 16 | 12 | 8 | 8 | 5 | 4 |
| 30 | 7 | 7 | 7 | 10 | 10 | 9 | 14 | 9 | 5 | 6 | 3 | 3 |
| 45 | 7 | 7 | 7 | 11 | 9 | 10 | 8 | 15 | 4 | 12 | 2 | 5 |
| 00 | 5 | 4 | 5 | 5 | 10 | 12 | 7 | 15 | 11 | 8 | 5 | 2 |
| Hr Total | 21 | 23 | 27 | 29 | 38 | 40 | 45 | 51 | 28 | 34 | 15 | 14 |

24 Hour Total : 480
AM peak hour begins : 09:45 AM peak volume : 35 Peak hour factor : 0.80
PM peak hour begins : 17:30 PM peak volume : 52 Peak hour factor : 0.81

**********

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals 

**********

Data File : D0116004.PRN
Station : 000000011502
Identification : 000110252093 Interval : 15 minutes
Start date : Jan 16, 08 Start time : 00:00
Stop date : Jan 16, 08 Stop time : 24:00
City/Town : Miami, Florida County : Dade
Location : University Vlg N Garage N of Albenga Ave

**********

Jan 16 Total Volume for All Lanes

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 3 | 4 | 6 | 1 | 0 | 1 | 1 | 4 | 4 | 6 | 13 | 7 |
| 30 | 8 | 3 | 4 | 1 | 0 | 1 | 2 | 8 | 7 | 9 | 8 | 9 |
| 45 | 9 | 5 | 4 | 0 | 1 | 0 | 0 | 3 | 4 | 4 | 16 | 17 |
| 00 | 4 | 5 | 6 | 0 | 0 | 1 | 4 | 5 | 2 | 11 | 6 | 11 |
| Hr Total | 24 | 17 | 20 | 2 | 1 | 3 | 7 | 20 | 17 | 30 | 43 | 44 |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 9 | 12 | 16 | 10 | 18 | 16 | 24 | 20 | 20 | 23 | 26 | 13 |
| 30 | 11 | 13 | 12 | 15 | 16 | 16 | 23 | 18 | 13 | 16 | 13 | 9 |
| 45 | 12 | 10 | 15 | 15 | 15 | 17 | 11 | 20 | 12 | 20 | 9 | 10 |
| 00 | 8 | 10 | 12 | 13 | 14 | 15 | 16 | 24 | 16 | 18 | 11 | 14 |
| Hr Total | 40 | 45 | 55 | 53 | 63 | 64 | 74 | 82 | 61 | 77 | 59 | 46 |

24 Hour Total : 947
AM peak hour begins : 09:45 AM peak volume : 48 Peak hour factor : 0.75
PM peak hour begins : 19:00 PM peak volume : 82 Peak hour factor : 0.85

**********

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

Volume Report with 24 Hour Totals



**********

Data File : D0117007.PRN
Station : 000000011502
Identification : 000110252093
Start date : Jan 17, 08
Stop date : Jan 17, 08
City/Town : Miami, Florida
Location : University Vlg N Garage N of Albenga Ave

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

**********

Jan 17 Northbound Volume for Lane 1

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 5 | 9 | 4 | 2 | 1 | 0 | 0 | 2 | 4 | 4 | 0 | 5 |
| 30 | 4 | 5 | 2 | 2 | 0 | 0 | 0 | 3 | 0 | 7 | 6 | 3 |
| 45 | 6 | 2 | 0 | 0 | 2 | 0 | 0 | 4 | 3 | 4 | 6 | 2 |
| 00 | 6 | 3 | 1 | 1 | 0 | 2 | 4 | 4 | 4 | 5 | 4 | 4 |
| Hr Total | 21 | 19 | 7 | 5 | 3 | 2 | 4 | 13 | 11 | 20 | 16 | 14 |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 5 | 7 | 9 | 5 | 8 | 6 | 13 | 9 | 7 | 14 | 5 | 8 |
| 30 | 6 | 10 | 8 | 10 | 9 | 6 | 7 | 7 | 7 | 15 | 11 | 4 |
| 45 | 7 | 7 | 5 | 4 | 8 | 12 | 5 | 7 | 13 | 9 | 6 | 4 |
| 00 | 4 | 4 | 2 | 4 | 5 | 6 | 7 | 15 | 10 | 6 | 5 | 4 |
| Hr Total | 22 | 28 | 24 | 23 | 30 | 30 | 32 | 38 | 37 | 44 | 27 | 20 |

24 Hour Total : 490
AM peak hour begins : 00:30 AM peak volume : 26 Peak hour factor : 0.72
PM peak hour begins : 20:30 PM peak volume : 52 Peak hour factor : 0.87

**********

Jan 17 Southbound Volume for Lane 2

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 4 | 1 | 2 | 4 |
| 30 | 2 | 1 | 2 | 2 | 1 | 0 | 1 | 3 | 4 | 7 | 4 | 7 |
| 45 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 4 | 3 | 2 | 6 |
| 00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 3 | 6 | 7 |
| Hr Total | 6 | 2 | 2 | 2 | 2 | 0 | 3 | 18 | 16 | 14 | 14 | 24 |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 14 | 4 | 5 | 11 | 6 | 7 | 16 | 10 | 7 | 6 | 8 | 5 |
| 30 | 7 | 2 | 12 | 5 | 8 | 6 | 14 | 10 | 9 | 7 | 7 | 5 |
| 45 | 13 | 3 | 5 | 17 | 12 | 11 | 10 | 8 | 8 | 4 | 7 | 3 |
| 00 | 14 | 11 | 5 | 6 | 18 | 9 | 16 | 10 | 11 | 12 | 7 | 5 |
| Hr Total | 48 | 20 | 27 | 39 | 44 | 33 | 56 | 38 | 35 | 29 | 29 | 18 |

24 Hour Total : 519
AM peak hour begins : 11:15 AM peak volume : 34 Peak hour factor : 0.61
PM peak hour begins : 18:00 PM peak volume : 56 Peak hour factor : 0.88

**********

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals



**********

Data File : D0117007.PRN
Station : 000000011502
Identification : 000110252093
Start date : Jan 17, 08
Stop date : Jan 17, 08
City/Town : Miami, Florida
Location : University Vlg N Garage N of Albenga Ave

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

**********

Jan 17 Total Volume for All Lanes

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 6 | 9 | 4 | 2 | 2 | 0 | 1 | 5 | 8 | 5 | 2 | 9 |
| 30 | 6 | 6 | 4 | 4 | 1 | 0 | 1 | 6 | 4 | 14 | 10 | 10 |
| 45 | 7 | 2 | 0 | 0 | 2 | 0 | 1 | 12 | 7 | 7 | 8 | 8 |
| 00 | 8 | 4 | 1 | 1 | 0 | 2 | 4 | 8 | 8 | 8 | 10 | 11 |
| Hr Total | 27 | 21 | 9 | 7 | 5 | 2 | 7 | 31 | 27 | 34 | 30 | 38 |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 19 | 11 | 14 | 16 | 14 | 13 | 29 | 19 | 14 | 20 | 13 | 13 |
| 30 | 13 | 12 | 20 | 15 | 17 | 12 | 21 | 17 | 16 | 22 | 18 | 9 |
| 45 | 20 | 10 | 10 | 21 | 20 | 23 | 15 | 15 | 21 | 13 | 13 | 7 |
| 00 | 18 | 15 | 7 | 10 | 23 | 15 | 23 | 25 | 21 | 18 | 12 | 9 |
| Hr Total | 70 | 48 | 51 | 62 | 74 | 63 | 88 | 76 | 72 | 73 | 56 | 38 |

24 Hour Total : 1009
AM peak hour begins : 11:30 AM peak volume : 51 Peak hour factor : 0.64
PM peak hour begins : 17:30 PM peak volume : 88 Peak hour factor : 0.76

**********

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals



**********

Data File : D0117008.PRN
Station : 000000011504
Identification : 009845970017
Start date : Jan 17, 08
Stop date : Jan 17, 08
City/Town : Miami, Florida
Location : University Vlg S Garage S of Scodella Av

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

**********

Jan 17 Northbound Volume for Lane 1

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | 3 |
| 30 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 45 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 2 | 0 |
| 00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 1 |
| Hr Total | 4 | 3 | 1 | 0 | 0 | 2 | 0 | 3 | 4 | 3 | 6 | 5 |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 0 | 4 | 2 | 3 | 3 | 2 | 4 | 3 | 2 | 3 | 2 | 0 |
| 30 | 5 | 3 | 0 | 3 | 6 | 4 | 3 | 3 | 4 | 5 | 1 | 6 |
| 45 | 4 | 2 | 2 | 3 | 4 | 2 | 6 | 2 | 3 | 2 | 3 | 2 |
| 00 | 2 | 1 | 1 | 3 | 2 | 2 | 4 | 5 | 4 | 1 | 1 | 2 |
| Hr Total | 11 | 10 | 5 | 12 | 15 | 10 | 17 | 13 | 13 | 11 | 7 | 10 |

24 Hour Total : 165
AM peak hour begins : 10:30 AM peak volume : 8 Peak hour factor : 0.67
PM peak hour begins : 18:00 PM peak volume : 17 Peak hour factor : 0.71

**********

Jan 17 Southbound Volume for Lane 2

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 0 | 4 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| 30 | 1 | 1 | 5 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 |
| 45 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 1 |
| 00 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 4 | 1 |
| Hr Total | 7 | 7 | 8 | 2 | 0 | 0 | 2 | 6 | 2 | 3 | 8 | 4 |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 2 | 1 | 3 | 5 | 3 | 7 | 3 | 0 | 3 | 7 | 8 | 0 |
| 30 | 2 | 3 | 0 | 5 | 8 | 5 | 0 | 4 | 5 | 5 | 3 | 2 |
| 45 | 7 | 1 | 1 | 2 | 3 | 2 | 2 | 6 | 7 | 5 | 5 | 2 |
| 00 | 1 | 1 | 3 | 4 | 8 | 3 | 3 | 6 | 5 | 4 | 7 | 2 |
| Hr Total | 12 | 6 | 7 | 16 | 22 | 17 | 8 | 16 | 20 | 21 | 23 | 6 |

24 Hour Total : 223
AM peak hour begins : 00:15 AM peak volume : 11 Peak hour factor : 0.55
PM peak hour begins : 16:15 PM peak volume : 26 Peak hour factor : 0.81

**********

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals 

**********

Data File : D0117008.PRN
Station : 000000011504
Identification : 009845970017 Interval : 15 minutes
Start date : Jan 17, 08 Start time : 00:00
Stop date : Jan 17, 08 Stop time : 24:00
City/Town : Miami, Florida County : Dade
Location : University Vlg S Garage S of Scodella Av

**********

Jan 17 Total Volume for All Lanes

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 1 | 6 | 4 | 2 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 3 |
| 30 | 1 | 2 | 5 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 3 |
| 45 | 6 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 3 | 0 | 5 | 1 |
| 00 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 2 | 6 | 2 |
| Hr Total | 11 | 10 | 9 | 2 | 0 | 2 | 2 | 9 | 6 | 6 | 14 | 9 |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 2 | 5 | 5 | 8 | 6 | 9 | 7 | 3 | 5 | 10 | 10 | 0 |
| 30 | 7 | 6 | 0 | 8 | 14 | 9 | 3 | 7 | 9 | 10 | 4 | 8 |
| 45 | 11 | 3 | 3 | 5 | 7 | 4 | 8 | 8 | 10 | 7 | 8 | 4 |
| 00 | 3 | 2 | 4 | 7 | 10 | 5 | 7 | 11 | 9 | 5 | 8 | 4 |
| Hr Total | 23 | 16 | 12 | 28 | 37 | 27 | 25 | 29 | 33 | 32 | 30 | 16 |

24 Hour Total : 388
AM peak hour begins : 00:30 AM peak volume : 17 Peak hour factor : 0.71
PM peak hour begins : 16:15 PM peak volume : 40 Peak hour factor : 0.71

**********

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals



**********

Data File : D0116005.PRN
Station : 000000011504
Identification : 009845970017
Start date : Jan 16, 08
Stop date : Jan 16, 08
City/Town : Miami, Florida
Location : University Vlg S Garage S of Scodella Av

Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

**********

Jan 16 Northbound Volume for Lane 1

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 |
| 30 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 1 |
| 45 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 1 | 1 | 3 |
| 00 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 4 | 3 |
| Hr Total | 7 | 4 | 2 | 0 | 0 | 2 | 1 | 3 | 6 | 4 | 6 | 8 |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 1 | 6 | 1 | 2 | 0 | 2 | 5 | 4 | 2 | 3 | 2 | 1 |
| 30 | 3 | 0 | 2 | 6 | 1 | 0 | 3 | 3 | 2 | 5 | 1 | 2 |
| 45 | 5 | 4 | 2 | 0 | 0 | 5 | 5 | 2 | 2 | 4 | 3 | 0 |
| 00 | 1 | 0 | 4 | 5 | 0 | 5 | 2 | 5 | 0 | 3 | 0 | 4 |
| Hr Total | 10 | 10 | 9 | 13 | 1 | 12 | 15 | 14 | 6 | 15 | 6 | 7 |

24 Hour Total : 161
AM peak hour begins : 11:30 AM peak volume : 10 Peak hour factor : 0.50
PM peak hour begins : 17:30 PM peak volume : 18 Peak hour factor : 0.90

**********

Jan 16 Southbound Volume for Lane 2

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 2 |
| 30 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 4 |
| 45 | 7 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| 00 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 1 |
| Hr Total | 12 | 9 | 3 | 1 | 0 | 0 | 2 | 2 | 6 | 4 | 5 | 7 |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 3 | 0 | 2 | 5 | 3 | 5 | 4 | 4 | 4 | 2 | 8 | 9 |
| 30 | 3 | 4 | 5 | 6 | 6 | 5 | 6 | 2 | 4 | 10 | 4 | 4 |
| 45 | 1 | 7 | 7 | 0 | 6 | 1 | 6 | 6 | 4 | 6 | 8 | 2 |
| 00 | 0 | 3 | 4 | 6 | 7 | 2 | 5 | 2 | 8 | 4 | 2 | 4 |
| Hr Total | 7 | 14 | 18 | 17 | 22 | 13 | 21 | 14 | 20 | 22 | 22 | 19 |

24 Hour Total : 260
AM peak hour begins : 00:30 AM peak volume : 13 Peak hour factor : 0.46
PM peak hour begins : 21:15 PM peak volume : 28 Peak hour factor : 0.70

**********

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals 

**********

Data File : D0116005.PRN
Station : 000000011504
Identification : 009845970017 Interval : 15 minutes
Start date : Jan 16, 08 Start time : 00:00
Stop date : Jan 16, 08 Stop time : 24:00
City/Town : Miami, Florida County : Dade
Location : University Vlg S Garage S of Scodella Av

**********

Jan 16 Total Volume for All Lanes

| End Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 2 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 2 | 3 |
| 30 | 4 | 5 | 2 | 0 | 0 | 0 | 1 | 0 | 5 | 1 | 3 | 5 |
| 45 | 10 | 2 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 2 | 1 | 3 |
| 00 | 3 | 4 | 0 | 1 | 0 | 0 | 1 | 3 | 1 | 3 | 5 | 4 |
| Hr Total | 19 | 13 | 5 | 1 | 0 | 2 | 3 | 5 | 12 | 8 | 11 | 15 |

| End Time | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 4 | 6 | 3 | 7 | 3 | 7 | 9 | 8 | 6 | 5 | 10 | 10 |
| 30 | 6 | 4 | 7 | 12 | 7 | 5 | 9 | 5 | 6 | 15 | 5 | 6 |
| 45 | 6 | 11 | 9 | 0 | 6 | 6 | 11 | 8 | 6 | 10 | 11 | 2 |
| 00 | 1 | 3 | 8 | 11 | 7 | 7 | 7 | 7 | 8 | 7 | 2 | 8 |
| Hr Total | 17 | 24 | 27 | 30 | 23 | 25 | 36 | 28 | 26 | 37 | 28 | 26 |

24 Hour Total : 421
AM peak hour begins : 00:30 AM peak volume : 20 Peak hour factor : 0.50
PM peak hour begins : 21:15 PM peak volume : 42 Peak hour factor : 0.70

**********

# ATTACHMENT 5
# TRAFFIC COUNT STATIONS USED IN GROWTH RATE CALCULATIONS

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 11/29/2006 - Wednesday TIME BEGUN: 0:0 AM PAGE: 4430-8

LOCATION: INGRAHAM HWY EAST OF LEJEUNE RD, CORAL STATION: 194

| EASTBOUND QUARTER HOURS | | | | | | WESTBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 13 | 12 | 3 | 2 | 30 | 12 AM | 14 | 12 | 11 | 8 | 45 | 75 |
| 01 AM | 2 | 2 | 3 | 2 | 9 | 01 AM | 6 | 8 | 2 | 4 | 20 | 29 |
| 02 AM | 5 | 4 | 6 | 5 | 20 | 02 AM | 5 | 2 | 3 | 1 | 11 | 31 |
| 03 AM | 4 | 5 | 4 | 2 | 15 | 03 AM | 2 | 3 | 4 | 3 | 12 | 27 |
| 04 AM | 3 | 2 | 5 | 6 | 16 | 04 AM | 2 | 2 | 2 | 5 | 11 | 27 |
| 05 AM | 9 | 28 | 26 | 36 | 99 | 05 AM | 2 | 2 | 5 | 14 | 23 | 122 |
| 06 AM | 123 | 132 | 155 | 247 | 657 | 06 AM | 11 | 23 | 48 | 58 | 140 | 797 |
| 07 AM | 224 | 238 | 187 | 175 | 824 | 07 AM | 114 | 104 | 114 | 116 | 448 | 1272 |
| 08 AM | 226 | 255 | 242 | 263 | 986 | 08 AM | 117 | 119 | 123 | 138 | 497 | 1483 |
| 09 AM | 259 | 228 | 237 | 194 | 918 | 09 AM | 105 | 89 | 125 | 113 | 432 | 1350 |
| 10 AM | 132 | 142 | 134 | 136 | 544 | 10 AM | 117 | 95 | 111 | 127 | 450 | 994 |
| 11 AM | 101 | 146 | 131 | 111 | 489 | 11 AM | 131 | 104 | 135 | 126 | 496 | 985 |
| 12 PM | 150 | 125 | 98 | 89 | 462 | 12 PM | 133 | 131 | 114 | 156 | 534 | 996 |
| 01 PM | 115 | 95 | 108 | 126 | 444 | 01 PM | 154 | 168 | 146 | 182 | 650 | 1094 |
| 02 PM | 123 | 139 | 183 | 140 | 585 | 02 PM | 172 | 171 | 152 | 171 | 666 | 1251 |
| 03 PM | 149 | 160 | 129 | 145 | 583 | 03 PM | 176 | 192 | 204 | 203 | 775 | 1358 |
| 04 PM | 167 | 152 | 143 | 144 | 606 | 04 PM | 189 | 210 | 210 | 209 | 818 | 1424 |
| 05 PM | 130 | 135 | 134 | 136 | 535 | 05 PM | 216 | 214 | 200 | 202 | 832 | 1367 |
| 06 PM | 132 | 134 | 146 | 127 | 539 | 06 PM | 196 | 201 | 211 | 171 | 779 | 1318 |
| 07 PM | 119 | 116 | 94 | 76 | 405 | 07 PM | 184 | 176 | 129 | 135 | 624 | 1029 |
| 08 PM | 90 | 63 | 62 | 45 | 260 | 08 PM | 122 | 82 | 71 | 67 | 342 | 602 |
| 09 PM | 46 | 45 | 48 | 47 | 186 | 09 PM | 63 | 65 | 71 | 73 | 272 | 458 |
| 10 PM | 24 | 28 | 25 | 26 | 103 | 10 PM | 39 | 41 | 29 | 50 | 159 | 262 |
| 11 PM | 15 | 18 | 19 | 18 | 70 | 11 PM | 28 | 27 | 16 | 22 | 93 | 163 |
| Total: | | | | | 9385 | | | | | | 9129 | 18514 |

P.H.P. --> [( 1483 + 1350 ) / 2] * 0.99 * 1.010 = 1416 vph

A.W.D.T. --> 18514 * 0.99 * 1.010 = 18510 vpd

| FACTORS | | EASTBOUND | WESTBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 8-9 AM | 0.937 | 0.900 | 0.925 |
| K: | | 0.105 | 0.054 | 0.080 |
| D: | | 0.665 | 0.335 | 1.000 |
| PHF: | 4-6 PM | 0.907 | 0.974 | 0.983 |
| K: | | 0.065 | 0.090 | 0.077 |
| D: | | 0.426 | 0.574 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 10/11/2006 - Wednesday TIME BEGUN: 0:0 AM PAGE: 4431-8

LOCATION: LEJEUNE RD (SW 42 AV) SOUTH OF US 1, CORAL STATION: 218

| | NORTHBOUND QUARTER HOURS | | | | | | SOUTHBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 12 | 5 | 9 | 0 | 26 | 12 AM | 14 | 18 | 13 | 8 | 53 | 79 |
| 01 AM | 6 | 3 | 5 | 2 | 16 | 01 AM | 7 | 10 | 8 | 4 | 29 | 45 |
| 02 AM | 7 | 2 | 7 | 5 | 21 | 02 AM | 2 | 4 | 5 | 3 | 14 | 35 |
| 03 AM | 2 | 3 | 2 | 4 | 11 | 03 AM | 1 | 3 | 1 | 0 | 5 | 16 |
| 04 AM | 2 | 1 | 7 | 10 | 20 | 04 AM | 3 | 0 | 5 | 3 | 11 | 31 |
| 05 AM | 18 | 19 | 50 | 59 | 146 | 05 AM | 6 | 5 | 9 | 7 | 27 | 173 |
| 06 AM | 75 | 108 | 126 | 140 | 449 | 06 AM | 26 | 25 | 40 | 65 | 156 | 605 |
| 07 AM | 135 | 161 | 166 | 143 | 605 | 07 AM | 93 | 92 | 110 | 133 | 428 | 1033 |
| 08 AM | 107 | 115 | 111 | 114 | 447 | 08 AM | 117 | 125 | 150 | 150 | 542 | 989 |
| 09 AM | 141 | 160 | 169 | 178 | 648 | 09 AM | 131 | 115 | 141 | 143 | 530 | 1178 |
| 10 AM | 142 | 148 | 160 | 136 | 586 | 10 AM | 123 | 137 | 145 | 111 | 516 | 1102 |
| 11 AM | 125 | 123 | 171 | 159 | 578 | 11 AM | 134 | 141 | 115 | 141 | 531 | 1109 |
| 12 PM | 148 | 145 | 117 | 128 | 538 | 12 PM | 131 | 137 | 126 | 154 | 548 | 1086 |
| 01 PM | 152 | 156 | 140 | 157 | 605 | 01 PM | 134 | 135 | 120 | 158 | 547 | 1152 |
| 02 PM | 129 | 123 | 141 | 141 | 534 | 02 PM | 148 | 147 | 134 | 167 | 596 | 1130 |
| 03 PM | 152 | 125 | 141 | 132 | 550 | 03 PM | 147 | 157 | 151 | 135 | 590 | 1140 |
| 04 PM | 134 | 118 | 135 | 137 | 524 | 04 PM | 157 | 152 | 146 | 152 | 607 | 1131 |
| 05 PM | 120 | 107 | 115 | 113 | 455 | 05 PM | 164 | 198 | 200 | 216 | 778 | 1233 |
| 06 PM | 97 | 82 | 98 | 96 | 373 | 06 PM | 192 | 201 | 169 | 163 | 725 | 1098 |
| 07 PM | 111 | 77 | 82 | 71 | 341 | 07 PM | 171 | 141 | 155 | 125 | 592 | 933 |
| 08 PM | 78 | 61 | 71 | 67 | 277 | 08 PM | 113 | 139 | 86 | 96 | 434 | 711 |
| 09 PM | 51 | 47 | 43 | 43 | 184 | 09 PM | 85 | 96 | 74 | 83 | 338 | 522 |
| 10 PM | 37 | 36 | 33 | 29 | 135 | 10 PM | 71 | 59 | 44 | 55 | 229 | 364 |
| 11 PM | 24 | 24 | 20 | 19 | 87 | 11 PM | 38 | 45 | 17 | 29 | 129 | 216 |
| Total: | | | | | 8156 | | | | | | 8955 | 17111 |

P.H.P. --> [( 1131 + 1233 ) / 2] * 1.01 * 1.010 = 1206 vph

A.W.D.T. --> 17111 * 1.01 * 1.010 = 17450 vpd

| FACTORS | | NORTHBOUND | SOUTHBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 5-6 PM | 0.948 | 0.900 | 0.937 |
| K: | | 0.056 | 0.087 | 0.072 |
| D: | | 0.369 | 0.631 | 1.000 |
| PHF: | 4-6 PM | 0.948 | 0.900 | 0.937 |
| K: | | 0.056 | 0.087 | 0.072 |
| D: | | 0.369 | 0.631 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 09/20/2006 - Wednesday TIME BEGUN: 0:0 AM PAGE: 4433-7

LOCATION: MILLER DR (SW 56 ST) WEST OF RED ROAD STATION: 260

| EASTBOUND QUARTER HOURS | | | | | | WESTBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 12 | 11 | 11 | 4 | 38 | 12 AM | 38 | 25 | 16 | 15 | 94 | 132 |
| 01 AM | 4 | 6 | 2 | 8 | 20 | 01 AM | 12 | 19 | 8 | 2 | 41 | 61 |
| 02 AM | 3 | 2 | 4 | 11 | 20 | 02 AM | 13 | 7 | 3 | 2 | 25 | 45 |
| 03 AM | 3 | 9 | 6 | 2 | 20 | 03 AM | 5 | 4 | 6 | 5 | 20 | 40 |
| 04 AM | 2 | 3 | 5 | 4 | 14 | 04 AM | 8 | 7 | 5 | 8 | 28 | 42 |
| 05 AM | 18 | 18 | 54 | 50 | 140 | 05 AM | 7 | 4 | 8 | 5 | 24 | 164 |
| 06 AM | 85 | 133 | 228 | 250 | 696 | 06 AM | 26 | 18 | 19 | 38 | 101 | 797 |
| 07 AM | 260 | 283 | 279 | 253 | 1075 | 07 AM | 55 | 66 | 69 | 84 | 274 | 1349 |
| 08 AM | 265 | 307 | 303 | 250 | 1125 | 08 AM | 99 | 108 | 85 | 82 | 374 | 1499 |
| 09 AM | 281 | 217 | 202 | 188 | 888 | 09 AM | 77 | 104 | 91 | 65 | 337 | 1225 |
| 10 AM | 173 | 187 | 157 | 123 | 640 | 10 AM | 96 | 95 | 88 | 109 | 388 | 1028 |
| 11 AM | 140 | 115 | 127 | 146 | 528 | 11 AM | 108 | 95 | 106 | 108 | 417 | 945 |
| 12 PM | 112 | 138 | 122 | 147 | 519 | 12 PM | 139 | 129 | 135 | 126 | 529 | 1048 |
| 01 PM | 175 | 119 | 121 | 163 | 578 | 01 PM | 106 | 157 | 146 | 135 | 544 | 1122 |
| 02 PM | 124 | 139 | 138 | 133 | 534 | 02 PM | 162 | 163 | 136 | 165 | 626 | 1160 |
| 03 PM | 201 | 192 | 160 | 141 | 694 | 03 PM | 198 | 227 | 235 | 215 | 875 | 1569 |
| 04 PM | 138 | 160 | 130 | 149 | 577 | 04 PM | 237 | 239 | 234 | 258 | 968 | 1545 |
| 05 PM | 251 | 260 | 170 | 155 | 836 | 05 PM | 276 | 275 | 268 | 259 | 1078 | 1914 |
| 06 PM | 158 | 106 | 98 | 89 | 451 | 06 PM | 268 | 255 | 246 | 227 | 996 | 1447 |
| 07 PM | 109 | 100 | 68 | 71 | 348 | 07 PM | 187 | 176 | 155 | 158 | 676 | 1024 |
| 08 PM | 67 | 56 | 43 | 48 | 214 | 08 PM | 157 | 135 | 108 | 109 | 509 | 723 |
| 09 PM | 30 | 52 | 42 | 46 | 170 | 09 PM | 98 | 95 | 96 | 85 | 374 | 544 |
| 10 PM | 29 | 47 | 51 | 38 | 165 | 10 PM | 78 | 89 | 58 | 65 | 290 | 455 |
| 11 PM | 26 | 25 | 14 | 35 | 100 | 11 PM | 56 | 58 | 45 | 36 | 195 | 295 |
| Total: | | | | | 10390 | | | | | | 9783 | 20173 |

P.H.P. --> [( 1545 + 1914 ) / 2] * 1.02 * 1.010 = 1781 vph

A.W.D.T. --> 20173 * 1.02 * 1.010 = 20780 vpd

| FACTORS | | EASTBOUND | WESTBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 5-6 PM | 0.804 | 0.976 | 0.894 |
| K: | | 0.080 | 0.110 | 0.095 |
| D: | | 0.437 | 0.563 | 1.000 |
| PHF: | 4-6 PM | 0.804 | 0.976 | 0.894 |
| K: | | 0.080 | 0.110 | 0.095 |
| D: | | 0.437 | 0.563 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 10/05/2006 - Thursday TIME BEGUN: 0:0 AM PAGE: 4444-3

LOCATION: PONCE DE LEON BLVD NORTH OF BIRD DR, CG STATION: 624

| NORTHBOUND QUARTER HOURS | | | | | | SOUTHBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 29 | 23 | 20 | 13 | 85 | 12 AM | 24 | 14 | 22 | 17 | 77 | 162 |
| 01 AM | 10 | 10 | 7 | 5 | 32 | 01 AM | 11 | 8 | 12 | 11 | 42 | 74 |
| 02 AM | 5 | 7 | 8 | 6 | 26 | 02 AM | 6 | 7 | 9 | 4 | 26 | 52 |
| 03 AM | 5 | 4 | 3 | 9 | 21 | 03 AM | 7 | 12 | 8 | 3 | 30 | 51 |
| 04 AM | 2 | 4 | 2 | 4 | 12 | 04 AM | 0 | 4 | 2 | 1 | 7 | 19 |
| 05 AM | 4 | 8 | 10 | 12 | 34 | 05 AM | 7 | 7 | 3 | 8 | 25 | 59 |
| 06 AM | 13 | 31 | 36 | 66 | 146 | 06 AM | 12 | 16 | 33 | 51 | 112 | 258 |
| 07 AM | 99 | 143 | 133 | 165 | 540 | 07 AM | 89 | 188 | 125 | 94 | 496 | 1036 |
| 08 AM | 192 | 224 | 206 | 238 | 860 | 08 AM | 146 | 147 | 124 | 150 | 567 | 1427 |
| 09 AM | 233 | 230 | 214 | 230 | 907 | 09 AM | 142 | 114 | 116 | 129 | 501 | 1408 |
| 10 AM | 166 | 164 | 138 | 170 | 638 | 10 AM | 96 | 117 | 118 | 117 | 448 | 1086 |
| 11 AM | 156 | 149 | 157 | 176 | 638 | 11 AM | 126 | 132 | 119 | 161 | 538 | 1176 |
| 12 PM | 172 | 183 | 183 | 171 | 709 | 12 PM | 175 | 163 | 179 | 184 | 701 | 1410 |
| 01 PM | 196 | 182 | 166 | 169 | 713 | 01 PM | 174 | 177 | 186 | 156 | 693 | 1406 |
| 02 PM | 167 | 151 | 163 | 183 | 664 | 02 PM | 181 | 159 | 188 | 206 | 734 | 1398 |
| 03 PM | 151 | 148 | 146 | 146 | 591 | 03 PM | 179 | 176 | 189 | 147 | 691 | 1282 |
| 04 PM | 151 | 159 | 152 | 151 | 613 | 04 PM | 197 | 175 | 198 | 189 | 759 | 1372 |
| 05 PM | 180 | 172 | 199 | 171 | 722 | 05 PM | 204 | 247 | 227 | 226 | 904 | 1626 |
| 06 PM | 147 | 172 | 147 | 132 | 598 | 06 PM | 211 | 231 | 152 | 157 | 751 | 1349 |
| 07 PM | 145 | 131 | 113 | 107 | 496 | 07 PM | 142 | 135 | 128 | 103 | 508 | 1004 |
| 08 PM | 93 | 78 | 79 | 81 | 331 | 08 PM | 81 | 95 | 79 | 80 | 335 | 666 |
| 09 PM | 68 | 68 | 49 | 53 | 238 | 09 PM | 70 | 68 | 65 | 64 | 267 | 505 |
| 10 PM | 39 | 53 | 51 | 35 | 178 | 10 PM | 63 | 52 | 54 | 42 | 211 | 389 |
| 11 PM | 26 | 40 | 35 | 23 | 124 | 11 PM | 42 | 38 | 28 | 27 | 135 | 259 |
| Total: | | | | | 9916 | | | | | | 9558 | 19474 |

P.H.P. --> [( 1372 + 1626 ) / 2] * 1.01 * 1.005 = 1522 vph

A.W.D.T. --> 19474 * 1.01 * 1.005 = 19770 vpd

| FACTORS | | NORTHBOUND | SOUTHBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | | 0.907 | 0.915 | 0.954 |
| K: | 5-6 PM | 0.073 | 0.095 | 0.083 |
| D: | | 0.444 | 0.556 | 1.000 |
| PHF: | | 0.907 | 0.915 | 0.954 |
| K: | 4-6 PM | 0.073 | 0.095 | 0.083 |
| D: | | 0.444 | 0.556 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
# DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 09/27/2006 - Wednesday TIME BEGUN: 0:0 AM PAGE: 4444-8

LOCATION: RED ROAD (SW 57 AV) SOUTH OF BIRD DR STATION: 632

| NORTHBOUND QUARTER HOURS | | | | | | SOUTHBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 27 | 36 | 27 | 23 | 113 | 12 AM | 30 | 29 | 23 | 12 | 94 | 207 |
| 01 AM | 23 | 13 | 15 | 13 | 64 | 01 AM | 21 | 14 | 8 | 16 | 59 | 123 |
| 02 AM | 20 | 11 | 14 | 7 | 52 | 02 AM | 5 | 8 | 7 | 2 | 22 | 74 |
| 03 AM | 8 | 10 | 7 | 2 | 27 | 03 AM | 1 | 4 | 1 | 7 | 13 | 40 |
| 04 AM | 8 | 4 | 8 | 12 | 32 | 04 AM | 1 | 5 | 4 | 3 | 13 | 45 |
| 05 AM | 8 | 18 | 22 | 35 | 83 | 05 AM | 10 | 9 | 10 | 20 | 49 | 132 |
| 06 AM | 52 | 70 | 81 | 128 | 331 | 06 AM | 29 | 53 | 69 | 130 | 281 | 612 |
| 07 AM | 142 | 148 | 154 | 126 | 570 | 07 AM | 128 | 176 | 207 | 204 | 715 | 1285 |
| 08 AM | 155 | 128 | 167 | 173 | 623 | 08 AM | 222 | 209 | 161 | 145 | 737 | 1360 |
| 09 AM | 169 | 163 | 194 | 149 | 675 | 09 AM | 136 | 118 | 124 | 168 | 546 | 1221 |
| 10 AM | 183 | 170 | 151 | 157 | 661 | 10 AM | 140 | 132 | 133 | 143 | 548 | 1209 |
| 11 AM | 129 | 162 | 142 | 163 | 596 | 11 AM | 151 | 145 | 163 | 157 | 616 | 1212 |
| 12 PM | 145 | 152 | 135 | 160 | 592 | 12 PM | 146 | 125 | 156 | 165 | 592 | 1184 |
| 01 PM | 122 | 131 | 141 | 146 | 540 | 01 PM | 176 | 160 | 180 | 173 | 689 | 1229 |
| 02 PM | 143 | 164 | 166 | 154 | 627 | 02 PM | 187 | 136 | 140 | 187 | 650 | 1277 |
| 03 PM | 165 | 176 | 171 | 195 | 707 | 03 PM | 174 | 151 | 174 | 188 | 687 | 1394 |
| 04 PM | 180 | 158 | 133 | 121 | 592 | 04 PM | 158 | 183 | 169 | 188 | 698 | 1290 |
| 05 PM | 172 | 152 | 140 | 145 | 609 | 05 PM | 185 | 196 | 191 | 202 | 774 | 1383 |
| 06 PM | 138 | 130 | 127 | 143 | 538 | 06 PM | 184 | 180 | 180 | 154 | 698 | 1236 |
| 07 PM | 133 | 130 | 113 | 110 | 486 | 07 PM | 167 | 158 | 135 | 114 | 574 | 1060 |
| 08 PM | 116 | 96 | 85 | 86 | 383 | 08 PM | 109 | 104 | 99 | 91 | 403 | 786 |
| 09 PM | 93 | 72 | 87 | 84 | 336 | 09 PM | 89 | 82 | 75 | 73 | 319 | 655 |
| 10 PM | 77 | 74 | 64 | 49 | 264 | 10 PM | 66 | 62 | 50 | 42 | 220 | 484 |
| 11 PM | 43 | 41 | 39 | 22 | 145 | 11 PM | 62 | 38 | 28 | 33 | 161 | 306 |
| Total: | | | | | 9646 | | | | | | 10158 | 19804 |

P.H.P. --> [( 1394 + 1290 ) / 2] * 1.02 * 1.010 = 1383 vph

A.W.D.T. --> 19804 * 1.02 * 1.010 = 20400 vpd

| FACTORS | | NORTHBOUND | SOUTHBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 3-4 PM | 0.906 | 0.914 | 0.910 |
| K: | | 0.073 | 0.068 | 0.070 |
| D: | | 0.507 | 0.493 | 1.000 |
| PHF: | 4-6 PM | 0.885 | 0.958 | 0.968 |
| K: | | 0.063 | 0.076 | 0.070 |
| D: | | 0.440 | 0.560 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 09/27/2006 - Wednesday TIME BEGUN: 0:0 AM PAGE: 4444-9

LOCATION: RED ROAD (SW 57 AV) NORTH OF SUNSET DR STATION: 634

| NORTHBOUND QUARTER HOURS | | | | | | SOUTHBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 34 | 22 | 28 | 22 | 106 | 12 AM | 64 | 29 | 37 | 26 | 156 | 262 |
| 01 AM | 27 | 19 | 28 | 15 | 89 | 01 AM | 11 | 19 | 20 | 9 | 59 | 148 |
| 02 AM | 21 | 11 | 20 | 12 | 64 | 02 AM | 22 | 17 | 14 | 12 | 65 | 129 |
| 03 AM | 12 | 15 | 4 | 10 | 41 | 03 AM | 9 | 5 | 4 | 9 | 27 | 68 |
| 04 AM | 6 | 8 | 8 | 12 | 34 | 04 AM | 4 | 8 | 5 | 4 | 21 | 55 |
| 05 AM | 12 | 17 | 23 | 37 | 89 | 05 AM | 12 | 8 | 11 | 25 | 56 | 145 |
| 06 AM | 52 | 81 | 98 | 132 | 363 | 06 AM | 27 | 45 | 65 | 97 | 234 | 597 |
| 07 AM | 154 | 152 | 184 | 189 | 679 | 07 AM | 105 | 136 | 113 | 144 | 498 | 1177 |
| 08 AM | 173 | 208 | 189 | 208 | 778 | 08 AM | 111 | 127 | 127 | 137 | 502 | 1280 |
| 09 AM | 186 | 193 | 144 | 142 | 665 | 09 AM | 127 | 149 | 132 | 157 | 565 | 1230 |
| 10 AM | 205 | 155 | 155 | 153 | 668 | 10 AM | 188 | 145 | 147 | 166 | 646 | 1314 |
| 11 AM | 145 | 159 | 174 | 172 | 650 | 11 AM | 168 | 182 | 178 | 210 | 738 | 1388 |
| 12 PM | 186 | 162 | 162 | 166 | 676 | 12 PM | 172 | 219 | 206 | 221 | 818 | 1494 |
| 01 PM | 183 | 176 | 158 | 161 | 678 | 01 PM | 209 | 199 | 214 | 208 | 830 | 1508 |
| 02 PM | 167 | 160 | 165 | 167 | 659 | 02 PM | 198 | 191 | 203 | 212 | 804 | 1463 |
| 03 PM | 177 | 162 | 163 | 176 | 678 | 03 PM | 190 | 221 | 203 | 227 | 841 | 1519 |
| 04 PM | 172 | 153 | 166 | 142 | 633 | 04 PM | 213 | 222 | 211 | 215 | 861 | 1494 |
| 05 PM | 148 | 123 | 129 | 142 | 542 | 05 PM | 235 | 192 | 206 | 219 | 852 | 1394 |
| 06 PM | 138 | 139 | 126 | 138 | 541 | 06 PM | 215 | 226 | 202 | 221 | 864 | 1405 |
| 07 PM | 146 | 123 | 111 | 101 | 481 | 07 PM | 216 | 190 | 162 | 172 | 740 | 1221 |
| 08 PM | 80 | 84 | 75 | 71 | 310 | 08 PM | 149 | 147 | 137 | 117 | 550 | 860 |
| 09 PM | 80 | 88 | 78 | 58 | 304 | 09 PM | 117 | 117 | 123 | 134 | 491 | 795 |
| 10 PM | 64 | 50 | 54 | 33 | 201 | 10 PM | 100 | 108 | 92 | 83 | 383 | 584 |
| 11 PM | 40 | 37 | 29 | 23 | 129 | 11 PM | 78 | 65 | 54 | 58 | 255 | 384 |
| Total: | | | | | 10058 | | | | | | 11856 | 21914 |

P.H.P. --> [( 1519 + 1494 ) / 2] * 1.02 * 1.010 = 1552 vph

A.W.D.T. --> 21914 * 1.02 * 1.010 = 22580 vpd

| FACTORS | | NORTHBOUND | SOUTHBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 3-4 PM | 0.958 | 0.926 | 0.942 |
| K: | | 0.067 | 0.071 | 0.069 |
| D: | | 0.446 | 0.554 | 1.000 |
| PHF: | 4-6 PM | 0.920 | 0.970 | 0.970 |
| K: | | 0.063 | 0.073 | 0.068 |
| D: | | 0.424 | 0.576 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 11/16/2006 - Thursday TIME BEGUN: 0:0 AM PAGE: 4445-8

LOCATION: SUNSET DR (SW 72 ST) WEST OF COCOPLUM STATION: 656

| | EASTBOUND QUARTER HOURS | | | | | | WESTBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 8 | 20 | 9 | 5 | 42 | 12 AM | 19 | 14 | 19 | 10 | 62 | 104 |
| 01 AM | 12 | 5 | 6 | 11 | 34 | 01 AM | 9 | 8 | 15 | 9 | 41 | 75 |
| 02 AM | 5 | 3 | 3 | 1 | 12 | 02 AM | 9 | 2 | 11 | 6 | 28 | 40 |
| 03 AM | 7 | 4 | 3 | 3 | 17 | 03 AM | 11 | 3 | 10 | 15 | 39 | 56 |
| 04 AM | 2 | 2 | 2 | 5 | 11 | 04 AM | 5 | 1 | 3 | 1 | 10 | 21 |
| 05 AM | 6 | 6 | 10 | 21 | 43 | 05 AM | 5 | 4 | 2 | 12 | 23 | 66 |
| 06 AM | 12 | 34 | 74 | 76 | 196 | 06 AM | 10 | 23 | 27 | 32 | 92 | 288 |
| 07 AM | 179 | 232 | 309 | 267 | 987 | 07 AM | 51 | 70 | 65 | 90 | 276 | 1263 |
| 08 AM | 198 | 176 | 290 | 269 | 933 | 08 AM | 103 | 105 | 107 | 90 | 405 | 1338 |
| 09 AM | 195 | 150 | 150 | 187 | 682 | 09 AM | 123 | 119 | 123 | 143 | 508 | 1190 |
| 10 AM | 120 | 126 | 85 | 97 | 428 | 10 AM | 118 | 95 | 77 | 107 | 397 | 825 |
| 11 AM | 102 | 91 | 94 | 107 | 394 | 11 AM | 119 | 84 | 111 | 125 | 439 | 833 |
| 12 PM | 96 | 122 | 108 | 116 | 442 | 12 PM | 116 | 121 | 129 | 140 | 506 | 948 |
| 01 PM | 81 | 109 | 103 | 107 | 400 | 01 PM | 121 | 123 | 120 | 136 | 500 | 900 |
| 02 PM | 130 | 120 | 89 | 133 | 472 | 02 PM | 111 | 133 | 132 | 133 | 509 | 981 |
| 03 PM | 130 | 208 | 115 | 94 | 547 | 03 PM | 117 | 125 | 120 | 105 | 467 | 1014 |
| 04 PM | 121 | 204 | 145 | 107 | 577 | 04 PM | 120 | 107 | 101 | 111 | 439 | 1016 |
| 05 PM | 181 | 189 | 143 | 190 | 703 | 05 PM | 105 | 104 | 104 | 96 | 409 | 1112 |
| 06 PM | 154 | 209 | 204 | 174 | 741 | 06 PM | 98 | 99 | 89 | 104 | 390 | 1131 |
| 07 PM | 101 | 92 | 80 | 82 | 355 | 07 PM | 83 | 83 | 60 | 60 | 286 | 641 |
| 08 PM | 64 | 58 | 50 | 66 | 238 | 08 PM | 75 | 52 | 53 | 56 | 236 | 474 |
| 09 PM | 58 | 54 | 37 | 35 | 184 | 09 PM | 53 | 52 | 38 | 41 | 184 | 368 |
| 10 PM | 43 | 44 | 31 | 27 | 145 | 10 PM | 39 | 31 | 35 | 29 | 134 | 279 |
| 11 PM | 31 | 40 | 21 | 28 | 120 | 11 PM | 21 | 19 | 6 | 18 | 64 | 184 |
| Total: | | | | | 8703 | | | | | | 6444 | 15147 |

P.H.P. --> [( 1263 + 1338 ) / 2] * 0.99 * 1.005 = 1293 vph

A.W.D.T. --> 15147 * 0.99 * 1.005 = 15070 vpd

| FACTORS | | EASTBOUND | WESTBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 8-9 AM | 0.804 | 0.946 | 0.843 |
| K: | | 0.107 | 0.063 | 0.088 |
| D: | | 0.697 | 0.303 | 1.000 |
| PHF: | 4-6 PM | 0.925 | 0.974 | 0.949 |
| K: | | 0.081 | 0.063 | 0.073 |
| D: | | 0.632 | 0.368 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 12/12/2005 - Monday TIME BEGUN: 0:0 AM PAGE: 2004-825

LOCATION: SW 42 AVE & INGRAHAM HWY ST RD 27 E/O 42 AV 194 STATION: 194

CORAL GABLES

| EASTBOUND QUARTER HOURS | | | | | | WESTBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 28 | 24 | 17 | 20 | 89 | 12 AM | 37 | 34 | 27 | 31 | 129 | 218 |
| 01 AM | 11 | 10 | 10 | 5 | 36 | 01 AM | 30 | 15 | 36 | 11 | 92 | 128 |
| 02 AM | 6 | 3 | 2 | 5 | 16 | 02 AM | 12 | 12 | 10 | 8 | 42 | 58 |
| 03 AM | 3 | 2 | 2 | 2 | 9 | 03 AM | 4 | 3 | 5 | 4 | 16 | 25 |
| 04 AM | 3 | 2 | 1 | 2 | 8 | 04 AM | 4 | 3 | 3 | 2 | 12 | 20 |
| 05 AM | 2 | 1 | 2 | 2 | 7 | 05 AM | 7 | 4 | 2 | 2 | 15 | 22 |
| 06 AM | 8 | 4 | 9 | 16 | 37 | 06 AM | 7 | 3 | 9 | 10 | 29 | 66 |
| 07 AM | 47 | 50 | 116 | 103 | 316 | 07 AM | 9 | 13 | 25 | 31 | 78 | 394 |
| 08 AM | 144 | 95 | 132 | 90 | 461 | 08 AM | 80 | 84 | 117 | 151 | 432 | 893 |
| 09 AM | 162 | 91 | 98 | 134 | 485 | 09 AM | 155 | 143 | 131 | 141 | 570 | 1055 |
| 10 AM | 162 | 142 | 116 | 111 | 531 | 10 AM | 124 | 148 | 129 | 98 | 499 | 1030 |
| 11 AM | 310 | 325 | 342 | 337 | 1314 | 11 AM | 136 | 226 | 144 | 114 | 620 | 1934 |
| 12 PM | 310 | 312 | 312 | 336 | 1270 | 12 PM | 122 | 158 | 153 | 177 | 610 | 1880 |
| 01 PM | 249 | 144 | 161 | 146 | 700 | 01 PM | 206 | 199 | 181 | 139 | 725 | 1425 |
| 02 PM | 114 | 147 | 109 | 91 | 461 | 02 PM | 249 | 186 | 177 | 162 | 774 | 1235 |
| 03 PM | 159 | 136 | 154 | 156 | 605 | 03 PM | 209 | 193 | 237 | 235 | 874 | 1479 |
| 04 PM | 212 | 221 | 213 | 187 | 833 | 04 PM | 214 | 255 | 269 | 295 | 1033 | 1866 |
| 05 PM | 180 | 366 | 162 | 142 | 850 | 05 PM | 299 | 182 | 171 | 190 | 842 | 1692 |
| 06 PM | 152 | 144 | 150 | 146 | 592 | 06 PM | 153 | 201 | 206 | 228 | 788 | 1380 |
| 07 PM | 131 | 133 | 146 | 133 | 543 | 07 PM | 208 | 213 | 201 | 230 | 852 | 1395 |
| 08 PM | 114 | 101 | 99 | 87 | 401 | 08 PM | 228 | 204 | 201 | 201 | 834 | 1235 |
| 09 PM | 92 | 75 | 67 | 71 | 305 | 09 PM | 136 | 114 | 89 | 72 | 411 | 716 |
| 10 PM | 64 | 67 | 71 | 58 | 260 | 10 PM | 66 | 95 | 77 | 68 | 306 | 566 |
| 11 PM | 48 | 41 | 46 | 43 | 178 | 11 PM | 84 | 72 | 88 | 69 | 313 | 491 |
| Total: | | | | | 10307 | | | | | | 10896 | 21203 |

P.H.P. --> [( 1934 + 1880 ) / 2] * 0.97 * 1.030 = 1905 vph

A.W.D.T. --> 21203 * 0.97 * 1.030 = 21180 vpd

| FACTORS | | EASTBOUND | WESTBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 11-Noon | 0.961 | 0.686 | 0.877 |
| K: | | 0.127 | 0.057 | 0.091 |
| D: | | 0.679 | 0.321 | 1.000 |
| PHF: | 4-6 PM | 0.942 | 0.875 | 0.968 |
| K: | | 0.081 | 0.095 | 0.088 |
| D: | | 0.446 | 0.554 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 12/13/2005 - Tuesday TIME BEGUN: 0:0 AM PAGE: 2004-837

LOCATION: SW 42 AVE & US 1 S/O US-1 218 STATION: 218

CORAL GABLES

| NORTHBOUND QUARTER HOURS | | | | | | SOUTHBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 26 | 16 | 17 | 13 | 72 | 12 AM | 2 | 37 | 22 | 13 | 74 | 146 |
| 01 AM | 10 | 10 | 8 | 4 | 32 | 01 AM | 27 | 10 | 13 | 22 | 72 | 104 |
| 02 AM | 7 | 5 | 3 | 3 | 18 | 02 AM | 11 | 7 | 10 | 21 | 49 | 67 |
| 03 AM | 6 | 4 | 3 | 1 | 14 | 03 AM | 13 | 11 | 11 | 27 | 62 | 76 |
| 04 AM | 3 | 4 | 6 | 3 | 16 | 04 AM | 17 | 21 | 16 | 30 | 84 | 100 |
| 05 AM | 13 | 19 | 18 | 28 | 78 | 05 AM | 30 | 24 | 41 | 67 | 162 | 240 |
| 06 AM | 35 | 54 | 67 | 98 | 254 | 06 AM | 80 | 92 | 115 | 125 | 412 | 666 |
| 07 AM | 124 | 159 | 176 | 118 | 577 | 07 AM | 137 | 125 | 194 | 165 | 621 | 1198 |
| 08 AM | 127 | 171 | 154 | 161 | 613 | 08 AM | 171 | 168 | 171 | 180 | 690 | 1303 |
| 09 AM | 167 | 158 | 151 | 153 | 629 | 09 AM | 174 | 158 | 164 | 155 | 651 | 1280 |
| 10 AM | 189 | 180 | 172 | 171 | 712 | 10 AM | 137 | 155 | 192 | 157 | 641 | 1353 |
| 11 AM | 175 | 152 | 164 | 165 | 656 | 11 AM | 209 | 177 | 199 | 197 | 782 | 1438 |
| 12 PM | 177 | 152 | 153 | 197 | 679 | 12 PM | 195 | 177 | 171 | 205 | 748 | 1427 |
| 01 PM | 155 | 152 | 160 | 147 | 614 | 01 PM | 185 | 166 | 265 | 167 | 783 | 1397 |
| 02 PM | 152 | 166 | 185 | 176 | 679 | 02 PM | 167 | 203 | 170 | 204 | 744 | 1423 |
| 03 PM | 183 | 164 | 187 | 190 | 724 | 03 PM | 167 | 208 | 221 | 183 | 779 | 1503 |
| 04 PM | 203 | 200 | 162 | 157 | 722 | 04 PM | 171 | 186 | 181 | 164 | 702 | 1424 |
| 05 PM | 168 | 172 | 151 | 127 | 618 | 05 PM | 165 | 156 | 164 | 166 | 651 | 1269 |
| 06 PM | 180 | 134 | 123 | 125 | 562 | 06 PM | 165 | 124 | 155 | 132 | 576 | 1138 |
| 07 PM | 128 | 128 | 115 | 103 | 474 | 07 PM | 132 | 131 | 104 | 100 | 467 | 941 |
| 08 PM | 110 | 95 | 106 | 80 | 391 | 08 PM | 73 | 81 | 65 | 81 | 300 | 691 |
| 09 PM | 65 | 62 | 53 | 48 | 228 | 09 PM | 72 | 69 | 54 | 59 | 254 | 482 |
| 10 PM | 40 | 54 | 47 | 53 | 194 | 10 PM | 74 | 68 | 53 | 66 | 261 | 455 |
| 11 PM | 36 | 42 | 43 | 25 | 146 | 11 PM | 50 | 47 | 39 | 36 | 172 | 318 |
| Total: | | | | | 9702 | | | | | | 10737 | 20439 |

P.H.P. --> [( 1503 + 1424 ) / 2] * 0.97 * 1.015 = 1441 vph

A.W.D.T. --> 20439 * 0.97 * 1.015 = 20120 vpd

| FACTORS | | NORTHBOUND | SOUTHBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 3-4 PM | 0.953 | 0.881 | 0.921 |
| K: | | 0.075 | 0.073 | 0.074 |
| D: | | 0.482 | 0.518 | 1.000 |
| PHF: | 4-6 PM | 0.889 | 0.944 | 0.922 |
| K: | | 0.074 | 0.065 | 0.070 |
| D: | | 0.507 | 0.493 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 05/10/2005 - Tuesday TIME BEGUN: 0:0 AM PAGE: 2004-861

LOCATION: SW 56 ST & RED ROAD W/O 57 AV 260 STATION: 260

UNINC. DADE COUNTY

| | EASTBOUND QUARTER HOURS | | | | | | WESTBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 15 | 15 | 15 | 7 | 52 | 12 AM | 33 | 17 | 13 | 12 | 75 | 127 |
| 01 AM | 4 | 7 | 10 | 6 | 27 | 01 AM | 18 | 10 | 13 | 14 | 55 | 82 |
| 02 AM | 6 | 3 | 4 | 1 | 14 | 02 AM | 10 | 19 | 9 | 7 | 45 | 59 |
| 03 AM | 3 | 3 | 5 | 4 | 15 | 03 AM | 9 | 9 | 6 | 4 | 28 | 43 |
| 04 AM | 1 | 9 | 4 | 5 | 19 | 04 AM | 2 | 2 | 7 | 4 | 15 | 34 |
| 05 AM | 6 | 9 | 26 | 39 | 80 | 05 AM | 1 | 3 | 7 | 5 | 16 | 96 |
| 06 AM | 48 | 71 | 102 | 150 | 371 | 06 AM | 10 | 16 | 8 | 20 | 54 | 425 |
| 07 AM | 206 | 273 | 240 | 267 | 986 | 07 AM | 27 | 45 | 58 | 59 | 189 | 1175 |
| 08 AM | 282 | 266 | 283 | 287 | 1118 | 08 AM | 98 | 78 | 82 | 94 | 352 | 1470 |
| 09 AM | 300 | 261 | 242 | 210 | 1013 | 09 AM | 72 | 69 | 81 | 80 | 302 | 1315 |
| 10 AM | 192 | 195 | 183 | 182 | 752 | 10 AM | 99 | 99 | 73 | 86 | 357 | 1109 |
| 11 AM | 177 | 148 | 170 | 139 | 634 | 11 AM | 108 | 89 | 103 | 95 | 395 | 1029 |
| 12 PM | 175 | 137 | 138 | 143 | 593 | 12 PM | 125 | 138 | 124 | 130 | 517 | 1110 |
| 01 PM | 163 | 148 | 159 | 166 | 636 | 01 PM | 138 | 136 | 155 | 147 | 576 | 1212 |
| 02 PM | 144 | 139 | 155 | 146 | 584 | 02 PM | 166 | 171 | 179 | 153 | 669 | 1253 |
| 03 PM | 167 | 166 | 172 | 176 | 681 | 03 PM | 152 | 172 | 182 | 226 | 732 | 1413 |
| 04 PM | 165 | 136 | 130 | 140 | 571 | 04 PM | 231 | 240 | 256 | 259 | 986 | 1557 |
| 05 PM | 154 | 153 | 133 | 152 | 592 | 05 PM | 258 | 267 | 272 | 292 | 1089 | 1681 |
| 06 PM | 136 | 119 | 102 | 111 | 468 | 06 PM | 261 | 261 | 245 | 215 | 982 | 1450 |
| 07 PM | 121 | 112 | 106 | 105 | 444 | 07 PM | 222 | 191 | 165 | 134 | 712 | 1156 |
| 08 PM | 95 | 96 | 84 | 61 | 336 | 08 PM | 139 | 117 | 109 | 107 | 472 | 808 |
| 09 PM | 80 | 73 | 63 | 67 | 283 | 09 PM | 76 | 106 | 78 | 88 | 348 | 631 |
| 10 PM | 62 | 55 | 44 | 42 | 203 | 10 PM | 80 | 69 | 80 | 51 | 280 | 483 |
| 11 PM | 54 | 40 | 27 | 34 | 155 | 11 PM | 43 | 61 | 39 | 40 | 183 | 338 |
| Total: | | | | | 10627 | | | | | | 9429 | 20056 |

P.H.P. --> [( 1557 + 1681 ) / 2] * 0.99 * 1.015 = 1626 vph

A.W.D.T. --> 20056 * 0.99 * 1.015 = 20150 vpd

| FACTORS | | EASTBOUND | WESTBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 5-6 PM | 0.961 | 0.932 | 0.947 |
| K: | | 0.056 | 0.115 | 0.084 |
| D: | | 0.352 | 0.648 | 1.000 |
| PHF: | 4-6 PM | 0.961 | 0.932 | 0.947 |
| K: | | 0.056 | 0.115 | 0.084 |
| D: | | 0.352 | 0.648 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
# DEPARTMENT OF PUBLIC WORKS
# 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

**DATE:** 12/13/2005 - Tuesday **TIME BEGUN:** 0:0 AM **PAGE:** 2004-1059

**LOCATION:** SW PONCE DE LEON BLVD & BIRD RD N/O 40 ST 624 **STATION:** 624

CORAL GABLES

| NORTHBOUND QUARTER HOURS | | | | | | SOUTHBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 21 | 12 | 11 | 8 | 52 | 12 AM | 24 | 15 | 8 | 10 | 57 | 109 |
| 01 AM | 10 | 7 | 8 | 8 | 33 | 01 AM | 15 | 5 | 8 | 3 | 31 | 64 |
| 02 AM | 4 | 3 | 4 | 6 | 17 | 02 AM | 2 | 6 | 3 | 4 | 15 | 32 |
| 03 AM | 5 | 3 | 5 | 6 | 19 | 03 AM | 3 | 3 | 1 | 1 | 8 | 27 |
| 04 AM | 4 | 3 | 4 | 5 | 16 | 04 AM | 0 | 1 | 4 | 4 | 9 | 25 |
| 05 AM | 5 | 7 | 5 | 17 | 34 | 05 AM | 2 | 5 | 1 | 4 | 12 | 46 |
| 06 AM | 15 | 33 | 24 | 67 | 139 | 06 AM | 9 | 14 | 15 | 29 | 67 | 206 |
| 07 AM | 64 | 119 | 133 | 147 | 463 | 07 AM | 60 | 82 | 130 | 108 | 380 | 843 |
| 08 AM | 168 | 169 | 201 | 227 | 765 | 08 AM | 117 | 131 | 143 | 137 | 528 | 1293 |
| 09 AM | 253 | 218 | 205 | 187 | 863 | 09 AM | 138 | 116 | 121 | 127 | 502 | 1365 |
| 10 AM | 195 | 179 | 179 | 181 | 734 | 10 AM | 120 | 111 | 106 | 111 | 448 | 1182 |
| 11 AM | 172 | 169 | 163 | 199 | 703 | 11 AM | 145 | 150 | 148 | 161 | 604 | 1307 |
| 12 PM | 194 | 201 | 172 | 186 | 753 | 12 PM | 149 | 195 | 187 | 194 | 725 | 1478 |
| 01 PM | 181 | 173 | 170 | 166 | 690 | 01 PM | 151 | 189 | 188 | 181 | 709 | 1399 |
| 02 PM | 164 | 168 | 179 | 174 | 685 | 02 PM | 164 | 156 | 163 | 221 | 704 | 1389 |
| 03 PM | 212 | 175 | 173 | 178 | 738 | 03 PM | 192 | 176 | 197 | 200 | 765 | 1503 |
| 04 PM | 155 | 161 | 180 | 162 | 658 | 04 PM | 156 | 213 | 184 | 184 | 737 | 1395 |
| 05 PM | 173 | 194 | 190 | 182 | 739 | 05 PM | 217 | 267 | 216 | 231 | 931 | 1670 |
| 06 PM | 181 | 167 | 135 | 179 | 662 | 06 PM | 228 | 215 | 208 | 222 | 873 | 1535 |
| 07 PM | 136 | 118 | 118 | 124 | 496 | 07 PM | 200 | 152 | 150 | 118 | 620 | 1116 |
| 08 PM | 130 | 101 | 100 | 116 | 447 | 08 PM | 109 | 108 | 86 | 81 | 384 | 831 |
| 09 PM | 79 | 82 | 72 | 66 | 299 | 09 PM | 78 | 72 | 70 | 70 | 290 | 589 |
| 10 PM | 83 | 64 | 63 | 53 | 263 | 10 PM | 96 | 70 | 63 | 53 | 282 | 545 |
| 11 PM | 49 | 37 | 41 | 22 | 149 | 11 PM | 56 | 40 | 61 | 41 | 198 | 347 |
| Total: | | | | | 10417 | | | | | | 9879 | 20296 |

**P.H.P. -->** [( 1670 + 1535 ) / 2] * 0.97 * 1.015 = 1578 vph

**A.W.D.T. -->** 20296 * 0.97 * 1.015 = 19980 vpd

| FACTORS | | NORTHBOUND | SOUTHBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 5-6 PM | 0.952 | 0.872 | 0.906 |
| K: | | 0.071 | 0.094 | 0.082 |
| D: | | 0.443 | 0.557 | 1.000 |
| PHF: | 4-6 PM | 0.952 | 0.872 | 0.906 |
| K: | | 0.071 | 0.094 | 0.082 |
| D: | | 0.443 | 0.557 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 01/04/2006 - Wednesday TIME BEGUN: 0:0 AM PAGE: 2004-1064

LOCATION: SW 57 AVE & BIRD RD S/O 40 ST 632 STATION: 632

UNINC. DADE COUNTY

| NORTHBOUND QUARTER HOURS | | | | | | SOUTHBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 39 | 19 | 13 | 8 | 79 | 12 AM | 29 | 29 | 13 | 28 | 99 | 178 |
| 01 AM | 16 | 11 | 16 | 1 | 44 | 01 AM | 15 | 7 | 5 | 5 | 32 | 76 |
| 02 AM | 7 | 8 | 8 | 1 | 24 | 02 AM | 5 | 5 | 4 | 4 | 18 | 42 |
| 03 AM | 0 | 10 | 18 | 6 | 34 | 03 AM | 6 | 9 | 3 | 8 | 26 | 60 |
| 04 AM | 4 | 17 | 11 | 28 | 60 | 04 AM | 7 | 6 | 19 | 14 | 46 | 106 |
| 05 AM | 17 | 10 | 24 | 25 | 76 | 05 AM | 3 | 16 | 18 | 22 | 59 | 135 |
| 06 AM | 60 | 87 | 111 | 131 | 389 | 06 AM | 30 | 42 | 69 | 98 | 239 | 628 |
| 07 AM | 125 | 146 | 180 | 149 | 600 | 07 AM | 112 | 165 | 319 | 188 | 784 | 1384 |
| 08 AM | 124 | 135 | 189 | 146 | 594 | 08 AM | 276 | 170 | 234 | 164 | 844 | 1438 |
| 09 AM | 275 | 155 | 276 | 246 | 952 | 09 AM | 268 | 161 | 146 | 154 | 729 | 1681 |
| 10 AM | 117 | 174 | 266 | 144 | 701 | 10 AM | 110 | 138 | 223 | 209 | 680 | 1381 |
| 11 AM | 238 | 196 | 141 | 176 | 751 | 11 AM | 171 | 188 | 158 | 234 | 751 | 1502 |
| 12 PM | 135 | 169 | 202 | 137 | 643 | 12 PM | 146 | 188 | 204 | 204 | 742 | 1385 |
| 01 PM | 211 | 232 | 118 | 222 | 783 | 01 PM | 186 | 245 | 160 | 143 | 734 | 1517 |
| 02 PM | 214 | 222 | 191 | 135 | 762 | 02 PM | 159 | 243 | 213 | 219 | 834 | 1596 |
| 03 PM | 175 | 210 | 144 | 147 | 676 | 03 PM | 220 | 242 | 312 | 145 | 919 | 1595 |
| 04 PM | 145 | 122 | 158 | 170 | 595 | 04 PM | 179 | 171 | 169 | 166 | 685 | 1280 |
| 05 PM | 173 | 168 | 163 | 90 | 594 | 05 PM | 168 | 265 | 342 | 196 | 971 | 1565 |
| 06 PM | 110 | 158 | 130 | 195 | 593 | 06 PM | 290 | 174 | 279 | 154 | 897 | 1490 |
| 07 PM | 121 | 117 | 144 | 90 | 472 | 07 PM | 244 | 243 | 117 | 238 | 842 | 1314 |
| 08 PM | 118 | 153 | 91 | 96 | 458 | 08 PM | 143 | 93 | 78 | 76 | 390 | 848 |
| 09 PM | 153 | 112 | 84 | 45 | 394 | 09 PM | 73 | 71 | 56 | 53 | 253 | 647 |
| 10 PM | 82 | 75 | 42 | 54 | 253 | 10 PM | 41 | 55 | 42 | 61 | 199 | 452 |
| 11 PM | 47 | 29 | 40 | 58 | 174 | 11 PM | 44 | 43 | 25 | 29 | 141 | 315 |
| Total: | | | | | 10701 | | | | | | 11914 | 22615 |

P.H.P. --> [( 1596 + 1595 ) / 2] * 0.99 * 1.010 = 1595 vph

A.W.D.T. --> 22615 * 0.99 * 1.010 = 22610 vpd

| FACTORS | | NORTHBOUND | SOUTHBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 9-10 AM | 0.862 | 0.680 | 0.774 |
| K: | | 0.089 | 0.061 | 0.074 |
| D: | | 0.566 | 0.434 | 1.000 |
| PHF: | 4-6 PM | 0.858 | 0.710 | 0.775 |
| K: | | 0.056 | 0.082 | 0.069 |
| D: | | 0.380 | 0.620 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 12/13/2005 - Tuesday TIME BEGUN: 0:0 AM PAGE: 2004-1065

LOCATION: RED ROAD (SW 57 AV) NORTH OF SUNSET DR STATION: 634

| NORTHBOUND QUARTER HOURS | | | | | | SOUTHBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 97 | 90 | 61 | 49 | 297 | 12 AM | 80 | 45 | 69 | 30 | 224 | 521 |
| 01 AM | 42 | 66 | 36 | 35 | 179 | 01 AM | 43 | 58 | 57 | 34 | 192 | 371 |
| 02 AM | 35 | 32 | 22 | 21 | 110 | 02 AM | 5 | 30 | 4 | 2 | 41 | 151 |
| 03 AM | 16 | 13 | 8 | 7 | 44 | 03 AM | 8 | 7 | 4 | 2 | 21 | 65 |
| 04 AM | 11 | 18 | 3 | 7 | 39 | 04 AM | 1 | 1 | 1 | 0 | 3 | 42 |
| 05 AM | 12 | 3 | 13 | 6 | 34 | 05 AM | 3 | 2 | 0 | 1 | 6 | 40 |
| 06 AM | 1 | 5 | 7 | 8 | 21 | 06 AM | 1 | 0 | 1 | 0 | 2 | 23 |
| 07 AM | 4 | 8 | 10 | 18 | 40 | 07 AM | 0 | 0 | 1 | 4 | 5 | 45 |
| 08 AM | 33 | 42 | 78 | 117 | 270 | 08 AM | 3 | 10 | 10 | 17 | 40 | 310 |
| 09 AM | 157 | 185 | 167 | 221 | 730 | 09 AM | 18 | 55 | 73 | 82 | 228 | 958 |
| 10 AM | 218 | 195 | 216 | 211 | 840 | 10 AM | 123 | 144 | 159 | 181 | 607 | 1447 |
| 11 AM | 225 | 261 | 242 | 171 | 899 | 11 AM | 139 | 155 | 151 | 169 | 614 | 1513 |
| 12 PM | 173 | 180 | 162 | 72 | 587 | 12 PM | 184 | 180 | 175 | 211 | 750 | 1337 |
| 01 PM | 166 | 188 | 194 | 181 | 729 | 01 PM | 191 | 190 | 190 | 179 | 750 | 1479 |
| 02 PM | 194 | 173 | 211 | 172 | 750 | 02 PM | 158 | 234 | 241 | 198 | 831 | 1581 |
| 03 PM | 187 | 226 | 194 | 172 | 779 | 03 PM | 204 | 222 | 223 | 223 | 872 | 1651 |
| 04 PM | 167 | 199 | 204 | 179 | 749 | 04 PM | 213 | 213 | 223 | 198 | 847 | 1596 |
| 05 PM | 192 | 217 | 202 | 199 | 810 | 05 PM | 218 | 202 | 220 | 229 | 869 | 1679 |
| 06 PM | 181 | 204 | 191 | 176 | 752 | 06 PM | 223 | 254 | 218 | 263 | 958 | 1710 |
| 07 PM | 200 | 197 | 191 | 213 | 801 | 07 PM | 245 | 296 | 279 | 212 | 1032 | 1833 |
| 08 PM | 167 | 141 | 198 | 153 | 659 | 08 PM | 231 | 205 | 208 | 222 | 866 | 1525 |
| 09 PM | 126 | 106 | 121 | 112 | 465 | 09 PM | 227 | 233 | 188 | 153 | 801 | 1266 |
| 10 PM | 157 | 119 | 127 | 116 | 519 | 10 PM | 198 | 218 | 209 | 129 | 754 | 1273 |
| 11 PM | 105 | 111 | 95 | 97 | 408 | 11 PM | 127 | 99 | 92 | 61 | 379 | 787 |
| Total: | | | | | 11511 | | | | | | 11692 | 23203 |

P.H.P. --> [( 1710 + 1833 ) / 2] * 0.97 * 1.015 = 1744 vph

A.W.D.T. --> 23203 * 0.97 * 1.015 = 22840 vpd

| FACTORS | | NORTHBOUND | SOUTHBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 7-8 PM | 0.940 | 0.872 | 0.930 |
| K: | 7-8 PM | 0.070 | 0.088 | 0.079 |
| D: | 7-8 PM | 0.437 | 0.563 | 1.000 |
| PHF: | 4-6 PM | 0.933 | 0.949 | 0.981 |
| K: | 4-6 PM | 0.070 | 0.074 | 0.072 |
| D: | 4-6 PM | 0.482 | 0.518 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 12/14/2005 - Wednesday TIME BEGUN: 0:0 AM PAGE: 2004-1076

LOCATION: SW COCOPLUM ROAD & 72 ST W/O COCO PL 656 STATION: 656

CORAL GABLES

| | EASTBOUND QUARTER HOURS | | | | | | WESTBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 23 | 22 | 36 | 23 | 104 | 12 AM | 29 | 40 | 27 | 24 | 120 | 224 |
| 01 AM | 22 | 19 | 11 | 4 | 56 | 01 AM | 30 | 11 | 10 | 9 | 60 | 116 |
| 02 AM | 7 | 7 | 8 | 4 | 26 | 02 AM | 5 | 11 | 8 | 12 | 36 | 62 |
| 03 AM | 4 | 4 | 3 | 8 | 19 | 03 AM | 2 | 5 | 3 | 5 | 15 | 34 |
| 04 AM | 3 | 4 | 0 | 3 | 10 | 04 AM | 4 | 6 | 3 | 1 | 14 | 24 |
| 05 AM | 2 | 3 | 2 | 0 | 7 | 05 AM | 2 | 0 | 3 | 0 | 5 | 12 |
| 06 AM | 3 | 4 | 5 | 6 | 18 | 06 AM | 0 | 1 | 5 | 7 | 13 | 31 |
| 07 AM | 13 | 7 | 34 | 53 | 107 | 07 AM | 8 | 11 | 16 | 14 | 49 | 156 |
| 08 AM | 93 | 145 | 144 | 171 | 553 | 08 AM | 37 | 37 | 61 | 51 | 186 | 739 |
| 09 AM | 182 | 140 | 126 | 178 | 626 | 09 AM | 66 | 93 | 97 | 96 | 352 | 978 |
| 10 AM | 176 | 185 | 139 | 134 | 634 | 10 AM | 86 | 83 | 100 | 111 | 380 | 1014 |
| 11 AM | 125 | 119 | 119 | 103 | 466 | 11 AM | 99 | 104 | 93 | 98 | 394 | 860 |
| 12 PM | 96 | 79 | 101 | 121 | 397 | 12 PM | 92 | 104 | 99 | 112 | 407 | 804 |
| 01 PM | 113 | 119 | 96 | 125 | 453 | 01 PM | 128 | 104 | 99 | 123 | 454 | 907 |
| 02 PM | 108 | 100 | 102 | 109 | 419 | 02 PM | 107 | 134 | 115 | 109 | 465 | 884 |
| 03 PM | 92 | 110 | 121 | 109 | 432 | 03 PM | 112 | 110 | 104 | 107 | 433 | 865 |
| 04 PM | 94 | 129 | 122 | 107 | 452 | 04 PM | 113 | 141 | 115 | 118 | 487 | 939 |
| 05 PM | 119 | 120 | 117 | 110 | 466 | 05 PM | 126 | 131 | 126 | 110 | 493 | 959 |
| 06 PM | 106 | 118 | 105 | 96 | 425 | 06 PM | 120 | 132 | 114 | 112 | 478 | 903 |
| 07 PM | 79 | 108 | 110 | 83 | 380 | 07 PM | 121 | 107 | 108 | 112 | 448 | 828 |
| 08 PM | 72 | 83 | 77 | 91 | 323 | 08 PM | 112 | 103 | 93 | 75 | 383 | 706 |
| 09 PM | 57 | 61 | 62 | 71 | 251 | 09 PM | 56 | 57 | 44 | 32 | 189 | 440 |
| 10 PM | 62 | 49 | 52 | 42 | 205 | 10 PM | 38 | 50 | 42 | 24 | 154 | 359 |
| 11 PM | 43 | 25 | 30 | 24 | 122 | 11 PM | 30 | 36 | 28 | 16 | 110 | 232 |
| Total: | | | | | 6951 | | | | | | 6125 | 13076 |

P.H.P. --> [( 978 + 1014 ) / 2] * 0.97 * 1.010 = 975 vph

A.W.D.T. --> 13076 * 0.97 * 1.010 = 12810 vpd

| FACTORS | | EASTBOUND | WESTBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 10-11 AM | 0.857 | 0.856 | 0.946 |
| K: | | 0.091 | 0.062 | 0.078 |
| D: | | 0.625 | 0.375 | 1.000 |
| PHF: | 4-6 PM | 0.971 | 0.941 | 0.955 |
| K: | | 0.067 | 0.080 | 0.073 |
| D: | | 0.486 | 0.514 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

**DATE:** 06/03/2004 - Thursday **TIME BEGUN:** 0:0 AM **PAGE:** 4184-3

**LOCATION:** INGRAHAM HWY EAST OF LEJEUNE RD, CORAL GABLES **STATION:** 194

| | NORTHBOUND QUARTER HOURS | | | | | | SOUTHBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 30 | 20 | 15 | 15 | 80 | 12 AM | 44 | 28 | 22 | 14 | 108 | 188 |
| 01 AM | 14 | 7 | 14 | 7 | 42 | 01 AM | 15 | 14 | 15 | 15 | 59 | 101 |
| 02 AM | 7 | 8 | 8 | 4 | 27 | 02 AM | 10 | 4 | 9 | 8 | 31 | 58 |
| 03 AM | 5 | 7 | 3 | 3 | 18 | 03 AM | 13 | 7 | 6 | 4 | 30 | 48 |
| 04 AM | 4 | 2 | 5 | 4 | 15 | 04 AM | 6 | 4 | 5 | 2 | 17 | 32 |
| 05 AM | 8 | 13 | 34 | 30 | 85 | 05 AM | 12 | 6 | 9 | 14 | 41 | 126 |
| 06 AM | 64 | 92 | 147 | 153 | 456 | 06 AM | 18 | 27 | 45 | 71 | 161 | 617 |
| 07 AM | 156 | 163 | 157 | 166 | 642 | 07 AM | 81 | 97 | 132 | 123 | 433 | 1075 |
| 08 AM | 137 | 128 | 137 | 109 | 511 | 08 AM | 131 | 125 | 162 | 172 | 590 | 1101 |
| 09 AM | 180 | 122 | 105 | 97 | 504 | 09 AM | 153 | 150 | 129 | 180 | 612 | 1116 |
| 10 AM | 127 | 121 | 117 | 131 | 496 | 10 AM | 121 | 125 | 122 | 130 | 498 | 994 |
| 11 AM | 97 | 103 | 91 | 94 | 385 | 11 AM | 128 | 106 | 160 | 154 | 548 | 933 |
| 12 PM | 109 | 109 | 104 | 97 | 419 | 12 PM | 176 | 171 | 175 | 162 | 684 | 1103 |
| 01 PM | 94 | 109 | 97 | 87 | 387 | 01 PM | 147 | 148 | 151 | 172 | 618 | 1005 |
| 02 PM | 80 | 94 | 126 | 132 | 432 | 02 PM | 159 | 158 | 153 | 143 | 613 | 1045 |
| 03 PM | 122 | 100 | 94 | 96 | 412 | 03 PM | 137 | 169 | 198 | 175 | 679 | 1091 |
| 04 PM | 102 | 96 | 112 | 105 | 415 | 04 PM | 195 | 180 | 182 | 197 | 754 | 1169 |
| 05 PM | 107 | 94 | 122 | 106 | 429 | 05 PM | 181 | 186 | 180 | 181 | 728 | 1157 |
| 06 PM | 128 | 116 | 92 | 109 | 445 | 06 PM | 199 | 201 | 184 | 187 | 771 | 1216 |
| 07 PM | 93 | 91 | 95 | 94 | 373 | 07 PM | 175 | 197 | 172 | 177 | 721 | 1094 |
| 08 PM | 91 | 83 | 88 | 82 | 344 | 08 PM | 133 | 98 | 130 | 108 | 469 | 813 |
| 09 PM | 71 | 79 | 65 | 85 | 300 | 09 PM | 77 | 79 | 93 | 103 | 352 | 652 |
| 10 PM | 65 | 86 | 76 | 76 | 303 | 10 PM | 103 | 91 | 127 | 61 | 382 | 685 |
| 11 PM | 101 | 67 | 75 | 59 | 302 | 11 PM | 73 | 47 | 45 | 62 | 227 | 529 |
| Total: | | | | | 7822 | | | | | | 10126 | 17948 |

**P.H.P.** --> [( 1157 + 1216 ) / 2] * 1.01 * 1.005 = 1204 vph

**A.W.D.T.** --> 17948 * 1.01 * 1.005 = 18220 vpd

| FACTORS | | NORTHBOUND | SOUTHBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | | 0.869 | 0.959 | 0.930 |
| K: | 6-7 PM | 0.057 | 0.076 | 0.068 |
| D: | | 0.366 | 0.634 | 1.000 |
| PHF: | | 0.926 | 0.957 | 0.968 |
| K: | 4-6 PM | 0.053 | 0.074 | 0.065 |
| D: | | 0.355 | 0.645 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

**DATE:** 04/07/2004 - Wednesday **TIME BEGUN:** 0:0 AM **PAGE:** 4168-5

**LOCATION:** MILLER DR (SW 56 ST) WEST OF RED ROAD **STATION:** 260

| | EASTBOUND QUARTER HOURS | | | | | | WESTBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 20 | 15 | 20 | 9 | 64 | 12 AM | 30 | 21 | 23 | 10 | 84 | 148 |
| 01 AM | 10 | 15 | 13 | 9 | 47 | 01 AM | 16 | 14 | 15 | 8 | 53 | 100 |
| 02 AM | 5 | 7 | 10 | 2 | 24 | 02 AM | 6 | 10 | 6 | 9 | 31 | 55 |
| 03 AM | 6 | 5 | 3 | 6 | 20 | 03 AM | 11 | 7 | 7 | 12 | 37 | 57 |
| 04 AM | 3 | 6 | 12 | 15 | 36 | 04 AM | 5 | 4 | 4 | 3 | 16 | 52 |
| 05 AM | 14 | 26 | 38 | 59 | 137 | 05 AM | 5 | 4 | 6 | 15 | 30 | 167 |
| 06 AM | 59 | 117 | 187 | 252 | 615 | 06 AM | 20 | 21 | 33 | 52 | 126 | 741 |
| 07 AM | 285 | 304 | 325 | 283 | 1197 | 07 AM | 58 | 87 | 80 | 94 | 319 | 1516 |
| 08 AM | 296 | 300 | 299 | 275 | 1170 | 08 AM | 102 | 79 | 102 | 118 | 401 | 1571 |
| 09 AM | 299 | 255 | 214 | 271 | 1039 | 09 AM | 114 | 99 | 96 | 97 | 406 | 1445 |
| 10 AM | 256 | 232 | 228 | 224 | 940 | 10 AM | 102 | 102 | 113 | 110 | 427 | 1367 |
| 11 AM | 198 | 179 | 205 | 200 | 782 | 11 AM | 116 | 138 | 116 | 138 | 508 | 1290 |
| 12 PM | 185 | 195 | 203 | 200 | 783 | 12 PM | 159 | 146 | 158 | 173 | 636 | 1419 |
| 01 PM | 178 | 210 | 201 | 216 | 805 | 01 PM | 169 | 152 | 160 | 161 | 642 | 1447 |
| 02 PM | 175 | 185 | 170 | 205 | 735 | 02 PM | 158 | 180 | 182 | 203 | 723 | 1458 |
| 03 PM | 192 | 214 | 207 | 172 | 785 | 03 PM | 203 | 213 | 217 | 252 | 885 | 1670 |
| 04 PM | 188 | 175 | 170 | 181 | 714 | 04 PM | 256 | 245 | 260 | 256 | 1017 | 1731 |
| 05 PM | 160 | 162 | 171 | 155 | 648 | 05 PM | 294 | 315 | 251 | 258 | 1118 | 1766 |
| 06 PM | 166 | 162 | 156 | 133 | 617 | 06 PM | 266 | 237 | 237 | 230 | 970 | 1587 |
| 07 PM | 116 | 108 | 114 | 87 | 425 | 07 PM | 253 | 227 | 155 | 128 | 763 | 1188 |
| 08 PM | 105 | 72 | 88 | 58 | 323 | 08 PM | 116 | 117 | 118 | 70 | 421 | 744 |
| 09 PM | 88 | 79 | 65 | 65 | 297 | 09 PM | 100 | 72 | 88 | 100 | 360 | 657 |
| 10 PM | 54 | 63 | 60 | 53 | 230 | 10 PM | 70 | 66 | 56 | 49 | 241 | 471 |
| 11 PM | 42 | 44 | 30 | 17 | 133 | 11 PM | 38 | 43 | 31 | 27 | 139 | 272 |
| Total: | | | | | 12566 | | | | | | 10353 | 22919 |

**P.H.P. --> [( 1731 + 1766 ) / 2] * 0.99 * 1.010 = 1748 vph**

**A.W.D.T. --> 22919 * 0.99 * 1.010 = 22920 vpd**

| FACTORS | | EASTBOUND | WESTBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 5-6 PM | 0.947 | 0.887 | 0.926 |
| K: | | 0.052 | 0.108 | 0.077 |
| D: | | 0.367 | 0.633 | 1.000 |
| PHF: | 4-6 PM | 0.947 | 0.887 | 0.926 |
| K: | | 0.052 | 0.108 | 0.077 |
| D: | | 0.367 | 0.633 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

**DATE:** 05/27/2004 - Thursday **TIME BEGUN:** 0:0 AM **PAGE:** 4188-6

**LOCATION:** PONCE DE LEON BLVD NORTH OF BIRD DR, CG **STATION:** 624

| | NORTHBOUND QUARTER HOURS | | | | | | SOUTHBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 28 | 18 | 15 | 18 | 79 | 12 AM | 20 | 16 | 15 | 12 | 63 | 142 |
| 01 AM | 10 | 12 | 10 | 7 | 39 | 01 AM | 10 | 9 | 22 | 10 | 51 | 90 |
| 02 AM | 6 | 8 | 5 | 4 | 23 | 02 AM | 7 | 5 | 6 | 8 | 26 | 49 |
| 03 AM | 10 | 6 | 7 | 7 | 30 | 03 AM | 3 | 7 | 1 | 5 | 16 | 46 |
| 04 AM | 2 | 2 | 4 | 9 | 17 | 04 AM | 2 | 4 | 5 | 8 | 19 | 36 |
| 05 AM | 6 | 13 | 11 | 18 | 48 | 05 AM | 7 | 2 | 8 | 8 | 25 | 73 |
| 06 AM | 18 | 19 | 47 | 63 | 147 | 06 AM | 11 | 12 | 27 | 44 | 94 | 241 |
| 07 AM | 100 | 153 | 135 | 157 | 545 | 07 AM | 96 | 111 | 97 | 123 | 427 | 972 |
| 08 AM | 183 | 224 | 198 | 247 | 852 | 08 AM | 135 | 153 | 156 | 129 | 573 | 1425 |
| 09 AM | 216 | 214 | 185 | 203 | 818 | 09 AM | 144 | 108 | 119 | 140 | 511 | 1329 |
| 10 AM | 177 | 153 | 170 | 166 | 666 | 10 AM | 108 | 102 | 131 | 128 | 469 | 1135 |
| 11 AM | 153 | 161 | 185 | 179 | 678 | 11 AM | 159 | 148 | 141 | 168 | 616 | 1294 |
| 12 PM | 179 | 167 | 199 | 211 | 756 | 12 PM | 168 | 193 | 199 | 180 | 740 | 1496 |
| 01 PM | 224 | 198 | 207 | 186 | 815 | 01 PM | 167 | 209 | 192 | 196 | 764 | 1579 |
| 02 PM | 173 | 184 | 170 | 171 | 698 | 02 PM | 215 | 194 | 208 | 207 | 824 | 1522 |
| 03 PM | 194 | 195 | 142 | 159 | 690 | 03 PM | 209 | 216 | 212 | 192 | 829 | 1519 |
| 04 PM | 186 | 143 | 163 | 144 | 636 | 04 PM | 219 | 214 | 215 | 208 | 856 | 1492 |
| 05 PM | 156 | 166 | 155 | 155 | 632 | 05 PM | 211 | 191 | 247 | 203 | 852 | 1484 |
| 06 PM | 149 | 160 | 132 | 110 | 551 | 06 PM | 226 | 194 | 193 | 154 | 767 | 1318 |
| 07 PM | 113 | 106 | 97 | 97 | 413 | 07 PM | 133 | 129 | 107 | 93 | 462 | 875 |
| 08 PM | 80 | 76 | 77 | 66 | 299 | 08 PM | 114 | 82 | 71 | 62 | 329 | 628 |
| 09 PM | 84 | 77 | 54 | 61 | 276 | 09 PM | 76 | 60 | 60 | 66 | 262 | 538 |
| 10 PM | 49 | 47 | 38 | 36 | 170 | 10 PM | 54 | 85 | 48 | 53 | 240 | 410 |
| 11 PM | 41 | 24 | 27 | 25 | 117 | 11 PM | 47 | 46 | 34 | 15 | 142 | 259 |
| Total: | | | | | 9995 | | | | | | 9957 | 19952 |

**P.H.P.** --> [( 1579 + 1522 ) / 2] * 1.00 * 1.005 = 1558 vph

**A.W.D.T.** --> 19952 * 1.00 * 1.005 = 20050 vpd

| FACTORS | | NORTHBOUND | SOUTHBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 1-2 PM | 0.910 | 0.914 | 0.970 |
| K: | 1-2 PM | 0.082 | 0.077 | 0.079 |
| D: | 1-2 PM | 0.516 | 0.484 | 1.000 |
| PHF: | 4-6 PM | 0.855 | 0.977 | 0.921 |
| K: | 4-6 PM | 0.064 | 0.086 | 0.075 |
| D: | 4-6 PM | 0.426 | 0.574 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

**DATE:** 06/09/2004 - Wednesday **TIME BEGUN:** 0:0 AM **PAGE:** 4195-1

**LOCATION:** RED ROAD (SW 57 AV) SOUTH OF BIRD DR **STATION:** 632

| | NORTHBOUND QUARTER HOURS | | | | | | SOUTHBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 22 | 19 | 18 | 16 | 75 | 12 AM | 26 | 14 | 21 | 24 | 85 | 160 |
| 01 AM | 16 | 13 | 10 | 11 | 50 | 01 AM | 14 | 18 | 10 | 11 | 53 | 103 |
| 02 AM | 6 | 4 | 10 | 4 | 24 | 02 AM | 9 | 5 | 10 | 6 | 30 | 54 |
| 03 AM | 6 | 9 | 1 | 6 | 22 | 03 AM | 4 | 2 | 5 | 3 | 14 | 36 |
| 04 AM | 2 | 5 | 7 | 9 | 23 | 04 AM | 4 | 3 | 7 | 10 | 24 | 47 |
| 05 AM | 14 | 18 | 20 | 36 | 88 | 05 AM | 11 | 9 | 19 | 19 | 58 | 146 |
| 06 AM | 56 | 70 | 76 | 98 | 300 | 06 AM | 42 | 62 | 79 | 93 | 276 | 576 |
| 07 AM | 141 | 145 | 129 | 188 | 603 | 07 AM | 133 | 139 | 174 | 227 | 673 | 1276 |
| 08 AM | 191 | 163 | 211 | 202 | 767 | 08 AM | 239 | 235 | 218 | 260 | 952 | 1719 |
| 09 AM | 203 | 181 | 181 | 178 | 743 | 09 AM | 240 | 215 | 204 | 214 | 873 | 1616 |
| 10 AM | 145 | 170 | 166 | 123 | 604 | 10 AM | 195 | 175 | 186 | 163 | 719 | 1323 |
| 11 AM | 157 | 134 | 144 | 191 | 626 | 11 AM | 197 | 182 | 168 | 224 | 771 | 1397 |
| 12 PM | 189 | 181 | 186 | 177 | 733 | 12 PM | 208 | 193 | 232 | 244 | 877 | 1610 |
| 01 PM | 184 | 190 | 154 | 179 | 707 | 01 PM | 219 | 236 | 242 | 225 | 922 | 1629 |
| 02 PM | 157 | 147 | 194 | 185 | 683 | 02 PM | 228 | 204 | 201 | 234 | 867 | 1550 |
| 03 PM | 184 | 197 | 172 | 162 | 715 | 03 PM | 231 | 215 | 253 | 213 | 912 | 1627 |
| 04 PM | 170 | 156 | 145 | 187 | 658 | 04 PM | 219 | 210 | 194 | 242 | 865 | 1523 |
| 05 PM | 160 | 157 | 158 | 177 | 652 | 05 PM | 211 | 209 | 243 | 200 | 863 | 1515 |
| 06 PM | 120 | 128 | 142 | 139 | 529 | 06 PM | 192 | 200 | 232 | 201 | 825 | 1354 |
| 07 PM | 126 | 125 | 89 | 116 | 456 | 07 PM | 175 | 175 | 136 | 155 | 641 | 1097 |
| 08 PM | 107 | 104 | 94 | 98 | 403 | 08 PM | 156 | 150 | 129 | 111 | 546 | 949 |
| 09 PM | 100 | 81 | 111 | 74 | 366 | 09 PM | 118 | 100 | 99 | 86 | 403 | 769 |
| 10 PM | 80 | 72 | 85 | 63 | 300 | 10 PM | 69 | 65 | 76 | 54 | 264 | 564 |
| 11 PM | 65 | 51 | 36 | 29 | 181 | 11 PM | 50 | 40 | 39 | 25 | 154 | 335 |
| Total: | | | | | 10308 | | | | | | 12667 | 22975 |

**P.H.P. -->** [( 1719 + 1616 ) / 2] * 1.01 * 1.010 = 1701 vph

**A.W.D.T. -->** 22975 * 1.01 * 1.010 = 23440 vpd

| FACTORS | | NORTHBOUND | SOUTHBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 8-9 AM | 0.909 | 0.915 | 0.930 |
| K: | | 0.074 | 0.075 | 0.075 |
| D: | | 0.446 | 0.554 | 1.000 |
| PHF: | 4-6 PM | 0.880 | 0.894 | 0.888 |
| K: | | 0.064 | 0.068 | 0.066 |
| D: | | 0.432 | 0.568 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

**DATE:** 06/09/2004 - Wednesday **TIME BEGUN:** 0:0 AM **PAGE:** 4195-2

**LOCATION:** RED ROAD (SW 57 AV) NORTH OF SUNSET DR **STATION:** 634

| | NORTHBOUND QUARTER HOURS | | | | | | SOUTHBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 21 | 23 | 21 | 16 | 81 | 12 AM | 31 | 31 | 21 | 17 | 100 | 181 |
| 01 AM | 21 | 20 | 6 | 7 | 54 | 01 AM | 20 | 15 | 9 | 4 | 48 | 102 |
| 02 AM | 8 | 3 | 5 | 1 | 17 | 02 AM | 19 | 2 | 5 | 1 | 27 | 44 |
| 03 AM | 3 | 0 | 3 | 5 | 11 | 03 AM | 5 | 1 | 4 | 8 | 18 | 29 |
| 04 AM | 3 | 6 | 0 | 10 | 19 | 04 AM | 4 | 3 | 2 | 5 | 14 | 33 |
| 05 AM | 13 | 7 | 13 | 20 | 53 | 05 AM | 5 | 4 | 7 | 17 | 33 | 86 |
| 06 AM | 26 | 47 | 63 | 90 | 226 | 06 AM | 12 | 32 | 62 | 74 | 180 | 406 |
| 07 AM | 114 | 99 | 111 | 168 | 492 | 07 AM | 53 | 80 | 105 | 140 | 378 | 870 |
| 08 AM | 166 | 204 | 201 | 202 | 773 | 08 AM | 124 | 113 | 112 | 131 | 480 | 1253 |
| 09 AM | 197 | 208 | 171 | 183 | 759 | 09 AM | 146 | 138 | 159 | 166 | 609 | 1368 |
| 10 AM | 158 | 168 | 173 | 157 | 656 | 10 AM | 167 | 144 | 150 | 166 | 627 | 1283 |
| 11 AM | 147 | 144 | 208 | 222 | 721 | 11 AM | 182 | 200 | 177 | 196 | 755 | 1476 |
| 12 PM | 191 | 254 | 197 | 217 | 859 | 12 PM | 210 | 206 | 222 | 223 | 861 | 1720 |
| 01 PM | 227 | 220 | 198 | 187 | 832 | 01 PM | 237 | 225 | 233 | 217 | 912 | 1744 |
| 02 PM | 199 | 203 | 220 | 180 | 802 | 02 PM | 214 | 230 | 206 | 210 | 860 | 1662 |
| 03 PM | 175 | 195 | 226 | 184 | 780 | 03 PM | 212 | 212 | 225 | 253 | 902 | 1682 |
| 04 PM | 172 | 203 | 246 | 147 | 768 | 04 PM | 237 | 236 | 258 | 241 | 972 | 1740 |
| 05 PM | 136 | 111 | 129 | 121 | 497 | 05 PM | 240 | 205 | 234 | 196 | 875 | 1372 |
| 06 PM | 110 | 115 | 102 | 110 | 437 | 06 PM | 206 | 216 | 190 | 199 | 811 | 1248 |
| 07 PM | 154 | 125 | 114 | 92 | 485 | 07 PM | 207 | 176 | 156 | 161 | 700 | 1185 |
| 08 PM | 120 | 118 | 103 | 105 | 446 | 08 PM | 184 | 144 | 169 | 145 | 642 | 1088 |
| 09 PM | 68 | 82 | 96 | 70 | 316 | 09 PM | 131 | 122 | 101 | 127 | 481 | 797 |
| 10 PM | 67 | 63 | 38 | 45 | 213 | 10 PM | 113 | 93 | 104 | 71 | 381 | 594 |
| 11 PM | 48 | 42 | 31 | 25 | 146 | 11 PM | 65 | 84 | 84 | 64 | 297 | 443 |
| Total: | | | | | 10443 | | | | | | 11963 | 22406 |

**P.H.P. --> [( 1720 + 1744 ) / 2] * 1.01 * 1.010 = 1767 vph**

**A.W.D.T. --> 22406 * 1.01 * 1.010 = 22860 vpd**

| FACTORS | | NORTHBOUND | SOUTHBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | | 0.916 | 0.962 | 0.940 |
| K: | 1-2 PM | 0.080 | 0.076 | 0.078 |
| D: | | 0.477 | 0.523 | 1.000 |
| PHF: | | 0.780 | 0.942 | 0.863 |
| K: | 4-6 PM | 0.074 | 0.081 | 0.078 |
| D: | | 0.441 | 0.559 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
# DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

**DATE:** 06/01/2004 - Tuesday **TIME BEGUN:** 0:0 AM **PAGE:** 4189-0

**LOCATION:** SUNSET DR (SW 72 ST) WEST OF COCOPLUM PLAZA, CG **STATION:** 656

| | EASTBOUND QUARTER HOURS | | | | | | WESTBOUND QUARTER HOURS | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 7 | 9 | 13 | 3 | 32 | 12 AM | 14 | 13 | 10 | 6 | 43 | 75 |
| 01 AM | 9 | 9 | 6 | 4 | 28 | 01 AM | 20 | 9 | 5 | 5 | 39 | 67 |
| 02 AM | 1 | 5 | 1 | 2 | 9 | 02 AM | 3 | 7 | 1 | 3 | 14 | 23 |
| 03 AM | 2 | 2 | 0 | 3 | 7 | 03 AM | 5 | 2 | 1 | 3 | 11 | 18 |
| 04 AM | 2 | 0 | 1 | 4 | 7 | 04 AM | 10 | 2 | 1 | 5 | 18 | 25 |
| 05 AM | 4 | 8 | 5 | 13 | 30 | 05 AM | 5 | 3 | 7 | 4 | 19 | 49 |
| 06 AM | 23 | 39 | 47 | 84 | 193 | 06 AM | 14 | 13 | 13 | 26 | 66 | 259 |
| 07 AM | 94 | 131 | 145 | 150 | 520 | 07 AM | 38 | 55 | 67 | 65 | 225 | 745 |
| 08 AM | 165 | 171 | 197 | 187 | 720 | 08 AM | 81 | 69 | 78 | 73 | 301 | 1021 |
| 09 AM | 165 | 121 | 113 | 93 | 492 | 09 AM | 80 | 74 | 82 | 84 | 320 | 812 |
| 10 AM | 97 | 103 | 77 | 96 | 373 | 10 AM | 81 | 74 | 79 | 93 | 327 | 700 |
| 11 AM | 82 | 94 | 105 | 103 | 384 | 11 AM | 89 | 111 | 105 | 95 | 400 | 784 |
| 12 PM | 104 | 108 | 102 | 95 | 409 | 12 PM | 82 | 91 | 101 | 97 | 371 | 780 |
| 01 PM | 106 | 89 | 111 | 89 | 395 | 01 PM | 101 | 112 | 99 | 114 | 426 | 821 |
| 02 PM | 81 | 95 | 107 | 88 | 371 | 02 PM | 96 | 95 | 97 | 128 | 416 | 787 |
| 03 PM | 109 | 92 | 90 | 83 | 374 | 03 PM | 88 | 95 | 97 | 132 | 412 | 786 |
| 04 PM | 130 | 108 | 91 | 79 | 408 | 04 PM | 107 | 118 | 101 | 113 | 439 | 847 |
| 05 PM | 116 | 101 | 109 | 97 | 423 | 05 PM | 104 | 105 | 108 | 119 | 436 | 859 |
| 06 PM | 84 | 88 | 95 | 84 | 351 | 06 PM | 117 | 105 | 118 | 83 | 423 | 774 |
| 07 PM | 89 | 91 | 71 | 79 | 330 | 07 PM | 86 | 69 | 86 | 74 | 315 | 645 |
| 08 PM | 74 | 62 | 67 | 52 | 255 | 08 PM | 92 | 65 | 67 | 49 | 273 | 528 |
| 09 PM | 61 | 56 | 51 | 46 | 214 | 09 PM | 53 | 49 | 50 | 41 | 193 | 407 |
| 10 PM | 58 | 31 | 26 | 23 | 138 | 10 PM | 37 | 23 | 24 | 23 | 107 | 245 |
| 11 PM | 38 | 20 | 20 | 16 | 94 | 11 PM | 20 | 17 | 13 | 16 | 66 | 160 |
| Total: | | | | | 6557 | | | | | | 5660 | 12217 |

**P.H.P. -->** [( 1021 + 812 ) / 2] * 1.00 * 1.015 = 930 vph

**A.W.D.T. -->** 12217 * 1.00 * 1.015 = 12400 vpd

| FACTORS | | EASTBOUND | WESTBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 8-9 AM | 0.914 | 0.929 | 0.928 |
| K: | | 0.110 | 0.053 | 0.084 |
| D: | | 0.705 | 0.295 | 1.000 |
| PHF: | 4-6 PM | 0.912 | 0.916 | 0.976 |
| K: | | 0.065 | 0.077 | 0.070 |
| D: | | 0.492 | 0.508 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

**DATE:** 09/16/2003 - Tuesday **TIME BEGUN:** 0:0 AM **PAGE:** 4148-8

**LOCATION:** INGRAHAM HWY EAST OF LEJEUNE RD, CORAL GABLES **STATION:** 194

| EASTBOUND QUARTER HOURS | | | | | | WESTBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 10 | 19 | 13 | 9 | 51 | 12 AM | 21 | 14 | 11 | 6 | 52 | 103 |
| 01 AM | 9 | 3 | 3 | 3 | 18 | 01 AM | 4 | 8 | 9 | 0 | 21 | 39 |
| 02 AM | 6 | 3 | 3 | 0 | 12 | 02 AM | 1 | 8 | 3 | 4 | 16 | 28 |
| 03 AM | 1 | 1 | 1 | 5 | 8 | 03 AM | 4 | 3 | 4 | 4 | 15 | 23 |
| 04 AM | 1 | 2 | 2 | 8 | 13 | 04 AM | 3 | 0 | 4 | 7 | 14 | 27 |
| 05 AM | 3 | 18 | 27 | 38 | 86 | 05 AM | 0 | 5 | 3 | 14 | 22 | 108 |
| 06 AM | 67 | 133 | 173 | 198 | 571 | 06 AM | 21 | 29 | 56 | 62 | 168 | 739 |
| 07 AM | 305 | 291 | 293 | 282 | 1171 | 07 AM | 73 | 115 | 125 | 118 | 431 | 1602 |
| 08 AM | 240 | 260 | 282 | 311 | 1093 | 08 AM | 115 | 103 | 111 | 135 | 464 | 1557 |
| 09 AM | 277 | 278 | 268 | 192 | 1015 | 09 AM | 126 | 103 | 100 | 113 | 442 | 1457 |
| 10 AM | 165 | 145 | 155 | 154 | 619 | 10 AM | 115 | 113 | 116 | 149 | 493 | 1112 |
| 11 AM | 159 | 153 | 166 | 161 | 639 | 11 AM | 141 | 126 | 113 | 142 | 522 | 1161 |
| 12 PM | 160 | 151 | 134 | 117 | 562 | 12 PM | 148 | 162 | 158 | 145 | 613 | 1175 |
| 01 PM | 152 | 117 | 128 | 141 | 538 | 01 PM | 145 | 170 | 167 | 145 | 627 | 1165 |
| 02 PM | 146 | 148 | 181 | 161 | 636 | 02 PM | 129 | 150 | 135 | 198 | 612 | 1248 |
| 03 PM | 151 | 167 | 156 | 198 | 672 | 03 PM | 165 | 234 | 241 | 236 | 876 | 1548 |
| 04 PM | 182 | 216 | 159 | 158 | 715 | 04 PM | 235 | 235 | 210 | 198 | 878 | 1593 |
| 05 PM | 189 | 160 | 167 | 157 | 673 | 05 PM | 185 | 214 | 223 | 212 | 834 | 1507 |
| 06 PM | 163 | 149 | 157 | 171 | 640 | 06 PM | 232 | 221 | 167 | 154 | 774 | 1414 |
| 07 PM | 146 | 137 | 98 | 109 | 490 | 07 PM | 143 | 152 | 105 | 89 | 489 | 979 |
| 08 PM | 90 | 91 | 85 | 66 | 332 | 08 PM | 85 | 87 | 87 | 86 | 345 | 677 |
| 09 PM | 74 | 66 | 55 | 62 | 257 | 09 PM | 67 | 67 | 65 | 54 | 253 | 510 |
| 10 PM | 53 | 47 | 43 | 30 | 173 | 10 PM | 43 | 43 | 55 | 43 | 184 | 357 |
| 11 PM | 39 | 19 | 16 | 28 | 102 | 11 PM | 34 | 32 | 26 | 26 | 118 | 220 |
| Total: | | | | | 11086 | | | | | | 9263 | 20349 |

P.H.P. --> [( 1602 + 1557 ) / 2] * 1.02 * 1.015 = 1635 vph

A.W.D.T. --> 20349 * 1.02 * 1.015 = 21070 vpd

| FACTORS | | EASTBOUND | WESTBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 7-8 AM | 0.960 | 0.862 | 0.958 |
| K: | | 0.106 | 0.047 | 0.079 |
| D: | | 0.731 | 0.269 | 1.000 |
| PHF: | 4-6 PM | 0.828 | 0.934 | 0.883 |
| K: | | 0.064 | 0.095 | 0.078 |
| D: | | 0.449 | 0.551 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
# DEPARTMENT OF PUBLIC WORKS
# 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

**DATE:** 09/15/2003 - Monday **TIME BEGUN:** 0:0 AM **PAGE:** 4143-1

**LOCATION:** PONCE DE LEON BLVD NORTH OF BIRD DR, CG **STATION:** 624

| NORTHBOUND QUARTER HOURS | | | | | | SOUTHBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 7 | 12 | 4 | 7 | 30 | 12 AM | 7 | 9 | 4 | 4 | 24 | 54 |
| 01 AM | 5 | 3 | 7 | 4 | 19 | 01 AM | 5 | 4 | 2 | 3 | 14 | 33 |
| 02 AM | 1 | 2 | 6 | 4 | 13 | 02 AM | 0 | 0 | 2 | 7 | 9 | 22 |
| 03 AM | 1 | 6 | 2 | 2 | 11 | 03 AM | 0 | 3 | 2 | 2 | 7 | 18 |
| 04 AM | 3 | 3 | 0 | 4 | 10 | 04 AM | 2 | 5 | 0 | 2 | 9 | 19 |
| 05 AM | 5 | 6 | 12 | 11 | 34 | 05 AM | 4 | 1 | 4 | 10 | 19 | 53 |
| 06 AM | 27 | 29 | 50 | 96 | 202 | 06 AM | 11 | 24 | 46 | 110 | 191 | 393 |
| 07 AM | 134 | 140 | 142 | 176 | 592 | 07 AM | 181 | 114 | 111 | 126 | 532 | 1124 |
| 08 AM | 210 | 226 | 266 | 295 | 997 | 08 AM | 145 | 141 | 122 | 109 | 517 | 1514 |
| 09 AM | 204 | 223 | 202 | 186 | 815 | 09 AM | 116 | 111 | 124 | 122 | 473 | 1288 |
| 10 AM | 182 | 184 | 153 | 160 | 679 | 10 AM | 125 | 117 | 115 | 136 | 493 | 1172 |
| 11 AM | 157 | 137 | 168 | 205 | 667 | 11 AM | 128 | 140 | 132 | 142 | 542 | 1209 |
| 12 PM | 191 | 208 | 203 | 208 | 810 | 12 PM | 182 | 169 | 176 | 207 | 734 | 1544 |
| 01 PM | 186 | 195 | 169 | 168 | 718 | 01 PM | 185 | 163 | 175 | 167 | 690 | 1408 |
| 02 PM | 171 | 163 | 193 | 159 | 686 | 02 PM | 185 | 192 | 184 | 163 | 724 | 1410 |
| 03 PM | 178 | 161 | 189 | 166 | 694 | 03 PM | 174 | 195 | 173 | 172 | 714 | 1408 |
| 04 PM | 133 | 146 | 135 | 160 | 574 | 04 PM | 192 | 199 | 175 | 248 | 814 | 1388 |
| 05 PM | 168 | 140 | 169 | 139 | 616 | 05 PM | 246 | 216 | 223 | 189 | 874 | 1490 |
| 06 PM | 128 | 111 | 105 | 93 | 437 | 06 PM | 240 | 181 | 162 | 124 | 707 | 1144 |
| 07 PM | 97 | 70 | 67 | 88 | 322 | 07 PM | 123 | 86 | 83 | 94 | 386 | 708 |
| 08 PM | 80 | 52 | 72 | 65 | 269 | 08 PM | 69 | 71 | 53 | 55 | 248 | 517 |
| 09 PM | 58 | 57 | 44 | 36 | 195 | 09 PM | 61 | 58 | 54 | 25 | 198 | 393 |
| 10 PM | 28 | 34 | 24 | 19 | 105 | 10 PM | 30 | 32 | 23 | 33 | 118 | 223 |
| 11 PM | 20 | 15 | 11 | 13 | 59 | 11 PM | 24 | 21 | 20 | 15 | 80 | 139 |
| Total: | | | | | 9554 | | | | | | 9117 | 18671 |

**P.H.P. -->** [( 1544 + 1408 ) / 2] * 1.01 * 1.030 = 1535 vph

**A.W.D.T. -->** 18671 * 1.01 * 1.030 = 19420 vpd

| FACTORS | | NORTHBOUND | SOUTHBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 12-1 PM | 0.974 | 0.886 | 0.930 |
| K: | | 0.085 | 0.081 | 0.083 |
| D: | | 0.525 | 0.475 | 1.000 |
| PHF: | 4-6 PM | 0.911 | 0.888 | 0.900 |
| K: | | 0.064 | 0.096 | 0.080 |
| D: | | 0.413 | 0.587 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
# DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

**DATE:** 10/14/2003 - Tuesday **TIME BEGUN:** 0:0 AM **PAGE:** 4154-8

**LOCATION:** SUNSET DR (SW 72 ST) WEST OF COCOPLUM PLAZA, CG **STATION:** 656

| | EASTBOUND QUARTER HOURS | | | | | | WESTBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 27 | 15 | 6 | 9 | 57 | 12 AM | 21 | 18 | 15 | 11 | 65 | 122 |
| 01 AM | 7 | 1 | 8 | 5 | 21 | 01 AM | 9 | 8 | 6 | 5 | 28 | 49 |
| 02 AM | 2 | 2 | 1 | 2 | 7 | 02 AM | 4 | 2 | 2 | 2 | 10 | 17 |
| 03 AM | 5 | 6 | 2 | 3 | 16 | 03 AM | 3 | 4 | 2 | 3 | 12 | 28 |
| 04 AM | 3 | 2 | 3 | 4 | 12 | 04 AM | 2 | 1 | 3 | 2 | 8 | 20 |
| 05 AM | 3 | 4 | 9 | 8 | 24 | 05 AM | 5 | 3 | 5 | 8 | 21 | 45 |
| 06 AM | 11 | 19 | 53 | 80 | 163 | 06 AM | 19 | 11 | 18 | 39 | 87 | 250 |
| 07 AM | 137 | 153 | 142 | 160 | 592 | 07 AM | 38 | 68 | 57 | 69 | 232 | 824 |
| 08 AM | 118 | 144 | 188 | 206 | 656 | 08 AM | 88 | 117 | 109 | 108 | 422 | 1078 |
| 09 AM | 198 | 207 | 207 | 195 | 807 | 09 AM | 111 | 88 | 76 | 85 | 360 | 1167 |
| 10 AM | 120 | 108 | 111 | 117 | 456 | 10 AM | 74 | 117 | 88 | 75 | 354 | 810 |
| 11 AM | 122 | 85 | 110 | 104 | 421 | 11 AM | 76 | 95 | 122 | 123 | 416 | 837 |
| 12 PM | 88 | 89 | 99 | 82 | 358 | 12 PM | 111 | 104 | 115 | 112 | 442 | 800 |
| 01 PM | 81 | 78 | 86 | 93 | 338 | 01 PM | 128 | 134 | 146 | 132 | 540 | 878 |
| 02 PM | 90 | 80 | 83 | 126 | 379 | 02 PM | 96 | 95 | 122 | 123 | 436 | 815 |
| 03 PM | 102 | 108 | 110 | 95 | 415 | 03 PM | 108 | 105 | 121 | 135 | 469 | 884 |
| 04 PM | 109 | 124 | 105 | 95 | 433 | 04 PM | 111 | 134 | 120 | 116 | 481 | 914 |
| 05 PM | 113 | 134 | 85 | 77 | 409 | 05 PM | 107 | 122 | 110 | 115 | 454 | 863 |
| 06 PM | 100 | 105 | 96 | 89 | 390 | 06 PM | 117 | 120 | 102 | 104 | 443 | 833 |
| 07 PM | 89 | 65 | 65 | 77 | 296 | 07 PM | 94 | 98 | 86 | 65 | 343 | 639 |
| 08 PM | 67 | 61 | 58 | 49 | 235 | 08 PM | 69 | 51 | 55 | 41 | 216 | 451 |
| 09 PM | 42 | 38 | 41 | 43 | 164 | 09 PM | 39 | 29 | 29 | 32 | 129 | 293 |
| 10 PM | 24 | 22 | 18 | 14 | 78 | 10 PM | 34 | 17 | 19 | 15 | 85 | 163 |
| 11 PM | 18 | 26 | 19 | 7 | 70 | 11 PM | 21 | 12 | 16 | 8 | 57 | 127 |
| Total: | | | | | 6797 | | | | | | 6110 | 12907 |

P.H.P. --> [( 1078 + 1167 ) / 2] * 1.01 * 1.015 = 1150 vph

A.W.D.T. --> 12907 * 1.01 * 1.015 = 13230 vpd

| FACTORS | | EASTBOUND | WESTBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 9-10 AM | 0.975 | 0.811 | 0.944 |
| K: | | 0.119 | 0.059 | 0.090 |
| D: | | 0.692 | 0.308 | 1.000 |
| PHF: | 4-6 PM | 0.873 | 0.897 | 0.886 |
| K: | | 0.064 | 0.079 | 0.071 |
| D: | | 0.474 | 0.526 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 02/11/2003 - Tuesday TIME BEGUN: 0:0 AM PAGE: 3802-3

LOCATION: MILLER DR (SW 56 ST) WEST OF RED ROAD STATION: 260

| EASTBOUND QUARTER HOURS | | | | | | WESTBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 12 | 11 | 8 | 7 | 38 | 12 AM | 37 | 17 | 21 | 15 | 90 | 128 |
| 01 AM | 11 | 6 | 7 | 3 | 27 | 01 AM | 9 | 7 | 7 | 5 | 28 | 55 |
| 02 AM | 3 | 2 | 5 | 6 | 16 | 02 AM | 5 | 4 | 7 | 9 | 25 | 41 |
| 03 AM | 2 | 3 | 4 | 3 | 12 | 03 AM | 7 | 2 | 3 | 7 | 19 | 31 |
| 04 AM | 2 | 4 | 8 | 11 | 25 | 04 AM | 6 | 4 | 6 | 5 | 21 | 46 |
| 05 AM | 11 | 19 | 27 | 46 | 103 | 05 AM | 9 | 13 | 10 | 25 | 57 | 160 |
| 06 AM | 77 | 132 | 221 | 253 | 683 | 06 AM | 24 | 36 | 93 | 92 | 245 | 928 |
| 07 AM | 294 | 315 | 307 | 306 | 1222 | 07 AM | 135 | 152 | 166 | 149 | 602 | 1824 |
| 08 AM | 296 | 315 | 301 | 288 | 1200 | 08 AM | 167 | 154 | 184 | 156 | 661 | 1861 |
| 09 AM | 306 | 300 | 249 | 226 | 1081 | 09 AM | 173 | 179 | 137 | 137 | 626 | 1707 |
| 10 AM | 215 | 223 | 198 | 164 | 800 | 10 AM | 126 | 138 | 147 | 141 | 552 | 1352 |
| 11 AM | 168 | 162 | 183 | 181 | 694 | 11 AM | 135 | 130 | 130 | 162 | 557 | 1251 |
| 12 PM | 169 | 146 | 158 | 157 | 630 | 12 PM | 159 | 156 | 186 | 162 | 663 | 1293 |
| 01 PM | 158 | 160 | 161 | 189 | 668 | 01 PM | 157 | 161 | 200 | 193 | 711 | 1379 |
| 02 PM | 153 | 179 | 152 | 212 | 696 | 02 PM | 175 | 205 | 203 | 246 | 829 | 1525 |
| 03 PM | 175 | 161 | 158 | 172 | 666 | 03 PM | 242 | 242 | 221 | 265 | 970 | 1636 |
| 04 PM | 157 | 139 | 185 | 160 | 641 | 04 PM | 298 | 297 | 291 | 314 | 1200 | 1841 |
| 05 PM | 157 | 160 | 158 | 189 | 664 | 05 PM | 249 | 261 | 261 | 303 | 1074 | 1738 |
| 06 PM | 172 | 161 | 154 | 148 | 635 | 06 PM | 264 | 299 | 266 | 234 | 1063 | 1698 |
| 07 PM | 144 | 152 | 137 | 95 | 528 | 07 PM | 222 | 222 | 217 | 184 | 845 | 1373 |
| 08 PM | 89 | 85 | 70 | 77 | 321 | 08 PM | 150 | 122 | 111 | 141 | 524 | 845 |
| 09 PM | 79 | 89 | 68 | 45 | 281 | 09 PM | 147 | 160 | 214 | 98 | 619 | 900 |
| 10 PM | 54 | 54 | 36 | 37 | 181 | 10 PM | 113 | 89 | 73 | 59 | 334 | 515 |
| 11 PM | 26 | 27 | 21 | 17 | 91 | 11 PM | 56 | 46 | 39 | 32 | 173 | 264 |
| Total: | | | | | 11903 | | | | | | 12488 | 24391 |

P.H.P. --> [( 1824 + 1861 ) / 2] * 0.96 * 1.015 = 1795 vph

A.W.D.T. --> 24391 * 0.96 * 1.015 = 23770 vpd

| FACTORS | | EASTBOUND | WESTBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | | 0.952 | 0.898 | 0.959 |
| K: | 8-9 AM | 0.101 | 0.053 | 0.076 |
| D: | | 0.645 | 0.355 | 1.000 |
| PHF: | | 0.866 | 0.955 | 0.967 |
| K: | 4-6 PM | 0.054 | 0.096 | 0.075 |
| D: | | 0.348 | 0.652 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
# DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 02/11/2003 - Tuesday TIME BEGUN: 0:0 AM PAGE: 3804-8

LOCATION: RED ROAD (SW 57 AV) NORTH OF SUNSET DR STATION: 634

| | NORTHBOUND QUARTER HOURS | | | | | | SOUTHBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 9 | 9 | 19 | 4 | 41 | 12 AM | 33 | 18 | 15 | 15 | 81 | 122 |
| 01 AM | 6 | 8 | 4 | 7 | 25 | 01 AM | 14 | 7 | 7 | 0 | 28 | 53 |
| 02 AM | 1 | 8 | 2 | 1 | 12 | 02 AM | 2 | 3 | 7 | 5 | 17 | 29 |
| 03 AM | 1 | 0 | 1 | 1 | 3 | 03 AM | 7 | 4 | 4 | 2 | 17 | 20 |
| 04 AM | 5 | 3 | 4 | 13 | 25 | 04 AM | 2 | 4 | 7 | 9 | 22 | 47 |
| 05 AM | 14 | 12 | 26 | 29 | 81 | 05 AM | 6 | 5 | 14 | 22 | 47 | 128 |
| 06 AM | 45 | 67 | 85 | 138 | 335 | 06 AM | 21 | 48 | 60 | 88 | 217 | 552 |
| 07 AM | 166 | 160 | 190 | 194 | 710 | 07 AM | 82 | 112 | 164 | 133 | 491 | 1201 |
| 08 AM | 211 | 203 | 206 | 193 | 813 | 08 AM | 134 | 117 | 127 | 131 | 509 | 1322 |
| 09 AM | 199 | 141 | 183 | 164 | 687 | 09 AM | 119 | 161 | 142 | 135 | 557 | 1244 |
| 10 AM | 139 | 148 | 140 | 152 | 579 | 10 AM | 104 | 176 | 150 | 159 | 589 | 1168 |
| 11 AM | 181 | 170 | 176 | 175 | 702 | 11 AM | 169 | 190 | 169 | 205 | 733 | 1435 |
| 12 PM | 162 | 208 | 169 | 181 | 720 | 12 PM | 209 | 226 | 247 | 228 | 910 | 1630 |
| 01 PM | 154 | 181 | 161 | 153 | 649 | 01 PM | 222 | 192 | 219 | 234 | 867 | 1516 |
| 02 PM | 154 | 189 | 160 | 166 | 669 | 02 PM | 177 | 218 | 231 | 225 | 851 | 1520 |
| 03 PM | 162 | 177 | 173 | 175 | 687 | 03 PM | 228 | 229 | 204 | 210 | 871 | 1558 |
| 04 PM | 130 | 175 | 156 | 132 | 593 | 04 PM | 236 | 217 | 226 | 233 | 912 | 1505 |
| 05 PM | 149 | 124 | 148 | 143 | 564 | 05 PM | 255 | 195 | 218 | 210 | 878 | 1442 |
| 06 PM | 132 | 132 | 141 | 141 | 546 | 06 PM | 222 | 190 | 228 | 225 | 865 | 1411 |
| 07 PM | 136 | 123 | 107 | 110 | 476 | 07 PM | 219 | 201 | 177 | 157 | 754 | 1230 |
| 08 PM | 82 | 74 | 100 | 68 | 324 | 08 PM | 129 | 134 | 132 | 131 | 526 | 850 |
| 09 PM | 73 | 90 | 123 | 91 | 377 | 09 PM | 148 | 162 | 149 | 113 | 572 | 949 |
| 10 PM | 49 | 56 | 59 | 46 | 210 | 10 PM | 95 | 64 | 66 | 59 | 284 | 494 |
| 11 PM | 38 | 23 | 25 | 24 | 110 | 11 PM | 49 | 37 | 39 | 26 | 151 | 261 |
| Total: | | | | | 9938 | | | | | | 11749 | 21687 |

P.H.P. --> [( 1630 + 1516 ) / 2] * 0.96 * 1.015 = 1533 vph

A.W.D.T. --> 21687 * 0.96 * 1.015 = 21130 vpd

| FACTORS | | NORTHBOUND | SOUTHBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | | 0.865 | 0.921 | 0.939 |
| K: | 12-1 PM | 0.072 | 0.077 | 0.075 |
| D: | | 0.442 | 0.558 | 1.000 |
| PHF: | | 0.847 | 0.966 | 0.960 |
| K: | 4-6 PM | 0.060 | 0.078 | 0.069 |
| D: | | 0.394 | 0.606 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 10/08/2002 - Tuesday TIME BEGUN: 0:0 AM PAGE: 3700-8

LOCATION: LEJEUNE RD (SW 42 AV) SOUTH OF US 1, CORAL STATION: 218

| | NORTHBOUND QUARTER HOURS | | | | | | SOUTHBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 11 | 9 | 9 | 4 | 33 | 12 AM | 17 | 12 | 21 | 19 | 69 | 102 |
| 01 AM | 5 | 4 | 9 | 2 | 20 | 01 AM | 3 | 2 | 2 | 6 | 13 | 33 |
| 02 AM | 5 | 3 | 1 | 2 | 11 | 02 AM | 6 | 4 | 4 | 1 | 15 | 26 |
| 03 AM | 1 | 4 | 2 | 1 | 8 | 03 AM | 0 | 5 | 3 | 1 | 9 | 17 |
| 04 AM | 1 | 5 | 3 | 11 | 20 | 04 AM | 1 | 3 | 6 | 1 | 11 | 31 |
| 05 AM | 14 | 14 | 30 | 35 | 93 | 05 AM | 8 | 9 | 21 | 22 | 60 | 153 |
| 06 AM | 61 | 58 | 111 | 94 | 324 | 06 AM | 20 | 38 | 49 | 67 | 174 | 498 |
| 07 AM | 149 | 153 | 182 | 179 | 663 | 07 AM | 92 | 105 | 141 | 141 | 479 | 1142 |
| 08 AM | 151 | 150 | 120 | 116 | 537 | 08 AM | 155 | 139 | 185 | 133 | 612 | 1149 |
| 09 AM | 119 | 132 | 153 | 153 | 557 | 09 AM | 116 | 134 | 133 | 114 | 497 | 1054 |
| 10 AM | 126 | 133 | 115 | 141 | 515 | 10 AM | 108 | 121 | 117 | 109 | 455 | 970 |
| 11 AM | 157 | 149 | 116 | 156 | 578 | 11 AM | 151 | 104 | 119 | 129 | 503 | 1081 |
| 12 PM | 157 | 139 | 126 | 122 | 544 | 12 PM | 131 | 112 | 100 | 137 | 480 | 1024 |
| 01 PM | 133 | 135 | 134 | 124 | 526 | 01 PM | 131 | 122 | 114 | 151 | 518 | 1044 |
| 02 PM | 138 | 125 | 137 | 122 | 522 | 02 PM | 164 | 172 | 192 | 193 | 721 | 1243 |
| 03 PM | 153 | 158 | 156 | 147 | 614 | 03 PM | 183 | 156 | 179 | 186 | 704 | 1318 |
| 04 PM | 137 | 138 | 150 | 140 | 565 | 04 PM | 186 | 176 | 178 | 186 | 726 | 1291 |
| 05 PM | 122 | 136 | 100 | 130 | 488 | 05 PM | 197 | 211 | 184 | 199 | 791 | 1279 |
| 06 PM | 120 | 105 | 108 | 105 | 438 | 06 PM | 179 | 227 | 182 | 172 | 760 | 1198 |
| 07 PM | 104 | 125 | 85 | 75 | 389 | 07 PM | 178 | 147 | 137 | 141 | 603 | 992 |
| 08 PM | 75 | 74 | 67 | 68 | 284 | 08 PM | 131 | 121 | 96 | 96 | 444 | 728 |
| 09 PM | 50 | 53 | 44 | 37 | 184 | 09 PM | 81 | 78 | 86 | 88 | 333 | 517 |
| 10 PM | 25 | 32 | 43 | 33 | 133 | 10 PM | 78 | 67 | 58 | 67 | 270 | 403 |
| 11 PM | 22 | 29 | 17 | 17 | 85 | 11 PM | 39 | 31 | 28 | 42 | 140 | 225 |
| Total: | | | | | 8131 | | | | | | 9387 | 17518 |

P.H.P. --> [( 1318 + 1291 ) / 2] * 1.01 * 1.015 = 1337 vph

A.W.D.T. --> 17518 * 1.01 * 1.015 = 17960 vpd

| FACTORS | | NORTHBOUND | SOUTHBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | | 0.972 | 0.946 | 0.981 |
| K: | 3-4 PM | 0.076 | 0.075 | 0.075 |
| D: | | 0.466 | 0.534 | 1.000 |
| PHF: | | 0.942 | 0.976 | 0.984 |
| K: | 4-6 PM | 0.069 | 0.077 | 0.074 |
| D: | | 0.438 | 0.562 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 10/15/2002 - Tuesday TIME BEGUN: 0:0 AM PAGE: 3703-2

LOCATION: RED ROAD (SW 57 AV) SOUTH OF BIRD DR STATION: 632

| | NORTHBOUND QUARTER HOURS | | | | | | SOUTHBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 18 | 24 | 20 | 6 | 68 | 12 AM | 21 | 15 | 13 | 8 | 57 | 125 |
| 01 AM | 7 | 4 | 17 | 4 | 32 | 01 AM | 8 | 0 | 4 | 5 | 17 | 49 |
| 02 AM | 0 | 6 | 1 | 5 | 12 | 02 AM | 6 | 3 | 4 | 4 | 17 | 29 |
| 03 AM | 4 | 11 | 3 | 2 | 20 | 03 AM | 7 | 4 | 1 | 6 | 18 | 38 |
| 04 AM | 3 | 4 | 5 | 4 | 16 | 04 AM | 6 | 8 | 9 | 5 | 28 | 44 |
| 05 AM | 12 | 19 | 20 | 46 | 97 | 05 AM | 9 | 11 | 16 | 21 | 57 | 154 |
| 06 AM | 55 | 70 | 92 | 113 | 330 | 06 AM | 47 | 71 | 81 | 126 | 325 | 655 |
| 07 AM | 149 | 167 | 201 | 167 | 684 | 07 AM | 170 | 186 | 206 | 203 | 765 | 1449 |
| 08 AM | 162 | 178 | 206 | 181 | 727 | 08 AM | 206 | 171 | 170 | 135 | 682 | 1409 |
| 09 AM | 178 | 177 | 171 | 161 | 687 | 09 AM | 134 | 125 | 139 | 122 | 520 | 1207 |
| 10 AM | 159 | 161 | 154 | 162 | 636 | 10 AM | 125 | 164 | 141 | 133 | 563 | 1199 |
| 11 AM | 185 | 190 | 171 | 164 | 710 | 11 AM | 164 | 146 | 156 | 142 | 608 | 1318 |
| 12 PM | 160 | 155 | 181 | 145 | 641 | 12 PM | 155 | 142 | 175 | 163 | 635 | 1276 |
| 01 PM | 146 | 146 | 166 | 141 | 599 | 01 PM | 160 | 176 | 166 | 167 | 669 | 1268 |
| 02 PM | 188 | 164 | 156 | 169 | 677 | 02 PM | 163 | 180 | 176 | 166 | 685 | 1362 |
| 03 PM | 204 | 190 | 180 | 185 | 759 | 03 PM | 163 | 174 | 145 | 164 | 646 | 1405 |
| 04 PM | 159 | 136 | 158 | 152 | 605 | 04 PM | 138 | 144 | 165 | 182 | 629 | 1234 |
| 05 PM | 153 | 143 | 117 | 141 | 554 | 05 PM | 167 | 169 | 186 | 185 | 707 | 1261 |
| 06 PM | 138 | 132 | 123 | 110 | 503 | 06 PM | 181 | 206 | 175 | 164 | 726 | 1229 |
| 07 PM | 134 | 107 | 96 | 131 | 468 | 07 PM | 155 | 134 | 128 | 81 | 498 | 966 |
| 08 PM | 102 | 81 | 98 | 85 | 366 | 08 PM | 101 | 82 | 87 | 82 | 352 | 718 |
| 09 PM | 57 | 80 | 101 | 68 | 306 | 09 PM | 63 | 81 | 69 | 61 | 274 | 580 |
| 10 PM | 73 | 65 | 63 | 51 | 252 | 10 PM | 38 | 46 | 46 | 24 | 154 | 406 |
| 11 PM | 44 | 33 | 26 | 31 | 134 | 11 PM | 28 | 34 | 14 | 36 | 112 | 246 |
| Total: | | | | | 9883 | | | | | | 9744 | 19627 |

P.H.P. --> [( 1449 + 1409 ) / 2] * 1.01 * 1.015 = 1465 vph

A.W.D.T. --> 19627 * 1.01 * 1.015 = 20120 vpd

| FACTORS | | NORTHBOUND | SOUTHBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 7-8 AM | 0.851 | 0.928 | 0.890 |
| K: | | 0.069 | 0.079 | 0.074 |
| D: | | 0.472 | 0.528 | 1.000 |
| PHF: | 4-6 PM | 0.905 | 0.950 | 0.967 |
| K: | | 0.056 | 0.073 | 0.064 |
| D: | | 0.439 | 0.561 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
# DEPARTMENT OF PUBLIC WORKS
# 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 04/30/2002 - Tuesday TIME BEGUN: 0:0 AM PAGE: 3633-4

LOCATION: PONCE DE LEON BLVD NORTH OF BIRD DR, CG STATION: 624

| | NORTHBOUND QUARTER HOURS | | | | | | SOUTHBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 13 | 12 | 9 | 2 | 36 | 12 AM | 9 | 10 | 7 | 3 | 29 | 65 |
| 01 AM | 4 | 1 | 6 | 1 | 12 | 01 AM | 4 | 3 | 5 | 3 | 15 | 27 |
| 02 AM | 3 | 6 | 0 | 3 | 12 | 02 AM | 1 | 3 | 5 | 0 | 9 | 21 |
| 03 AM | 0 | 0 | 0 | 2 | 2 | 03 AM | 1 | 2 | 0 | 4 | 7 | 9 |
| 04 AM | 1 | 1 | 2 | 3 | 7 | 04 AM | 2 | 0 | 0 | 0 | 2 | 9 |
| 05 AM | 1 | 3 | 3 | 11 | 18 | 05 AM | 4 | 2 | 1 | 5 | 12 | 30 |
| 06 AM | 16 | 35 | 52 | 58 | 161 | 06 AM | 10 | 11 | 38 | 56 | 115 | 276 |
| 07 AM | 90 | 109 | 134 | 160 | 493 | 07 AM | 99 | 104 | 91 | 97 | 391 | 884 |
| 08 AM | 199 | 184 | 205 | 266 | 854 | 08 AM | 110 | 122 | 122 | 99 | 453 | 1307 |
| 09 AM | 265 | 214 | 201 | 216 | 896 | 09 AM | 83 | 97 | 89 | 105 | 374 | 1270 |
| 10 AM | 172 | 190 | 182 | 160 | 704 | 10 AM | 116 | 115 | 127 | 111 | 469 | 1173 |
| 11 AM | 163 | 169 | 162 | 178 | 672 | 11 AM | 117 | 136 | 135 | 134 | 522 | 1194 |
| 12 PM | 199 | 175 | 185 | 168 | 727 | 12 PM | 167 | 162 | 154 | 158 | 641 | 1368 |
| 01 PM | 168 | 161 | 149 | 176 | 654 | 01 PM | 160 | 147 | 173 | 190 | 670 | 1324 |
| 02 PM | 154 | 177 | 158 | 174 | 663 | 02 PM | 147 | 166 | 205 | 171 | 689 | 1352 |
| 03 PM | 176 | 183 | 176 | 170 | 705 | 03 PM | 171 | 185 | 162 | 148 | 666 | 1371 |
| 04 PM | 173 | 183 | 178 | 138 | 672 | 04 PM | 178 | 154 | 211 | 196 | 739 | 1411 |
| 05 PM | 150 | 168 | 167 | 163 | 648 | 05 PM | 230 | 197 | 241 | 202 | 870 | 1518 |
| 06 PM | 129 | 128 | 103 | 95 | 455 | 06 PM | 221 | 200 | 163 | 138 | 722 | 1177 |
| 07 PM | 94 | 94 | 76 | 62 | 326 | 07 PM | 118 | 96 | 89 | 78 | 381 | 707 |
| 08 PM | 77 | 72 | 55 | 52 | 256 | 08 PM | 93 | 53 | 75 | 58 | 279 | 535 |
| 09 PM | 39 | 51 | 45 | 47 | 182 | 09 PM | 48 | 49 | 61 | 53 | 211 | 393 |
| 10 PM | 27 | 34 | 36 | 17 | 114 | 10 PM | 42 | 38 | 38 | 34 | 152 | 266 |
| 11 PM | 22 | 15 | 14 | 16 | 67 | 11 PM | 28 | 25 | 20 | 25 | 98 | 165 |
| Total: | | | | | 9336 | | | | | | 8516 | 17852 |

P.H.P. --> [( 1411 + 1518 ) / 2] * 1.00 * 1.015 = 1486 vph

A.W.D.T. --> 17852 * 1.00 * 1.015 = 18120 vpd

| FACTORS | | NORTHBOUND | SOUTHBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | | 0.964 | 0.902 | 0.930 |
| K: | 5-6 PM | 0.069 | 0.102 | 0.085 |
| D: | | 0.427 | 0.573 | 1.000 |
| PHF: | | 0.964 | 0.902 | 0.930 |
| K: | 4-6 PM | 0.069 | 0.102 | 0.085 |
| D: | | 0.427 | 0.573 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
# DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 04/30/2002 - Tuesday TIME BEGUN: 0:0 AM PAGE: 3603-4

LOCATION: MILLER DR (SW 56 ST) WEST OF RED ROAD STATION: 260

| EASTBOUND QUARTER HOURS | | | | | | WESTBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 18 | 18 | 5 | 6 | 47 | 12 AM | 29 | 20 | 23 | 18 | 90 | 137 |
| 01 AM | 14 | 16 | 4 | 8 | 42 | 01 AM | 13 | 15 | 11 | 19 | 58 | 100 |
| 02 AM | 7 | 7 | 10 | 8 | 32 | 02 AM | 14 | 9 | 7 | 9 | 39 | 71 |
| 03 AM | 2 | 5 | 8 | 3 | 18 | 03 AM | 6 | 6 | 2 | 6 | 20 | 38 |
| 04 AM | 0 | 1 | 8 | 11 | 20 | 04 AM | 8 | 4 | 1 | 3 | 16 | 36 |
| 05 AM | 8 | 23 | 33 | 44 | 108 | 05 AM | 4 | 8 | 15 | 23 | 50 | 158 |
| 06 AM | 88 | 157 | 204 | 252 | 701 | 06 AM | 28 | 38 | 71 | 88 | 225 | 926 |
| 07 AM | 252 | 263 | 280 | 267 | 1062 | 07 AM | 146 | 112 | 185 | 159 | 602 | 1664 |
| 08 AM | 292 | 289 | 295 | 293 | 1169 | 08 AM | 120 | 171 | 148 | 174 | 613 | 1782 |
| 09 AM | 284 | 295 | 259 | 182 | 1020 | 09 AM | 146 | 172 | 147 | 118 | 583 | 1603 |
| 10 AM | 183 | 170 | 202 | 171 | 726 | 10 AM | 123 | 106 | 125 | 112 | 466 | 1192 |
| 11 AM | 164 | 184 | 166 | 173 | 687 | 11 AM | 122 | 167 | 138 | 156 | 583 | 1270 |
| 12 PM | 149 | 143 | 150 | 147 | 589 | 12 PM | 139 | 142 | 142 | 155 | 578 | 1167 |
| 01 PM | 158 | 152 | 160 | 148 | 618 | 01 PM | 163 | 158 | 173 | 195 | 689 | 1307 |
| 02 PM | 132 | 156 | 171 | 170 | 629 | 02 PM | 191 | 198 | 221 | 235 | 845 | 1474 |
| 03 PM | 183 | 174 | 144 | 162 | 663 | 03 PM | 266 | 238 | 249 | 268 | 1021 | 1684 |
| 04 PM | 169 | 161 | 146 | 127 | 603 | 04 PM | 294 | 255 | 263 | 277 | 1089 | 1692 |
| 05 PM | 174 | 152 | 171 | 158 | 655 | 05 PM | 342 | 297 | 293 | 274 | 1206 | 1861 |
| 06 PM | 145 | 111 | 118 | 138 | 512 | 06 PM | 247 | 233 | 236 | 202 | 918 | 1430 |
| 07 PM | 148 | 118 | 102 | 121 | 489 | 07 PM | 212 | 186 | 160 | 145 | 703 | 1192 |
| 08 PM | 84 | 105 | 82 | 80 | 351 | 08 PM | 136 | 115 | 121 | 94 | 466 | 817 |
| 09 PM | 81 | 59 | 59 | 66 | 265 | 09 PM | 92 | 87 | 86 | 94 | 359 | 624 |
| 10 PM | 49 | 39 | 46 | 27 | 161 | 10 PM | 92 | 81 | 60 | 45 | 278 | 439 |
| 11 PM | 40 | 24 | 29 | 18 | 111 | 11 PM | 46 | 39 | 32 | 41 | 158 | 269 |
| Total: | | | | | 11278 | | | | | | 11655 | 22933 |

P.H.P. --> [( 1692 + 1861 ) / 2] * 1.00 * 1.015 = 1803 vph

A.W.D.T. --> 22933 * 1.00 * 1.015 = 23280 vpd

| FACTORS | | EASTBOUND | WESTBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | | 0.941 | 0.882 | 0.902 |
| K: | 5-6 PM | 0.058 | 0.103 | 0.081 |
| D: | | 0.352 | 0.648 | 1.000 |
| PHF: | | 0.941 | 0.882 | 0.902 |
| K: | 4-6 PM | 0.058 | 0.103 | 0.081 |
| D: | | 0.352 | 0.648 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 05/02/2002 - Thursday TIME BEGUN: 0:0 AM PAGE: 3613-1

LOCATION: RED ROAD (SW 57 AV) NORTH OF SUNSET DR STATION: 634

| NORTHBOUND QUARTER HOURS | | | | | | SOUTHBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 31 | 18 | 16 | 6 | 71 | 12 AM | 38 | 19 | 15 | 20 | 92 | 163 |
| 01 AM | 13 | 5 | 2 | 9 | 29 | 01 AM | 17 | 11 | 13 | 8 | 49 | 78 |
| 02 AM | 4 | 4 | 8 | 9 | 25 | 02 AM | 11 | 9 | 10 | 3 | 33 | 58 |
| 03 AM | 6 | 2 | 1 | 3 | 12 | 03 AM | 8 | 5 | 4 | 9 | 26 | 38 |
| 04 AM | 3 | 10 | 8 | 3 | 24 | 04 AM | 4 | 7 | 5 | 9 | 25 | 49 |
| 05 AM | 12 | 13 | 13 | 34 | 72 | 05 AM | 8 | 8 | 13 | 14 | 43 | 115 |
| 06 AM | 34 | 57 | 107 | 127 | 325 | 06 AM | 29 | 36 | 73 | 80 | 218 | 543 |
| 07 AM | 181 | 167 | 185 | 209 | 742 | 07 AM | 106 | 132 | 120 | 144 | 502 | 1244 |
| 08 AM | 159 | 219 | 197 | 212 | 787 | 08 AM | 151 | 132 | 152 | 141 | 576 | 1363 |
| 09 AM | 206 | 174 | 167 | 172 | 719 | 09 AM | 149 | 154 | 152 | 157 | 612 | 1331 |
| 10 AM | 189 | 155 | 166 | 185 | 695 | 10 AM | 144 | 150 | 174 | 187 | 655 | 1350 |
| 11 AM | 172 | 163 | 193 | 201 | 729 | 11 AM | 167 | 186 | 199 | 212 | 764 | 1493 |
| 12 PM | 196 | 172 | 202 | 206 | 776 | 12 PM | 227 | 216 | 232 | 249 | 924 | 1700 |
| 01 PM | 238 | 180 | 190 | 187 | 795 | 01 PM | 179 | 200 | 200 | 201 | 780 | 1575 |
| 02 PM | 165 | 165 | 163 | 193 | 686 | 02 PM | 216 | 184 | 215 | 203 | 818 | 1504 |
| 03 PM | 182 | 201 | 176 | 160 | 719 | 03 PM | 228 | 206 | 200 | 245 | 879 | 1598 |
| 04 PM | 165 | 175 | 167 | 162 | 669 | 04 PM | 226 | 200 | 213 | 186 | 825 | 1494 |
| 05 PM | 178 | 147 | 150 | 131 | 606 | 05 PM | 246 | 215 | 221 | 201 | 883 | 1489 |
| 06 PM | 147 | 152 | 151 | 144 | 594 | 06 PM | 187 | 189 | 190 | 195 | 761 | 1355 |
| 07 PM | 121 | 123 | 133 | 111 | 488 | 07 PM | 172 | 190 | 164 | 150 | 676 | 1164 |
| 08 PM | 92 | 101 | 108 | 89 | 390 | 08 PM | 150 | 152 | 137 | 143 | 582 | 972 |
| 09 PM | 83 | 103 | 95 | 71 | 352 | 09 PM | 131 | 154 | 134 | 130 | 549 | 901 |
| 10 PM | 96 | 76 | 48 | 60 | 280 | 10 PM | 118 | 102 | 85 | 85 | 390 | 670 |
| 11 PM | 56 | 63 | 42 | 46 | 207 | 11 PM | 58 | 64 | 42 | 48 | 212 | 419 |
| Total: | | | | | 10792 | | | | | | 11874 | 22666 |

P.H.P. --> [( 1700 + 1575 ) / 2] * 0.99 * 1.005 = 1629 vph

A.W.D.T. --> 22666 * 0.99 * 1.005 = 22550 vpd

| FACTORS | | NORTHBOUND | SOUTHBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 12-1 PM | 0.942 | 0.928 | 0.934 |
| K: | | 0.072 | 0.078 | 0.075 |
| D: | | 0.456 | 0.544 | 1.000 |
| PHF: | 4-6 PM | 0.956 | 0.913 | 0.955 |
| K: | | 0.062 | 0.069 | 0.066 |
| D: | | 0.448 | 0.552 | 1.000 |

# TRAFFIC ENGINEERING DIVISION
## DEPARTMENT OF PUBLIC WORKS
## 24 HOUR VEHICLE COUNT BY AUTOMATIC RECORDERS

DATE: 04/30/2002 - Tuesday TIME BEGUN: 0:0 AM PAGE: 3614-0

LOCATION: SUNSET DR (SW 72 ST) WEST OF COCOPLUM STATION: 656

| | EASTBOUND QUARTER HOURS | | | | | | WESTBOUND QUARTER HOURS | | | | | | TWO-WAY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TIME | 1st | 2nd | 3rd | 4th | TOTAL | TIME | 1st | 2nd | 3rd | 4th | TOTAL | TOTAL |
| 12 AM | 18 | 5 | 6 | 9 | 38 | 12 AM | 9 | 9 | 9 | 7 | 34 | 72 |
| 01 AM | 4 | 8 | 4 | 1 | 17 | 01 AM | 9 | 4 | 5 | 5 | 23 | 40 |
| 02 AM | 2 | 3 | 2 | 3 | 10 | 02 AM | 4 | 6 | 2 | 3 | 15 | 25 |
| 03 AM | 0 | 2 | 2 | 1 | 5 | 03 AM | 0 | 4 | 0 | 3 | 7 | 12 |
| 04 AM | 2 | 1 | 1 | 5 | 9 | 04 AM | 2 | 3 | 1 | 7 | 13 | 22 |
| 05 AM | 6 | 6 | 8 | 18 | 38 | 05 AM | 3 | 6 | 3 | 10 | 22 | 60 |
| 06 AM | 21 | 33 | 44 | 93 | 191 | 06 AM | 10 | 12 | 17 | 32 | 71 | 262 |
| 07 AM | 145 | 197 | 172 | 173 | 687 | 07 AM | 37 | 56 | 62 | 62 | 217 | 904 |
| 08 AM | 123 | 164 | 212 | 207 | 706 | 08 AM | 64 | 77 | 72 | 72 | 285 | 991 |
| 09 AM | 207 | 167 | 143 | 139 | 656 | 09 AM | 106 | 76 | 85 | 87 | 354 | 1010 |
| 10 AM | 105 | 99 | 89 | 77 | 370 | 10 AM | 81 | 86 | 89 | 111 | 367 | 737 |
| 11 AM | 81 | 94 | 87 | 87 | 349 | 11 AM | 77 | 94 | 82 | 114 | 367 | 716 |
| 12 PM | 75 | 76 | 104 | 97 | 352 | 12 PM | 101 | 107 | 97 | 71 | 376 | 728 |
| 01 PM | 82 | 89 | 75 | 103 | 349 | 01 PM | 89 | 92 | 100 | 101 | 382 | 731 |
| 02 PM | 102 | 90 | 102 | 107 | 401 | 02 PM | 86 | 91 | 88 | 109 | 374 | 775 |
| 03 PM | 105 | 108 | 104 | 88 | 405 | 03 PM | 105 | 98 | 112 | 110 | 425 | 830 |
| 04 PM | 116 | 124 | 104 | 117 | 461 | 04 PM | 118 | 103 | 111 | 106 | 438 | 899 |
| 05 PM | 111 | 94 | 99 | 109 | 413 | 05 PM | 125 | 138 | 124 | 101 | 488 | 901 |
| 06 PM | 95 | 95 | 88 | 75 | 353 | 06 PM | 119 | 108 | 120 | 95 | 442 | 795 |
| 07 PM | 96 | 90 | 86 | 77 | 349 | 07 PM | 85 | 91 | 87 | 84 | 347 | 696 |
| 08 PM | 64 | 63 | 58 | 61 | 246 | 08 PM | 71 | 60 | 72 | 58 | 261 | 507 |
| 09 PM | 59 | 42 | 48 | 47 | 196 | 09 PM | 49 | 52 | 37 | 44 | 182 | 378 |
| 10 PM | 54 | 49 | 28 | 33 | 164 | 10 PM | 54 | 27 | 27 | 26 | 134 | 298 |
| 11 PM | 19 | 22 | 18 | 15 | 74 | 11 PM | 24 | 13 | 13 | 9 | 59 | 133 |
| Total: | | | | | 6839 | | | | | | 5683 | 12522 |

P.H.P. --> [( 991 + 1010 ) / 2] * 1.00 * 1.015 = 1015 vph

A.W.D.T. --> 12522 * 1.00 * 1.015 = 12710 vpd

| FACTORS | | EASTBOUND | WESTBOUND | TWO-WAY |
|---|---|---|---|---|
| PHF: | 9-10 AM | 0.792 | 0.835 | 0.807 |
| K: | | 0.096 | 0.062 | 0.081 |
| D: | | 0.650 | 0.350 | 1.000 |
| PHF: | 4-6 PM | 0.930 | 0.884 | 0.954 |
| K: | | 0.060 | 0.086 | 0.072 |
| D: | | 0.458 | 0.542 | 1.000 |

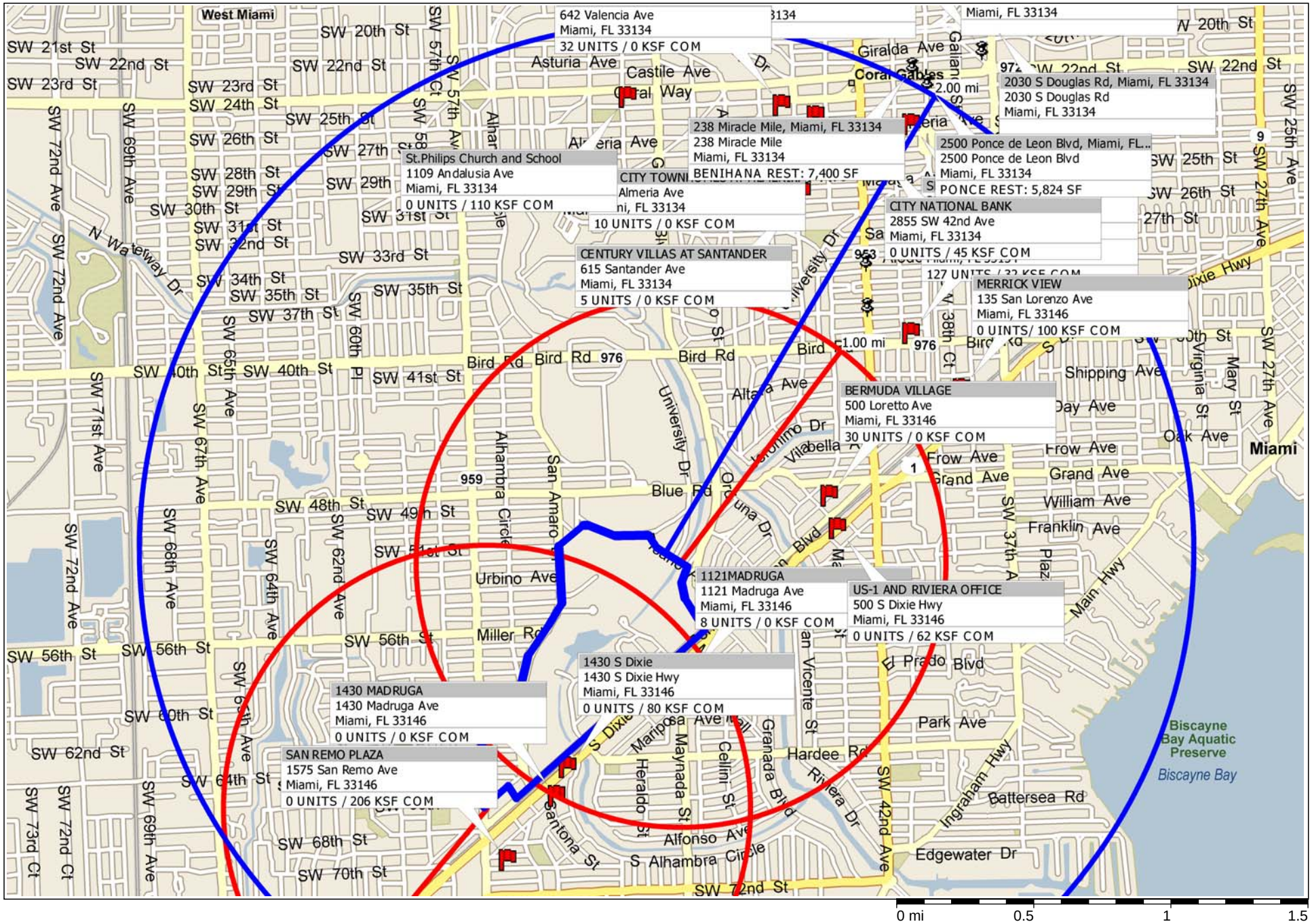
# ATTACHMENT 6
# COMMITTED DEVELOPMENT LISTS

**EXHIBIT 7A**
**CITY OF CORAL GABLES - LIST OF COMMITTED DEVELOPMENTS**

7/16/2007

| Project | Address | Type | Owner | Fin. Zone | Com. Sq. Ft. | No. Units | No. Stories | Notes | Status | PERMIT | STUDY AREA | TRIPS (PM) | SCALE (PM) | TAZ | ANALYZE? |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Villa Alhambra | 50 Alhambra Circle | A | Weitzer Development | No | 0 | 36 | 4 | Med. Style Old Code | B.P. | YES | NO | 37 | NO | | |
| The City Townhomes at Almeria R.O.W. | 635, 643 Almeria Ave. & 2617 Cardena St. | A | Fernando E. Menoya, Hernan Galindo | No | 0 | 10 | 2 | Townhouses | B.P. | YES | < 2 MILES | 23 | NO | | |
| St. Phillip's Church and School | 1109 & 1143 Andalusia Ave. and 1140 Coral Way | S | St. Phillip's Episcopal Church | Yes | 110,483 | 0 | N/A | | B.P. | YES | < 2 MILES | 669 | YES | 1064 | YES |
| University of Miami - School of Nursing | 5030 Brunson Dr. | UMCAD | University of Miami | Yes | 54,234 | 0 | 4 | | B.P. | YES | UMCAD | | | | |
| University of Miami - School of Communication | 5100 Brunson Dr. | UMCAD | University of Miami | Yes | 31,654 | 0 | 5 | | B.P. | YES | UMCAD | | | | |
| City National Bank | 2855 Le Jeune Rd. | C | City National Bank of Miami | Yes | 45,089 | 0 | 4 | Med. Style New Code | B.P. | YES | < 2 MILES | 129 | NO | | |
| Bermuda Village | 500-590 Loretto Ave. | D | Ponce Riviera, LLC | Yes | 0 | 30 | 2 | | B.P. | YES | < 1 MILE | 34 | NO | | |
| 1121 Madruga | 1121 Madruga Ave. | A | Shear Construction & Development | Yes | 0 | 8 | 4 | | B.P. | YES | < 1 MILE | 22 | NO | | |
| 1430 Madruga | 1430 Madruga Ave. | C | Gables Court Professional Cent. | Yes | 0 | 0 | | parking spaces | B.P. | YES | < 1 MILE | N/A | NO | | |
| Benihana Restaurant | 238-242 Miracle Mile | C | Benihana Restaurant | Yes | 7,400 | 0 | 2 | No parking required with maximum FAR of 1.25 | B.P. | YES | < 2 MILES | 55 | NO | | |
| 2500 Ponce | 2500 Ponce de Leon Blvd. | C | Ponce Restaurant, Inc. | Yes | 5,824 | 0 | 2 | | B.P. | YES | < 2 MILES | 44 | NO | | |
| Merrick Place | 4000-4100 Salzedo St. | MXD3 | Grove Properties, LTD | Yes | 32,072 | 127 | 10 | First MXD3 Project; 100 parking spaces above required amount | B.P. | YES | < 2 MILES | 384 | YES | 1081 | YES |
| Alex Rodriguez Park/Baseball Stadium | 6201 San Amaro Dr. | UMCAD | University of Miami | Yes | 11,528 | 0 | 3 | | B.P. | YES | UMCAD | | | | |
| Merrick View | 135 San Lorenzo Ave. | C | Merrick View Holdings, LLC | Yes | 99,798 | 0 | 8 | Med. Style New Code | B.P. | YES | < 2 MILES | 625 | YES | 1080 | YES |
| San Remo Plaza | 1575 San Remo Ave | C | Ford Gibson | Yes | 205,866 | 0 | 7 | | B.P. | YES | < 1 MILE | 1008 | YES | 1086 | YES |
| Century Villas at Santander | 615 Santander Ave. | A | Century Villas at Santander | Yes | 0 | 5 | 3 | Med. Style Old Code | B.P. | YES | < 2 MILES | 20 | NO | | |
| Sevilla Professional Center | 320 Sevilla Ave. | C | Ignacio Borbolla | No | 4,309 | 0 | 2 | Outside CBD parking provided | B.P. | YES | < 2 MILES | 79 | NO | | |
| US-1 and Rosario Office | 500 South Dixie Hwy. | C | Arthur McBride Trust | Yes | 29,960 | 0 | 3 | | B.P. | YES | < 1 MILE | 112 | YES | 1083 | YES |
| US-1 and Riviera Office | 550 South Dixie Hwy. | C | Arthur McBride Trust | No | 31,791 | 0 | 3 | | B.P. | YES | < 1 MILE | 114 | YES | 1083 | YES |
| 1430 S. Dixie | 1430 South Dixie Hwy. | C | Gables Court Professional Cent. | Yes | 80,024 | 0 | 3 | | B.P. | YES | < 1 MILE | 168 | NO | 1086 | YES |
| Lowe Art Museum Addition | 1301 Stanford Dr. | UMCAD | University of Miami | No | 3,500 | 0 | 1 | | PRE | YES | UMCAD | | | | |
| University Village at University of Miami | University of Miami | UMCAD | University of Miami | Yes | 6,000 | 213 | 4 | | B.P. | YES | UMCAD | | | | |
| Valencia Grande | 642-650 Valencia Ave. | A | Weitzer Development | No | 0 | 32 | 5 | Med. Style Old Code | B.P. | YES | < 2 MILES | 35 | NO | | |

# UMCAD-RTS-COMMITTED-CORAL GABLES

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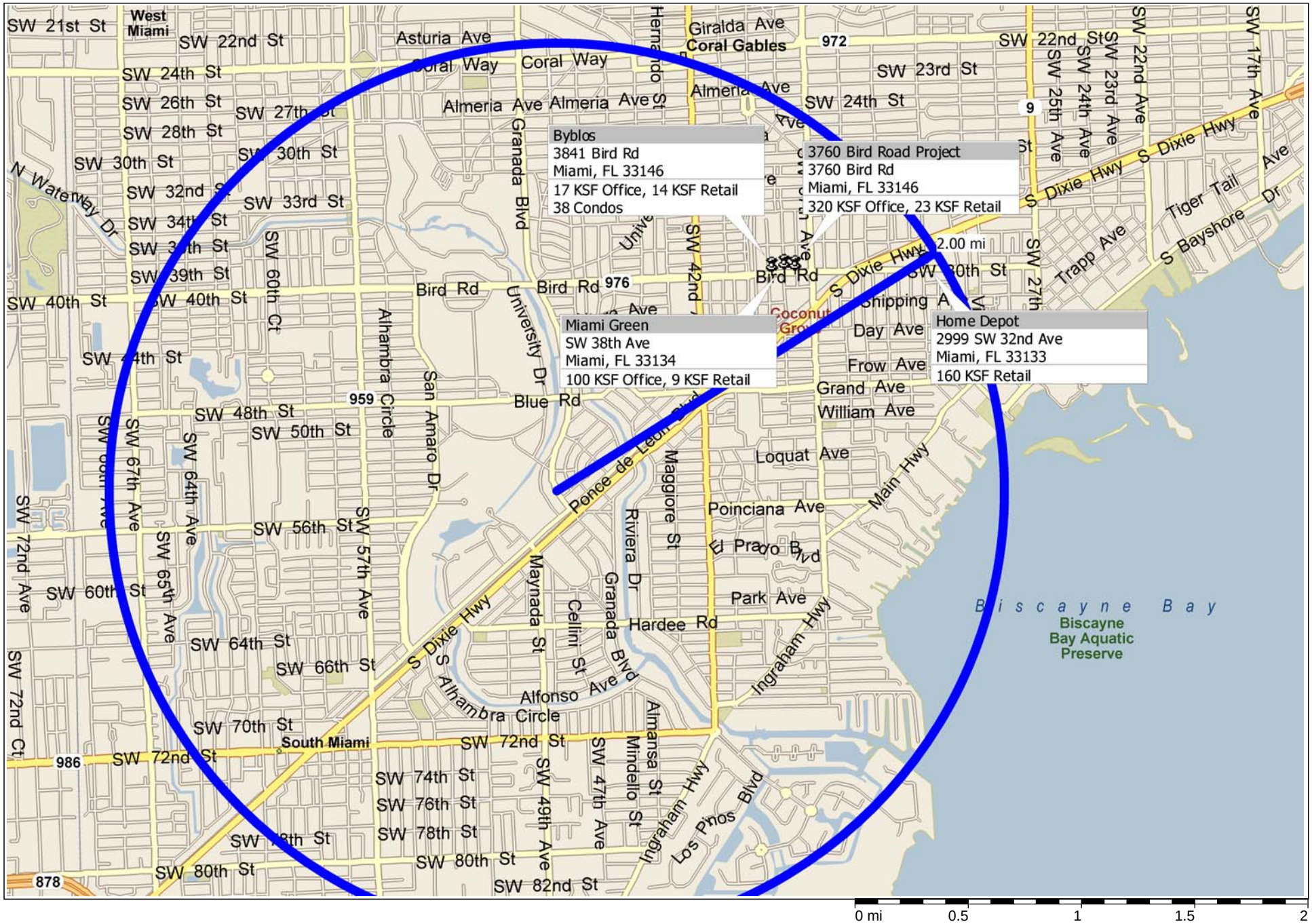
# EXHIBIT 7B
## CITY OF MIAMI LARGE SCALE DEVELOPMENT REPORT
### (Status: A-Completed; B-Under Construction; C-Approved; D-Application; E-Preliminary; F-Withdrawn)

7/16/2007

| Ref # | As of September 30, 2006 | Locational Information | | | | Units | | Sq. Ft. | | | Review | | Contact Information | ESTIMATED | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Name | Type of Permit | Address | Description | Net Area | Res/Condo | Hotel | Office | Retail | Parking Spaces | Approval Date | Status | Name | PM PEAK HR TRIPS | DISTANCE TO UM | SCALE (>300 TRIPS) | TAZ |
| **WITHIN TWO MILES OF UM CAMPUS** | | | | | | | | | | | | | | | | | |
| 5 | 3760 Bird Road (fka Bird Road Project) | MU-2005-032 | 3760 Bird Road | Mixed Use: Office & Retail | CORAL WAY | | 0 | 319,607 | 23,283 | 1,085 | 23-Mar-06 | C | HH Development | 676 | > 1 MILE | YES | 1067 |
| 14 | Byblos (Bird Road Khalil Condo) | MU-2005-011 | 3841 Bird Road | Mixed Use: Residential, Retail & Office | CORAL WAY | 38 | 0 | 17,112 | 13,984 | 215 | | D | Borges & Associates | 308 | > 1 MILE | YES | Abandoned |
| 20 | Coral Sea View | 2002-0249 | 1401 Coral Way | Mixed-use project w/ accessory recreational uses | CORAL WAY | 62 | 0 | 0 | 0 | 93 | 13-Nov-02 | A | | 52 | > 1 MILE | | |
| 22 | Da Vinci | | 2501 SW 37th Avenue | Residential | CORAL WAY | 39 | | | | | | A | V&P Partners | 39 | > 1 MILE | | |
| 35 | Lumiere | Class II | 1273 Coral Way | Mixed Use: Residential & Retail | CORAL WAY | 66 | 0 | 0 | 2,548 | 122 | | E | Behar Font & Partners | 110 | > 1 MILE | | |
| 39 | Miami Green (fka Domain at Douglas Station) | | 3150-3198 SW 38th Avenue | Mixed Use: Office & Retail | CORAL WAY | | | 100,282 | 8,642 | 147 | | C | Behar Font & Partners | 315 | > 1 MILE | YES | 1080 |
| 40 | Miami-Dade Water & Sewer Department (WASD) Headqua | MDT | 3071 SW 38 Avenue (Metrorail - Douglas Road Station) | Commercial: Joint Development with Metrorail Station for County offices with 11-story parking garage for Douglas Road Metrorail Station | CORAL WAY | 0 | 0 | 150,000 | 0 | 750 | | A | | 247 | > 1 MILE | | |
| 47 | Residences at Douglas | MUSP | 2263 SW 37 Avenue | Residential | CORAL WAY | 156 | 0 | 0 | 0 | 237 | | E | | 103 | > 1 MILE | | |
| 59 | Cloisters on the Bay | MUSP | 3471-3571 Main Highway | Residential: Single Family Homes | NORTH/EAST COCONUT GROVE | 41 | 0 | 0 | 0 | 98 | 8-Dec-98 | A | | 40 | > 1 MILE | | |
| 67 | Home Depot, The | 2005-0272 | 2999 SW 32 Avenue | Retail: Replace existing shopping center with Home Depot (120,000 sf) and new Milam's (25,000 sf) and Walgreens (15,000 sf) | NORTH/EAST COCONUT GROVE | 0 | 0 | 0 | 160,450 | 499 | | C | Ben Fernandez | 855 | > 1 MILE | YES | 1070 |
| 78 | Cocostyle II | | 3280 Grand Avenue | Mixed Use: Hotel & Retail | SOUTH/WEST COCONUT GROVE | | 72 | | 1,528 | 47 | | E | Kobi Karp | 100 | > 1 MILE | | |
| 79 | Grand Bahamas | | 3432-3495 Grand Avenue; 3401-3447 Hibiscus Street | Mixed Use: Residential & Retail (2 buildings) | SOUTH/WEST COCONUT GROVE | | | | | | | E | Julio C. Marrero | | > 1 MILE | | |
| 80 | Grove Garden (The Taurus) | MUSP | 3540 Main Highway | Mixed-Use Project, ground floor restaurant and and retail. Utilizing Taurus historic structure. | SOUTH/WEST COCONUT GROVE | 42 | 0 | 0 | 9,217 | 106 | 23-Jan-03 | B | | 171 | > 1 MILE | | |
| 81 | Grove Lofts | Exempt | 3250 Grand Avenue | Mixed Use: Residential + Retail | SOUTH/WEST COCONUT GROVE | 30 | 0 | 0 | 1,000 | 30 | | B | | 64 | > 1 MILE | | |
| 82 | Grove Villas in the Grove | | 3204 Bird Avenue | Residential (22 townhomes) | SOUTH/WEST COCONUT GROVE | 22 | 0 | 0 | 0 | | 13-Sep-04 | B | | 30 | > 1 MILE | | |

# UMCAD-RTS-COMMITTED-CITY OF MIAMI

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# ATTACHMENT 7
# TECHNICAL MEMORANDUM: UMCAD FACILITIES CLASSIFICATION AND TRIP GENERATION

**KEITH and SCHNARS, P.A.**
*ENGINEERS, PLANNERS, SURVEYORS*

# MEMORANDUM

TO: Ramon Alvarez, P.E., PTOE

COPIES TO: Andre Groenhoff and John Krane, P.E.

FROM: Fadi Emil Nassar, P.E., PTOE

DATE: June 19, 2007
Revised July 17, 2007
Revised March 5, 2008

SUBJECT: University of Miami – UMCAD – Building Facility Trip Generation
Keith and Schnars Project 15121.01.09010

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This memorandum has been revised in accordance with the Regional Traffic Study MLOU, and pursuant to the review comments and the meeting held on January 7, 2008 to discuss the parameters used in the trip generation of UMCAD facilities. The January 7th meeting minutes are provided in Attachment 1.

The building type and trip information for each UMCAD building are summarized in Table 1.

UMCAD Building Classification:

Proposed UMCAD buildings were classified into Type 1 (academic related), Type 2 (not related to academic use) and Type 1-2 (mixed).

Type 1 facilities were divided into three categories consisting of (1) academic such as lecture halls and offices for faculty and staff, (2) residential dormitories and (3) parking facilities. Proposed academic buildings have a total area of 803 KSF, representing 19.2% of total UMCAD Floor Area Ratio (FAR). Proposed residential halls have a total area of 783 KSF representing 18.7% of total UMCAD FAR. Proposed parking facilities have a total area of 1,183 KSF representing 28.3% of total UMCAD FAR. In total, all Type 1 facilities, excluding demolitions, represent 2,769 KSF or about 66% of total UMCAD FAR.

Type 2 facilities consist of only one project, the North South Center Development Zone (NSCDZ). The NSCDZ includes a research facility, office and small retail for a total of 1,002 KSF or about 24% of total UMCAD FAR.

Type 1-2 facilities include museums, a live theater, sport courts, an addition to the Wellness Center, an alumni center and various student activity centers. Type 1-2 facilities represent 412 KSF or about 10% of proposed UMCAD FAR. The net additional FAR is only 360 KSF considering an existing museum (52 KSF) will be demolished and replaced with a new structure.

UMCAD Building Trip Generation:

The new trips generated by Type 1 facilities were estimated separately for each Type 1 group identified above. For academic facilities, as agreed at the January 7th meeting, new trips were estimated based on a 25% increase in staff to serve these facilities. Table 2 indicates that staff represents about 20% of campus population and approximately 20% of traffic. Total campus traffic was estimated at 3,948 AM peak hour trips and 4,638 PM peak hour trips (see Table 3). Therefore, increasing staff trips by 25% for Type 1 facilities adds about 198 AM and 232 PM peak hour trips. The daily trips are estimated as ten times the average AM and PM peak hour trips or approximately 2,150 daily trips.

Trips from Residential facilities were estimated using the updated AM and PM peak hour trip rates per resident student. Regarding Parking facilities, they were not considered by themselves to be a generator of new traffic to the campus.

The new trips generated by Type 1-2 facilities were estimated using an overall approach since it is very difficult to develop accurate external trip rates for museums, live theaters and student activity centers. ITE manuals do not provide trip rates for similar facilities. Furthermore, the use of some of these facilities is infrequent and may be greater on evenings or weekends. Since it is unlikely for activity at all Type 1-2 facilities to peak at the same time, a global approach is proposed for the RTS. As agreed at the January 7th meeting, a conservative approach consisted of assuming that these Type 1-2 facilities, that represent 10% of proposed UMCAD FAR, will generate new trips equivalent to 15% of existing student trips that were measured at all campus driveways. Since students represent 80% of the campus population, a net increase in trips generated by Type 1-2 facilities are estimated at 475 AM and 558 PM peak hour trips. The daily trips are estimated as ten times the average AM and PM peak hour trips or approximately 5,165 daily trips.

The new trips generated by Type 2 facilities were estimated using ITE trip rates consistent with the MLOU. The gross and net external trips generated by the NSCDZ are provided in Table 4. The net external trips generated by the NSCDZ using ITE 7th Edition trip rates are estimated at 7,330 daily trips, 1,097 AM peak hour trips and 854 PM peak hour trips. The daily trips based on ITE equations are only equivalent to 7.5 times the average AM and PM peak hour trips.

The overall trips generated by Type 1 academic use and Type 1-2 facilities are distributed among buildings in proportion to square footage. Therefore, the net new trips per phase can be directly estimated based on the UMCAD phasing program presented in Table 1.

Conclusion:

This revised memorandum, based on reviewer's comments and the agreements reached at the January 7th meeting, presents a reasonable and technically justifiable procedure to estimate the traffic impact of the proposed UMCAD facilities. The UMCAD facilities were grouped into various categories and a method was developed to estimate the new trips generated by each category. A global approach was proposed for Type 1-2 facilities because no individual trip rates exist for these facilities. A more detailed traffic analysis will be performed during the permitting phase for these facilities.

Since most UMCAD trips are generated by Type 2 facilities (NSCDZ) and these trips were estimated using ITE trip rates, any inaccuracy in estimating trips from Type 1 and Type 1-2 facilities is within acceptable margins of error in the context of all UMCAD trips. A more detailed analysis of Type 1-2 facilities would have greatly increased the analysis complexity without measurably improving the analysis results since each Type 1-2 facility has unique peak hour trip characteristics not covered in ITE manuals or other national sources and these facilities.

The analysis indicates that at buildout the UMCAD facilities are estimated to generate 11,500 new daily trips; 1,442 new AM peak hour trips and 1,344 new PM peak hour trips.

# TABLE 1

## UMCAD PROJECT TYPES AND TRIPS

June 1, 2007 (REVISED FEBRUARY 18, 2008)

| No. | Project Name | Area GSF | Demolish GSF | UMCAD Phase | Building Category | | | | Building Trip Generation [1] | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Academic | Residential | Parking | Others | Type | Notes | Daily [5] | AM Peak | PM Peak |
| 0001 | NSCDZ I | 501,173 | 39,452 | 2020 | | | | Research | 2 | [7] | 3,665 | 549 | 427 |
| 0001 | NSCDZ II | 501,172 | | 2025 | | | | Research | 2 | [7] | 3,665 | 549 | 427 |
| 0002 | Museum | 50,000 | 51,966 | 2020 | | | | Museum | 1-2 | [2]* | 0 | 0 | 0 |
| 0003 | University Hall | 30,000 | | 2020 | Academic | | | | 1 | [3] | 107 | 10 | 12 |
| 0006 | Theater | 80,000 | | 2015 | | | | Theater | 1-2 | [2] | 1,243 | 114 | 134 |
| 0007A | Bank United Convocation Center Parking Garage (700 space | 227,500 | | 2015 | | | 700 Spaces | | 1 | [4] | | | |
| 0007B | Basketball Practice Facility | 30,000 | | 2010 | | | | Courts | 1-2 | [2] | 466 | 43 | 50 |
| 0009 | NSCDZ Parking | 274,948 | | 2025 | | | TBD | | 1 | [5] | | | |
| 0116 | Interactive Science Center and Engineering Research Phase | 54,000 | | 2015 | Academic | | | | 1 | [3] | 193 | 18 | 21 |
| 0204 | Replacement of Whitten Learning Center | 45,054 | 45,054 | 2025 | Academic | | | | 1 | [3]* | 0 | 0 | 0 |
| 0285 | Otto G. Richter Library and Law School Addition | 140,000 | | 2010 | Academic | | | | 1 | [3] | 501 | 46 | 54 |
| 0287 | School of Education | 60,000 | | 2015 | Academic | | | | 1 | [3] | 215 | 20 | 23 |
| 0288 | Interactive Science Center and Engineering Research Phase | 96,000 | 12,290 | 2015 | Academic | | | | 1 | [3]* | 299 | 28 | 32 |
| 0308 | Islamic Center | 15,000 | | 2015 | | | | Students | 1-2 | [2] | 233 | 21 | 25 |
| 0309 | MBF School of Business Admin - Phase I (350 students) | 150,400 | | 2010 | | 350 Students | | | 1 | [4] | | | |
| 0310 | MBF School of Business Admin - Phase I (Academic) | 42,000 | | 2010 | Academic | | | | 1 | [3] | 150 | 14 | 16 |
| 0455B | School of Architecture ADA Addition | 4,000 | | 2015 | Academic | | | | 1 | [3] | 14 | 1 | 2 |
| 0456 | Art & Architecture College (Academics) | 74,550 | 69,109 | 2015 | Academic | | | | 1 | [3]* | 19 | 2 | 2 |
| 0457 | Art and Architecture Residential College (120 students) | 42,248 | | 2015 | | 120 Students | | | 1 | [4] | | | |
| 0519 | Center for Music Learning and Leadership | 70,000 | 18,095 | 2010 | Academic | | | | 1 | [3]* | 186 | 17 | 20 |
| 0610A | Athletics Maintenance Facility | 2,093 | | 2010 | | | | Service | 1 | | | | |
| N002 | School of Music Academic Facilities Replacement | 94,000 | 43,336 | 2015 | Academic | | | | 1 | [3]* | 181 | 17 | 20 |
| N104A | Student Activities Center | 108,000 | 8,501 | 2010 | | | | Students | 1-2 | [2]* | 1,546 | 142 | 167 |
| N104B | Whitten University Center Addition | 31,000 | | 2010 | | | | Students | 1-2 | [2] | 482 | 44 | 52 |
| N109A | MBF School of Business Admin - Phase II (350 students) | 110,664 | | 2010 | | 350 Students | | | 1 | [4] | | | |
| N109B | MBF School of Business Admin - Phase II (Academic) | 43,672 | 11,230 | 2010 | Academic | | | | 1 | [3]* | 116 | 11 | 13 |
| N111/112 | Lowe Art Museum Additions | 10,000 | | 2010 | | | | Museum | 1-2 | [2] | 155 | 14 | 17 |
| N112A/B | Lakeview Housing Phase I (800 students) | 320,000 | | 2010 | | 800 Students | | | 1 | [4] | | | |
| N113A | Pavia Parking Garage Addition (304 new spaces for commut | 84,970 | | 2010 | | | 304 Spaces | | 1 | [5] | | | |
| N113B | Merrick Garage (871 new spaces for resident students) | 298,150 | 46,948 | 2010 | | | 871 Spaces | | 1 | [5] | | | |
| N114 | Convocation / Student Parking Garage (500 spaces) | 150,000 | 13,044 | 2015 | | | 500 Spaces | | 1 | [5] | | | |
| N115 | Dickinson Residential Parking Garage (490 spaces for reside | 147,000 | | 2010 | | | 490 Spaces | | 1 | [5] | | | |
| N116 | Dickinson Student Housing (400 students) | 160,000 | | 2010 | | 400 Students | | | 1 | [4] | | | |
| N118 | Cobb Track and Field Facility | 1,000 | | 2010 | | | | Other | 1 | | | | |
| N119 | Wellness Center Addition | 18,704 | | 2010 | | | | Gym | 1-2 | [2] | 291 | 27 | 31 |
| N120 | Hecht Center Addition | 50,000 | 2,902 | 2015 | Academic | | | | 1 | [3]* | 168 | 16 | 18 |
| N121 | Robert and Judi Prokop Newman Alumni Center | 66,000 | 17,702 | 2010 | | | 224 Spaces | Alumni | 1-2 | [2] | 750 | 69 | 81 |
| | Other Demolitions (Residentials) | | 35,402 | | | | | | | | | | |
| | **TOTAL NEW BUILDINGS** | **4,183,298** | | | **803,276** | **783,312** | **1,182,568** | **1,414,142** | | **YEAR** | **Daily** | **AM Peak** | **PM Peak** |
| | **FUTURE NON FAR** | **1,182,568** | | | | | **1,182,568** | | | **2010 =>** | **4643** | **427** | **501** |
| | **FUTURE IN FAR** | **3,000,730** | | | **803,276** | **783,312** | | **1,414,142** | | **2015 =>** | **2565** | **237** | **277** |
| | **DEMOLITION** | | **415,031** | | **202,016** | **35,402** | **59,992** | **117,621** | | **2020 =>** | **3772** | **559** | **439** |
| | **NET FUTURE IN FAR (LESS DEMOLITION)** | **2,585,699** | | | **601,260** | **747,910** | **1,122,576** | **1,296,521** | | **2025 =>** | **3665** | **549** | **427** |
| | **ADDITIONAL TRIPS FOR ACADEMIC TYPE 1** | **25%** | **OF STAFF TRIPS** | | | | | | | | **2,150** | **198** | **232** |
| | **ADDITIONAL TRIPS FOR ALL TYPES 1-2** | **15%** | **OF STUDENT TRIPS** | | | | | | | | **5,165** | **475** | **558** |
| | **ADDITIONAL TRIPS FOR NSCDZ TYPE 2** | **100%** | **ITE TRIP RATES** | | | | | | | | **7,330** | **1,097** | **854** |
| | **TOTAL NEW TRIPS** | | | | | | | | | | **14,645** | **1,771** | **1,644** |
| | **TRIP REDUCTION - COMMUTER TO RESIDENT** | | | | | | | | | | **-3,145** | **-329** | **-300** |
| | **NET TOTAL NEW TRIPS FOR THE UMCAD** | | | | | | | | | | **11,500** | **1,442** | **1,344** |

**NOTES:**

**(*) NET ADDITIONAL SPACE WAS ADJUSTED FOR DEMOLISHED SPACE**

**[1] TRIPS GENERATED BY TYPE 1 (ACADEMIC) AND TYPE 1-2 (MIXED) BUILDINGS WERE DISTRIBUTED AMONG BUILDINGS IN PROPORTION TO NET SQUARE FOOTAGE.**

**[2] NEW TRIPS FROM TYPE 1-2 FACILITIES (MUSEUM, THEATER, STUDENT ACTIVITY CENTERS, WELLNESS EXPANSION) WERE ESTIMATED AT 10% OF EXISTING STUDENT TRIPS.**

**[3] NEW TRIPS FROM TYPE 1 ACADEMIC FACILITIES WERE ESTMATED AT 15% OF EXISTING STAFF TRIPS.**

**[4] TRIPS FROM NEW RESIDENTIAL HALLS ARE ACCOUNTED FOR IN THE UPDATED TRIP RATE PER RESIDENTIAL STUDENT.**

**[5] NO ADDITIONAL TRIPS WERE GENERATED BY PARKING FACILITIES, HOWEVER THEY IMPACTED TRIP PATTERNS AT UNIVERSITY ACCESS DRIVEWAYS.**

**[6] DAILY TRIPS FOR TYPE 1 AND TYPE 1-2 FACILITIES WERE ESTIMATED AS TEN TIMES THE AVERAGE AM AND PM PEAK HOUR TRIPS.**

**[7] THE NSCDZ IS CONSIDERED AS A TYPE 2 FACILITY AND ITS TRIP GENERATION WAS ESTIMATED USING ITE TRIP RATES.**

## TABLE 2

## FULL-TIME EQUIVALENCE OF EMPLOYEES AT THE UNIVERSITY OF MIAMI (CORAL GABLES CAMPUS)

| | | Fall 86 | Fall 87* | Fall 88 | Fall 89** | Fall 90 | Fall 91*** | Fall 92 | Fall 93 | Fall 94 | Fall 95 | Fall 96 | Fall 97 | Fall 98 | Fall 99 | Fall 00 | Fall 01 | Fall 02 | Fall 03 | Fall 04 | Fall 05 | Fall 06 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Faculty | Headcount | 1,079 | 1,033 | 1,088 | 1,077 | 1,040 | 1,069 | 1,127 | 1,125 | 1,124 | 1,173 | 1,174 | 1,160 | 1,159 | 1,205 | 1,228 | 1,247 | 1,232 | 1,269 | 1,283 | 1,346 | 1,344 |
| | FTE | 812.3 | 791.7 | 848.0 | 847.5 | 839.0 | 866.0 | 926.6 | 903.9 | 916.8 | 933.9 | 950.4 | 935.2 | 971.4 | 1024.4 | 1031.9 | 1060.5 | 1032.3 | 1060.9 | 1054.0 | 1092.6 | 1069.0 |
| Staff**** | Headcount | 1,845 | 1,863 | 1,713 | 1,745 | 1,728 | 1,713 | 1,687 | 1,617 | 1,658 | 1,673 | 1,677 | 1,704 | 1,699 | 1,672 | 1,697 | 1,754 | 1,835 | 1,882 | 1,875 | 1,855 | 1,879 |
| | FTE | 1676.3 | 1699.7 | 1679.2 | 1713.7 | 1699.0 | 1689.1 | 1669.2 | 1601.7 | 1641.1 | 1656.9 | 1695.2 | 1684.6 | 1679.1 | 1657.5 | 1684.0 | 1739.5 | 1820.6 | 1866.7 | 1863.2 | 1839.4 | 1863.2 |
| Total | Headcount | 2,924 | 2,896 | 2,801 | 2,822 | 2,768 | 2,782 | 2,814 | 2,742 | 2,782 | 2,846 | 2,851 | 2,864 | 2,858 | 2,877 | 2,925 | 3,001 | 3,067 | 3,151 | 3,158 | 3,201 | 3,223 |
| | FTE | 2488.7 | 2491.3 | 2527.2 | 2561.2 | 2538.0 | 2555.1 | 2595.8 | 2505.6 | 2557.9 | 2590.8 | 2645.6 | 2619.8 | 2650.5 | 2681.9 | 2715.9 | 2800.0 | 2852.9 | 2927.6 | 2917.2 | 2932.0 | 2932.2 |

*Prior to fall 1988, FTE for each part-time employee is 1/3. Nursing included on Medical Campus from fall 1987 to Spring 1994; included in Coral Gables campus otherwise.
**Starting in fall 1989 data are for employees who were employed as of September 30th. Before 1989 data are for employees who were employed as of October 31st.
*** General Counsel not included in Coral Gables Campus after spring 1991 but included in Coral Gables Campus before then.
**** Includes administrative/professional, research/training, staff, and physical plant.

## FULL-TIME EQUIVALENCE OF ENROLLED STUDENTS AT THE UNIVERSITY OF MIAMI (CORAL GABLES CAMPUS)

| | | Fall 86 | Fall 87** | Fall 88 | Fall 89 | Fall 90 | Fall 91 | Fall 92 | Fall 93 | Fall 94 | Fall 95 | Fall 96 | Fall 97 | Fall 98 | Fall 99 | Fall 00 | Fall 01 | Fall 02 | Fall 03 | Fall 04 | Fall 05 | Fall 06 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Student | Headcount | 11,280 | 11,134 | 12,213 | 12,154 | 12,347 | 12,522 | 12,345 | 12,142 | 12,330 | 12,185 | 12,350 | 12,320 | 11,953 | 12,300 | 12,569 | 13,023 | 13,617 | 13,792 | 13,711 | 14,094 | 14,081 |
| | FTE* | 9,533 | 9,342 | 10,329 | 10,291 | 10,404 | 10,510 | 10,475 | 10,192 | 10,211 | 10,252 | 10,280 | 10,379 | 10,162 | 10,473 | 10,801 | 11,270 | 11,678 | 11,973 | 12,038 | 12,446 | 12,544 |

*Total credit load divided by 15, and students taking research course only with zero credit were increased from zero to one
** Nursing included on the Medical Campus from fall 1987 to spring 1994; included on the Coral Gables campus otherwise.

## TOTAL FULL-TIME EQUIVALENCE OF EMPLOYEES AND ENROLLED STUDENTS AT THE UNIVERSITY OF MIAMI (CORAL GABLES CAMPUS)

| | | Fall 86 | Fall 87** | Fall 88 | Fall 89 | Fall 90 | Fall 91 | Fall 92 | Fall 93 | Fall 94 | Fall 95 | Fall 96 | Fall 97 | Fall 98 | Fall 99 | Fall 00 | Fall 01 | Fall 02 | Fall 03 | Fall 04 | Fall 05 | Fall 06 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total | Headcount | 14,204 | 14,030 | 15,014 | 14,976 | 15,115 | 15,304 | 15,159 | 14,884 | 15,112 | 15,031 | 15,201 | 15,184 | 14,811 | 15,177 | 15,494 | 16,024 | 16,684 | 16,943 | 16,869 | 17,295 | 17,304 |
| | FTE | 12,022 | 11,833 | 12,856 | 12,852 | 12,942 | 13,065 | 13,071 | 12,698 | 12,769 | 12,843 | 12,926 | 12,999 | 12,813 | 13,155 | 13,517 | 14,070 | 14,531 | 14,901 | 14,955 | 15,378 | 15,476 |

Source: The University of Miami Office of Planning and Institutional Research Information Technology.

**TABLE 3**
**UNIVERSITY OF MIAMI CORAL GABLES CAMPUS**
**PEAK PERIOD TRIP RATES PER STUDENT**
**MARCH & APRIL 2007**

Rev 17-Jul-07

| | 7:00-8:00 AM | 8:00-9:00 AM | 9:00-10:00 AM | 3:00-4:00 PM | 4:00-5:00 PM | 5:00-6:00 PM |
|---|---|---|---|---|---|---|
| | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL | TOTAL |
| TOTAL INBOUND | 1710 | 2154 | 2316 | 1604 | 1739 | 1699 |
| TOTAL OUTBOUND | 578 | 830 | 1076 | 1964 | 2032 | 2285 |
| TOTAL IN/OUT | 2288 | 2984 | 3392 *AM PEAK PERIOD* | 3568 | 3771 | 3984 *PM PEAK PERIOD* |
| ADJUSTMENT FACTORS [1]: | | | | | | |
| PARKING LOTS NOT COUNTED [2]: 14.1% (On street, West of San Amaro & between Ponce & US-1) | | | | | | |
| TOTAL ADJUSTMENT FACTOR: 16.4% | 1.164 | 1.164 | 1.164 | 1.164 | 1.164 | 1.164 |
| ADJUSTED TOTAL INBOUND | 1990 | 2507 | 2696 | 1867 | 2024 | 1978 |
| ADJUSTED TOTAL OUTBOUND | 673 | 966 | 1252 | 2286 | 2365 | 2660 |
| ADJUSTED TOTAL IN/OUT | 2663 | 3473 | 3948 *AM PEAK PERIOD* | 4153 | 4389 | 4638 *PM PEAK PERIOD* |

| | Headcount | FTE |
|---|---|---|
| TOTAL STUDENTS [3]: | 13,377 | 11,917 |

| | UPDATED TRIP RATE PER STUDENT (2007) | | | | OLD TRIP RATE PER STUDENT - UMCAD 2000 | | | |
|---|---|---|---|---|---|---|---|---|
| | Headcount | FTE | | | Headcount | | | |
| **AM PEAK PERIOD (9:00-10:00 AM)** | | | | | | | | |
| PEAK INBOUND RATE | 0.202 | 0.226 | trip ends per student | IN: 68% | 0.196 | trip ends per student | IN: | 70% |
| PEAK OUTBOUND RATE | 0.094 | 0.105 | trip ends per student | OUT: 32% | 0.085 | trip ends per student | OUT: | 30% |
| PEAK IN/OUT RATE | 0.295 | 0.331 | trip ends per student | AM TRIP RATE | 0.281 | trip ends per student | AM TRIP RATE | |
| **PM PEAK PERIOD (5:00-6:00 PM)** | | | | | | | | |
| PEAK INBOUND RATE | 0.148 | 0.166 | trip ends per student | IN: 43% | 0.155 | trip ends per student | IN: | 44% |
| PEAK OUTBOUND RATE | 0.199 | 0.223 | trip ends per student | OUT: 57% | 0.198 | trip ends per student | OUT: | 56% |
| PEAK IN/OUT RATE | 0.347 | 0.389 | trip ends per student | PM TRIP RATE | 0.353 | trip ends per student | PM TRIP RATE | |

[1] The adjustment factor is different from previous years due to new parking structures and the construction of University Village garage.
[2] The parking lots not included in the counts are those west of San Amaro Drive, parking along San Amaro Drive, and the Metrorail parking areas between Ponce and US-1.
[3] Student enrollements are provided by UM Office of Planning and Institutional Research. Student enrollment was assumed to be 5% lower in the Spring Semester compared to the Fall Semester.

**TABLE 4**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**NSCDZ TRIP GENERATION**

7/17/2007

| | | ITE | DAILY TRIPS | | AM PEAK HOUR TRIPS | | | | | | PM PEAK HOUR TRIPS | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | LAND | ITE 7TH EDITION | GROSS | ITE 7TH EDITION | IN | | OUT | | AM | ITE 7TH EDITION | IN | | OUT | | PM |
| LAND USE | UNITS | USE CODE | TRIP GENERATION RATE OR FORMULA | VEHICLE TRIPS | TRIP GENERATION RATE OR FORMULA | % | TRIPS | % | TRIPS | PEAK TRIPS | TRIP GENERATION RATE OR FORMULA | % | TRIPS | % | TRIPS | PEAK TRIPS |
| OFFICE | 350 K.S.F. | 710 | Ln(T) = 0.77 Ln(X) + 3.65 | 3,500 | Ln(T) = 0.80 Ln(X) + 1.55 | 88% | 450 | 12% | 61 | 511 | T = 1.12 (X) + 78.81 | 17% | 80 | 83% | 391 | 471 |
| SPECIALITY RETAIL | 75 K.S.F. | 814 | T = 42.78 (X) + 37.66 | 3,246 | T = 4.91 (X) +115.59 | 48% | 232 | 52% | 252 | 484 | T = 2.40 (X) + 21.48 | 44% | 88 | 56% | 113 | 201 |
| RESEARCH | 577.4 K.S.F. | 760 | Ln(T) = 0.82 Ln(X) + 3.14 | 4,247 | Ln(T) = 0.88 Ln(X) + 0.88 | 83% | 539 | 17% | 110 | 649 | Ln(T) = 0.83 Ln(X) + 1.06 | 15% | 85 | 85% | 480 | 565 |
| **GROSS TRIPS** | **1002.4 K.S.F.** | | | **10,993** | | | **1,221** | | **423** | **1,644** | | | **253** | | **984** | **1,237** |
| RETAIL PASS-BY [1] | 25% | | | 812 | | | 58 | | 63 | 121 | | | 22 | | 28 | 50 |
| SITE INTERNALIZATION | 10% | | | 1,018 | | | 116 | | 36 | 152 | | | 23 | | 96 | 119 |
| **SITE EXTERNAL TRIPS** | | | | **9,163** | | | **1,047** | | **324** | **1,371** | | | **208** | | **860** | **1,068** |
| INTERNALIZATION W/ UM | 20% | | | 1,833 | | | 209 | | 65 | 274 | | | 42 | | 172 | 214 |
| **NET EXTERNAL TRIPS** | | | | **7,330** | | | **838** | | **259** | **1,097** | | | **166** | | **688** | **854** |
| **NET EXTERNAL TRIPS PER PHASE** | | | | **3,665** | | | **419** | | **130** | **549** | | | **83** | | **344** | **427** |

**NOTES:**
[1] RETAIL INTERNALIZATION IS LIMITED TO 10% OF BACKGROUND TRAFFIC ON PONCE DE LEON BLVD

# ATTACHMENT 1

**Meeting Minutes**
**Regional Traffic Study**
**Meeting at David Plummer and Associates**
**January 7, 2008**

Tim Plummer
Ramon Alvarez
Andre Groenhoff
Fadi Nassar
Janet Gavarrete
Alicia Corral

Meeting was scheduled to discuss comments provided by DPA in their second review of the UM Regional Traffic Study. They were provided to the City on December 12, 2007.

It was agreed to revise the following as follows:

**LT lanes on US-1 / Alhambra and US-1 / Stanford** – UM consultants will provide queue length calculations that can be reviewed by the City staff, so that they can determine if an acceptable level of improvement can balance traffic needs with the removal of the existing palm trees. The queue length calculations, will be done both with the effects of the NSCDZ included, and without the development of the NSCDZ. The queuing analysis will be based on the 50$^{th}$ percentile queue and will maintain the same left turn phase green time for all scenarios in order to properly evaluate and compare the impact of storage length on queuing and delays.

**Trips from Type 1 facilities estimated at 15% of existing staff trips** – City consultants requested justification of this trip rate. UM consultants explained that because there would be no increase in students, and most academic space was simply decompression, there would not be a significant increase in trips associated with the additional development. University consultants believe that 10% is a very conservative estimate of the additional trips. Further discussions covered the difficulty that University consultants encountered trying to provide further support or methodology to substantiate the 15% since it was a conservative estimate based on sound engineering judgment. On that basis it was agreed that this trip rate would be increased to 25%, an extremely conservative rate. This rate will, of course, be reevaluated in future RTS, as required.

**Trips from Type 1-2 facilities estimated at 10% of existing student trips** – City consultants requested justification of these trip rates. UM consultants explained that these facilities would have a preponderance of student users. Further discussions covered the difficulty that University consultants encountered trying to provide further support or methodology to substantiate the 10% since it was a conservative estimate based on sound engineering judgment. On that basis and to expedite the review process, it was agreed that these facilities would use the more conservative estimate of 15% of existing student trips.

**University Village garage trip rate** – the rate used in the study was estimated for the smaller garage because at the time of the counts, the garage was not open. It was agreed that counts

would be taken at both University Village garages on January 16 and 17 both at AM and PM peak hours in order to have an accurate rate.

**Mahoney Pearson trip rates** – It was agreed that the adjustment percentage to account for cafeteria patrons will be based on new surveys that would be taken on January 16 and 17 both at AM and PM peak hours in order to have an accurate rate.

**Traffic Volumes on Alhambra** – DPA informed UM consultants that Alhambra is a residential collector with a maximum two-way daily threshold of 2,400 vehicles and 240 during peak hours before traffic calming is required. This number was determined by the City by using the County's thresholds of 3,000 daily cars / 300 peak hour cars and reducing them by 20%.

**Five leg intersection at Bird Road and Granada** – UM consultants will analyze this intersection as a five-leg intersection instead of using an all-red phase to account for the minor fifth leg. It was agreed that the volumes of the two five-leg intersections will be incorporated into the intersection summary tables by combining the volumes of the minor fifth leg with the adjoining approach and explaining it in a footnote.

It was agreed that as projects come to fruition, and additional Regional Traffic Studies are prepared, there will be a refinement of the assumptions included in this 2007 study. The University will keep track of additional space constructed and additional staff hired to validate or refine study assumptions regarding UMCAD Type 1 and Type 1-2 trips.

**In addition, all other comments on the 12/12/07 memo will be addressed.**

Please let us know if you have any questions or comments on these meeting notes.

# ATTACHMENT 8
# TRIP ASSIGNMENT TABLES, TRIP DISTRIBUTION PLOTS AND STUDENT ZIP CODE PLOTS

**TABLE A8-1**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - AM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | | MERRICK | | | HOME DEPOT | | | CHURCH SCHOOL | | | SAN REMO/1430 DIXIE | | | 3760 BIRD ROAD | | | MIAMI GREEN/VIEW | | | US1 OFFICE BLDG | | | RED RD COMMONS | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | COMM |
| | | | 46 | 1081 | 52 | 95 | 1070 | 61 | 184 | 1064 | 108 | 173 | 1086 | 111 | 405 | 1067 | 72 | 239 | 1080 | 67 | 101 | 1083 | 14 | 89 | 1098 | 113 | TRIPS |
| | | | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | AM PEAK |
| 1 RED RD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 2.0% | I | 1 | 1.0% | I | 1 | 1.0% | I | 2 | | | 0 | 1.0% | I | 4 | 2.0% | I | 5 | 4.0% | I | 4 | 4.0% | O | 5 | 22 |
| MILLER RD | | R | | | 0 | | | 0 | | | 0 | 2.0% | I | 3 | | | 0 | | | 0 | 1.0% | I | 1 | | | 0 | 4 |
| | WB | L | | | 0 | | | 0 | | | 0 | 1.0% | I | 2 | | | 0 | | | 0 | | | 0 | 4.0% | I | 4 | 6 |
| | | T | 2.0% | O | 1 | 1.0% | O | 1 | 1.0% | O | 1 | | | 0 | 1.0% | O | 1 | 2.0% | O | 1 | 4.0% | O | 1 | 4.0% | I | 4 | 10 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | | | 0 | | | 0 | 1.0% | O | 0 | | | 0 | 2 |
| | | T | | | 0 | | | 0 | 4.0% | I | 7 | 4.0% | O | 4 | | | 0 | | | 0 | | | 0 | 21.0% | O | 24 | 35 |
| | | R | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | 4.0% | O | 5 | 6 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 4.0% | O | 4 | 4.0% | I | 7 | | | 0 | | | 0 | | | 0 | 21.0% | I | 19 | 30 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 2 SAN AMARO DR | EB | L | | | 0 | | | 0 | 3.0% | I | 6 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | 8 |
| AND | | T | | | 0 | | | 0 | | | 0 | 1.0% | I | 2 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | 3 |
| MIILLER RD | | R | 1.0% | I | 0 | 1.0% | I | 1 | | | 0 | | | 0 | 1.0% | I | 4 | 2.0% | I | 5 | 4.0% | I | 4 | 2.0% | O | 2 | 16 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | 2 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | 1.0% | O | 1 | 1.0% | O | 1 | | | 0 | | | 0 | 1.0% | O | 1 | 2.0% | O | 1 | 4.0% | O | 1 | 2.0% | I | 2 | 7 |
| | | T | | | 0 | | | 0 | 1.0% | I | 2 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | | | 0 | 3 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 1.0% | O | 1 | 1.0% | I | 2 | | | 0 | | | 0 | | | 0 | | | 0 | 3 |
| | | R | | | 0 | | | 0 | 3.0% | O | 3 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | 5 |
| 3 SAN AMARO DR | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| TRILLO AVE/MILLER DR | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 4.0% | I | 7 | 1.0% | I | 2 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | 11 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 4.0% | O | 4 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | 7 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 4 SAN AMARO DR | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| MEMORIAL DR | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 4.0% | I | 7 | 1.0% | I | 2 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | 11 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 4.0% | O | 4 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | 7 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 5 SAN AMARO DR | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| ROBBIA AVE | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 4.0% | I | 7 | 1.0% | I | 2 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | 11 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 4.0% | O | 4 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | 7 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 6 CAMPO SANO | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 1.0% | I | 0 | 1.0% | I | 1 | 1.0% | O | 1 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | 4 |
| BRUNSON DR | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 1.0% | O | 1 | 1.0% | O | 1 | 1.0% | I | 2 | 1.0% | I | 2 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | 7 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (CAMPO IN E/W DIR) | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 7 PISANO AVE | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 1.0% | I | 0 | 1.0% | I | 1 | | | 0 | | | 0 | 1.0% | I | 4 | 1.0% | I | 2 | 1.0% | I | 1 | | | 0 | 8 |
| UNIVERSITY DR | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 1.0% | O | 1 | 1.0% | O | 1 | | | 0 | | | 0 | 1.0% | O | 1 | 1.0% | O | 1 | 1.0% | O | 0 | | | 0 | 4 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (UNIV DR IN N/S DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (PISANO IN E/W DIR) | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 8 PISANO AVE | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 1.0% | I | 0 | 1.0% | I | 1 | | | 0 | | | 0 | 1.0% | I | 4 | 1.0% | I | 2 | 1.0% | I | 1 | | | 0 | 8 |
| CARILLO ST | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 1.0% | O | 1 | 1.0% | O | 1 | | | 0 | | | 0 | 1.0% | O | 1 | 1.0% | O | 1 | 1.0% | O | 0 | | | 0 | 4 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (CARILLO IN N/S DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (PISANO IN E/W DIR) | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |

**TABLE A8-1**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - AM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | | MERRICK | | | HOME DEPOT | | | CHURCH SCHOOL | | | SAN REMO/1430 DIXIE | | | 3760 BIRD ROAD | | | MIAMI GREEN/VIEW | | | US1 OFFICE BLDG | | | RED RD COMMONS | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | COMM |
| | | | 46 | 1081 | 52 | 95 | 1070 | 61 | 184 | 1064 | 108 | 173 | 1086 | 111 | 405 | 1067 | 72 | 239 | 1080 | 67 | 101 | 1083 | 14 | 89 | 1098 | 113 | TRIPS |
| | | | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | AM PEAK |
| 9 GRANADA BLVD | EB | L | | | 0 | | | 0 | | | 0 | 3.0% | I | 5 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | 6 |
| AND | | T | 10.0% | I | 5 | 7.0% | I | 7 | | | 0 | 6.0% | I | 10 | 6.0% | I | 24 | 8.0% | I | 19 | | | 0 | 10.0% | O | 11 | 76 |
| PONCE DE LEON BLVD | | R | | | 0 | 2.0% | I | 2 | | | 0 | | | 0 | | | 0 | | | 0 | 10.0% | I | 10 | | | 0 | 12 |
| | WB | L | 3.0% | O | 2 | | | 0 | | | 0 | 6.0% | O | 7 | 3.0% | O | 2 | 2.0% | O | 1 | | | 0 | | | 0 | 12 |
| | | T | 10.0% | O | 5 | 7.0% | O | 4 | | | 0 | 6.0% | O | 7 | 6.0% | O | 4 | 8.0% | O | 5 | | | 0 | 11.0% | I | 10 | 35 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | 2.0% | O | 1 | | | 0 | | | 0 | | | 0 | | | 0 | 10.0% | O | 1 | | | 0 | 2 |
| | | T | 3.0% | I | 1 | 3.0% | O | 2 | 1.0% | I | 2 | | | 0 | 1.0% | I | 4 | 3.0% | I | 7 | 9.0% | O | 1 | | | 0 | 17 |
| | | R | 3.0% | I | 1 | | | 0 | | | 0 | 6.0% | I | 10 | 3.0% | I | 12 | 2.0% | I | 5 | | | 0 | | | 0 | 28 |
| (PONCE IN E/W DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 3.0% | O | 2 | 3.0% | I | 3 | 1.0% | O | 1 | | | 0 | 1.0% | O | 1 | 3.0% | O | 2 | 9.0% | I | 9 | | | 0 | 18 |
| | | R | | | 0 | | | 0 | | | 0 | 3.0% | O | 3 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | 4 |
| 10 GRANADA BLVD | EB | L | | | 0 | | | 0 | | | 0 | 6.0% | O | 7 | | | 0 | | | 0 | | | 0 | 3.0% | O | 3 | 10 |
| AND | | T | 11.0% | I | 5 | 9.0% | I | 9 | | | 0 | 15.0% | O | 17 | 7.0% | I | 28 | 12.0% | I | 29 | 14.0% | I | 14 | 11.0% | O | 12 | 114 |
| US-1(DIXIE HIGHWAY) | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | O | 0 | | | 0 | 0 |
| | | T | 11.0% | O | 6 | 9.0% | O | 5 | | | 0 | 15.0% | I | 26 | 7.0% | O | 5 | 12.0% | O | 8 | 14.0% | O | 2 | 11.0% | I | 10 | 62 |
| | | R | | | 0 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | | | 0 | 18.0% | O | 3 | | | 0 | 4 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 6.0% | I | 3 | 4.0% | O | 2 | 1.0% | I | 2 | | | 0 | 4.0% | I | 16 | 5.0% | I | 12 | | | 0 | | | 0 | 35 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | | | 0 | 1 |
| (US-1 IN E/W DIR) | SB | L | | | 0 | 1.0% | I | 1 | | | 0 | | | 0 | | | 0 | | | 0 | 18.0% | I | 18 | | | 0 | 19 |
| | | T | 6.0% | O | 3 | 4.0% | I | 4 | 1.0% | O | 1 | | | 0 | 4.0% | O | 3 | 5.0% | O | 3 | | | 0 | | | 0 | 14 |
| | | R | | | 0 | | | 0 | | | 0 | 6.0% | I | 10 | | | 0 | | | 0 | | | 0 | 3.0% | I | 3 | 13 |
| 11 CARILLO ST | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 10.0% | I | 5 | 6.0% | I | 6 | | | 0 | 9.0% | O | 10 | 6.0% | I | 24 | 8.0% | I | 19 | 10.0% | I | 10 | 11.0% | O | 12 | 86 |
| PONCE DE LEON BLVD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 10.0% | O | 5 | 6.0% | O | 4 | | | 0 | 9.0% | I | 16 | 6.0% | O | 4 | 8.0% | O | 5 | 10.0% | O | 1 | 11.0% | I | 10 | 45 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (PONCE IN E/W DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 12 STANFORD DR | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 7.0% | I | 3 | 5.0% | I | 5 | | | 0 | | | 0 | 5.0% | I | 20 | 7.0% | I | 17 | 10.0% | I | 10 | 14.0% | O | 16 | 71 |
| PONCE DE LEON BLVD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3.0% | I | 3 | | | 0 | 3 |
| | WB | L | 3.0% | O | 2 | 2.0% | O | 1 | | | 0 | 9.0% | I | 16 | 2.0% | O | 1 | 2.0% | O | 1 | | | 0 | | | 0 | 21 |
| | | T | 7.0% | O | 4 | 5.0% | O | 3 | | | 0 | | | 0 | 5.0% | O | 4 | 7.0% | O | 5 | 10.0% | O | 1 | 14.0% | I | 12 | 29 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3.0% | O | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | 3.0% | I | 1 | 2.0% | I | 2 | | | 0 | 9.0% | O | 10 | 2.0% | I | 8 | 2.0% | I | 5 | | | 0 | | | 0 | 26 |
| (PONCE IN E/W DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 13 STANFORD DR | EB | L | 3.0% | I | 1 | | | 0 | | | 0 | 9.0% | O | 10 | | | 0 | | | 0 | | | 0 | | | 0 | 11 |
| AND | | T | 10.0% | I | 5 | 8.0% | I | 8 | | | 0 | 21.0% | O | 23 | 6.0% | I | 24 | 11.0% | I | 26 | 12.0% | I | 12 | 4.0% | O | 5 | 103 |
| US-1 (DIXIE HIGHWAY) | | R | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | | | 0 | 1 |
| | WB | L | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 0 | | | 0 | 1 |
| | | T | 10.0% | O | 5 | 8.0% | O | 5 | | | 0 | 21.0% | I | 36 | 6.0% | O | 4 | 11.0% | O | 7 | 12.0% | O | 2 | 4.0% | I | 4 | 63 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | 1.0% | I | 2 | | | 0 | | | 0 | | | 0 | | | 0 | 2 |
| | | T | | | 0 | 2.0% | I | 2 | | | 0 | | | 0 | 2.0% | I | 8 | 2.0% | I | 5 | 1.0% | O | 0 | | | 0 | 15 |
| | | R | 1.0% | I | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (US-1 IN E/W DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | | | 0 | 2 |
| | | T | | | 0 | 2.0% | O | 1 | | | 0 | | | 0 | 2.0% | O | 1 | 2.0% | O | 1 | 1.0% | I | 1 | | | 0 | 4 |
| | | R | 3.0% | O | 2 | | | 0 | | | 0 | 9.0% | I | 16 | | | 0 | | | 0 | | | 0 | | | 0 | 18 |
| 14 MERRICK STREET | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 7.0% | I | 3 | 6.0% | I | 6 | | | 0 | | | 0 | 5.0% | I | 20 | 7.0% | I | 17 | 7.0% | I | 7 | 14.0% | O | 16 | 69 |
| PONCE DE LEON BLVD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 7.0% | O | 4 | 6.0% | O | 4 | | | 0 | | | 0 | 5.0% | O | 4 | 7.0% | O | 5 | 7.0% | O | 1 | 14.0% | I | 12 | 30 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (PONCE IN E/W DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 15 DICKINSON DR | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 7.0% | I | 3 | 6.0% | I | 6 | | | 0 | | | 0 | 5.0% | I | 20 | 7.0% | I | 17 | | | 0 | 15.0% | O | 17 | 63 |
| PONCE DE LEON BLVD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 7.0% | O | 4 | 6.0% | O | 4 | | | 0 | | | 0 | 5.0% | O | 4 | 7.0% | O | 5 | | | 0 | 15.0% | I | 13 | 30 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (PONCE IN E/W DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 16 SOUTH ALHAMBRA CI | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 7.0% | I | 3 | 6.0% | I | 6 | | | 0 | | | 0 | 5.0% | I | 20 | 7.0% | I | 17 | | | 0 | 15.0% | O | 17 | 63 |
| PONCE DE LEON BLVD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 7.0% | O | 4 | 6.0% | O | 4 | | | 0 | | | 0 | 5.0% | O | 4 | 7.0% | O | 5 | | | 0 | 15.0% | I | 13 | 30 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (PONCE IN E/W DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |

**TABLE A8-1**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - AM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | | MERRICK | | | HOME DEPOT | | | CHURCH SCHOOL | | | SAN REMO/1430 DIXIE | | | 3760 BIRD ROAD | | | MIAMI GREEN/VIEW | | | US1 OFFICE BLDG | | | RED RD COMMONS | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | COMM |
| | | | 46 | 1081 | 52 | 95 | 1070 | 61 | 184 | 1064 | 108 | 173 | 1086 | 111 | 405 | 1067 | 72 | 239 | 1080 | 67 | 101 | 1083 | 14 | 89 | 1098 | 113 | TRIPS |
| | | | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | AM PEAK |
| 17 SOUTH ALHAMBRA CI | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 11.0% | I | 5 | 8.0% | I | 8 | | | 0 | | | 0 | 6.0% | I | 24 | 10.0% | I | 24 | 11.0% | I | 11 | 4.0% | O | 5 | 77 |
| US - 1 (DIXIE HIGHWAY) | | R | | | 0 | | | 0 | | | 0 | 19.0% | I | 33 | | | 0 | | | 0 | | | 0 | | | 0 | 33 |
| | WB | L | 1.0% | O | 1 | 1.0% | O | 1 | | | 0 | 31.0% | I | 54 | 1.0% | O | 1 | 1.0% | O | 1 | 1.0% | O | 0 | | | 0 | 58 |
| | | T | 11.0% | O | 6 | 8.0% | O | 5 | | | 0 | | | 0 | 6.0% | O | 4 | 10.0% | O | 7 | 11.0% | O | 2 | 4.0% | I | 4 | 28 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | 19.0% | O | 21 | | | 0 | | | 0 | | | 0 | | | 0 | 21 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | 1.0% | I | 0 | 1.0% | I | 1 | | | 0 | 31.0% | O | 34 | 1.0% | I | 4 | 1.0% | I | 2 | 1.0% | I | 1 | | | 0 | 42 |
| (US-1 IN E/W DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 18 HURRICANE DR | EB | L | | | 0 | | | 0 | 1.0% | I | 2 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | | | 0 | 3 |
| AND | | T | 6.0% | I | 3 | 4.0% | I | 4 | | | 0 | | | 0 | 3.0% | I | 12 | 5.0% | I | 12 | 6.0% | I | 6 | 11.0% | O | 12 | 49 |
| PONCE DE LEON BLVD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 6.0% | O | 3 | 4.0% | O | 2 | | | 0 | | | 0 | 3.0% | O | 2 | 5.0% | O | 3 | 6.0% | O | 1 | 11.0% | I | 10 | 21 |
| | | R | 2.0% | O | 1 | 1.0% | O | 1 | | | 0 | | | 0 | 1.0% | O | 1 | 2.0% | O | 1 | 4.0% | O | 1 | 4.0% | I | 4 | 9 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (PONCE IN E/W DIR) | SB | L | 2.0% | I | 1 | 1.0% | I | 1 | | | 0 | | | 0 | 1.0% | I | 4 | 2.0% | I | 5 | 4.0% | I | 4 | 4.0% | O | 5 | 20 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | 1.0% | O | 1 | 1.0% | I | 2 | | | 0 | | | 0 | | | 0 | | | 0 | 3 |
| 19 RED ROAD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 10.0% | O | 11 | 11 |
| AND | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | 1 |
| LEVANTE AVE | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 15.0% | O | 17 | 17 |
| | WB | L | | | 0 | | | 0 | | | 0 | 1.0% | I | 2 | | | 0 | | | 0 | | | 0 | | | 0 | 2 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | 1 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | 1 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 10.0% | I | 9 | 9 |
| | | T | 2.0% | O | 1 | 2.0% | O | 1 | 3.0% | I | 6 | 13.0% | O | 14 | 1.0% | O | 1 | 2.0% | O | 1 | 3.0% | O | 0 | 16.0% | I | 14 | 38 |
| | | R | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | | | 0 | 1 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 2.0% | I | 1 | 2.0% | I | 2 | 3.0% | O | 3 | 13.0% | I | 22 | 1.0% | I | 4 | 2.0% | I | 5 | 3.0% | I | 3 | 16.0% | O | 18 | 58 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 10.0% | I | 9 | 9 |
| 20 RED RD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | 1 |
| AND | | T | 10.0% | I | 5 | 8.0% | I | 8 | | | 0 | 18.0% | I | 31 | 6.0% | I | 24 | 10.0% | I | 24 | 11.0% | I | 11 | | | 0 | 103 |
| US-1 (DIXIE HIGHWAY) | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1 |
| | | T | 10.0% | O | 5 | 8.0% | O | 5 | | | 0 | 18.0% | O | 20 | 6.0% | O | 4 | 10.0% | O | 7 | 11.0% | O | 2 | | | 0 | 43 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | 1 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 3.0% | I | 1 | 2.0% | I | 2 | 2.0% | I | 4 | 17.0% | O | 19 | 2.0% | I | 8 | 3.0% | I | 7 | 3.0% | I | 3 | 5.0% | I | 4 | 48 |
| | | R | 1.0% | I | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (US-1 IN E/W DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 3.0% | O | 2 | 2.0% | O | 1 | 2.0% | O | 2 | 17.0% | I | 29 | 2.0% | O | 1 | 3.0% | O | 2 | 3.0% | O | 0 | 5.0% | O | 6 | 43 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | 1 |
| 21 RED RD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| PONCE DE LEON BLVD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | 6.0% | O | 3 | 4.0% | O | 2 | | | 0 | | | 0 | | | 0 | 5.0% | O | 3 | 6.0% | O | 1 | 11.0% | I | 10 | 19 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 3.0% | I | 6 | 15.0% | O | 17 | 2.0% | O | 1 | | | 0 | | | 0 | 5.0% | I | 4 | 28 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | 6.0% | I | 3 | 4.0% | I | 4 | | | 0 | | | 0 | | | 0 | 5.0% | I | 12 | 6.0% | I | 6 | 11.0% | O | 12 | 37 |
| | | T | | | 0 | | | 0 | 3.0% | O | 3 | 15.0% | I | 26 | 2.0% | I | 8 | | | 0 | | | 0 | 5.0% | O | 6 | 43 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 22 CAMPO SANO AVE | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| PISANO AVE | | R | | | 0 | | | 0 | 1.0% | O | 1 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | 3 |
| | WB | L | 1.0% | O | 1 | 1.0% | O | 1 | | | 0 | | | 0 | 1.0% | O | 1 | 1.0% | O | 1 | 1.0% | O | 0 | | | 0 | 4 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | 1.0% | I | 2 | 1.0% | I | 2 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | 5 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (PISANO IN N/S DIR !!!) | | R | 1.0% | I | 0 | 1.0% | I | 1 | | | 0 | | | 0 | 1.0% | I | 4 | 1.0% | I | 2 | 1.0% | I | 1 | | | 0 | 8 |
| (CAMPO SANO IN E/W | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 23 RED RD | EB | L | | | 0 | | | 0 | 1.0% | I | 2 | | | 0 | | | 0 | | | 0 | | | 0 | 5.0% | O | 6 | 8 |
| AND | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 5.0% | O | 6 | 6 |
| BRESCIA RD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 5.0% | O | 6 | 6 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 5.0% | I | 4 | 4 |
| | | R | 2.0% | I | 1 | 2.0% | I | 2 | | | 0 | 7.0% | I | 12 | 1.0% | I | 4 | 2.0% | I | 5 | 2.0% | I | 2 | | | 0 | 26 |
| | NB | L | 2.0% | O | 1 | 2.0% | O | 1 | | | 0 | 7.0% | O | 8 | 1.0% | O | 1 | 2.0% | O | 1 | 2.0% | O | 0 | 5.0% | I | 4 | 16 |
| | | T | | | 0 | | | 0 | 3.0% | I | 6 | 6.0% | O | 7 | | | 0 | | | 0 | 1.0% | O | 0 | 10.0% | O | 11 | 24 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 3.0% | O | 3 | 6.0% | I | 10 | | | 0 | | | 0 | 1.0% | I | 1 | 10.0% | I | 9 | 23 |
| | | R | | | 0 | | | 0 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | | | 0 | 5.0% | I | 4 | 5 |
| 24 SUNSET ROAD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 1.0% | I | 0 | 1.0% | I | 1 | | | 0 | 1.0% | O | 1 | 1.0% | I | 4 | 1.0% | I | 2 | 2.0% | I | 2 | 2.0% | O | 2 | 12 |
| MAYNADA ST | | R | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | | | 0 | 1 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 1.0% | O | 1 | 1.0% | O | 1 | | | 0 | 1.0% | I | 2 | 1.0% | O | 1 | 1.0% | O | 1 | 2.0% | O | 0 | 2.0% | I | 2 | 8 |
| | | R | | | 0 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1 |
| | NB | L | | | 0 | | | 0 | | | 0 | 1.0% | I | 2 | | | 0 | | | 0 | | | 0 | | | 0 | 2 |
| | | T | 1.0% | I | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 4 | 1.0% | I | 2 | 1.0% | I | 1 | | | 0 | 7 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | 1.0% | I | 1 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1 |
| | | T | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | 1.0% | O | 1 | 1.0% | O | 0 | | | 0 | 3 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |

**TABLE A8-1**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - AM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | | MERRICK | | | HOME DEPOT | | | CHURCH SCHOOL | | | SAN REMO/1430 DIXIE | | | 3760 BIRD ROAD | | | MIAMI GREEN/VIEW | | | US1 OFFICE BLDG | | | RED RD COMMONS | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | COMM |
| | | | 46 | 1081 | 52 | 95 | 1070 | 61 | 184 | 1064 | 108 | 173 | 1086 | 111 | 405 | 1067 | 72 | 239 | 1080 | 67 | 101 | 1083 | 14 | 89 | 1098 | 113 | TRIPS |
| | | | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | AM PEAK |
| 25 SUNSET ROAD | EB | L | 2.0% | I | 1 | 2.0% | I | 2 | | | 0 | 16.0% | I | 28 | 1.0% | I | 4 | 2.0% | I | 5 | 2.0% | I | 2 | 1.0% | I | 1 | 43 |
| AND | | T | | | 0 | | | 0 | | | 0 | 6.0% | I | 10 | | | 0 | | | 0 | | | 0 | | | 0 | 10 |
| RED RD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1 |
| | | T | | | 0 | | | 0 | | | 0 | 6.0% | O | 7 | | | 0 | 1.0% | O | 1 | | | 0 | | | 0 | 8 |
| | | R | 1.0% | I | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 4 | | | 0 | 1.0% | I | 1 | 2.0% | I | 2 | 7 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 2.0% | I | 1 | | | 0 | 2.0% | I | 4 | 10.0% | I | 17 | 1.0% | I | 4 | 2.0% | I | 5 | 1.0% | I | 1 | 1.0% | I | 1 | 33 |
| | | R | | | 0 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | 1.0% | I | 2 | | | 0 | | | 0 | 3 |
| | SB | L | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | | | 0 | 1.0% | O | 0 | 2.0% | O | 2 | 4 |
| | | T | 2.0% | O | 1 | | | 0 | 2.0% | O | 2 | 10.0% | O | 11 | 1.0% | O | 1 | 2.0% | O | 1 | 1.0% | O | 0 | 1.0% | O | 1 | 17 |
| | | R | 2.0% | O | 1 | 2.0% | O | 1 | | | 0 | 16.0% | O | 18 | 1.0% | O | 1 | 1.0% | O | 1 | 2.0% | O | 0 | 1.0% | O | 1 | 23 |
| 26 RED RD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 2.0% | I | 1 | 1.0% | I | 1 | 4.0% | I | 7 | | | 0 | 1.0% | I | 4 | 2.0% | I | 5 | 3.0% | I | 3 | | | 0 | 21 |
| BLUE RD | | R | | | 0 | | | 0 | | | 0 | 1.0% | I | 2 | | | 0 | | | 0 | | | 0 | | | 0 | 2 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 8.0% | I | 7 | 7 |
| | | T | 2.0% | O | 1 | 1.0% | O | 1 | 4.0% | O | 4 | | | 0 | 1.0% | O | 1 | 2.0% | O | 1 | 3.0% | O | 0 | | | 0 | 8 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3.0% | O | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | | | 0 | 1 |
| | | T | | | 0 | | | 0 | 3.0% | I | 6 | 3.0% | O | 3 | | | 0 | | | 0 | | | 0 | 13.0% | O | 15 | 24 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 8.0% | O | 9 | 9 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3.0% | I | 3 | | | 0 | 3 |
| | | T | | | 0 | | | 0 | 3.0% | O | 3 | 3.0% | I | 5 | | | 0 | | | 0 | | | 0 | 13.0% | I | 12 | 20 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 27 RED RD | EB | L | | | 0 | | | 0 | 1.0% | I | 2 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2 |
| AND | | T | 9.0% | I | 4 | 6.0% | I | 6 | 8.0% | I | 15 | | | 0 | 6.0% | I | 24 | 9.0% | I | 22 | 1.0% | I | 1 | | | 0 | 72 |
| BIRD RD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | | | 0 | 1 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | 2 |
| | | T | 9.0% | O | 5 | 6.0% | O | 4 | 8.0% | O | 9 | | | 0 | 6.0% | O | 4 | 9.0% | O | 6 | 1.0% | O | 0 | | | 0 | 28 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 3.0% | I | 6 | 3.0% | O | 3 | | | 0 | | | 0 | | | 0 | 10.0% | O | 11 | 20 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | 2 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 3.0% | O | 3 | 3.0% | I | 5 | | | 0 | | | 0 | 1.0% | I | 1 | 10.0% | I | 9 | 18 |
| | | R | | | 0 | | | 0 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1 |
| 28 BIRD RD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 9.0% | I | 4 | 6.0% | I | 6 | | | 0 | | | 0 | 7.0% | I | 28 | 9.0% | I | 22 | 1.0% | I | 1 | 4.0% | O | 5 | 66 |
| UNIVERSITY DR | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | 2 |
| | | T | 9.0% | O | 5 | 6.0% | O | 4 | | | 0 | | | 0 | 7.0% | O | 5 | 9.0% | O | 6 | 1.0% | O | 0 | 4.0% | I | 4 | 24 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | 2 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 29 BIRD RD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | | | 0 | 12.0% | I | 11 | 3.0% | I | 6 | | | 0 | 13.0% | I | 53 | 17.0% | I | 41 | | | 0 | 3.0% | O | 3 | 114 |
| LEJEUNE RD | | R | | | 0 | | | 0 | 1.0% | I | 2 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 1 | 1.0% | O | 1 | 1.0% | I | 1 | | | 0 | 3 |
| | | T | | | 0 | 12.0% | O | 7 | 3.0% | O | 3 | | | 0 | 13.0% | O | 9 | 17.0% | O | 11 | | | 0 | 3.0% | I | 3 | 33 |
| | | R | 22.0% | I | 10 | | | 0 | 3.0% | O | 3 | | | 0 | | | 0 | 3.0% | O | 2 | | | 0 | | | 0 | 15 |
| | NB | L | 22.0% | O | 11 | | | 0 | 3.0% | I | 6 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 17 |
| | | T | 10.0% | O | 5 | 2.0% | O | 1 | | | 0 | 6.0% | O | 7 | 1.0% | I | 4 | | | 0 | 12.0% | O | 2 | | | 0 | 19 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | I | 8 | 1.0% | I | 2 | 1.0% | O | 0 | | | 0 | 10 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3.0% | I | 7 | | | 0 | | | 0 | 7 |
| | | T | 10.0% | I | 5 | 2.0% | I | 2 | 1.0% | O | 1 | 6.0% | I | 10 | 1.0% | O | 1 | | | 0 | 12.0% | I | 12 | | | 0 | 31 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 30 BLUE RD | EB | L | | | 0 | | | 0 | 10.0% | I | 18 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | 20 |
| AND | | T | 2.0% | I | 1 | 2.0% | I | 2 | | | 0 | | | 0 | 1.0% | I | 4 | 2.0% | I | 5 | 6.0% | I | 6 | 6.0% | O | 7 | 25 |
| SAN AMARO DR | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 2.0% | O | 1 | 2.0% | O | 1 | | | 0 | | | 0 | 1.0% | O | 1 | 2.0% | O | 1 | 6.0% | O | 1 | 6.0% | I | 5 | 10 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | O | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 4.0% | I | 7 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | 10 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | | | 0 | 1 |
| | | T | | | 0 | | | 0 | 4.0% | O | 4 | 1.0% | I | 2 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | 8 |
| | | R | | | 0 | | | 0 | 10.0% | O | 11 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | 13 |
| 31 BLUE RD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | 2 |
| AND | | T | 2.0% | I | 1 | 2.0% | I | 2 | | | 0 | | | 0 | 1.0% | I | 4 | 2.0% | I | 5 | 7.0% | I | 7 | 4.0% | O | 5 | 24 |
| UNIVERSITY DR | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 10/14/2003 | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 8:00 - 9:00 | | T | 2.0% | O | 1 | 2.0% | O | 1 | | | 0 | | | 0 | 1.0% | O | 1 | 2.0% | O | 1 | 7.0% | O | 1 | 4.0% | I | 4 | 9 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | 2 |
| 32 BLUE RD | EB | L | 1.0% | I | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 4 | | | 0 | | | 0 | 3.0% | O | 3 | 7 |
| AND | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| GRANADA BLVD | | R | 1.0% | I | 0 | 2.0% | O | 1 | | | 0 | | | 0 | | | 0 | 2.0% | I | 5 | 8.0% | I | 8 | 1.0% | O | 1 | 15 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | 1.0% | O | 1 | 2.0% | O | 1 | | | 0 | | | 0 | | | 0 | 2.0% | O | 1 | 7.0% | O | 1 | 1.0% | I | 1 | 5 |
| | | T | | | 0 | | | 0 | 1.0% | I | 2 | 2.0% | O | 2 | 1.0% | I | 4 | 1.0% | O | 1 | 1.0% | O | 0 | | | 0 | 9 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 1.0% | O | 1 | 2.0% | I | 3 | 1.0% | O | 1 | 1.0% | I | 2 | 1.0% | I | 1 | | | 0 | 8 |
| | | R | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | | | 0 | | | 0 | 3.0% | I | 3 | 5 |

**TABLE A8-1**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - AM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | | MERRICK | | | HOME DEPOT | | | CHURCH SCHOOL | | | SAN REMO/1430 DIXIE | | | 3760 BIRD ROAD | | | MIAMI GREEN/VIEW | | | US1 OFFICE BLDG | | | RED RD COMMONS | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | COMM |
| | | | 46 | 1081 | 52 | 95 | 1070 | 61 | 184 | 1064 | 108 | 173 | 1086 | 111 | 405 | 1067 | 72 | 239 | 1080 | 67 | 101 | 1083 | 14 | 89 | 1098 | 113 | TRIPS |
| | | | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | AM PEAK |
| 34 US - 1 (DIXIE HIGHWA | EB | L | 12.0% | I | 6 | | | 0 | | | 0 | 6.0% | O | 7 | 5.0% | I | 20 | | | 0 | 3.0% | O | 0 | | | 0 | 33 |
| AND | | T | | | 0 | 7.0% | I | 7 | | | 0 | 6.0% | O | 7 | 4.0% | I | 16 | | | 0 | 27.0% | O | 4 | | | 0 | 34 |
| LEJEUNE RD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 4.0% | I | 10 | | | 0 | | | 0 | 10 |
| | WB | L | 2.0% | O | 1 | 3.0% | O | 2 | | | 0 | | | 0 | 1.0% | O | 1 | 6.0% | I | 14 | | | 0 | | | 0 | 18 |
| | | T | | | 0 | 7.0% | O | 4 | | | 0 | 6.0% | I | 10 | 4.0% | O | 3 | | | 0 | 27.0% | I | 27 | | | 0 | 44 |
| | | R | | | 0 | 1.0% | O | 1 | 2.0% | I | 4 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 5 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 3.0% | I | 1 | | | 0 | | | 0 | 1.0% | O | 1 | | | 0 | 4.0% | I | 10 | 23.0% | O | 3 | | | 0 | 15 |
| | | R | 2.0% | I | 1 | 1.0% | I | 1 | | | 0 | | | 0 | 1.0% | I | 4 | | | 0 | | | 0 | | | 0 | 6 |
| (LE JEUNE IN N/S DIR | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (US-1 IN E/W DIR) | | T | 3.0% | O | 2 | 3.0% | I | 3 | 2.0% | O | 2 | 1.0% | I | 2 | 1.0% | I | 4 | 4.0% | O | 3 | 23.0% | I | 23 | | | 0 | 39 |
| | | R | 12.0% | O | 6 | | | 0 | | | 0 | 6.0% | I | 10 | 5.0% | O | 4 | 6.0% | O | 4 | 3.0% | I | 3 | | | 0 | 27 |
| 35 PONCE DE LEON BLV | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 12.0% | I | 6 | 10.0% | I | 10 | | | 0 | 15.0% | O | 17 | 8.0% | I | 32 | 12.0% | I | 29 | | | 0 | 4.0% | O | 5 | 99 |
| RIVIERA DRIVE | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 12.0% | O | 6 | 10.0% | O | 6 | | | 0 | 15.0% | I | 26 | 8.0% | O | 6 | 12.0% | O | 8 | | | 0 | 4.0% | I | 4 | 56 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 2.0% | I | 1 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 6.0% | O | 1 | | | 0 | 2 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 2.0% | O | 1 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 6.0% | I | 6 | | | 0 | 7 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 36 US-1 (DIXIE HIGHWAY | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 11.0% | I | 5 | 7.0% | I | 7 | | | 0 | 12.0% | O | 13 | 6.0% | I | 24 | 9.0% | I | 22 | | | 0 | 4.0% | O | 5 | 76 |
| RIVIERA DRIVE | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 33.0% | I | 33 | | | 0 | 33 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 30.0% | I | 30 | | | 0 | 30 |
| | | T | 11.0% | O | 6 | 7.0% | O | 4 | | | 0 | 12.0% | I | 21 | 6.0% | O | 4 | 9.0% | O | 6 | | | 0 | 4.0% | I | 4 | 45 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 33.0% | O | 5 | | | 0 | 5 |
| | | T | 2.0% | I | 1 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 6.0% | O | 1 | | | 0 | 2 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 30.0% | O | 4 | | | 0 | 4 |
| (US-1 IN E/W DIR !!!) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 2.0% | O | 1 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 6.0% | I | 6 | | | 0 | 7 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 37 BIRD ROAD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 22.0% | I | 10 | 12.0% | I | 11 | 6.0% | O | 6 | | | 0 | 13.0% | I | 53 | 17.0% | I | 41 | | | 0 | 3.0% | O | 3 | 124 |
| RIVIERA DR | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3.0% | I | 3 | | | 0 | 3 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 22.0% | O | 11 | 12.0% | O | 7 | 6.0% | I | 11 | | | 0 | 13.0% | O | 9 | 17.0% | O | 11 | | | 0 | 3.0% | I | 3 | 52 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3.0% | O | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3.0% | O | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3.0% | I | 3 | | | 0 | 3 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 38 SUNSET ROAD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 1.0% | I | 0 | 2.0% | I | 2 | | | 0 | 1.0% | O | 1 | 1.0% | I | 4 | 1.0% | I | 2 | 2.0% | O | 0 | 1.0% | O | 1 | 10 |
| GRANADA BLVD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 1.0% | O | 1 | 2.0% | O | 1 | | | 0 | 1.0% | I | 2 | 1.0% | O | 1 | 1.0% | O | 1 | 2.0% | I | 2 | 1.0% | I | 1 | 9 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 39 HARDEE RD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | | | 0 | | | 0 | | | 0 | | | 0 | 2 |
| GRANADA BLVD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | 2.0% | I | 3 | | | 0 | | | 0 | | | 0 | | | 0 | 3 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | | | 0 | | | 0 | | | 0 | | | 0 | 2 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | 2.0% | I | 3 | | | 0 | | | 0 | | | 0 | | | 0 | 3 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 40 SUNSET ROAD | EB | L | | | 0 | | | 0 | | | 0 | 6.0% | I | 10 | | | 0 | | | 0 | | | 0 | | | 0 | 10 |
| AND | | T | 1.0% | I | 0 | 1.0% | I | 1 | | | 0 | | | 0 | 1.0% | I | 4 | 1.0% | I | 2 | 1.0% | I | 1 | 2.0% | O | 2 | 10 |
| NERVIA ST | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 1.0% | O | 1 | 1.0% | O | 1 | | | 0 | | | 0 | 1.0% | O | 1 | 1.0% | O | 1 | 2.0% | O | 0 | 2.0% | I | 2 | 6 |
| | | R | | | 0 | | | 0 | | | 0 | 2.0% | I | 3 | | | 0 | | | 0 | | | 0 | | | 0 | 3 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | | | 0 | | | 0 | | | 0 | | | 0 | 2 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | 6.0% | O | 7 | | | 0 | | | 0 | | | 0 | | | 0 | 7 |
| 41 S. ALHAMBRA CIRCLE | EB | L | | | 0 | | | 0 | | | 0 | 50.0% | O | 56 | | | 0 | | | 0 | | | 0 | | | 0 | 56 |
| AND | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| NERVIA ST | | R | | | 0 | | | 0 | | | 0 | 10.0% | O | 11 | | | 0 | | | 0 | | | 0 | | | 0 | 11 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | 10.0% | I | 17 | | | 0 | | | 0 | | | 0 | | | 0 | 17 |
| | | T | 1.0% | I | 0 | 1.0% | I | 1 | | | 0 | | | 0 | 1.0% | I | 4 | 1.0% | I | 2 | 1.0% | I | 1 | | | 0 | 8 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (NERVIA IN E/W DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 1.0% | O | 1 | 1.0% | O | 1 | | | 0 | | | 0 | 1.0% | O | 1 | 1.0% | O | 1 | 1.0% | O | 0 | | | 0 | 4 |
| | | R | | | 0 | | | 0 | | | 0 | 50.0% | I | 87 | | | 0 | | | 0 | | | 0 | | | 0 | 87 |

**TABLE A8-1**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - AM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | MERRICK | | | HOME DEPOT | | | CHURCH SCHOOL | | | SAN REMO/1430 DIXIE | | | 3760 BIRD ROAD | | | MIAMI GREEN/VIEW | | | US1 OFFICE BLDG | | | RED RD COMMONS | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | COMM |
| | | 46 | 1081 | 52 | 95 | 1070 | 61 | 184 | 1064 | 108 | 173 | 1086 | 111 | 405 | 1067 | 72 | 239 | 1080 | 67 | 101 | 1083 | 14 | 89 | 1098 | 113 | TRIPS |
| | | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | AM PEAK |
| 42 BIRD ROAD | EB L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | T | 9.0% | I | 4 | 6.0% | I | 6 | | | 0 | | | 0 | 7.0% | I | 28 | 9.0% | I | 22 | | | 0 | 3.0% | O | 3 | 63 |
| SAN AMARO DR | R | | | 0 | | | 0 | 7.0% | O | 8 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | | | 0 | 9 |
| | WB L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | 1 |
| | T | 9.0% | O | 5 | 6.0% | O | 4 | | | 0 | | | 0 | 7.0% | O | 5 | 9.0% | O | 6 | | | 0 | 3.0% | I | 3 | 23 |
| | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB L | | | 0 | | | 0 | 7.0% | I | 13 | | | 0 | | | 0 | | | 0 | 1.0% | O | 0 | | | 0 | 13 |
| | T | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | 4.0% | O | 5 | 6 |
| | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | 1 |
| | SB L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 43 BIRD ROAD | EB L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | T | 9.0% | I | 4 | 6.0% | I | 6 | | | 0 | | | 0 | 7.0% | I | 28 | 9.0% | I | 22 | | | 0 | 6.0% | O | 7 | 67 |
| GRANADA BLVD | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 0 | | | 0 | 0 |
| (NOT USED !!!) | WB L | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | 1.0% | O | 1 | | | 0 | 1.0% | I | 1 | 4 |
| | T | 9.0% | O | 5 | 6.0% | O | 4 | | | 0 | | | 0 | 7.0% | O | 5 | 9.0% | O | 6 | | | 0 | 6.0% | I | 5 | 25 |
| | R | 2.0% | O | 1 | 1.0% | O | 1 | 1.0% | I | 2 | | | 0 | 1.0% | O | 1 | 1.0% | O | 1 | 1.0% | I | 1 | | | 0 | 7 |
| | NB L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | O | 0 | | | 0 | 0 |
| | T | | | 0 | | | 0 | 2.0% | I | 4 | 2.0% | O | 2 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | 8 |
| | R | 1.0% | I | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 4 | 1.0% | I | 2 | | | 0 | 1.0% | O | 1 | 7 |
| | SB L | 2.0% | I | 1 | 1.0% | I | 1 | 1.0% | O | 1 | | | 0 | 1.0% | I | 4 | 1.0% | I | 2 | 2.0% | I | 2 | | | 0 | 11 |
| | T | | | 0 | | | 0 | 2.0% | O | 2 | 2.0% | I | 3 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | 7 |
| | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 33 LEJEUNE ROAD (N/S) | WB L2 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | L | | | 0 | 8.0% | O | 5 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | 7 |
| PONCE DE LEON (E/W) | R | | | 0 | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1 |
| AND | R2 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| GRAND AVE (NWB) | NB L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | T | 13.0% | I | 6 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 17.0% | O | 2 | | | 0 | 8 |
| DATE: 10/30/07 | R | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 4 | 11.0% | I | 26 | 15.0% | O | 2 | | | 0 | 32 |
| | R2 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB L2 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | L | | | 0 | 1.0% | I | 1 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1 |
| | T | 13.0% | O | 7 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 17.0% | I | 17 | | | 0 | 24 |
| | R | 10.0% | O | 5 | | | 0 | | | 0 | 5.0% | I | 9 | | | 0 | | | 0 | | | 0 | | | 0 | 14 |
| | NE L | 10.0% | I | 5 | | | 0 | | | 0 | 5.0% | O | 6 | | | 0 | | | 0 | | | 0 | | | 0 | 11 |
| | T | | | 0 | | | 0 | | | 0 | 7.0% | O | 8 | 8.0% | I | 32 | 12.0% | I | 29 | | | 0 | 2.0% | O | 2 | 71 |
| | R | | | 0 | 8.0% | I | 8 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | 10 |
| | R2 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SW L2 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | L | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | 11.0% | O | 7 | 15.0% | I | 15 | 2.0% | I | 2 | 25 |
| | T | | | 0 | | | 0 | | | 0 | 7.0% | I | 12 | 8.0% | O | 6 | 12.0% | O | 8 | | | 0 | | | 0 | 26 |
| | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 43 BIRD ROAD (E/W) | SB R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | T | | | 0 | | | 0 | 2.0% | O | 2 | 2.0% | I | 3 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | 7 |
| GRANADA BLVD (N/S) | L | 2.0% | I | 1 | 1.0% | I | 1 | 1.0% | O | 1 | | | 0 | 1.0% | I | 4 | 1.0% | I | 2 | 2.0% | I | 2 | | | 0 | 11 |
| AND | L2-UNIV | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIVERSITY DR (SWB | SW R2-GRA | | | | | | | | | | | | | | | | | | | | | | | | | |
| | R-BIRD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | T-GRA | | | | | | | | | | | | | | | | | | | | | | | | | |
| | L-BIRD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | WB R2-UNIV | | | | | | | | | | | | | | | | | | | | | | | | | |
| | R | 2.0% | O | 1 | 1.0% | O | 1 | 1.0% | I | 2 | | | 0 | 1.0% | O | 1 | 1.0% | O | 1 | 1.0% | I | 1 | | | 0 | 7 |
| | T | 9.0% | I | 4 | 6.0% | I | 6 | | | 0 | | | 0 | 7.0% | I | 28 | 9.0% | I | 22 | | | 0 | 6.0% | O | 7 | 67 |
| | L | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | 1.0% | O | 1 | | | 0 | 1.0% | I | 1 | 4 |
| | NB R | 1.0% | I | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 4 | 1.0% | I | 2 | | | 0 | 1.0% | O | 1 | 7 |
| | R2-UNIV | | | | | | | | | | | | | | | | | | | | | | | | | |
| | T | | | 0 | | | 0 | 2.0% | I | 4 | 2.0% | O | 2 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | 8 |
| | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | O | 0 | | | 0 | 0 |
| | EB R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 0 | | | 0 | 0 |
| | T | 9.0% | I | 4 | 6.0% | I | 6 | | | 0 | | | 0 | 7.0% | I | 28 | 9.0% | I | 22 | | | 0 | 6.0% | O | 7 | 67 |
| | L2-UNIV | | | | | | | | | | | | | | | | | | | | | | | | | |
| | L | | | | | | | | | | | | | | | | | | | | | | | | | |

**TABLE A8-2**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - PM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | | MERRICK | | | HOME DEPOT | | | CHURCH SCHOOL | | | SAN REMO/1430 DIXIE | | | 3760 BIRD ROAD | | | MIAMI GREEN/M. VIEW | | | US1 OFFICE BLDG | | | RED RD COMMONS | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | COMM |
| | | | 140 | 1081 | 135 | 308 | 1070 | 333 | 127 | 1064 | 327 | 557 | 1086 | 604 | 154 | 1067 | 418 | 258 | 1080 | 403 | 23 | 1083 | 110 | 113 | 1098 | 89 | TRIPS |
| | | | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | AM PEAK |
| 1 RED RD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 2.0% | I | 3 | 1.0% | I | 3 | 1.0% | I | 1 | | | 0 | 1.0% | I | 2 | 2.0% | I | 5 | 4.0% | I | 1 | 4.0% | O | 4 | 19 |
| MILLER RD | | R | | | 0 | | | 0 | | | 0 | 2.0% | I | 11 | | | 0 | | | 0 | 1.0% | I | 0 | | | 0 | 11 |
| | WB | L | | | 0 | | | 0 | | | 0 | 1.0% | I | 6 | | | 0 | | | 0 | | | 0 | 4.0% | I | 5 | 11 |
| | | T | 2.0% | O | 3 | 1.0% | O | 3 | 1.0% | O | 3 | | | 0 | 1.0% | O | 4 | 2.0% | O | 8 | 4.0% | O | 4 | 4.0% | I | 5 | 30 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | 2.0% | O | 12 | | | 0 | | | 0 | 1.0% | O | 1 | | | 0 | 13 |
| | | T | | | 0 | | | 0 | 4.0% | I | 5 | 4.0% | O | 24 | | | 0 | | | 0 | | | 0 | 21.0% | O | 19 | 48 |
| | | R | | | 0 | | | 0 | | | 0 | 1.0% | O | 6 | | | 0 | | | 0 | | | 0 | 4.0% | O | 4 | 10 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 4.0% | O | 13 | 4.0% | I | 22 | | | 0 | | | 0 | | | 0 | 21.0% | I | 24 | 59 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 2 SAN AMARO DR | EB | L | | | 0 | | | 0 | 3.0% | I | 4 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | 6 |
| AND | | T | | | 0 | | | 0 | | | 0 | 1.0% | I | 6 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | 7 |
| MIILLER RD | | R | 1.0% | I | 1 | 1.0% | I | 3 | | | 0 | | | 0 | 1.0% | I | 2 | 2.0% | I | 5 | 4.0% | I | 1 | 2.0% | O | 2 | 14 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | 1.0% | O | 6 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | 7 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | 1.0% | O | 1 | 1.0% | O | 3 | | | 0 | | | 0 | 1.0% | O | 4 | 2.0% | O | 8 | 4.0% | O | 4 | 2.0% | I | 2 | 22 |
| | | T | | | 0 | | | 0 | 1.0% | I | 1 | 1.0% | O | 6 | | | 0 | | | 0 | | | 0 | | | 0 | 7 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 1.0% | O | 3 | 1.0% | I | 6 | | | 0 | | | 0 | | | 0 | | | 0 | 9 |
| | | R | | | 0 | | | 0 | 3.0% | O | 10 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | 12 |
| 3 SAN AMARO DR | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| TRILLO AVE/MILLER DR | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 4.0% | I | 5 | 1.0% | I | 6 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | 13 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 4.0% | O | 13 | 1.0% | O | 6 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | 21 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 4 SAN AMARO DR | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| MEMORIAL DR | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 4.0% | I | 5 | 1.0% | I | 6 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | 13 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 4.0% | O | 13 | 1.0% | O | 6 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | 21 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 5 SAN AMARO DR | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| ROBBIA AVE | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 4.0% | I | 5 | 1.0% | I | 6 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | 13 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 4.0% | O | 13 | 1.0% | O | 6 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | 21 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 6 CAMPO SANO | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 1.0% | I | 1 | 1.0% | I | 3 | 1.0% | O | 3 | 1.0% | O | 6 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | 14 |
| BRUNSON DR | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 1.0% | O | 1 | 1.0% | O | 3 | 1.0% | I | 1 | 1.0% | I | 6 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | 12 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 7 PISANO AVE | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 1.0% | I | 1 | 1.0% | I | 3 | | | 0 | | | 0 | 1.0% | I | 2 | 1.0% | I | 3 | 1.0% | I | 0 | | | 0 | 9 |
| UNIVERSITY DR | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 1.0% | O | 1 | 1.0% | O | 3 | | | 0 | | | 0 | 1.0% | O | 4 | 1.0% | O | 4 | 1.0% | O | 1 | | | 0 | 13 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (UNIV DR IN N/S DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (PISANO IN E/W DIR) | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 8 PISANO AVE | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 1.0% | I | 1 | 1.0% | I | 3 | | | 0 | | | 0 | 1.0% | I | 2 | 1.0% | I | 3 | 1.0% | I | 0 | | | 0 | 9 |
| CARILLO ST | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 1.0% | O | 1 | 1.0% | O | 3 | | | 0 | | | 0 | 1.0% | O | 4 | 1.0% | O | 4 | 1.0% | O | 1 | | | 0 | 13 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (CARILLO IN N/S DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (PISANO IN E/W DIR) | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |

**TABLE A8-2**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - PM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | | MERRICK | | | HOME DEPOT | | | CHURCH SCHOOL | | | SAN REMO/1430 DIXIE | | | 3760 BIRD ROAD | | | MIAMI GREEN/M. VIEW | | | US1 OFFICE BLDG | | | RED RD COMMONS | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | COMM |
| | | | 140 | 1081 | 135 | 308 | 1070 | 333 | 127 | 1064 | 327 | 557 | 1086 | 604 | 154 | 1067 | 418 | 258 | 1080 | 403 | 23 | 1083 | 110 | 113 | 1098 | 89 | TRIPS |
| | | | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | AM PEAK |
| 9 GRANADA BLVD | EB | L | | | 0 | | | 0 | | | 0 | 3.0% | I | 17 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | 18 |
| AND | | T | 10.0% | I | 14 | 7.0% | I | 22 | | | 0 | 6.0% | I | 33 | 6.0% | I | 9 | 8.0% | I | 21 | | | 0 | 10.0% | O | 9 | 108 |
| PONCE DE LEON BLVD | | R | | | 0 | 2.0% | I | 6 | | | 0 | | | 0 | | | 0 | | | 0 | 10.0% | I | 2 | | | 0 | 8 |
| | WB | L | 3.0% | O | 4 | | | 0 | | | 0 | 6.0% | O | 36 | 3.0% | O | 13 | 2.0% | O | 8 | | | 0 | | | 0 | 61 |
| | | T | 10.0% | O | 14 | 7.0% | O | 23 | | | 0 | 6.0% | O | 36 | 6.0% | O | 25 | 8.0% | O | 32 | | | 0 | 11.0% | I | 12 | 142 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | 2.0% | O | 7 | | | 0 | | | 0 | | | 0 | | | 0 | 10.0% | O | 11 | | | 0 | 18 |
| | | T | 3.0% | I | 4 | 3.0% | O | 10 | 1.0% | I | 1 | | | 0 | 1.0% | I | 2 | 3.0% | I | 8 | 9.0% | O | 10 | | | 0 | 35 |
| | | R | 3.0% | I | 4 | | | 0 | | | 0 | 6.0% | I | 33 | 3.0% | I | 5 | 2.0% | I | 5 | | | 0 | | | 0 | 47 |
| (PONCE IN E/W DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 3.0% | O | 4 | 3.0% | I | 9 | 1.0% | O | 3 | | | 0 | 1.0% | O | 4 | 3.0% | O | 12 | 9.0% | I | 2 | | | 0 | 34 |
| | | R | | | 0 | | | 0 | | | 0 | 3.0% | O | 18 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | 19 |
| 10 GRANADA BLVD | EB | L | | | 0 | | | 0 | | | 0 | 6.0% | O | 36 | | | 0 | | | 0 | | | 0 | 3.0% | O | 3 | 39 |
| AND | | T | 11.0% | I | 15 | 9.0% | I | 28 | | | 0 | 15.0% | O | 91 | 7.0% | I | 11 | 12.0% | I | 31 | 14.0% | I | 3 | 11.0% | O | 10 | 189 |
| US-1(DIXIE HIGHWAY) | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | | | 0 | 1 |
| | | T | 11.0% | O | 15 | 9.0% | O | 30 | | | 0 | 15.0% | I | 84 | 7.0% | O | 29 | 12.0% | O | 48 | 14.0% | O | 15 | 11.0% | I | 12 | 233 |
| | | R | | | 0 | 1.0% | O | 3 | | | 0 | | | 0 | | | 0 | | | 0 | 18.0% | O | 20 | | | 0 | 23 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 6.0% | I | 8 | 4.0% | O | 13 | 1.0% | I | 1 | | | 0 | 4.0% | I | 6 | 5.0% | I | 13 | | | 0 | | | 0 | 41 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 0 | | | 0 | 0 |
| (US-1 IN E/W DIR) | SB | L | | | 0 | 1.0% | I | 3 | | | 0 | | | 0 | | | 0 | | | 0 | 18.0% | I | 4 | | | 0 | 7 |
| | | T | 6.0% | O | 8 | 4.0% | I | 12 | 1.0% | O | 3 | | | 0 | 4.0% | O | 17 | 5.0% | O | 20 | | | 0 | | | 0 | 60 |
| | | R | | | 0 | | | 0 | | | 0 | 6.0% | I | 33 | | | 0 | | | 0 | | | 0 | 3.0% | I | 3 | 36 |
| 11 CARILLO ST | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 10.0% | I | 14 | 6.0% | I | 18 | | | 0 | 9.0% | O | 54 | 6.0% | I | 9 | 8.0% | I | 21 | 10.0% | I | 2 | 11.0% | O | 10 | 128 |
| PONCE DE LEON BLVD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 10.0% | O | 14 | 6.0% | O | 20 | | | 0 | 9.0% | I | 50 | 6.0% | O | 25 | 8.0% | O | 32 | 10.0% | O | 11 | 11.0% | I | 12 | 164 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (PONCE IN E/W DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 12 STANFORD DR | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 7.0% | I | 10 | 5.0% | I | 15 | | | 0 | | | 0 | 5.0% | I | 8 | 7.0% | I | 18 | 10.0% | I | 2 | 14.0% | O | 12 | 65 |
| PONCE DE LEON BLVD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3.0% | I | 1 | | | 0 | 1 |
| | WB | L | 3.0% | O | 4 | 2.0% | O | 7 | | | 0 | 9.0% | I | 50 | 2.0% | O | 8 | 2.0% | O | 8 | | | 0 | | | 0 | 77 |
| | | T | 7.0% | O | 9 | 5.0% | O | 17 | | | 0 | | | 0 | 5.0% | O | 21 | 7.0% | O | 28 | 10.0% | O | 11 | 14.0% | I | 16 | 102 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3.0% | O | 3 | | | 0 | 3 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | 3.0% | I | 4 | 2.0% | I | 6 | | | 0 | 9.0% | O | 54 | 2.0% | I | 3 | 2.0% | I | 5 | | | 0 | | | 0 | 72 |
| (PONCE IN E/W DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 13 STANFORD DR | EB | L | 3.0% | I | 4 | | | 0 | | | 0 | 9.0% | O | 54 | | | 0 | | | 0 | | | 0 | | | 0 | 58 |
| AND | | T | 10.0% | I | 14 | 8.0% | I | 25 | | | 0 | 21.0% | O | 127 | 6.0% | I | 9 | 11.0% | I | 28 | 12.0% | I | 3 | 4.0% | O | 4 | 210 |
| US-1 (DIXIE HIGHWAY) | | R | | | 0 | | | 0 | | | 0 | 1.0% | O | 6 | | | 0 | | | 0 | | | 0 | | | 0 | 6 |
| | WB | L | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | | | 0 | 3 |
| | | T | 10.0% | O | 14 | 8.0% | O | 27 | | | 0 | 21.0% | I | 117 | 6.0% | O | 25 | 11.0% | O | 44 | 12.0% | O | 13 | 4.0% | I | 5 | 245 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | 1.0% | I | 6 | | | 0 | | | 0 | | | 0 | | | 0 | 6 |
| | | T | | | 0 | 2.0% | I | 6 | | | 0 | | | 0 | 2.0% | I | 3 | 2.0% | I | 5 | 1.0% | O | 1 | | | 0 | 15 |
| | | R | 1.0% | I | 1 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1 |
| (US-1 IN E/W DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | I | 0 | | | 0 | 0 |
| | | T | | | 0 | 2.0% | O | 7 | | | 0 | | | 0 | 2.0% | O | 8 | 2.0% | O | 8 | 1.0% | I | 0 | | | 0 | 23 |
| | | R | 3.0% | O | 4 | | | 0 | | | 0 | 9.0% | I | 50 | | | 0 | | | 0 | | | 0 | | | 0 | 54 |
| 14 MERRICK STREET | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 7.0% | I | 10 | 6.0% | I | 18 | | | 0 | | | 0 | 5.0% | I | 8 | 7.0% | I | 18 | 7.0% | I | 2 | 14.0% | O | 12 | 68 |
| PONCE DE LEON BLVD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 7.0% | O | 9 | 6.0% | O | 20 | | | 0 | | | 0 | 5.0% | O | 21 | 7.0% | O | 28 | 7.0% | O | 8 | 14.0% | I | 16 | 102 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (PONCE IN E/W DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 15 DICKINSON DR | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 7.0% | I | 10 | 6.0% | I | 18 | | | 0 | | | 0 | 5.0% | I | 8 | 7.0% | I | 18 | | | 0 | 15.0% | O | 13 | 67 |
| PONCE DE LEON BLVD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 7.0% | O | 9 | 6.0% | O | 20 | | | 0 | | | 0 | 5.0% | O | 21 | 7.0% | O | 28 | | | 0 | 15.0% | I | 17 | 95 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (PONCE IN E/W DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 16 SOUTH ALHAMBRA C | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 7.0% | I | 10 | 6.0% | I | 18 | | | 0 | | | 0 | 5.0% | I | 8 | 7.0% | I | 18 | | | 0 | 15.0% | O | 13 | 67 |
| PONCE DE LEON BLVD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 7.0% | O | 9 | 6.0% | O | 20 | | | 0 | | | 0 | 5.0% | O | 21 | 7.0% | O | 28 | | | 0 | 15.0% | I | 17 | 95 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (PONCE IN E/W DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |

**TABLE A8-2**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - PM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | | MERRICK | | | HOME DEPOT | | | CHURCH SCHOOL | | | SAN REMO/1430 DIXIE | | | 3760 BIRD ROAD | | | MIAMI GREEN/M. VIEW | | | US1 OFFICE BLDG | | | RED RD COMMONS | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | COMM |
| | | | 140 | 1081 | 135 | 308 | 1070 | 333 | 127 | 1064 | 327 | 557 | 1086 | 604 | 154 | 1067 | 418 | 258 | 1080 | 403 | 23 | 1083 | 110 | 113 | 1098 | 89 | TRIPS |
| | | | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | AM PEAK |
| 17 SOUTH ALHAMBRA CI | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 11.0% | I | 15 | 8.0% | I | 25 | | | 0 | | | 0 | 6.0% | I | 9 | 10.0% | I | 26 | 11.0% | I | 3 | 4.0% | O | 4 | 82 |
| US - 1 (DIXIE HIGHWAY) | | R | | | 0 | | | 0 | | | 0 | 19.0% | I | 106 | | | 0 | | | 0 | | | 0 | | | 0 | 106 |
| | WB | L | 1.0% | O | 1 | 1.0% | O | 3 | | | 0 | 31.0% | I | 173 | 1.0% | O | 4 | 1.0% | O | 4 | 1.0% | O | 1 | | | 0 | 186 |
| | | T | 11.0% | O | 15 | 8.0% | O | 27 | | | 0 | | | 0 | 6.0% | O | 25 | 10.0% | O | 40 | 11.0% | O | 12 | 4.0% | I | 5 | 124 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | 19.0% | O | 115 | | | 0 | | | 0 | | | 0 | | | 0 | 115 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | 1.0% | I | 1 | 1.0% | I | 3 | | | 0 | 31.0% | O | 187 | 1.0% | I | 2 | 1.0% | I | 3 | 1.0% | I | 0 | | | 0 | 196 |
| (US-1 IN E/W DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 18 HURRICANE DR | EB | L | | | 0 | | | 0 | 1.0% | I | 1 | 1.0% | O | 6 | | | 0 | | | 0 | | | 0 | | | 0 | 7 |
| AND | | T | 6.0% | I | 8 | 4.0% | I | 12 | | | 0 | | | 0 | 3.0% | I | 5 | 5.0% | I | 13 | 6.0% | I | 1 | 11.0% | O | 10 | 49 |
| PONCE DE LEON BLVD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 6.0% | O | 8 | 4.0% | O | 13 | | | 0 | | | 0 | 3.0% | O | 13 | 5.0% | O | 20 | 6.0% | O | 7 | 11.0% | I | 12 | 73 |
| | | R | 2.0% | O | 3 | 1.0% | O | 3 | | | 0 | | | 0 | 1.0% | O | 4 | 2.0% | O | 8 | 4.0% | O | 4 | 4.0% | I | 5 | 27 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (PONCE IN E/W DIR) | SB | L | 2.0% | I | 3 | 1.0% | I | 3 | | | 0 | | | 0 | 1.0% | I | 2 | 2.0% | I | 5 | 4.0% | I | 1 | 4.0% | O | 4 | 18 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | 1.0% | O | 3 | 1.0% | I | 6 | | | 0 | | | 0 | | | 0 | | | 0 | 9 |
| 19 RED ROAD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 10.0% | O | 9 | 9 |
| AND | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | 1 |
| LEVANTE AVE | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 15.0% | O | 13 | 13 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | 1 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | 1 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 10.0% | I | 11 | 11 |
| | | T | 2.0% | O | 3 | 2.0% | O | 7 | 3.0% | I | 4 | 13.0% | O | 79 | 1.0% | O | 4 | 2.0% | O | 8 | 3.0% | O | 3 | 16.0% | I | 18 | 126 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 2.0% | I | 3 | 2.0% | I | 6 | 3.0% | O | 10 | 13.0% | I | 72 | 1.0% | I | 2 | 2.0% | I | 5 | 3.0% | I | 1 | 16.0% | O | 14 | 113 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 10.0% | I | 11 | 11 |
| 20 RED RD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | 1 |
| AND | | T | 10.0% | I | 14 | 8.0% | I | 25 | | | 0 | 18.0% | I | 100 | 6.0% | I | 9 | 10.0% | I | 26 | 11.0% | I | 3 | | | 0 | 177 |
| US-1 (DIXIE HIGHWAY) | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1 |
| | | T | 10.0% | O | 14 | 8.0% | O | 27 | | | 0 | 18.0% | O | 109 | 6.0% | O | 25 | 10.0% | O | 40 | 11.0% | O | 12 | | | 0 | 227 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | 1 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 3.0% | I | 4 | 2.0% | I | 6 | 2.0% | I | 3 | 17.0% | O | 103 | 2.0% | I | 3 | 3.0% | I | 8 | 3.0% | I | 1 | 5.0% | I | 6 | 134 |
| | | R | 1.0% | I | 1 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1 |
| (US-1 IN E/W DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 3.0% | O | 4 | 2.0% | O | 7 | 2.0% | O | 7 | 17.0% | I | 95 | 2.0% | O | 8 | 3.0% | O | 12 | 3.0% | O | 3 | 5.0% | O | 4 | 140 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | 1 |
| 21 RED RD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| PONCE DE LEON BLVD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | 6.0% | O | 8 | 4.0% | O | 13 | | | 0 | | | 0 | | | 0 | 5.0% | O | 20 | 6.0% | O | 7 | 11.0% | I | 12 | 60 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 3.0% | I | 4 | 15.0% | O | 91 | 2.0% | O | 8 | | | 0 | | | 0 | 5.0% | I | 6 | 109 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | 6.0% | I | 8 | 4.0% | I | 12 | | | 0 | | | 0 | | | 0 | 5.0% | I | 13 | 6.0% | I | 1 | 11.0% | O | 10 | 44 |
| | | T | | | 0 | | | 0 | 3.0% | O | 10 | 15.0% | I | 84 | 2.0% | I | 3 | | | 0 | | | 0 | 5.0% | O | 4 | 101 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 22 CAMPO SANO AVE | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| PISANO AVE | | R | | | 0 | | | 0 | 1.0% | O | 3 | 1.0% | O | 6 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | 10 |
| | WB | L | 1.0% | O | 1 | 1.0% | O | 3 | | | 0 | | | 0 | 1.0% | O | 4 | 1.0% | O | 4 | 1.0% | O | 1 | | | 0 | 13 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | 1.0% | I | 1 | 1.0% | I | 6 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | 8 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (PISANO IN N/S DIR !!!) | | R | 1.0% | I | 1 | 1.0% | I | 3 | | | 0 | | | 0 | 1.0% | I | 2 | 1.0% | I | 3 | 1.0% | I | 0 | | | 0 | 9 |
| (CAMPO SANO IN E/W | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 23 RED RD | EB | L | | | 0 | | | 0 | 1.0% | I | 1 | | | 0 | | | 0 | | | 0 | | | 0 | 5.0% | O | 4 | 5 |
| AND | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 5.0% | O | 4 | 4 |
| BRESCIA RD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 5.0% | O | 4 | 4 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 5.0% | I | 6 | 6 |
| | | R | 2.0% | I | 3 | 2.0% | I | 6 | | | 0 | 7.0% | I | 39 | 1.0% | I | 2 | 2.0% | I | 5 | 2.0% | I | 0 | | | 0 | 55 |
| | NB | L | 2.0% | O | 3 | 2.0% | O | 7 | | | 0 | 7.0% | O | 42 | 1.0% | O | 4 | 2.0% | O | 8 | 2.0% | O | 2 | 5.0% | I | 6 | 72 |
| | | T | | | 0 | | | 0 | 3.0% | I | 4 | 6.0% | O | 36 | | | 0 | | | 0 | 1.0% | O | 1 | 10.0% | O | 9 | 50 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 3.0% | O | 10 | 6.0% | I | 33 | | | 0 | | | 0 | 1.0% | I | 0 | 10.0% | I | 11 | 54 |
| | | R | | | 0 | | | 0 | 1.0% | O | 3 | | | 0 | | | 0 | | | 0 | | | 0 | 5.0% | I | 6 | 9 |
| 24 SUNSET ROAD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 1.0% | I | 1 | 1.0% | I | 3 | | | 0 | 1.0% | O | 6 | 1.0% | I | 2 | 1.0% | I | 3 | 2.0% | I | 0 | 2.0% | O | 2 | 17 |
| MAYNADA ST | | R | | | 0 | | | 0 | | | 0 | 1.0% | O | 6 | | | 0 | | | 0 | | | 0 | | | 0 | 6 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 1.0% | O | 1 | 1.0% | O | 3 | | | 0 | 1.0% | I | 6 | 1.0% | O | 4 | 1.0% | O | 4 | 2.0% | O | 2 | 2.0% | I | 2 | 22 |
| | | R | | | 0 | 1.0% | O | 3 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3 |
| | NB | L | | | 0 | | | 0 | | | 0 | 1.0% | I | 6 | | | 0 | | | 0 | | | 0 | | | 0 | 6 |
| | | T | 1.0% | I | 1 | | | 0 | | | 0 | | | 0 | 1.0% | I | 2 | 1.0% | I | 3 | 1.0% | I | 0 | | | 0 | 6 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | 1.0% | I | 3 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3 |
| | | T | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | 1.0% | O | 4 | 1.0% | O | 4 | 1.0% | O | 1 | | | 0 | 10 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |

**TABLE A8-2**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - PM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | | MERRICK | | | HOME DEPOT | | | CHURCH SCHOOL | | | SAN REMO/1430 DIXIE | | | 3760 BIRD ROAD | | | MIAMI GREEN/M. VIEW | | | US1 OFFICE BLDG | | | RED RD COMMONS | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | COMM |
| | | | 140 | 1081 | 135 | 308 | 1070 | 333 | 127 | 1064 | 327 | 557 | 1086 | 604 | 154 | 1067 | 418 | 258 | 1080 | 403 | 23 | 1083 | 110 | 113 | 1098 | 89 | TRIPS |
| | | | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | AM PEAK |
| 25 SUNSET ROAD | EB | L | 2.0% | I | 3 | 2.0% | I | 6 | | | 0 | 16.0% | I | 89 | 1.0% | I | 2 | 2.0% | I | 5 | 2.0% | I | 0 | 1.0% | I | 1 | 106 |
| AND | | T | | | 0 | | | 0 | | | 0 | 6.0% | I | 33 | | | 0 | | | 0 | | | 0 | | | 0 | 33 |
| RED RD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | 1.0% | O | 3 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3 |
| | | T | | | 0 | | | 0 | | | 0 | 6.0% | O | 36 | | | 0 | 1.0% | O | 4 | | | 0 | | | 0 | 40 |
| | | R | 1.0% | I | 1 | | | 0 | | | 0 | | | 0 | 1.0% | I | 2 | | | 0 | 1.0% | I | 0 | 2.0% | I | 2 | 5 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 2.0% | I | 3 | | | 0 | 2.0% | I | 3 | 10.0% | I | 56 | 1.0% | I | 2 | 2.0% | I | 5 | 1.0% | I | 0 | 1.0% | I | 1 | 70 |
| | | R | | | 0 | 1.0% | O | 3 | | | 0 | | | 0 | | | 0 | 1.0% | I | 3 | | | 0 | | | 0 | 6 |
| | SB | L | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | 1.0% | O | 4 | | | 0 | 1.0% | O | 1 | 2.0% | O | 2 | 8 |
| | | T | 2.0% | O | 3 | | | 0 | 2.0% | O | 7 | 10.0% | O | 60 | 1.0% | O | 4 | 2.0% | O | 8 | 1.0% | O | 1 | 1.0% | O | 1 | 84 |
| | | R | 2.0% | O | 3 | 2.0% | O | 7 | | | 0 | 16.0% | O | 97 | 1.0% | O | 4 | 1.0% | O | 4 | 2.0% | O | 2 | 1.0% | O | 1 | 118 |
| 26 RED RD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 2.0% | I | 3 | 1.0% | I | 3 | 4.0% | I | 5 | | | 0 | 1.0% | I | 2 | 2.0% | I | 5 | 3.0% | I | 1 | | | 0 | 19 |
| BLUE RD | | R | | | 0 | | | 0 | | | 0 | 1.0% | I | 6 | | | 0 | | | 0 | | | 0 | | | 0 | 6 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 8.0% | I | 9 | 9 |
| | | T | 2.0% | O | 3 | 1.0% | O | 3 | 4.0% | O | 13 | | | 0 | 1.0% | O | 4 | 2.0% | O | 8 | 3.0% | O | 3 | | | 0 | 34 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3.0% | O | 3 | | | 0 | 3 |
| | NB | L | | | 0 | | | 0 | | | 0 | 1.0% | O | 6 | | | 0 | | | 0 | | | 0 | | | 0 | 6 |
| | | T | | | 0 | | | 0 | 3.0% | I | 4 | 3.0% | O | 18 | | | 0 | | | 0 | | | 0 | 13.0% | O | 12 | 34 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 8.0% | O | 7 | 7 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3.0% | I | 1 | | | 0 | 1 |
| | | T | | | 0 | | | 0 | 3.0% | O | 10 | 3.0% | I | 17 | | | 0 | | | 0 | | | 0 | 13.0% | I | 15 | 42 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 27 RED RD | EB | L | | | 0 | | | 0 | 1.0% | I | 1 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1 |
| AND | | T | 9.0% | I | 13 | 6.0% | I | 18 | 8.0% | I | 10 | | | 0 | 6.0% | I | 9 | 9.0% | I | 23 | 1.0% | I | 0 | | | 0 | 73 |
| BIRD RD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | 2 |
| | | T | 9.0% | O | 12 | 6.0% | O | 20 | 8.0% | O | 26 | | | 0 | 6.0% | O | 25 | 9.0% | O | 36 | 1.0% | O | 1 | | | 0 | 120 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | | | 0 | 2 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | | | 0 | 2 |
| | | T | | | 0 | | | 0 | 3.0% | I | 4 | 3.0% | O | 18 | | | 0 | | | 0 | | | 0 | 10.0% | O | 9 | 31 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | 2 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 3.0% | O | 10 | 3.0% | I | 17 | | | 0 | | | 0 | 1.0% | I | 0 | 10.0% | I | 11 | 38 |
| | | R | | | 0 | | | 0 | 1.0% | O | 3 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3 |
| 28 BIRD RD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 9.0% | I | 13 | 6.0% | I | 18 | | | 0 | | | 0 | 7.0% | I | 11 | 9.0% | I | 23 | 1.0% | I | 0 | 4.0% | O | 4 | 69 |
| UNIVERSITY DR | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | **2.0%** | **I** | 2 | 2 |
| | | T | 9.0% | O | 12 | 6.0% | O | 20 | | | 0 | | | 0 | 7.0% | O | 29 | 9.0% | O | 36 | 1.0% | O | 1 | 4.0% | I | 5 | 103 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | **2.0%** | **O** | 2 | 2 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 29 BIRD RD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | | | 0 | 12.0% | I | 37 | 3.0% | I | 4 | | | 0 | 13.0% | I | 20 | 17.0% | I | 44 | | | 0 | 3.0% | O | 3 | 108 |
| LEJEUNE RD | | R | | | 0 | | | 0 | 1.0% | I | 1 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 8 | 1.0% | O | 4 | 1.0% | I | 0 | | | 0 | 12 |
| | | T | | | 0 | 12.0% | O | 40 | 3.0% | O | 10 | | | 0 | 13.0% | O | 54 | 17.0% | O | 69 | | | 0 | 3.0% | I | 3 | 176 |
| | | R | 22.0% | I | 31 | | | 0 | 3.0% | O | 10 | | | 0 | | | 0 | 3.0% | O | 12 | | | 0 | | | 0 | 53 |
| | NB | L | 22.0% | O | 30 | | | 0 | 3.0% | I | 4 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 34 |
| | | T | 10.0% | O | 14 | 2.0% | O | 7 | | | 0 | 6.0% | O | 36 | 1.0% | I | 2 | | | 0 | 12.0% | O | 13 | | | 0 | 72 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | I | 3 | 1.0% | I | 3 | 1.0% | O | 1 | | | 0 | 7 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3.0% | I | 8 | | | 0 | | | 0 | 8 |
| | | T | 10.0% | I | 14 | 2.0% | I | 6 | 1.0% | O | 3 | 6.0% | I | 33 | 1.0% | O | 4 | | | 0 | 12.0% | I | 3 | | | 0 | 63 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 30 BLUE RD | EB | L | | | 0 | | | 0 | **10.0%** | I | 13 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | 15 |
| AND | | T | 2.0% | I | 3 | 2.0% | I | 6 | | | 0 | | | 0 | 1.0% | I | 2 | 2.0% | I | 5 | 6.0% | I | 1 | 6.0% | O | 5 | 22 |
| SAN AMARO DR | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 2.0% | O | 3 | 2.0% | O | 7 | | | 0 | | | 0 | 1.0% | O | 4 | 2.0% | O | 8 | 6.0% | O | 7 | 6.0% | I | 7 | 36 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | | | 0 | 1 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | **4.0%** | I | 5 | 1.0% | O | 6 | | | 0 | | | 0 | | | 0 | **2.0%** | O | 2 | 13 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | **4.0%** | O | 13 | 1.0% | I | 6 | | | 0 | | | 0 | | | 0 | **2.0%** | I | 2 | 21 |
| | | R | | | 0 | | | 0 | **10.0%** | O | 33 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | 35 |
| 31 BLUE RD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | **2.0%** | **O** | 2 | 2 |
| AND | | T | 2.0% | I | 3 | 2.0% | I | 6 | | | 0 | | | 0 | 1.0% | I | 2 | 2.0% | I | 5 | 7.0% | I | 2 | **4.0%** | O | 4 | 22 |
| UNIVERSITY DR | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 10/14/2003 | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 8:00 - 9:00 | | T | 2.0% | O | 3 | 2.0% | O | 7 | | | 0 | | | 0 | 1.0% | O | 4 | 2.0% | O | 8 | 7.0% | O | 8 | **4.0%** | I | 5 | 35 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | **2.0%** | **I** | 2 | 2 |
| 32 BLUE RD | EB | L | 1.0% | I | 1 | | | 0 | | | 0 | | | 0 | 1.0% | I | 2 | | | 0 | | | 0 | **3.0%** | O | 3 | 6 |
| AND | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| GRANADA BLVD | | R | 1.0% | I | 1 | 2.0% | O | 7 | | | 0 | | | 0 | | | 0 | 2.0% | I | 5 | 8.0% | I | 2 | **1.0%** | **O** | 1 | 16 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | 1.0% | O | 1 | 2.0% | O | 7 | | | 0 | | | 0 | | | 0 | 2.0% | O | 8 | 7.0% | O | 8 | **1.0%** | **I** | 1 | 25 |
| | | T | | | 0 | | | 0 | 1.0% | I | 1 | 2.0% | O | 12 | 1.0% | I | 2 | 1.0% | O | 4 | 1.0% | O | 1 | | | 0 | 20 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | 1.0% | O | 3 | 2.0% | I | 11 | 1.0% | O | 4 | 1.0% | I | 3 | 1.0% | I | 0 | | | 0 | 21 |
| | | R | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | 1.0% | O | 4 | | | 0 | | | 0 | **3.0%** | I | 3 | 8 |

**TABLE A8-2**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - PM PEAK HOUR**

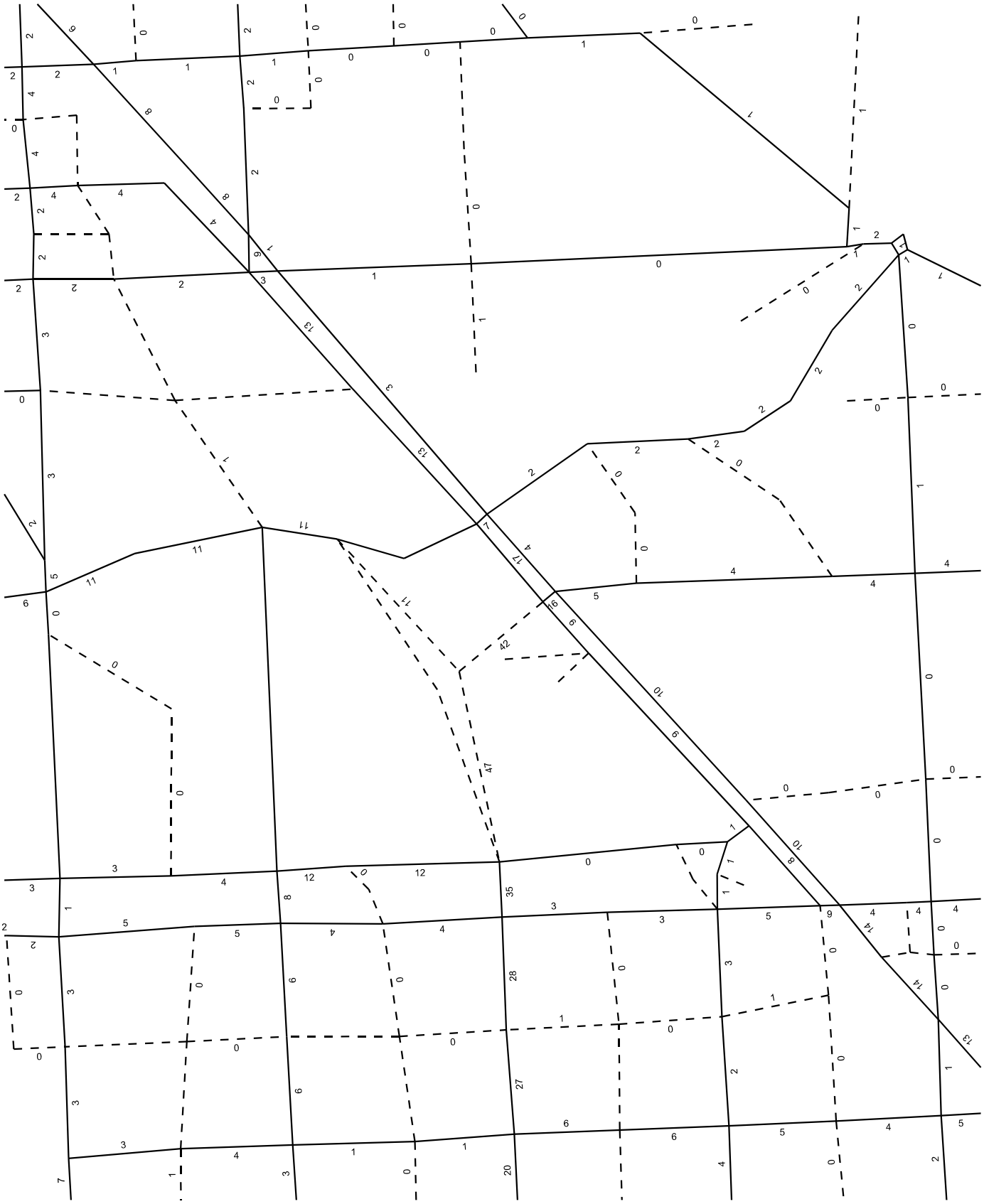
3/12/2008

| INTERSECTION | MVMT | | MERRICK | | | HOME DEPOT | | | CHURCH SCHOOL | | | SAN REMO/1430 DIXIE | | | 3760 BIRD ROAD | | | MIAMI GREEN/M. VIEW | | | US1 OFFICE BLDG | | | RED RD COMMONS | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | COMM |
| | | | 140 | 1081 | 135 | 308 | 1070 | 333 | 127 | 1064 | 327 | 557 | 1086 | 604 | 154 | 1067 | 418 | 258 | 1080 | 403 | 23 | 1083 | 110 | 113 | 1098 | 89 | TRIPS |
| | | | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | AM PEAK |
| 34 US - 1 (DIXIE HIGHWA | EB | L | 12.0% | I | 17 | | | 0 | | | 0 | 6.0% | O | 36 | 5.0% | I | 8 | | | 0 | 3.0% | O | 3 | | | 0 | 64 |
| AND | | T | | | 0 | 7.0% | I | 22 | | | 0 | 6.0% | O | 36 | 4.0% | I | 6 | | | 0 | 27.0% | O | 30 | | | 0 | 94 |
| LEJEUNE RD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 4.0% | I | 10 | | | 0 | | | 0 | 10 |
| | WB | L | 2.0% | O | 3 | 3.0% | O | 10 | | | 0 | | | 0 | 1.0% | O | 4 | 6.0% | I | 15 | | | 0 | | | 0 | 32 |
| | | T | | | 0 | 7.0% | O | 23 | | | 0 | 6.0% | I | 33 | 4.0% | O | 17 | | | 0 | 27.0% | I | 6 | | | 0 | 79 |
| | | R | | | 0 | 1.0% | O | 3 | 2.0% | I | 3 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 6 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 3.0% | I | 4 | | | 0 | | | 0 | 1.0% | O | 6 | | | 0 | 4.0% | I | 10 | 23.0% | O | 25 | | | 0 | 45 |
| | | R | 2.0% | I | 3 | 1.0% | I | 3 | | | 0 | | | 0 | 1.0% | I | 2 | | | 0 | | | 0 | | | 0 | 8 |
| (LE JEUNE IN N/S DIR | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | | | | 0 | | | 0 | 0 |
| (US-1 IN E/W DIR) | | T | 3.0% | O | 4 | 3.0% | I | 9 | 2.0% | O | 7 | 1.0% | I | 6 | | | 0 | 4.0% | O | 16 | 23.0% | I | 5 | | | 0 | 47 |
| | | R | 12.0% | O | 16 | | | 0 | | | 0 | 6.0% | I | 33 | 5.0% | O | 21 | 6.0% | O | 24 | 3.0% | I | 1 | | | 0 | 95 |
| 35 PONCE DE LEON BLV | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 12.0% | I | 17 | 10.0% | I | 31 | | | 0 | 15.0% | O | 91 | 8.0% | I | 12 | 12.0% | I | 31 | | | 0 | 4.0% | O | 4 | 186 |
| RIVIERA DRIVE | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 12.0% | O | 16 | 10.0% | O | 33 | | | 0 | 15.0% | I | 84 | 8.0% | O | 33 | 12.0% | O | 48 | | | 0 | 4.0% | I | 5 | 219 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 2.0% | I | 3 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 6.0% | O | 7 | | | 0 | 10 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 2.0% | O | 3 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 6.0% | I | 1 | | | 0 | 4 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 36 US-1 (DIXIE HIGHWAY | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 11.0% | I | 15 | 7.0% | I | 22 | | | 0 | 12.0% | O | 72 | 6.0% | I | 9 | 9.0% | I | 23 | | | 0 | 4.0% | O | 4 | 145 |
| RIVIERA DRIVE | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 33.0% | I | 8 | | | 0 | 8 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 30.0% | I | 7 | | | 0 | 7 |
| | | T | 11.0% | O | 15 | 7.0% | O | 23 | | | 0 | 12.0% | I | 67 | 6.0% | O | 25 | 9.0% | O | 36 | | | 0 | 4.0% | I | 5 | 171 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 33.0% | O | 36 | | | 0 | 36 |
| | | T | 2.0% | I | 3 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 6.0% | O | 7 | | | 0 | 10 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 30.0% | O | 33 | | | 0 | 33 |
| (US-1 IN E/W DIR !!!) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 2.0% | O | 3 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 6.0% | I | 1 | | | 0 | 4 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 37 BIRD ROAD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 22.0% | I | 31 | 12.0% | I | 37 | 6.0% | O | 20 | | | 0 | 13.0% | I | 20 | 17.0% | I | 44 | | | 0 | 3.0% | O | 3 | 155 |
| RIVIERA DR | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3.0% | I | 1 | | | 0 | 1 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 22.0% | O | 30 | 12.0% | O | 40 | 6.0% | I | 8 | | | 0 | 13.0% | O | 54 | 17.0% | O | 69 | | | 0 | 3.0% | I | 3 | 204 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3.0% | O | 3 | | | 0 | 3 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3.0% | O | 3 | | | 0 | 3 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3.0% | I | 1 | | | 0 | 1 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 38 SUNSET ROAD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 1.0% | I | 1 | 2.0% | I | 6 | | | 0 | 1.0% | O | 6 | 1.0% | I | 2 | 1.0% | I | 3 | 2.0% | O | 2 | 1.0% | O | 1 | 21 |
| GRANADA BLVD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 1.0% | O | 1 | 2.0% | O | 7 | | | 0 | 1.0% | I | 6 | 1.0% | O | 4 | 1.0% | O | 4 | 2.0% | I | 0 | 1.0% | I | 1 | 23 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 39 HARDEE RD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | | | 0 | | | 0 | | | 0 | 2.0% | O | 12 | | | 0 | | | 0 | | | 0 | | | 0 | 12 |
| GRANADA BLVD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | 2.0% | I | 11 | | | 0 | | | 0 | | | 0 | | | 0 | 11 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | 2.0% | O | 12 | | | 0 | | | 0 | | | 0 | | | 0 | 12 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | 2.0% | I | 11 | | | 0 | | | 0 | | | 0 | | | 0 | 11 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 40 SUNSET ROAD | EB | L | | | 0 | | | 0 | | | 0 | 6.0% | I | 33 | | | 0 | | | 0 | | | 0 | | | 0 | 33 |
| AND | | T | 1.0% | I | 1 | 1.0% | I | 3 | | | 0 | | | 0 | 1.0% | I | 2 | 1.0% | I | 3 | 1.0% | I | 0 | 2.0% | O | 2 | 11 |
| NERVIA ST | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 1.0% | O | 1 | 1.0% | O | 3 | | | 0 | | | 0 | 1.0% | O | 4 | 1.0% | O | 4 | 2.0% | O | 2 | 2.0% | I | 2 | 16 |
| | | R | | | 0 | | | 0 | | | 0 | 2.0% | I | 11 | | | 0 | | | 0 | | | 0 | | | 0 | 11 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L | | | 0 | | | 0 | | | 0 | 2.0% | O | 12 | | | 0 | | | 0 | | | 0 | | | 0 | 12 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | 6.0% | O | 36 | | | 0 | | | 0 | | | 0 | | | 0 | 36 |
| 41 S. ALHAMBRA CIRCLE | EB | L | | | 0 | | | 0 | | | 0 | 50.0% | O | 302 | | | 0 | | | 0 | | | 0 | | | 0 | 302 |
| AND | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| NERVIA ST | | R | | | 0 | | | 0 | | | 0 | 10.0% | O | 60 | | | 0 | | | 0 | | | 0 | | | 0 | 60 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | | | 0 | 10.0% | I | 56 | | | 0 | | | 0 | | | 0 | | | 0 | 56 |
| | | T | 1.0% | I | 1 | 1.0% | I | 3 | | | 0 | | | 0 | 1.0% | I | 2 | 1.0% | I | 3 | 1.0% | I | 0 | | | 0 | 9 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| (NERVIA IN E/W DIR) | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 1.0% | O | 1 | 1.0% | O | 3 | | | 0 | | | 0 | 1.0% | O | 4 | 1.0% | O | 4 | 1.0% | O | 1 | | | 0 | 13 |
| | | R | | | 0 | | | 0 | | | 0 | 50.0% | I | 279 | | | 0 | | | 0 | | | 0 | | | 0 | 279 |

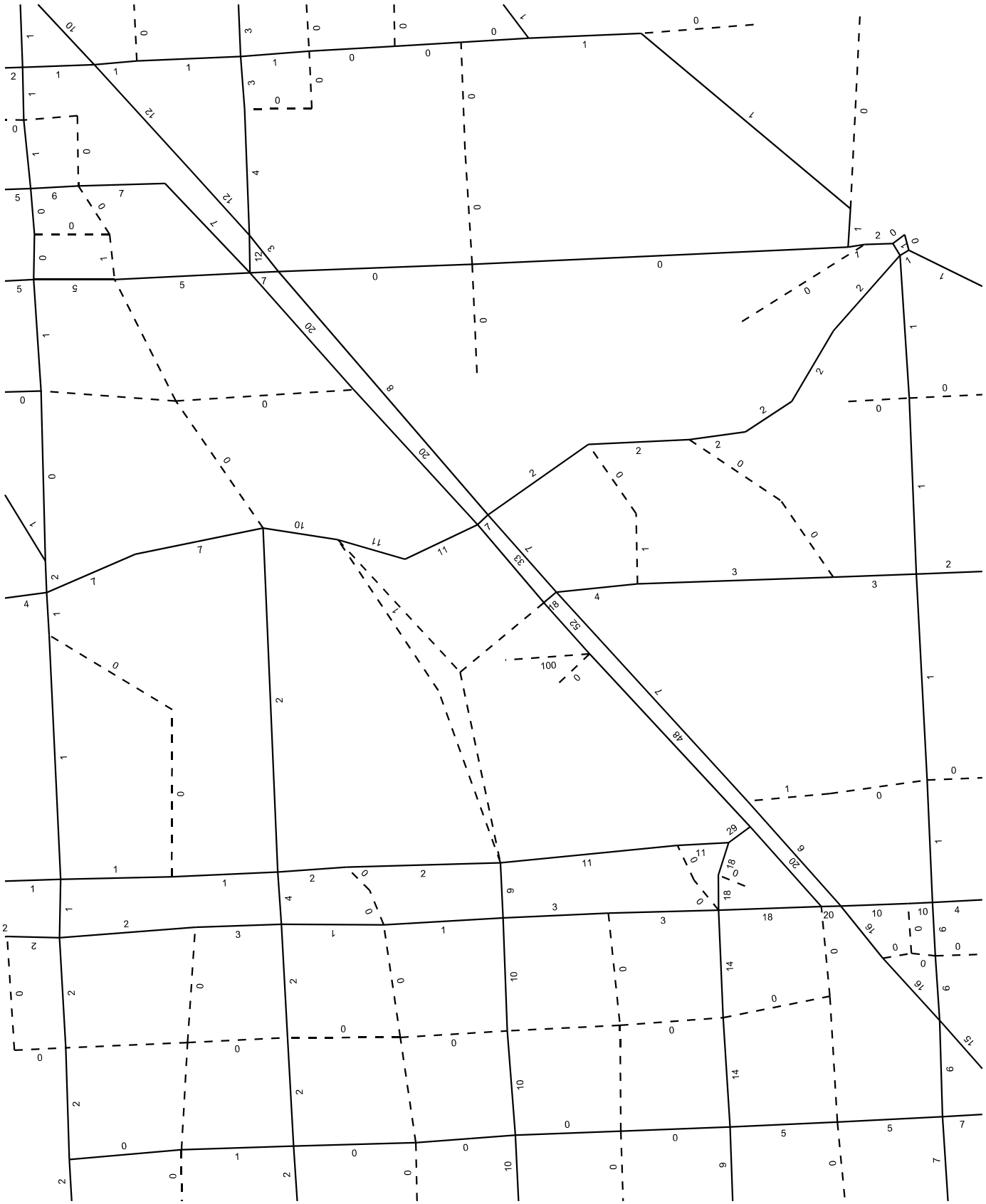
**TABLE A8-2**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**COMMITTED DEVELOPMENTS INTERSECTION TURNING VOLUMES - PM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | | MERRICK | | | HOME DEPOT | | | CHURCH SCHOOL | | | SAN REMO/1430 DIXIE | | | 3760 BIRD ROAD | | | MIAMI GREEN/M. VIEW | | | US1 OFFICE BLDG | | | RED RD COMMONS | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | IN | TAZ | OUT | COMM |
| | | | 140 | 1081 | 135 | 308 | 1070 | 333 | 127 | 1064 | 327 | 557 | 1086 | 604 | 154 | 1067 | 418 | 258 | 1080 | 403 | 23 | 1083 | 110 | 113 | 1098 | 89 | TRIPS |
| | | | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | % | I/O | TRIPS | AM PEAK |
| 42 BIRD ROAD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 9.0% | I | 13 | 6.0% | I | 18 | | | 0 | | | 0 | 7.0% | I | 11 | 9.0% | I | 23 | | | 0 | 3.0% | O | 3 | 68 |
| SAN AMARO DR | | R | | | 0 | | | 0 | 7.0% | O | 23 | | | 0 | | | 0 | | | 0 | 1.0% | I | 0 | | | 0 | 23 |
| | WB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 1 | 1 |
| | | T | 9.0% | O | 12 | 6.0% | O | 20 | | | 0 | | | 0 | 7.0% | O | 29 | 9.0% | O | 36 | | | 0 | 3.0% | I | 3 | 100 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | NB | L | | | 0 | | | 0 | 7.0% | I | 9 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | | | 0 | 10 |
| | | T | | | 0 | | | 0 | | | 0 | 1.0% | O | 6 | | | 0 | | | 0 | | | 0 | 4.0% | O | 4 | 10 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | 1 |
| | SB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 43 BIRD ROAD | EB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | 9.0% | I | 13 | 6.0% | I | 18 | | | 0 | | | 0 | 7.0% | I | 11 | 9.0% | I | 23 | | | 0 | 6.0% | O | 5 | 70 |
| GRANADA BLVD | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | | | 0 | 2 |
| (NOT USED) | WB | L | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | 1.0% | O | 4 | 1.0% | O | 4 | | | 0 | 1.0% | I | 1 | 10 |
| | | T | 9.0% | O | 12 | 6.0% | O | 20 | | | 0 | | | 0 | 7.0% | O | 29 | 9.0% | O | 36 | | | 0 | 6.0% | I | 7 | 104 |
| | | R | 2.0% | O | 3 | 1.0% | O | 3 | 1.0% | I | 1 | | | 0 | 1.0% | O | 4 | 1.0% | O | 4 | 1.0% | I | 0 | | | 0 | 15 |
| | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | | | 0 | 1 |
| | | T | | | 0 | | | 0 | 2.0% | I | 3 | 2.0% | O | 12 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | 17 |
| | | R | 1.0% | I | 1 | | | 0 | | | 0 | | | 0 | 1.0% | I | 2 | 1.0% | I | 3 | | | 0 | 1.0% | O | 1 | 7 |
| | SB | L | 2.0% | I | 3 | 1.0% | I | 3 | 1.0% | O | 3 | | | 0 | 1.0% | I | 2 | 1.0% | I | 3 | 2.0% | I | 0 | | | 0 | 14 |
| | | T | | | 0 | | | 0 | 2.0% | O | 7 | 2.0% | I | 11 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | 20 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 33 LEJEUNE ROAD (N/S) | WB | L2 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | L | | | 0 | 8.0% | O | 27 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | 29 |
| PONCE DE LEON (E/W) | | R | | | 0 | 1.0% | O | 3 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3 |
| AND | | R2 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| GRAND AVE (NWB) | NB | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | T | 13.0% | I | 18 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 17.0% | O | 19 | | | 0 | 37 |
| DATE: 10/30/07 | | R | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | I | 2 | 11.0% | I | 28 | 15.0% | O | 17 | | | 0 | 47 |
| | | R2 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SB | L2 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | L | | | 0 | 1.0% | I | 3 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 3 |
| | | T | 13.0% | O | 18 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 17.0% | I | 4 | | | 0 | 22 |
| | | R | 10.0% | O | 14 | | | 0 | | | 0 | 5.0% | I | 28 | | | 0 | | | 0 | | | 0 | | | 0 | 42 |
| | NE | L | 10.0% | I | 14 | | | 0 | | | 0 | 5.0% | O | 30 | | | 0 | | | 0 | | | 0 | | | 0 | 44 |
| | | T | | | 0 | | | 0 | | | 0 | 7.0% | O | 42 | 8.0% | I | 12 | 12.0% | I | 31 | | | 0 | 2.0% | O | 2 | 87 |
| | | R | | | 0 | 8.0% | I | 25 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | 27 |
| | | R2 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | SW | L2 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| | | L | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | O | 4 | 11.0% | O | 44 | 15.0% | I | 3 | 2.0% | I | 2 | 53 |
| | | T | | | 0 | | | 0 | | | 0 | 7.0% | I | 39 | 8.0% | O | 33 | 12.0% | O | 48 | | | 0 | | | 0 | 120 |
| | | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| 43 BIRD ROAD (E/W) | SB | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 0 |
| AND | | T | | | 0 | | | 0 | 2.0% | O | 7 | 2.0% | I | 11 | | | 0 | | | 0 | | | 0 | 2.0% | I | 2 | 20 |
| GRANADA BLVD (N/S) | | L | 2.0% | I | 3 | 1.0% | I | 3 | 1.0% | O | 3 | | | 0 | 1.0% | I | 2 | 1.0% | I | 3 | 2.0% | I | 0 | | | 0 | 14 |
| AND | | L2-UNIV | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNIVERSITY DR (SWB | SW | R2-GRA | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | R-BIRD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | T-GRA | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | L-BIRD | | | | | | | | | | | | | | | | | | | | | | | | | |
| | WB | R2-UNIV | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | R | 2.0% | O | 3 | 1.0% | O | 3 | 1.0% | I | 1 | | | 0 | 1.0% | O | 4 | 1.0% | O | 4 | 1.0% | I | 0 | | | 0 | 15 |
| | | T | 9.0% | I | 13 | 6.0% | I | 18 | | | 0 | | | 0 | 7.0% | I | 11 | 9.0% | I | 23 | | | 0 | 6.0% | O | 5 | 70 |
| | | L | 1.0% | O | 1 | | | 0 | | | 0 | | | 0 | 1.0% | O | 4 | 1.0% | O | 4 | | | 0 | 1.0% | I | 1 | 10 |
| | NB | R | 1.0% | I | 1 | | | 0 | | | 0 | | | 0 | 1.0% | I | 2 | 1.0% | I | 3 | | | 0 | 1.0% | O | 1 | 7 |
| | | R2-UNIV | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | T | | | 0 | | | 0 | 2.0% | I | 3 | 2.0% | O | 12 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | 17 |
| | | L | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 1.0% | O | 1 | | | 0 | 1 |
| | EB | R | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | 2.0% | O | 2 | | | 0 | 2 |
| | | T | 9.0% | I | 13 | 6.0% | I | 18 | | | 0 | | | 0 | 7.0% | I | 11 | 9.0% | I | 23 | | | 0 | 6.0% | O | 5 | 70 |
| | | L2-UNIV | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | L | | | | | | | | | | | | | | | | | | | | | | | | | |



MIAMI MIAMI 25 COST FEASIBLE - ADJ TAZ - UM NEW ZONES
UM 2006 UMCAD UPDATE - TRIP DISTRIBUTION PERCENTAGES



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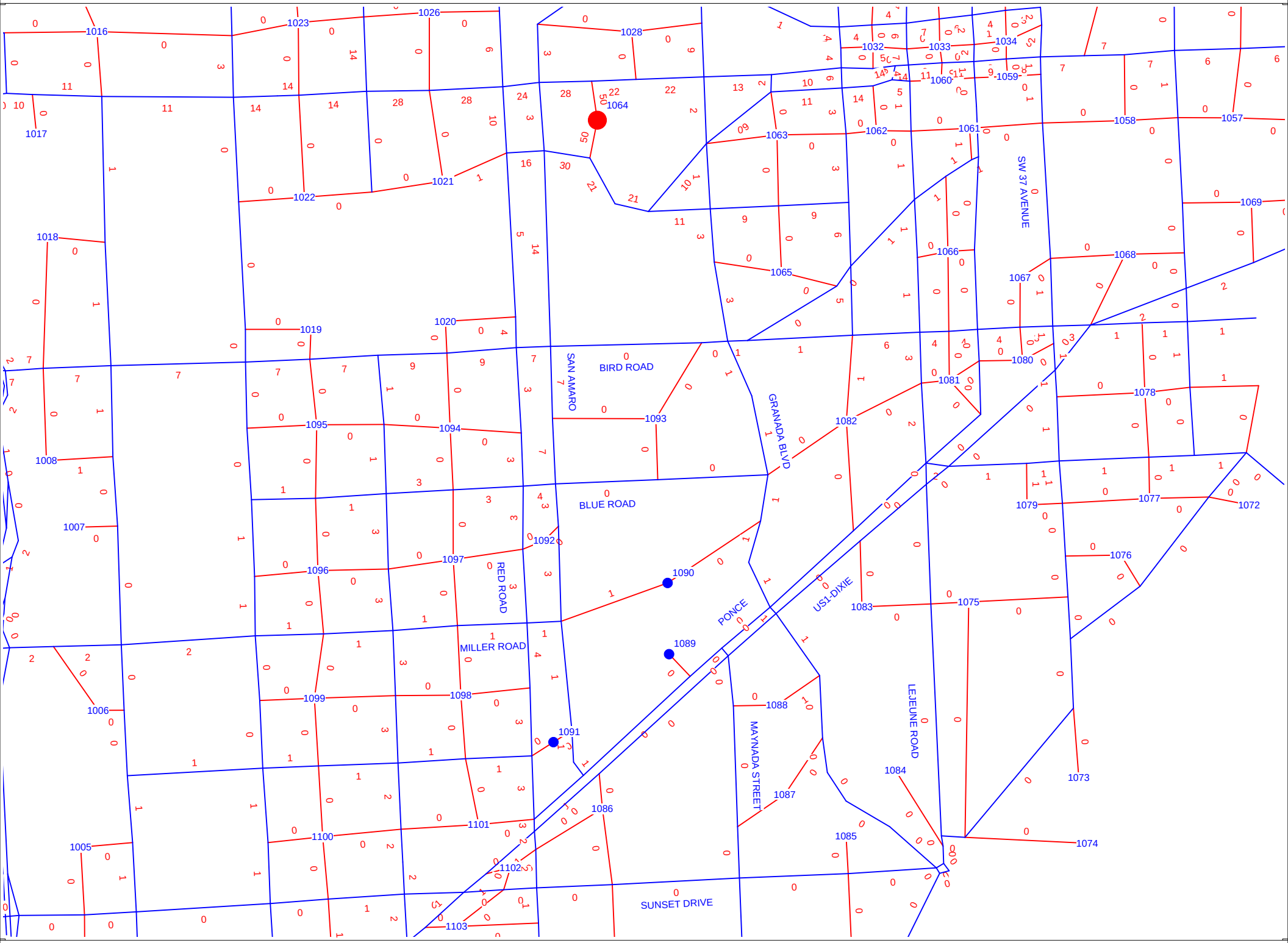
# MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1064 - EPISCOPAL CHURCH

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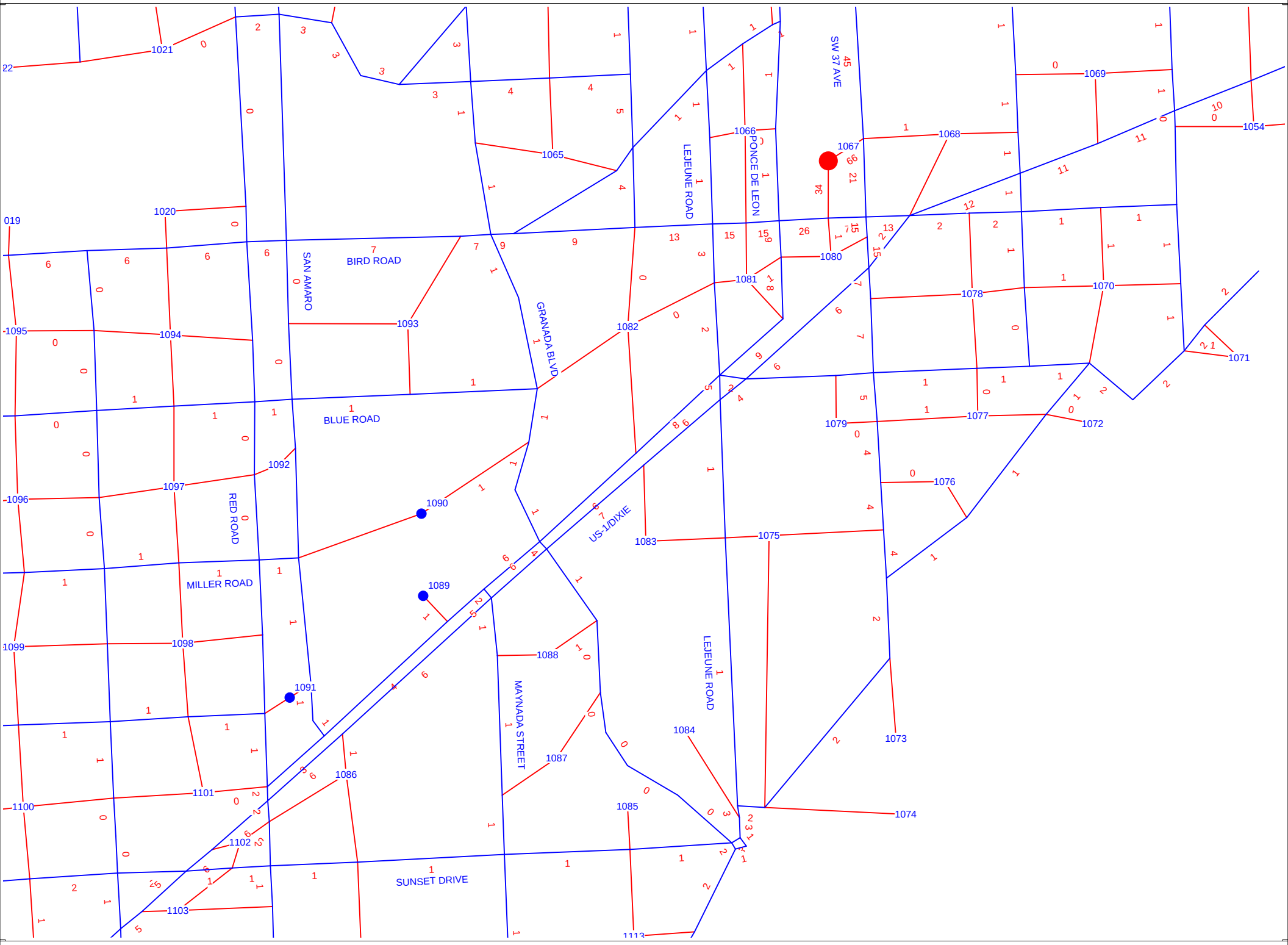




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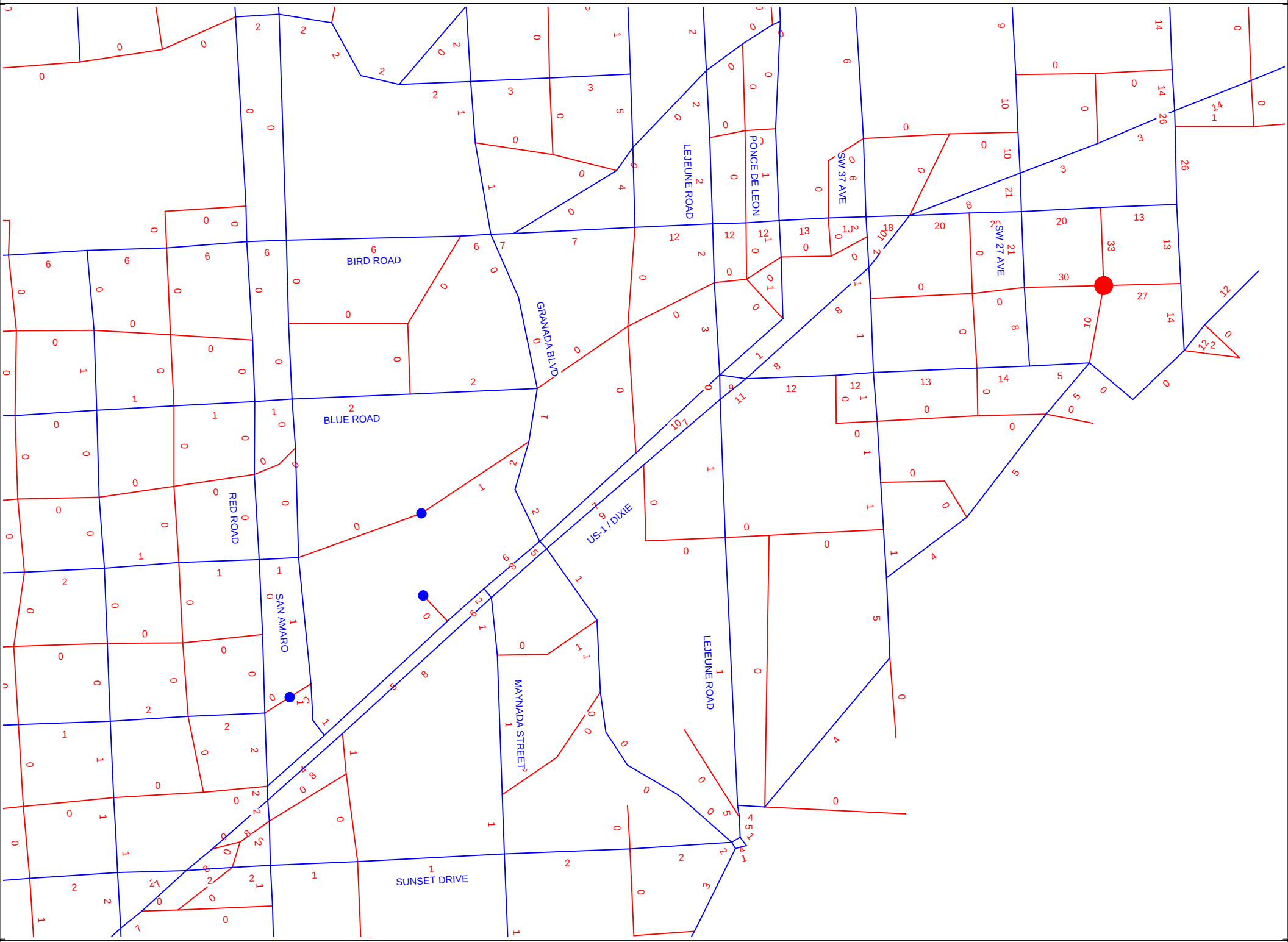
# MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1070 - HOME DEPOT

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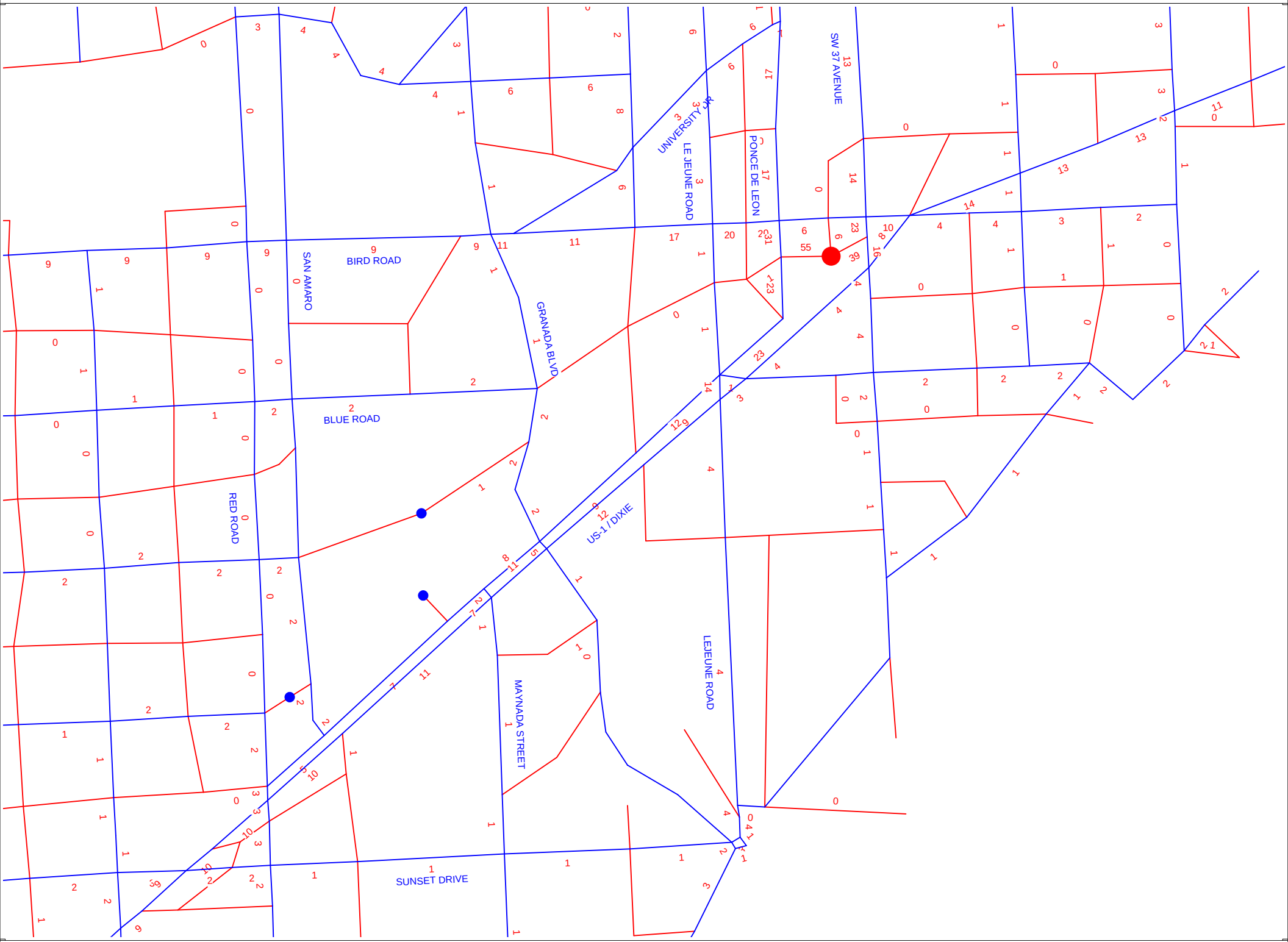
# MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1080 - EAST OF MERRICK PARK

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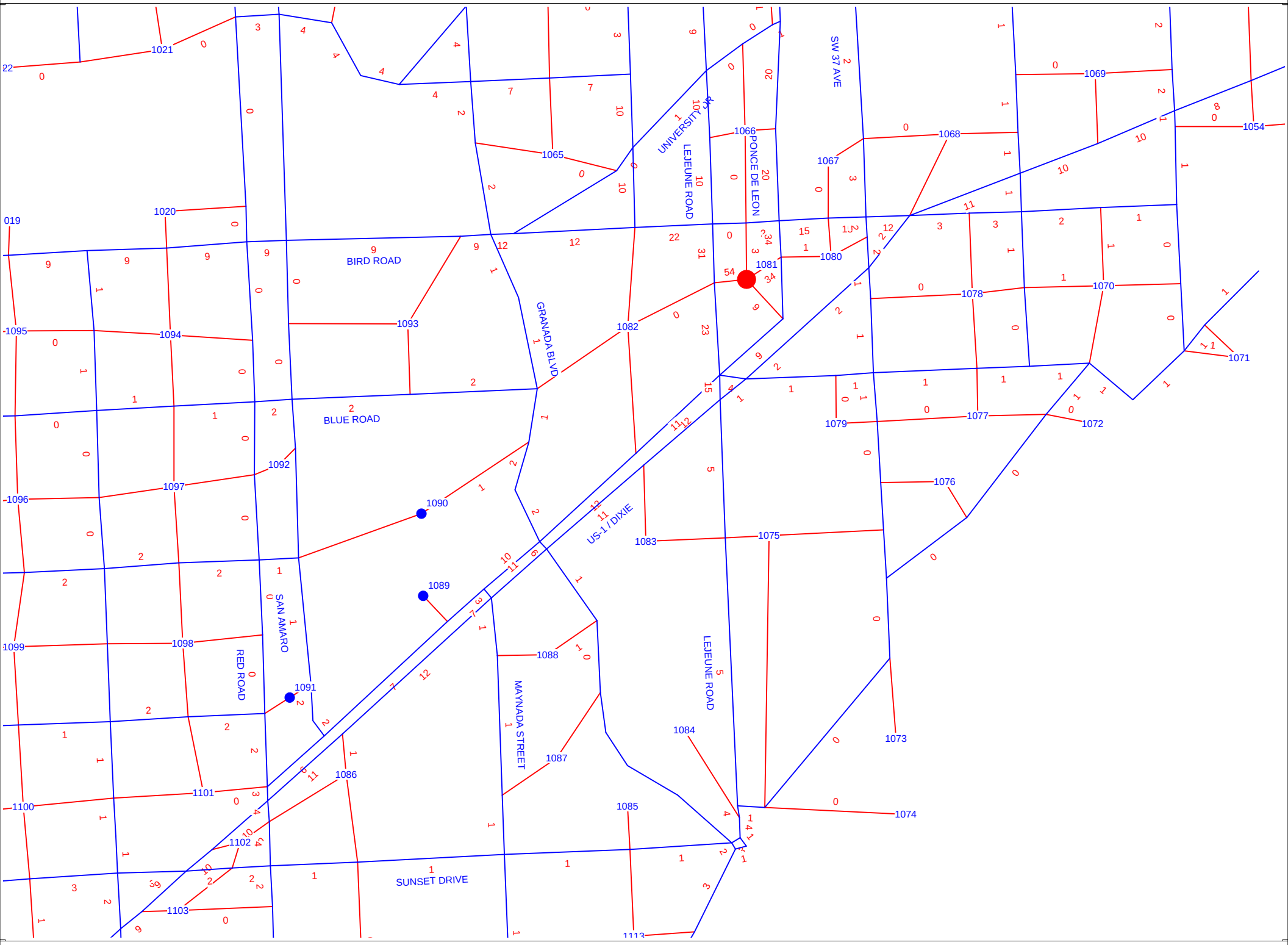


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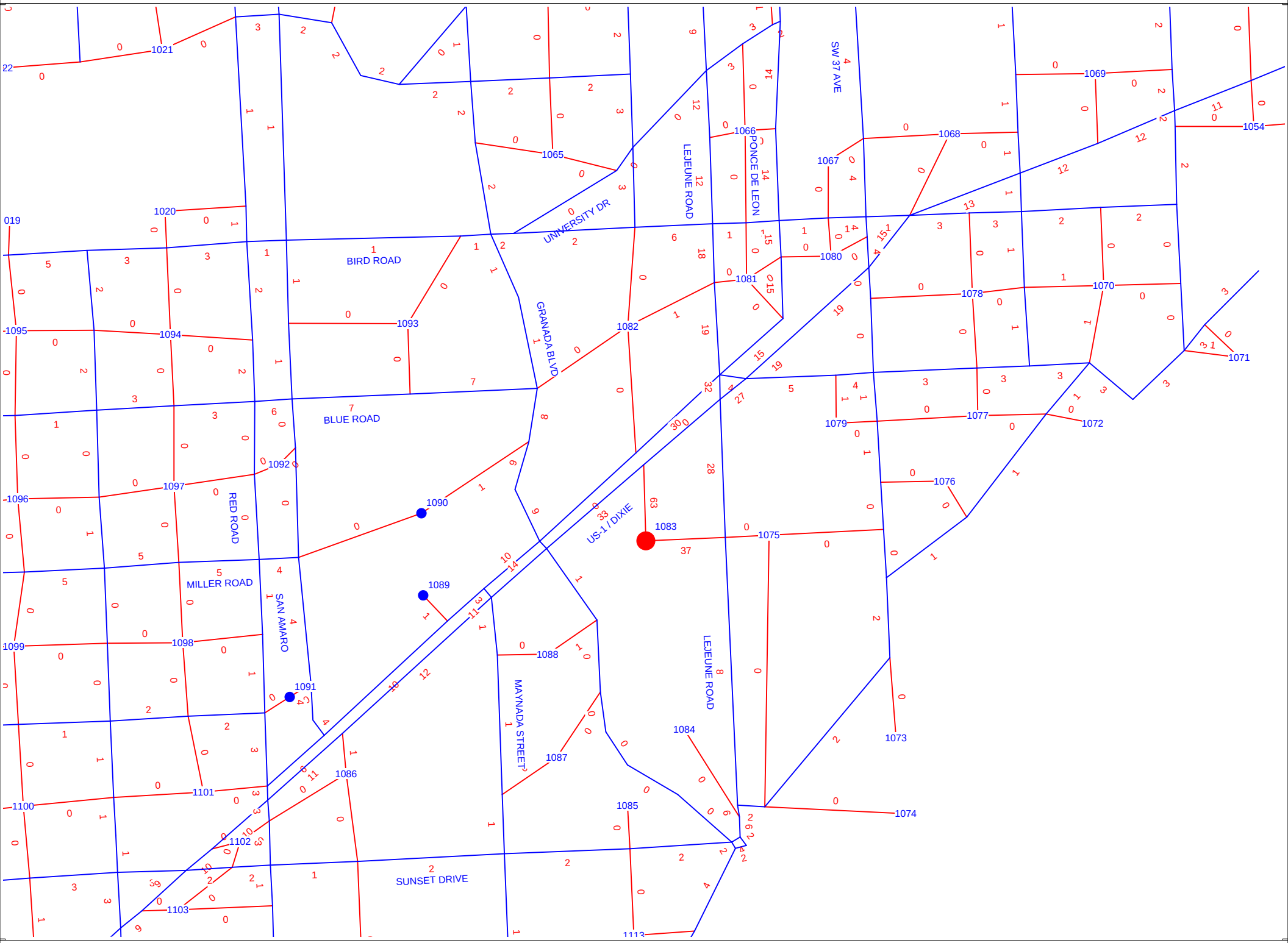


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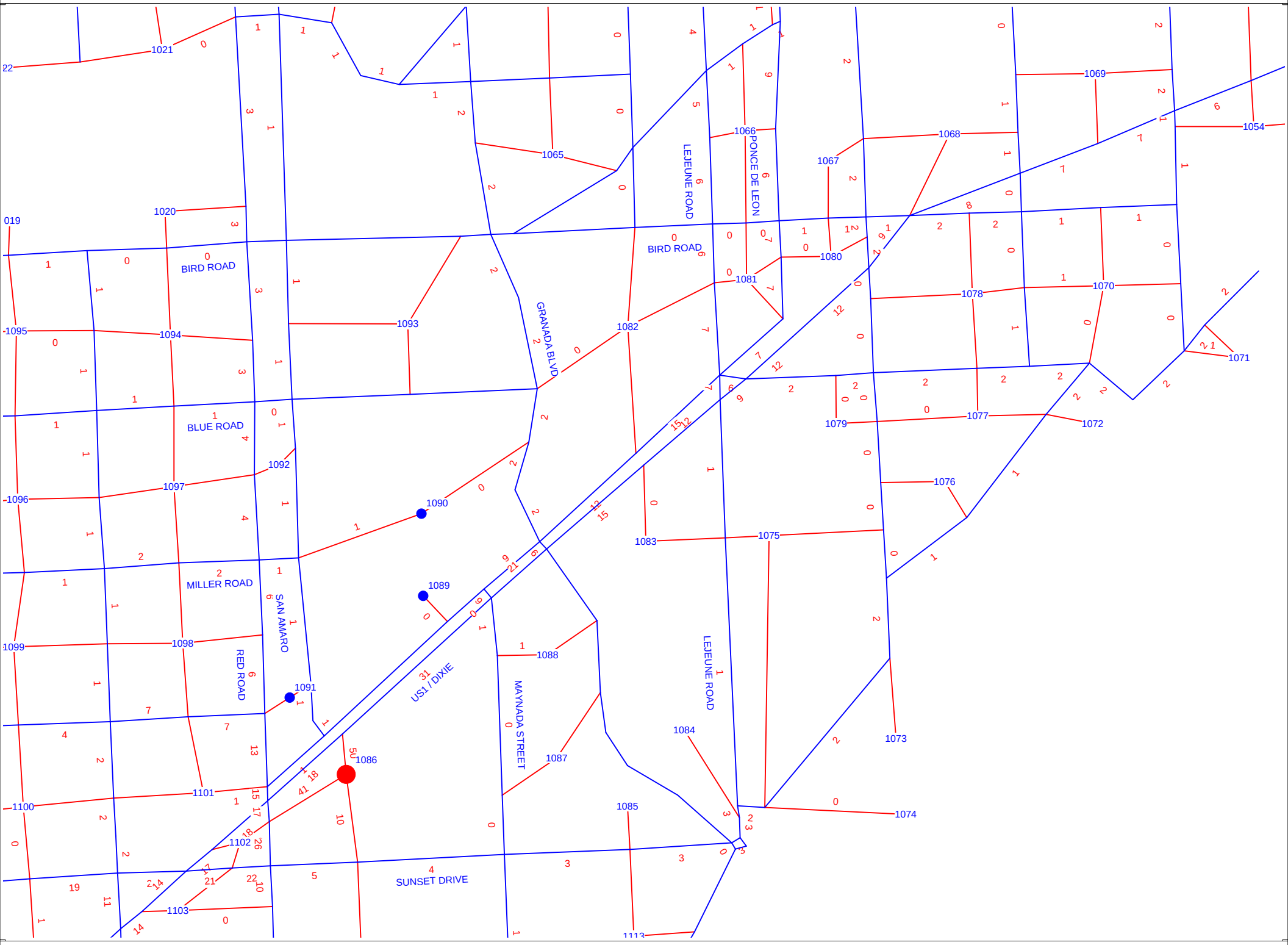
# MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1086 - SAN REMO PLAZA

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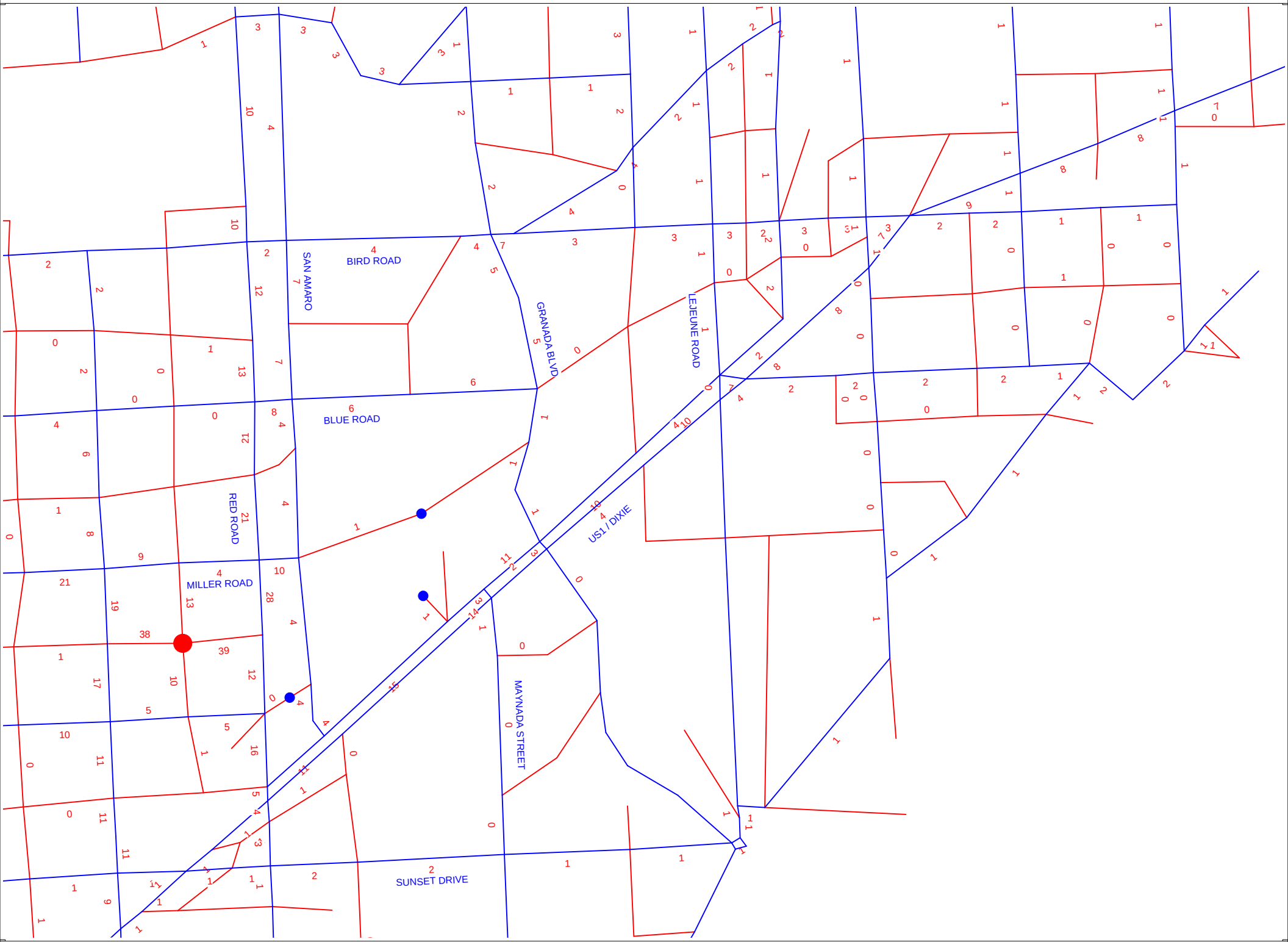




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PROJECT DISTRIBUTION _ ACADEMIC

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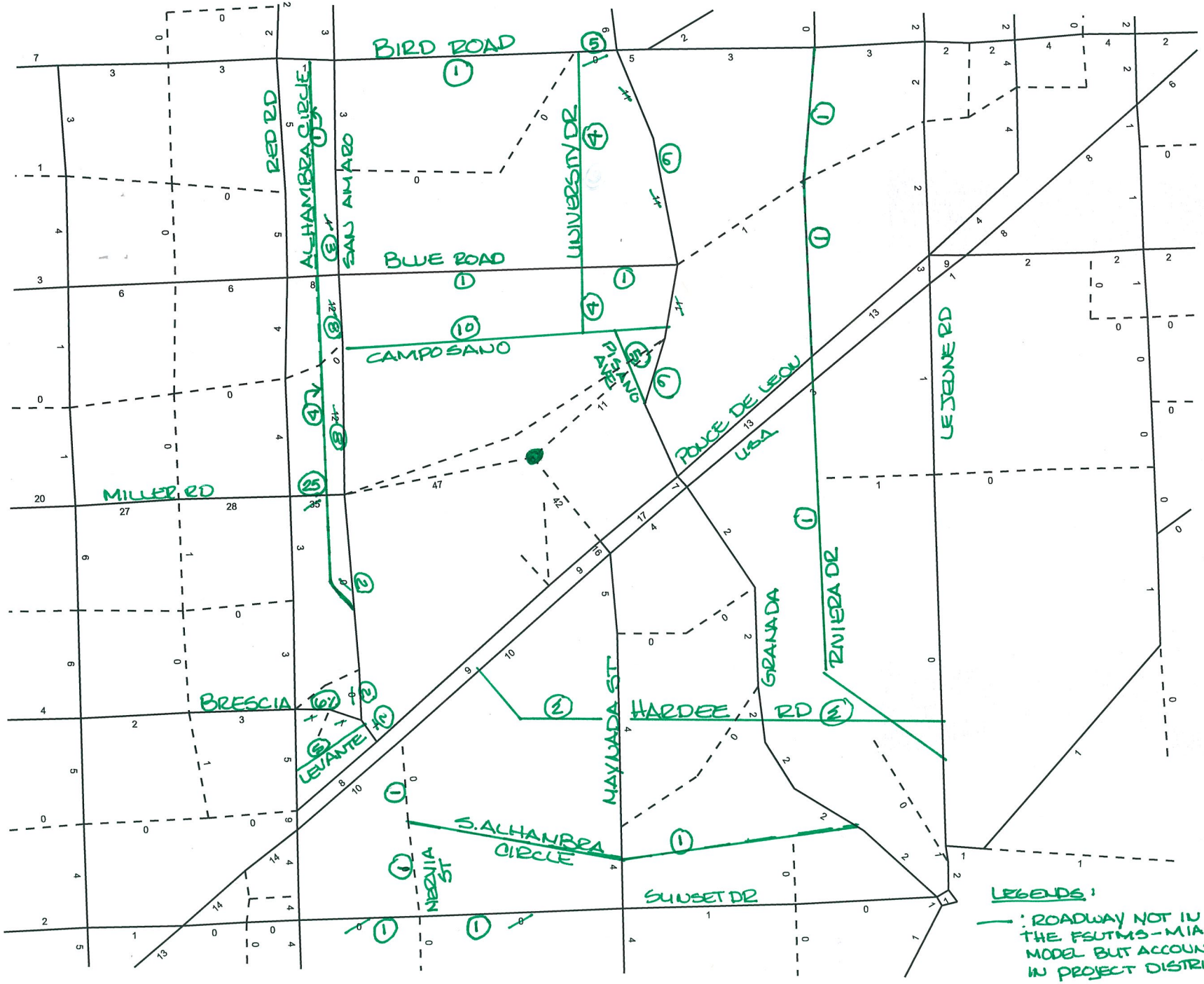
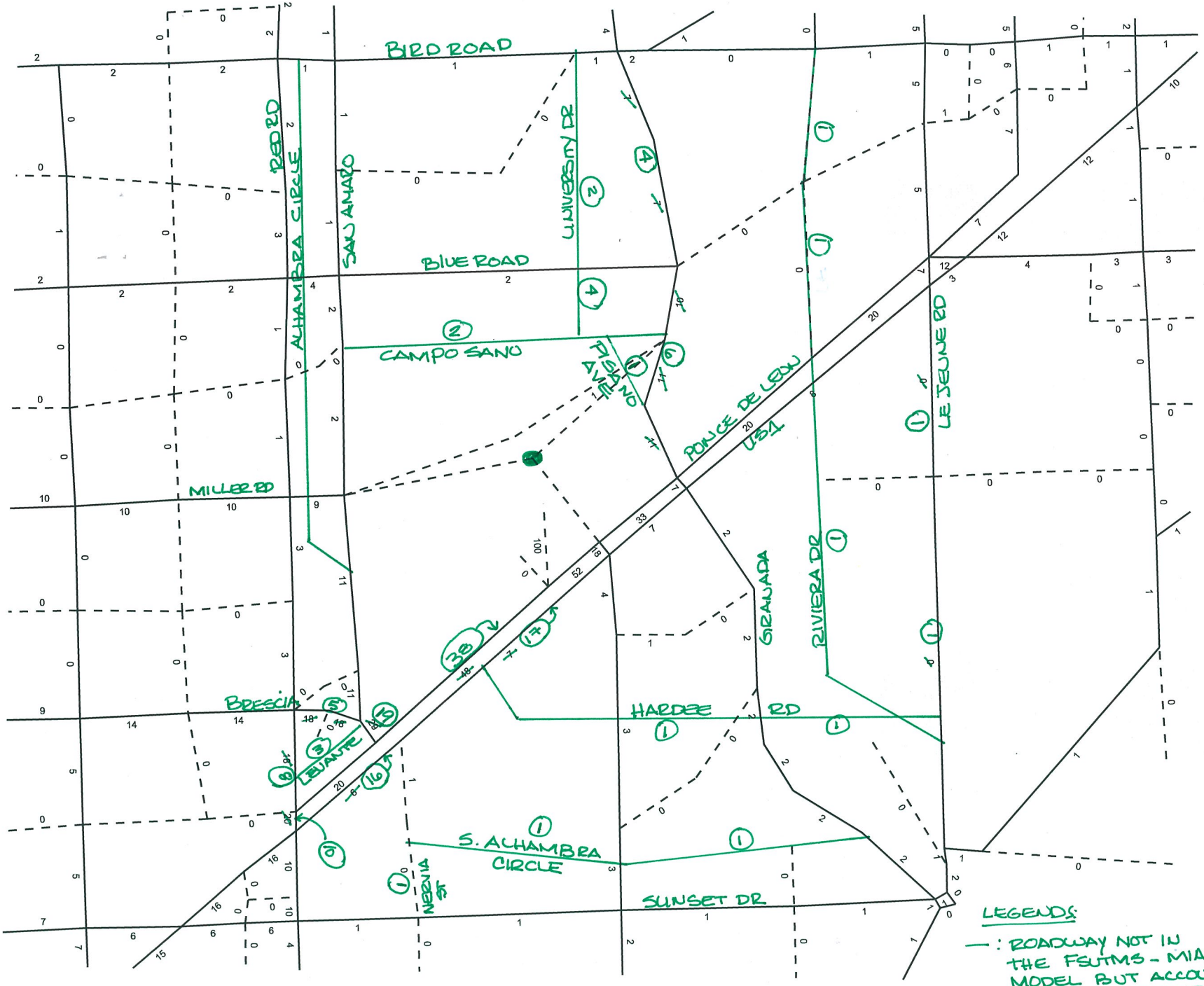
ACADEMIC



UMCADPROJECT TRIP DISTRIBUTION _ NSCDZ

MIAMI MIAMI 25 COST FEASIBLE - ADJ TAZ - UM NEW ZONES
2006 UMCAD UPDATE TRIP DISTRIBUTION PERCENTAGES

(NSCDZ)

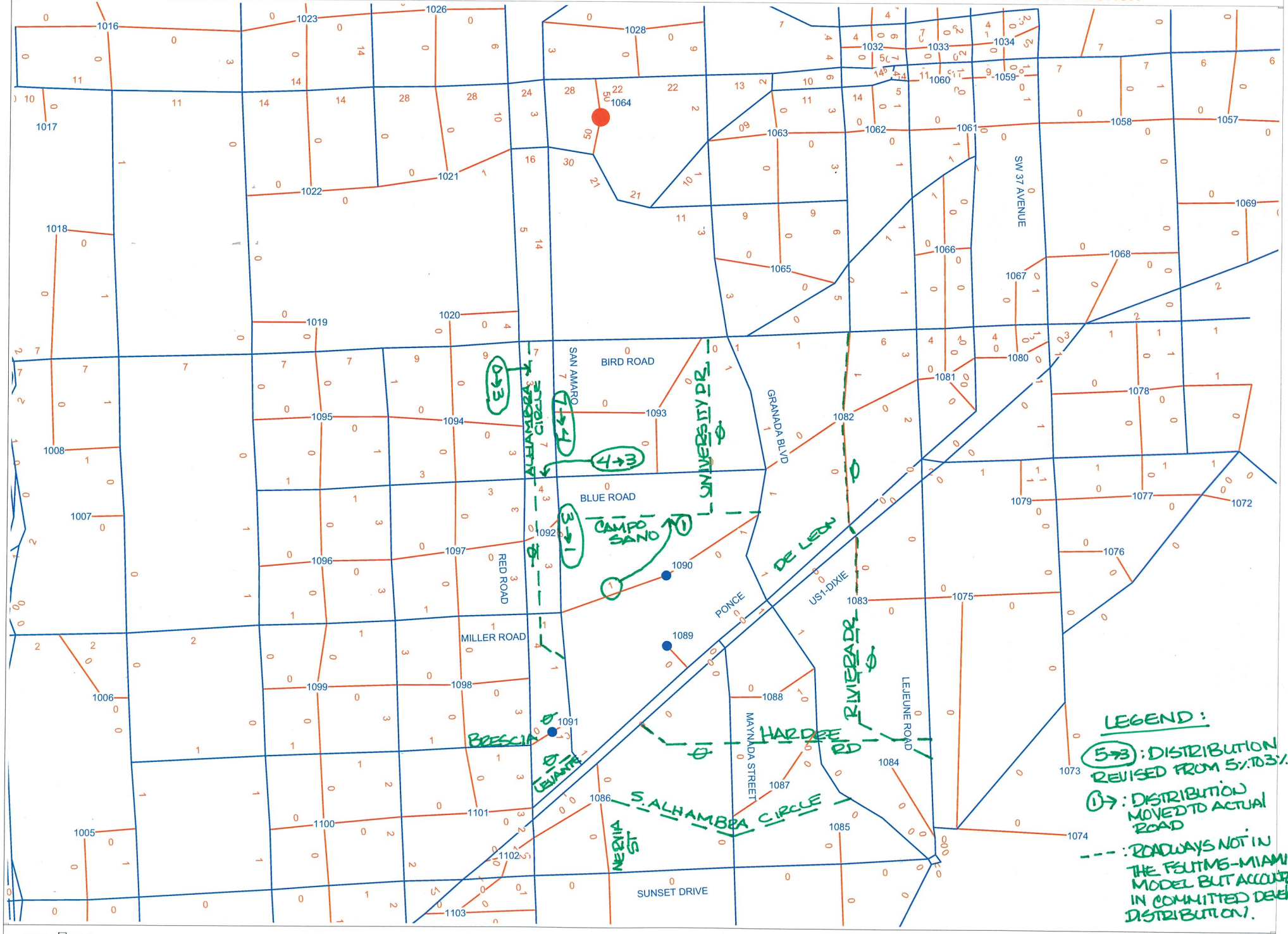



LEGENDS:

— : ROADWAY NOT IN THE FSUTMS - MIAMI MODEL BUT ACCOUNTED IN PROJECT DISTRIB.

(5) : 5 % PROJECT DISTRIB.

# MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1064 - EPISCOPAL CHURCH

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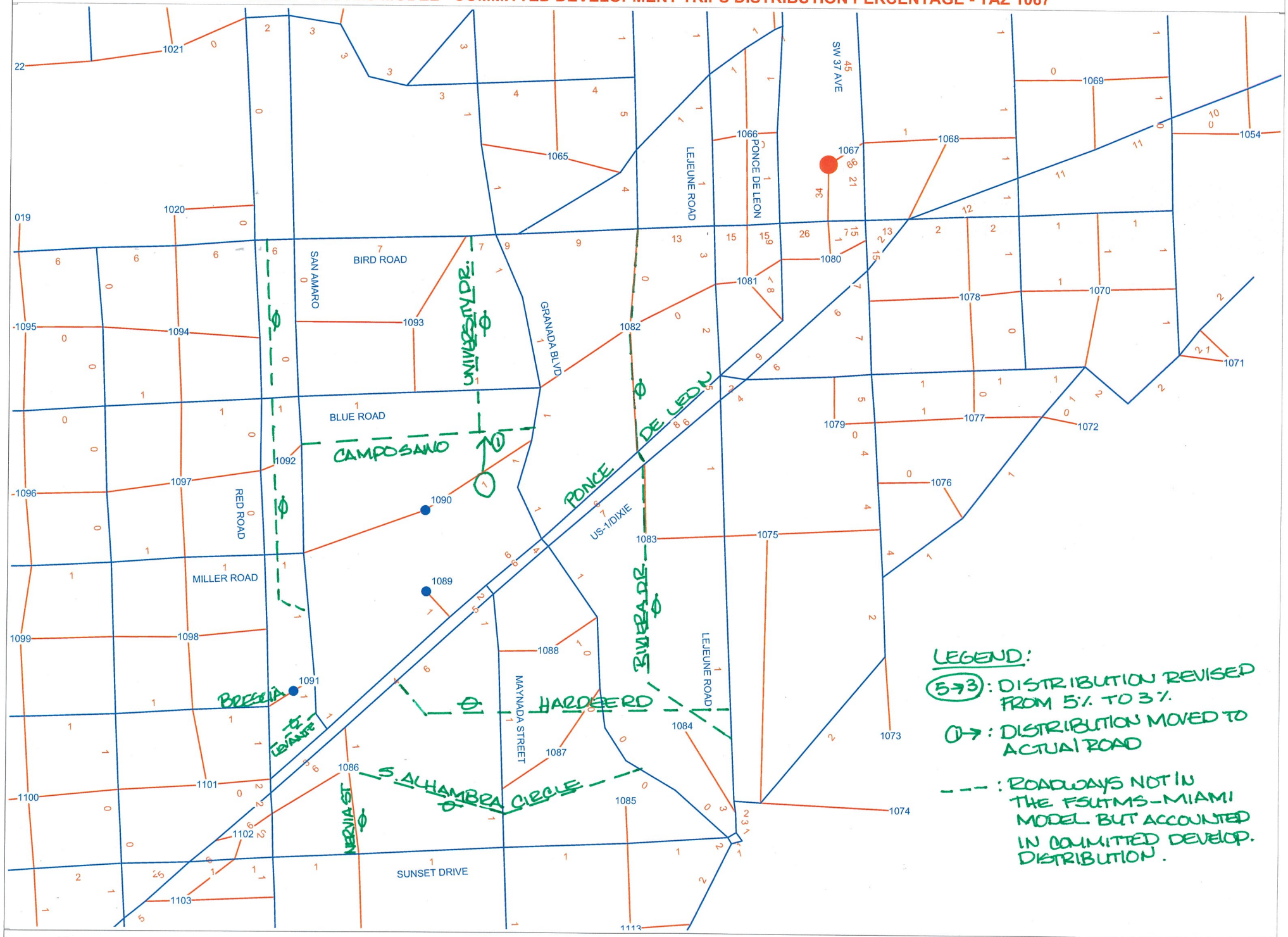
# MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1067

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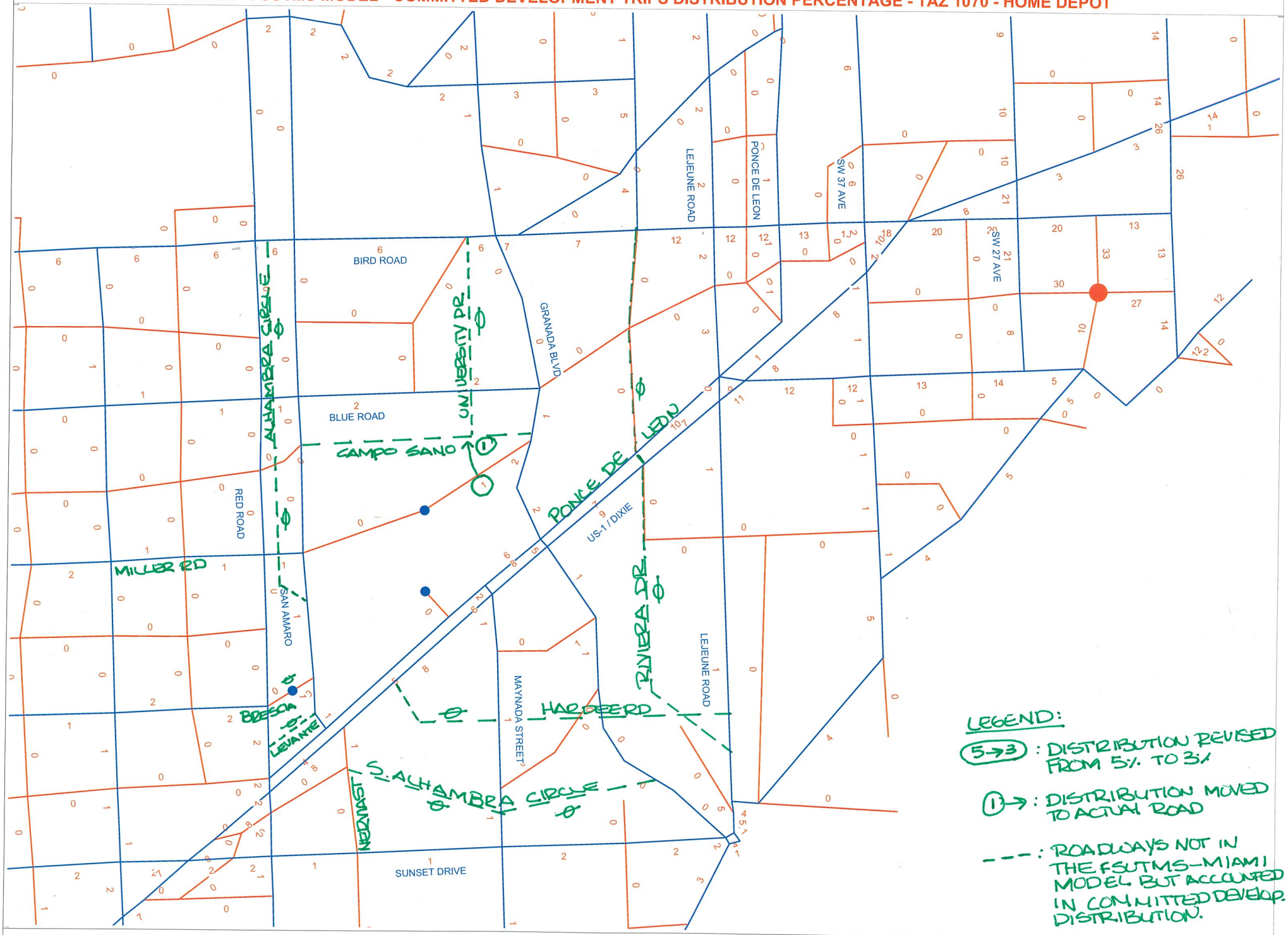
# MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1070 - HOME DEPOT

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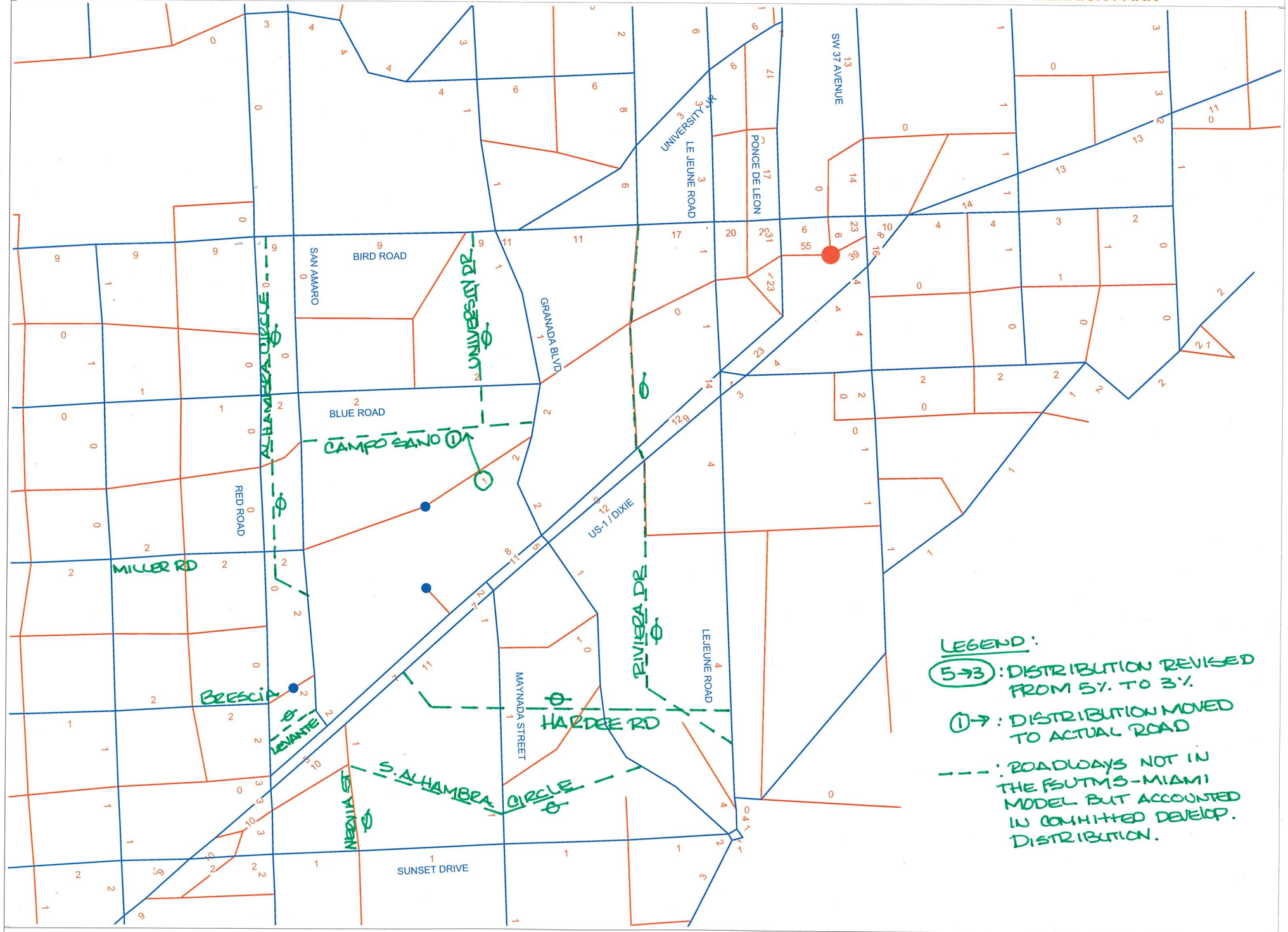




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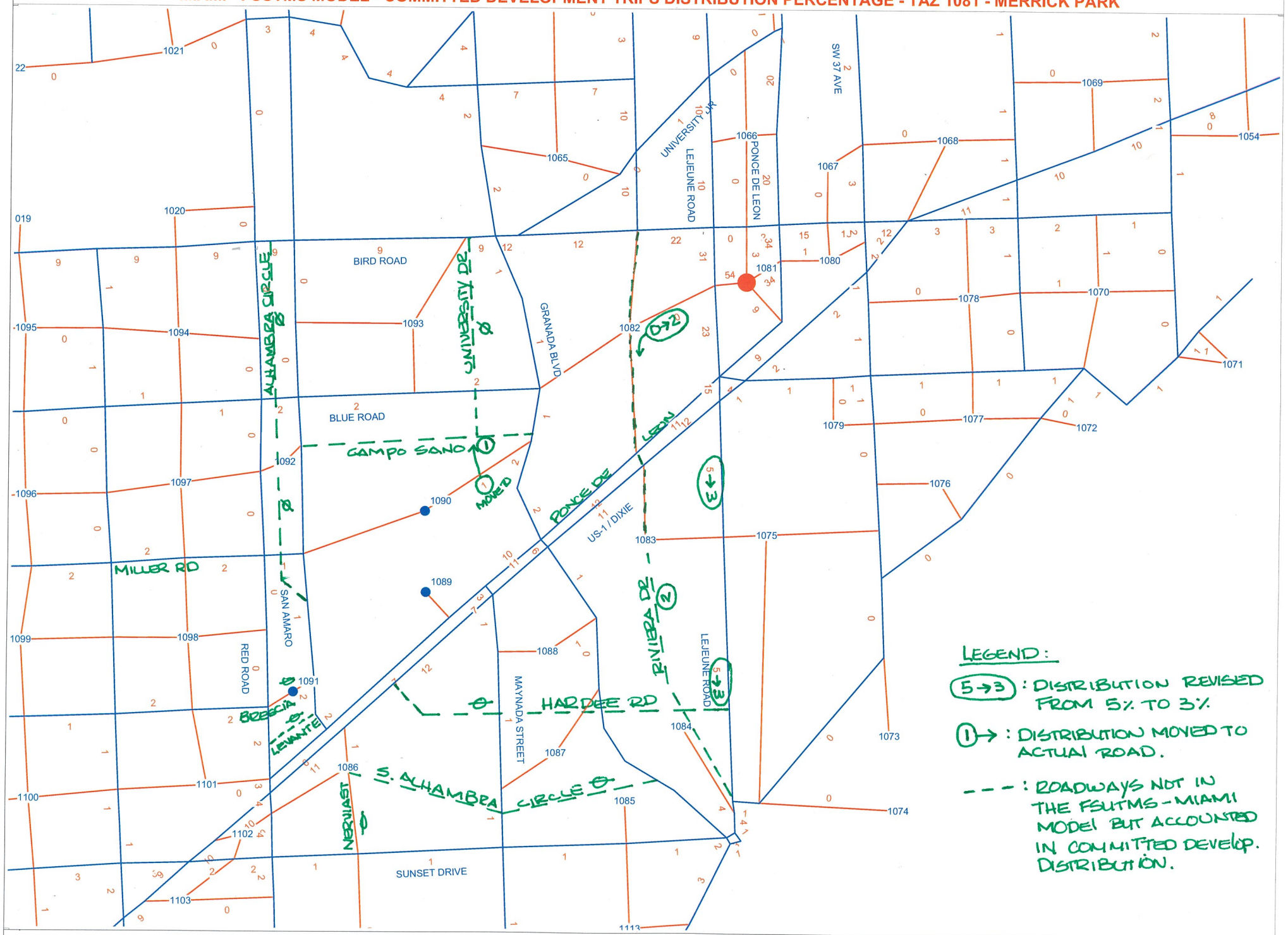
# MIAMI - FSUTMS MODEL - COMMITTED DEVELOPMENT TRIPS DISTRIBUTION PERCENTAGE - TAZ 1081 - MERRICK PARK

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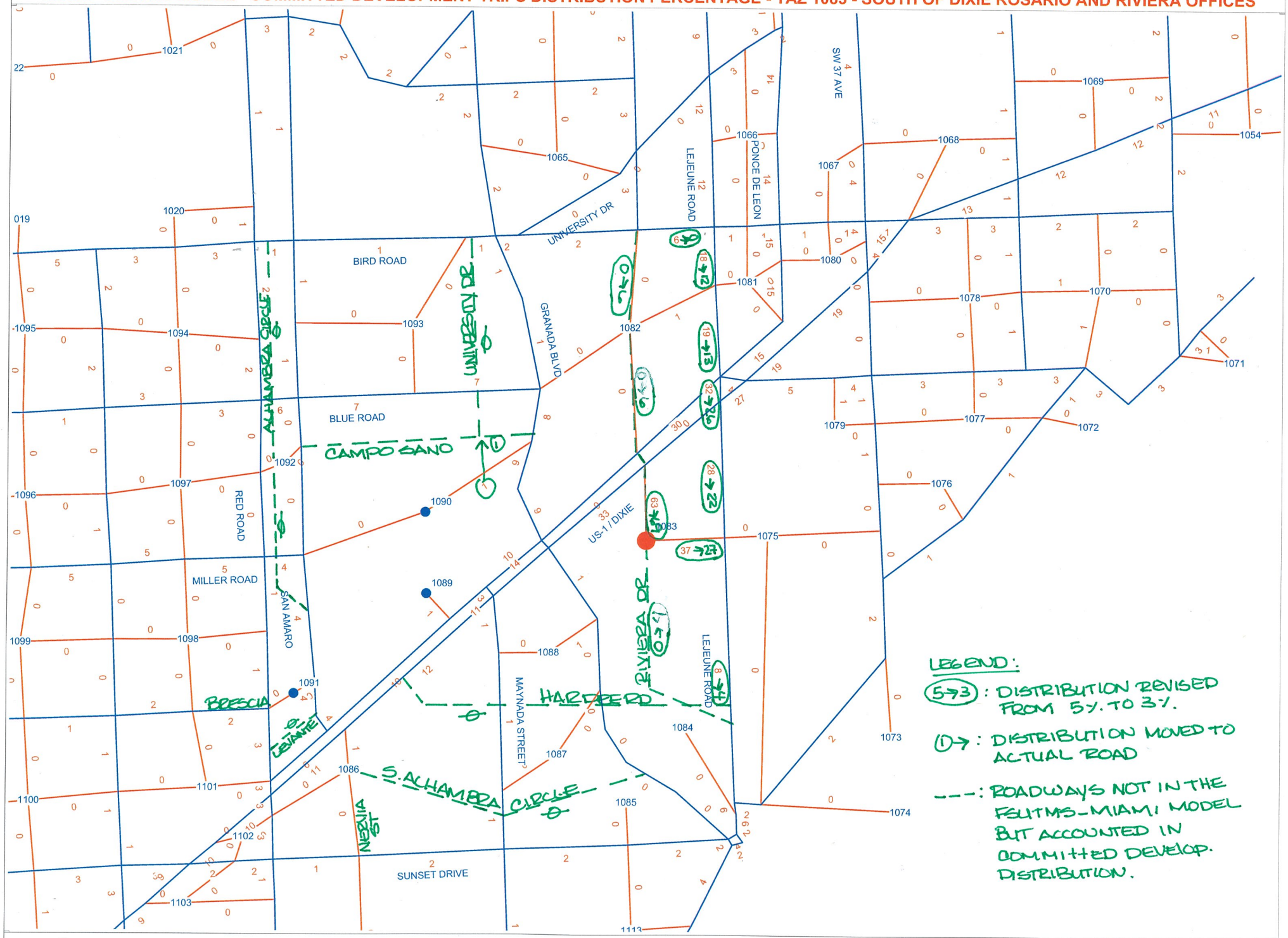


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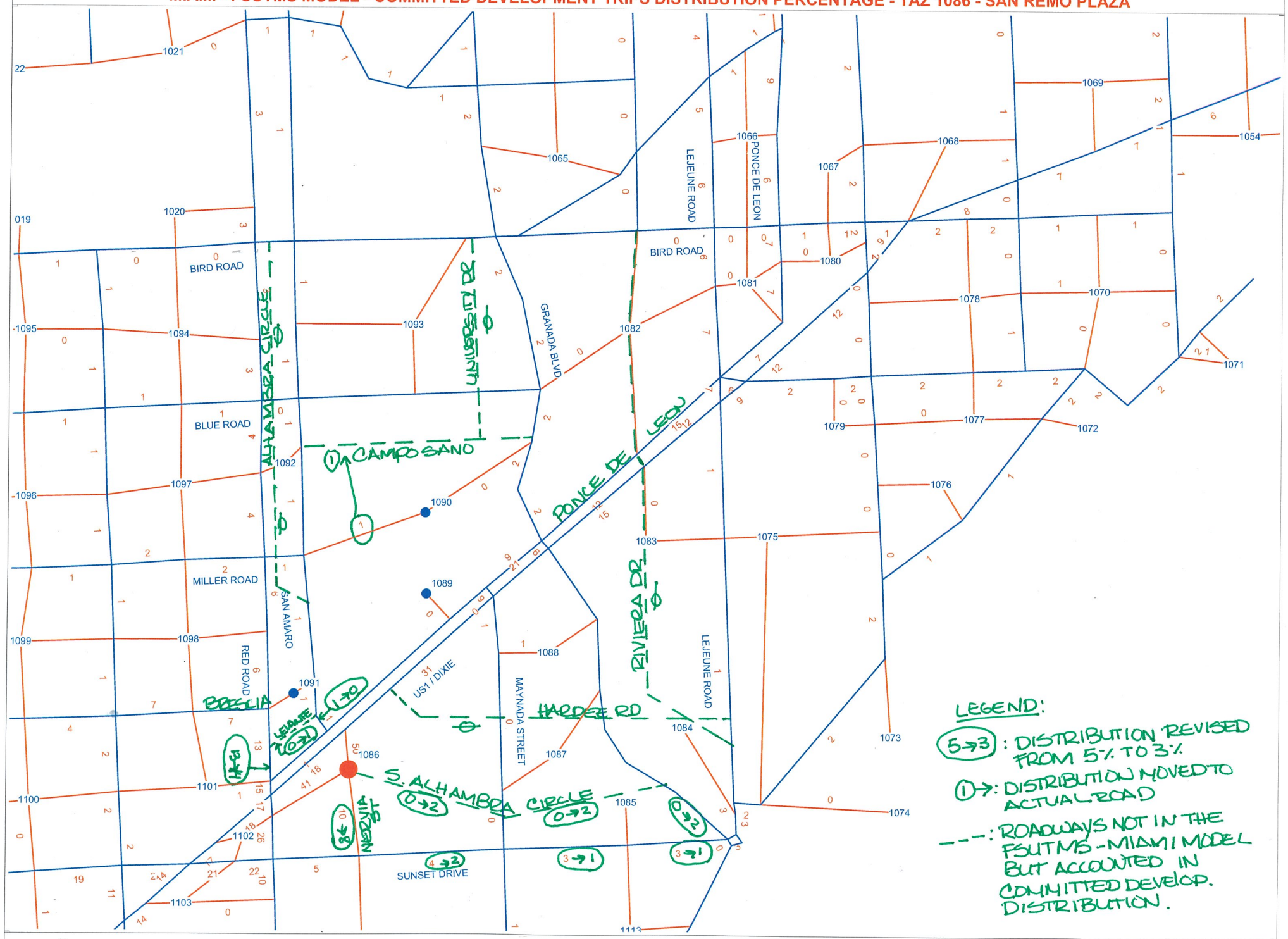


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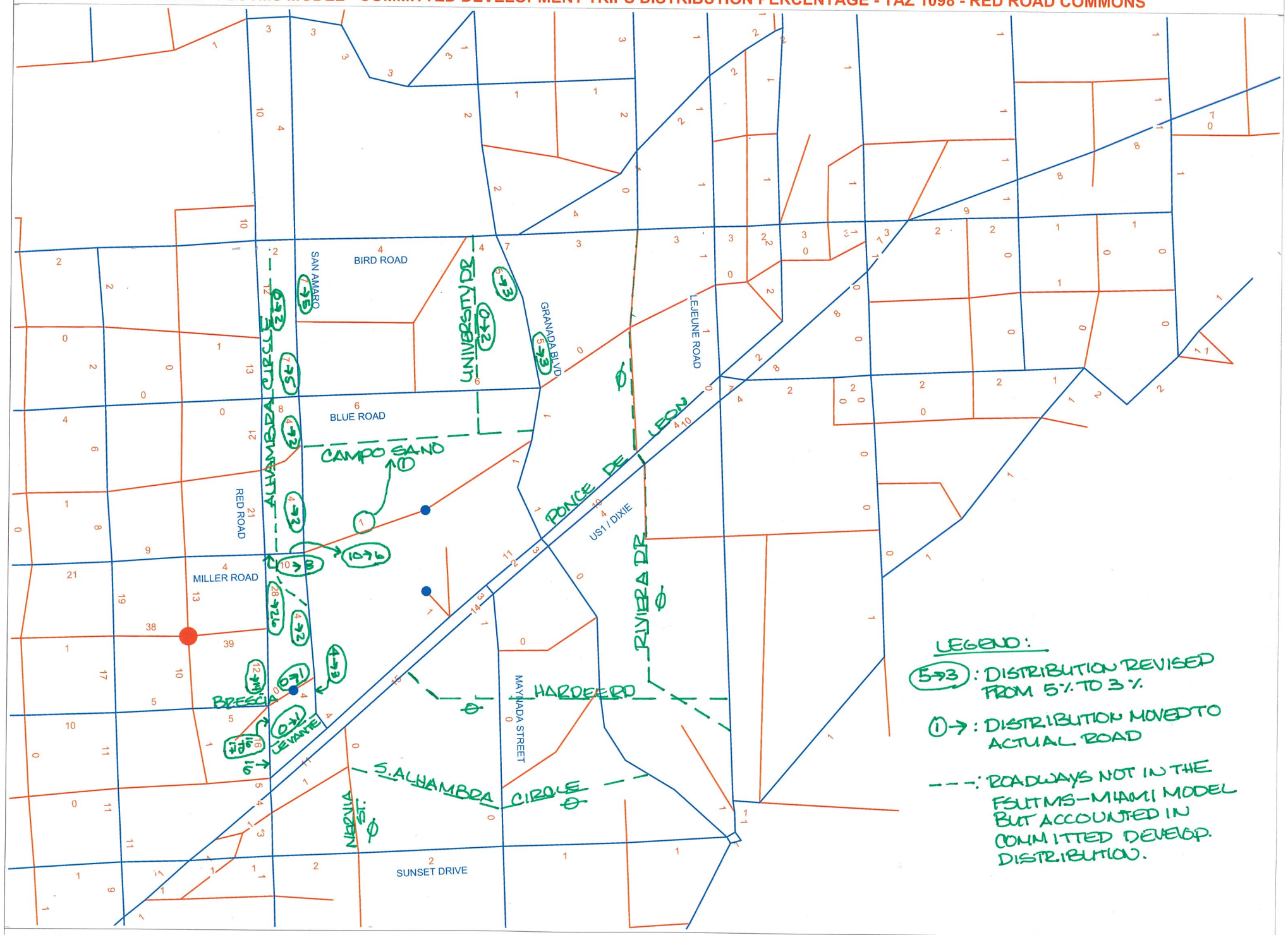


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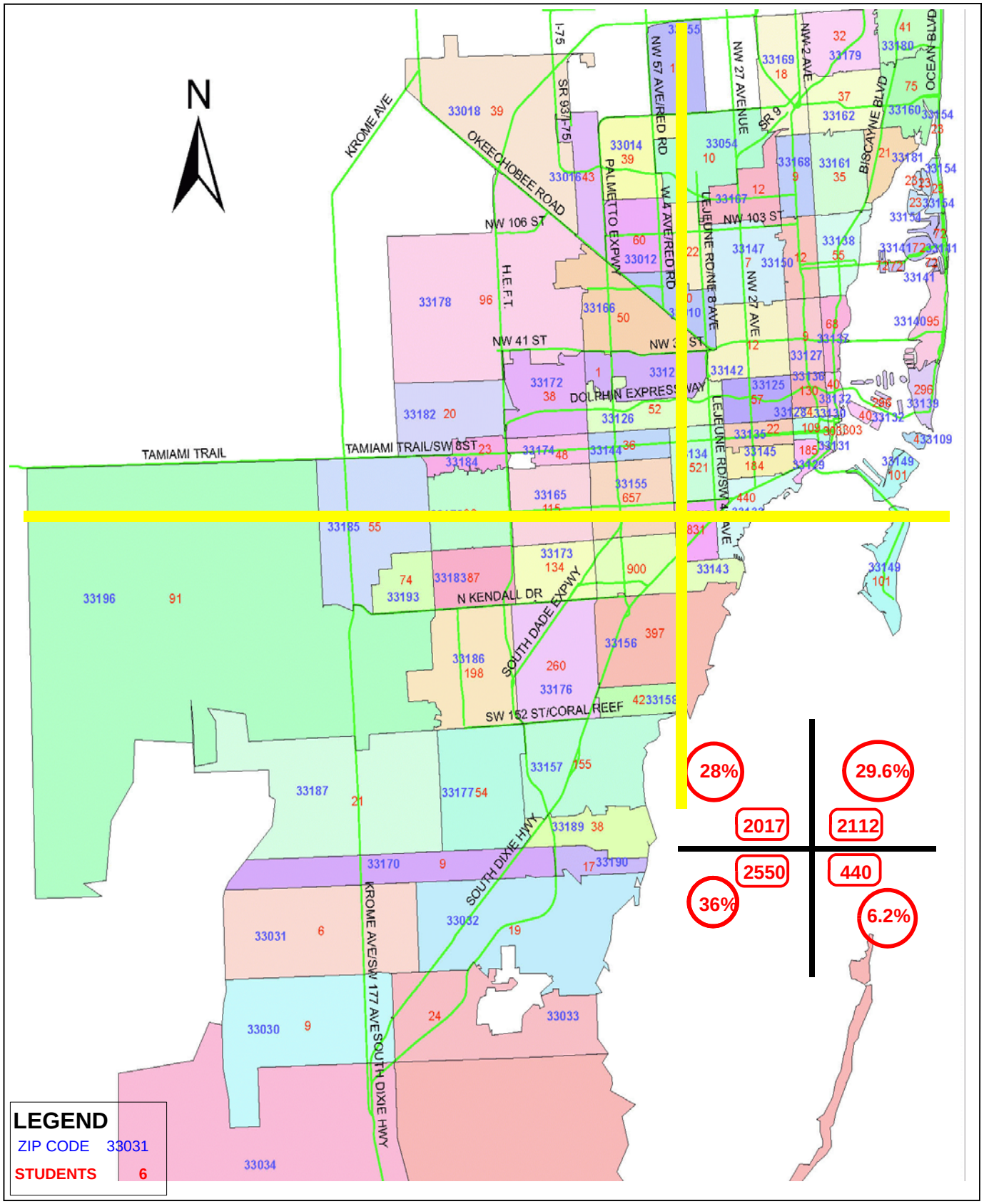
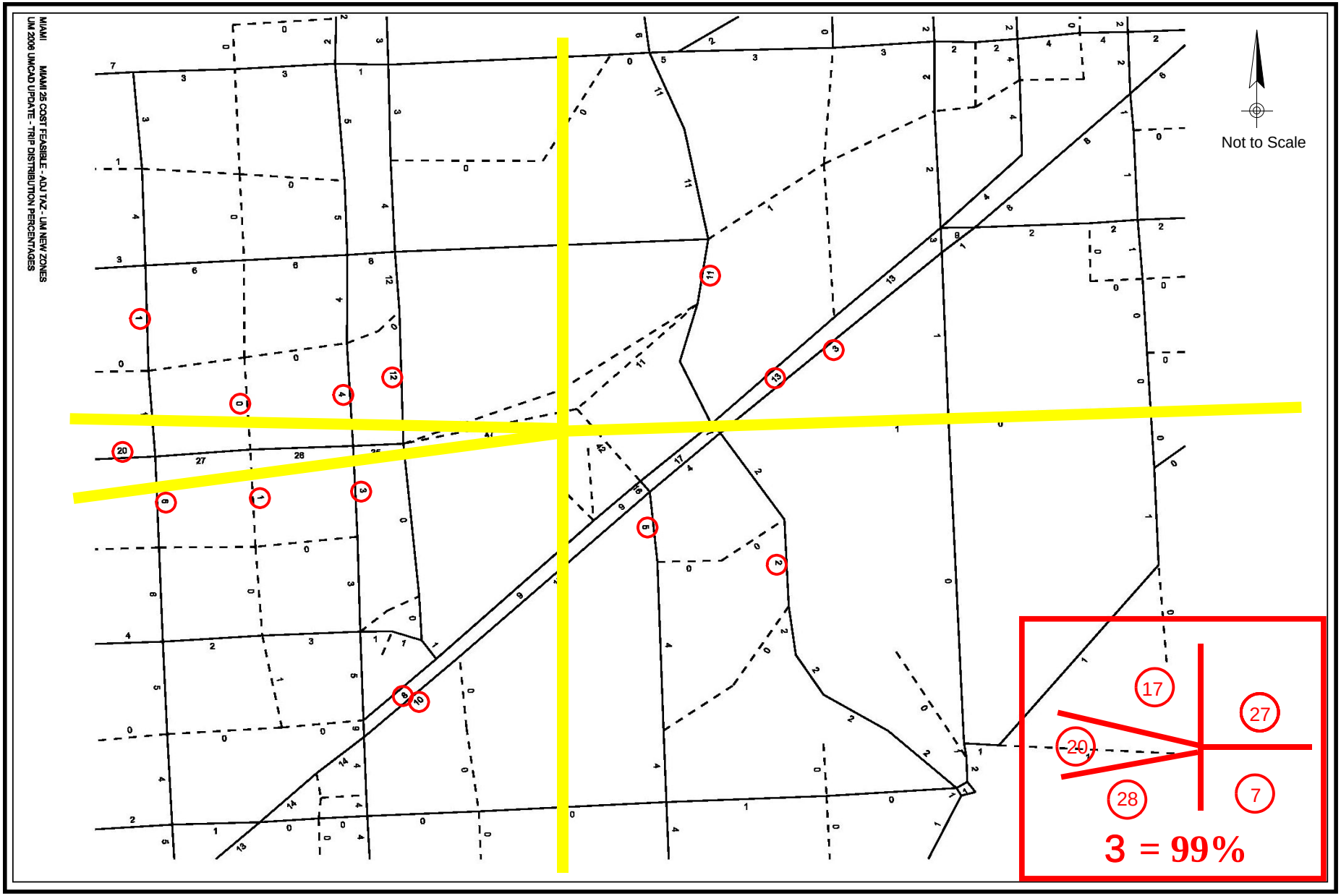



| UNIVERSITY OF MIAMI LOCAL TRAFFIC STUDY | UM STUDENTS PER ZIP CODE | KEITH and SCHNARS, P.A. ENGINEERS, PLANNERS, SURVEYORS | FIGURE A8-1 2/05/07 |
|---|---|---|---|




| | | | |
|---|---|---|---|
| UNIVERSITY OF MIAMI<br>REGIONAL TRAFFIC STUDY | FSUTMS PROJECT<br>CARDINAL DISTRIBUTION | KEITH and SCHNARS, P.A.<br>ENGINEERS, PLANNERS, SURVEYORS | FIGURE<br>A8-2<br>3/3/08 |

# ATTACHMENT 9
# TRAFFIC ADJUSTMENTS DUE TO INTERNAL ROADWAY AND PARKING RELOCATION
# INTERNAL ROADWAY & SERVICE DELIVERY DRAFT PLANS

**TABLE A9-1**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING MOVEMENT VOLUMES - AM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | | EXISTING VOLUMES 2007 | DIVERTED VOLUMES INT RD | DIVERTED VOLUMES PRKG | ANNUAL GROWTH RATE | COMMITTED PROJECT TRIPS | FUTURE BCKGRND 2025 | NSCDZ IN/OUT % | NSCDZ 838 I / O | NSCDZ 259 TRIPS | ACADEMIC / STAFF IN/OUT % | ACADEMIC / STAFF 235 I / O | ACADEMIC / STAFF 110 TRIPS | TOTAL PROJECT TRIPS | TOTAL VOLUME 2025 | PROJ TRIP % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 RED RD | EB | L | 232 | 0 | 0 | 0.5% | 0 | 254 | | | 0 | | | 0 | 0 | 254 | 8.5% |
| AND | | T | 658 | 0 | 0 | 0.5% | 22 | 742 | 9.0% | I | 75 | 31.0% | I | 73 | 148 | 890 | 11.5% |
| MILLER RD | | R | 248 | 0 | 0 | 0.5% | 4 | 275 | 2.0% | I | 17 | | | 0 | 17 | 292 | |
| | WB | L | 99 | 0 | 0 | 0.5% | 6 | 114 | | | 0 | 8.0% | O | 9 | 9 | 123 | |
| | | T | 150 | 0 | 0 | 0.5% | 10 | 174 | 9.0% | O | 23 | 31.0% | O | 34 | 57 | 231 | 18.8% |
| | | R | 5 | 0 | 0 | 0.5% | 0 | 5 | | | 0 | 2.0% | O | 2 | 2 | 7 | |
| | NB | L | 102 | 0 | 0 | 0.5% | 2 | 114 | 2.0% | O | 5 | | | 0 | 5 | 119 | |
| | | T | 446 | 0 | 0 | 0.5% | 35 | 523 | 1.0% | O | 3 | | | 0 | 3 | 526 | 3.3% |
| | | R | 145 | 0 | 0 | 0.5% | 6 | 165 | | | 0 | 8.0% | I | 19 | 19 | 184 | |
| | SB | L | 27 | 0 | 0 | 0.5% | 0 | 30 | | | 0 | 2.0% | I | 5 | 5 | 35 | |
| | | T | 418 | 0 | 0 | 0.5% | 30 | 487 | 1.0% | I | 8 | | | 0 | 8 | 495 | 2.3% |
| | | R | 41 | 0 | 0 | 0.5% | 0 | 45 | | | 0 | | | 0 | 0 | 45 | |
| 2 SAN AMARO DR | EB | L | 635 | -232 | 0 | 0.5% | 8 | 449 | | | 0 | 15.0% | I | 35 | 35 | 484 | 8.7% |
| AND | | T | 0 | 232 | 0 | 0.5% | 3 | 257 | | | 0 | | | 0 | 0 | 257 | 14.0% |
| MIILLER RD | | R | 117 | 0 | 0 | 0.5% | 16 | 144 | 9.0% | I | 75 | 12.0% | I | 28 | 103 | 247 | |
| | WB | L | 0 | 23 | -6 | 0.5% | 0 | 19 | | | 0 | | | 0 | 0 | 19 | |
| | | T | 0 | 13 | 0 | 0.5% | 2 | 16 | | | 0 | | | 0 | 0 | 16 | 0.0% |
| | | R | 0 | 12 | -6 | 0.5% | 0 | 7 | | | 0 | | | 0 | 0 | 7 | |
| | NB | L | 80 | 0 | 0 | 0.5% | 7 | 95 | 9.0% | O | 23 | 12.0% | O | 13 | 36 | 131 | |
| | | T | 727 | -73 | 0 | 0.5% | 3 | 718 | 2.0% | O | 5 | | | 0 | 5 | 723 | 4.5% |
| | | R | 0 | 73 | -18 | 0.5% | 0 | 60 | | | 0 | | | 0 | 0 | 60 | |
| | SB | L | 0 | 61 | -18 | 0.5% | 0 | 47 | | | 0 | | | 0 | 0 | 47 | |
| | | T | 373 | -74 | 0 | 0.5% | 3 | 330 | 2.0% | I | 17 | | | 0 | 17 | 347 | 6.9% |
| | | R | 83 | -13 | 0 | 0.5% | 5 | 82 | | | 0 | 15.0% | O | 17 | 17 | 99 | |
| 3 SAN AMARO DR | EB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 4.9% |
| AND | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| TRILLO AVENUE | | R | 103 | 0 | 0 | 0.5% | 0 | 113 | | | 0 | | | 0 | 0 | 113 | |
| & MILLER DRIVE | WB | L | 36 | -36 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 28 | -28 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | NB | L | 36 | 0 | 0 | 0.5% | 0 | 39 | | | 0 | | | 0 | 0 | 39 | |
| | | T | 978 | -232 | 0 | 0.5% | 11 | 827 | 2.0% | O | 5 | 15.0% | O | 17 | 22 | 849 | 2.5% |
| | | R | 81 | -81 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | SB | L | 123 | -123 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 338 | 35 | 0 | 0.5% | 7 | 415 | 2.0% | I | 17 | 15.0% | I | 35 | 52 | 467 | 10.3% |
| | | R | 34 | 0 | 0 | 0.5% | 0 | 37 | | | 0 | | | 0 | 0 | 37 | |
| 4 SAN AMARO DR | EB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 5.7% |
| AND | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| MEMORIAL DR | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | WB | L | 71 | 0 | -6 | 0.5% | 0 | 71 | | | 0 | | | 0 | 0 | 71 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 25 | 36 | -6 | 0.5% | 0 | 60 | | | 0 | | | 0 | 0 | 60 | |
| | NB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 844 | -232 | 0 | 0.5% | 11 | 680 | 2.0% | O | 5 | 15.0% | O | 17 | 22 | 702 | 2.8% |
| | | R | 104 | -22 | -18 | 0.5% | 0 | 70 | | | 0 | | | 0 | 0 | 70 | |
| | SB | L | 42 | 85 | -18 | 0.5% | 0 | 119 | | | 0 | | | 0 | 0 | 119 | |
| | | T | 303 | -111 | 0 | 0.5% | 7 | 217 | 2.0% | I | 17 | 15.0% | I | 35 | 52 | 269 | 13.4% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| 5 SAN AMARO DR | EB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 1.7% |
| AND | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| ROBBIA AVE | | R | 12 | 0 | 0 | 0.5% | 0 | 13 | | | 0 | | | 0 | 0 | 13 | |
| | WB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 20 | -20 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | NB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 863 | -232 | 0 | 0.5% | 11 | 701 | 1.0% | O | 3 | 2.0% | O | 2 | 5 | 706 | 0.7% |
| | | R | 18 | -18 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | SB | L | 23 | -23 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 263 | -3 | 0 | 0.5% | 7 | 291 | 1.0% | I | 8 | 2.0% | I | 5 | 13 | 304 | 4.2% |
| | | R | 6 | 0 | 0 | 0.5% | 0 | 7 | | | 0 | | | 0 | 0 | 7 | |
| 6 CAMPO SANO | EB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 2.2% |
| AND | | T | 691 | -69 | 0 | 0.5% | 4 | 684 | 1.0% | O | 3 | 5.0% | O | 6 | 9 | 693 | 0.9% |
| BRUNSON DR | | R | 195 | 138 | -18 | 0.5% | 0 | 345 | | | 0 | | | 0 | 0 | 345 | |
| | WB | L | 25 | 36 | -18 | 0.5% | 0 | 47 | | | 0 | | | 0 | 0 | 47 | |
| | | T | 174 | -17 | 0 | 0.5% | 7 | 179 | 1.0% | I | 8 | 5.0% | I | 12 | 20 | 199 | 8.1% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | NB | L | 9 | 4 | -6 | 0.5% | 0 | 8 | | | 0 | | | 0 | 0 | 8 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 10 | 14 | -6 | 0.5% | 0 | 20 | | | 0 | | | 0 | 0 | 20 | |
| | SB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| 7 PISANO AVE | EB | L | 31 | -3 | 0 | 0.5% | 0 | 31 | | | 0 | | | 0 | 0 | 31 | 3.7% |
| AND | | T | 200 | -20 | 0 | 0.5% | 8 | 205 | 1.0% | O | 3 | 5.0% | O | 6 | 9 | 214 | 3.6% |
| UNIVERSITY DR | | R | 20 | 0 | -18 | 0.5% | 0 | 2 | | | 0 | | | 0 | 0 | 2 | |
| | WB | L | 20 | 25 | -18 | 0.5% | 0 | 30 | | | 0 | | | 0 | 0 | 30 | |
| | | T | 249 | -25 | 0 | 0.5% | 4 | 249 | 1.0% | I | 8 | 5.0% | I | 12 | 20 | 269 | 5.5% |
| | | R | 60 | 0 | 0 | 0.5% | 0 | 66 | | | 0 | | | 0 | 0 | 66 | |
| | NB | L | 6 | 0 | -6 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 4 | 3 | 0 | 0.5% | 0 | 8 | | | 0 | | | 0 | 0 | 8 | 0.0% |
| | | R | 16 | 20 | -6 | 0.5% | 0 | 33 | | | 0 | | | 0 | 0 | 33 | |
| (UNIV DR IN N/S DIR) | SB | L | 70 | 0 | 0 | 0.5% | 0 | 77 | | | 0 | | | 0 | 0 | 77 | |
| (PISANO IN E/W DIR) | | T | 12 | 4 | 0 | 0.5% | 0 | 18 | | | 0 | | | 0 | 0 | 18 | 0.0% |
| | | R | 36 | -4 | 0 | 0.5% | 0 | 35 | | | 0 | | | 0 | 0 | 35 | |

**TABLE A9-1**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING MOVEMENT VOLUMES - AM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | | EXISTING VOLUMES 2007 | DIVERTED VOLUMES INT RD | DIVERTED VOLUMES PRKG | ANNUAL GROWTH RATE | COMMITTED PROJECT TRIPS | FUTURE BCKGRND 2025 | NSCDZ IN/OUT % | NSCDZ 838 I / O | NSCDZ 259 TRIPS | ACADEMIC / STAFF IN/OUT % | ACADEMIC / STAFF 235 I / O | ACADEMIC / STAFF 110 TRIPS | TOTAL PROJECT TRIPS | TOTAL VOLUME 2025 | PROJ TRIP % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8 PISANO AVE | EB | L | 2 | 0 | 0 | 0.5% | 0 | 2 | | | 0 | | | 0 | 0 | 2 | 2.0% |
| AND | | T | 163 | 0 | 0 | 0.5% | 8 | 186 | 1.0% | O | 3 | | | 0 | 3 | 189 | 2.7% |
| CARILLO ST | | R | 122 | 0 | 0 | 0.5% | 0 | 133 | | | 0 | 5.0% | O | 6 | 6 | 139 | |
| | WB | L | 105 | 0 | 0 | 0.5% | 0 | 115 | | | 0 | | | 0 | 0 | 115 | |
| | | T | 307 | 0 | 0 | 0.5% | 4 | 340 | | | 0 | | | 0 | 0 | 340 | 0.0% |
| | | R | 1 | 0 | 0 | 0.5% | 0 | 1 | | | 0 | | | 0 | 0 | 1 | |
| | NB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| (CARILLO IN N/S DIR) | SB | L | 1 | 0 | 0 | 0.5% | 0 | 1 | | | 0 | | | 0 | 0 | 1 | |
| (PISANO IN E/W DIR) | | T | 22 | 0 | 0 | 0.5% | 0 | 24 | 1.0% | I | 8 | | | 0 | 8 | 32 | 15.1% |
| | | R | 18 | 0 | 0 | 0.5% | 0 | 20 | | | 0 | | | 0 | 0 | 20 | |
| 9 GRANADA BLVD | EB | L | 304 | 0 | 0 | 0.5% | 6 | 339 | 11.0% | O | 28 | 1.0% | I | 2 | 30 | 369 | 11.4% |
| AND | | T | 957 | 0 | 0 | 0.5% | 76 | 1123 | 20.0% | O | 52 | | | 0 | 52 | 1175 | 5.4% |
| PONCE DE LEON BLVD | | R | 33 | 0 | 0 | 0.5% | 12 | 48 | 2.0% | O | 5 | | | 0 | 5 | 53 | |
| | WB | L | 36 | 0 | 0 | 0.5% | 12 | 51 | | | 0 | | | 0 | 0 | 51 | |
| | | T | 381 | 0 | 0 | 0.5% | 35 | 452 | 20.0% | I | 168 | | | 0 | 168 | 620 | 24.2% |
| | | R | 97 | 0 | 0 | 0.5% | 0 | 106 | | | 0 | 11.0% | I | 26 | 26 | 132 | |
| | NB | L | 35 | 0 | 0 | 0.5% | 2 | 40 | 2.0% | I | 17 | | | 0 | 17 | 57 | |
| | | T | 443 | 0 | 0 | 0.5% | 17 | 502 | | | 0 | 7.0% | I | 16 | 16 | 518 | 4.8% |
| | | R | 73 | 0 | 0 | 0.5% | 28 | 108 | | | 0 | | | 0 | 0 | 108 | |
| (PONCE IN E/W DIR) | SB | L | 41 | 0 | 0 | 0.5% | 0 | 45 | | | 0 | 11.0% | O | 12 | 12 | 57 | |
| | | T | 327 | 0 | 0 | 0.5% | 18 | 376 | | | 0 | 7.0% | O | 8 | 8 | 384 | 16.7% |
| | | R | 126 | 0 | 0 | 0.5% | 4 | 142 | 11.0% | I | 92 | 1.0% | O | 1 | 93 | 235 | |
| 10 GRANADA BLVD | EB | L | 120 | 0 | 0 | 0.5% | 10 | 141 | | | 0 | | | 0 | 0 | 141 | 1.8% |
| AND | | T | 2928 | 0 | 0 | 0.5% | 114 | 3317 | 7.0% | O | 18 | | | 0 | 18 | 3335 | 0.5% |
| US-1(DIXIE HIGHWAY) | | R | 34 | 0 | 0 | 0.5% | 0 | 37 | | | 0 | | | 0 | 0 | 37 | |
| | WB | L | 42 | 0 | 0 | 0.5% | 0 | 46 | | | 0 | | | 0 | 0 | 46 | |
| | | T | 2344 | 0 | 0 | 0.5% | 62 | 2626 | 7.0% | I | 59 | | | 0 | 59 | 2685 | 2.6% |
| | | R | 122 | 0 | 0 | 0.5% | 4 | 137 | 1.0% | I | 8 | 4.0% | I | 9 | 17 | 154 | |
| | NB | L | 16 | 0 | 0 | 0.5% | 0 | 18 | | | 0 | | | 0 | 0 | 18 | |
| | | T | 296 | 0 | 0 | 0.5% | 35 | 359 | 2.0% | I | 17 | 3.0% | I | 7 | 24 | 383 | 5.2% |
| | | R | 55 | 0 | 0 | 0.5% | 1 | 61 | | | 0 | | | 0 | 0 | 61 | |
| (US-1 IN E/W DIR) | SB | L | 51 | 0 | 0 | 0.5% | 19 | 75 | 1.0% | O | 3 | 4.0% | O | 4 | 7 | 82 | |
| | | T | 252 | 0 | 0 | 0.5% | 14 | 290 | 2.0% | O | 5 | 3.0% | O | 3 | 8 | 298 | 3.1% |
| | | R | 89 | 0 | 0 | 0.5% | 13 | 110 | | | 0 | | | 0 | 0 | 110 | |
| 11 CARILLO ST | EB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 13.3% |
| AND | | T | 1294 | 0 | 0 | 0.5% | 86 | 1502 | 33.0% | O | 85 | 1.0% | I | 2 | 87 | 1589 | 5.5% |
| PONCE DE LEON BLVD | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | WB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 542 | 0 | 0 | 0.5% | 45 | 638 | 33.0% | I | 277 | 1.0% | O | 1 | 278 | 916 | 30.3% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | NB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| (PONCE IN E/W DIR) | SB | L | 101 | 0 | 0 | 0.5% | 0 | 110 | | | 0 | | | 0 | 0 | 110 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 115 | 0 | 0 | 0.5% | 0 | 126 | | | 0 | | | 0 | 0 | 126 | |
| 12 STANFORD DR | EB | L | 64 | 0 | 25 | 0.5% | 0 | 97 | | | 0 | | | 0 | 0 | 97 | 17.7% |
| AND | | T | 849 | 0 | 0 | 0.5% | 71 | 1000 | 33.0% | O | 85 | | | 0 | 85 | 1085 | 9.8% |
| PONCE DE LEON BLVD | | R | 110 | 0 | 0 | 0.5% | 3 | 123 | 18.0% | O | 47 | | | 0 | 47 | 170 | |
| | WB | L | 134 | 0 | 0 | 0.5% | 21 | 168 | | | 0 | | | 0 | 0 | 168 | |
| | | T | 397 | 0 | 0 | 0.5% | 29 | 463 | 33.0% | I | 277 | | | 0 | 277 | 740 | 27.1% |
| | | R | 85 | 0 | 25 | 0.5% | 0 | 120 | | | 0 | 1.0% | I | 2 | 2 | 122 | |
| | NB | L | 137 | 0 | 0 | 0.5% | 0 | 150 | 18.0% | I | 151 | | | 0 | 151 | 301 | |
| | | T | 108 | 0 | 0 | 0.5% | 0 | 118 | | | 0 | | | 0 | 0 | 118 | 22.1% |
| | | R | 217 | 0 | 0 | 0.5% | 26 | 263 | | | 0 | | | 0 | 0 | 263 | |
| (PONCE IN E/W DIR) | SB | L | 33 | 0 | 8 | 0.5% | 0 | 45 | | | 0 | 1.0% | O | 1 | 1 | 46 | |
| | | T | 21 | 0 | 0 | 0.5% | 0 | 23 | | | 0 | | | 0 | 0 | 23 | 0.9% |
| | | R | 31 | 0 | 8 | 0.5% | 0 | 43 | | | 0 | | | 0 | 0 | 43 | |
| 13 STANFORD DR | EB | L | 159 | 0 | 0 | 0.5% | 11 | 185 | 7.0% | I | 59 | | | 0 | 59 | 244 | 2.7% |
| AND | | T | 2909 | 0 | 0 | 0.5% | 103 | 3285 | | | 0 | | | 0 | 0 | 3285 | 1.7% |
| US-1 (DIXIE HIGHWAY) | | R | 31 | 0 | 0 | 0.5% | 1 | 35 | | | 0 | | | 0 | 0 | 35 | |
| | WB | L | 87 | 0 | 0 | 0.5% | 1 | 96 | | | 0 | | | 0 | 0 | 96 | |
| | | T | 2609 | 0 | 0 | 0.5% | 63 | 2917 | | | 0 | | | 0 | 0 | 2917 | 1.9% |
| | | R | 87 | 0 | 0 | 0.5% | 0 | 95 | 7.0% | I | 59 | | | 0 | 59 | 154 | |
| | NB | L | 65 | 0 | 0 | 0.5% | 2 | 73 | | | 0 | | | 0 | 0 | 73 | |
| | | T | 231 | 0 | 0 | 0.5% | 15 | 268 | 4.0% | I | 34 | 1.0% | I | 2 | 36 | 304 | 7.7% |
| | | R | 82 | 0 | 0 | 0.5% | 0 | 90 | | | 0 | | | 0 | 0 | 90 | |
| (US-1 IN E/W DIR) | SB | L | 30 | 0 | 0 | 0.5% | 2 | 35 | 7.0% | O | 18 | | | 0 | 18 | 53 | |
| | | T | 166 | 0 | 0 | 0.5% | 4 | 186 | 4.0% | O | 10 | 1.0% | O | 1 | 11 | 197 | 12.9% |
| | | R | 71 | 0 | 0 | 0.5% | 18 | 96 | 7.0% | O | 18 | | | 0 | 18 | 114 | |
| 14 MERRICK STREET | EB | L | 127 | 0 | 25 | 0.5% | 0 | 166 | | | 0 | | | 0 | 0 | 166 | 19.1% |
| AND | | T | 1161 | 0 | 0 | 0.5% | 69 | 1339 | 48.0% | I | 402 | 1.0% | I | 2 | 404 | 1743 | 21.0% |
| PONCE DE LEON BLVD | | R | 14 | 0 | 0 | 0.5% | 0 | 15 | | | 0 | | | 0 | 0 | 15 | |
| | WB | L | 18 | 0 | 0 | 0.5% | 0 | 20 | | | 0 | | | 0 | 0 | 20 | |
| | | T | 499 | 0 | 0 | 0.5% | 30 | 576 | 48.0% | O | 124 | 1.0% | O | 1 | 125 | 701 | 15.9% |
| | | R | 33 | 0 | 25 | 0.5% | 0 | 63 | | | 0 | | | 0 | 0 | 63 | |
| | NB | L | 2 | 0 | 0 | 0.5% | 0 | 2 | | | 0 | | | 0 | 0 | 2 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 13 | 0 | 0 | 0.5% | 0 | 14 | | | 0 | | | 0 | 0 | 14 | |
| (PONCE IN E/W DIR) | SB | L | 5 | 0 | 8 | 0.5% | 0 | 14 | | | 0 | | | 0 | 0 | 14 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 26 | 0 | 8 | 0.5% | 0 | 37 | | | 0 | | | 0 | 0 | 37 | |

**TABLE A9-1**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING MOVEMENT VOLUMES - AM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | | EXISTING VOLUMES 2007 | DIVERTED VOLUMES INT RD | DIVERTED VOLUMES PRKG | ANNUAL GROWTH RATE | COMMITTED PROJECT TRIPS | FUTURE BCKGRND 2025 | NSCDZ IN/OUT % | NSCDZ 838 I / O | NSCDZ 259 TRIPS | ACADEMIC / STAFF IN/OUT % | ACADEMIC / STAFF 235 I / O | ACADEMIC / STAFF 110 TRIPS | TOTAL PROJECT TRIPS | TOTAL VOLUME 2025 | PROJ TRIP % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 DICKINSON DR | EB | L | 75 | 0 | 25 | 0.5% | 0 | 109 | | | 0 | | | 0 | 0 | 109 | 18.5% |
| AND | | T | 1227 | 0 | 0 | 0.5% | 63 | 1405 | 48.0% | I | 402 | 1.0% | I | 2 | 404 | 1809 | 20.7% |
| PONCE DE LEON BLVD | | R | 32 | 0 | 0 | 0.5% | 0 | 35 | | | 0 | | | 0 | 0 | 35 | |
| | WB | L | 20 | 0 | 0 | 0.5% | 0 | 22 | | | 0 | | | 0 | 0 | 22 | |
| | | T | 536 | 0 | 0 | 0.5% | 30 | 616 | 48.0% | O | 124 | 1.0% | O | 1 | 125 | 741 | 15.3% |
| | | R | 26 | 0 | 25 | 0.5% | 0 | 56 | | | 0 | | | 0 | 0 | 56 | |
| | NB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 3 | 0 | 0 | 0.5% | 0 | 3 | | | 0 | | | 0 | 0 | 3 | |
| (PONCE IN E/W DIR) | SB | L | 17 | 0 | 8 | 0.5% | 0 | 27 | | | 0 | | | 0 | 0 | 27 | |
| | | T | 1 | 0 | 0 | 0.5% | 0 | 1 | | | 0 | | | 0 | 0 | 1 | 0.0% |
| | | R | 50 | 0 | 8 | 0.5% | 0 | 63 | | | 0 | | | 0 | 0 | 63 | |
| 16 SOUTH ALHAMBRA CR | EB | L | 108 | 0 | 0 | 0.5% | 0 | 118 | | | 0 | | | 0 | 0 | 118 | 16.6% |
| AND | | T | 992 | 0 | 0 | 0.5% | 63 | 1148 | 48.0% | I | 402 | 1.0% | I | 2 | 404 | 1552 | 21.6% |
| PONCE DE LEON BLVD | | R | 186 | 0 | 0 | 0.5% | 0 | 203 | | | 0 | | | 0 | 0 | 203 | |
| | WB | L | 134 | 0 | 0 | 0.5% | 0 | 147 | | | 0 | | | 0 | 0 | 147 | |
| | | T | 349 | 0 | 0 | 0.5% | 30 | 412 | 48.0% | O | 124 | 1.0% | O | 1 | 125 | 537 | 16.3% |
| | | R | 74 | 0 | 0 | 0.5% | 0 | 81 | | | 0 | | | 0 | 0 | 81 | |
| | NB | L | 143 | 0 | 0 | 0.5% | 0 | 156 | | | 0 | | | 0 | 0 | 156 | |
| | | T | 37 | 0 | 0 | 0.5% | 0 | 40 | | | 0 | | | 0 | 0 | 40 | 0.0% |
| | | R | 292 | 0 | 0 | 0.5% | 0 | 319 | | | 0 | | | 0 | 0 | 319 | |
| (PONCE IN E/W DIR) | SB | L | 27 | 0 | 0 | 0.5% | 0 | 30 | | | 0 | | | 0 | 0 | 30 | |
| | | T | 5 | 0 | 0 | 0.5% | 0 | 5 | | | 0 | | | 0 | 0 | 5 | 0.0% |
| | | R | 2 | 0 | 0 | 0.5% | 0 | 2 | | | 0 | | | 0 | 0 | 2 | |
| 17 SOUTH ALHAMBRA CR | EB | L | 208 | 0 | 0 | 0.5% | 0 | 228 | | | 0 | | | 0 | 0 | 228 | 1.0% |
| AND | | T | 3135 | 0 | 0 | 0.5% | 77 | 3506 | 6.0% | I | 50 | 1.0% | I | 2 | 52 | 3558 | 1.4% |
| US - 1 (DIXIE HIGHWAY) | | R | 14 | 0 | 0 | 0.5% | 33 | 48 | | | 0 | | | 0 | 0 | 48 | |
| | WB | L | 56 | 0 | 0 | 0.5% | 58 | 119 | 1.0% | O | 3 | | | 0 | 3 | 122 | |
| | | T | 2963 | 0 | 0 | 0.5% | 28 | 3269 | 6.0% | O | 16 | 1.0% | O | 1 | 17 | 3286 | 0.6% |
| | | R | 79 | 0 | 0 | 0.5% | 0 | 86 | | | 0 | | | 0 | 0 | 86 | |
| | NB | L | 18 | 0 | 0 | 0.5% | 21 | 41 | | | 0 | | | 0 | 0 | 41 | |
| | | T | 201 | 0 | 0 | 0.5% | 0 | 220 | | | 0 | | | 0 | 0 | 220 | 2.2% |
| | | R | 54 | 0 | 0 | 0.5% | 42 | 101 | 1.0% | I | 8 | | | 0 | 8 | 109 | |
| (US-1 IN E/W DIR) | SB | L | 125 | 0 | 0 | 0.5% | 0 | 137 | | | 0 | | | 0 | 0 | 137 | |
| | | T | 126 | 0 | 0 | 0.5% | 0 | 138 | | | 0 | | | 0 | 0 | 138 | 0.0% |
| | | R | 94 | 0 | 0 | 0.5% | 0 | 103 | | | 0 | | | 0 | 0 | 103 | |
| 18 HURRICANE DR | EB | L | 85 | 0 | 0 | 0.5% | 3 | 96 | | | 0 | 3.0% | I | 7 | 7 | 103 | 19.5% |
| AND | | T | 863 | 0 | 0 | 0.5% | 49 | 993 | 20.0% | I | 168 | | | 0 | 168 | 1161 | 13.8% |
| PONCE DE LEON BLVD | | R | 7 | 0 | 0 | 0.5% | 0 | 8 | | | 0 | | | 0 | 0 | 8 | |
| | WB | L | 8 | 0 | 0 | 0.5% | 0 | 9 | | | 0 | | | 0 | 0 | 9 | |
| | | T | 265 | 0 | 0 | 0.5% | 21 | 311 | 20.0% | O | 52 | | | 0 | 52 | 363 | 16.6% |
| | | R | 281 | 0 | 0 | 0.5% | 9 | 316 | 29.0% | O | 75 | | | 0 | 75 | 391 | |
| | NB | L | 1 | 0 | 0 | 0.5% | 0 | 1 | | | 0 | | | 0 | 0 | 1 | |
| | | T | 2 | 0 | 0 | 0.5% | 0 | 2 | | | 0 | | | 0 | 0 | 2 | 0.0% |
| | | R | 1 | 0 | 0 | 0.5% | 0 | 1 | | | 0 | | | 0 | 0 | 1 | |
| (PONCE IN E/W DIR) | SB | L | 445 | 0 | 0 | 0.5% | 20 | 507 | 29.0% | I | 243 | | | 0 | 243 | 750 | |
| | | T | 9 | 0 | 0 | 0.5% | 0 | 10 | | | 0 | | | 0 | 0 | 10 | 31.7% |
| | | R | 8 | 0 | 0 | 0.5% | 3 | 12 | | | 0 | 3.0% | O | 3 | 3 | 15 | |
| 19 RED ROAD | EB | L | 0 | 0 | 0 | 0.5% | 11 | 11 | | | 0 | | | 0 | 0 | 11 | 8.3% |
| AND | | T | 0 | 0 | 0 | 0.5% | 1 | 1 | | | 0 | | | 0 | 0 | 1 | 0.0% |
| LEVANTE AVE | | R | 0 | 0 | 0 | 0.5% | 17 | 17 | | | 0 | | | 0 | 0 | 17 | |
| | WB | L | 57 | 0 | 0 | 0.5% | 2 | 64 | | | 0 | | | 0 | 0 | 64 | |
| | | T | 0 | 0 | 0 | 0.5% | 1 | 1 | | | 0 | | | 0 | 0 | 1 | 0.0% |
| | | R | 31 | 0 | 0 | 0.5% | 1 | 35 | | | 0 | | | 0 | 0 | 35 | |
| | NB | L | 2 | 0 | 0 | 0.5% | 9 | 11 | | | 0 | | | 0 | 0 | 11 | |
| | | T | 667 | 0 | 0 | 0.5% | 38 | 768 | 18.0% | O | 47 | 8.0% | I | 19 | 66 | 834 | 7.0% |
| | | R | 88 | 0 | 0 | 0.5% | 1 | 97 | | | 0 | | | 0 | 0 | 97 | |
| | SB | L | 114 | 0 | 0 | 0.5% | 0 | 125 | | | 0 | | | 0 | 0 | 125 | |
| | | T | 1176 | 0 | 0 | 0.5% | 58 | 1344 | 18.0% | I | 151 | 8.0% | O | 9 | 160 | 1504 | 9.8% |
| | | R | 1 | 0 | 0 | 0.5% | 9 | 10 | | | 0 | | | 0 | 0 | 10 | |
| 20 RED RD | EB | L | 373 | 0 | 0 | 0.5% | 1 | 409 | 6.0% | I | 50 | | | 0 | 50 | 459 | 4.3% |
| AND | | T | 2055 | 0 | 0 | 0.5% | 103 | 2351 | 10.0% | I | 84 | | | 0 | 84 | 2435 | 4.5% |
| US-1 (DIXIE HIGHWAY) | | R | 53 | 0 | 0 | 0.5% | 0 | 58 | | | 0 | | | 0 | 0 | 58 | |
| | WB | L | 113 | 0 | 0 | 0.5% | 1 | 125 | | | 0 | | | 0 | 0 | 125 | |
| | | T | 1916 | 0 | 0 | 0.5% | 43 | 2139 | 16.0% | O | 41 | | | 0 | 41 | 2180 | 2.8% |
| | | R | 50 | 0 | 0 | 0.5% | 1 | 56 | 10.0% | O | 26 | | | 0 | 26 | 82 | |
| | NB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 442 | 0 | 0 | 0.5% | 48 | 532 | 10.0% | I | 84 | | | 0 | 84 | 616 | 12.1% |
| | | R | 72 | 0 | 0 | 0.5% | 0 | 79 | | | 0 | | | 0 | 0 | 79 | |
| (US-1 IN E/W DIR) | SB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 398 | 0 | 0 | 0.5% | 43 | 478 | | | 0 | | | 0 | 0 | 478 | 0.0% |
| | | R | 137 | 0 | 0 | 0.5% | 1 | 151 | | | 0 | | | 0 | 0 | 151 | |
| 21 RED RD | EB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 8.8% |
| AND | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 53.3% |
| PONCE DE LEON BLVD | | R | 13 | 0 | 0 | 0.5% | 0 | 14 | | | 0 | 7.0% | I | 16 | 16 | 30 | |
| | WB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 26.2% |
| | | R | 199 | 0 | 0 | 0.5% | 19 | 237 | 10.0% | I | 84 | | | 0 | 84 | 321 | |
| | NB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 550 | 0 | 0 | 0.5% | 28 | 630 | 10.0% | I | 84 | 4.0% | I | 9 | 93 | 723 | 8.7% |
| | | R | 317 | 0 | 0 | 0.5% | 0 | 347 | | | 0 | | | 0 | 0 | 347 | |
| | SB | L | 585 | 0 | 0 | 0.5% | 37 | 677 | 20.0% | O | 52 | | | 0 | 52 | 729 | |
| | | T | 624 | 0 | 0 | 0.5% | 43 | 726 | | | 0 | 4.0% | O | 4 | 4 | 730 | 4.3% |
| | | R | 31 | 0 | 0 | 0.5% | 0 | 34 | | | 0 | 7.0% | O | 8 | 8 | 42 | |

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3/12/2008

| INTERSECTION | MVMT | | EXISTING VOLUMES 2007 | DIVERTED VOLUMES INT RD | DIVERTED VOLUMES PRKG | ANNUAL GROWTH RATE | COMMITTED PROJECT TRIPS | FUTURE BCKGRND 2025 | NSCDZ IN/OUT % | NSCDZ 838 I / O | NSCDZ 259 TRIPS | ACADEMIC / STAFF IN/OUT % | ACADEMIC / STAFF 235 I / O | ACADEMIC / STAFF 110 TRIPS | TOTAL PROJECT TRIPS | TOTAL VOLUME 2025 | PROJ TRIP % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 CAMPO SANO AVE | EB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.7% |
| AND | | T | 396 | 0 | 0 | 0.5% | 0 | 433 | | | 0 | 2.0% | O | 2 | 2 | 435 | 0.3% |
| PISANO AVE | | R | 262 | 0 | 0 | 0.5% | 3 | 290 | | | 0 | | | 0 | 0 | 290 | |
| | WB | L | 24 | 0 | 0 | 0.5% | 4 | 30 | | | 0 | | | 0 | 0 | 30 | |
| | | T | 114 | 0 | 0 | 0.5% | 0 | 125 | | | 0 | 2.0% | I | 5 | 5 | 130 | 3.1% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | NB | L | 84 | 0 | 0 | 0.5% | 5 | 97 | | | 0 | | | 0 | 0 | 97 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| (PISANO IN N/S DIR !!!) | | R | 15 | 0 | 0 | 0.5% | 8 | 24 | | | 0 | | | 0 | 0 | 24 | |
| (CAMPO SANO IN E/W) | SB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| 23 RED RD | EB | L | 229 | 0 | 0 | 0.5% | 8 | 259 | | | 0 | 4.0% | I | 9 | 9 | 268 | 1.9% |
| AND | | T | 288 | 0 | 0 | 0.5% | 6 | 321 | | | 0 | 4.0% | I | 9 | 9 | 330 | 1.8% |
| BRESCIA RD | | R | 366 | 0 | 0 | 0.5% | 6 | 406 | | | 0 | | | 0 | 0 | 406 | |
| | WB | L | 15 | 0 | 0 | 0.5% | 0 | 16 | | | 0 | 4.0% | O | 4 | 4 | 20 | |
| | | T | 22 | 0 | 0 | 0.5% | 4 | 28 | | | 0 | 4.0% | O | 4 | 4 | 32 | 9.6% |
| | | R | 5 | 0 | 0 | 0.5% | 26 | 31 | | | 0 | | | 0 | 0 | 31 | |
| | NB | L | 56 | 0 | 0 | 0.5% | 16 | 77 | | | 0 | | | 0 | 0 | 77 | |
| | | T | 523 | 0 | 0 | 0.5% | 24 | 596 | | | 0 | 4.0% | I | 9 | 9 | 605 | 2.5% |
| | | R | 26 | 0 | 0 | 0.5% | 0 | 28 | | | 0 | 4.0% | I | 9 | 9 | 37 | |
| | SB | L | 35 | 0 | 0 | 0.5% | 0 | 38 | | | 0 | | | 0 | 0 | 38 | |
| | | T | 705 | 0 | 0 | 0.5% | 23 | 794 | | | 0 | 4.0% | O | 4 | 4 | 798 | 0.9% |
| | | R | 24 | 0 | 0 | 0.5% | 5 | 31 | | | 0 | 4.0% | O | 4 | 4 | 35 | |
| 24 SUNSET ROAD | EB | L | 92 | 0 | 0 | 0.5% | 0 | 101 | 1.0% | I | 8 | | | 0 | 8 | 109 | 2.5% |
| AND | | T | 378 | 0 | 0 | 0.5% | 12 | 426 | | | 0 | | | 0 | 0 | 426 | 1.4% |
| MAYNADA ST | | R | 32 | 0 | 0 | 0.5% | 1 | 36 | | | 0 | | | 0 | 0 | 36 | |
| | WB | L | 42 | 0 | 0 | 0.5% | 0 | 46 | | | 0 | | | 0 | 0 | 46 | |
| | | T | 315 | 0 | 0 | 0.5% | 8 | 353 | | | 0 | | | 0 | 0 | 353 | 1.9% |
| | | R | 20 | 0 | 0 | 0.5% | 1 | 23 | 1.0% | I | 8 | | | 0 | 8 | 31 | |
| | NB | L | 17 | 0 | 0 | 0.5% | 2 | 21 | | | 0 | | | 0 | 0 | 21 | |
| | | T | 429 | 0 | 0 | 0.5% | 7 | 476 | 2.0% | I | 17 | 1.0% | I | 2 | 19 | 495 | 3.0% |
| | | R | 108 | 0 | 0 | 0.5% | 0 | 118 | | | 0 | | | 0 | 0 | 118 | |
| | SB | L | 14 | 0 | 0 | 0.5% | 1 | 16 | 1.0% | O | 3 | | | 0 | 3 | 19 | |
| | | T | 136 | 0 | 0 | 0.5% | 3 | 152 | 2.0% | O | 5 | 1.0% | O | 1 | 6 | 158 | 5.1% |
| | | R | 52 | 0 | 0 | 0.5% | 0 | 57 | 1.0% | O | 3 | | | 0 | 3 | 60 | |
| 25 SUNSET ROAD | EB | L | 122 | 0 | 0 | 0.5% | 43 | 176 | 6.0% | I | 50 | | | 0 | 50 | 226 | 4.4% |
| AND | | T | 406 | 0 | 0 | 0.5% | 10 | 454 | | | 0 | | | 0 | 0 | 454 | 6.9% |
| RED RD | | R | 40 | 0 | 0 | 0.5% | 0 | 44 | | | 0 | | | 0 | 0 | 44 | |
| | WB | L | 166 | 0 | 0 | 0.5% | 1 | 183 | | | 0 | | | 0 | 0 | 183 | |
| | | T | 355 | 0 | 0 | 0.5% | 8 | 396 | | | 0 | | | 0 | 0 | 396 | 1.2% |
| | | R | 79 | 0 | 0 | 0.5% | 7 | 93 | 1.0% | I | 8 | | | 0 | 8 | 101 | |
| | NB | L | 92 | 0 | 0 | 0.5% | 0 | 101 | | | 0 | | | 0 | 0 | 101 | |
| | | T | 560 | 0 | 0 | 0.5% | 33 | 646 | 4.0% | I | 34 | 4.0% | I | 9 | 43 | 689 | 4.5% |
| | | R | 151 | 0 | 0 | 0.5% | 3 | 168 | | | 0 | | | 0 | 0 | 168 | |
| | SB | L | 101 | 0 | 0 | 0.5% | 4 | 114 | 1.0% | O | 3 | | | 0 | 3 | 117 | |
| | | T | 326 | 0 | 0 | 0.5% | 17 | 374 | 4.0% | O | 10 | 4.0% | O | 4 | 14 | 388 | 5.0% |
| | | R | 102 | 0 | 0 | 0.5% | 23 | 135 | 6.0% | O | 16 | | | 0 | 16 | 151 | |
| 26 RED RD | EB | L | 65 | 0 | 0 | 0.5% | 0 | 71 | | | 0 | | | 0 | 0 | 71 | 4.2% |
| AND | | T | 444 | 0 | 0 | 0.5% | 21 | 507 | 2.0% | I | 17 | 7.0% | I | 16 | 33 | 540 | 4.9% |
| BLUE RD | | R | 49 | 0 | 0 | 0.5% | 2 | 56 | | | 0 | | | 0 | 0 | 56 | |
| | WB | L | 14 | 0 | 0 | 0.5% | 7 | 22 | | | 0 | | | 0 | 0 | 22 | |
| | | T | 72 | 0 | 0 | 0.5% | 8 | 87 | 2.0% | O | 5 | 7.0% | O | 8 | 13 | 100 | 12.0% |
| | | R | 34 | 0 | 0 | 0.5% | 0 | 37 | 2.0% | O | 5 | 2.0% | O | 2 | 7 | 44 | |
| | NB | L | 28 | 0 | 0 | 0.5% | 1 | 32 | | | 0 | | | 0 | 0 | 32 | |
| | | T | 534 | 0 | 0 | 0.5% | 24 | 608 | 1.0% | O | 3 | 2.0% | O | 2 | 5 | 613 | 0.7% |
| | | R | 59 | 0 | 0 | 0.5% | 9 | 74 | | | 0 | | | 0 | 0 | 74 | |
| | SB | L | 56 | 0 | 0 | 0.5% | 3 | 64 | 2.0% | I | 17 | 2.0% | I | 5 | 22 | 86 | |
| | | T | 488 | 0 | 0 | 0.5% | 20 | 554 | 1.0% | I | 8 | 2.0% | I | 5 | 13 | 567 | 5.3% |
| | | R | 7 | 0 | 0 | 0.5% | 0 | 8 | | | 0 | | | 0 | 0 | 8 | |
| 27 RED RD | EB | L | 360 | 0 | 0 | 0.5% | 2 | 396 | | | 0 | | | 0 | 0 | 396 | 1.3% |
| AND | | T | 1687 | 0 | 0 | 0.5% | 72 | 1917 | 2.0% | I | 17 | 2.0% | I | 5 | 22 | 1939 | 1.1% |
| BIRD RD | | R | 204 | 0 | 0 | 0.5% | 1 | 224 | | | 0 | 2.0% | I | 5 | 5 | 229 | |
| | WB | L | 35 | 0 | 0 | 0.5% | 2 | 40 | | | 0 | | | 0 | 0 | 40 | |
| | | T | 818 | 0 | 0 | 0.5% | 28 | 923 | 2.0% | O | 5 | 2.0% | O | 2 | 7 | 930 | 0.7% |
| | | R | 56 | 0 | 0 | 0.5% | 0 | 61 | | | 0 | | | 0 | 0 | 61 | |
| | NB | L | 116 | 0 | 0 | 0.5% | 0 | 127 | | | 0 | 2.0% | O | 2 | 2 | 129 | |
| | | T | 369 | 0 | 0 | 0.5% | 20 | 424 | 2.0% | O | 5 | 2.0% | O | 2 | 7 | 431 | 1.3% |
| | | R | 99 | 0 | 0 | 0.5% | 2 | 110 | | | 0 | | | 0 | 0 | 110 | |
| | SB | L | 119 | 0 | 0 | 0.5% | 0 | 130 | | | 0 | | | 0 | 0 | 130 | |
| | | T | 293 | 0 | 0 | 0.5% | 18 | 339 | 2.0% | I | 17 | 2.0% | I | 5 | 22 | 361 | 3.5% |
| | | R | 118 | 0 | 0 | 0.5% | 1 | 130 | | | 0 | | | 0 | 0 | 130 | |
| 28 BIRD RD | EB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 2.7% |
| AND | | T | 1826 | 0 | 0 | 0.5% | 66 | 2064 | | | 0 | | | 0 | 0 | 2064 | 1.5% |
| UNIVERSITY DR | | R | 37 | 0 | 0 | 0.5% | 0 | 40 | 3.0% | I | 25 | 3.0% | I | 7 | 32 | 72 | |
| | WB | L | 78 | 0 | 0 | 0.5% | 2 | 87 | 4.0% | I | 34 | 3.0% | I | 7 | 41 | 128 | |
| | | T | 972 | 0 | 0 | 0.5% | 24 | 1087 | | | 0 | | | 0 | 0 | 1087 | 3.4% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | NB | L | 43 | 0 | 0 | 0.5% | 2 | 49 | 3.0% | O | 8 | 3.0% | O | 3 | 11 | 60 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 8.4% |
| | | R | 195 | 0 | 0 | 0.5% | 0 | 213 | 4.0% | O | 10 | 3.0% | O | 3 | 13 | 226 | |
| | SB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |

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| INTERSECTION | MVMT | | EXISTING VOLUMES 2007 | DIVERTED VOLUMES INT RD | DIVERTED VOLUMES PRKG | ANNUAL GROWTH RATE | COMMITTED PROJECT TRIPS | FUTURE BCKGRND 2025 | NSCDZ IN/OUT % | NSCDZ 838 I / O | NSCDZ 259 TRIPS | ACADEMIC / STAFF IN/OUT % | ACADEMIC / STAFF 235 I / O | ACADEMIC / STAFF 110 TRIPS | TOTAL PROJECT TRIPS | TOTAL VOLUME 2025 | PROJ TRIP % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29 BIRD RD | EB | L | 260 | 0 | 0 | 0.5% | 0 | 284 | | | 0 | | | 0 | 0 | 284 | 1.4% |
| AND | | T | 1741 | 0 | 0 | 0.5% | 114 | 2019 | | | 0 | 2.0% | O | 2 | 2 | 2021 | 0.4% |
| LEJEUNE RD | | R | 81 | 0 | 0 | 0.5% | 2 | 91 | 1.0% | I | 8 | | | 0 | 8 | 99 | |
| | WB | L | 143 | 0 | 0 | 0.5% | 3 | 159 | | | 0 | | | 0 | 0 | 159 | |
| | | T | 879 | 0 | 0 | 0.5% | 33 | 995 | | | 0 | 2.0% | I | 5 | 5 | 1000 | 0.4% |
| | | R | 74 | 0 | 0 | 0.5% | 15 | 96 | | | 0 | | | 0 | 0 | 96 | |
| | NB | L | 115 | 0 | 0 | 0.5% | 17 | 143 | 1.0% | O | 3 | | | 0 | 3 | 146 | |
| | | T | 683 | 0 | 0 | 0.5% | 19 | 766 | 5.0% | O | 13 | 2.0% | O | 2 | 15 | 781 | 1.8% |
| | | R | 49 | 0 | 0 | 0.5% | 10 | 64 | | | 0 | | | 0 | 0 | 64 | |
| | SB | L | 210 | 0 | 0 | 0.5% | 7 | 237 | | | 0 | | | 0 | 0 | 237 | |
| | | T | 554 | 0 | 0 | 0.5% | 31 | 637 | 5.0% | I | 42 | 2.0% | I | 5 | 47 | 684 | 4.8% |
| | | R | 58 | 0 | 0 | 0.5% | 0 | 63 | | | 0 | | | 0 | 0 | 63 | |
| 30 BLUE RD | EB | L | 3 | 0 | 0 | 0.5% | 20 | 23 | | | 0 | | | 0 | 0 | 23 | 7.3% |
| AND | | T | 599 | 0 | 0 | 0.5% | 25 | 680 | 2.0% | I | 17 | | | 0 | 17 | 697 | 6.8% |
| SAN AMARO DR | | R | 41 | 0 | 0 | 0.5% | 0 | 45 | 2.0% | I | 17 | 9.0% | I | 21 | 38 | 83 | |
| | WB | L | 17 | 0 | 0 | 0.5% | 0 | 19 | | | 0 | | | 0 | 0 | 19 | |
| | | T | 123 | 0 | 0 | 0.5% | 10 | 145 | 2.0% | O | 5 | | | 0 | 5 | 150 | 2.7% |
| | | R | 13 | 0 | 0 | 0.5% | 0 | 14 | | | 0 | | | 0 | 0 | 14 | |
| | NB | L | 6 | 0 | 0 | 0.5% | 0 | 7 | 2.0% | O | 5 | 9.0% | O | 10 | 15 | 22 | |
| | | T | 34 | 0 | 0 | 0.5% | 10 | 47 | 1.0% | O | 3 | 6.0% | O | 7 | 10 | 57 | 10.0% |
| | | R | 155 | 0 | 0 | 0.5% | 0 | 170 | | | 0 | | | 0 | 0 | 170 | |
| | SB | L | 96 | 0 | 0 | 0.5% | 1 | 106 | | | 0 | | | 0 | 0 | 106 | |
| | | T | 70 | 0 | 0 | 0.5% | 8 | 85 | 1.0% | I | 8 | 6.0% | I | 14 | 22 | 107 | 9.6% |
| | | R | 2 | 0 | 0 | 0.5% | 13 | 15 | | | 0 | | | 0 | 0 | 15 | |
| 31 BLUE RD | EB | L | 71 | 0 | 0 | 0.5% | 2 | 80 | | | 0 | | | 0 | 0 | 80 | 0.7% |
| AND | | T | 720 | 0 | 0 | 0.5% | 24 | 812 | 1.0% | O | 3 | 1.0% | I | 2 | 5 | 817 | 0.5% |
| UNIVERSITY DR | | R | 71 | 0 | 0 | 0.5% | 0 | 78 | | | 0 | | | 0 | 0 | 78 | |
| | WB | L | 86 | 0 | 0 | 0.5% | 0 | 94 | | | 0 | | | 0 | 0 | 94 | |
| | | T | 154 | 0 | 0 | 0.5% | 9 | 177 | 1.0% | I | 8 | 1.0% | O | 1 | 9 | 186 | 3.1% |
| | | R | 12 | 0 | 0 | 0.5% | 0 | 13 | | | 0 | | | 0 | 0 | 13 | |
| | NB | L | 19 | 0 | 0 | 0.5% | 0 | 21 | | | 0 | | | 0 | 0 | 21 | |
| | | T | 135 | 0 | 0 | 0.5% | 0 | 148 | | | 0 | | | 0 | 0 | 148 | 0.0% |
| | | R | 296 | 0 | 0 | 0.5% | 0 | 324 | | | 0 | | | 0 | 0 | 324 | |
| | SB | L | 5 | 0 | 0 | 0.5% | 0 | 5 | | | 0 | | | 0 | 0 | 5 | |
| | | T | 135 | 0 | 0 | 0.5% | 0 | 148 | | | 0 | | | 0 | 0 | 148 | 0.0% |
| | | R | 13 | 0 | 0 | 0.5% | 2 | 16 | | | 0 | | | 0 | 0 | 16 | |
| 32 BLUE RD | EB | L | 503 | 0 | 0 | 0.5% | 7 | 557 | | | 0 | | | 0 | 0 | 557 | 6.6% |
| AND | | T | 477 | 0 | 0 | 0.5% | 0 | 522 | | | 0 | | | 0 | 0 | 522 | 1.6% |
| GRANADA BLVD | | R | 37 | 0 | 0 | 0.5% | 15 | 55 | 2.0% | I | 17 | 1.0% | I | 2 | 19 | 74 | |
| | WB | L | 5 | 0 | 0 | 0.5% | 0 | 5 | 1.0% | I | 8 | | | 0 | 8 | 13 | |
| | | T | 115 | 0 | 0 | 0.5% | 0 | 126 | | | 0 | | | 0 | 0 | 126 | 4.8% |
| | | R | 24 | 0 | 0 | 0.5% | 0 | 26 | | | 0 | | | 0 | 0 | 26 | |
| | NB | L | 13 | 0 | 0 | 0.5% | 5 | 19 | 2.0% | O | 5 | 1.0% | O | 1 | 6 | 25 | |
| | | T | 423 | 0 | 0 | 0.5% | 9 | 472 | 7.0% | O | 18 | 13.0% | O | 14 | 32 | 504 | 7.6% |
| | | R | 10 | 0 | 0 | 0.5% | 0 | 11 | 1.0% | O | 3 | | | 0 | 3 | 14 | |
| | SB | L | 10 | 0 | 0 | 0.5% | 0 | 11 | | | 0 | | | 0 | 0 | 11 | |
| | | T | 313 | 0 | 0 | 0.5% | 8 | 350 | 7.0% | I | 59 | 13.0% | I | 31 | 90 | 440 | 16.5% |
| | | R | 82 | 0 | 0 | 0.5% | 5 | 95 | | | 0 | | | 0 | 0 | 95 | |
| 34 US - 1 (DIXIE HIGHWAY | EB | L | 255 | 0 | 0 | 0.5% | 33 | 312 | | | 0 | 2.0% | O | 2 | 2 | 314 | 1.1% |
| AND | | T | 3744 | 0 | 0 | 0.5% | 34 | 4130 | 3.0% | I | 25 | 2.0% | O | 2 | 27 | 4157 | 0.7% |
| LEJEUNE RD | | R | 26 | 0 | 0 | 0.5% | 10 | 38 | | | 0 | 1.0% | O | 1 | 1 | 39 | |
| | WB | L | 65 | 0 | 0 | 0.5% | 18 | 89 | 5.0% | O | 13 | | | 0 | 13 | 102 | |
| | | T | 2583 | 0 | 0 | 0.5% | 44 | 2870 | 3.0% | O | 8 | 2.0% | I | 5 | 13 | 2883 | 0.9% |
| | | R | 0 | 0 | 0 | 0.5% | 5 | 5 | | | 0 | | | 0 | 0 | 5 | |
| | NB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 591 | 0 | 0 | 0.5% | 15 | 662 | | | 0 | | | 0 | 0 | 662 | 0.0% |
| | | R | 181 | 0 | 0 | 0.5% | 6 | 204 | | | 0 | | | 0 | 0 | 204 | |
| (LE JEUNE IN N/S DIR) | SB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| (US-1 IN E/W DIR) | | T | 364 | 0 | 0 | 0.5% | 39 | 437 | | | 0 | | | 0 | 0 | 437 | 7.1% |
| | | R | 139 | 0 | 0 | 0.5% | 27 | 179 | 5.0% | I | 42 | 2.0% | I | 5 | 47 | 226 | |
| 35 PONCE DE LEON BLVD | EB | L | 182 | 0 | 0 | 0.5% | 0 | 199 | | | 0 | | | 0 | 0 | 199 | 10.1% |
| AND | | T | 618 | 0 | 0 | 0.5% | 99 | 775 | 20.0% | O | 52 | 13.0% | O | 14 | 66 | 841 | 5.6% |
| RIVIERA DRIVE | | R | 124 | 0 | 0 | 0.5% | 0 | 136 | | | 0 | | | 0 | 0 | 136 | |
| | WB | L | 26 | 0 | 0 | 0.5% | 0 | 28 | | | 0 | | | 0 | 0 | 28 | |
| | | T | 414 | 0 | 0 | 0.5% | 56 | 509 | 20.0% | I | 168 | 13.0% | I | 31 | 199 | 708 | 26.7% |
| | | R | 7 | 0 | 0 | 0.5% | 0 | 8 | | | 0 | | | 0 | 0 | 8 | |
| | NB | L | 64 | 0 | 0 | 0.5% | 0 | 70 | | | 0 | | | 0 | 0 | 70 | |
| | | T | 218 | 0 | 0 | 0.5% | 2 | 240 | | | 0 | | | 0 | 0 | 240 | 0.0% |
| | | R | 47 | 0 | 0 | 0.5% | 0 | 51 | | | 0 | | | 0 | 0 | 51 | |
| | SB | L | 66 | 0 | 0 | 0.5% | 0 | 72 | | | 0 | | | 0 | 0 | 72 | |
| | | T | 203 | 0 | 0 | 0.5% | 7 | 229 | | | 0 | | | 0 | 0 | 229 | 0.0% |
| | | R | 37 | 0 | 0 | 0.5% | 0 | 40 | | | 0 | | | 0 | 0 | 40 | |
| 36 US-1 (DIXIE HIGHWAY) | EB | L | 43 | 0 | 0 | 0.5% | 0 | 47 | | | 0 | | | 0 | 0 | 47 | 1.3% |
| AND | | T | 3009 | 0 | 0 | 0.5% | 76 | 3368 | 8.0% | O | 21 | 3.0% | O | 3 | 24 | 3392 | 0.7% |
| RIVIERA DRIVE | | R | 35 | 0 | 0 | 0.5% | 33 | 71 | | | 0 | | | 0 | 0 | 71 | |
| | WB | L | 7 | 0 | 0 | 0.5% | 30 | 38 | | | 0 | | | 0 | 0 | 38 | |
| | | T | 2652 | 0 | 0 | 0.5% | 45 | 2946 | 8.0% | I | 67 | 3.0% | I | 7 | 74 | 3020 | 2.4% |
| | | R | 46 | 0 | 0 | 0.5% | 0 | 50 | | | 0 | | | 0 | 0 | 50 | |
| | NB | L | 76 | 0 | 0 | 0.5% | 5 | 88 | | | 0 | | | 0 | 0 | 88 | |
| | | T | 220 | 0 | 0 | 0.5% | 2 | 243 | | | 0 | | | 0 | 0 | 243 | 0.0% |
| | | R | 37 | 0 | 0 | 0.5% | 4 | 44 | | | 0 | | | 0 | 0 | 44 | |
| (US-1 IN E/W DIR !!!) | SB | L | 81 | 0 | 0 | 0.5% | 0 | 89 | | | 0 | | | 0 | 0 | 89 | |
| | | T | 204 | 0 | 0 | 0.5% | 7 | 230 | | | 0 | | | 0 | 0 | 230 | 0.0% |
| | | R | 32 | 0 | 0 | 0.5% | 0 | 35 | | | 0 | | | 0 | 0 | 35 | |

**TABLE A9-1**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING MOVEMENT VOLUMES - AM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | | EXISTING VOLUMES 2007 | DIVERTED VOLUMES INT RD | DIVERTED VOLUMES PRKG | ANNUAL GROWTH RATE | COMMITTED PROJECT TRIPS | FUTURE BCKGRND 2025 | NSCDZ IN/OUT % | NSCDZ 838 I / O | NSCDZ 259 TRIPS | ACADEMIC / STAFF IN/OUT % | ACADEMIC / STAFF 235 I / O | ACADEMIC / STAFF 110 TRIPS | TOTAL PROJECT TRIPS | TOTAL VOLUME 2025 | PROJ TRIP % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37 BIRD ROAD | EB | L | 25 | 0 | 0 | 0.5% | 0 | 27 | | | 0 | | | 0 | 0 | 27 | 0.6% |
| AND | | T | 1631 | 0 | 0 | 0.5% | 124 | 1908 | 1.0% | O | 3 | 3.0% | O | 3 | 6 | 1914 | 0.3% |
| RIVIERA DR | | R | 9 | 0 | 0 | 0.5% | 3 | 13 | | | 0 | | | 0 | 0 | 13 | |
| | WB | L | 53 | 0 | 0 | 0.5% | 0 | 58 | | | 0 | | | 0 | 0 | 58 | |
| | | T | 898 | 0 | 0 | 0.5% | 52 | 1034 | 1.0% | I | 8 | 3.0% | I | 7 | 15 | 1049 | 1.3% |
| | | R | 22 | 0 | 0 | 0.5% | 0 | 24 | | | 0 | | | 0 | 0 | 24 | |
| | NB | L | 14 | 0 | 0 | 0.5% | 0 | 15 | | | 0 | | | 0 | 0 | 15 | |
| | | T | 223 | 0 | 0 | 0.5% | 0 | 244 | | | 0 | | | 0 | 0 | 244 | 0.0% |
| | | R | 289 | 0 | 0 | 0.5% | 0 | 316 | | | 0 | | | 0 | 0 | 316 | |
| | SB | L | 43 | 0 | 0 | 0.5% | 0 | 47 | | | 0 | | | 0 | 0 | 47 | |
| | | T | 65 | 0 | 0 | 0.5% | 3 | 74 | | | 0 | | | 0 | 0 | 74 | 0.0% |
| | | R | 6 | 0 | 0 | 0.5% | 0 | 7 | | | 0 | | | 0 | 0 | 7 | |
| 38 SUNSET ROAD | EB | L | 19 | 0 | 0 | 0.5% | 0 | 21 | | | 0 | 1.0% | I | 2 | 2 | 23 | 1.1% |
| AND | | T | 748 | 0 | 0 | 0.5% | 10 | 828 | 1.0% | O | 3 | | | 0 | 3 | 831 | 0.6% |
| GRANADA BLVD | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | WB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 328 | 0 | 0 | 0.5% | 9 | 368 | 1.0% | I | 8 | | | 0 | 8 | 376 | 2.0% |
| | | R | 30 | 0 | 0 | 0.5% | 0 | 33 | | | 0 | | | 0 | 0 | 33 | |
| | NB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | SB | L | 31 | 0 | 0 | 0.5% | 0 | 34 | | | 0 | | | 0 | 0 | 34 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 1.7% |
| | | R | 22 | 0 | 0 | 0.5% | 0 | 24 | | | 0 | 1.0% | O | 1 | 1 | 25 | |
| 39 HARDEE RD | EB | L | 80 | 0 | 0 | 0.5% | 0 | 88 | | | 0 | | | 0 | 0 | 88 | 1.5% |
| AND | | T | 505 | 0 | 0 | 0.5% | 2 | 554 | 1.0% | O | 3 | | | 0 | 3 | 557 | 0.5% |
| GRANADA BLVD | | R | 5 | 0 | 0 | 0.5% | 0 | 5 | | | 0 | | | 0 | 0 | 5 | |
| | WB | L | 31 | 0 | 0 | 0.5% | 0 | 34 | | | 0 | | | 0 | 0 | 34 | |
| | | T | 259 | 0 | 0 | 0.5% | 3 | 286 | 1.0% | I | 8 | | | 0 | 8 | 294 | 1.9% |
| | | R | 85 | 0 | 0 | 0.5% | 0 | 93 | | | 0 | | | 0 | 0 | 93 | |
| | NB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 97 | 0 | 0 | 0.5% | 2 | 108 | 1.0% | I | 8 | 1.0% | I | 2 | 10 | 118 | 2.3% |
| | | R | 283 | 0 | 0 | 0.5% | 0 | 310 | | | 0 | | | 0 | 0 | 310 | |
| | SB | L | 25 | 0 | 0 | 0.5% | 0 | 27 | | | 0 | | | 0 | 0 | 27 | |
| | | T | 51 | 0 | 0 | 0.5% | 3 | 59 | 1.0% | O | 3 | 1.0% | O | 1 | 4 | 63 | 3.1% |
| | | R | 36 | 0 | 0 | 0.5% | 0 | 39 | | | 0 | | | 0 | 0 | 39 | |
| 40 SUNSET ROAD | EB | L | 174 | 0 | 0 | 0.5% | 10 | 200 | | | 0 | | | 0 | 0 | 200 | 0.7% |
| AND | | T | 506 | 0 | 0 | 0.5% | 10 | 564 | 1.0% | I | 8 | | | 0 | 8 | 572 | 1.0% |
| NERVIA ST | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | WB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 472 | 0 | 0 | 0.5% | 6 | 522 | 1.0% | O | 3 | | | 0 | 3 | 525 | 0.5% |
| | | R | 59 | 0 | 0 | 0.5% | 3 | 68 | | | 0 | | | 0 | 0 | 68 | |
| | NB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | SB | L | 18 | 0 | 0 | 0.5% | 2 | 22 | | | 0 | | | 0 | 0 | 22 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 99 | 0 | 0 | 0.5% | 7 | 115 | | | 0 | | | 0 | 0 | 115 | |
| 41 S. ALHAMBRA CIRCLE | EB | L | 116 | 0 | 0 | 0.5% | 56 | 183 | 1.0% | I | 8 | 1.0% | I | 2 | 10 | 193 | 3.4% |
| AND | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 4.2% |
| NERVIA ST | | R | 31 | 0 | 0 | 0.5% | 11 | 45 | | | 0 | | | 0 | 0 | 45 | |
| | WB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | NB | L | 58 | 0 | 0 | 0.5% | 17 | 80 | | | 0 | | | 0 | 0 | 80 | |
| | | T | 114 | 0 | 0 | 0.5% | 8 | 133 | 1.0% | I | 8 | | | 0 | 8 | 141 | 3.6% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| (NERVIA IN E/W DIR) | SB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 70 | 0 | 0 | 0.5% | 4 | 81 | 1.0% | O | 3 | | | 0 | 3 | 84 | 2.6% |
| | | R | 90 | 0 | 0 | 0.5% | 87 | 185 | 1.0% | O | 3 | 1.0% | O | 1 | 4 | 189 | |
| 42 BIRD ROAD | EB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.8% |
| AND | | T | 1659 | 0 | 0 | 0.5% | 63 | 1878 | 1.0% | O | 3 | | | 0 | 3 | 1881 | 0.5% |
| SAN AMARO DR | | R | 9 | 0 | 0 | 0.5% | 9 | 19 | | | 0 | 3.0% | I | 7 | 7 | 26 | |
| | WB | L | 28 | 0 | 0 | 0.5% | 1 | 32 | | | 0 | 1.0% | I | 2 | 2 | 34 | |
| | | T | 998 | 0 | 0 | 0.5% | 23 | 1115 | 1.0% | I | 8 | | | 0 | 8 | 1123 | 0.9% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | NB | L | 10 | 0 | 0 | 0.5% | 13 | 24 | 1.0% | O | 3 | 3.0% | O | 3 | 6 | 30 | |
| | | T | 0 | 0 | 0 | 0.5% | 6 | 6 | | | 0 | | | 0 | 0 | 6 | 5.4% |
| | | R | 84 | 0 | 0 | 0.5% | 1 | 93 | | | 0 | 1.0% | O | 1 | 1 | 94 | |
| | SB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| 43 BIRD ROAD | EB | L | 378 | 0 | 0 | 0.5% | 0 | 414 | 1.0% | O | 3 | 2.0% | O | 2 | 5 | 419 | 1.8% |
| AND | | T | 1541 | 0 | 0 | 0.5% | 67 | 1753 | 1.0% | O | 3 | | | 0 | 3 | 1756 | 0.4% |
| GRANADA BLVD | | R | 15 | 0 | 0 | 0.5% | 0 | 16 | | | 0 | | | 0 | 0 | 16 | |
| (NOT USED) | WB | L | 44 | 0 | 0 | 0.5% | 4 | 52 | | | 0 | 3.0% | I | 7 | 7 | 59 | |
| | | T | 800 | 0 | 0 | 0.5% | 25 | 900 | 1.0% | I | 8 | | | 0 | 8 | 908 | 1.4% |
| | | R | 80 | 0 | 0 | 0.5% | 7 | 95 | | | 0 | | | 0 | 0 | 95 | |
| | NB | L | 25 | 0 | 0 | 0.5% | 0 | 27 | | | 0 | | | 0 | 0 | 27 | |
| | | T | 179 | 0 | 0 | 0.5% | 8 | 204 | 2.0% | O | 5 | 3.0% | O | 3 | 8 | 212 | 3.5% |
| | | R | 56 | 0 | 0 | 0.5% | 7 | 68 | | | 0 | 3.0% | O | 3 | 3 | 71 | |
| | SB | L | 38 | 0 | 0 | 0.5% | 11 | 53 | | | 0 | | | 0 | 0 | 53 | |
| | | T | 214 | 0 | 0 | 0.5% | 7 | 241 | 2.0% | I | 17 | 3.0% | I | 7 | 24 | 265 | 9.8% |
| | | R | 41 | 0 | 0 | 0.5% | 0 | 45 | 1.0% | I | 8 | 2.0% | I | 5 | 13 | 58 | |

**TABLE A9-1**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING MOVEMENT VOLUMES - AM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | | EXISTING VOLUMES 2007 | DIVERTED VOLUMES INT RD | DIVERTED VOLUMES PRKG | ANNUAL GROWTH RATE | COMMITTED PROJECT TRIPS | FUTURE BCKGRND 2025 | NSCDZ IN/OUT % | NSCDZ 838 I / O | NSCDZ 259 TRIPS | ACADEMIC / STAFF IN/OUT % | ACADEMIC / STAFF 235 I / O | ACADEMIC / STAFF 110 TRIPS | TOTAL PROJECT TRIPS | TOTAL VOLUME 2025 | PROJ TRIP % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33 LEJEUNE ROAD (N/S) | WB | L2 | 1 | 0 | 0 | 0.5% | 0 | 1 | | | 0 | | | 0 | 0 | 1 | 6.7% |
| AND | | L | 177 | 0 | 0 | 0.5% | 7 | 201 | 7.0% | I | 59 | 5.0% | I | 12 | 71 | 272 | 17.9% |
| PONCE DE LEON (E/W) | | R | 103 | 0 | 0 | 0.5% | 1 | 114 | | | 0 | | | 0 | 0 | 114 | |
| AND | | R2 | 9 | 0 | 0 | 0.5% | 0 | 10 | | | 0 | | | 0 | 0 | 10 | |
| GRAND AVE (NWB) | NB | L | 1 | 0 | 0 | 0.5% | 0 | 1 | 1.0% | I | 8 | | | 0 | 8 | 9 | 0.8% |
| | | T | 699 | 0 | 0 | 0.5% | 8 | 773 | | | 0 | | | 0 | 0 | 773 | |
| DATE: 10/30/07 | | R | 114 | 0 | 0 | 0.5% | 32 | 157 | | | 0 | | | 0 | 0 | 157 | |
| | | R2 | 5 | 0 | 0 | 0.5% | 0 | 5 | | | 0 | | | 0 | 0 | 5 | |
| | SB | L2 | 19 | 0 | 0 | 0.5% | 0 | 21 | | | 0 | | | 0 | 0 | 21 | 5.0% |
| | | L | 115 | 0 | 0 | 0.5% | 1 | 127 | | | 0 | | | 0 | 0 | 127 | |
| | | T | 487 | 0 | 0 | 0.5% | 24 | 557 | | | 0 | | | 0 | 0 | 557 | |
| | | R | 163 | 0 | 0 | 0.5% | 14 | 192 | 5.0% | I | 42 | 2.0% | I | 5 | 47 | 239 | |
| | NE | L | 249 | 0 | 0 | 0.5% | 11 | 283 | 5.0% | O | 13 | 2.0% | O | 2 | 15 | 298 | 5.3% |
| | | T | 513 | 0 | 0 | 0.5% | 71 | 632 | 7.0% | O | 18 | 4.0% | O | 4 | 22 | 654 | |
| | | R | 194 | 0 | 0 | 0.5% | 10 | 222 | 7.0% | O | 18 | 5.0% | O | 6 | 24 | 246 | |
| | | R2 | 14 | 0 | 0 | 0.5% | 0 | 15 | 1.0% | O | 3 | | O | 0 | 3 | 18 | |
| | SW | L2 | 1 | 0 | 0 | 0.5% | 0 | 1 | | | 0 | | | 0 | 0 | 1 | 18.1% |
| | | L | 21 | 0 | 0 | 0.5% | 25 | 48 | | | 0 | | | 0 | 0 | 48 | |
| | | T | 188 | 0 | 0 | 0.5% | 26 | 232 | 7.0% | I | 59 | 4.0% | I | 9 | 68 | 300 | |
| | | R | 25 | 0 | 0 | 0.5% | 0 | 27 | | | 0 | | | 0 | 0 | 27 | |
| 43 BIRD ROAD (E/W) | SB | R | 37 | 0 | 0 | 0.5% | 0 | 40 | 1.0% | I | 8 | 2.0% | I | 5 | 13 | 53 | 1.5% |
| AND | | T | 230 | 0 | 0 | 0.5% | 7 | 259 | 2.0% | I | 17 | 3.0% | I | 7 | 24 | 283 | 9.3% |
| GRANADA BLVD (N/S) | | L | 43 | 0 | 0 | 0.5% | 11 | 58 | | | 0 | | | 0 | 0 | 58 | |
| AND | | L2-U | 2 | 0 | 0 | 0.5% | 0 | 2 | | | 0 | | | 0 | 0 | 2 | |
| UNIVERSITY DR (SWB) | SW | R2-G | 3 | 0 | 0 | 0.5% | 0 | 3 | | | 0 | | | 0 | 0 | 3 | 0.0% |
| | | R-BIF | 215 | 0 | 0 | 0.5% | 0 | 235 | | | 0 | | | 0 | 0 | 235 | |
| | | T-GR | 121 | 0 | 0 | 0.5% | 0 | 132 | | | 0 | | | 0 | 0 | 132 | |
| | | L-BIF | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | WB | R2-U | 5 | 0 | 0 | 0.5% | 0 | 5 | | | 0 | | | 0 | 0 | 5 | 1.4% |
| | | R | 67 | 0 | 0 | 0.5% | 7 | 80 | | | 0 | | | 0 | 0 | 80 | |
| | | T | 796 | 0 | 0 | 0.5% | 67 | 938 | 1.0% | I | 8 | | | 0 | 8 | 946 | |
| | | L | 36 | 0 | 0 | 0.5% | 4 | 43 | | | 0 | 3.0% | I | 7 | 7 | 50 | |
| | NB | R | 54 | 0 | 0 | 0.5% | 7 | 66 | | | 0 | 3.0% | O | 3 | 3 | 69 | 2.2% |
| | | R2-U | 192 | 0 | 0 | 0.5% | 0 | 210 | | | 0 | | | 0 | 0 | 210 | |
| | | T | 161 | 0 | 0 | 0.5% | 8 | 184 | 2.0% | O | 5 | 3.0% | O | 3 | 8 | 192 | |
| | | L | 22 | 0 | 0 | 0.5% | 0 | 24 | | | 0 | | | 0 | 0 | 24 | |
| | EB | R | 20 | 0 | 0 | 0.5% | 0 | 22 | | | 0 | | | 0 | 0 | 22 | 0.4% |
| | | T | 1523 | 0 | 0 | 0.5% | 67 | 1733 | 1.0% | O | 3 | | | 0 | 3 | 1736 | |
| | | L2-U | 400 | 0 | 0 | 0.5% | 0 | 438 | | | 0 | | | 0 | 0 | 438 | |
| | | L | 35 | 0 | 0 | 0.5% | 0 | 38 | 1.0% | O | 3 | 2.0% | O | 2 | 5 | 43 | |

**TABLE A9-2**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING VOLUMES - PM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | | EXISTING VOLUMES 2007 | DIVERTED VOLUMES INT RD | DIVERTED VOLUMES PRKG | ANNUAL GROWTH RATE | COMMITTED PROJECT TRIPS | FUTURE BCKGRND 2025 | NSCDZ IN/OUT % | NSCDZ 166 I / O | NSCDZ 688 TRIPS | ACADEMIC / STAFF IN/OUT % | ACADEMIC / STAFF 211 I / O | ACADEMIC / STAFF 279 TRIPS | TOTAL PROJECT TRIPS | TOTAL VOLUME 2025 | PROJ TRIP % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 RED RD | EB | L | 113 | 0 | 0 | 0.5% | 0 | 124 | | | 0 | | | 0 | 0 | 124 | 9.9% |
| AND | | T | 267 | 0 | 0 | 0.5% | 19 | 311 | 9.0% | I | 15 | 31.0% | I | 65 | 80 | 391 | 13.4% |
| MILLER RD | | R | 84 | 0 | 0 | 0.5% | 11 | 103 | 2.0% | I | 3 | | | 0 | 3 | 106 | |
| | WB | L | 186 | 0 | 0 | 0.5% | 11 | 214 | | | 0 | 8.0% | O | 22 | 22 | 236 | |
| | | T | 479 | 0 | 0 | 0.5% | 30 | 554 | 9.0% | O | 62 | 31.0% | O | 86 | 148 | 702 | 18.5% |
| | | R | 7 | 0 | 0 | 0.5% | 0 | 8 | | | 0 | 2.0% | O | 6 | 6 | 14 | |
| | NB | L | 252 | 0 | 0 | 0.5% | 13 | 289 | 2.0% | O | 14 | | | 0 | 14 | 303 | |
| | | T | 314 | 0 | 0 | 0.5% | 48 | 391 | 1.0% | O | 7 | | | 0 | 7 | 398 | 5.0% |
| | | R | 33 | 0 | 0 | 0.5% | 10 | 46 | | | 0 | 8.0% | I | 17 | 17 | 63 | |
| | SB | L | 17 | 0 | 0 | 0.5% | 0 | 19 | | | 0 | 2.0% | I | 4 | 4 | 23 | |
| | | T | 354 | 0 | 0 | 0.5% | 59 | 446 | 1.0% | I | 2 | | | 0 | 2 | 448 | 0.8% |
| | | R | 227 | 0 | 0 | 0.5% | 0 | 248 | | | 0 | | | 0 | 0 | 248 | |
| 2 SAN AMARO DR | EB | L | 210 | -82 | 0 | 0.5% | 6 | 146 | | | 0 | 15.0% | I | 32 | 32 | 178 | 9.3% |
| AND | | T | 0 | 82 | 0 | 0.5% | 7 | 97 | | | 0 | | | 0 | 0 | 97 | 15.8% |
| MIILLER RD | | R | 115 | 0 | 0 | 0.5% | 14 | 140 | 9.0% | I | 15 | 12.0% | I | 25 | 40 | 180 | |
| | WB | L | 0 | 105 | -17 | 0.5% | 0 | 96 | | | 0 | | | 0 | 0 | 96 | |
| | | T | 0 | 62 | 0 | 0.5% | 7 | 75 | | | 0 | | | 0 | 0 | 75 | 0.0% |
| | | R | 0 | 44 | -17 | 0.5% | 0 | 30 | | | 0 | | | 0 | 0 | 30 | |
| | NB | L | 176 | 0 | 0 | 0.5% | 22 | 215 | 9.0% | O | 62 | 12.0% | O | 33 | 95 | 310 | |
| | | T | 396 | -40 | 0 | 0.5% | 7 | 396 | 2.0% | O | 14 | | | 0 | 14 | 410 | 14.6% |
| | | R | 0 | 40 | -14 | 0.5% | 0 | 28 | | | 0 | | | 0 | 0 | 28 | |
| | SB | L | 0 | 31 | -14 | 0.5% | 0 | 19 | | | 0 | | | 0 | 0 | 19 | |
| | | T | 549 | -49 | 0 | 0.5% | 9 | 556 | 2.0% | I | 3 | | | 0 | 3 | 559 | 4.3% |
| | | R | 430 | -62 | 0 | 0.5% | 12 | 415 | | | 0 | 15.0% | O | 42 | 42 | 457 | |
| 3 SAN AMARO DR | EB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 6.0% |
| AND | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| TRILLO AVE/MILLER DR | | R | 17 | 0 | 0 | 0.5% | 0 | 19 | | | 0 | | | 0 | 0 | 19 | |
| | WB | L | 167 | -167 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 109 | -109 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | NB | L | 29 | 0 | 0 | 0.5% | 0 | 32 | | | 0 | | | 0 | 0 | 32 | |
| | | T | 476 | -82 | 0 | 0.5% | 13 | 444 | 2.0% | O | 14 | 15.0% | O | 42 | 56 | 500 | 10.5% |
| | | R | 64 | -64 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | SB | L | 63 | -63 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 861 | -49 | 0 | 0.5% | 21 | 909 | 2.0% | I | 3 | 15.0% | I | 32 | 35 | 944 | 3.6% |
| | | R | 16 | 0 | 0 | 0.5% | 0 | 18 | | | 0 | | | 0 | 0 | 18 | |
| 4 SAN AMARO DR | EB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 5.6% |
| AND | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| MEMORIAL DR | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | WB | L | 104 | 0 | -17 | 0.5% | 0 | 95 | | | 0 | | | 0 | 0 | 95 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 30 | 101 | -17 | 0.5% | 0 | 125 | | | 0 | | | 0 | 0 | 125 | |
| | NB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 379 | -82 | 0 | 0.5% | 13 | 338 | 2.0% | O | 14 | 15.0% | O | 42 | 56 | 394 | 12.3% |
| | | R | 86 | -17 | -14 | 0.5% | 0 | 60 | | | 0 | | | 0 | 0 | 60 | |
| | SB | L | 42 | 58 | -14 | 0.5% | 0 | 94 | | | 0 | | | 0 | 0 | 94 | |
| | | T | 799 | -80 | 0 | 0.5% | 21 | 808 | 2.0% | I | 3 | 15.0% | I | 32 | 35 | 843 | 3.7% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| 5 SAN AMARO DR | EB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 1.5% |
| AND | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| ROBBIA AVE | | R | 5 | 0 | 0 | 0.5% | 0 | 5 | | | 0 | | | 0 | 0 | 5 | |
| | WB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 36 | -36 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | NB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 424 | -82 | 0 | 0.5% | 13 | 387 | 1.0% | O | 7 | 2.0% | O | 6 | 13 | 400 | 3.3% |
| | | R | 7 | -7 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | SB | L | 27 | -27 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 804 | -53 | 0 | 0.5% | 21 | 843 | 1.0% | I | 2 | 2.0% | I | 4 | 6 | 849 | 0.7% |
| | | R | 20 | 0 | 0 | 0.5% | 0 | 22 | | | 0 | | | 0 | 0 | 22 | |
| 6 CAMPO SANO | EB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 2.2% |
| AND | | T | 305 | -31 | 0 | 0.5% | 14 | 314 | 1.0% | O | 7 | 5.0% | O | 14 | 21 | 335 | 4.6% |
| BRUNSON DR | | R | 81 | 45 | -14 | 0.5% | 0 | 123 | | | 0 | | | 0 | 0 | 123 | |
| | WB | L | 24 | 77 | -14 | 0.5% | 0 | 95 | | | 0 | | | 0 | 0 | 95 | |
| | | T | 730 | -73 | 0 | 0.5% | 12 | 731 | 1.0% | I | 2 | 5.0% | I | 11 | 13 | 744 | 1.5% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | NB | L | 106 | 60 | -17 | 0.5% | 0 | 163 | | | 0 | | | 0 | 0 | 163 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 48 | 18 | -17 | 0.5% | 0 | 54 | | | 0 | | | 0 | 0 | 54 | |
| | SB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| 7 PISANO AVE | EB | L | 48 | -5 | 0 | 0.5% | 0 | 47 | | | 0 | | | 0 | 0 | 47 | 3.6% |
| AND | | T | 266 | -27 | 0 | 0.5% | 9 | 270 | 1.0% | O | 7 | 5.0% | O | 14 | 21 | 291 | 6.1% |
| UNIVERSITY DR | | R | 20 | 0 | -14 | 0.5% | 0 | 7 | | | 0 | | | 0 | 0 | 7 | |
| | WB | L | 9 | 35 | -14 | 0.5% | 0 | 33 | | | 0 | | | 0 | 0 | 33 | |
| | | T | 345 | -35 | 0 | 0.5% | 13 | 352 | 1.0% | I | 2 | 5.0% | I | 11 | 13 | 365 | 3.0% |
| | | R | 34 | 0 | 0 | 0.5% | 0 | 37 | | | 0 | | | 0 | 0 | 37 | |
| | NB | L | 20 | 0 | -17 | 0.5% | 0 | 3 | | | 0 | | | 0 | 0 | 3 | |
| | | T | 4 | 5 | 0 | 0.5% | 0 | 10 | | | 0 | | | 0 | 0 | 10 | 0.0% |
| | | R | 21 | 27 | -17 | 0.5% | 0 | 34 | | | 0 | | | 0 | 0 | 34 | |
| (UNIV DR IN N/S DIR) | SB | L | 64 | 0 | 0 | 0.5% | 0 | 70 | | | 0 | | | 0 | 0 | 70 | |
| (PISANO IN E/W DIR) | | T | 7 | 3 | 0 | 0.5% | 0 | 11 | | | 0 | | | 0 | 0 | 11 | 0.0% |
| | | R | 32 | -3 | 0 | 0.5% | 0 | 32 | | | 0 | | | 0 | 0 | 32 | |

**TABLE A9-2**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING VOLUMES - PM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | | EXISTING VOLUMES 2007 | DIVERTED VOLUMES INT RD | DIVERTED VOLUMES PRKG | ANNUAL GROWTH RATE | COMMITTED PROJECT TRIPS | FUTURE BCKGRND 2025 | NSCDZ IN/OUT % | NSCDZ 166 I / O | NSCDZ 688 TRIPS | ACADEMIC / STAFF IN/OUT % | ACADEMIC / STAFF 211 I / O | ACADEMIC / STAFF 279 TRIPS | TOTAL PROJECT TRIPS | TOTAL VOLUME 2025 | PROJ TRIP % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8 PISANO AVE | EB | L | 11 | 0 | 0 | 0.5% | 0 | 12 | | | 0 | | | 0 | 0 | 12 | 2.5% |
| AND | | T | 257 | 0 | 0 | 0.5% | 9 | 290 | 1.0% | O | 7 | | | 0 | 7 | 297 | 5.1% |
| CARILLO ST | | R | 84 | 0 | 0 | 0.5% | 0 | 92 | | | 0 | 5.0% | O | 14 | 14 | 106 | |
| | WB | L | 23 | 0 | 0 | 0.5% | 0 | 25 | | | 0 | | | 0 | 0 | 25 | |
| | | T | 335 | 0 | 0 | 0.5% | 13 | 379 | | | 0 | | | 0 | 0 | 379 | 0.0% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | NB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| (CARILLO IN N/S DIR) | SB | L | 5 | 0 | 0 | 0.5% | 0 | 5 | | | 0 | | | 0 | 0 | 5 | |
| (PISANO IN E/W DIR) | | T | 13 | 0 | 0 | 0.5% | 0 | 14 | 1.0% | I | 2 | | | 0 | 2 | 16 | 2.3% |
| | | R | 60 | 0 | 0 | 0.5% | 0 | 66 | | | 0 | | | 0 | 0 | 66 | |
| 9 GRANADA BLVD | EB | L | 221 | 0 | 0 | 0.5% | 18 | 260 | 11.0% | O | 76 | 1.0% | I | 2 | 78 | 338 | 10.6% |
| AND | | T | 397 | 0 | 0 | 0.5% | 108 | 542 | 20.0% | O | 138 | | | 0 | 138 | 680 | 21.6% |
| PONCE DE LEON BLVD | | R | 21 | 0 | 0 | 0.5% | 8 | 31 | 2.0% | O | 14 | | | 0 | 14 | 45 | |
| | WB | L | 46 | 0 | 0 | 0.5% | 61 | 111 | | | 0 | | | 0 | 0 | 111 | |
| | | T | 817 | 0 | 0 | 0.5% | 142 | 1036 | 20.0% | I | 33 | | | 0 | 33 | 1069 | 4.5% |
| | | R | 39 | 0 | 0 | 0.5% | 0 | 43 | | | 0 | 11.0% | I | 23 | 23 | 66 | |
| | NB | L | 65 | 0 | 0 | 0.5% | 18 | 89 | 2.0% | I | 3 | | | 0 | 3 | 92 | |
| | | T | 250 | 0 | 0 | 0.5% | 35 | 308 | | | 0 | 7.0% | I | 15 | 15 | 323 | 3.7% |
| | | R | 25 | 0 | 0 | 0.5% | 47 | 74 | | | 0 | | | 0 | 0 | 74 | |
| (PONCE IN E/W DIR) | SB | L | 57 | 0 | 0 | 0.5% | 0 | 62 | | | 0 | 11.0% | O | 31 | 31 | 93 | |
| | | T | 390 | 0 | 0 | 0.5% | 34 | 461 | | | 0 | 7.0% | O | 20 | 20 | 481 | 9.7% |
| | | R | 114 | 0 | 0 | 0.5% | 19 | 144 | 11.0% | I | 18 | 1.0% | O | 3 | 21 | 165 | |
| 10 GRANADA BLVD | EB | L | 97 | 0 | 0 | 0.5% | 39 | 145 | | | 0 | | | 0 | 0 | 145 | 1.9% |
| AND | | T | 2157 | 0 | 0 | 0.5% | 189 | 2549 | 7.0% | O | 48 | | | 0 | 48 | 2597 | 1.7% |
| US-1(DIXIE HIGHWAY) | | R | 5 | 0 | 0 | 0.5% | 0 | 5 | | | 0 | | | 0 | 0 | 5 | |
| | WB | L | 41 | 0 | 0 | 0.5% | 1 | 46 | | | 0 | | | 0 | 0 | 46 | |
| | | T | 2070 | 0 | 0 | 0.5% | 233 | 2497 | 7.0% | I | 12 | | | 0 | 12 | 2509 | 0.8% |
| | | R | 61 | 0 | 0 | 0.5% | 23 | 90 | 1.0% | I | 2 | 4.0% | I | 8 | 10 | 100 | |
| | NB | L | 17 | 0 | 0 | 0.5% | 0 | 19 | | | 0 | | | 0 | 0 | 19 | |
| | | T | 178 | 0 | 0 | 0.5% | 41 | 236 | 2.0% | I | 3 | 3.0% | I | 6 | 9 | 245 | 3.0% |
| | | R | 29 | 0 | 0 | 0.5% | 0 | 32 | | | 0 | | | 0 | 0 | 32 | |
| (US-1 IN E/W DIR) | SB | L | 133 | 0 | 0 | 0.5% | 7 | 152 | 1.0% | O | 7 | 4.0% | O | 11 | 18 | 170 | |
| | | T | 261 | 0 | 0 | 0.5% | 60 | 346 | 2.0% | O | 14 | 3.0% | O | 8 | 22 | 368 | 6.0% |
| | | R | 89 | 0 | 0 | 0.5% | 36 | 133 | | | 0 | | | 0 | 0 | 133 | |
| 11 CARILLO ST | EB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 11.5% |
| AND | | T | 639 | 0 | 0 | 0.5% | 128 | 827 | 33.0% | O | 227 | 1.0% | I | 2 | 229 | 1056 | 21.7% |
| PONCE DE LEON BLVD | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | WB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 996 | 0 | 0 | 0.5% | 164 | 1254 | 33.0% | I | 55 | 1.0% | O | 3 | 58 | 1312 | 4.4% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | NB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| (PONCE IN E/W DIR) | SB | L | 13 | 0 | 0 | 0.5% | 0 | 14 | | | 0 | | | 0 | 0 | 14 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 110 | 0 | 0 | 0.5% | 0 | 120 | | | 0 | | | 0 | 0 | 120 | |
| 12 STANFORD DR | EB | L | 47 | 0 | 18 | 0.5% | 0 | 71 | | | 0 | | | 0 | 0 | 71 | 12.9% |
| AND | | T | 369 | 0 | 0 | 0.5% | 65 | 469 | 33.0% | O | 227 | | | 0 | 227 | 696 | 33.9% |
| PONCE DE LEON BLVD | | R | 132 | 0 | 0 | 0.5% | 1 | 145 | 18.0% | O | 124 | | | 0 | 124 | 269 | |
| | WB | L | 113 | 0 | 0 | 0.5% | 77 | 201 | | | 0 | | | 0 | 0 | 201 | |
| | | T | 864 | 0 | 0 | 0.5% | 102 | 1047 | 33.0% | I | 55 | | | 0 | 55 | 1102 | 4.0% |
| | | R | 90 | 0 | 18 | 0.5% | 0 | 118 | | | 0 | 1.0% | I | 2 | 2 | 120 | |
| | NB | L | 121 | 0 | 0 | 0.5% | 3 | 135 | 18.0% | I | 30 | | | 0 | 30 | 165 | |
| | | T | 95 | 0 | 0 | 0.5% | 0 | 104 | | | 0 | | | 0 | 0 | 104 | 6.2% |
| | | R | 131 | 0 | 0 | 0.5% | 72 | 215 | | | 0 | | | 0 | 0 | 215 | |
| (PONCE IN E/W DIR) | SB | L | 132 | 0 | 23 | 0.5% | 0 | 170 | | | 0 | 1.0% | O | 3 | 3 | 173 | |
| | | T | 183 | 0 | 0 | 0.5% | 0 | 200 | | | 0 | | | 0 | 0 | 200 | 0.6% |
| | | R | 74 | 0 | 23 | 0.5% | 0 | 106 | | | 0 | | | 0 | 0 | 106 | |
| 13 STANFORD DR | EB | L | 176 | 0 | 0 | 0.5% | 58 | 251 | 7.0% | I | 12 | | | 0 | 12 | 263 | 2.3% |
| AND | | T | 2663 | 0 | 0 | 0.5% | 210 | 3123 | | | 0 | | | 0 | 0 | 3123 | 0.4% |
| US-1 (DIXIE HIGHWAY) | | R | 24 | 0 | 0 | 0.5% | 6 | 32 | | | 0 | | | 0 | 0 | 32 | |
| | WB | L | 31 | 0 | 0 | 0.5% | 3 | 37 | | | 0 | | | 0 | 0 | 37 | |
| | | T | 2169 | 0 | 0 | 0.5% | 245 | 2618 | | | 0 | | | 0 | 0 | 2618 | 0.4% |
| | | R | 57 | 0 | 0 | 0.5% | 0 | 62 | 7.0% | I | 12 | | | 0 | 12 | 74 | |
| | NB | L | 27 | 0 | 0 | 0.5% | 6 | 36 | | | 0 | | | 0 | 0 | 36 | |
| | | T | 137 | 0 | 0 | 0.5% | 15 | 165 | 4.0% | I | 7 | 1.0% | I | 2 | 9 | 174 | 3.5% |
| | | R | 39 | 0 | 0 | 0.5% | 1 | 44 | | | 0 | | | 0 | 0 | 44 | |
| (US-1 IN E/W DIR) | SB | L | 114 | 0 | 0 | 0.5% | 0 | 125 | 7.0% | O | 48 | | | 0 | 48 | 173 | |
| | | T | 171 | 0 | 0 | 0.5% | 23 | 210 | 4.0% | O | 28 | 1.0% | O | 3 | 31 | 241 | 19.1% |
| | | R | 136 | 0 | 0 | 0.5% | 54 | 203 | 7.0% | O | 48 | | | 0 | 48 | 251 | |
| 14 MERRICK STREET | EB | L | 89 | 0 | 18 | 0.5% | 0 | 117 | | | 0 | | | 0 | 0 | 117 | 13.5% |
| AND | | T | 574 | 0 | 0 | 0.5% | 68 | 696 | 48.0% | I | 80 | 1.0% | I | 2 | 82 | 778 | 9.1% |
| PONCE DE LEON BLVD | | R | 5 | 0 | 0 | 0.5% | 0 | 5 | | | 0 | | | 0 | 0 | 5 | |
| | WB | L | 13 | 0 | 0 | 0.5% | 0 | 14 | | | 0 | | | 0 | 0 | 14 | |
| | | T | 1273 | 0 | 0 | 0.5% | 102 | 1495 | 48.0% | O | 330 | 1.0% | O | 3 | 333 | 1828 | 17.4% |
| | | R | 43 | 0 | 18 | 0.5% | 0 | 67 | | | 0 | | | 0 | 0 | 67 | |
| | NB | L | 9 | 0 | 0 | 0.5% | 0 | 10 | | | 0 | | | 0 | 0 | 10 | |
| | | T | 2 | 0 | 0 | 0.5% | 0 | 2 | | | 0 | | | 0 | 0 | 2 | 0.0% |
| | | R | 31 | 0 | 0 | 0.5% | 0 | 34 | | | 0 | | | 0 | 0 | 34 | |
| (PONCE IN E/W DIR) | SB | L | 29 | 0 | 23 | 0.5% | 0 | 57 | | | 0 | | | 0 | 0 | 57 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 132 | 0 | 23 | 0.5% | 0 | 170 | | | 0 | | | 0 | 0 | 170 | |

**TABLE A9-2**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING VOLUMES - PM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | | EXISTING VOLUMES 2007 | DIVERTED VOLUMES INT RD | DIVERTED VOLUMES PRKG | ANNUAL GROWTH RATE | COMMITTED PROJECT TRIPS | FUTURE BCKGRND 2025 | NSCDZ IN/OUT % | NSCDZ 166 I / O | NSCDZ 688 TRIPS | ACADEMIC / STAFF IN/OUT % | ACADEMIC / STAFF 211 I / O | ACADEMIC / STAFF 279 TRIPS | TOTAL PROJECT TRIPS | TOTAL VOLUME 2025 | PROJ TRIP % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 DICKINSON DR | EB | L | 114 | 0 | 18 | 0.5% | 0 | 144 | | | 0 | | | 0 | 0 | 144 | 12.6% |
| AND | | T | 582 | 0 | 0 | 0.5% | 67 | 704 | 48.0% | I | 80 | 1.0% | I | 2 | 82 | 786 | 8.8% |
| PONCE DE LEON BLVD | | R | 5 | 0 | 0 | 0.5% | 0 | 5 | | | 0 | | | 0 | 0 | 5 | |
| | WB | L | 5 | 0 | 0 | 0.5% | 0 | 5 | | | 0 | | | 0 | 0 | 5 | |
| | | T | 1421 | 0 | 0 | 0.5% | 95 | 1649 | 48.0% | O | 330 | 1.0% | O | 3 | 333 | 1982 | 16.2% |
| | | R | 47 | 0 | 18 | 0.5% | 0 | 71 | | | 0 | | | 0 | 0 | 71 | |
| | NB | L | 17 | 0 | 0 | 0.5% | 0 | 19 | | | 0 | | | 0 | 0 | 19 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 10 | 0 | 0 | 0.5% | 0 | 11 | | | 0 | | | 0 | 0 | 11 | |
| (PONCE IN E/W DIR) | SB | L | 33 | 0 | 23 | 0.5% | 0 | 61 | | | 0 | | | 0 | 0 | 61 | |
| | | T | 1 | 0 | 0 | 0.5% | 0 | 1 | | | 0 | | | 0 | 0 | 1 | 0.0% |
| | | R | 163 | 0 | 23 | 0.5% | 0 | 203 | | | 0 | | | 0 | 0 | 203 | |
| 16 SOUTH ALHAMBRA CR | EB | L | 33 | 0 | 0 | 0.5% | 0 | 36 | | | 0 | | | 0 | 0 | 36 | 11.5% |
| AND | | T | 533 | 0 | 0 | 0.5% | 67 | 650 | 48.0% | I | 80 | 1.0% | I | 2 | 82 | 732 | 8.4% |
| PONCE DE LEON BLVD | | R | 194 | 0 | 0 | 0.5% | 0 | 212 | | | 0 | | | 0 | 0 | 212 | |
| | WB | L | 329 | 0 | 0 | 0.5% | 0 | 360 | | | 0 | | | 0 | 0 | 360 | |
| | | T | 1200 | 0 | 0 | 0.5% | 95 | 1408 | 48.0% | O | 330 | 1.0% | O | 3 | 333 | 1741 | 15.4% |
| | | R | 52 | 0 | 0 | 0.5% | 0 | 57 | | | 0 | | | 0 | 0 | 57 | |
| | NB | L | 204 | 0 | 0 | 0.5% | 0 | 223 | | | 0 | | | 0 | 0 | 223 | |
| | | T | 16 | 0 | 0 | 0.5% | 0 | 18 | | | 0 | | | 0 | 0 | 18 | 0.0% |
| | | R | 110 | 0 | 0 | 0.5% | 0 | 120 | | | 0 | | | 0 | 0 | 120 | |
| (PONCE IN E/W DIR) | SB | L | 58 | 0 | 0 | 0.5% | 0 | 63 | | | 0 | | | 0 | 0 | 63 | |
| | | T | 43 | 0 | 0 | 0.5% | 0 | 47 | | | 0 | | | 0 | 0 | 47 | 0.0% |
| | | R | 8 | 0 | 0 | 0.5% | 0 | 9 | | | 0 | | | 0 | 0 | 9 | |
| 17 SOUTH ALHAMBRA CR | EB | L | 124 | 0 | 0 | 0.5% | 0 | 136 | | | 0 | | | 0 | 0 | 136 | 0.8% |
| AND | | T | 2438 | 0 | 0 | 0.5% | 82 | 2749 | 6.0% | I | 10 | 1.0% | I | 2 | 12 | 2761 | 0.4% |
| US - 1 (DIXIE HIGHWAY) | | R | 17 | 0 | 0 | 0.5% | 106 | 125 | | | 0 | | | 0 | 0 | 125 | |
| | WB | L | 51 | 0 | 0 | 0.5% | 186 | 242 | 1.0% | O | 7 | | | 0 | 7 | 249 | |
| | | T | 3168 | 0 | 0 | 0.5% | 124 | 3590 | 6.0% | O | 41 | 1.0% | O | 3 | 44 | 3634 | 1.3% |
| | | R | 87 | 0 | 0 | 0.5% | 0 | 95 | | | 0 | | | 0 | 0 | 95 | |
| | NB | L | 17 | 0 | 0 | 0.5% | 115 | 134 | | | 0 | | | 0 | 0 | 134 | |
| | | T | 164 | 0 | 0 | 0.5% | 0 | 179 | | | 0 | | | 0 | 0 | 179 | 0.3% |
| | | R | 63 | 0 | 0 | 0.5% | 196 | 265 | 1.0% | I | 2 | | | 0 | 2 | 267 | |
| (US-1 IN E/W DIR) | SB | L | 135 | 0 | 0 | 0.5% | 0 | 148 | | | 0 | | | 0 | 0 | 148 | |
| | | T | 170 | 0 | 0 | 0.5% | 0 | 186 | | | 0 | | | 0 | 0 | 186 | 0.0% |
| | | R | 296 | 0 | 0 | 0.5% | 0 | 324 | | | 0 | | | 0 | 0 | 324 | |
| 18 HURRICANE DR | EB | L | 46 | 0 | 0 | 0.5% | 7 | 57 | | | 0 | 3.0% | I | 6 | 6 | 63 | 13.1% |
| AND | | T | 324 | 0 | 0 | 0.5% | 49 | 403 | 20.0% | I | 33 | | | 0 | 33 | 436 | 7.7% |
| PONCE DE LEON BLVD | | R | 6 | 0 | 0 | 0.5% | 0 | 7 | | | 0 | | | 0 | 0 | 7 | |
| | WB | L | 25 | 0 | 0 | 0.5% | 0 | 27 | | | 0 | | | 0 | 0 | 27 | |
| | | T | 965 | 0 | 0 | 0.5% | 73 | 1129 | 20.0% | O | 138 | | | 0 | 138 | 1267 | 15.6% |
| | | R | 585 | 0 | 0 | 0.5% | 27 | 667 | 29.0% | O | 200 | | | 0 | 200 | 867 | |
| | NB | L | 8 | 0 | 0 | 0.5% | 0 | 9 | | | 0 | | | 0 | 0 | 9 | |
| | | T | 5 | 0 | 0 | 0.5% | 0 | 5 | | | 0 | | | 0 | 0 | 5 | 0.0% |
| | | R | 9 | 0 | 0 | 0.5% | 0 | 10 | | | 0 | | | 0 | 0 | 10 | |
| (PONCE IN E/W DIR) | SB | L | 443 | 0 | 0 | 0.5% | 18 | 503 | 29.0% | I | 48 | | | 0 | 48 | 551 | |
| | | T | 14 | 0 | 0 | 0.5% | 0 | 15 | | | 0 | | | 0 | 0 | 15 | 9.1% |
| | | R | 31 | 0 | 0 | 0.5% | 9 | 43 | | | 0 | 3.0% | O | 8 | 8 | 51 | |
| 19 RED ROAD | EB | L | 1 | 0 | 0 | 0.5% | 9 | 10 | | | 0 | | | 0 | 0 | 10 | 5.5% |
| AND | | T | 0 | 0 | 0 | 0.5% | 1 | 1 | | | 0 | | | 0 | 0 | 1 | 0.0% |
| LEVANTE AVE | | R | 0 | 0 | 0 | 0.5% | 13 | 13 | | | 0 | | | 0 | 0 | 13 | |
| | WB | L | 277 | 0 | 0 | 0.5% | 0 | 303 | | | 0 | | | 0 | 0 | 303 | |
| | | T | 3 | 0 | 0 | 0.5% | 1 | 4 | | | 0 | | | 0 | 0 | 4 | 0.0% |
| | | R | 102 | 0 | 0 | 0.5% | 1 | 113 | | | 0 | | | 0 | 0 | 113 | |
| | NB | L | 57 | 0 | 0 | 0.5% | 11 | 73 | | | 0 | | | 0 | 0 | 73 | |
| | | T | 1418 | 0 | 0 | 0.5% | 126 | 1677 | 18.0% | O | 124 | 8.0% | I | 17 | 141 | 1818 | 7.4% |
| | | R | 17 | 0 | 0 | 0.5% | 0 | 19 | | | 0 | | | 0 | 0 | 19 | |
| | SB | L | 19 | 0 | 0 | 0.5% | 0 | 21 | | | 0 | | | 0 | 0 | 21 | |
| | | T | 871 | 0 | 0 | 0.5% | 113 | 1066 | 18.0% | I | 30 | 8.0% | O | 22 | 52 | 1118 | 4.5% |
| | | R | 0 | 0 | 0 | 0.5% | 11 | 11 | | | 0 | | | 0 | 0 | 11 | |
| 20 RED RD | EB | L | 201 | 0 | 0 | 0.5% | 1 | 221 | 6.0% | I | 10 | | | 0 | 10 | 231 | 2.7% |
| AND | | T | 2257 | 0 | 0 | 0.5% | 177 | 2646 | 10.0% | I | 17 | | | 0 | 17 | 2663 | 0.9% |
| US-1 (DIXIE HIGHWAY) | | R | 92 | 0 | 0 | 0.5% | 0 | 101 | | | 0 | | | 0 | 0 | 101 | |
| | WB | L | 182 | 0 | 0 | 0.5% | 1 | 200 | | | 0 | | | 0 | 0 | 200 | |
| | | T | 2747 | 0 | 0 | 0.5% | 227 | 3232 | 16.0% | O | 110 | | | 0 | 110 | 3342 | 4.9% |
| | | R | 19 | 0 | 0 | 0.5% | 1 | 22 | 10.0% | O | 69 | | | 0 | 69 | 91 | |
| | NB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 443 | 0 | 0 | 0.5% | 134 | 619 | 10.0% | I | 17 | | | 0 | 17 | 636 | 2.3% |
| | | R | 108 | 0 | 0 | 0.5% | 1 | 119 | | | 0 | | | 0 | 0 | 119 | |
| (US-1 IN E/W DIR) | SB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 468 | 0 | 0 | 0.5% | 140 | 652 | | | 0 | | | 0 | 0 | 652 | 0.0% |
| | | R | 342 | 0 | 0 | 0.5% | 1 | 375 | | | 0 | | | 0 | 0 | 375 | |
| 21 RED RD | EB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 6.9% |
| AND | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 60.0% |
| PONCE DE LEON BLVD | | R | 9 | 0 | 0 | 0.5% | 0 | 10 | | | 0 | 7.0% | I | 15 | 15 | 25 | |
| | WB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 1.9% |
| | | R | 765 | 0 | 0 | 0.5% | 60 | 897 | 10.0% | I | 17 | | | 0 | 17 | 914 | |
| | NB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 583 | 0 | 0 | 0.5% | 109 | 747 | 10.0% | I | 17 | 4.0% | I | 8 | 25 | 772 | 2.8% |
| | | R | 118 | 0 | 0 | 0.5% | 0 | 129 | | | 0 | | | 0 | 0 | 129 | |
| | SB | L | 207 | 0 | 0 | 0.5% | 44 | 270 | 20.0% | O | 138 | | | 0 | 138 | 408 | |
| | | T | 762 | 0 | 0 | 0.5% | 101 | 935 | | | 0 | 4.0% | O | 11 | 11 | 946 | 12.0% |
| | | R | 35 | 0 | 0 | 0.5% | 0 | 38 | | | 0 | 7.0% | O | 20 | 20 | 58 | |

**TABLE A9-2**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING VOLUMES - PM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | | EXISTING VOLUMES 2007 | DIVERTED VOLUMES INT RD | DIVERTED VOLUMES PRKG | ANNUAL GROWTH RATE | COMMITTED PROJECT TRIPS | FUTURE BCKGRND 2025 | NSCDZ IN/OUT % | NSCDZ 166 I / O | NSCDZ 688 TRIPS | ACADEMIC / STAFF IN/OUT % | ACADEMIC / STAFF 211 I / O | ACADEMIC / STAFF 279 TRIPS | TOTAL PROJECT TRIPS | TOTAL VOLUME 2025 | PROJ TRIP % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 CAMPO SANO AVE | EB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.9% |
| AND | | T | 174 | 0 | 0 | 0.5% | 0 | 190 | | | 0 | 2.0% | O | 6 | 6 | 196 | 1.8% |
| PISANO AVE | | R | 117 | 0 | 0 | 0.5% | 10 | 138 | | | 0 | | | 0 | 0 | 138 | |
| | WB | L | 9 | 0 | 0 | 0.5% | 13 | 23 | | | 0 | | | 0 | 0 | 23 | |
| | | T | 366 | 0 | 0 | 0.5% | 0 | 400 | | | 0 | 2.0% | I | 4 | 4 | 404 | 0.9% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | NB | L | 299 | 0 | 0 | 0.5% | 8 | 335 | | | 0 | | | 0 | 0 | 335 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| (PISANO IN N/S DIR !!!) | | R | 27 | 0 | 0 | 0.5% | 9 | 39 | | | 0 | | | 0 | 0 | 39 | |
| (CAMPO SANO IN E/W) | SB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| 23 RED RD | EB | L | 51 | 0 | 0 | 0.5% | 5 | 61 | | | 0 | 4.0% | I | 8 | 8 | 69 | 2.7% |
| AND | | T | 54 | 0 | 0 | 0.5% | 4 | 63 | | | 0 | 4.0% | I | 8 | 8 | 71 | 7.6% |
| BRESCIA RD | | R | 60 | 0 | 0 | 0.5% | 4 | 70 | | | 0 | | | 0 | 0 | 70 | |
| | WB | L | 60 | 0 | 0 | 0.5% | 0 | 66 | | | 0 | 4.0% | O | 11 | 11 | 77 | |
| | | T | 277 | 0 | 0 | 0.5% | 6 | 309 | | | 0 | 4.0% | O | 11 | 11 | 320 | 4.6% |
| | | R | 25 | 0 | 0 | 0.5% | 55 | 82 | | | 0 | | | 0 | 0 | 82 | |
| | NB | L | 297 | 0 | 0 | 0.5% | 72 | 397 | | | 0 | | | 0 | 0 | 397 | |
| | | T | 669 | 0 | 0 | 0.5% | 50 | 782 | | | 0 | 4.0% | I | 8 | 8 | 790 | 1.3% |
| | | R | 12 | 0 | 0 | 0.5% | 0 | 13 | | | 0 | 4.0% | I | 8 | 8 | 21 | |
| | SB | L | 13 | 0 | 0 | 0.5% | 0 | 14 | | | 0 | | | 0 | 0 | 14 | |
| | | T | 644 | 0 | 0 | 0.5% | 54 | 758 | | | 0 | 4.0% | O | 11 | 11 | 769 | 2.4% |
| | | R | 111 | 0 | 0 | 0.5% | 9 | 130 | | | 0 | 4.0% | O | 11 | 11 | 141 | |
| 24 SUNSET ROAD | EB | L | 88 | 0 | 0 | 0.5% | 0 | 96 | 1.0% | I | 2 | | | 0 | 2 | 98 | 2.0% |
| AND | | T | 431 | 0 | 0 | 0.5% | 17 | 488 | | | 0 | | | 0 | 0 | 488 | 0.3% |
| MAYNADA ST | | R | 25 | 0 | 0 | 0.5% | 6 | 33 | | | 0 | | | 0 | 0 | 33 | |
| | WB | L | 109 | 0 | 0 | 0.5% | 0 | 119 | | | 0 | | | 0 | 0 | 119 | |
| | | T | 372 | 0 | 0 | 0.5% | 22 | 429 | | | 0 | | | 0 | 0 | 429 | 0.4% |
| | | R | 14 | 0 | 0 | 0.5% | 3 | 18 | 1.0% | I | 2 | | | 0 | 2 | 20 | |
| | NB | L | 5 | 0 | 0 | 0.5% | 6 | 11 | | | 0 | | | 0 | 0 | 11 | |
| | | T | 100 | 0 | 0 | 0.5% | 6 | 115 | 2.0% | I | 3 | 1.0% | I | 2 | 5 | 120 | 2.9% |
| | | R | 39 | 0 | 0 | 0.5% | 0 | 43 | | | 0 | | | 0 | 0 | 43 | |
| | SB | L | 17 | 0 | 0 | 0.5% | 3 | 22 | 1.0% | O | 7 | | | 0 | 7 | 29 | |
| | | T | 400 | 0 | 0 | 0.5% | 10 | 448 | 2.0% | O | 14 | 1.0% | O | 3 | 17 | 465 | 5.2% |
| | | R | 87 | 0 | 0 | 0.5% | 0 | 95 | 1.0% | O | 7 | | | 0 | 7 | 102 | |
| 25 SUNSET ROAD | EB | L | 87 | 0 | 0 | 0.5% | 106 | 201 | 6.0% | I | 10 | | | 0 | 10 | 211 | 3.2% |
| AND | | T | 307 | 0 | 0 | 0.5% | 33 | 369 | | | 0 | | | 0 | 0 | 369 | 1.5% |
| RED RD | | R | 64 | 0 | 0 | 0.5% | 0 | 70 | | | 0 | | | 0 | 0 | 70 | |
| | WB | L | 241 | 0 | 0 | 0.5% | 3 | 267 | | | 0 | | | 0 | 0 | 267 | |
| | | T | 376 | 0 | 0 | 0.5% | 40 | 451 | | | 0 | | | 0 | 0 | 451 | 0.3% |
| | | R | 44 | 0 | 0 | 0.5% | 5 | 53 | 1.0% | I | 2 | | | 0 | 2 | 55 | |
| | NB | L | 89 | 0 | 0 | 0.5% | 0 | 97 | | | 0 | | | 0 | 0 | 97 | |
| | | T | 348 | 0 | 0 | 0.5% | 70 | 451 | 4.0% | I | 7 | 4.0% | I | 8 | 15 | 466 | 2.0% |
| | | R | 171 | 0 | 0 | 0.5% | 6 | 193 | | | 0 | | | 0 | 0 | 193 | |
| | SB | L | 93 | 0 | 0 | 0.5% | 8 | 110 | 1.0% | O | 7 | | | 0 | 7 | 117 | |
| | | T | 549 | 0 | 0 | 0.5% | 84 | 685 | 4.0% | O | 28 | 4.0% | O | 11 | 39 | 724 | 6.5% |
| | | R | 309 | 0 | 0 | 0.5% | 118 | 456 | 6.0% | O | 41 | | | 0 | 41 | 497 | |
| 26 RED RD | EB | L | 19 | 0 | 0 | 0.5% | 0 | 21 | | | 0 | | | 0 | 0 | 21 | 4.0% |
| AND | | T | 112 | 0 | 0 | 0.5% | 19 | 142 | 2.0% | I | 3 | 7.0% | I | 15 | 18 | 160 | 8.0% |
| BLUE RD | | R | 34 | 0 | 0 | 0.5% | 6 | 43 | | | 0 | | | 0 | 0 | 43 | |
| | WB | L | 77 | 0 | 0 | 0.5% | 9 | 93 | | | 0 | | | 0 | 0 | 93 | |
| | | T | 465 | 0 | 0 | 0.5% | 34 | 543 | 2.0% | O | 14 | 7.0% | O | 20 | 34 | 577 | 7.4% |
| | | R | 30 | 0 | 0 | 0.5% | 3 | 36 | 2.0% | O | 14 | 2.0% | O | 6 | 20 | 56 | |
| | NB | L | 86 | 0 | 0 | 0.5% | 6 | 100 | | | 0 | | | 0 | 0 | 100 | |
| | | T | 492 | 0 | 0 | 0.5% | 34 | 572 | 1.0% | O | 7 | 2.0% | O | 6 | 13 | 585 | 1.8% |
| | | R | 26 | 0 | 0 | 0.5% | 7 | 35 | | | 0 | | | 0 | 0 | 35 | |
| | SB | L | 22 | 0 | 0 | 0.5% | 1 | 25 | 2.0% | I | 3 | 2.0% | I | 4 | 7 | 32 | |
| | | T | 583 | 0 | 0 | 0.5% | 42 | 680 | 1.0% | I | 2 | 2.0% | I | 4 | 6 | 686 | 1.7% |
| | | R | 33 | 0 | 0 | 0.5% | 0 | 36 | | | 0 | | | 0 | 0 | 36 | |
| 27 RED RD | EB | L | 149 | 0 | 0 | 0.5% | 1 | 164 | | | 0 | | | 0 | 0 | 164 | 1.2% |
| AND | | T | 1151 | 0 | 0 | 0.5% | 73 | 1332 | 2.0% | I | 3 | 2.0% | I | 4 | 7 | 1339 | 0.7% |
| BIRD RD | | R | 155 | 0 | 0 | 0.5% | 0 | 170 | | | 0 | 2.0% | I | 4 | 4 | 174 | |
| | WB | L | 207 | 0 | 0 | 0.5% | 2 | 228 | | | 0 | | | 0 | 0 | 228 | |
| | | T | 1638 | 0 | 0 | 0.5% | 120 | 1912 | 2.0% | O | 14 | 2.0% | O | 6 | 20 | 1932 | 0.9% |
| | | R | 93 | 0 | 0 | 0.5% | 2 | 104 | | | 0 | | | 0 | 0 | 104 | |
| | NB | L | 129 | 0 | 0 | 0.5% | 2 | 143 | | | 0 | 2.0% | O | 6 | 6 | 149 | |
| | | T | 333 | 0 | 0 | 0.5% | 31 | 395 | 2.0% | O | 14 | 2.0% | O | 6 | 20 | 415 | 3.8% |
| | | R | 107 | 0 | 0 | 0.5% | 2 | 119 | | | 0 | | | 0 | 0 | 119 | |
| | SB | L | 115 | 0 | 0 | 0.5% | 0 | 126 | | | 0 | | | 0 | 0 | 126 | |
| | | T | 291 | 0 | 0 | 0.5% | 38 | 356 | 2.0% | I | 3 | 2.0% | I | 4 | 7 | 363 | 1.2% |
| | | R | 102 | 0 | 0 | 0.5% | 3 | 115 | | | 0 | | | 0 | 0 | 115 | |
| 28 BIRD RD | EB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 2.4% |
| AND | | T | 1214 | 0 | 0 | 0.5% | 69 | 1397 | | | 0 | | | 0 | 0 | 1397 | 0.7% |
| UNIVERSITY DR | | R | 54 | 0 | 0 | 0.5% | 0 | 59 | 3.0% | I | 5 | 3.0% | I | 6 | 11 | 70 | |
| | WB | L | 157 | 0 | 0 | 0.5% | 2 | 174 | 4.0% | I | 7 | 3.0% | I | 6 | 13 | 187 | |
| | | T | 1654 | 0 | 0 | 0.5% | 103 | 1912 | | | 0 | | | 0 | 0 | 1912 | 0.6% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | NB | L | 39 | 0 | 0 | 0.5% | 2 | 45 | 3.0% | O | 21 | 3.0% | O | 8 | 29 | 74 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 32.0% |
| | | R | 85 | 0 | 0 | 0.5% | 0 | 93 | 4.0% | O | 28 | 3.0% | O | 8 | 36 | 129 | |
| | SB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |

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3/12/2008

| INTERSECTION | MVMT | | EXISTING VOLUMES 2007 | DIVERTED VOLUMES INT RD | DIVERTED VOLUMES PRKG | ANNUAL GROWTH RATE | COMMITTED PROJECT TRIPS | FUTURE BCKGRND 2025 | NSCDZ IN/OUT % | NSCDZ 166 I / O | NSCDZ 688 TRIPS | ACADEMIC / STAFF IN/OUT % | ACADEMIC / STAFF 211 I / O | ACADEMIC / STAFF 279 TRIPS | TOTAL PROJECT TRIPS | TOTAL VOLUME 2025 | PROJ TRIP % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 29 BIRD RD | EB | L | 146 | 0 | 0 | 0.5% | 0 | 160 | | | 0 | | | 0 | 0 | 160 | 1.1% |
| AND | | T | 1079 | 0 | 0 | 0.5% | 108 | 1288 | | | 0 | 2.0% | O | 6 | 6 | 1294 | 0.5% |
| LEJEUNE RD | | R | 104 | 0 | 0 | 0.5% | 1 | 115 | 1.0% | I | 2 | | | 0 | 2 | 117 | |
| | WB | L | 196 | 0 | 0 | 0.5% | 12 | 226 | | | 0 | | | 0 | 0 | 226 | |
| | | T | 1723 | 0 | 0 | 0.5% | 176 | 2061 | | | 0 | 2.0% | I | 4 | 4 | 2065 | 0.2% |
| | | R | 139 | 0 | 0 | 0.5% | 53 | 205 | | | 0 | | | 0 | 0 | 205 | |
| | NB | L | 162 | 0 | 0 | 0.5% | 34 | 211 | 1.0% | O | 7 | | | 0 | 7 | 218 | |
| | | T | 659 | 0 | 0 | 0.5% | 72 | 793 | 5.0% | O | 34 | 2.0% | O | 6 | 40 | 833 | 4.1% |
| | | R | 70 | 0 | 0 | 0.5% | 7 | 84 | | | 0 | | | 0 | 0 | 84 | |
| | SB | L | 154 | 0 | 0 | 0.5% | 8 | 176 | | | 0 | | | 0 | 0 | 176 | |
| | | T | 802 | 0 | 0 | 0.5% | 63 | 940 | 5.0% | I | 8 | 2.0% | I | 4 | 12 | 952 | 0.9% |
| | | R | 161 | 0 | 0 | 0.5% | 0 | 176 | | | 0 | | | 0 | 0 | 176 | |
| 30 BLUE RD | EB | L | 3 | 0 | 0 | 0.5% | 15 | 18 | | | 0 | | | 0 | 0 | 18 | 8.6% |
| AND | | T | 147 | 0 | 0 | 0.5% | 22 | 183 | 2.0% | I | 3 | | | 0 | 3 | 186 | 9.8% |
| SAN AMARO DR | | R | 26 | 0 | 0 | 0.5% | 0 | 28 | 2.0% | I | 3 | 9.0% | I | 19 | 22 | 50 | |
| | WB | L | 75 | 0 | 0 | 0.5% | 0 | 82 | | | 0 | | | 0 | 0 | 82 | |
| | | T | 520 | 0 | 0 | 0.5% | 36 | 605 | 2.0% | O | 14 | | | 0 | 14 | 619 | 1.8% |
| | | R | 56 | 0 | 0 | 0.5% | 1 | 62 | | | 0 | | | 0 | 0 | 62 | |
| | NB | L | 51 | 0 | 0 | 0.5% | 0 | 56 | 2.0% | O | 14 | 9.0% | O | 25 | 39 | 95 | |
| | | T | 62 | 0 | 0 | 0.5% | 13 | 81 | 1.0% | O | 7 | 6.0% | O | 17 | 24 | 105 | 29.2% |
| | | R | 15 | 0 | 0 | 0.5% | 0 | 16 | | | 0 | | | 0 | 0 | 16 | |
| | SB | L | 13 | 0 | 0 | 0.5% | 0 | 14 | | | 0 | | | 0 | 0 | 14 | |
| | | T | 35 | 0 | 0 | 0.5% | 21 | 59 | 1.0% | I | 2 | 6.0% | I | 13 | 15 | 74 | 11.8% |
| | | R | 4 | 0 | 0 | 0.5% | 35 | 39 | | | 0 | | | 0 | 0 | 39 | |
| 31 BLUE RD | EB | L | 17 | 0 | 0 | 0.5% | 2 | 21 | | | 0 | | | 0 | 0 | 21 | 0.8% |
| AND | | T | 151 | 0 | 0 | 0.5% | 22 | 187 | 1.0% | O | 7 | 1.0% | I | 2 | 9 | 196 | 3.7% |
| UNIVERSITY DR | | R | 25 | 0 | 0 | 0.5% | 0 | 27 | | | 0 | | | 0 | 0 | 27 | |
| | WB | L | 291 | 0 | 0 | 0.5% | 0 | 318 | | | 0 | | | 0 | 0 | 318 | |
| | | T | 608 | 0 | 0 | 0.5% | 35 | 700 | 1.0% | I | 2 | 1.0% | O | 3 | 5 | 705 | 0.5% |
| | | R | 9 | 0 | 0 | 0.5% | 0 | 10 | | | 0 | | | 0 | 0 | 10 | |
| | NB | L | 38 | 0 | 0 | 0.5% | 0 | 42 | | | 0 | | | 0 | 0 | 42 | |
| | | T | 112 | 0 | 0 | 0.5% | 0 | 123 | | | 0 | | | 0 | 0 | 123 | 0.0% |
| | | R | 130 | 0 | 0 | 0.5% | 0 | 142 | | | 0 | | | 0 | 0 | 142 | |
| | SB | L | 5 | 0 | 0 | 0.5% | 0 | 5 | | | 0 | | | 0 | 0 | 5 | |
| | | T | 143 | 0 | 0 | 0.5% | 0 | 156 | | | 0 | | | 0 | 0 | 156 | 0.0% |
| | | R | 53 | 0 | 0 | 0.5% | 2 | 60 | | | 0 | | | 0 | 0 | 60 | |
| 32 BLUE RD | EB | L | 147 | 0 | 0 | 0.5% | 6 | 167 | | | 0 | | | 0 | 0 | 167 | 6.4% |
| AND | | T | 156 | 0 | 0 | 0.5% | 0 | 171 | | | 0 | | | 0 | 0 | 171 | 1.3% |
| GRANADA BLVD | | R | 29 | 0 | 0 | 0.5% | 16 | 48 | 2.0% | I | 3 | 1.0% | I | 2 | 5 | 53 | |
| | WB | L | 21 | 0 | 0 | 0.5% | 0 | 23 | 1.0% | I | 2 | | | 0 | 2 | 25 | |
| | | T | 636 | 0 | 0 | 0.5% | 0 | 696 | | | 0 | | | 0 | 0 | 696 | 0.3% |
| | | R | 20 | 0 | 0 | 0.5% | 0 | 22 | | | 0 | | | 0 | 0 | 22 | |
| | NB | L | 43 | 0 | 0 | 0.5% | 25 | 72 | 2.0% | O | 14 | 1.0% | O | 3 | 17 | 89 | |
| | | T | 225 | 0 | 0 | 0.5% | 20 | 266 | 7.0% | O | 48 | 13.0% | O | 36 | 84 | 350 | 23.7% |
| | | R | 9 | 0 | 0 | 0.5% | 0 | 10 | 1.0% | O | 7 | | | 0 | 7 | 17 | |
| | SB | L | 10 | 0 | 0 | 0.5% | 0 | 11 | | | 0 | | | 0 | 0 | 11 | |
| | | T | 293 | 0 | 0 | 0.5% | 21 | 342 | 7.0% | I | 12 | 13.0% | I | 27 | 39 | 381 | 4.7% |
| | | R | 392 | 0 | 0 | 0.5% | 8 | 437 | | | 0 | | | 0 | 0 | 437 | |
| 34 US - 1 (DIXIE HIGHWAY | EB | L | 124 | 0 | 0 | 0.5% | 64 | 200 | | | 0 | 2.0% | O | 6 | 6 | 206 | 1.1% |
| AND | | T | 2615 | 0 | 0 | 0.5% | 94 | 2955 | 3.0% | I | 5 | 2.0% | O | 6 | 11 | 2966 | 0.6% |
| LEJEUNE RD | | R | 19 | 0 | 0 | 0.5% | 10 | 31 | | | 0 | 1.0% | O | 3 | 3 | 34 | |
| | WB | L | 185 | 0 | 0 | 0.5% | 32 | 234 | 5.0% | O | 34 | | | 0 | 34 | 268 | |
| | | T | 2677 | 0 | 0 | 0.5% | 79 | 3007 | 3.0% | O | 21 | 2.0% | I | 4 | 25 | 3032 | 1.8% |
| | | R | 0 | 0 | 0 | 0.5% | 6 | 6 | | | 0 | | | 0 | 0 | 6 | |
| | NB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 429 | 0 | 0 | 0.5% | 45 | 514 | | | 0 | | | 0 | 0 | 514 | 0.0% |
| | | R | 183 | 0 | 0 | 0.5% | 8 | 208 | | | 0 | | | 0 | 0 | 208 | |
| (LE JEUNE IN N/S DIR) | SB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| (US-1 IN E/W DIR) | | T | 494 | 0 | 0 | 0.5% | 47 | 587 | | | 0 | | | 0 | 0 | 587 | 1.4% |
| | | R | 150 | 0 | 0 | 0.5% | 95 | 259 | 5.0% | I | 8 | 2.0% | I | 4 | 12 | 271 | |
| 35 PONCE DE LEON BLVD | EB | L | 42 | 0 | 0 | 0.5% | 0 | 46 | | | 0 | | | 0 | 0 | 46 | 7.3% |
| AND | | T | 460 | 0 | 0 | 0.5% | 186 | 689 | 20.0% | O | 138 | 13.0% | O | 36 | 174 | 863 | 18.0% |
| RIVIERA DRIVE | | R | 54 | 0 | 0 | 0.5% | 0 | 59 | | | 0 | | | 0 | 0 | 59 | |
| | WB | L | 64 | 0 | 0 | 0.5% | 0 | 70 | | | 0 | | | 0 | 0 | 70 | |
| | | T | 970 | 0 | 0 | 0.5% | 219 | 1280 | 20.0% | I | 33 | 13.0% | I | 27 | 60 | 1340 | 4.2% |
| | | R | 12 | 0 | 0 | 0.5% | 0 | 13 | | | 0 | | | 0 | 0 | 13 | |
| | NB | L | 196 | 0 | 0 | 0.5% | 0 | 214 | | | 0 | | | 0 | 0 | 214 | |
| | | T | 170 | 0 | 0 | 0.5% | 10 | 196 | | | 0 | | | 0 | 0 | 196 | 0.0% |
| | | R | 57 | 0 | 0 | 0.5% | 0 | 62 | | | 0 | | | 0 | 0 | 62 | |
| | SB | L | 11 | 0 | 0 | 0.5% | 0 | 12 | | | 0 | | | 0 | 0 | 12 | |
| | | T | 208 | 0 | 0 | 0.5% | 4 | 232 | | | 0 | | | 0 | 0 | 232 | 0.0% |
| | | R | 73 | 0 | 0 | 0.5% | 0 | 80 | | | 0 | | | 0 | 0 | 80 | |
| 36 US-1 (DIXIE HIGHWAY) | EB | L | 89 | 0 | 0 | 0.5% | 0 | 97 | | | 0 | | | 0 | 0 | 97 | 1.2% |
| AND | | T | 2471 | 0 | 0 | 0.5% | 145 | 2848 | 8.0% | O | 55 | 3.0% | O | 8 | 63 | 2911 | 2.1% |
| RIVIERA DRIVE | | R | 33 | 0 | 0 | 0.5% | 8 | 44 | | | 0 | | | 0 | 0 | 44 | |
| | WB | L | 12 | 0 | 0 | 0.5% | 7 | 20 | | | 0 | | | 0 | 0 | 20 | |
| | | T | 2351 | 0 | 0 | 0.5% | 171 | 2743 | 8.0% | I | 13 | 3.0% | I | 6 | 19 | 2762 | 0.6% |
| | | R | 173 | 0 | 0 | 0.5% | 0 | 189 | | | 0 | | | 0 | 0 | 189 | |
| | NB | L | 22 | 0 | 0 | 0.5% | 36 | 60 | | | 0 | | | 0 | 0 | 60 | |
| | | T | 169 | 0 | 0 | 0.5% | 10 | 195 | | | 0 | | | 0 | 0 | 195 | 0.0% |
| | | R | 11 | 0 | 0 | 0.5% | 33 | 45 | | | 0 | | | 0 | 0 | 45 | |
| (US-1 IN E/W DIR !!!) | SB | L | 54 | 0 | 0 | 0.5% | 0 | 59 | | | 0 | | | 0 | 0 | 59 | |
| | | T | 233 | 0 | 0 | 0.5% | 4 | 259 | | | 0 | | | 0 | 0 | 259 | 0.0% |
| | | R | 10 | 0 | 0 | 0.5% | 0 | 11 | | | 0 | | | 0 | 0 | 11 | |

**TABLE A9-2**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING VOLUMES - PM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | | EXISTING VOLUMES 2007 | DIVERTED VOLUMES INT RD | DIVERTED VOLUMES PRKG | ANNUAL GROWTH RATE | COMMITTED PROJECT TRIPS | FUTURE BCKGRND 2025 | NSCDZ IN/OUT % | NSCDZ 166 I / O | NSCDZ 688 TRIPS | ACADEMIC / STAFF IN/OUT % | ACADEMIC / STAFF 211 I / O | ACADEMIC / STAFF 279 TRIPS | TOTAL PROJECT TRIPS | TOTAL VOLUME 2025 | PROJ TRIP % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37 BIRD ROAD | EB | L | 32 | 0 | 0 | 0.5% | 0 | 35 | | | 0 | | | 0 | 0 | 35 | 0.6% |
| AND | | T | 1116 | 0 | 0 | 0.5% | 155 | 1376 | 1.0% | O | 7 | 3.0% | O | 8 | 15 | 1391 | 1.0% |
| RIVIERA DR | | R | 31 | 0 | 0 | 0.5% | 1 | 35 | | | 0 | | | 0 | 0 | 35 | |
| | WB | L | 216 | 0 | 0 | 0.5% | 0 | 236 | | | 0 | | | 0 | 0 | 236 | |
| | | T | 1120 | 0 | 0 | 0.5% | 204 | 1429 | 1.0% | I | 2 | 3.0% | I | 6 | 8 | 1437 | 0.5% |
| | | R | 56 | 0 | 0 | 0.5% | 0 | 61 | | | 0 | | | 0 | 0 | 61 | |
| | NB | L | 8 | 0 | 0 | 0.5% | 3 | 12 | | | 0 | | | 0 | 0 | 12 | |
| | | T | 112 | 0 | 0 | 0.5% | 3 | 126 | | | 0 | | | 0 | 0 | 126 | 0.0% |
| | | R | 72 | 0 | 0 | 0.5% | 0 | 79 | | | 0 | | | 0 | 0 | 79 | |
| | SB | L | 30 | 0 | 0 | 0.5% | 0 | 33 | | | 0 | | | 0 | 0 | 33 | |
| | | T | 306 | 0 | 0 | 0.5% | 1 | 336 | | | 0 | | | 0 | 0 | 336 | 0.0% |
| | | R | 28 | 0 | 0 | 0.5% | 0 | 31 | | | 0 | | | 0 | 0 | 31 | |
| 38 SUNSET ROAD | EB | L | 14 | 0 | 0 | 0.5% | 0 | 15 | | | 0 | 1.0% | I | 2 | 2 | 17 | 1.2% |
| AND | | T | 443 | 0 | 0 | 0.5% | 21 | 506 | 1.0% | O | 7 | | | 0 | 7 | 513 | 1.7% |
| GRANADA BLVD | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | WB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 376 | 0 | 0 | 0.5% | 23 | 434 | 1.0% | I | 2 | | | 0 | 2 | 436 | 0.4% |
| | | R | 27 | 0 | 0 | 0.5% | 0 | 30 | | | 0 | | | 0 | 0 | 30 | |
| | NB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | SB | L | 55 | 0 | 0 | 0.5% | 0 | 60 | | | 0 | | | 0 | 0 | 60 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 1.6% |
| | | R | 117 | 0 | 0 | 0.5% | 0 | 128 | | | 0 | 1.0% | O | 3 | 3 | 131 | |
| 39 HARDEE RD | EB | L | 25 | 0 | 0 | 0.5% | 0 | 27 | | | 0 | | | 0 | 0 | 27 | 1.5% |
| AND | | T | 150 | 0 | 0 | 0.5% | 12 | 176 | 1.0% | O | 7 | | | 0 | 7 | 183 | 3.2% |
| GRANADA BLVD | | R | 7 | 0 | 0 | 0.5% | 0 | 8 | | | 0 | | | 0 | 0 | 8 | |
| | WB | L | 406 | 0 | 0 | 0.5% | 0 | 444 | | | 0 | | | 0 | 0 | 444 | |
| | | T | 513 | 0 | 0 | 0.5% | 11 | 572 | 1.0% | I | 2 | | | 0 | 2 | 574 | 0.2% |
| | | R | 58 | 0 | 0 | 0.5% | 0 | 63 | | | 0 | | | 0 | 0 | 63 | |
| | NB | L | 2 | 0 | 0 | 0.5% | 0 | 2 | | | 0 | | | 0 | 0 | 2 | |
| | | T | 31 | 0 | 0 | 0.5% | 12 | 46 | 1.0% | I | 2 | 1.0% | I | 2 | 4 | 50 | 4.8% |
| | | R | 28 | 0 | 0 | 0.5% | 0 | 31 | | | 0 | | | 0 | 0 | 31 | |
| | SB | L | 16 | 0 | 0 | 0.5% | 0 | 18 | | | 0 | | | 0 | 0 | 18 | |
| | | T | 72 | 0 | 0 | 0.5% | 11 | 90 | 1.0% | O | 7 | 1.0% | O | 3 | 10 | 100 | 5.7% |
| | | R | 52 | 0 | 0 | 0.5% | 0 | 57 | | | 0 | | | 0 | 0 | 57 | |
| 40 SUNSET ROAD | EB | L | 57 | 0 | 0 | 0.5% | 33 | 95 | | | 0 | | | 0 | 0 | 95 | 0.6% |
| AND | | T | 555 | 0 | 0 | 0.5% | 11 | 618 | 1.0% | I | 2 | | | 0 | 2 | 620 | 0.3% |
| NERVIA ST | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | WB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 521 | 0 | 0 | 0.5% | 16 | 586 | 1.0% | O | 7 | | | 0 | 7 | 593 | 1.1% |
| | | R | 51 | 0 | 0 | 0.5% | 11 | 67 | | | 0 | | | 0 | 0 | 67 | |
| | NB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | SB | L | 19 | 0 | 0 | 0.5% | 12 | 33 | | | 0 | | | 0 | 0 | 33 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 86 | 0 | 0 | 0.5% | 36 | 130 | | | 0 | | | 0 | 0 | 130 | |
| 41 S. ALHAMBRA CIRCLE | EB | L | 92 | 0 | 0 | 0.5% | 302 | 403 | 1.0% | I | 2 | 1.0% | I | 2 | 4 | 407 | 1.8% |
| AND | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.8% |
| NERVIA ST | | R | 40 | 0 | 0 | 0.5% | 60 | 104 | | | 0 | | | 0 | 0 | 104 | |
| | WB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | NB | L | 67 | 0 | 0 | 0.5% | 56 | 129 | | | 0 | | | 0 | 0 | 129 | |
| | | T | 51 | 0 | 0 | 0.5% | 9 | 65 | 1.0% | I | 2 | | | 0 | 2 | 67 | 1.0% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| (NERVIA IN E/W DIR) | SB | L | 2 | 0 | 0 | 0.5% | 0 | 2 | | | 0 | | | 0 | 0 | 2 | |
| | | T | 71 | 0 | 0 | 0.5% | 13 | 91 | 1.0% | O | 7 | | | 0 | 7 | 98 | 3.1% |
| | | R | 154 | 0 | 0 | 0.5% | 279 | 447 | 1.0% | O | 7 | 1.0% | O | 3 | 10 | 457 | |
| 42 BIRD ROAD | EB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 1.0% |
| AND | | T | 1250 | 0 | 0 | 0.5% | 68 | 1435 | 1.0% | O | 7 | | | 0 | 7 | 1442 | 0.9% |
| SAN AMARO DR | | R | 11 | 0 | 0 | 0.5% | 23 | 35 | | | 0 | 3.0% | I | 6 | 6 | 41 | |
| | WB | L | 24 | 0 | 0 | 0.5% | 1 | 27 | | | 0 | 1.0% | I | 2 | 2 | 29 | |
| | | T | 1492 | 0 | 0 | 0.5% | 100 | 1732 | 1.0% | I | 2 | | | 0 | 2 | 1734 | 0.2% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | NB | L | 19 | 0 | 0 | 0.5% | 10 | 31 | 1.0% | O | 7 | 3.0% | O | 8 | 15 | 46 | |
| | | T | 0 | 0 | 0 | 0.5% | 10 | 10 | | | 0 | | | 0 | 0 | 10 | 18.0% |
| | | R | 37 | 0 | 0 | 0.5% | 1 | 41 | | | 0 | 1.0% | O | 3 | 3 | 44 | |
| | SB | L | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| | | T | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | 0.0% |
| | | R | 0 | 0 | 0 | 0.5% | 0 | 0 | | | 0 | | | 0 | 0 | 0 | |
| 43 BIRD ROAD | EB | L | 93 | 0 | 0 | 0.5% | 0 | 102 | 1.0% | O | 7 | 2.0% | O | 6 | 13 | 115 | 2.0% |
| AND | | T | 1078 | 0 | 0 | 0.5% | 70 | 1249 | 1.0% | O | 7 | | | 0 | 7 | 1256 | 1.4% |
| GRANADA BLVD | | R | 36 | 0 | 0 | 0.5% | 2 | 41 | | | 0 | | | 0 | 0 | 41 | |
| | WB | L | 34 | 0 | 0 | 0.5% | 10 | 47 | | | 0 | 3.0% | I | 6 | 6 | 53 | |
| | | T | 1192 | 0 | 0 | 0.5% | 104 | 1408 | 1.0% | I | 2 | | | 0 | 2 | 1410 | 0.5% |
| | | R | 22 | 0 | 0 | 0.5% | 15 | 39 | | | 0 | | | 0 | 0 | 39 | |
| | NB | L | 20 | 0 | 0 | 0.5% | 1 | 23 | | | 0 | | | 0 | 0 | 23 | |
| | | T | 96 | 0 | 0 | 0.5% | 17 | 122 | 2.0% | O | 14 | 3.0% | O | 8 | 22 | 144 | 13.9% |
| | | R | 31 | 0 | 0 | 0.5% | 7 | 41 | | | 0 | 3.0% | O | 8 | 8 | 49 | |
| | SB | L | 90 | 0 | 0 | 0.5% | 14 | 112 | | | 0 | | | 0 | 0 | 112 | |
| | | T | 218 | 0 | 0 | 0.5% | 20 | 258 | 2.0% | I | 3 | 3.0% | I | 6 | 9 | 267 | 3.3% |
| | | R | 65 | 0 | 0 | 0.5% | 0 | 71 | 1.0% | I | 2 | 2.0% | I | 4 | 6 | 77 | |

**TABLE A9-2**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**YEAR 2025 BACKGROUND AND TOTAL INTERSECTION TURNING VOLUMES - PM PEAK HOUR**

3/12/2008

| INTERSECTION | MVMT | | EXISTING VOLUMES 2007 | DIVERTED VOLUMES INT RD | DIVERTED VOLUMES PRKG | ANNUAL GROWTH RATE | COMMITTED PROJECT TRIPS | FUTURE BCKGRND 2025 | NSCDZ IN/OUT % | NSCDZ 166 I / O | NSCDZ 688 TRIPS | ACADEMIC / STAFF IN/OUT % | ACADEMIC / STAFF 211 I / O | ACADEMIC / STAFF 279 TRIPS | TOTAL PROJECT TRIPS | TOTAL VOLUME 2025 | PROJ TRIP % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 33 LEJEUNE ROAD (N/S) | WB | L2 | 1 | 0 | 0 | 0.5% | 0 | 1 | | | 0 | | | 0 | 0 | 1 | 5.3% |
| AND | | L | 328 | 0 | 0 | 0.5% | 29 | 388 | 7.0% | I | 12 | 5.0% | I | 11 | 23 | 411 | 4.7% |
| PONCE (E/W) | | R | 69 | 0 | 0 | 0.5% | 3 | 78 | | | 0 | | | 0 | 0 | 78 | |
| AND | | R2 | 3 | 0 | 0 | 0.5% | 0 | 3 | | | 0 | | | 0 | 0 | 3 | |
| GRAND AVE (NWB) | NB | L | 1 | 0 | 0 | 0.5% | 0 | 1 | 1.0% | I | 2 | | | 0 | 2 | 3 | 0.4% |
| | | T | 398 | 0 | 0 | 0.5% | 37 | 472 | | | 0 | | | 0 | 0 | 472 | |
| DATE: 10/30/07 | | R | 27 | 0 | 0 | 0.5% | 47 | 77 | | | 0 | | | 0 | 0 | 77 | |
| | | R2 | 1 | 0 | 0 | 0.5% | 0 | 1 | | | 0 | | | 0 | 0 | 1 | |
| | SB | L2 | 14 | 0 | 0 | 0.5% | 0 | 15 | | | 0 | | | 0 | 0 | 15 | 1.0% |
| | | L | 61 | 0 | 0 | 0.5% | 3 | 70 | | | 0 | | | 0 | 0 | 70 | |
| | | T | 630 | 0 | 0 | 0.5% | 22 | 711 | | | 0 | | | 0 | 0 | 711 | |
| | | R | 315 | 0 | 0 | 0.5% | 42 | 387 | 5.0% | I | 8 | 2.0% | I | 4 | 12 | 399 | |
| | NE | L | 227 | 0 | 0 | 0.5% | 44 | 292 | 5.0% | O | 34 | 2.0% | O | 6 | 40 | 332 | 16.1% |
| | | T | 279 | 0 | 0 | 0.5% | 87 | 392 | 7.0% | O | 48 | 4.0% | O | 11 | 59 | 451 | |
| | | R | 128 | 0 | 0 | 0.5% | 27 | 167 | 7.0% | O | 48 | 5.0% | O | 14 | 62 | 229 | |
| | | R2 | 21 | 0 | 0 | 0.5% | 0 | 23 | 1.0% | O | 7 | | O | 0 | 7 | 30 | |
| | SW | L2 | 2 | 0 | 0 | 0.5% | 0 | 2 | | | 0 | | | 0 | 0 | 2 | 2.0% |
| | | L | 102 | 0 | 0 | 0.5% | 53 | 165 | | | 0 | | | 0 | 0 | 165 | |
| | | T | 607 | 0 | 0 | 0.5% | 120 | 784 | 7.0% | I | 12 | 4.0% | I | 8 | 20 | 804 | |
| | | R | 14 | 0 | 0 | 0.5% | 0 | 15 | | | 0 | | | 0 | 0 | 15 | |
| 43 BIRD ROAD (E/W) | SB | R | 65 | 0 | 0 | 0.5% | 0 | 71 | 1.0% | I | 2 | 2.0% | I | 4 | 6 | 77 | 1.6% |
| AND | | T | 218 | 0 | 0 | 0.5% | 20 | 258 | 2.0% | I | 3 | 3.0% | I | 6 | 9 | 267 | 3.3% |
| GRANADA BLVD (N/S) | | L | 87 | 0 | 0 | 0.5% | 14 | 109 | | | 0 | | | 0 | 0 | 109 | |
| AND | | L2-U | 3 | 0 | 0 | 0.5% | 0 | 3 | | | 0 | | | 0 | 0 | 3 | |
| UNIVERSITY DR (SWB) | SW | R2-G | 5 | 0 | 0 | 0.5% | 0 | 5 | | | 0 | | | 0 | 0 | 5 | 0.0% |
| | | R-BIF | 411 | 0 | 0 | 0.5% | 0 | 450 | | | 0 | | | 0 | 0 | 450 | |
| | | T-GR | 230 | 0 | 0 | 0.5% | 0 | 252 | | | 0 | | | 0 | 0 | 252 | |
| | | L-BIF | 1 | 0 | 0 | 0.5% | 0 | 1 | | | 0 | | | 0 | 0 | 1 | |
| | WB | R2-U | 1 | 0 | 0 | 0.5% | 0 | 1 | | | 0 | | | 0 | 0 | 1 | 0.5% |
| | | R | 21 | 0 | 0 | 0.5% | 15 | 38 | | | 0 | | | 0 | 0 | 38 | |
| | | T | 1192 | 0 | 0 | 0.5% | 70 | 1374 | 1.0% | I | 2 | | | 0 | 2 | 1376 | |
| | | L | 34 | 0 | 0 | 0.5% | 10 | 47 | | | 0 | 3.0% | I | 6 | 6 | 53 | |
| | NB | R | 31 | 0 | 0 | 0.5% | 7 | 41 | | | 0 | 3.0% | O | 8 | 8 | 49 | 7.1% |
| | | R2-U | 96 | 0 | 0 | 0.5% | 0 | 105 | | | 0 | | | 0 | 0 | 105 | |
| | | T | 187 | 0 | 0 | 0.5% | 17 | 222 | 2.0% | O | 14 | 3.0% | O | 8 | 22 | 244 | |
| | | L | 20 | 0 | 0 | 0.5% | 1 | 23 | | | 0 | | | 0 | 0 | 23 | |
| | EB | R | 36 | 0 | 0 | 0.5% | 2 | 41 | | | 0 | | | 0 | 0 | 41 | 1.4% |
| | | T | 1078 | 0 | 0 | 0.5% | 70 | 1249 | 1.0% | O | 7 | | | 0 | 7 | 1256 | |
| | | L2-U | 93 | 0 | 0 | 0.5% | 0 | 102 | | | 0 | | | 0 | 0 | 102 | |
| | | L | 25 | 0 | 0 | 0.5% | 0 | 27 | 1.0% | O | 7 | 2.0% | O | 6 | 13 | 40 | |

# TABLE A9-3
## UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY
## TRAFFIC DIVERSION DUE TO CHANGES IN PARKING SPACES

3/12/2008

### UMCAD PHASE I: 2010

**SOUTH OF CANAL**

| | | | | | |
|---|---|---|---|---|---|
| NEW NET PARKING SPACES (MOSTLY RESIDENTS): | | 1157 | SPACES | | |
| NEW RESIDENT STUDENTS (VS. 2007): | | 1030 | STUDENTS | | |
| NEW UMCAD TRIPS EXCEPT NSCDZ: | | 13 | AM TRIPS | 99 | PM TRIPS |
| TRIPS ALREADY ASSIGNED ON PONCE (TYPES I & I-II): | 9% | 1 | AM TRIPS | 9 | PM TRIPS |

| SOUTH OF CANAL | | AM TRIP RATES | TOTAL TRIPS | IN % | TRIPS IN | TRIPS OUT | PM TRIP RATES | TOTAL TRIPS | IN % | TRIPS IN | TRIPS OUT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| RESIDENT TRIPS | **1030** | 0.035 | 36 | 64% | 23 | 13 | 0.100 | 103 | 56% | 58 | 45 |
| OTHER TRIPS | **127** | 0.280 | 36 | 82% | 29 | 7 | 0.313 | 40 | 40% | 16 | 24 |
| ALREADY ASSIGNED | | | -1 | 68% | -1 | 0 | | -9 | 43% | -4 | -5 |
| **TOTAL ADDITIONAL TRIPS** | | | **71** | | **51** | **20** | | **134** | | **70** | **64** |

**NORTH OF CANAL**

| | | | | | |
|---|---|---|---|---|---|
| NET LOSS OF PARKING SPACES: | | 251 | SPACES | | |
| TRIPS ALREADY ASSIGNED ON SAN AMARO DRIVE: | 8% | 1 | AM TRIPS | 8 | PM TRIPS |

| NORTH OF CANAL | | AM TRIP RATES | TOTAL TRIPS | IN % | TRIPS IN | TRIPS OUT | PM TRIP RATES | TOTAL TRIPS | IN % | TRIPS IN | TRIPS OUT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| MIXED TRIPS | **251** | 0.439 | 110 | 68% | 75 | 35 | 0.515 | 129 | 43% | 56 | 73 |
| ALREADY ASSIGNED | | | -1 | 68% | -1 | 0 | | -8 | 43% | -3 | -5 |
| **TOTAL TRIP REDUCTION** | | | **109** | | **74** | **35** | | **121** | | **53** | **68** |

**BALANCING (AVERAGING) TRIP DIVERSIONS BETWEEN AREAS NORTH AND SOUTH OF CANAL**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **AVERAGE TRIPS DIVERTED TO SOUTH** | **90** | | **63** | **28** | | **128** | | **62** | **66** |
| **NEW TRIPS/MVMT ON PONCE 3 DRIVES (1/6)** | **15** | | **11** | **5** | | **21** | | **10** | **11** |
| **LESS TRIPS/MVMT ON NORTH 4 DRIVES (1/8)** | **-11** | | **-8** | **-4** | | **-16** | | **-8** | **-8** |

### UMCAD PHASES II TO IV: 2015 TO 2025

**SOUTH OF CANAL**

| | | | | | |
|---|---|---|---|---|---|
| NEW PARKING SPACES (VS. 2007): | | 1980 | SPACES | | |
| NEW RESIDENT STUDENTS (VS. 2007): | | 1150 | STUDENTS | | |
| NEW UMCAD TRIPS EXCEPT NSCDZ (2025): | | 345 | AM TRIPS | 490 | PM TRIPS |
| TRIPS ALREADY ASSIGNED ON PONCE (TYPES I & I-II): | 9% | 31 | AM TRIPS | 44 | PM TRIPS |

| SOUTH OF CANAL | | AM TRIP RATES | TOTAL TRIPS | IN % | TRIPS IN | TRIPS OUT | PM TRIP RATES | TOTAL TRIPS | IN % | TRIPS IN | TRIPS OUT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| RESIDENT TRIPS | **1150** | 0.035 | 40 | 64% | 26 | 14 | 0.100 | 115 | 56% | 64 | 51 |
| OTHER TRIPS | **830** | 0.280 | 232 | 82% | 191 | 41 | 0.313 | 260 | 40% | 104 | 156 |
| ALREADY ASSIGNED | | | -31 | 68% | -21 | -10 | | -44 | 43% | -19 | -25 |
| **TOTAL ADDITIONAL TRIPS** | | | **241** | | **196** | **45** | | **331** | | **149** | **182** |

**NORTH OF CANAL**

| | | | | | |
|---|---|---|---|---|---|
| NET LOSS OF PARKING SPACES (VS. 2007): | | 392 | SPACES | | |
| TRIPS ALREADY ASSIGNED ON SAN AMARO DRIVE: | 8% | 28 | AM TRIPS | 39 | PM TRIPS |

| NORTH OF CANAL | | AM TRIP RATES | TOTAL TRIPS | IN % | TRIPS IN | TRIPS OUT | PM TRIP RATES | TOTAL TRIPS | IN % | TRIPS IN | TRIPS OUT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| MIXED TRIPS | **392** | 0.439 | 172 | 68% | 117 | 55 | 0.515 | 202 | 43% | 87 | 115 |
| ALREADY ASSIGNED | | | -28 | 68% | -19 | -9 | | -39 | 43% | -17 | -22 |
| **TOTAL TRIP REDUCTION** | | | **144** | | **98** | **46** | | **163** | | **70** | **93** |

**BALANCING (AVERAGING) TRIP DIVERSIONS BETWEEN AREAS NORTH AND SOUTH OF CANAL**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **AVERAGE TRIPS DIVERTED TO SOUTH** | **193** | | **147** | **46** | | **247** | | **110** | **138** |
| **NEW TRIPS/MVMT ON PONCE 3 DRIVES (1/6)** | **32** | | **25** | **8** | | **41** | | **18** | **23** |
| **LESS TRIPS/MVMT ON NORTH 4 DRIVES (1/8)** | **-24** | | **-18** | **-6** | | **-31** | | **-14** | **-17** |

**NOTES:**

THE AVERAGE RESIDENT STUDENT TRIP RATES ARE 0.035 TRIPS/STUDENT IN AM PEAK HOUR & 0.10 TRIPS/STUDENT IN PM PEAK HOUR.
THE AVERAGE CAMPUS WIDE TRIP RATE PER PARKING SPACE ARE 0.439 TRIPS/SPACE IN AM PEAK HOUR & 0.515 TRIPS/SPACE IN PM PEAK HOUR.
THE AVERAGE PONCE DE LEON PARKING TRIP RATES ARE 0.280 TRIPS/SPACE IN AM PEAK HOUR & 0.313 TRIPS/SPACE IN PM PEAK HOUR.
THE ADDITIONAL TRIPS ON PONCE DE LEON BLVD ARE DISTRIBUTED EQUALLY AMONG STANFORD, MERRICK AND DICKINSON DRIVEWAYS.
THE REDUCTION IN TRIPS ON SAN AMARO/CAMPO SANO AND PISANO DRIVES ARE DISTRIBUTED EQUALLY AMONG UM FOUR DRIVEWAYS.
TRIP DIVERSIONS IMPACT EAST AND WEST DIRECTIONS ON PONCE DRIVEWAYS, AND ONLY THE SOUTH DIRECTION ON THE NORTH DRIVEWAYS.

# TRAFFIC DIVERSION PARKING RELOCATION

## PHASE I - AM - YEAR 2010

N

0 500

University of Miami
A GLOBAL UNIVERSITY
CORAL GABLES CAMPUS

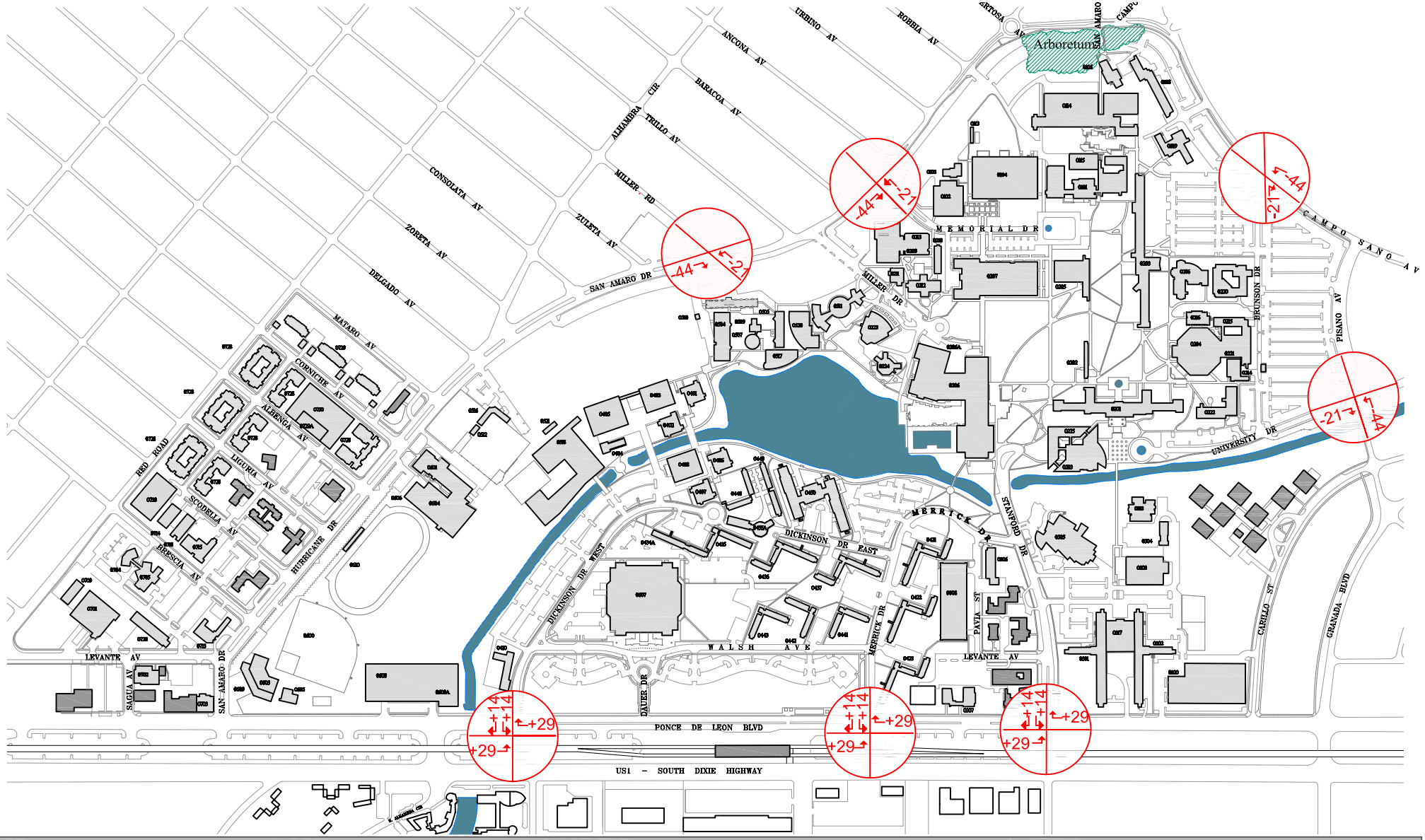
# TRAFFIC DIVERSION PARKING RELOCATION

## PHASE I - PM - YEAR 2010

N

0 500

University of Miami
A GLOBAL UNIVERSITY
CORAL GABLES CAMPUS



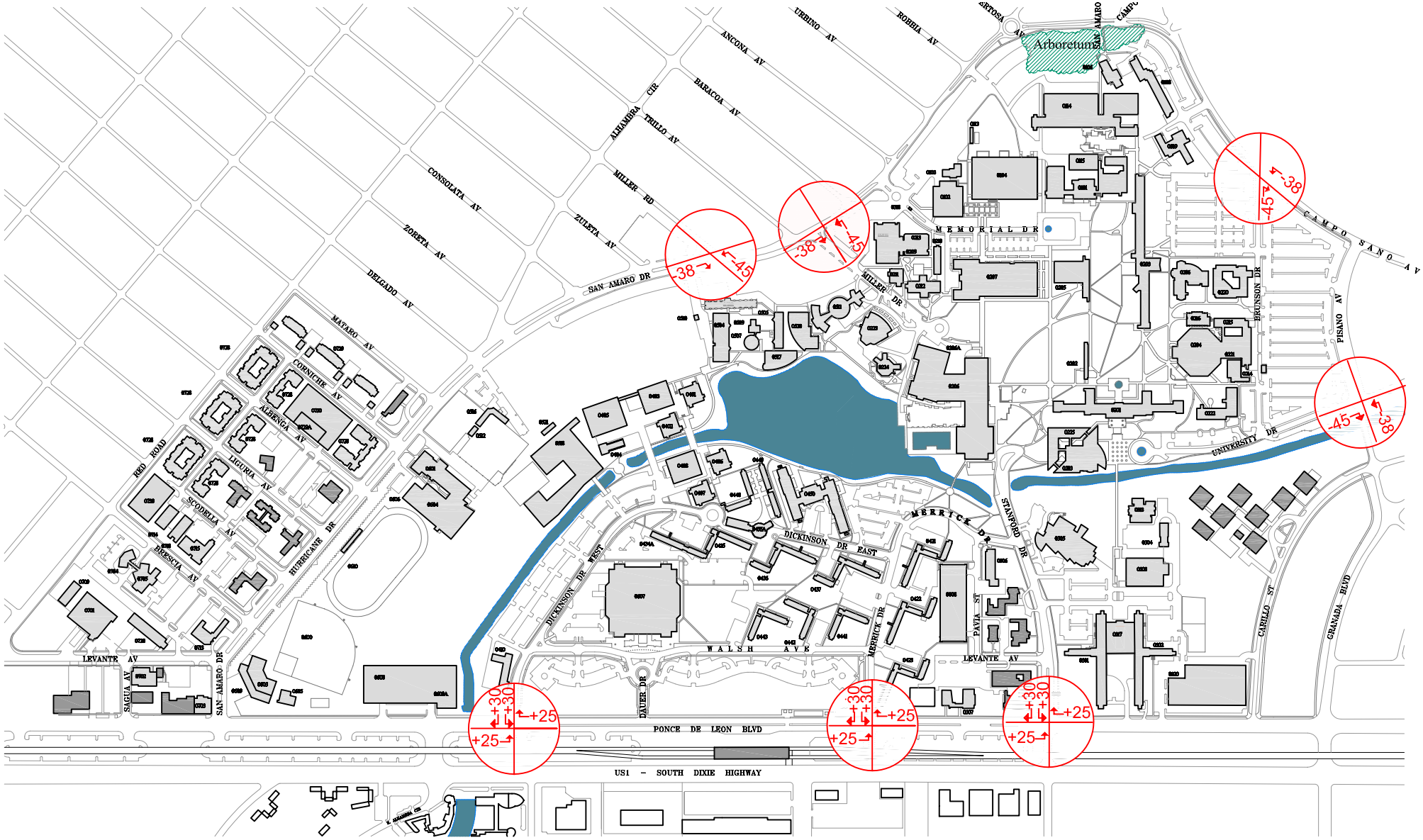

# TRAFFIC DIVERSION PARKING RELOCATION

## PHASE II TO IV - AM - YEAR 2015 - 2025

N

0 500

University of Miami
A GLOBAL UNIVERSITY
CORAL GABLES CAMPUS




# TRAFFIC DIVERSION PARKING RELOCATION

## PHASE II TO IV - PM - YEAR 2015 - 2025

N

0 500

University of Miami
A GLOBAL UNIVERSITY
CORAL GABLES CAMPUS

KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

# MEMORANDUM

| | | |
|---|---|---|
| TO: | Ramón Alvarez, P.E., P.T.O.E..<br>Ramon.Alvarez@dplummer.com | David Plummer & Associates, Inc. |
| | Rita Carbonell, Project Engineer<br>rita.carbonell@dplummer.com | David Plummer & Associates, Inc |
| COPIES TO: | Fadi Nassar, P.E., Ph.D.<br>fnassar@keithandschnars.com | Keith and Schnars, P.A. |
| FROM: | Jose L. Rodriguez, P.E. | |
| DATE: | December 5, 2007 | |
| SUBJECT: | Trip Diversion Procedures<br>UMCAD Traffic Update/Concurrency Study<br>Keith and Schnars Project No. 15121.01 | |

DRAFT

## General procedure and assumptions in preparing the diverted volumes for select intersections at the University of Miami

The general vehicle volume diversion exercise was conducted based on (1) the reallocation of the existing driveway volumes that would be closed with the implementation of the new internal service road, and (2) an assumption of a minimum of ten percent (10%) of the current peripheral traffic that could be expected to be maintained along the new inner campus connector (also known as internal traffic).

The vehicle diversion allocations were limited primarily to the San Amaro Drive corridor between Miller Road and Robbia Avenue (a total of four intersections), the Campo Sano Avenue and Brunson Drive intersection, and the Pisano Avenue and University Drive intersection. These intersections are considered primary campus entry points even though there are and will continue to be several minor alternate access points, most of which will be consolidated into new access points.

The aforementioned internal traffic allocation was specifically obtained for the following intersections:

1. Pisano Avenue and University Drive intersection – The through volume on the westbound Pisano Avenue approach was reduced and allocated to the left turns.. Likewise, similar reductions were made of the southbound right turn on University Drive and the left turn off the eastbound approach of Pisano Avenue.

2. Campo Sano Avenue and Brunson Drive -- Both the westbound and the eastbound through volumes on Pisano Avenue were reduced to take into account the internal traffic. In addition, the eastbound approach right turn volumes, the westbound approach left turn volumes, and the northbound Brunson Drive approach were augmented by the corresponding values from the Brunson Drive approach.

3. San Amaro Drive Corridor -- The southbound through volumes on San Amaro Avenue at Robbia Avenue and the northbound through volumes at Miller Road were reduced for internal traffic. In the first case, the resulting volumes were reduced from the other through volumes southbound along at San Amaro assigned the right turn on the northbound approach. Likewise, in the second case and the resulting volumes were reduced from the northbound through volumes along the corridor.

The following are brief descriptions of several special assumptions made at specific intersections.

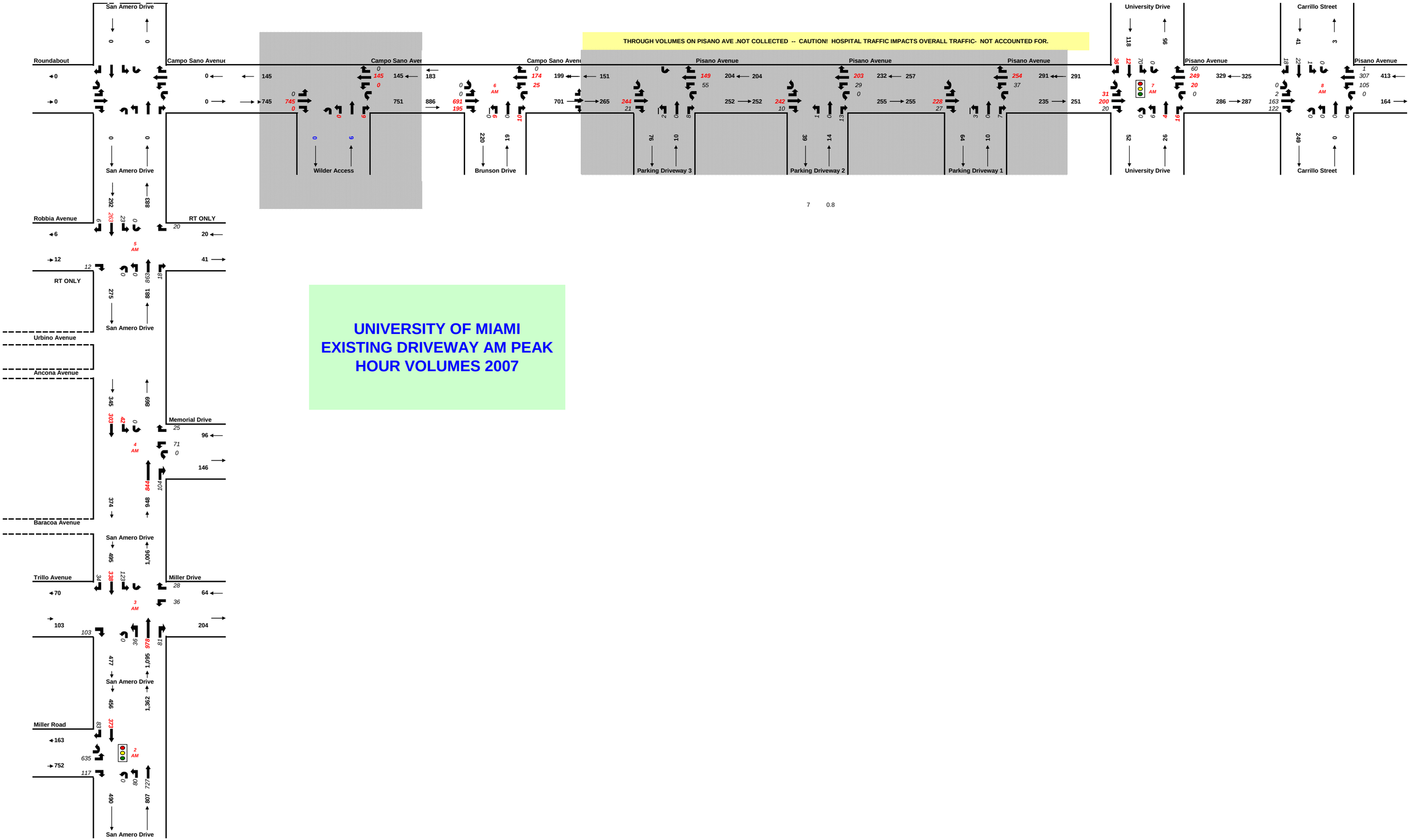
1. *Eastbound Miller Road* -- Assumed that between 25% and 30% of the total approach volume would use the new access into the campus. The resulting volumes were subtracted from the left turn volume off the eastbound approach.

2. *Southbound San Amaro Drive* – Approximately 50% of the sum of the left turns at Robbia Avenue and Miller Drive were allocated to the left turns at the intersections at Memorial Drive and Miller Road.

As a follow up on our November 29, 2007 discussion with Mr. Ramón Alvarez of Plummer & Associates with regards to the access traffic redistribution, we reviewed the previous work. Although there were several instances that misallocations were made, in almost all the resulting volumes indicated that the originally presented conditions could be considered to be more conservative with respect to the analyses.



**6500 North Andrews Avenue • Ft. Lauderdale, Florida 33309-2132 • (954) 776-1616 • Fax (954) 771-7690**




# UNIVERSITY OF MIAMI EXISTING DRIVEWAY AM PEAK HOUR VOLUMES 2007

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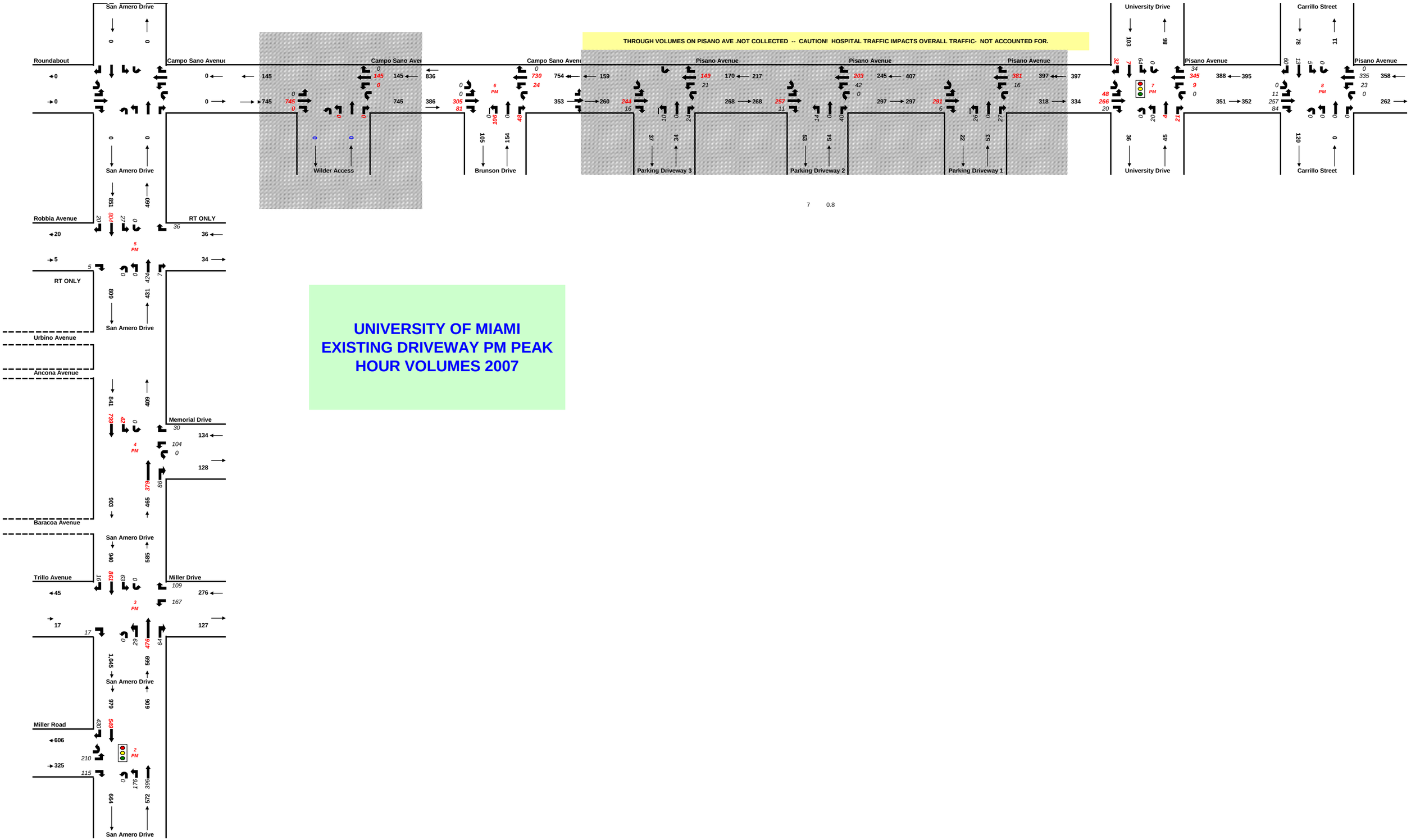


# UNIVERSITY OF MIAMI
# EXISTING DRIVEWAY PM PEAK HOUR VOLUMES 2007

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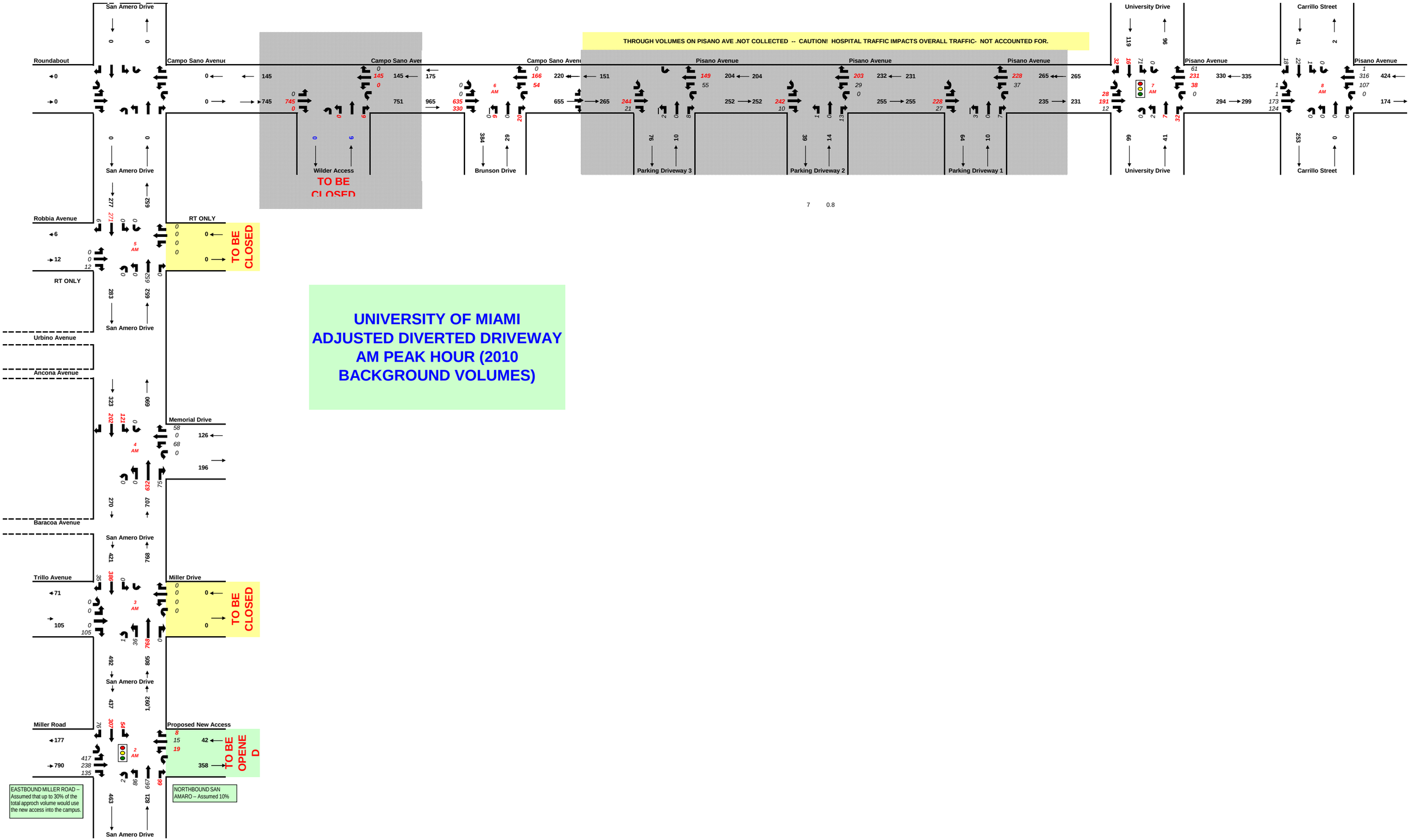
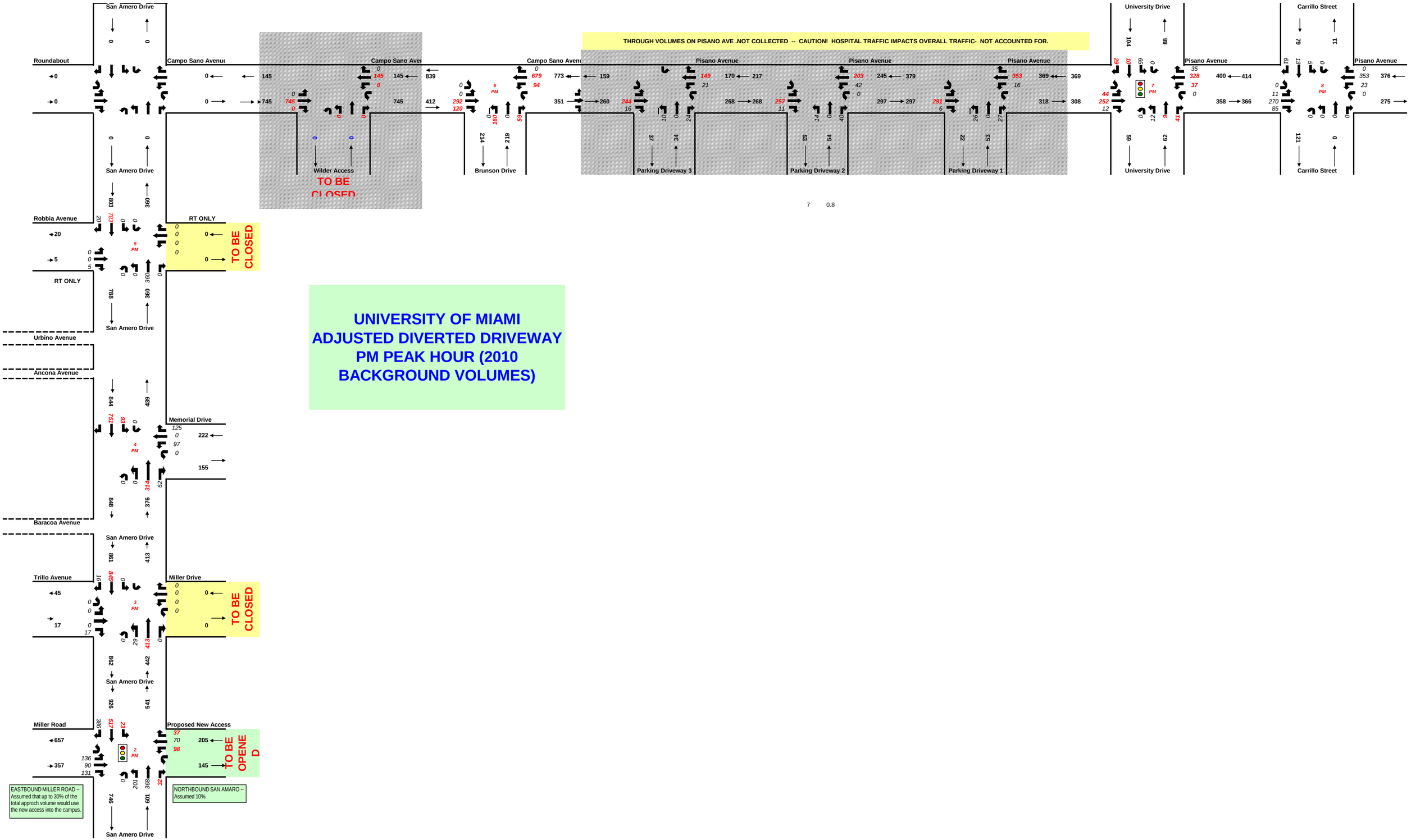
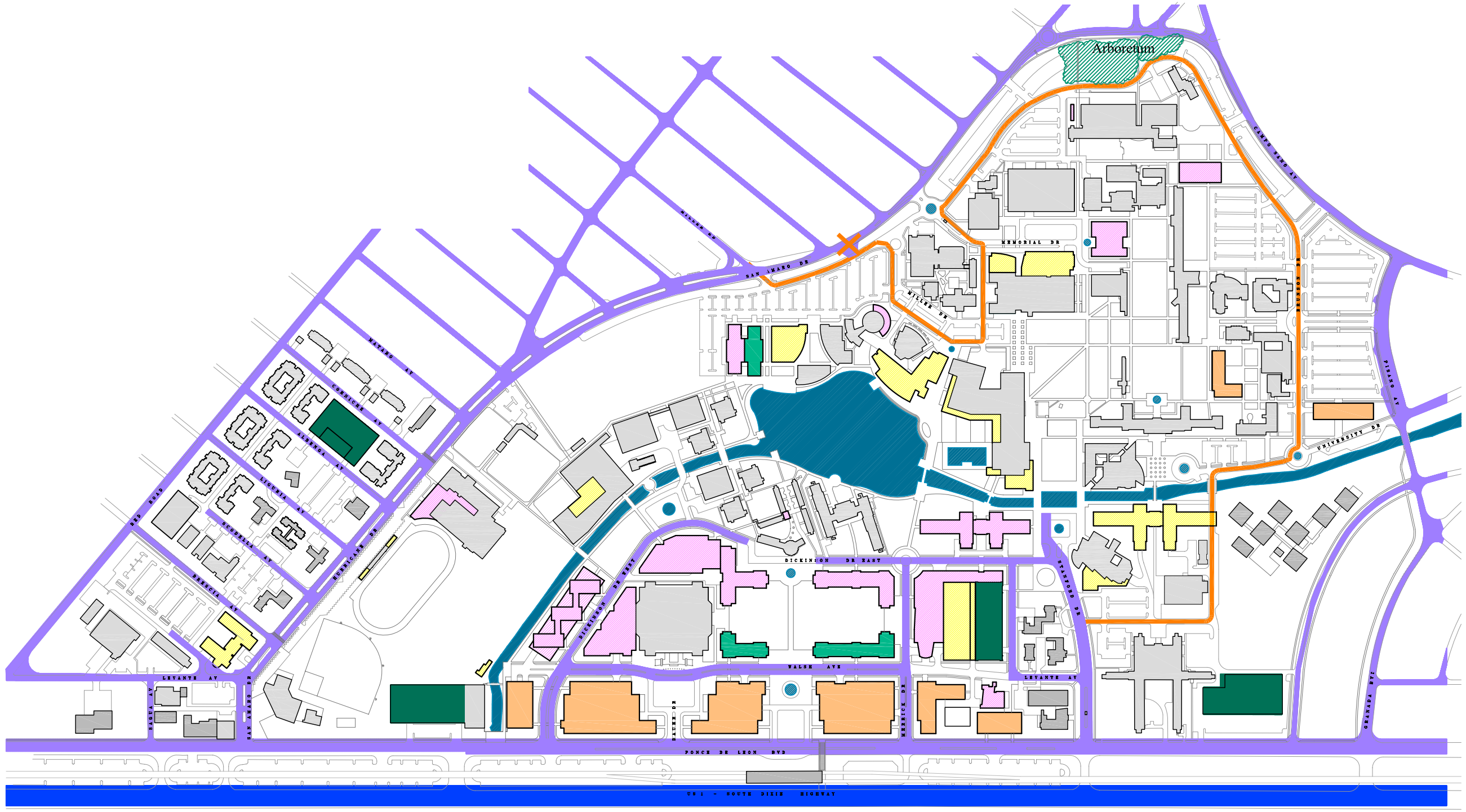

THROUGH VOLUMES ON PISANO AVE .NOT COLLECTED -- CAUTION! HOSPITAL TRAFFIC IMPACTS OVERALL TRAFFIC- NOT ACCOUNTED FOR.
UNIVERSITY OF MIAMI
ADJUSTED DIVERTED DRIVEWAY
AM PEAK HOUR (2010
BACKGROUND VOLUMES)
TO BE CLOSED
TO BE CLOSED
TO BE CLOSED
TO BE OPENED
EASTBOUND MILLER ROAD -- Assumed that up to 30% of the total approch volume would use the new access into the campus.
NORTHBOUND SAN AMARO -- Assumed 10%
Roundabout
San Amero Drive
Campo Sano Avenue
Wilder Access
Brunson Drive
Pisano Avenue
Parking Driveway 3
Parking Driveway 2
Parking Driveway 1
University Drive
Carrillo Street
Robbia Avenue
RT ONLY
Urbino Avenue
Ancona Avenue
Memorial Drive
Baracoa Avenue
Trillo Avenue
Miller Drive
Miller Road
Proposed New Access


THROUGH VOLUMES ON PISANO AVE .NOT COLLECTED -- CAUTION! HOSPITAL TRAFFIC IMPACTS OVERALL TRAFFIC- NOT ACCOUNTED FOR.
UNIVERSITY OF MIAMI
ADJUSTED DIVERTED DRIVEWAY
PM PEAK HOUR (2010
BACKGROUND VOLUMES)
TO BE CLOSED
TO BE CLOSED
TO BE CLOSED
TO BE OPENED
EASTBOUND MILLER ROAD -- Assumed that up to 30% of the total approch volume would use the new access into the campus.
NORTHBOUND SAN AMARO -- Assumed 10%
San Amero Drive
Roundabout
Campo Sano Avenue
Wilder Access
Brunson Drive
Pisano Avenue
Parking Driveway 3
Parking Driveway 2
Parking Driveway 1
University Drive
Carrillo Street
Robbia Avenue
RT ONLY
Urbino Avenue
Ancona Avenue
Memorial Drive
Baracoa Avenue
Trillo Avenue
Miller Drive
Miller Road
Proposed New Access




# SERVICE ROUTES

LEGEND

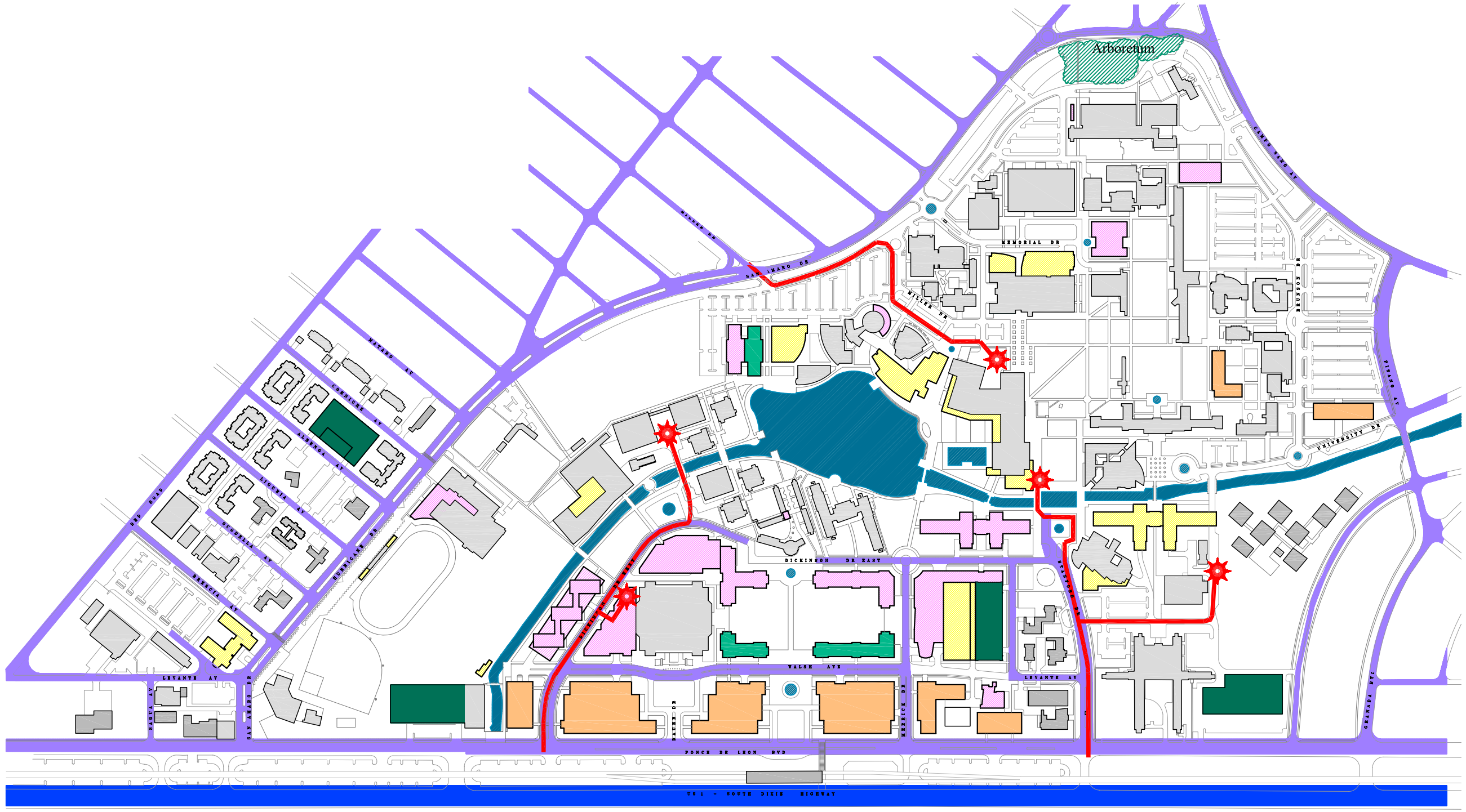
- PROPOSED NEW ADDITIONAL INTERNAL CIRCULATION / SERVICE ROUTES
- MAJOR HIGHWAY
- PUBLIC STREET
- UNIVERSITY PARKING GARAGE
- PROPOSED ACCESS CLOSURE

DATE 01AUG07

N

0' 500'

University of Miami
A GLOBAL UNIVERSITY
CORAL GABLES CAMPUS




# PRIMARY DELIVERY ROUTES

LEGEND

- PRIMARY DELIVERY ACCESS ROUTE
- PRIMARY DELIVERY POINT
- MAJOR HIGHWAY
- PUBLIC STREET
- UNIVERSITY PARKING GARAGE

DATE 01AUG07

N

0' 500'

University of Miami
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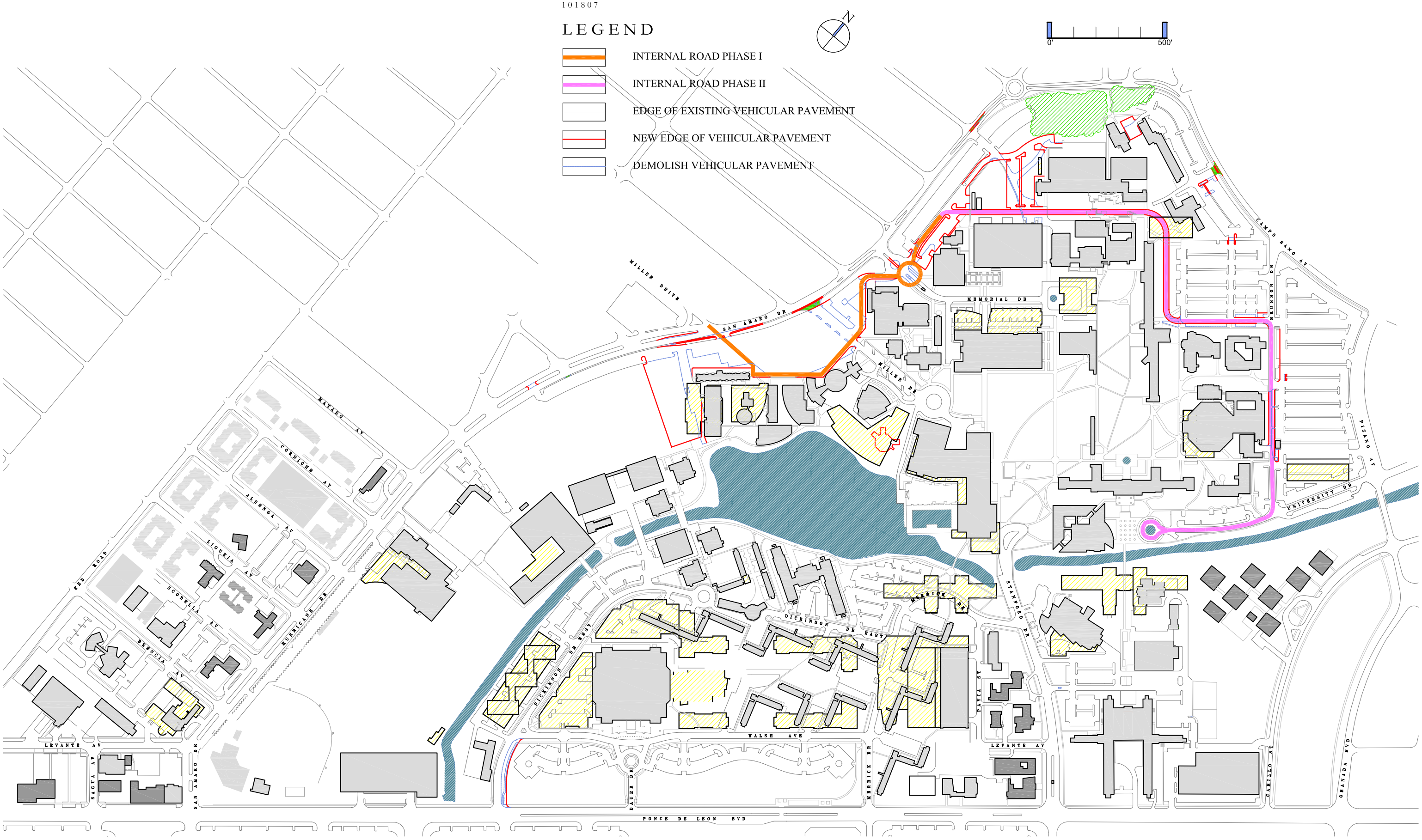
# UM INTERNAL CIRCULATION

101807

## LEGEND

- INTERNAL ROAD PHASE I
- INTERNAL ROAD PHASE II
- EDGE OF EXISTING VEHICULAR PAVEMENT
- NEW EDGE OF VEHICULAR PAVEMENT
- DEMOLISH VEHICULAR PAVEMENT

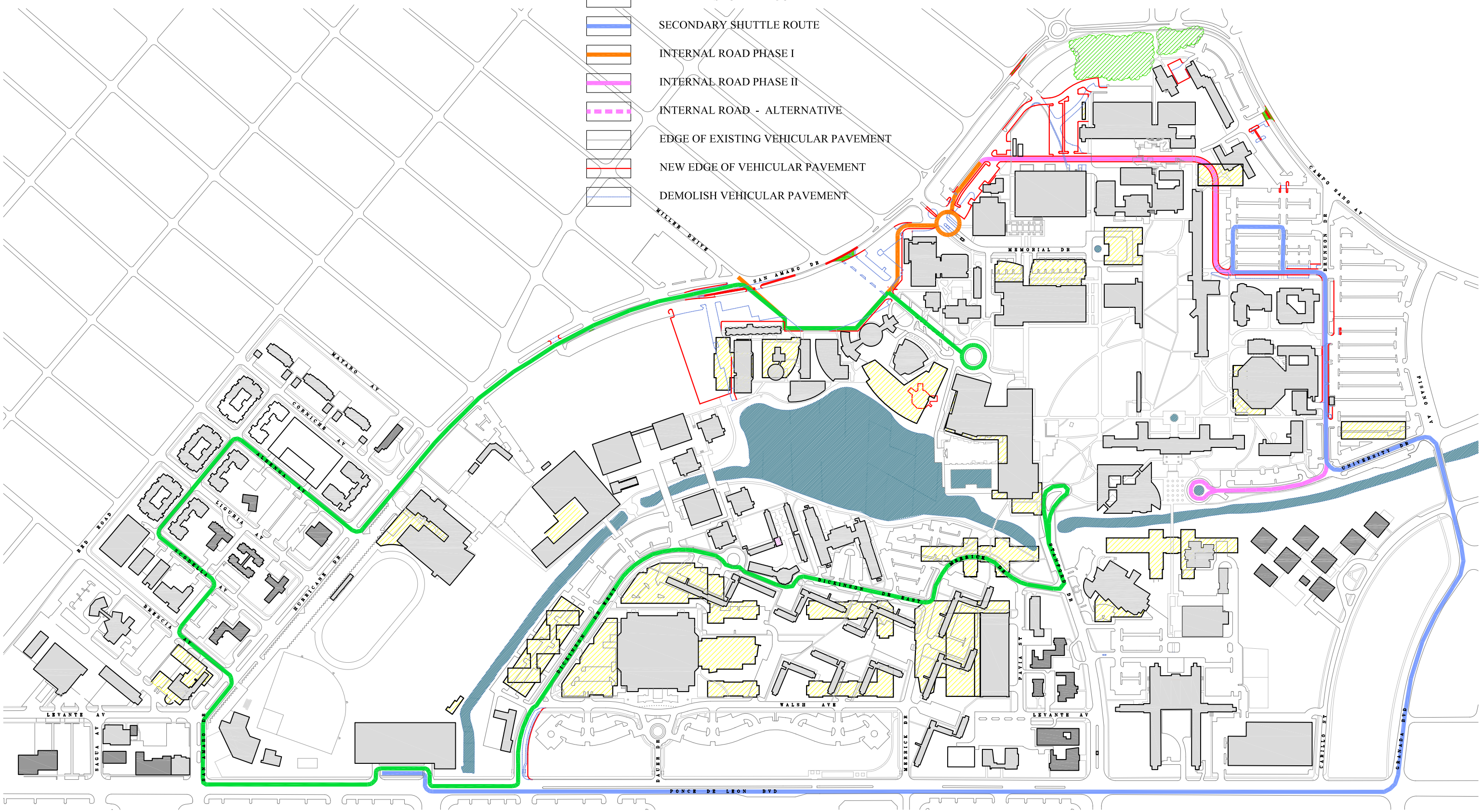


# U M  S H U T T L E  R O U T E S

101507

## LEGEND

- PRIMARY SHUTTLE ROUTE
- SECONDARY SHUTTLE ROUTE
- INTERNAL ROAD PHASE I
- INTERNAL ROAD PHASE II
- INTERNAL ROAD - ALTERNATIVE
- EDGE OF EXISTING VEHICULAR PAVEMENT
- NEW EDGE OF VEHICULAR PAVEMENT
- DEMOLISH VEHICULAR PAVEMENT



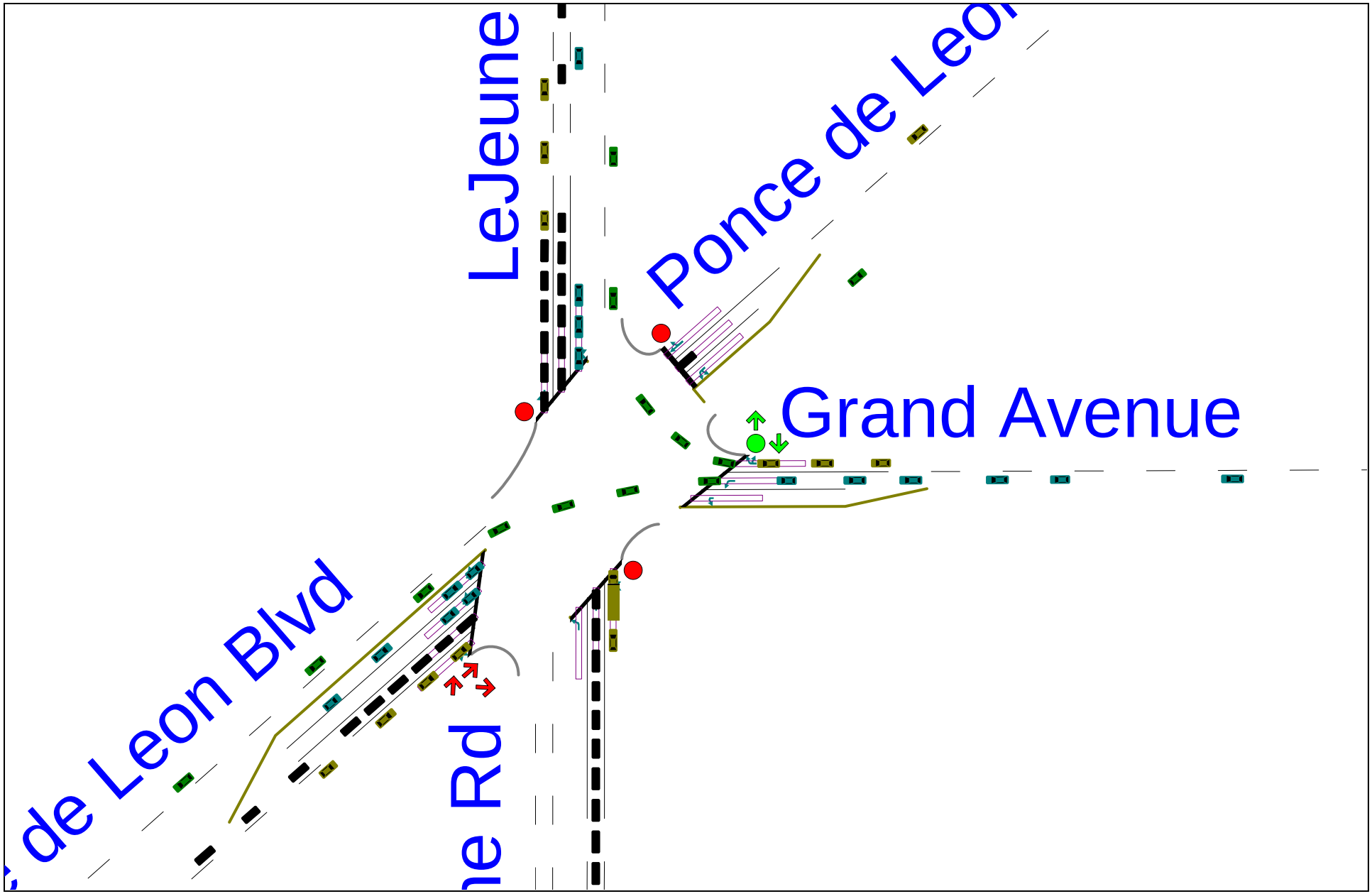
# ATTACHMENT 10
# SYNCHRO VOLUME AND NETWORK PLOTS FOR ALL PHASES

**TABLE A10-1**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**BACKGROUND INTERSECTION TURNING MOVEMENT VOLUMES - AM & PM - 5-LEG INTERSECTIONS**

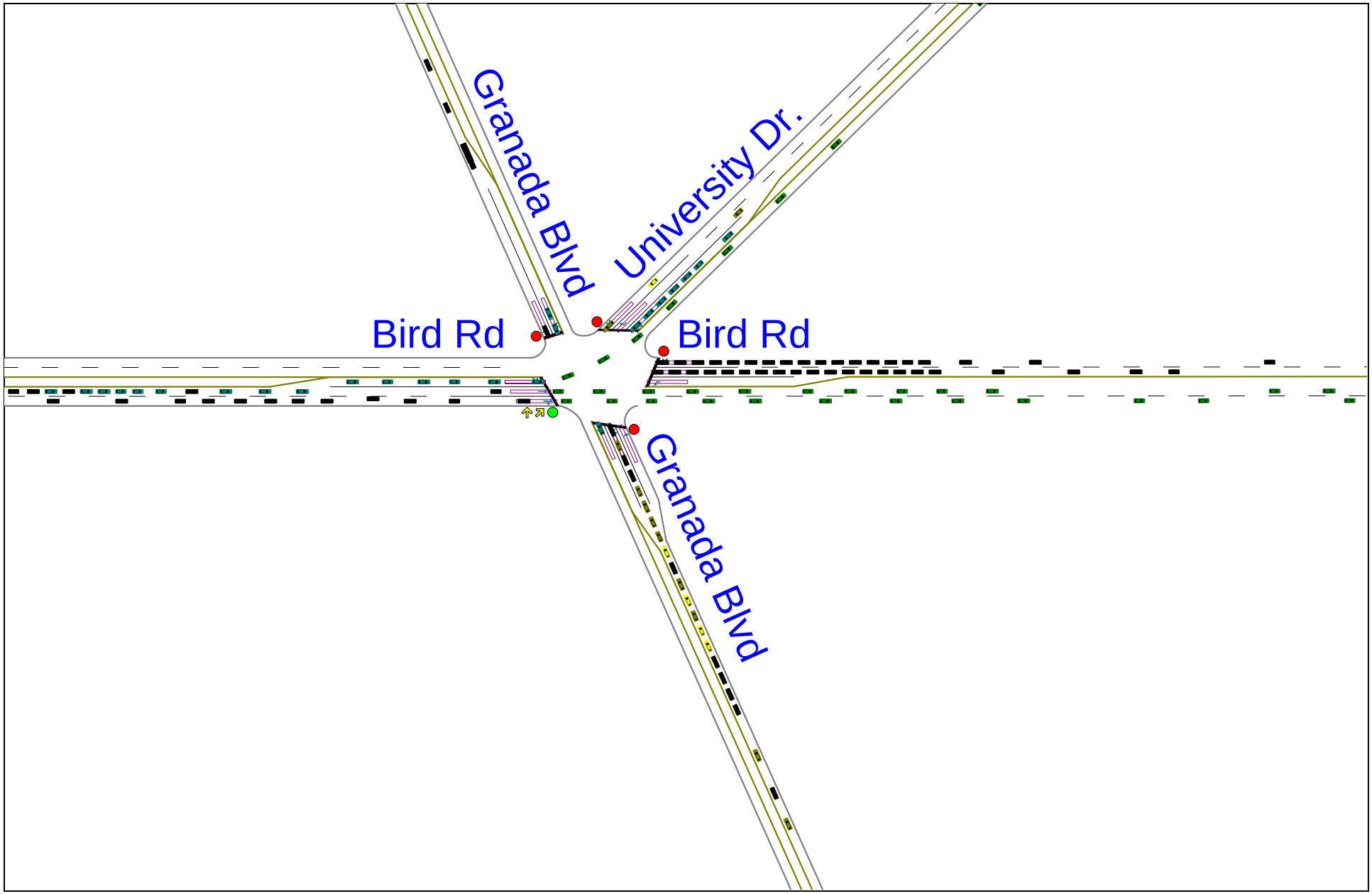
| VOLUMES | | | AM EXISTING | AM 2010 | AM 2015 | AM 2020 | AM 2025 | PM EXISTING | PM 2010 | PM 2015 | PM 2020 | PM 2025 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #33 | WB | L2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| LEJEUNE ROAD (N/S) | | L | 177 | 187 | 191 | 196 | 201 | 328 | 362 | 370 | 379 | 388 |
| AND | | R | 103 | 106 | 108 | 111 | 114 | 69 | 73 | 75 | 77 | 78 |
| PONCE (NE/SW) | | R2 | 9 | 9 | 9 | 10 | 10 | 3 | 3 | 3 | 3 | 3 |
| AND | NB | L | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| GRAND AVE (WB) | | T | 699 | 718 | 735 | 754 | 773 | 398 | 441 | 451 | 462 | 472 |
| | | R | 114 | 148 | 151 | 154 | 157 | 27 | 74 | 75 | 76 | 77 |
| DATE: 10/30/07 | | R2 | 5 | 5 | 5 | 5 | 5 | 1 | 1 | 1 | 1 | 1 |
| | SB | L2 | 19 | 19 | 20 | 20 | 21 | 14 | 14 | 15 | 15 | 15 |
| | | L | 115 | 118 | 121 | 124 | 127 | 61 | 65 | 66 | 68 | 70 |
| | | T | 487 | 518 | 531 | 544 | 557 | 630 | 661 | 678 | 694 | 711 |
| | | R | 163 | 179 | 184 | 188 | 192 | 315 | 362 | 370 | 378 | 387 |
| | NE | L | 249 | 264 | 270 | 277 | 283 | 227 | 274 | 280 | 286 | 292 |
| | | T | 513 | 592 | 605 | 618 | 632 | 279 | 370 | 377 | 385 | 392 |
| | | R | 194 | 207 | 212 | 217 | 222 | 128 | 157 | 160 | 164 | 167 |
| | | R2 | 14 | 14 | 15 | 15 | 15 | 21 | 21 | 22 | 22 | 23 |
| | SW | L2 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 |
| | | L | 21 | 46 | 47 | 47 | 48 | 102 | 157 | 159 | 162 | 165 |
| | | T | 188 | 217 | 222 | 227 | 232 | 607 | 736 | 752 | 768 | 784 |
| | | R | 25 | 25 | 26 | 27 | 27 | 14 | 14 | 15 | 15 | 15 |
| #43 | SB | R | 37 | 38 | 39 | 39 | 40 | 65 | 66 | 68 | 69 | 71 |
| BIRD ROAD (E/W) | | T | 230 | 240 | 246 | 252 | 259 | 218 | 241 | 247 | 253 | 258 |
| AND | | L | 43 | 55 | 56 | 57 | 58 | 87 | 102 | 105 | 107 | 109 |
| GRANADA BLVD (N/S) | | L2-UNIV | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 |
| AND | SW | R2-GRA | 3 | 3 | 3 | 3 | 3 | 5 | 5 | 5 | 5 | 5 |
| UNIVERSITY DR (SWB) | | R-BIRD | 215 | 218 | 224 | 229 | 235 | 411 | 417 | 428 | 439 | 450 |
| | | T-GRA | 121 | 123 | 126 | 129 | 132 | 230 | 233 | 239 | 245 | 252 |
| | | L-BIRD | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 |
| | WB | R2-UNIV | 5 | 5 | 5 | 5 | 5 | 1 | 1 | 1 | 1 | 1 |
| | | R | 67 | 75 | 77 | 78 | 80 | 21 | 36 | 37 | 37 | 38 |
| | | T | 796 | 875 | 895 | 916 | 938 | 1192 | 1280 | 1311 | 1342 | 1374 |
| | | L | 36 | 41 | 41 | 42 | 43 | 34 | 45 | 45 | 46 | 47 |
| | NB | R | 54 | 62 | 63 | 65 | 66 | 31 | 38 | 39 | 40 | 41 |
| | | R2-UNIV | 192 | 195 | 200 | 205 | 210 | 96 | 97 | 100 | 102 | 105 |
| | | T | 161 | 171 | 176 | 180 | 184 | 187 | 207 | 212 | 217 | 222 |
| | | L | 22 | 22 | 23 | 23 | 24 | 20 | 21 | 22 | 22 | 23 |
| | EB | R | 20 | 20 | 21 | 21 | 22 | 36 | 39 | 39 | 40 | 41 |
| | | T | 1523 | 1613 | 1652 | 1692 | 1733 | 1078 | 1164 | 1192 | 1220 | 1249 |
| | | L2-UNIV | 400 | 406 | 416 | 427 | 438 | 93 | 94 | 97 | 99 | 102 |
| | | L | 35 | 36 | 36 | 37 | 38 | 25 | 25 | 26 | 27 | 27 |

**TABLE A10-2**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**TOTAL INTERSECTION TURNING MOVEMENT VOLUMES - AM & PM - 5-LEG INTERSECTIONS**

| VOLUMES | | | AM EXISTING | AM 2010 | AM 2015 | AM 2020 | AM 2025 | PM EXISTING | PM 2010 | PM 2015 | PM 2020 | PM 2025 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| #33 | WB | L2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| LEJEUNE ROAD (N/S) | | L | 177 | 187 | 199 | 235 | 272 | 328 | 364 | 378 | 394 | 411 |
| AND | | R | 103 | 106 | 108 | 111 | 114 | 69 | 73 | 75 | 77 | 78 |
| PONCE DE LEON (E/W) | | R2 | 9 | 9 | 9 | 10 | 10 | 3 | 3 | 3 | 3 | 3 |
| AND | NB | L | 1 | 1 | 1 | 5 | 9 | 1 | 1 | 1 | 2 | 3 |
| GRAND AVE (NWB) | | T | 699 | 718 | 735 | 754 | 773 | 398 | 441 | 451 | 462 | 472 |
| | | R | 114 | 148 | 151 | 154 | 157 | 27 | 74 | 75 | 76 | 77 |
| DATE: 10/30/07 | | R2 | 5 | 5 | 5 | 5 | 5 | 1 | 1 | 1 | 1 | 1 |
| | SB | L2 | 19 | 19 | 20 | 20 | 21 | 14 | 14 | 15 | 15 | 15 |
| | | L | 115 | 118 | 121 | 124 | 127 | 61 | 65 | 66 | 68 | 70 |
| | | T | 487 | 518 | 531 | 544 | 557 | 630 | 661 | 678 | 694 | 711 |
| | | R | 163 | 179 | 187 | 213 | 239 | 315 | 363 | 373 | 386 | 399 |
| | NE | L | 249 | 264 | 272 | 286 | 298 | 227 | 275 | 284 | 308 | 332 |
| | | T | 513 | 592 | 608 | 631 | 654 | 279 | 372 | 386 | 419 | 451 |
| | | R | 194 | 207 | 216 | 231 | 246 | 128 | 160 | 171 | 201 | 229 |
| | | R2 | 14 | 14 | 15 | 16 | 18 | 21 | 21 | 22 | 25 | 30 |
| | SW | L2 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 |
| | | L | 21 | 46 | 47 | 47 | 48 | 102 | 157 | 159 | 162 | 165 |
| | | T | 188 | 217 | 229 | 264 | 300 | 607 | 738 | 759 | 782 | 804 |
| | | R | 25 | 25 | 26 | 27 | 27 | 14 | 14 | 15 | 15 | 15 |
| #43 | SB | R | 37 | 38 | 42 | 47 | 53 | 65 | 67 | 71 | 74 | 77 |
| BIRD ROAD (E/W) | | T | 230 | 240 | 251 | 266 | 283 | 218 | 242 | 252 | 261 | 267 |
| AND | | L | 43 | 55 | 56 | 57 | 58 | 87 | 102 | 105 | 107 | 109 |
| GRANADA BLVD (N/S) | | L2-UNIV | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 3 |
| AND | SW | R2-GRA | 3 | 3 | 3 | 3 | 3 | 5 | 5 | 5 | 5 | 5 |
| UNIVERSITY DR (SWB) | | R-BIRD | 215 | 218 | 224 | 229 | 235 | 411 | 417 | 428 | 439 | 450 |
| | | T-GRA | 121 | 123 | 126 | 129 | 132 | 230 | 233 | 239 | 245 | 252 |
| | | L-BIRD | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 |
| | WB | R2-UNIV | 5 | 5 | 5 | 5 | 5 | 1 | 1 | 1 | 1 | 1 |
| | | R | 67 | 75 | 77 | 78 | 80 | 21 | 36 | 37 | 37 | 38 |
| | | T | 796 | 875 | 895 | 920 | 946 | 1192 | 1280 | 1311 | 1343 | 1376 |
| | | L | 36 | 41 | 46 | 48 | 50 | 34 | 46 | 50 | 52 | 53 |
| | NB | R | 54 | 62 | 65 | 68 | 69 | 31 | 40 | 45 | 48 | 49 |
| | | R2-UNIV | 192 | 195 | 200 | 205 | 210 | 96 | 97 | 100 | 102 | 105 |
| | | T | 161 | 171 | 178 | 186 | 192 | 187 | 209 | 218 | 232 | 244 |
| | | L | 22 | 22 | 23 | 23 | 24 | 20 | 21 | 22 | 22 | 23 |
| | EB | R | 20 | 20 | 21 | 21 | 22 | 36 | 39 | 39 | 40 | 41 |
| | | T | 1523 | 1613 | 1652 | 1693 | 1736 | 1078 | 1164 | 1192 | 1223 | 1256 |
| | | L2-UNIV | 400 | 406 | 416 | 427 | 438 | 93 | 94 | 97 | 99 | 102 |
| | | L | 35 | 36 | 38 | 40 | 43 | 25 | 26 | 30 | 35 | 40 |

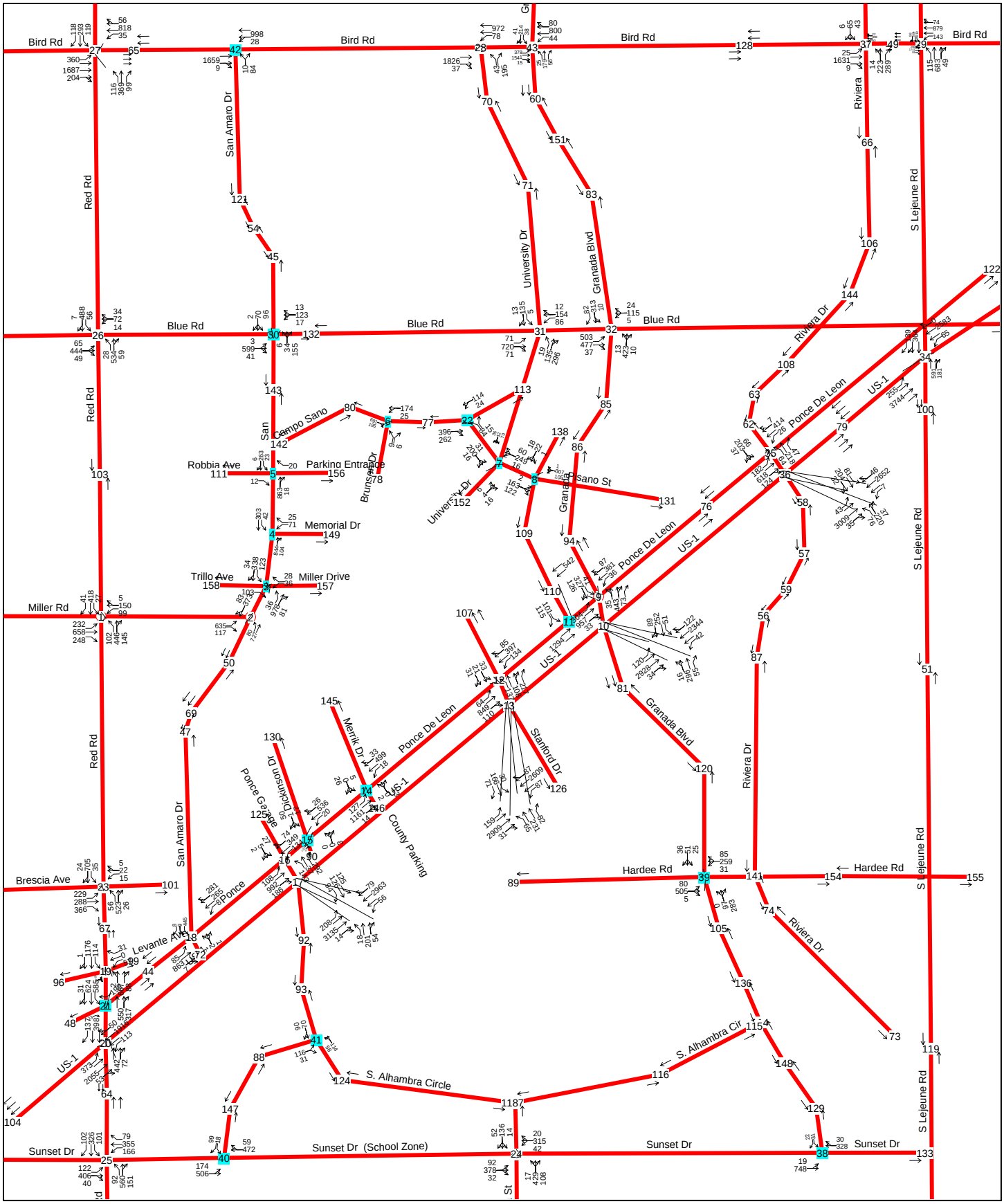

LeJeune
Ponce de Leo
Grand Avenue
de Leon Blvd
ne Rd

**SimTraffic - BIRD RD.,GRANADA & UNIVERSITY DR.**
**2010 Total AM Peak** **Network at time = 7:03:47 A**

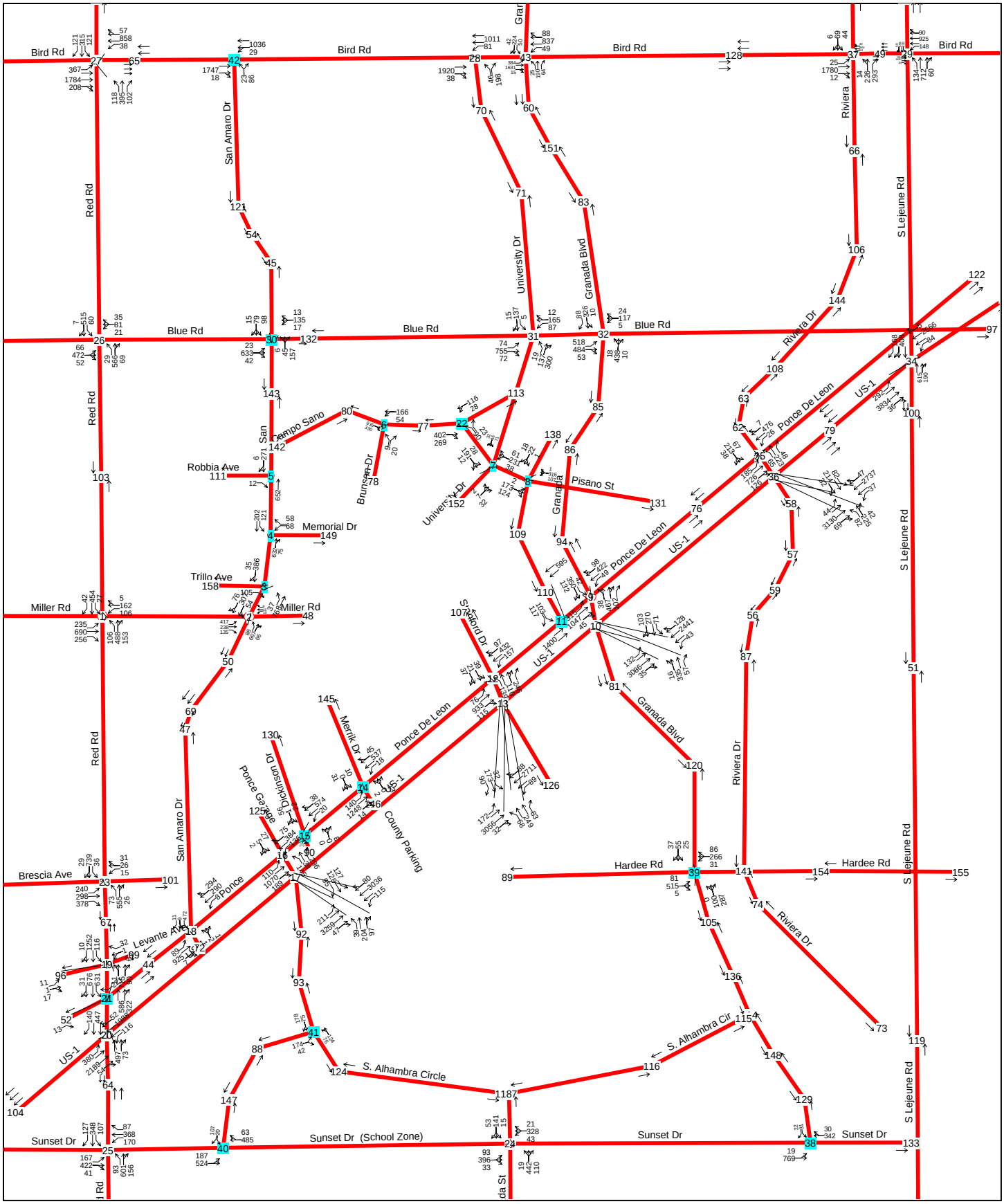


**Map - UM-REGIONAL TRAFFIC STUDY-2007**

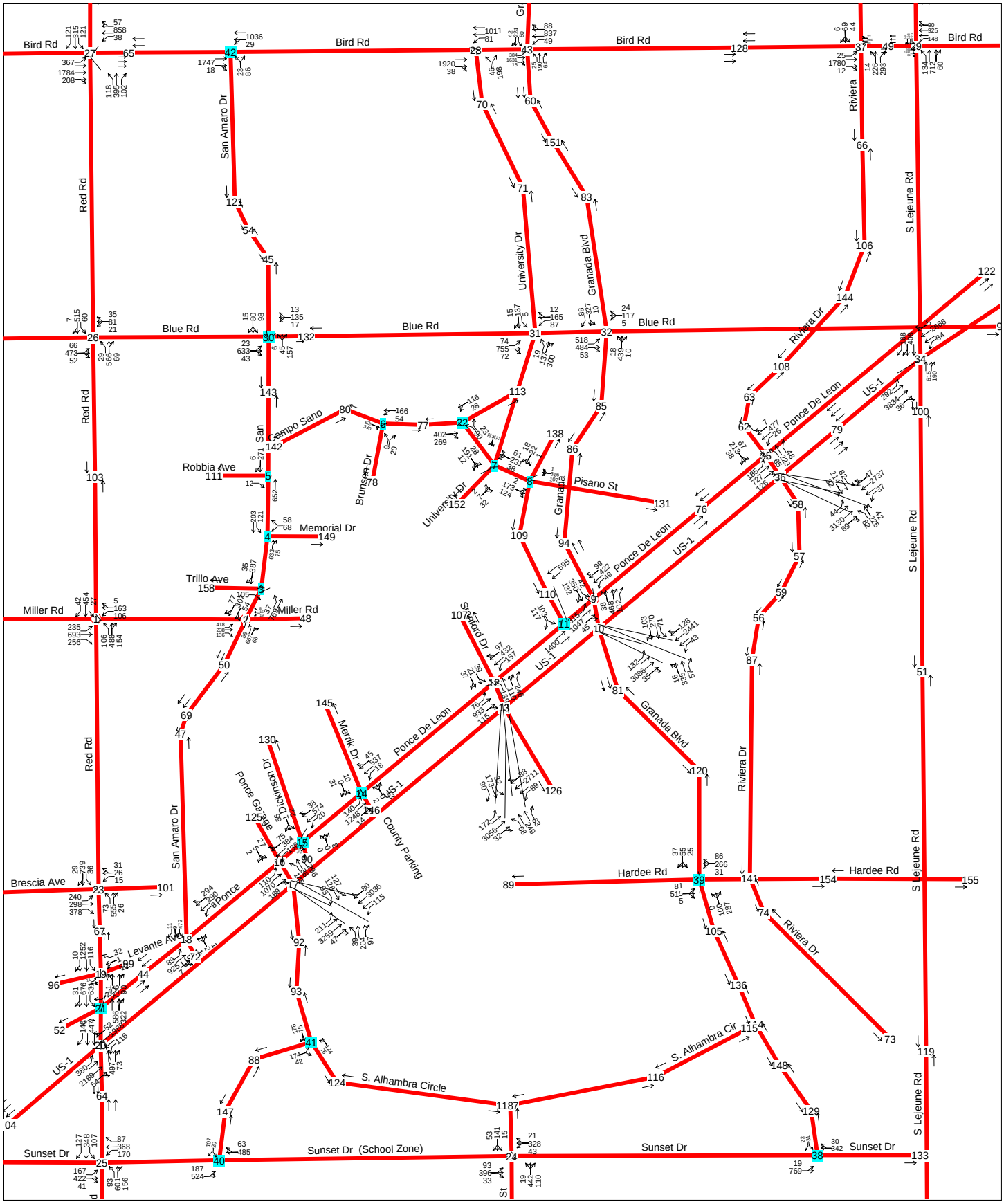
**EXISTING - AM PEAK** **3/10/2008**



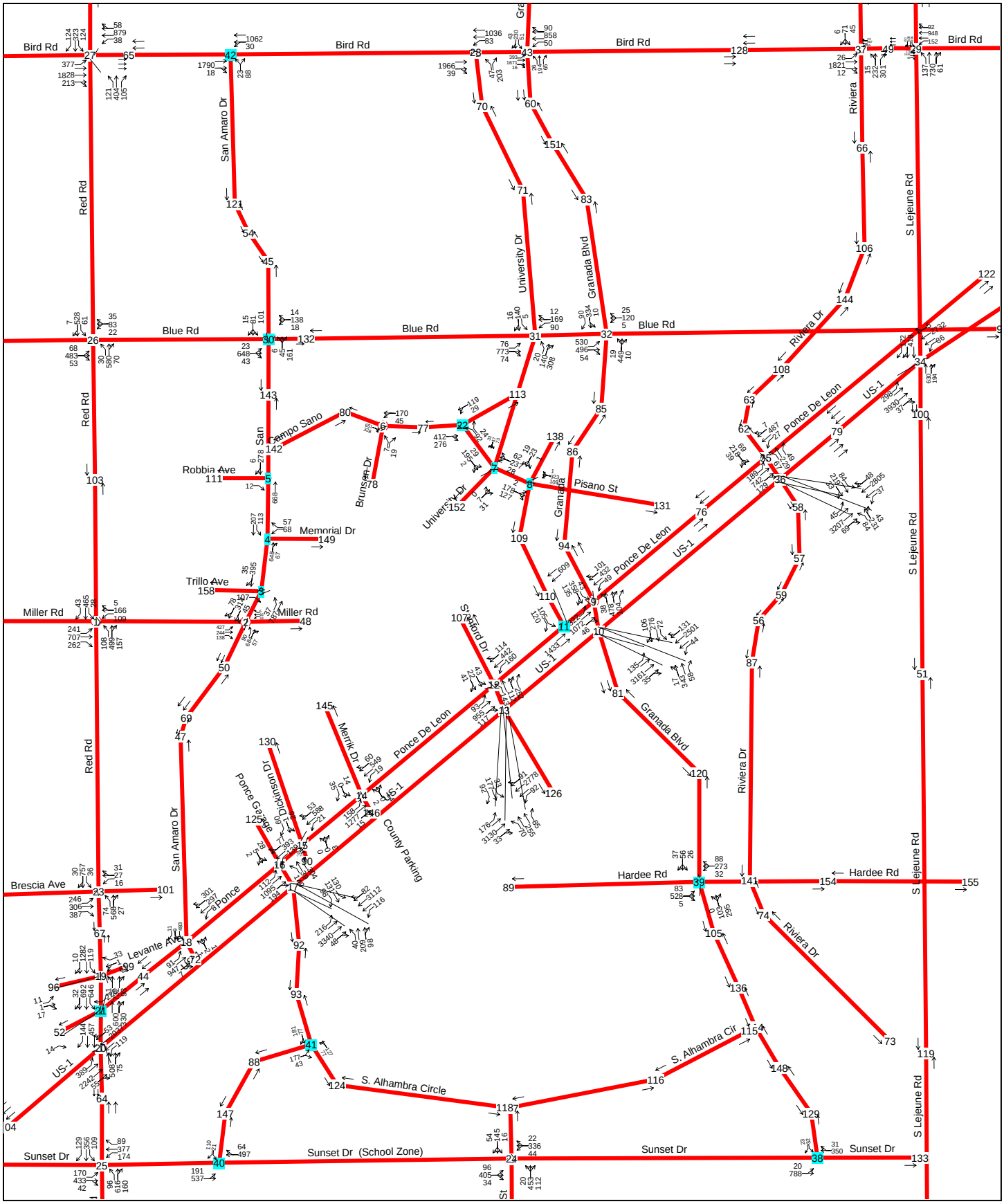
**Map - UM-REGIONAL TRAFFIC STUDY**
**2010 - AM PEAK - BACKGROUND** **3/10/2008**



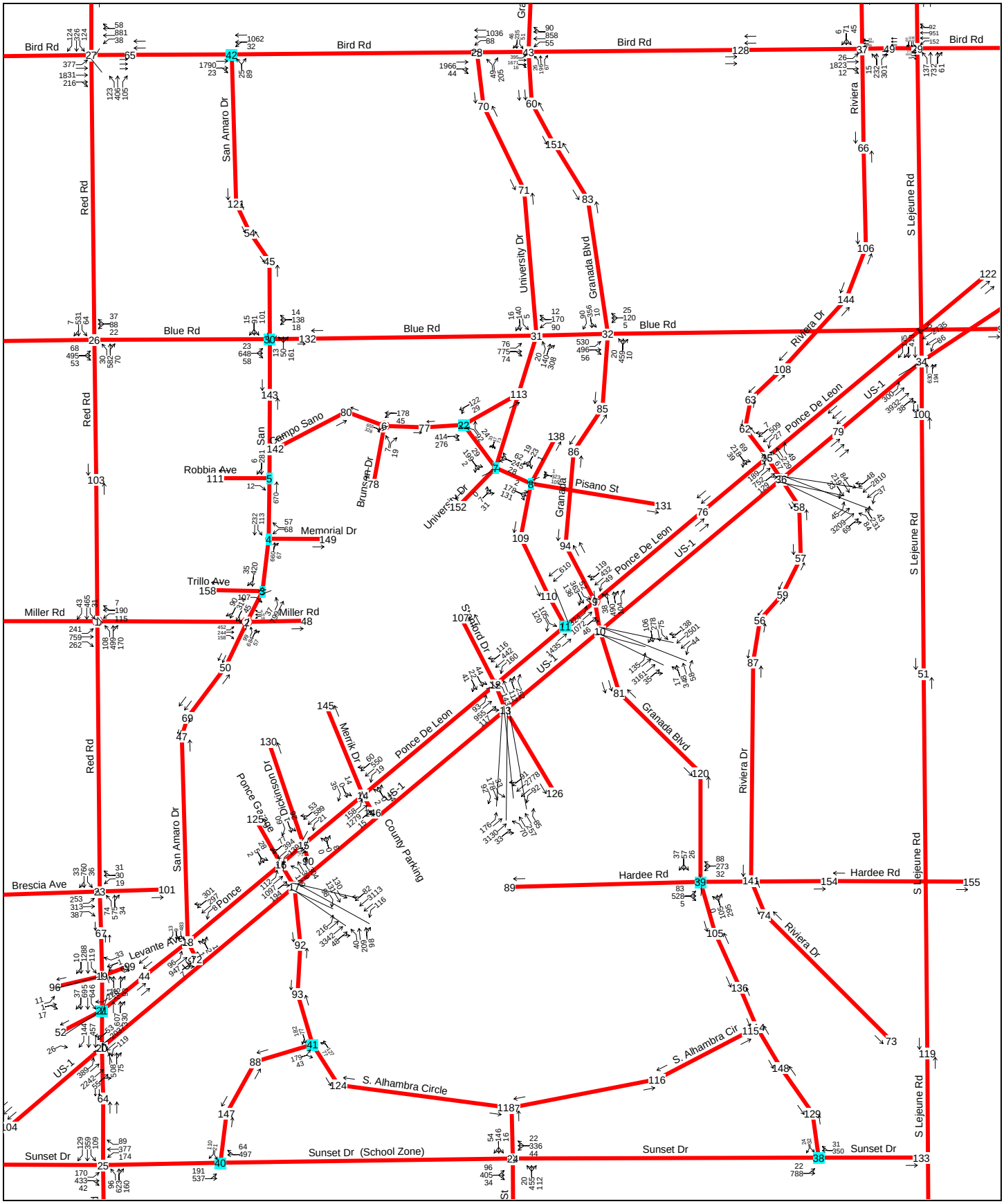
**Map - UM-REGIONAL TRAFFIC STUDY**
**2010 - AM PEAK - TOTAL** **3/10/2008**



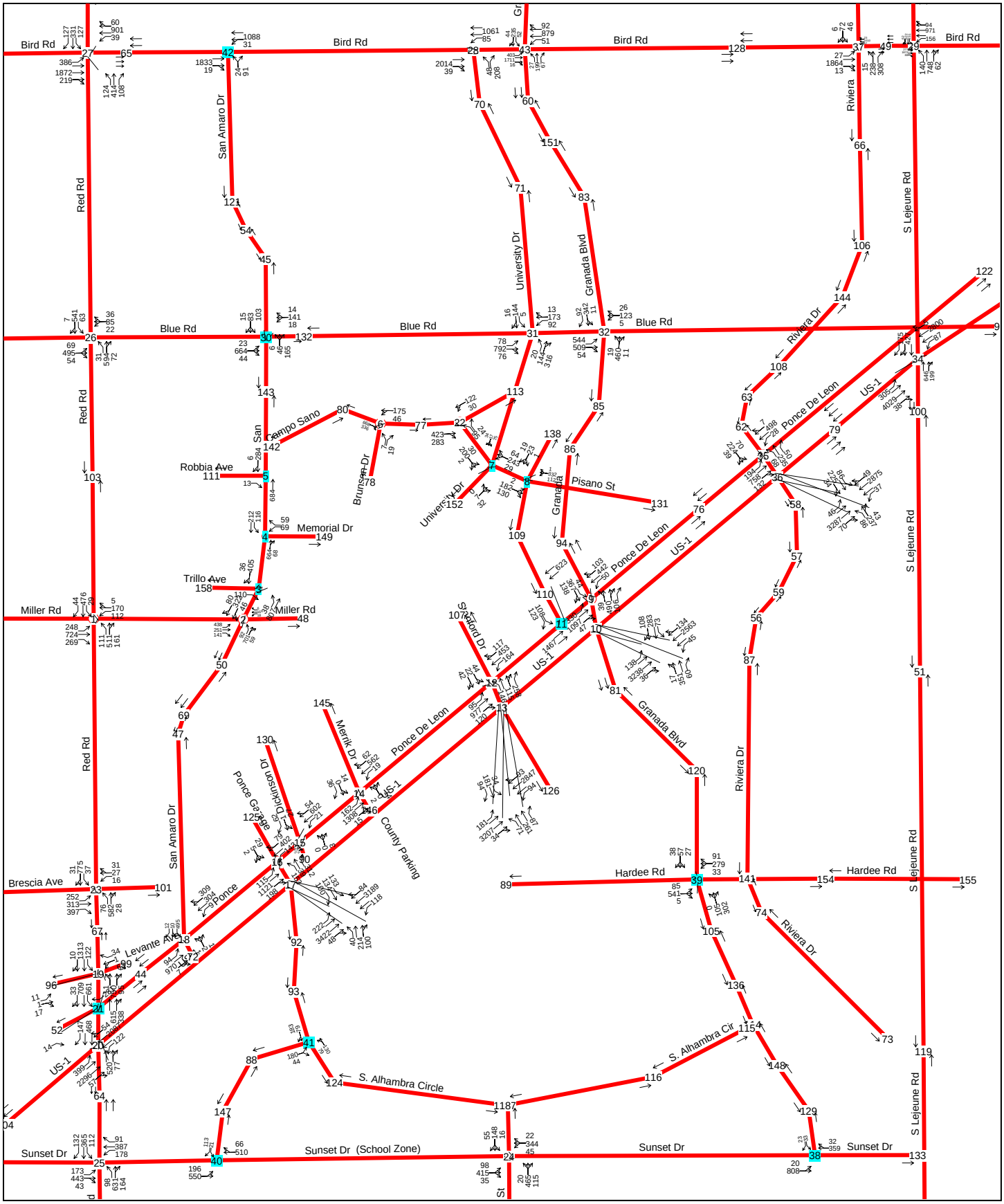
**Map - UM-REGIONAL TRAFFIC STUDY**
**2015 - AM PEAK - BACKGROUND** **3/10/2008**



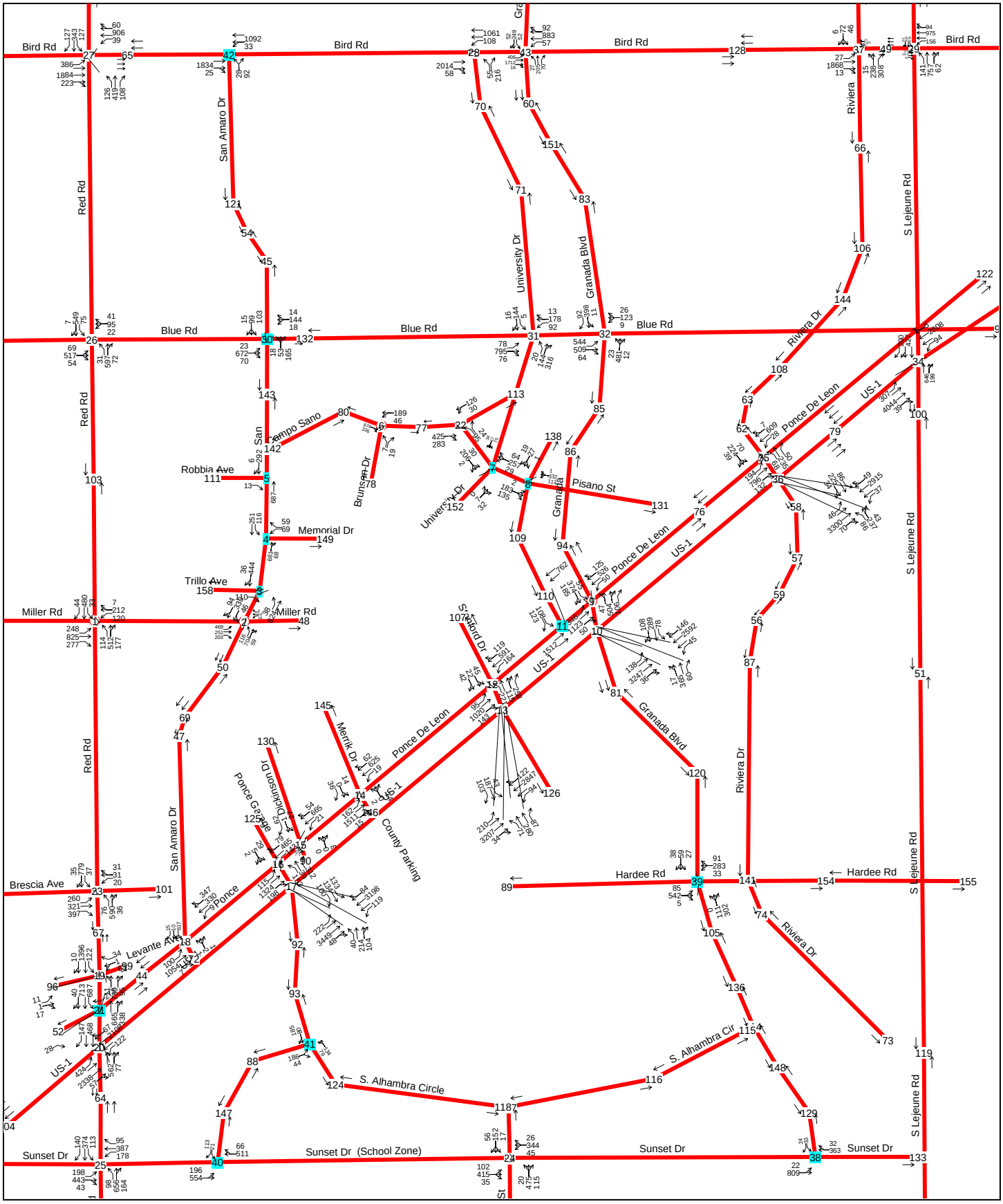
**Map - UM-REGIONAL TRAFFIC STUDY**
**2015 - AM PEAK - TOTAL** **3/10/2008**



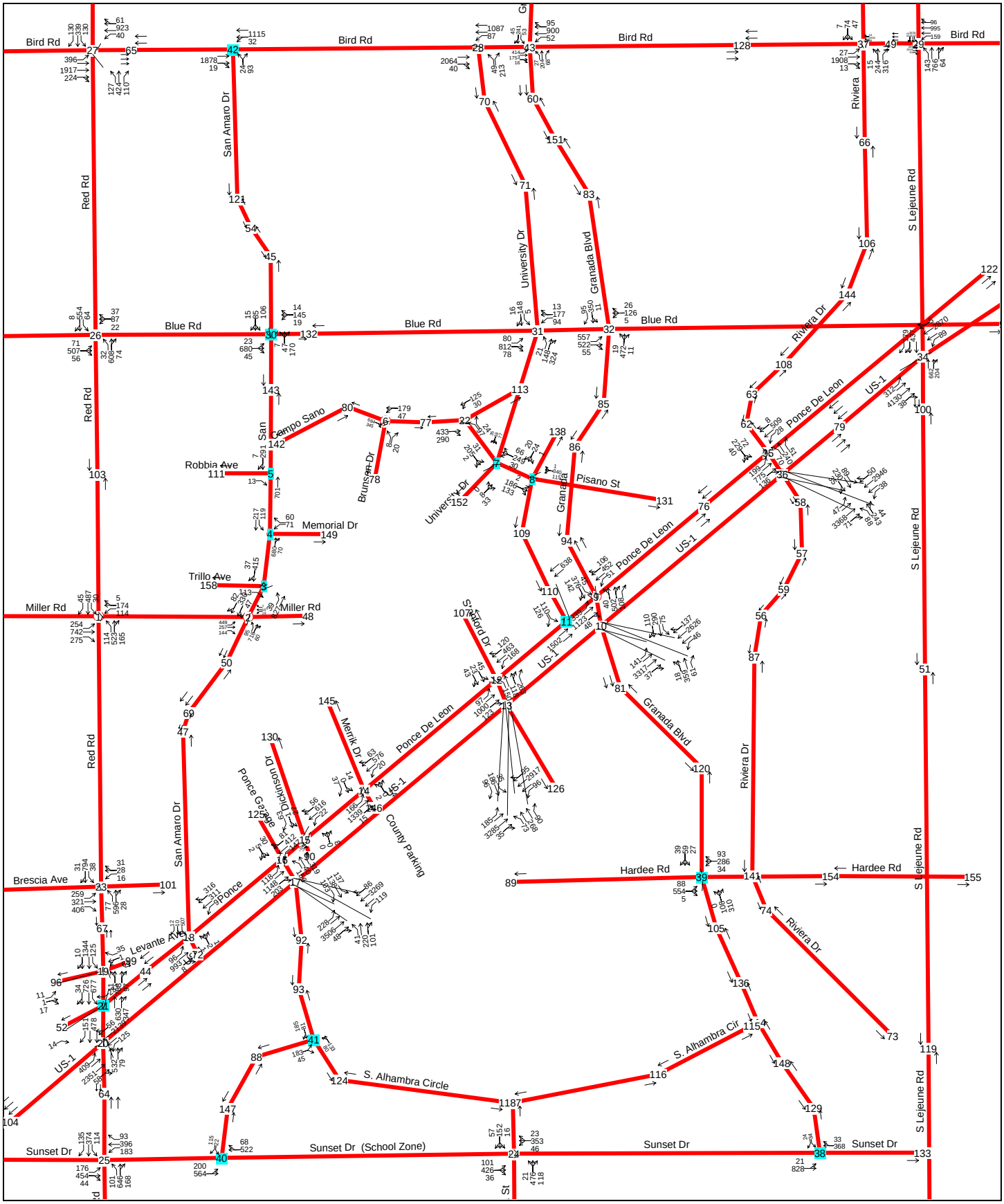
**Map - UM-REGIONAL TRAFFIC STUDY**
**2020 - AM PEAK - BACKGROUND** **3/10/2008**



**Map - UM-REGIONAL TRAFFIC STUDY**
**2020 - AM PEAK - TOTAL** **3/10/2008**

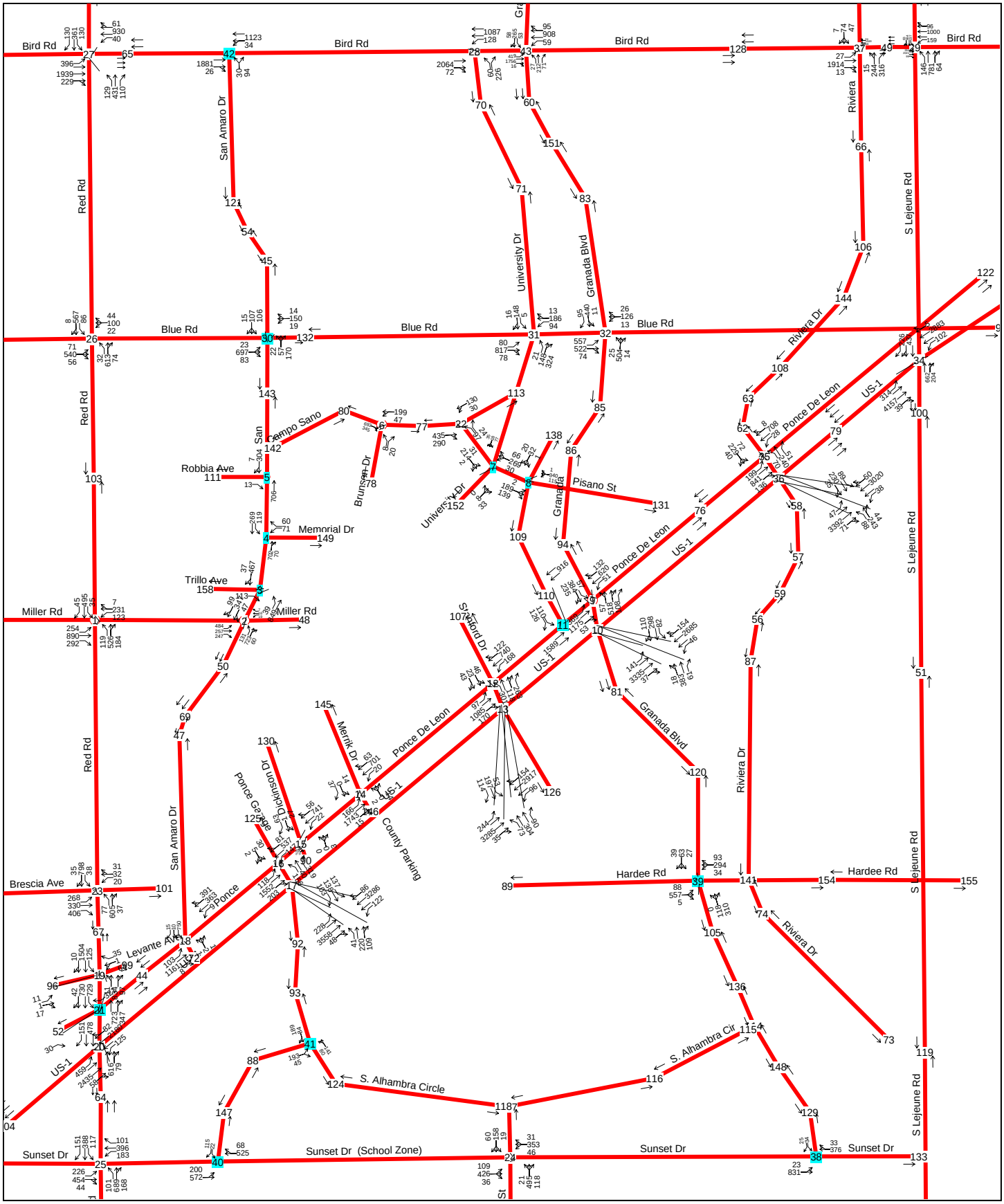


**Map - UM-REGIONAL TRAFFIC STUDY**
**2025 - AM PEAK - BACKGROUND** **3/10/2008**

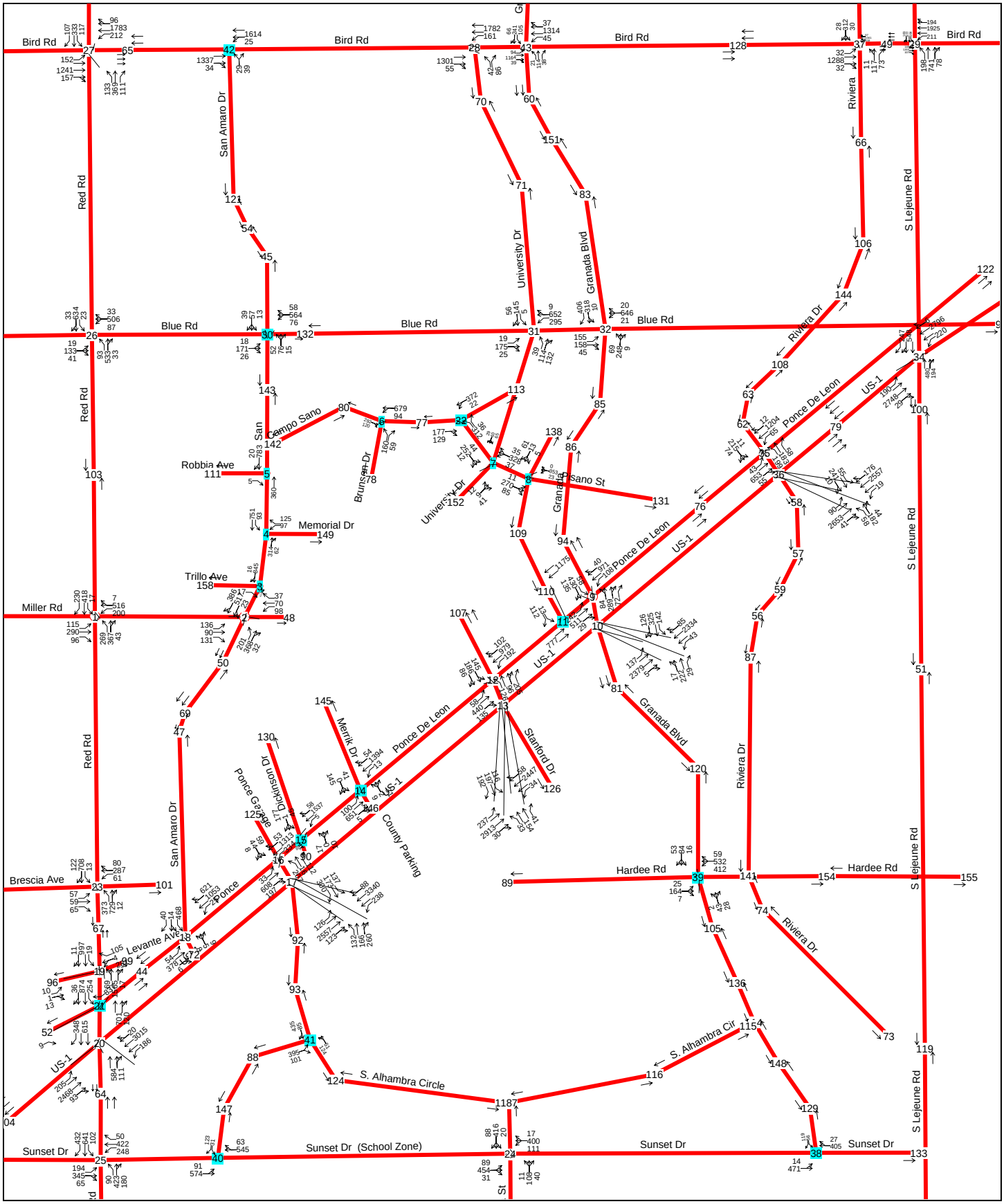


**Map - UM-REGIONAL TRAFFIC STUDY**
**2025 - AM PEAK - TOTAL**

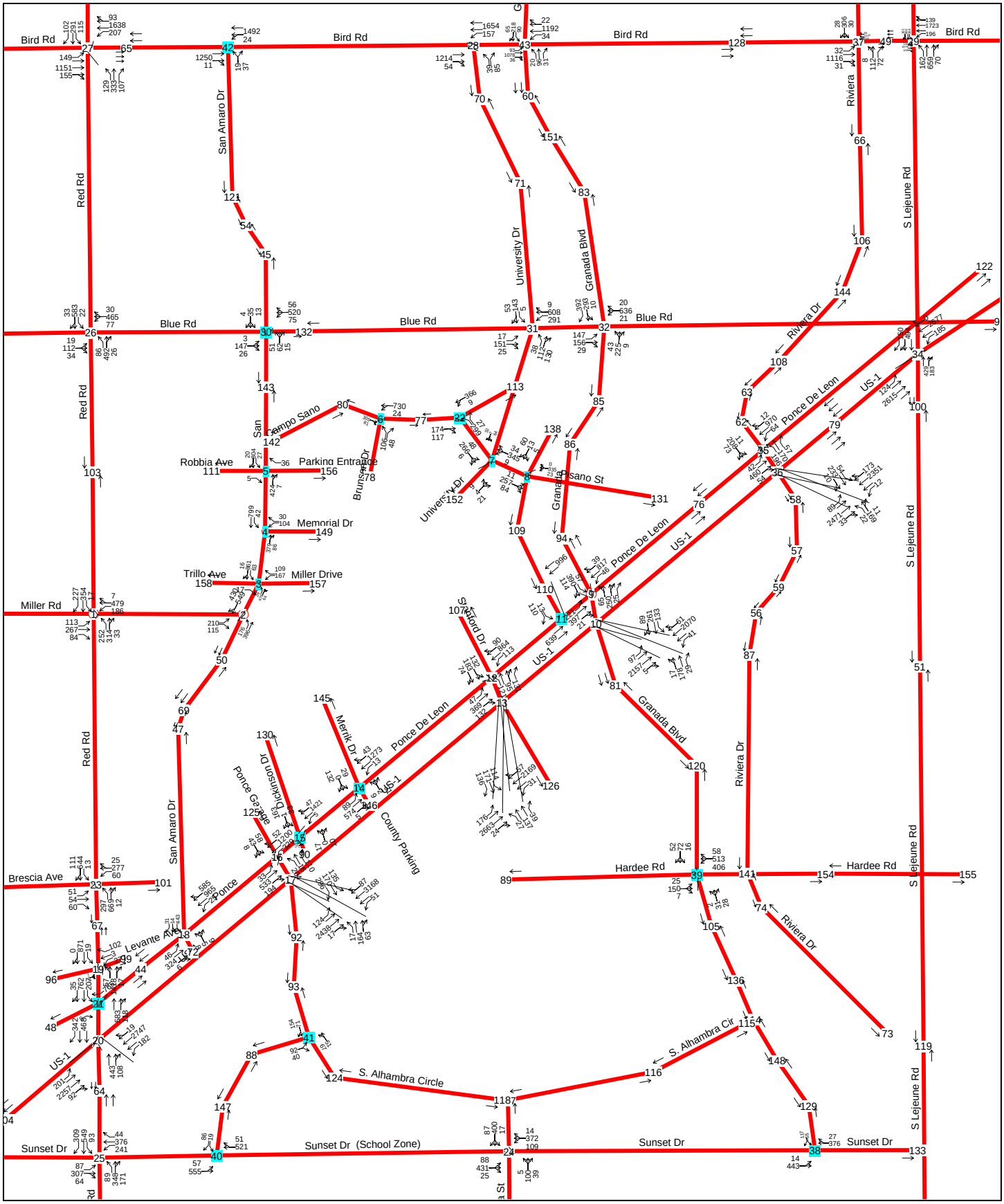
**3/10/2008**



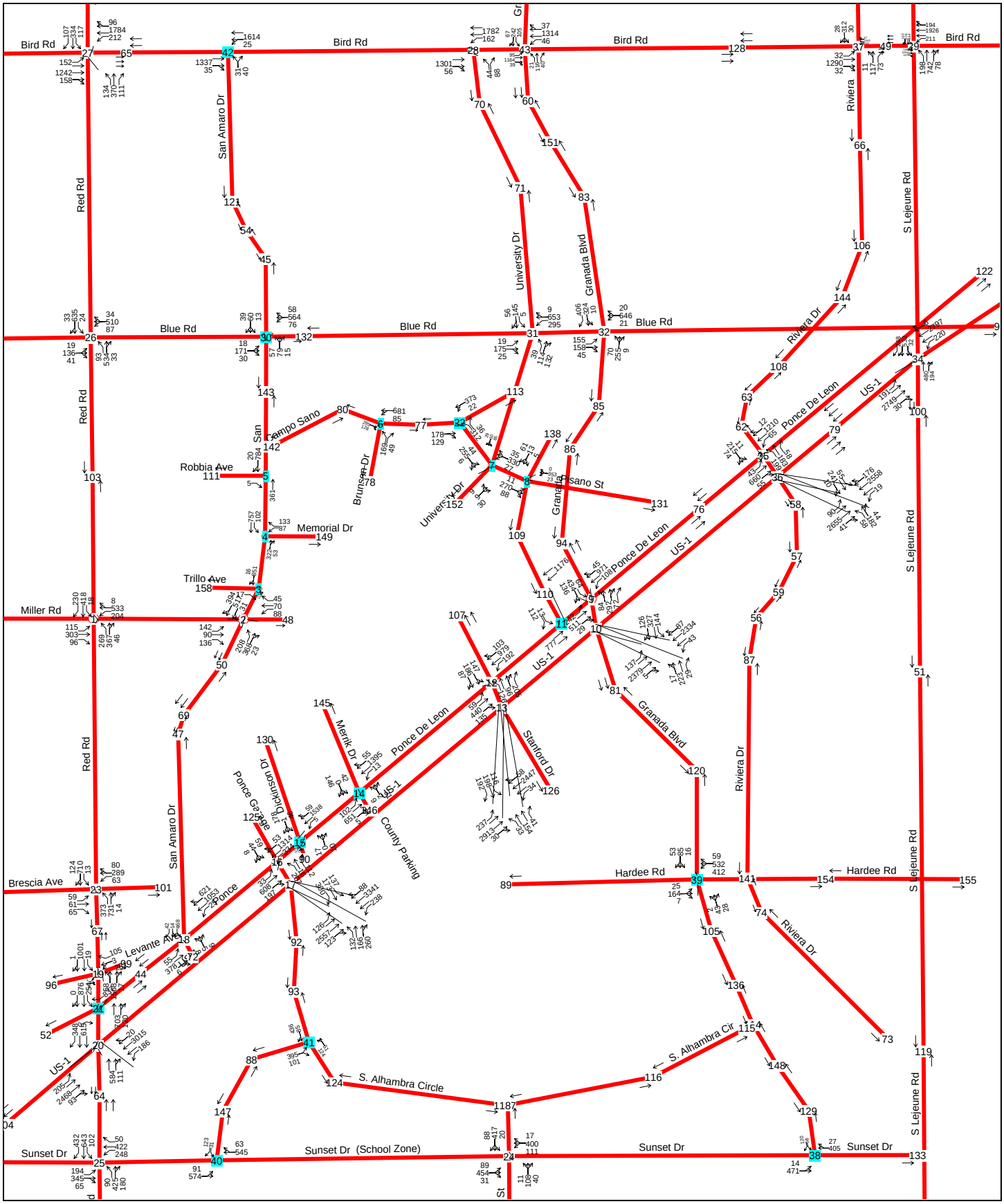
**Map - UM-UMCAD-REGIONAL TRAFFIC STUDY**
**2010 - PM PEAK - BACKGROUND** **3/10/2008**



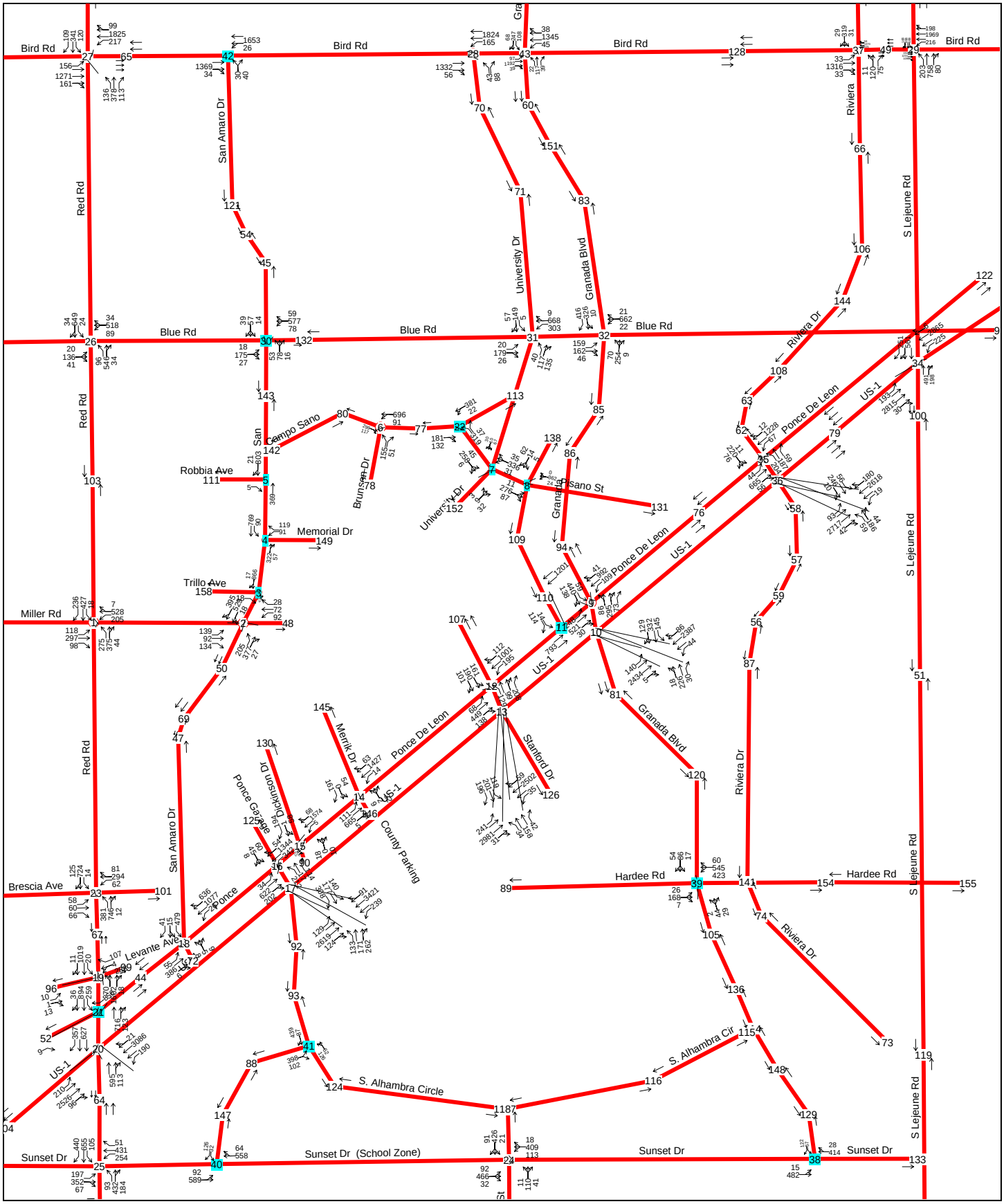
**Map - UM-UMCAD-REGIONAL TRAFFIC STUDY**
**EXISTING - PM PEAK** **3/10/2008**



**Map - UM-UMCAD-REGIONAL TRAFFIC STUDY**
**2010 - PM PEAK** **3/10/2008**

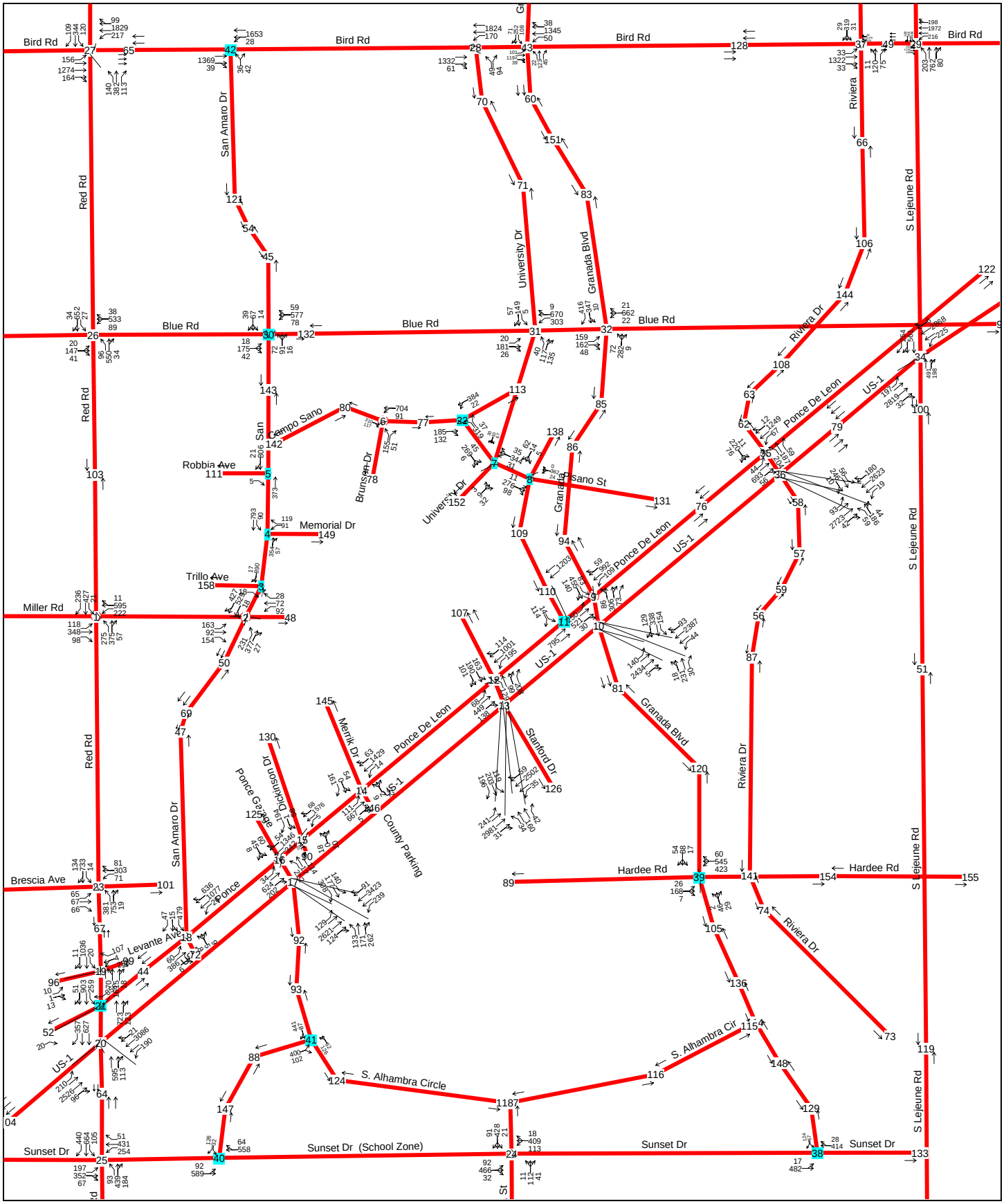


**Map - UM-UMCAD-REGIONAL TRAFFIC STUDY**
**2015 - PM PEAK - BACKGROUND** **Node Numbers**

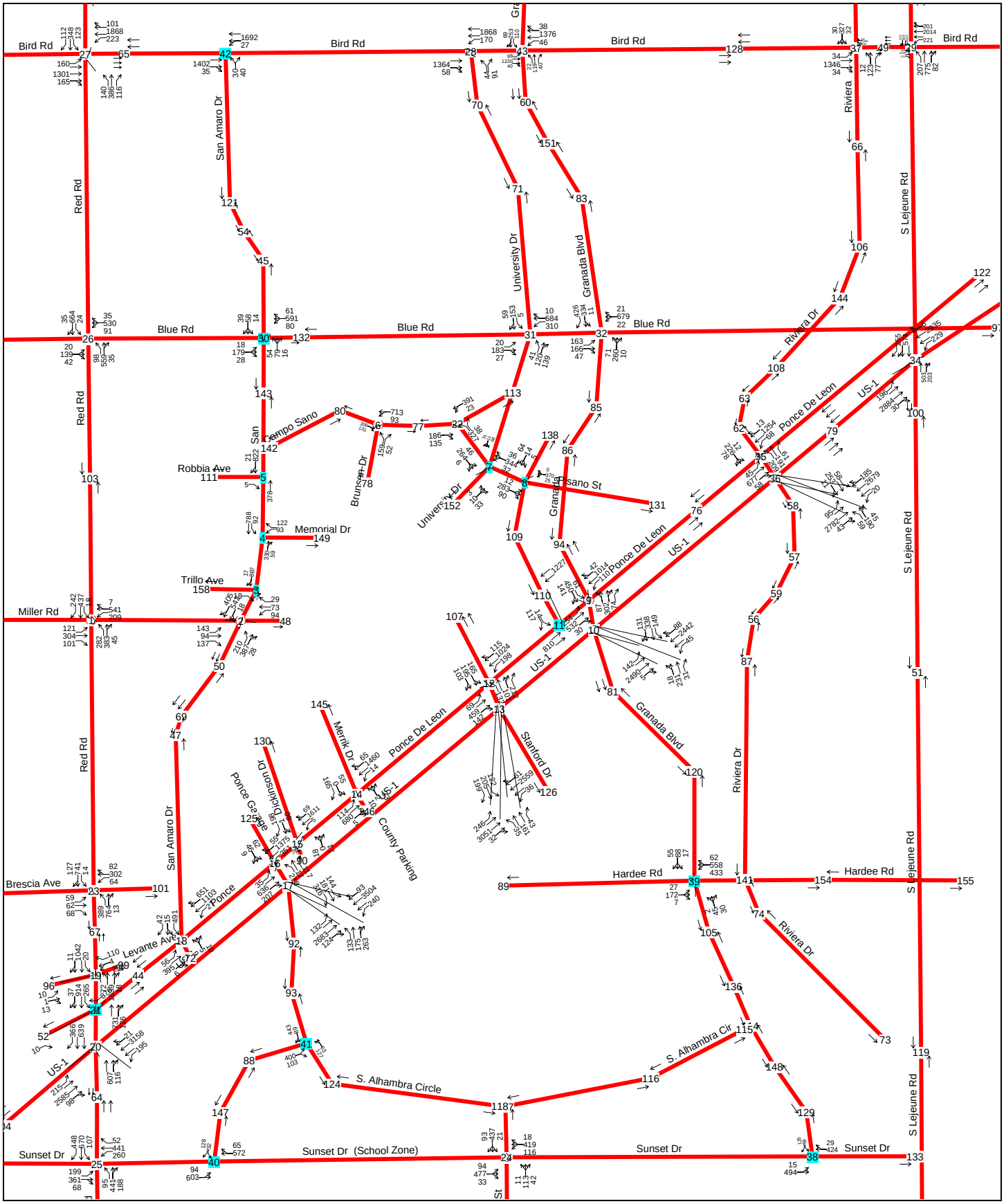



**UM-UMCAD-REGIONAL TRAFFIC STUDY** **3/10/2008**

**Map - UM-UMCAD-REGIONAL TRAFFIC STUDY**
**2015 - PM PEAK - TOTAL** **Node Numbers**

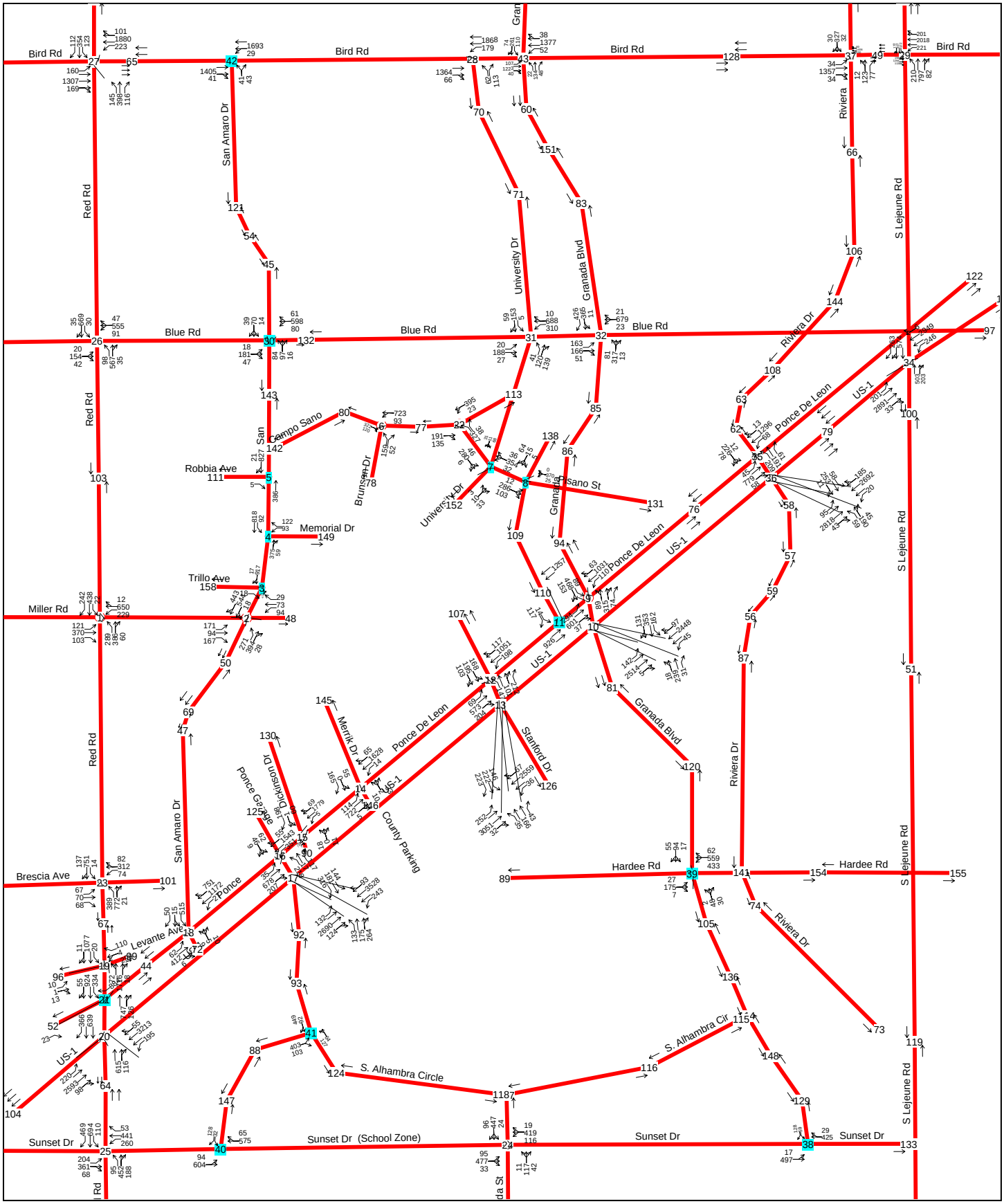


**Map - UM-UMCAD-REGIONAL TRAFFIC STUDY**
**2020 - PM PEAK - BACKGROUND** **Node Numbers**



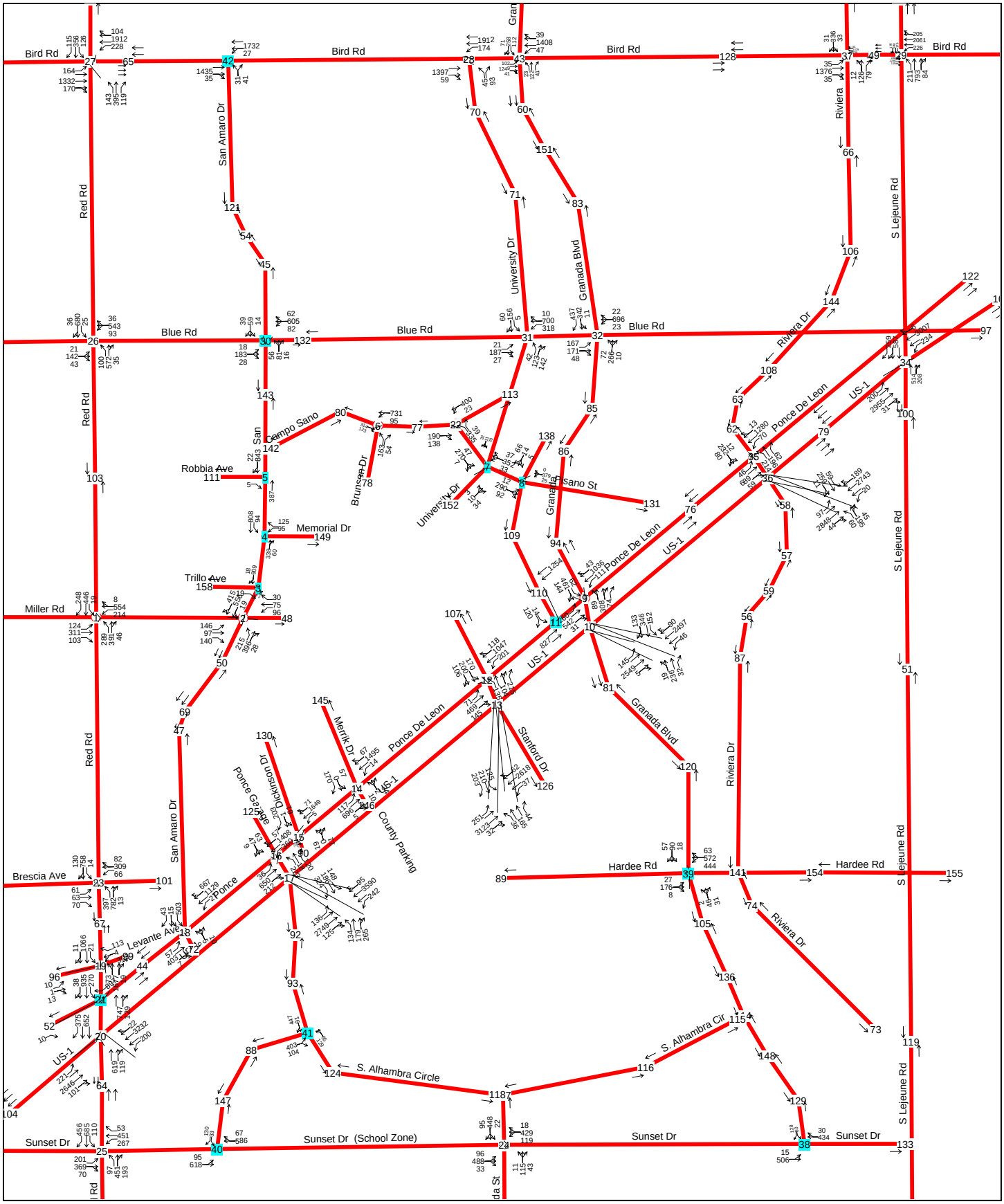
**Map - UM-UMCAD-REGIONAL TRAFFIC STUDY**
**2020 - PM PEAK - TOTAL**

**Node Numbers**



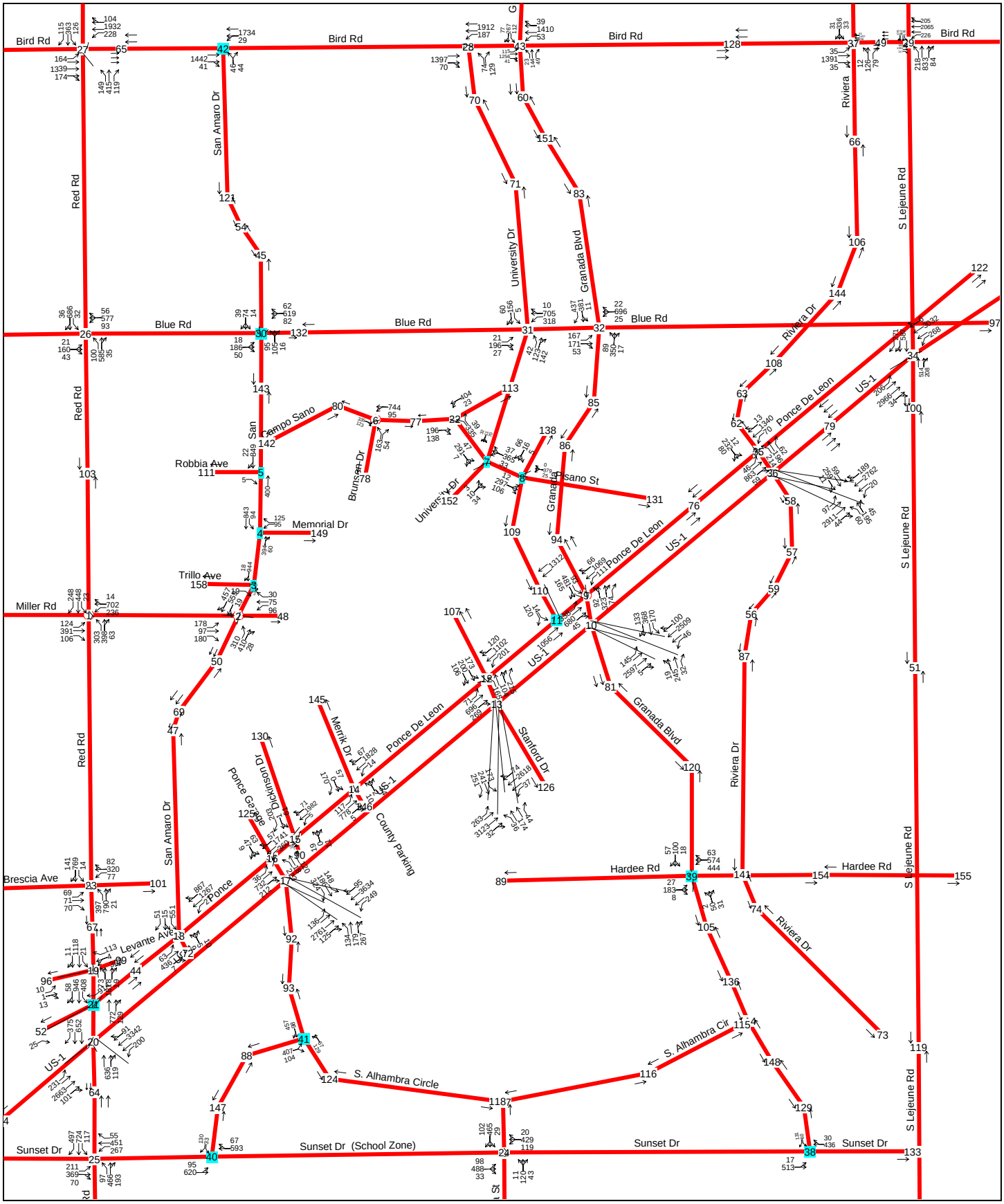
**Map - UM-UMCAD-REGIONAL TRAFFIC STUDY**
**2025 - PM PEAK - BACKGROUND**

**Node Numbers**



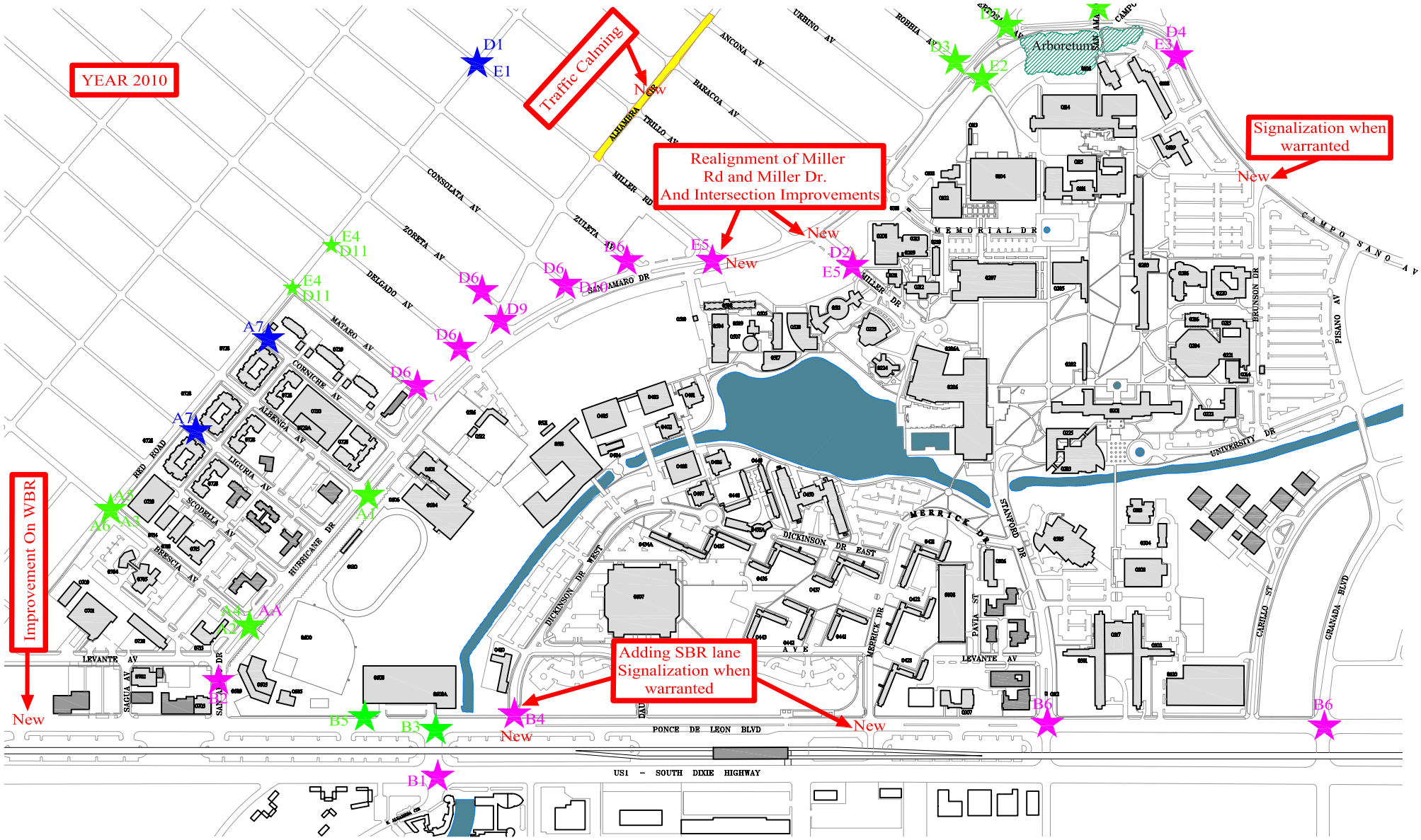
**Map - UM-UMCAD-REGIONAL TRAFFIC STUDY**
**2025 - PM PEAK - TOTAL**

**Node Numbers**




**UM-UMCAD-REGIONAL TRAFFIC STUDY** **3/10/2008**

# ATTACHMENT 11
# ROADWAY IMPROVEMENT MAPS




# EXHIBIT F / IMPROVEMENTS MAP PHASE I - YEAR 2010

**A. PREVIOUS IMPROVEMENTS RELATED TO THE UNIVERSITY VILLAGE**

- A1 Providing a NBL On San Amaro at Albenga
- A2 Providing a NBL On San Amaro at Brescia
- A3 Providing a WBL On Brescia at Red Rd
- A4 Providing an EBL on Brescia at San Amaro
- A5 Providing a SBL On Red Rd at Brescia
- A6 Providing a NBL On Red Rd at Brescia
- A7 Closure of Liguira and Corniche E of Red Rd
- AA Signalization if warranted

**B. PREVIOUS IMPROVEMENTS RELATED TO THE CONVOCATION CENTER**

- B1 Lengthening of the LT lane on NB US1 at Alhambra
- B2 Elimination of on-street parking along SB San Amaro between Levante and Ponce de Leon
- B3 Providing a NE LTon Ponce de Leon at and Alhambra. Adding additional lanes for the west leg of the intersection. Creation of a service road
- B4 Realignment of Dickinson Wof Ponce de Leon 2 lanes in and 2 lanes out from Dickinson
- B5 Widening of the sidewalks in the vicinity of the Convocation Center and the Mark Light Stadium
- B6 Widening the SB approaches of the Stanford @ Ponce de Leon Blvd and Granada @ Ponce de Leon

**C. PREVIOUS IMPROVEMENTS RELATED TO NEW CAMPUS AREA AND THE LRDZ**

- C1 No on-street parking on relocated Dickinson W between Ponce de Leon and Walsh
- C2 No driveways on relocated Dickinson W between Ponce de Leon Blvd and Walsh
- C3 No driveways should be allowed on Merrick between Ponce de Leon Blvd and Walsh
- C4 Access to parking structure G831 should be aligned with Walsh
- C5 Dickinson W should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon and Walsh
- C6 Merrick should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon and Walsh
- C7 Extension of the LT lane on US 1 at Stanford

**D. PREVIOUS IMPROVEMENTS RELATED TO CAMPUS CIRCULATION & ACCESS**

- D1 Providing a SB protected LT phase at Red Rd @ Miller and Red Rd @ Blue Rd
- D2 Realignment of Miller Rd
- D3 Right in and right out at Robbia access
- D4 Closure of the Campo Sano access to Lot 1-109 except for emergency vehicles access and of the driveway to Lots 501 and 503.
- D5 Median opening on San Amaro
- D6 Median closures along San Amaro at Zuleta , Consolata , Zoreta , Delgado , and Mataro
- D7 Disconnecting San Amaro N. from San Amaro Dr/Campo Santo
- D8 Closure of San Amaro Ct at Camp Sano
- D9 Closure of Alhambra Cir at San Amaro
- D10 Closure of Consolata Ave at San Amaro
- D11 Closure of Mataro and Delgado at Red Rd

**E. PREVIOUS IMPROVEMENTS RELATED TO ENHANCING NEIGHBORHOOD SAFETY**

- E1 Providing a SBL protected phase at Red Rd @ Miller Rd, and Red Rd @ Blue Rd
- E2 Providing RT in and RT out at the entrance to Lot 102 from San Amaro
- E3 Closure of the Campo Sano entrance to Lot 1-109 except for emergency vehicles access.
- E4 Street closures of Mataro and Delgado at Red Road.
- E5 Closure of the Miller Dr Alligment of the Miller Dr and Miller Rd Closure of the access to Lots 501 and 403 from San Amaro

**LEGEND**

- PREVIOUS IMPROVEMENTS COMPLETED
- PREVIOUS IMPROVEMENTS NOT COMPLETED YET
- PREVIOUS IMPROVEMENTS NO LONGER NEEDED
- New NEW IMPROVEMENTS BASED ON RTS
- MITIGATION REQUIRED
- EXISTING UNIVERSITY BUILDINGS
- NON UNIVERSITY OWNED

DATE 02 NOV 07

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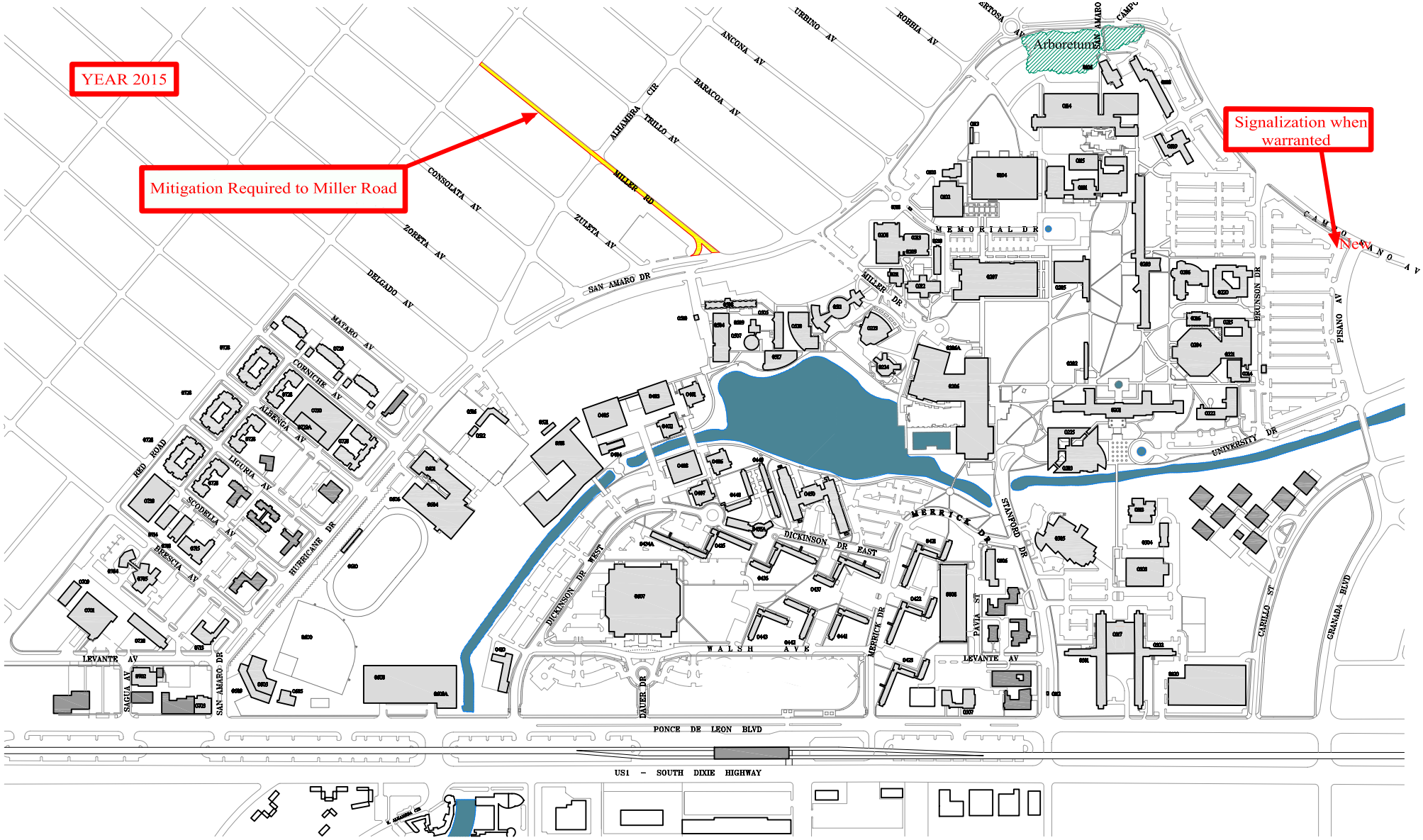


# EXHIBIT F / IMPROVEMENTS MAP PHASE II - YEAR 2015

## A. PREVIOUS IMPROVEMENTS RELATED TO THE UNIVERSITY VILLAGE

- A1 Providing a NBL On San Amaro at Albenga
- A2 Providing a NBL On San Amaro at Brescia
- A3 Providing a WBL On Brescia at Red Rd
- A4 Providing an EBL on Brescia at San Amaro
- A5 Providing a SBL On Red Rd at Brescia
- A6 Providing a NBL On Red Rd at Brescia
- A7 Closure of Liguira and Corniche E of Red Rd
- AA Signalization if warranted

## B. PREVIOUS IMPROVEMENTS RELATED TO THE CONVOCATION CENTER

- B1 Lengthening of the LT lane on NB US1 at Alhambra
- B2 Elimination of on-street parking along SB San Amaro between Levante and Ponce de Leon
- B3 Providing a NE LTon Ponce de Leon at and Alhambra. Adding additional lanes for the west leg of the intersection. Creation of a service road
- B4 Realignment of Dickinson Wof Ponce de Leon 2 lanes in and 2 lanes out from Dickinson
- B5 Widening of the sidewalks in the vicinity of the Convocation Center and the Mark Light Stadium
- B6 Widening the SB approaches of the Stanford @ Ponce de Leon Blvd and Granada @ Ponce de Leon

## C. PREVIOUS IMPROVEMENTS RELATED TO NEW CAMPUS AREA AND THE LRDZ

- C1 No on-street parking on relocated Dickinson W between Ponce de Leon and Walsh
- C2 No driveways on relocated Dickinson W between Ponce de Leon Blvd and Walsh
- C3 No driveways should be allowed on Merrick between Ponce de Leon Blvd and Walsh
- C4 Access to parking structure G831 should be aligned with Walsh
- C5 Dickinson W should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon and Walsh
- C6 Merrick should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon and Walsh
- C7 Extension of the LT lane on US 1 at Stanford

## D. PREVIOUS IMPROVEMENTS RELATED TO CAMPUS CIRCULATION & ACCESS

- D1 Providing a SB protected LT phase at Red Rd @ Miller and Red Rd @ Blue Rd
- D2 Realignment of Miller Rd
- D3 Right in and right out at Robbia access
- D4 Closure of the Campo Sano access to Lot 1-109 except for emergency vehicles access and of the driveway to Lots 501 and 503.
- D5 Median opening on San Amaro
- D6 Median closures along San Amaro at Zuleta , Consolata , Zoreta , Delgado , and Mataro
- D7 Disconnecting San Amaro N. from San Amaro Dr/Campo Santo
- D8 Closure of San Amaro Ct at Camp Sano
- D9 Closure of Alhambra Cir at San Amaro
- D10 Closure of Consolata Ave at San Amaro
- D11 Closure of Mataro and Delgado at Red Rd

## E. PREVIOUS IMPROVEMENTS RELATED TO ENHANCING NEIGHBORHOOD SAFETY

- E1 Providing a SBL protected phase at Red Rd @ Miller Rd, and Red Rd @ Blue Rd
- E2 Providing RT in and RT out at the entrance to Lot 102 from San Amaro
- E3 Closure of the Campo Sano entrance to Lot 1-109 except for emergency vehicles access.
- E4 Street closures of Mataro and Delgado at Red Road.
- E5 Closure of the Miller Dr Alligment of the Miller Dr and Miller Rd Closure of the access to Lots 501 and 403 from San Amaro

## LEGEND

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- EXISTING UNIVERSITY BUILDINGS
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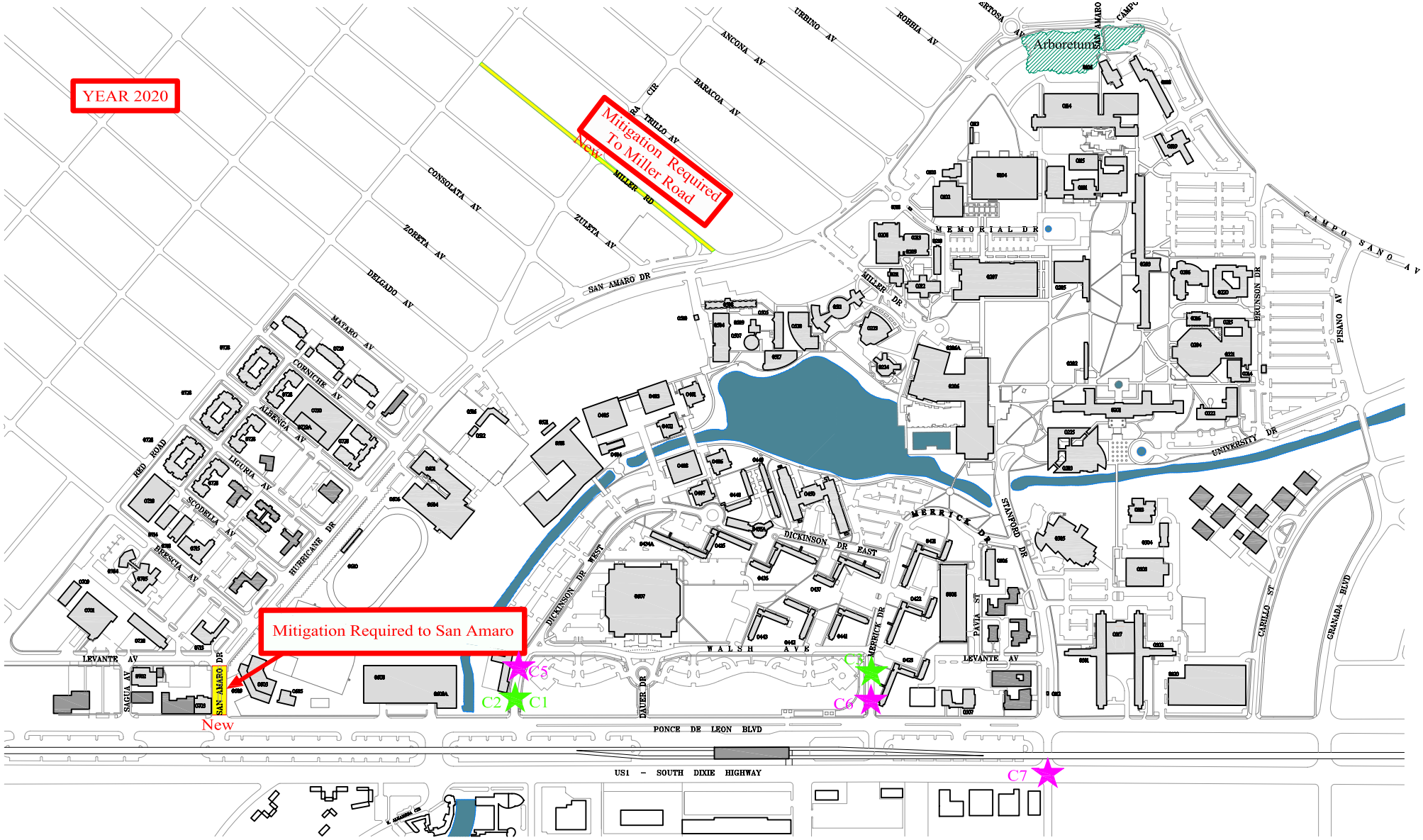


# EXHIBIT F / IMPROVEMENTS MAP PHASE III - YEAR 2020

## A. PREVIOUS IMPROVEMENTS RELATED TO THE UNIVERSITY VILLAGE

- A1 Providing a NBL On San Amaro at Albenga
- A2 Providing a NBL On San Amaro at Brescia
- A3 Providing a WBL On Brescia at Red Rd
- A4 Providing an EBL on Brescia at San Amaro
- A5 Providing a SBL On Red Rd at Brescia
- A6 Providing a NBL On Red Rd at Brescia
- A7 Closure of Liguira and Corniche E of Red Rd
- AA Signalization if warranted

## B. PREVIOUS IMPROVEMENTS RELATED TO THE CONVOCATION CENTER

- B1 Lengthening of the LT lane on NB US1 at Alhambra
- B2 Elimination of on-street parking along SB San Amaro between Levante and Ponce de Leon
- B3 Providing a NE LTon Ponce de Leon at and Alhambra. Adding additional lanes for the west leg of the intersection. Creation of a service road
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- B5 Widening of the sidewalks in the vicinity of the Convocation Center and the Mark Light Stadium
- B6 Widening the SB approaches of the Stanford @ Ponce de Leon Blvd and Granada @ Ponce de Leon

## C. PREVIOUS IMPROVEMENTS RELATED TO NEW CAMPUS AREA AND THE LRDZ

- C1 No on-street parking on relocated Dickinson W between Ponce de Leon and Walsh
- C2 No driveways on relocated Dickinson W between Ponce de Leon Blvd and Walsh
- C3 No driveways should be allowed on Merrick between Ponce de Leon Blvd and Walsh
- C4 Access to parking structure G831 should be aligned with Walsh
- C5 Dickinson W should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon and Walsh
- C6 Merrick should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon and Walsh
- C7 Extension of the LT lane on US 1 at Stanford

## D. PREVIOUS IMPROVEMENTS RELATED TO CAMPUS CIRCULATION & ACCESS

- D1 Providing a SB protected LT phase at Red Rd @ Miller and Red Rd @ Blue Rd
- D2 Realignment of Miller Rd
- D3 Right in and right out at Robbia access
- D4 Closure of the Campo Sano access to Lot 1-109 except for emergency vehicles access and of the driveway to Lots 501 and 503.
- D5 Median opening on San Amaro
- D6 Median closures along San Amaro at Zuleta , Consolata , Zoreta , Delgado , and Mataro
- D7 Disconnecting San Amaro N. from San Amaro Dr/Campo Santo
- D8 Closure of San Amaro Ct at Camp Sano
- D9 Closure of Alhambra Cir at San Amaro
- D10 Closure of Consolata Ave at San Amaro
- D11 Closure of Mataro and Delgado at Red Rd

## E. PREVIOUS IMPROVEMENTS RELATED TO ENHANCING NEIGHBORHOOD SAFETY

- E1 Providing a SBL protected phase at Red Rd @ Miller Rd, and Red Rd @ Blue Rd
- E2 Providing RT in and RT out at the entrance to Lot 102 from San Amaro
- E3 Closure of the Campo Sano entrance to Lot 1-109 except for emergency vehicles access.
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- E5 Closure of the Miller Dr Alligment of the Miller Dr and Miller Rd Closure of the access to Lots 501 and 403 from San Amaro

## LEGEND

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- PREVIOUS IMPROVEMENTS NOT COMPLETED YET
- PREVIOUS IMPROVEMENTS NO LONGER NEEDED
- New NEW IMPROVEMENTS BASED ON RTS
- MITIGATION REQUIRED
- EXISTING UNIVERSITY BUILDINGS
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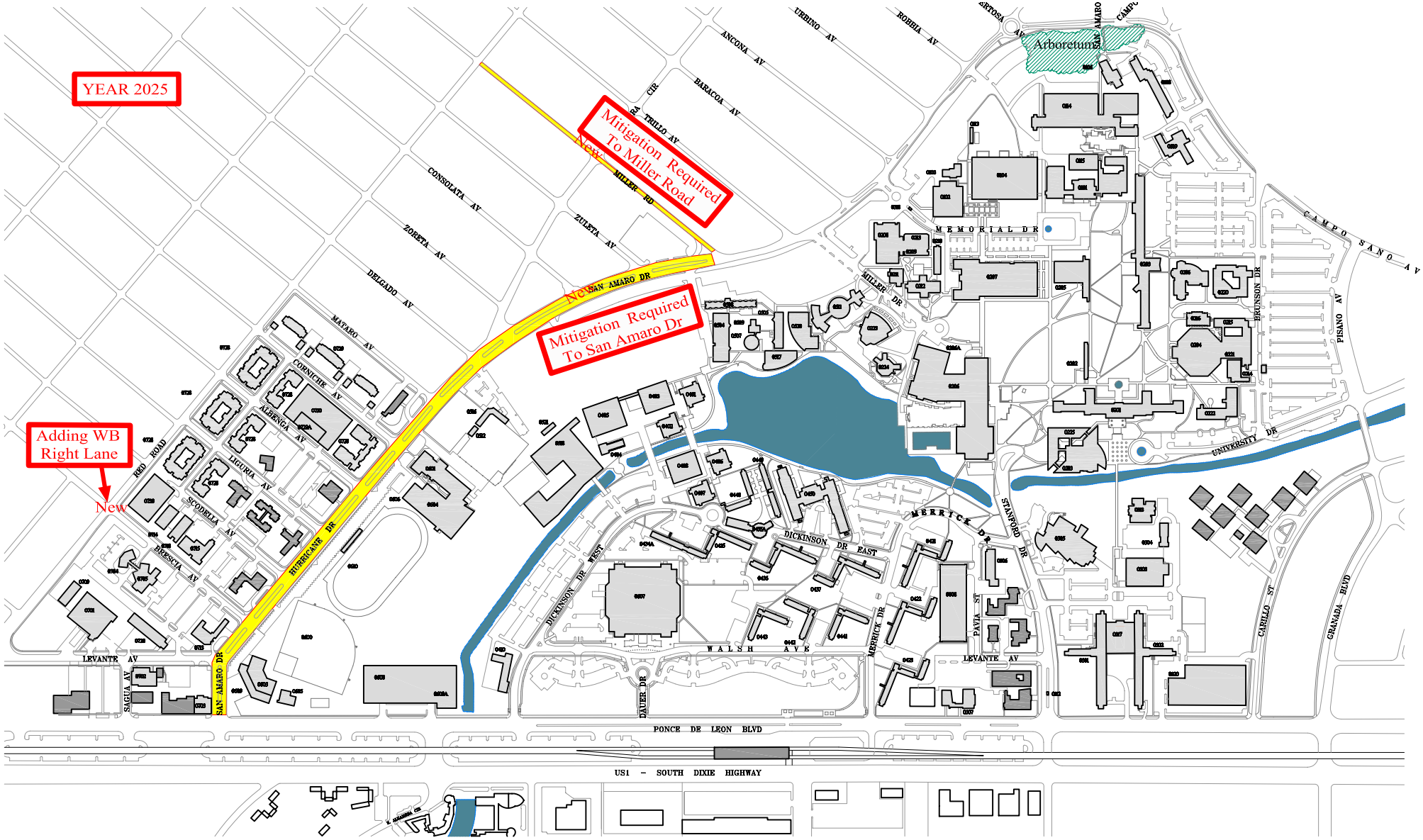


# EXHIBIT F / IMPROVEMENTS MAP PHASE IV - YEAR 2025

**A. PREVIOUS IMPROVEMENTS RELATED TO THE UNIVERSITY VILLAGE**

- A1 Providing a NBL On San Amaro at Albenga
- A2 Providing a NBL On San Amaro at Brescia
- A3 Providing a WBL On Brescia at Red Rd
- A4 Providing an EBL on Brescia at San Amaro
- A5 Providing a SBL On Red Rd at Brescia
- A6 Providing a NBL On Red Rd at Brescia
- A7 Closure of Liguira and Corniche E of Red Rd
- AA Signalization if warranted

**B. PREVIOUS IMPROVEMENTS RELATED TO THE CONVOCATION CENTER**

- B1 Lengthening of the LT lane on NB US1 at Alhambra
- B2 Elimination of on-street parking along SB San Amaro between Levante and Ponce de Leon
- B3 Providing a NE LTon Ponce de Leon at and Alhambra. Adding additional lanes for the west leg of the intersection. Creation of a service road
- B4 Realignment of Dickinson Wof Ponce de Leon 2 lanes in and 2 lanes out from Dickinson
- B5 Widening of the sidewalks in the vicinity of the Convocation Center and the Mark Light Stadium
- B6 Widening the SB approaches of the Stanford @ Ponce de Leon Blvd and Granada @ Ponce de Leon

**C. PREVIOUS IMPROVEMENTS RELATED TO NEW CAMPUS AREA AND THE LRDZ**

- C1 No on-street parking on relocated Dickinson W between Ponce de Leon and Walsh
- C2 No driveways on relocated Dickinson W between Ponce de Leon Blvd and Walsh
- C3 No driveways should be allowed on Merrick between Ponce de Leon Blvd and Walsh
- C4 Access to parking structure G831 should be aligned with Walsh
- C5 Dickinson W should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon and Walsh
- C6 Merrick should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon and Walsh
- C7 Extension of the LT lane on US 1 at Stanford

**D. PREVIOUS IMPROVEMENTS RELATED TO CAMPUS CIRCULATION & ACCESS**

- D1 Providing a SB protected LT phase at Red Rd @ Miller and Red Rd @ Blue Rd
- D2 Realignment of Miller Rd
- D3 Right in and right out at Robbia access
- D4 Closure of the Campo Sano access to Lot 1-109 except for emergency vehicles access and of the driveway to Lots 501 and 503.
- D5 Median opening on San Amaro
- D6 Median closures along San Amaro at Zuleta , Consolata , Zoreta , Delgado , and Mataro
- D7 Disconnecting San Amaro N. from San Amaro Dr/Campo Santo
- D8 Closure of San Amaro Ct at Camp Sano
- D9 Closure of Alhambra Cir at San Amaro
- D10 Closure of Consolata Ave at San Amaro
- D11 Closure of Mataro and Delgado at Red Rd

**E. PREVIOUS IMPROVEMENTS RELATED TO ENHANCING NEIGHBORHOOD SAFETY**

- E1 Providing a SBL protected phase at Red Rd @ Miller Rd, and Red Rd @ Blue Rd
- E2 Providing RT in and RT out at the entrance to Lot 102 from San Amaro
- E3 Closure of the Campo Sano entrance to Lot 1-109 except for emergency vehicles access.
- E4 Street closures of Mataro and Delgado at Red Road.
- E5 Closure of the Miller Dr Alligment of the Miller Dr and Miller Rd Closure of the access to Lots 501 and 403 from San Amaro

**LEGEND**

- PREVIOUS IMPROVEMENTS COMPLETED
- PREVIOUS IMPROVEMENTS NOT COMPLETED YET
- PREVIOUS IMPROVEMENTS NO LONGER NEEDED
- New NEW IMPROVEMENTS BASED ON RTS
- MITIGATION REQUIRED
- EXISTING UNIVERSITY BUILDINGS
- NON UNIVERSITY OWNED

DATE 02 NOV 07

N

0 500

University of Miami
A GLOBAL UNIVERSITY
CORAL GABLES CAMPUS

# ATTACHMENT 12
# UPDATED MLOU ATTACHMENT “A”
# IMPROVEMENT STATUS

## Exhibit 9A
## Projects in Planning, Design, or Construction

| | Improvement | Status |
|---|---|---|
| 1 | No on-street parking should be allowed on Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue. | In compliance / Ongoing |
| 2 | No driveways should be allowed on Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue | In compliance / Ongoing |
| 3 | No driveways should be allowed on Merrick Drive between Ponce de Leon Boulevard and Walsh Avenue. | In compliance / Ongoing |
| 4 | No vehicular access, gates or curb cuts shall be permitted onto or through the 75' wide landscape buffer along Mataro Avenue. | In compliance / Ongoing |
| 5 | Dickinson Drive/Ponce de Leon Blvd. signalize when warranted | Signal Warrant Studies will be completed in 2008, and if not warranted, will be monitored in future RTS. |
| 6 | Merrick Drive/Ponce de Leon Blvd. signalize when warranted | Signal Warrant Studies will be completed in 2008, and if not warranted, will be monitored in future RTS. |
| 7 | Signalize Campo Sano Avenue and Brunson Avenue when warranted. | Signal Warrant Studies will be completed in 2010, and if not warranted, will be monitored in future RTS. |
| 8 | Adding a westbound right turn lane at the intersection of Brescia Avenue and Red Road | Project is in design development. |
| 9 | Widen Brescia Avenue to three lanes between Red Road and San Amaro Drive as determined by the City Public Works and Planning Departments. | The City has accepted a design that widens Brescia at the eastern and western ends with right turn lanes. Project is in design development. |
| 10 | A traffic signal warrant study based on future traffic projections has been completed for the intersection of San Amaro Drive / Brescia Avenue. The University, submitted the study for review to the City and other appropriate agencies. The signal was not warranted. The University shall complete a traffic signal warrant study within six months after issuance of final CO and when the University Village has full occupancy. If the signal is warranted and approved by the agencies at that time, the University shall install the signal. | A signal warrant study completed in 2005 based on forecasted volumes revealed marginal volumes for a signal. The townhomes, part of the University Village project are under construction and estimated to be completed prior to December 31, 2009. A signal warrant study will be completed no later than six months after a final CO is obtained for the UV townhomes. If signal is not warranted, University will continue to monitor in future RTS. |
| 11 | Lengthen northeast bound left turn lane on US 1 at Stanford Drive. | Plans were submitted to permitting agencies by December 31, 2007. Project is in design development. |
| 12 | Lengthen northeast bound left turn lane on on US-1 to westbound Alhambra Circle | Plans were submitted to permitting agencies by December 31, 2007. Project is in design development. |
| 13 | Eliminate on-street parking along southbound San Amaro Drive between Levante Avenue and Ponce de Leon Boulevard | The removal of the parking meters has been designed and submitted to the City for approval. Awaiting City response. |
| 14 | Provide optimized signal timing information from the February 2003 Traffic Study for all intersections analyzed to Miami-Dade County to determine the need for resignalization. | Will submit updated signal timing information upon receiving sufficiency on the March 2008 RTS. |
| 15 | Provide shuttle bus service and shelters or other adequate weather protection within University Village where shuttle stops are located as determined by the City Public Works and Planning Departments. | Project under construction. It is estimated to be completed prior to December 31, 2009. |
| 16 | The required traffic signal at San Amaro Drive and Miller Drive will proceed to completion according to the schedule submitted by the University with progress reports to be submitted quarterly. | Signal warranted, neighbors objected to traffic signal. The realignment of Miller Drive project is in design development and is estimated to be completed prior to December 31, 2010. |
| 17 | The University shall review vehicular access and circulation in the area of Campo Sano and Pisano in order to minimize vehicular impacts through signage, routing, scheduling, etc. | These improvements will be reviewed during future RTS |
| 18 | Closure of the driveway to Lots 501 and 503. | The location of the driveways of Lots 501 and 503 will be reviewed as part of the internal road. |
| | **2007 RTS Recommended Improvements** | |
| 19 | Dickinson Drive West should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue | Two lanes entering and two lanes exiting Dickinson Drive are under construction and estimated to be completed by early 2009. |
| 20 | Align Miller Road and Miller Drive and improve intersection to provide at least an additional share through/right southbound lane and an eastbound left turn lane. | Project is in design development. Construction plans will be submitted to the City by December 31, 2008. |
| 21 | Improve westbound right turn lane at Ponce de Leon Blvd and Red Road by signal interconnect. | This project will be completed in coordination with the developers of Red Road Commons |
| 22 | Traffic calming on Alhambra Circle north of Miller Road and on Mantua Ave between Red Road and San Amaro Drive. | Mitigation as per methodology agreement |

## Exhibit 9B
## Items to be monitored as part of future RTS
## (not currently included in RTS methodology but will be included in future MLOU)

| | | |
|---|---|---|
| **2010** | | |
| 1 | Signalize Campo Sano Avenue and Brunson Avenue when warranted. | Signal Warrant Studies will be completed in 2010, and if not warranted, will be monitored in future RTS. |
| 2 | Monitor intersection of Albenga Ave. and Red Road | Monitor southbound left turns to determine if the volume meets FDOT's 100 vph threshold for left turn lane in 2010 and if not warranted, will continue to be monitored in future RTS. |
| **2015** | | |
| 3 | Verify the need for widening Miller Road between San Amaro Drive and Red Road to 4 lanes. | In lieu of widening, a proportionate share payment will be made calculating the difference between the actual cost of the intersection approach improvements on Miller Road and the University share for the widening to four lanes related to the 2015 incremental impact of UM trips on the same section of Miller Road |
| 4 | Signalize Campo Sano Avenue and Pisano Avenue when warranted. | Signal Warrant Studies will be completed as part of the next RTS, and if not warranted, will continue to be monitored in future RTS. |
| **2020** | | |
| 5 | Verify the need for widening Miller Road between San Amaro Drive and Red Road to 4 lanes. | In lieu of widening, a proportionate share payment will be made calculating the difference between the actual cost of the intersection approach improvements on Miller Road and the University share for the widening to four lanes related to the 2020 incremental impact of UM trips on the same section of Miller Road |
| 6 | Verify the need for widening northbound San Amaro Drive between Ponce de Leon Blvd. and Levante Avenue to 2 lanes. | These improvements will be reviewed as part of future RTS and the University of Miami will pay 100% of the cost of the improvements as required by the Regional Traffic Study. |
| **2025** | | |
| 7 | Verify the need for widening Miller Road between San Amaro Drive and Red Road to 4 lanes. | In lieu of widening, a proportionate share payment will be made calculating the difference between the actual cost of the intersection approach improvements on Miller Road and the University share for the widening to four lanes related to the 2025 incremental impact of UM trips on the same section of Miller Road |
| 8 | Verify the need for widening northbound San Amaro Drive between Levante Avenue and Miller Road to 2 lanes. | These improvements will be reviewed as part of future RTS and the University of Miami will pay 100% of the cost of the improvements as required by the Regional Traffic Study. |

Note: Proportionate share payments 1% to 100% made in lieu of roadway widening will be calculated on an incremental basis based on the cumulative phase trips from UM minus any previous payments made in a prior phase.

# UMRTS ATTACHMENT 12

MLOU EXIHIBIT 9-Attachment A
Summary of Recommended or
Suggested Improvements Contained
In UMCAD Updates Since 1992

## A. Improvements Related to the University Village

| | | Status |
|---|---|---|
| 1 | Provide a northbound left turn on San Amaro Drive at Albenga Avenue. | Done |
| 2 | Provide a northbound left turn on San Amaro Drive at Brescia Avenue. | Done |
| 3 | Provide a westbound left turn on Brescia Avenue at Red Road | Done |
| 4 | Provide an eastbound left turn on Brescia Avenue at San Amaro Drive. | Done |
| 5 | Provide a southbound left turn on Red Road at Brescia Avenue | Done |
| 6 | Provide a Northbound left turn on Red Road at Brescia Avenue | Done |
| 7 | Closure of Liguira Avenue and Corniche Avenue east of Red Road. | Abandoned See note A.7 |

## B. Improvements Related to the Convocation Center

| | | Status |
|---|---|---|
| 1 | Lengthening of the left turn lane on northbound US 1 at Alhambra Circle. | Programmed See Note B.1. |
| 2 | Elimination of on-street parking along southbound San Amaro Drive between Levante Avenue and Ponce de Leon Boulevard | Programmed See Note B. 2. |
| 3 | Improvements to the intersection of Ponce de Leon Boulevard and Alhambra Circle. These will most likely include a left turn lane on eastbound Ponce de Leon Boulevard, additional lanes for the west leg of the intersection (at the access point for the G805 parking structure) and creation of a service road. | - Northeast Left Turn on Ponce Completed<br>- See Note B. 3. regarding west leg. |
| 4 | Realignment of Dickinson Road West at Ponce de Leon Boulevard. Intersection improvements include two lanes entering and two lanes exiting Dickinson Drive. | - Intersection improvements are currently under design See note B. 4. |
| 5 | Widening of the sidewalks in the vicinity of the Convocation Center and the Mark Light Stadium. | Done |
| 6 | Consider widening the southbound approaches of the Stanford Drive/Ponce de Leon Boulevard and Granada Boulevard/Ponce de Leon Boulevard intersections. The improvements, though, will likely not be necessary immediately but will benefit the New Campus Area and the Long Range Development Zone. | These are not necessary, See Note B. 6. |
| 7 | Implement of traffic management plan using a signing plan and officers to direct traffic at major intersections during major events. | Done |

## C. Improvements Related to the New Campus Area and the LRDZ (NSCDZ)

| | | Status |
|---|---|---|
| 1 | No on-street parking should be allowed on relocated Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue. | No on-street parking will be allowed. |
| 2 | No driveways should be allowed on relocated Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue | No driveways are included in the plans now in permitting. |
| 3 | No driveways should be allowed on Merrick Drive between Ponce de Leon Boulevard and Walsh Avenue. | Currently no in-between driveway exists and none are planned. |
| 4 | Access to parking structure G831 should be aligned with Walsh Avenue. | The UMCAD plan has changed. See Note C. 4. |
| 5 | Dickinson Drive West should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue | This is addressed in B.4. |
| 6 | Merrick Drive should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue. | See Note C. 6. |
| 7 | Traffic improvements identified for the Ryder Convocation Center will also help support the LRDZ. Additional improvements include extension of the left turn lane on US 1 at Stanford Drive. | This improvement is programmed, See Note for B.1. |

## D. Improvements Related to Campus Circulation and Access

| | | Status |
|---|---|---|
| 1 | Provide a protected left turn phase for southbound traffic at the signalized intersections of Red Road and Miller Road and Red Road and Blue Road. | These improvements are programmed and under design. See Note D. 1. |
| 2 | Realignment of Miller Road | Under Design |
| 3 | Right in and right out channelization at Robbia Avenue access drive. | Done |
| 4 | Closure of the Campo Sano entrance to Lot I-109 except for emergency vehicles access and of the driveway to Lots 501 and 503. | An access consolidation plan is under design and will be reviewed with city staff. |
| 5 | Redirection of flow in Lot 501 and channelize the median opening on San Amaro Drive to accommodate the redirection of flow. | No longer necessary. See Note D. 5. |
| 6 | Median closures along San Amaro Drive at Zuleta Avenue, Consolata Avenue, Zoreta Avenue, Delgado Avenue, and Mataro Avenue. | No longer necessary. See Note D. 5. |

| | | |
|---|---|---|
| 7 | Modification of the intersection of Certosa Avenue and San Amaro Drive by disconnecting San Amaro Drive North from San Amaro Drive/Campo Santo Avenue. | Roundabout has been constructed to address intersection modification. |
| 8 | Closure of San Amaro Court at Camp Sano Avenue. | Right turns in and out only have been built as part of the traffic calming program. |
| 9 | Closure of Alhambra Circle at San Amaro Drive. | No longer necessary. See Note D. 5. |
| 10 | Closure of Consolata Avenue at San Amaro Drive. | No longer necessary. See Note D. 5. |
| 11 | Closure of Mataro Avenue and Delgado Avenue at Red Road. | Done |

## E. Improvements Related to Enhancing Neighborhood Safety

| | | Status |
|---|---|---|
| 1 | Provide a protected left turn phase for southbound traffic at the signalized intersections of Red Road and Miller Road, and Red Road and Blue Road | These improvements are programmed and under design. See Note D. 1. |
| 2 | Modify the entrance to Lot 102 from San Amaro Drive to provide for right turn in and right turn out movements only. | Only movements allowed are right turns in and out and left turn in. See Note D.5. |
| 3 | Closure of the Campo Sano entrance to Lot 1-109 except for emergency vehicles access. | An access consolidation plan is under design and will be reviewed with city staff. |
| 4 | Street closures of Mataro Avenue and Delgado Avenue at Red Road. | Done |
| 5 | With the planned expansion of the Law School, the access on Miller Drive at San Amaro Drive would be eliminated. As a result, the intersection of Miller Road and San Amaro Drive would be extensively modified (additional turn lanes) and the existing driveways to Lots 503 and 501 would be closed. | Miller Road/Miller Drive Realignment is Under Design |

NOTES:

A. 7) Approval for University Village included restrictions that no additional roads be closed to prevent increased diversions of University or student traffic onto the remaining open residential streets. This modified the original planning for University Village as envisioned in the original UMCAD traffic study of 1992.

B. 1) The lengthening of the US-1 left turn lanes at Alhambra and Stanford are a requirement of a March 2007 city ordinance and are under design during the preparation of the RTS. Design plans are programmed for submittal by December 2007 as stipulated in the ordinance.

B. 2) The removal of the parking meters and the resulting extension of the intersection approach lane is a requirement of a March 2007 city ordinance and is under design during the preparation of the RTS. Design plans are programmed for submittal by December 2007 as stipulated in the ordinance.

B. 3) In addition to the completion of turn lanes at the G805 parking structure at Alhambra Circle, other traffic improvements have been completed including a service/access road along the frontage of the garage. All improvements related to the Convocation Center (aka BankUnited Center) and parking garage are complete.

B. 4) The Dickinson West realignment was originally planned to serve the Convocation Center when it was west of the canal in the original UMCAD. The Convocation Center was built east of the canal which does not require a realignment of Dickinson Drive West. The existing section of Dickinson Drive West between Ponce DeLeon and Walsh is currently under design and in permitting stages and includes the two lanes in and two lanes out as well as no parking within the referenced section.

B. 6) The development of the campus plan has evolved since these original recommendations were made shifting impacts more to Ponce DeLeon Boulevard. The RTS has not found these improvements to be necessary. These intersections are part of the basic RTS methodology and any future updates will continue to address these locations. Therefore, if future forecasts deem improvements to be appropriate, they will be included in future improvement programs.

C. 4) The UMCAD development plan has changed since the recommendation was made in 1992. The G831 garages and building footprints from 1992 no longer align with Walsh Avenue and this recommendation is no longer applicable.

C. 6) The current RTS is showing a probable need for two outbound (southbound) lanes but the need for two inbound lanes is unclear. This will need to be refined when the specific development plans for the NSCDZ are at least in preliminary stages and the allocation of densities are better defined.

D. 1) The provision of left turn phasing at Blue Road and Miller Road are a requirement of a March 2007 city ordinance and are under design during the preparation of the RTS. Design plans were programmed for submittal by December 2007 as stipulated in the ordinance. As a result of preliminary reviews by FDOT, the left turn phasing will be rejected by FDOT based on a lack of demonstrated need, and will be deleted from the programmed improvement list.

D. 5) The closure of many of the residential streets along Red Road has decreased the short cut routes to parking lots which these recommendations intended to remedy in the 1992 UMCAD traffic study. Current traffic patterns and parking management practices combined with shuttle systems has decreased this problem and additional closures or median modifications to prevent short cut traffic are no longer warranted.

**UMRTS ATTACHMENT 12**
**MLOU EXHIBIT 9 - Attachment A**
**Summary of Recommended or**
**Suggested Improvemetns Contained**
**in UMCAD Updates Since 1992**

| **A.** | **Improvements Related to the University Village** | | |
|---|---|---|---|
| | | **Status** | Comments |
| ~~1~~ | ~~Provide a northbound left turn on San Amaro Drive at Albenga Avenue.~~ | ~~Completed~~ | |
| ~~2~~ | ~~Provide a northbound left turn on San Amaro Drive at Brescia Avenue.~~ | ~~Completed~~ | |
| ~~3~~ | ~~Provide a westbound left turn on Brescia Avenue at Red Road~~ | ~~Completed~~ | |
| ~~4~~ | ~~Provide an eastbound left turn on Brescia Avenue at San Amaro Drive.~~ | ~~Completed~~ | |
| ~~5~~ | ~~Provide a southbound left turn on Red Road at Brescia Avenue~~ | ~~Completed~~ | |
| ~~6~~ | ~~Provide a Northbound left turn on Red Road at Brescia Avenue~~ | ~~Completed~~ | |
| ~~7~~ | ~~Closure of Liguira Avenue and Corniche Avenue east of Red Road.~~ | ~~Completed~~ | Approval for University Village included restrictions that no additional roads be closed to prevent increased diversions of University or student traffic onto the remaining open residential streets. This modified the original planning for University Village as envisioned in the original UMCAD traffic study of 1992. |

| B. | Imprevements related to the Convocation Center | | |
|---|---|---|---|
| | | **Status** | Comments |
| 1 | Lengthening of the left turn lane on northbound US 1 at Alhambra Circle. | The plans for the left turn lane have been submitted to FDOT and the City. Pending City response / review. | |
| 2 | Elimination of on-street parking along southbound San Amaro Drive between Levante Avenue and Ponce de Leon Boulevard | The removal of the parking meters has been designed and submitted to the City for approval. Awaiting City response. | |
| ~~3~~ | ~~Improvements to the intersection of Ponce de Leon Boulevard and Alhambra Circle. These will most likely include a left turn lane on eastbound Ponce de Leon Boulevard, additional lanes for the west leg of the intersection (at the access point for the G805 parking structure) and creation of a service road.~~ | ~~Completed~~ | In addition to the completion of turn lanes at the G805 (Ponce Parking Garage) parking structure at Alhambra Circle, other traffic improvements have been completed including a service/access road along the frontage of the garage. All improvements related to the Convocation Center (aka BankUnited Center) and parking garage are complete. |
| 4 | ~~Realignment of Dickinson Road West at Ponce de Leon Boulevard.~~ Intersection improvements include two lanes entering and two lanes exiting Dickinson Drive. | Two lanes entering and two lanes exiting Dickinson Drive are under construction and scheduled for completion in 2008. | The Dickinson West realignment was originally planned to serve the Convocation Center when it was west of the canal in the original UMCAD. The Convocation Center was built east of the canal which does not require a realignment of Dickinson Drive West. |
| ~~5~~ | ~~Widening of the sidewalks in the vicinity of the Convocation Center and the Mark Light Stadium.~~ | ~~Completed~~ | |
| ~~6~~ | ~~Consider widening the southbound approaches of the Stanford Drive/Ponce de Leon Boulevard and Granada Boulevard/Ponce de Leon Boulevard intersections. The improvements, though, will likely not be necessary immediately but will benefit the New Campus Area and the Long Range Development Zone.~~ | ~~Completed~~ | The development of the campus plan has evolved since these original recommendations were made shifting more impacts to Ponce DeLeon Boulevard. The RTS has not found these improvements to be necessary. These intersections are part of the basic RTS methodology and any future updates will continue to address these locations. Therefore, if future forecasts deem improvements to be appropriate, they will be included in future improvement programs. |
| ~~7~~ | ~~Implement of traffic management plan using a signing plan and officers to direct traffic at major intersections during major events.~~ | ~~Completed~~ | |

| C. | Improvements Related to the New Campus Area and the LRDZ (NSCDZ) | | |
|---|---|---|---|
| | | **Status** | |
| 1 | No on-street parking should be allowed on ~~relocated~~ Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue. | | The Dickinson West realignment was originally planned to serve the Convocation Center when it was west of the canal in the original UMCAD. The Convocation Center was built east of the canal which does not require a realignment of Dickinson Drive West. |
| 2 | No driveways should be allowed on ~~relocated~~ Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue | | The Dickinson West realignment was originally planned to serve the Convocation Center when it was west of the canal in the original UMCAD. The Convocation Center was built east of the canal which does not require a realignment of Dickinson Drive West. |
| 3 | No driveways should be allowed on Merrick Drive between Ponce de Leon Boulevard and Walsh Avenue. | | |
| ~~4~~ | ~~Access to parking structure G831 should be aligned with Walsh Avenue.~~ | | The UMCAD development plan has changed since the recommendation was made in 1992. The G831 garages and building footprints from 1992 no longer align with Walsh Avenue and this recommendation is no longer applicable. |
| 5 | ~~Dickinson Drive West should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue~~ | Two lanes entering and two lanes exiting Dickinson Drive have been constructed. | |
| 6 | Merrick Drive should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue. | Will be monitored as part of future RTS | The current RTS is showing a probable need for two outbound (southbound) lanes but the need for two inbound lanes is unclear. This will need to be refined when the specific development plans for the NSCDZ are at least in preliminary stages and the allocation of densities are better defined. |
| 7 | Traffic improvements identified for the BankUnited Center will also help support the NSCDZ. Additional improvements include extension of the left turn lane on US 1 at Stanford Drive. | The plans for the left turn lane have been submitted to FDOT and the City. Project is in design development. | |

| D. | Improvements Related to Campus Circulation and Access | | |
|---|---|---|---|
| | | **Status** | Comments |
| ~~1~~ | ~~Provide a protected left turn phase for southbound traffic at the signalized intersections of Red Road and Miller Road and Red Road and Blue Road.~~ | | As a result of preliminary reviews by FDOT, the left turn phasing will be rejected by FDOT based on a lack of demonstrated need. The intersections will continue to be evaluated in the future RTS updates. ~~Southbound left turn bay constructed at both locations. No protected left turn phase.~~ |
| 2 | Realignment of Miller Road | Project is in design development. Construction plans will be submitted to the City by December 31, 2008. | |
| ~~3~~ | ~~Right in and right out channelization at Robbia Avenue access drive.~~ | ~~Completed~~ | |
| 4 | Closure ~~of the Campo Sano entrance to Lot I-109 except for emergency vehicles access and~~ of the driveway to Lots 501 and 503. | Internal Road Phase I is in design development. | The Campo Sano entrance to Lot I-109 has been closed. The entrance to lots 501 and 503 are being reviewed as part of the first phase of the Internal Road. |
| ~~5~~ | ~~Redirection of flow in Lot 501 and channelize the median opening on San Amaro Drive to accommodate the redirection of flow.~~ | ~~Completed~~ | The closure of many of the residential streets along Red Road has decreased the short cut routes to parking lots which these recommendations intended to remedy in the 1992 UMCAD traffic study. Current traffic patterns and parking management practices combined with shuttle systems has decreased this problem and additional closures or median modifications to prevent short cut traffic are no longer warranted. |
| ~~6~~ | ~~Median closures along San Amaro Drive at Zuleta Avenue, Consolata Avenue, Zoreta Avenue, Delgado Avenue, and Mataro Avenue.~~ | ~~Completed~~ | The closure of many of the residential streets along Red Road has decreased the short cut routes to parking lots which these recommendations intended to remedy in the 1992 UMCAD traffic study. Current traffic patterns and parking management practices combined with shuttle systems has decreased this problem and additional closures or median modifications to prevent short cut traffic are no longer warranted. |
| ~~7~~ | ~~Modification of the intersection of Certosa Avenue and San Amaro Drive by disconnecting San Amaro Drive North from San Amaro Drive/Campo Santo Avenue.~~ | ~~Completed~~ | |
| ~~8~~ | ~~Closure of San Amaro Court at Camp Sano Avenue.~~ | ~~Completed~~ | Right turns in and out only have been built as part of the traffic calming program |
| ~~9~~ | ~~Closure of Alhambra Circle at San Amaro Drive.~~ | ~~Completed~~ | |
| ~~10~~ | ~~Closure of Consolata Avenue at San Amaro Drive.~~ | ~~Completed~~ | |
| ~~11~~ | ~~Closure of Mataro Avenue and Delgado Avenue at Red Road.~~ | ~~Completed~~ | |

| E. | Improvements Related to Enhancing Neighborhood Safety | | |
|---|---|---|---|
| | | **Status** | Comments |
| ~~1~~ | ~~Provide a protected left turn phase for southbound traffic at the signalized intersections of Red Road and Miller Road, and Red Road and Blue Road~~ | | As a result of preliminary reviews by FDOT, the left turn phasing will be rejected by FDOT based on a lack of demonstrated need. The intersections will continue to be evaluated in the future RTS updates. ~~Southbound left turn bay constructed at both locations. No protected left turn phases.~~ |
| ~~2~~ | ~~Modify the entrance to Lot 102 from San Amaro Drive to provide for right turn in and right turn out movements only.~~ | ~~Completed~~ | Right turns in and out only have been built as part of the traffic calming program |
| 3 | ~~Closure of the Campo Sano entrance to Lot 1-109 except for emergency vehicles access.~~ | ~~Completed~~ | |
| 4 | ~~Street closures of Mataro Avenue and Delgado Avenue at Red Road.~~ | ~~Completed~~ | |
| 5 | With the planned expansion of the Law School, the access on Miller Drive at San Amaro Drive would be eliminated. As a result, the intersection of Miller Road and San Amaro Drive would be extensively modified (additional turn lanes) and the existing driveways to Lots 503 and 501 would be closed. | Miller Road / Miller Drive realignment project is in design development. Construction plans will be submitted to the City by December 31, 2008. | ~~Miller Drive not closed. Miller Drive not aligned. Access to Lots 501 and 403 not closed from San Amaro Drive.~~ |

**F. Recommentations based on March 28, 2008 RTS**

| | | **Status** | Comments |
|---|---|---|---|
| 1 | Dickinson Drive/Ponce de Leon Blvd: add southbound left turn lane and signalize when warranted – 2008-2010 | Conduct warrant study | |
| 2 | Merrick Drive/Ponce de Leon Blvd: add southbound left turn lane and signalize when warranted - 2010 | Conduct warrant study | |
| 3 | Signalize Campo Sano Avenue and Brunson Avenue when warranted. | Monitor in future RTS | |
| 4 | Align Miller Road and Miller Drive and improve intersection to provide at least an additional share through/right southbound lane and an eastbound left turn lane. | Under design | |
| 5 | Improve westbound right turn lane at Ponce de Leon Blvd and Red Road by signal interconnect. | To be completed by 2010 | |
| 6 | Traffic ~~monitoring/~~calming on Alhambra Circle north of Miller Road ~~and on Mantua Avenue between Red Road and San Amaro Drive~~ | To be completed by 2010 | |
| 7 | Signalize San Amaro Drive and Brescia Avenue when warranted | Monitor in future RTS | |
| 8 | Pay proportionate fair share for widening Miller Road between San Amaro Drive and Red Road to 4 lanes | Requires review. See Note F.8. | The proportionate share calculation will need to consider the difference between the actual cost of the intersection approach improvements on Miller Road and the proportionate share for the widening of the same section of Miller Road to four lanes. |
| 9 | Signalize Campo Sano Avenue and Pisano Avenue when warranted. | Monitor in future RTS | |
| 10 | Pay proportionate fair share for widening northbound San Amaro Drive between Levante Avenue and Miller Road to 2 lanes | Monitor in future RTS | The widening of San Amaro Drive will need to be revisited during the RTS updates since the need to widen to four lanes is at a threshold volume and it may prove unnecessary. |
| 11 | Pay proportionate fair share for widening northbound San Amaro Drive between Ponce de Leon Blvd and Miller Road to 2 lanes | Monitor in future RTS | The widening of San Amaro Drive will need to be revisited during the RTS updates since the need to widen to four lanes is at a threshold volume and it may prove unnecessary. |
| 12 | Adding a westbound right turn lane at the intersection of Brescia Avenue and Red Road | Under design and review by city staff. | |

**UMRTS ATTACHMENT 12**
**MLOU EXHIBIT 9 - Attachment A**
**Summary of Recommended or**
**Suggested Improvemetns Contained**
**in UMCAD Updates Since 1992**

| **A.** | **Improvements Related to the University Village** | | |
|---|---|---|---|
| | | **Status** | Comments |
| ~~1~~ | ~~Provide a northbound left turn on San Amaro Drive at Albenga Avenue.~~ | ~~Completed~~ | |
| ~~2~~ | ~~Provide a northbound left turn on San Amaro Drive at Brescia Avenue.~~ | ~~Completed~~ | |
| ~~3~~ | ~~Provide a westbound left turn on Brescia Avenue at Red Road~~ | ~~Completed~~ | |
| ~~4~~ | ~~Provide an eastbound left turn on Brescia Avenue at San Amaro Drive.~~ | ~~Completed~~ | |
| ~~5~~ | ~~Provide a southbound left turn on Red Road at Brescia Avenue~~ | ~~Completed~~ | |
| ~~6~~ | ~~Provide a Northbound left turn on Red Road at Brescia Avenue~~ | ~~Completed~~ | |
| ~~7~~ | ~~Closure of Liguira Avenue and Corniche Avenue east of Red Road.~~ | ~~Completed~~ | Approval for University Village included restrictions that no additional roads be closed to prevent increased diversions of University or student traffic onto the remaining open residential streets. This modified the original planning for University Village as envisioned in the original UMCAD traffic study of 1992. |

| B. | Imprevements related to the Convocation Center | | |
|---|---|---|---|
| | | **Status** | Comments |
| 1 | Lengthening of the left turn lane on northbound US 1 at Alhambra Circle. | The plans for the left turn lane have been submitted to FDOT and the City. Pending City response / review. | |
| 2 | Elimination of on-street parking along southbound San Amaro Drive between Levante Avenue and Ponce de Leon Boulevard | The removal of the parking meters has been designed and submitted to the City for approval. Awaiting City response. | |
| ~~3~~ | ~~Improvements to the intersection of Ponce de Leon Boulevard and Alhambra Circle. These will most likely include a left turn lane on eastbound Ponce de Leon Boulevard, additional lanes for the west leg of the intersection (at the access point for the G805 parking structure) and creation of a service road.~~ | ~~Completed~~ | In addition to the completion of turn lanes at the G805 (Ponce Parking Garage) parking structure at Alhambra Circle, other traffic improvements have been completed including a service/access road along the frontage of the garage. All improvements related to the Convocation Center (aka BankUnited Center) and parking garage are complete. |
| 4 | ~~Realignment of Dickinson Road West at Ponce de Leon Boulevard.~~ Intersection improvements include two lanes entering and two lanes exiting Dickinson Drive. | Two lanes entering and two lanes exiting Dickinson Drive are under construction and scheduled for completion in 2008. | The Dickinson West realignment was originally planned to serve the Convocation Center when it was west of the canal in the original UMCAD. The Convocation Center was built east of the canal which does not require a realignment of Dickinson Drive West. |
| ~~5~~ | ~~Widening of the sidewalks in the vicinity of the Convocation Center and the Mark Light Stadium.~~ | ~~Completed~~ | |
| ~~6~~ | ~~Consider widening the southbound approaches of the Stanford Drive/Ponce de Leon Boulevard and Granada Boulevard/Ponce de Leon Boulevard intersections. The improvements, though, will likely not be necessary immediately but will benefit the New Campus Area and the Long Range Development Zone.~~ | ~~Completed~~ | The development of the campus plan has evolved since these original recommendations were made shifting more impacts to Ponce DeLeon Boulevard. The RTS has not found these improvements to be necessary. These intersections are part of the basic RTS methodology and any future updates will continue to address these locations. Therefore, if future forecasts deem improvements to be appropriate, they will be included in future improvement programs. |
| ~~7~~ | ~~Implement of traffic management plan using a signing plan and officers to direct traffic at major intersections during major events.~~ | ~~Completed~~ | |

| C. | Improvements Related to the New Campus Area and the LRDZ (NSCDZ) | | |
|---|---|---|---|
| | | **Status** | |
| 1 | No on-street parking should be allowed on ~~relocated~~ Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue. | | The Dickinson West realignment was originally planned to serve the Convocation Center when it was west of the canal in the original UMCAD. The Convocation Center was built east of the canal which does not require a realignment of Dickinson Drive West. |
| 2 | No driveways should be allowed on ~~relocated~~ Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue | | The Dickinson West realignment was originally planned to serve the Convocation Center when it was west of the canal in the original UMCAD. The Convocation Center was built east of the canal which does not require a realignment of Dickinson Drive West. |
| 3 | No driveways should be allowed on Merrick Drive between Ponce de Leon Boulevard and Walsh Avenue. | | |
| ~~4~~ | ~~Access to parking structure G831 should be aligned with Walsh Avenue.~~ | | The UMCAD development plan has changed since the recommendation was made in 1992. The G831 garages and building footprints from 1992 no longer align with Walsh Avenue and this recommendation is no longer applicable. |
| 5 | ~~Dickinson Drive West should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue~~ | Two lanes entering and two lanes exiting Dickinson Drive have been constructed. | |
| 6 | Merrick Drive should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue. | Will be monitored as part of future RTS | The current RTS is showing a probable need for two outbound (southbound) lanes but the need for two inbound lanes is unclear. This will need to be refined when the specific development plans for the NSCDZ are at least in preliminary stages and the allocation of densities are better defined. |
| 7 | Traffic improvements identified for the BankUnited Center will also help support the NSCDZ. Additional improvements include extension of the left turn lane on US 1 at Stanford Drive. | The plans for the left turn lane have been submitted to FDOT and the City. Project is in design development. | |

| D. | Improvements Related to Campus Circulation and Access | | |
|---|---|---|---|
| | | **Status** | Comments |
| ~~1~~ | ~~Provide a protected left turn phase for southbound traffic at the signalized intersections of Red Road and Miller Road and Red Road and Blue Road.~~ | | As a result of preliminary reviews by FDOT, the left turn phasing will be rejected by FDOT based on a lack of demonstrated need. The intersections will continue to be evaluated in the future RTS updates. ~~Southbound left turn bay constructed at both locations. No protected left turn phase.~~ |
| 2 | Realignment of Miller Road | Project is in design development. Construction plans will be submitted to the City by December 31, 2008. | |
| ~~3~~ | ~~Right in and right out channelization at Robbia Avenue access drive.~~ | ~~Completed~~ | |
| 4 | Closure ~~of the Campo Sano entrance to Lot I-109 except for emergency vehicles access and~~ of the driveway to Lots 501 and 503. | Internal Road Phase I is in design development. | The Campo Sano entrance to Lot I-109 has been closed. The entrance to lots 501 and 503 are being reviewed as part of the first phase of the Internal Road. |
| ~~5~~ | ~~Redirection of flow in Lot 501 and channelize the median opening on San Amaro Drive to accommodate the redirection of flow.~~ | ~~Completed~~ | The closure of many of the residential streets along Red Road has decreased the short cut routes to parking lots which these recommendations intended to remedy in the 1992 UMCAD traffic study. Current traffic patterns and parking management practices combined with shuttle systems has decreased this problem and additional closures or median modifications to prevent short cut traffic are no longer warranted. |
| ~~6~~ | ~~Median closures along San Amaro Drive at Zuleta Avenue, Consolata Avenue, Zoreta Avenue, Delgado Avenue, and Mataro Avenue.~~ | ~~Completed~~ | The closure of many of the residential streets along Red Road has decreased the short cut routes to parking lots which these recommendations intended to remedy in the 1992 UMCAD traffic study. Current traffic patterns and parking management practices combined with shuttle systems has decreased this problem and additional closures or median modifications to prevent short cut traffic are no longer warranted. |
| ~~7~~ | ~~Modification of the intersection of Certosa Avenue and San Amaro Drive by disconnecting San Amaro Drive North from San Amaro Drive/Campo Santo Avenue.~~ | ~~Completed~~ | |
| ~~8~~ | ~~Closure of San Amaro Court at Camp Sano Avenue.~~ | ~~Completed~~ | Right turns in and out only have been built as part of the traffic calming program |
| ~~9~~ | ~~Closure of Alhambra Circle at San Amaro Drive.~~ | ~~Completed~~ | |
| ~~10~~ | ~~Closure of Consolata Avenue at San Amaro Drive.~~ | ~~Completed~~ | |
| ~~11~~ | ~~Closure of Mataro Avenue and Delgado Avenue at Red Road.~~ | ~~Completed~~ | |

| E. | Improvements Related to Enhancing Neighborhood Safety | | |
|---|---|---|---|
| | | **Status** | Comments |
| ~~1~~ | ~~Provide a protected left turn phase for southbound traffic at the signalized intersections of Red Road and Miller Road, and Red Road and Blue Road~~ | | As a result of preliminary reviews by FDOT, the left turn phasing will be rejected by FDOT based on a lack of demonstrated need. The intersections will continue to be evaluated in the future RTS updates. ~~Southbound left turn bay constructed at both locations. No protected left turn phases.~~ |
| ~~2~~ | ~~Modify the entrance to Lot 102 from San Amaro Drive to provide for right turn in and right turn out movements only.~~ | ~~Completed~~ | Right turns in and out only have been built as part of the traffic calming program |
| 3 | ~~Closure of the Campo Sano entrance to Lot 1-109 except for emergency vehicles access.~~ | ~~Completed~~ | |
| 4 | ~~Street closures of Mataro Avenue and Delgado Avenue at Red Road.~~ | ~~Completed~~ | |
| 5 | With the planned expansion of the Law School, the access on Miller Drive at San Amaro Drive would be eliminated. As a result, the intersection of Miller Road and San Amaro Drive would be extensively modified (additional turn lanes) and the existing driveways to Lots 503 and 501 would be closed. | Miller Road / Miller Drive realignment project is in design development. Construction plans will be submitted to the City by December 31, 2008. | ~~Miller Drive not closed. Miller Drive not aligned. Access to Lots 501 and 403 not closed from San Amaro Drive.~~ |

**F. Recommentations based on March 28, 2008 RTS**

| | | **Status** | Comments |
|---|---|---|---|
| 1 | Dickinson Drive/Ponce de Leon Blvd: add southbound left turn lane and signalize when warranted – 2008-2010 | Conduct warrant study | |
| 2 | Merrick Drive/Ponce de Leon Blvd: add southbound left turn lane and signalize when warranted - 2010 | Conduct warrant study | |
| 3 | Signalize Campo Sano Avenue and Brunson Avenue when warranted. | Monitor in future RTS | |
| 4 | Align Miller Road and Miller Drive and improve intersection to provide at least an additional share through/right southbound lane and an eastbound left turn lane. | Under design | |
| 5 | Improve westbound right turn lane at Ponce de Leon Blvd and Red Road by signal interconnect. | To be completed by 2010 | |
| 6 | Traffic ~~monitoring/~~calming on Alhambra Circle north of Miller Road ~~and on Mantua Avenue between Red Road and San Amaro Drive~~ | To be completed by 2010 | |
| 7 | Signalize San Amaro Drive and Brescia Avenue when warranted | Monitor in future RTS | |
| 8 | Pay proportionate fair share for widening Miller Road between San Amaro Drive and Red Road to 4 lanes | Requires review. See Note F.8. | The proportionate share calculation will need to consider the difference between the actual cost of the intersection approach improvements on Miller Road and the proportionate share for the widening of the same section of Miller Road to four lanes. |
| 9 | Signalize Campo Sano Avenue and Pisano Avenue when warranted. | Monitor in future RTS | |
| 10 | Pay proportionate fair share for widening northbound San Amaro Drive between Levante Avenue and Miller Road to 2 lanes | Monitor in future RTS | The widening of San Amaro Drive will need to be revisited during the RTS updates since the need to widen to four lanes is at a threshold volume and it may prove unnecessary. |
| 11 | Pay proportionate fair share for widening northbound San Amaro Drive between Ponce de Leon Blvd and Miller Road to 2 lanes | Monitor in future RTS | The widening of San Amaro Drive will need to be revisited during the RTS updates since the need to widen to four lanes is at a threshold volume and it may prove unnecessary. |
| 12 | Adding a westbound right turn lane at the intersection of Brescia Avenue and Red Road | Under design and review by city staff. | |

| A. Ordinance No. 2964 | | |
|---|---|---|
| **Condition** | **Status** | **Comments** |
| **Improvements related to Campus Access and Circulation** | | |
| ~~The University shall assess anticipated traffic impacts on Miller Road to determine if additional through lanes, turn lanes, or other improvements should be made between Red Road and San Amaro Drive. All needed improvements for this roadway link shall be made in conjunction with the University Village project.~~ | ~~Completed~~ | The traffic study for University Village addressed all matters relating to this condition. This particular condition was ~~will be~~ monitored during the current Regional Transportation Study ~~to be~~ completed in ~~August, 2007~~. March 2008. Implementation will be in accordance w the Regional Traffic Study recommendations/timetable. The section between San Amaro Drive and Alhambra Circle is currently under review by the city staff. |
| The University shall commit to signal warrant studies and signalization funding at the following intersections as they become necessary: | | This item may be re-evaluated in future studies based on future development. |
| Dickinson and Ponce | ~~Warrant completed in 12/2000~~<br>Monitor in future RTS | The signal was not recommended. Condition was ~~will be~~ monitored during the current Regional Transportation Study ~~to be~~ completed in ~~August, 2007~~. March 2008. ~~Implementation will be in accordance w the Regional Traffic Study recommendations/timetable.~~ Signal warrant studies will be programmed 2008 and 2010. These intersections are part of the basic RTS methodology and any future updates will continue to address these locations. Therefore, if future forecasts deem improvements to be appropriate, they will be included in future improvement programs. |
| Merrick and Ponce | ~~Warrant completed in 12/2000~~<br>Monitor in future RTS | The signal was not recommended. University will provide the City with a copy of the Warrant Report. Condition was ~~will be~~ monitored during the current Regional Transportation Study ~~that will be~~ completed ~~in August, 2007.~~March 2008. Signal warrant studies will be programmed 2008 and 2010. This intersection is part of the basic RTS methodology and any future updates will continue to address these locations. Therefore, if future forecasts deem improvements to be appropriate, they will be included in future improvement programs. |

| | | |
|---|---|---|
| ~~Granada and Pisano~~ | ~~Completed~~ | A traffic/pedestrian signal is in place immediately south of Pisano and Granada. |
| ~~The University shall effectuate necessary roadway improvements as noted on pages 8 and 9 of the Planning Department Staff Report entitled "Review of the University of Miami Campus Area Development Plan" dated 7/5/91 in conjunction with Phase I of the University Village project in order to minimize potential negative traffic impacts to adjacent roadways resulting from street closings.~~ | ~~Completed~~ | The traffic study for University Village addressed all matter relating to this condition. |
| ~~The University shall establish, and the City shall approve, a schedule which ties roadway and parking improvements to key projects prior to the issuance of any permits.~~ | ~~Completed~~ | |
| The University shall commit to making certain improvements called out as "suggestions" by the University's Traffic Consultant, (tab 4 of the UMCAD document), such as improvements to the intersection of Granada and Ponce, in conjunction with the first phase of the Master plan development as follows: | All items referenced are addressed in the UMRTS March 2008. These items will be deleted from Exhibit 9. | The current Regional Traffic Study to be completed by August 2007, has ~~will~~ reviewed and updated conditions described in this previous traffic study. The conditions from the study referenced in this Ordinance are found at: |
| | | US1/Alhambra: See # 27 |
| | | Granada/Ponce: See # 30 |
| | | Ponce / Merrick and Ponce/Dickinson: See Improvements related to NSCDZ (LRDZ) Implementation will be in accordance w the Regional Traffic Study recommendations/timetable. |

| | | |
|---|---|---|
| ~~Stanford Drive / Ponce de Leon widening.~~ | ~~Completed~~ | |
| Provide a protected left turn phase for southbound traffic at the signalized intersections of Red Road and Miller Road and Red Road and Blue Road. | Completed | As a result of preliminary reviews by FDOT, the left turn phasing will be rejected by FDOT based on a lack of demonstrated need. These intersections are part of the basic RTS methodology and any future updates will continue to address these locations. Therefore, if future forecasts deem improvements to be appropriate, they will be included in future improvement programs. ~~Submit signal phasing plans for permitting to Miami-Dade County and FDOT by December 31, 2007.~~ |
| Realignment of Miller Road | Under Design and will be completed by December 31, 2010 | Was to be completed as part of the Law School expansion, but Law School expansion has not been implemented. Will be completed by December 31, 2010. |
| ~~Right in and right out channelization at Robbia Avenue access drive.~~ | ~~Completed~~ | |
| Closure of the ~~Campo Sano entrance to Lot I-109 except for emergency vehicles access and of the~~ driveway to Lots 501 and 503. | | The access to Lot 1-109 from Campo Sano has been closed. The location of the driveways of Lots 501 and 503 will be reviewed as part of the internal road Phase-I. |
| ~~Redirection of flow in Lot 501 and channelize the median opening on San Amaro Drive to accommodate the redirection of flow.~~ | | No longer necessary due to street closures along Red Road. ~~Was to be completed as part of the Law School expansion, but Law School expansion has not been implemented. Will by completed by December 31, 2010.~~ |
| ~~Median closures along San Amaro Drive at Zuleta Avenue, Consolata Avenue, Zoreta Avenue, Delgado Avenue, and Mataro Avenue.~~ | | No longer necessary due to street closures along Red Road. The streets have been closed at Red Road at the petition of the neighbors. |
| ~~Modification of the intersection of Certosa Avenue and San Amaro Drive by disconnecting San Amaro Drive North from San Amaro Drive/Campo Santo Avenue.~~ | ~~Completed~~ | Traffic circle completed for traffic calming. |

| | | |
|---|---|---|
| ~~Closure of San Amaro Court at Camp Sano Avenue.~~ | ~~Completed.~~ | |
| ~~Closure of Alhambra Circle at San Amaro Drive.~~ | ~~Completed~~ | Not necessary due to new campus entrance at Miller Road. ~~This particular condition will be monitored during the current Regional Transportation Study to be completed in August, 2007. Implementation will be in accordance with the Regional Traffic Study recommendations/timetable and will be coordinated with area residents as needed.~~ |
| | | |
| **Improvements Related to the Convocation Center** | | |
| Lengthening of the left turn lane on northbound US 1 at Alhambra Circle. | The plans for the left turn lane have been submitted to FDOT and the City. Project is in design development | Plans for permitting were ~~will be~~ submitted to FDOT by December 31, 2007 |
| Elimination of on-street parking along southbound San Amaro Drive between Levante Avenue and Ponce de Leon Boulevard | The removal of the parking meters has been designed and submitted to the City for approval. Awaiting City response. | Removal of parking meters were ~~will be~~ requested by the University to the City for removal by August, 2007. |
| ~~Improvements to the intersection of Ponce de Leon Boulevard and Alhambra Circle. These will most likely include a left turn lane on northbound Ponce de Leon Boulevard, additional lanes for the west leg of the intersection (at the access point for the G805 parking structure) and creation of a service road.~~ | ~~Completed~~ | |
| Realignment of Dickinson Road West of Ponce de Leon Boulevard. Intersection improvements include two lanes entering and two lanes exiting Dickinson Drive. | Two lanes entering and two lanes exiting Dickinson Drive are under construction and scheduled for completion in 2008. | Plans were ~~will be~~ submitted to the City of Coral Gables by December 31, 2007 |
| ~~Widening of the sidewalks in the vicinity of the Convocation Center and the Mark Light Stadium.~~ | ~~Completed~~ | |

| | | |
|---|---|---|
| ~~Consider widening the westbound approaches of the Stanford Drive/Ponce de Leon Boulevard and Granada Boulevard/Ponce de Leon Boulevard intersections. The improvements, though, will likely not be necessary immediately but will benefit the New Campus Area and the Long Range Development Zone.~~ | | The development of the campus plan has evolved since these original recommendations were made shifting more impacts to Ponce DeLeon Boulevard. The RTS has not found these improvements to be necessary. These intersections are part of the basic RTS methodology and any future updates will continue to address these locations. Therefore, if future forecasts deem improvements to be appropriate, they will be included in future improvement programs. ~~These improvements will be completed when the NSCDZ is being developed. The project is scheduled for years 2015-2020.~~ |
| ~~Implement of traffic management plan using a signing plan and officers to direct traffic at major intersections during major events.~~ | ~~Completed~~ | |
| | | |
| **Improvements Related to the New Campus Area and the NSCDZ (LRDZ)** | | |
| The University shall commit to funding and/or constructing any of the improvements listed on page 55, tab 4 of the UMCAD document, as may be deemed necessary or desirable by the City. As follows: | | |
| Northbound on US-1 left to westbound Alhambra Circle should be lengthened to provide 150'-200' of storage. | | The plans for the left turn lane have been submitted to FDOT and the City. Project is in design development. ~~This particular condition will be monitored during the current Regional Traffic Study to be completed in August, 2007. Implementation will be in accordance with the Regional Traffic Study recommendations/timetable.~~ |

| | | |
|---|---|---|
| ~~Southbound Ponce de Leon to eastbound Alhambra left turn lane should be extended.~~ | ~~Completed~~ | Will be reviewed as part of further development in the area. These intersections are part of the basic RTS methodology and any future updates will continue to address these locations. Therefore, if future forecasts deem improvements to be appropriate, they will be included in future improvement programs. |
| ~~Existing northbound Ponce to westbound Merrick left turn lane should be extended and signalized.~~ | | Will be reviewed as part of further development in the area. These intersections are part of the basic RTS methodology and any future updates will continue to address these locations. Therefore, if future forecasts deem improvements to be appropriate, they will be included in future improvement programs. |
| ~~Consider widening the westbound approaches of the Stanford Drive/Ponce de Leon Boulevard and Granada Boulevard/Ponce de Leon Boulevard intersections. The improvements, though, will likely not be necessary immediately but will benefit the New Campus Area and the Long Range Development Zone.~~ | | The development of the campus plan has evolved since these original recommendations were made shifting more impacts to Ponce DeLeon Boulevard. The RTS has not found these improvements to be necessary. These intersections are part of the basic RTS methodology and any future updates will continue to address these locations. Therefore, if future forecasts deem improvements to be appropriate, they will be included in future improvement programs. ~~These improvements will be completed when the NSCDZ is being developed. The project is scheduled for years 2015-2020.~~ |
| No on-street parking should be allowed on relocated Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue. | | |
| No driveways should be allowed on relocated Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue | | |

| | | |
|---|---|---|
| No driveways should be allowed on Merrick Drive between Ponce de Leon Boulevard and Walsh Avenue. | | |
| ~~Access to parking structure G831 should be aligned with Walsh Avenue.~~ | | This parking structure was not built. |
| Dickinson Drive West should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue | | Two lanes entering and two lanes exiting Dickinson Drive are under construction and scheduled for completion in 2008. ~~Status and schedule addressed under "Improvements related to the Convocation Center".~~ |
| Merrick Drive should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue. | | The current RTS is showing a probable need for two outbound (southbound) lanes but the need for two inbound lanes is unclear. This will need to be refined when the specific development plans for the NSCDZ are at least in preliminary stages and the allocation of densities are better defined. ~~These improvements will be completed when the NSCDZ is being developed. The project is scheduled for years 2015-2020.~~ |
| Traffic improvements identified for the Ryder Convocation Center will also help support the LRDZ. Additional improvements include extension of the left turn lane on US 1 at Stanford Drive. | | The plans for the left turn lane were submitted for permitting by December 31, 2007. Project is in design development. ~~Submit plans for permitting to FDOT by December 31, 2007.~~ |
| The University shall review vehicular access and circulation in the area of Campo Sano and Pisano in order to minimize vehicular impacts through signage, routing, scheduling, etc. | | These improvements will be reviewed and completed as required during the design of the internal road. |

**B. Ordinance 2004-20**

| **Condition** | **Status** | **Comments** |
|---|---|---|
| **Improvements Related to the University Village** | | |
| The following transportation improvements will be completed by the applicant prior to receiving final CO for University Village student apartments. | | The University Village includes apartment housing and townhouses as one project to be completed by December 31, 2009. |
| ~~Provide a northbound left turn lane on San Amaro Drive at Brescia Avenue.~~ | ~~Completed~~ | |

| | | |
|---|---|---|
| ~~Provide a northbound left turn lane on San Amaro Drive at Albenga Avenue.~~ | ~~Completed~~ | |
| ~~Provide a westbound left turn lane on Brescia Avenue at Red Road.~~ | ~~Completed~~ | |
| ~~Provide an eastbound left turn lane on Brescia Avenue at San Amaro Drive.~~ | ~~Completed~~ | |
| Provide a southbound left turn lane on Red Road at Albenga Avenue subject to permitting by the Florida Department of Transportation and/or Miami-Dade County. | | As a result of preliminary reviews by FDOT in 2008, the left turn phasing will be rejected by FDOT based on a lack of demonstrated need. The intersections will continue to be evaluated in the future RTS updates. ~~To be constructed prior to project completion on December 31, 2009.~~ |
| ~~Provide a southbound left turn lane on Red Road at Brescia Avenue subject to permitting by the Florida Department of Transportation and/or Miami-Dade County.~~ | ~~Completed~~ | |
| Widen Brescia Avenue to three lanes between Red Road and San Amaro Drive as determined by the City Public Works and Planning Departments. | The City has accepted a design that widens Brescia at the eastern and western ends with right turn lanes. Project is in design development. | To be constructed prior to project completion on December 31, 2009 as required by City Public Works and Planning Departments. |
| Provide shuttle bus service and shelters or other adequate weather protection within University Village where shuttle stops are located as determined by the City Public Works and Planning Departments. | | Project under construction to be finished by project completion on December 31, 2009 |
| Provide optimized signal timing information from the February 2003 Traffic Study for all intersections analyzed to Miami-Dade County to determine the need for resignalization. | | Will submit upon receiving sufficiency on the RTS. ~~To be completed prior to project completion in December 31, 2009.~~ |

| | | |
|---|---|---|
| A traffic signal warrant study based on future traffic projections shall be completed for the intersection of San Amaro Drive / Brescia Avenue. The University, its successors or assigns shall submit the study for review to the City and other appropriate agencies. If the signal is warranted and approved by the agencies, the University shall install the signal. If the signal is not warranted based on projections, then the University shall complete a traffic signal warrant study within six months after issuance of final CO and when the University Village has full occupancy. If the signal is warranted and approved by the agencies at that time, the University shall install the signal. | | A signal warrant study completed in 2005 based on forecasted volumes revealed marginal volumes for a signal. The townhomes, part of the University Village project are under construction and estimated to be completed by November, 2008. A signal warrant study will be completed no later than six months after a CO is obtained for the project. If signal is not warranted, University will continue to monitor in future RTS. To be completed prior to project completion on December 30, 2009. |
| ~~Provide two or more pedestrian crossings on San Amaro Drive abutting the property.~~ | ~~Completed~~ | |
| ~~Provide / construct all parking in accordance with the approved site plan.~~ | ~~Completed~~ | |
| ~~University Village Drive shall remain open for public vehicular use from 8am to 6pm daily during the academic year.~~ | ~~Completed~~ | |
| No vehicular access, gates or curb cuts shall be permitted onto or through the 75' wide landscape buffer along Mataro Avenue. | | |
| ~~Provide a plan for the convenient location of pedestrian and public realm amenities within public rights-of-way, private drives and common University Village areas.~~ | ~~Completed~~ | |
| ~~Provide a plan for on street visitor parking/delivery/unloading areas.~~ | ~~Completed~~ | |
| ~~Must maintain a minimum 40 foot wide access way for all proposed private drives that contains all the physical features contained in the typical section drawings submitted within the referenced application package.~~ | ~~Completed~~ | |

**C. Ordinance No. O-2004-21**

| **Improvements related to the University Village** | | |
|---|---|---|
| **Condition** | **Status** | **Comments** |
| The required traffic signal at San Amaro Drive and Miller Drive will proceed to completion according to the schedule submitted by the University with progress reports to be submitted quarterly. | | Signal warranted, neighbors objected to traffic signal. The realignment of Miller Drive project is in design development. |
| ~~Submission of the area wide traffic study by June 2004 as required per the opening of the Convocation Center.~~ | ~~Completed~~ | |

# ATTACHMENT 13
# DAVID PLUMMER & ASSOCIATES
# REVIEW COMMENTS AND RESPONSES

# Attachment A

## Responses to UM RTS Report Comments

## Report Dated March 2008

**The March 2008 UMCAD Regional Traffic Study (RTS) addresses most of the review comments from the November 2007 Report. However, some minor isolated issues are still pending, which do not change the overall technical findings of the March 2008 report. In order to have a complete and concise report, the following items need to be revised and/or addressed:**

1. ***Table 5 (Page 20-21) was not revised. LOS E for the Bird Road link between LeJeune Road and Red Road should be 1,720 not 1,510; and for the PM peak hour, the max allowable v/c should be 1.2 not 1.0. Tables 16, 18, 24, 25, 30, 31, 36 & 37 need to be revised accordingly.***

   Tables 5, 16, 18, 24, 25, 30, 31, 36 and 37 were revised in the RTS to reflect LOS E of 1,720 for Bird Road and the maximum allowable v/c of 1.2.

2. ***Table 6 & 7 (Pages 25 & 26): Existing LOS presented for the signalized intersections need to be consistent with the Highway Capacity Manual (HCM) LOS shown in the Synchro worksheets.***

   Tables 6 and 7 were revised to be consistent with HCM LOS shown in the Synchro worksheets.

3. ***Trip generation analysis for NSCDZ showing the retail land use intended to serve solely for the NSCDZ (higher internalization) should be included to compare with NSCDZ trip generation presented in the report (Table 13).***

   In response to this comment, Table 13-B was developed with higher internalization (70%) and zero pass-by reflecting retail land use intended to serve solely the NSCDZ. The net external trips for daily, AM and PM peak hours are significantly lower than what was calculated in Table 13 indicating the performed analysis was conservative regarding external NSCDZ trips. (Table13-B is provided in Appendix A)

4. ***Section 5.0 (Residential Streets): Fourth paragraph, fourth sentence, should read "its livability threshold" not "allowable service volume".***

   The "allowable service volume" in Section 5.0 Residential Streets was replaced with "livability threshold".

5. ***Table 43 (Page 89): The table needs to be revised to be consistent with the UMCAD trips presented Table 12. For 2025, the AM and PM peak hour trips are 1,442 and 1,344 respectively. Also, Table 43 the column labeled "MSV" needs to read "Livability Threshold".***

   Table 43 was revised to be consistent with Table 12 and "MSV" was replaced with "Livability Threshold".

6. ***Section 4.8 (Traffic Adjustments Due to New Parking) and Table 15 (Page 40): Needs to show how the average parking trip rates for the Ponce de Leon Garage was calculated. Please provide background data.***

   Table 15 was revised to include a footnote explaining how the average parking trip rates were calculated for the Ponce De Leon Garage. Peak hour traffic counts at the two driveways of Ponce Garage resulted in 282 vehicles (82% inbound and 18% outbound) in the AM peak hour and 326 vehicles (40% inbound and 60% outbound) in the PM peak hour. Since the parking has 1042 parking spaces, the peak hour trip rates per space are 0.280 during the AM peak hour and 0.313 during the PM peak hour.

7. ***Attachment 9: The exhibit for the traffic diversion parking relocation needs to be revised to reflect volumes calculated in Table 15 of the report.***

   The traffic diversion resulting from the parking relocation calculated in Table 15 were provided in the fifth column of Table A9-1 and A9-2 under the heading "DIVERTED VOLUMES - PRKG".

8. ***Tables 44-46 (Pages 94-96): FDOT inflation factors should be used to adjust costs based on the year the improvements are needed.***

   The construction costs were estimated using 2007 or 2008 dollars. FDOT's most current inflation adjustment factors are provided in Appendix A. The adjustment factors using present day cost (PDC) multiplier are 1.097 for 2010, and 1.302 for 2015 and 1.435 for 2018. No adjustment factors are provided for years after 2018. A footnote was added to Tables 44, 45 and 46 stating that construction costs are based on 2007 or 2008 construction costs

9. ***Table 47 (Page 97)***
   ***A. Signal cost often reaches $350,000 now, not $250,000.***

   Table 47 was revised to reflect a signal cost of $350,000.

***B. Traffic calming mitigation should take the form of $150,000 for the detailed study, neighborhood meetings, design and construction (consistent other projects in the City).***

Table 47 was revised to reflect a cost of $150,000 for traffic calming mitigation.

***C. Does the cost for the removal of the two metered parking spaces on San Amaro Drive ($100,000) take into consideration loss revenue for the parking space? Clarify if needed. Please note that the City is considering an ordinance that may set a one time fee amount to be collected when metered parking spaces are removed.***

Negotiations for one-time payment to remove metered parking are taking places between the University and the City of Coral Gables.

# Attachment B

## Responses to UM RTS Report Comments
## UM RTS Mitigation and Proportionate Share Issues
## Report Dated March 2008

1. ***Intersection improvement costs should reflect additional design/ permitting cost similar or greater than 25% for consistency with road improvement calculations. The cost of traffic signals, for example, still appears low when compared to recent bid prices and design/permitting costs.***

   The updated intersection improvement costs at Miller Road and San Amaro Drive include an additional 35% for design and permitting. The cost of a traffic signal was increased to $350,000.

2. ***Consistent with the MLOU, required improvements within the UMCAD limits (Exhibit 2 of the MLOU), will be designed, permitted, and constructed by the applicant. Therefore, the proportionate share method does not apply to any segments of San Amaro Dr as shown in Tables 45-47 of the RTS.***

   Tables 45, 46 and 47 were revised to reflect a 100% share of the improvement cost of San Amaro Drive.

3. ***Attachment 12 should be expanded to include mitigation requirements (and status) in Ordinance 2007-16.***

   Attachment 12 has been revised and is included in Attachment 13 of the RTS.

# Attachment C

## Responses to UM RTS Report Comments

## UM RTS Revised Exhibit 9 Comments

## Report Dated March 2008

***1. Entry # 5 in Revised Exhibit 9 (Dickinson Dr/Ponce de Leon Blvd) should include a southbound left turn lane consistent with previous requirements under improvements. The status column should also explain the status of that particular improvement.***

The southbound left turn lane has been constructed in conjunction with the improvements to the Serpentine parking lot. The revised Exhibit 9 only includes projects in planning, design, or construction. The status of this improvement is included in the strikethrough and underline tables included in the submission.

***2. Entry # 6 in Revised Exhibit 9 (Merrick Dr/Ponce de Leon Blvd) should include a southbound left turn lane consistent with previous requirements under improvements. The status column should also explain that particular improvement is under construction.***

The intersection of Merrick Drive is monitored in all future RTS. It is an intersection listed in the methodology. The revised Exhibit 9 only includes outstanding immediate improvements or actions that are in planning, design, or construction.

***3. The last entry in Revised Exhibit 9 (traffic calming) should include Mantua Ave between Red Rd and San Amaro Dr. The status column should be changed to read: "Mitigation as per methodology agreement".***

The table has been updated.

***4. Revised Exhibit 9 should be labeled 9A. The list of Items to be monitored should be Exhibit 9B. Each entry in each of the two exhibits should be numbered consecutively.***

The tables have been labeled 9A and 9B, and the exhibits have been numbered consecutively.

***5. The Revised Exhibits 9A and 9B should be included as an Attachment to the Updated RTS. The attachment should include a brief explanation of the history of the Exhibits as well as the backup strikethrough/underlined documents that preceded them.***

MLOU Exhibit 9 was originally included in the 2007 RTS MLOU as a summary of recommended or suggested improvements contained in UMCAD updates since 1992 in an attempt to determine the status of these traffic conditions. Information was

acquired from ordinances and the actual UMCADs. The MLOU exhibit 9 was included in the UMRTS as Attachment 12.

A thorough review of all the improvements determined that a significant amount of the traffic improvements were completed. Some improvements were still outstanding, and some improvements had not yet reached the traffic volume thresholds that would require their construction. The 2007 RTS contained fixed dates of completion for the outstanding items, and the University has moved forward as required on those improvements.

The revision to Exhibit 9 that is included in the final RTS is a result of this thorough review. Those projects that have been completed have been removed from the traffic improvements list. The revised Exhibit 9A lists traffic improvements that are in Planning, Design, or Construction. Exhibit 9B lists those items that will be part of the next MLOU but that are not included in the 2007 MLOU. Some of these items had been previously included as traffic conditions in previous UMCAD amendments, but changes in development plans and schedules have not increased the traffic to the thresholds that would be required to build them. They will be constructed when future RTS determine their need. Exhibits 9A and 9B will be carried forward in the next RTS.

Additionally, the original UMRTS Attachment 12 (MLOU Exhibit 9 - Attachment A) is included in strikethrough and underline form to illustrate how the revised Exhibits 9A and 9B were compiled. It will not be included as part of future RTS.

# APPENDIX A

**TABLE 13-B**
**UNIVERSITY OF MIAMI - REGIONAL TRAFFIC STUDY**
**NSCDZ TRIP GENERATION - ASSUMING INTERNAL RETAIL**

8/5/2008

| LAND USE | UNITS | ITE LAND USE CODE | DAILY TRIPS | | AM PEAK HOUR TRIPS | | | | | | PM PEAK HOUR TRIPS | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA | GROSS VEHICLE TRIPS | ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA | IN | | OUT | | AM PEAK TRIPS | ITE 7TH EDITION TRIP GENERATION RATE OR FORMULA | IN | | OUT | | PM PEAK TRIPS |
| | | | | | | % | TRIPS | % | TRIPS | | | % | TRIPS | % | TRIPS | |
| OFFICE | 350 K.S.F. | 710 | Ln(T) = 0.77 Ln(X) + 3.65 | 3,500 | Ln(T) = 0.80 Ln(X) + 1.55 | 88% | 450 | 12% | 61 | 511 | T = 1.12 (X) + 78.81 | 17% | 80 | 83% | 391 | 471 |
| SPECIALITY RETAIL | 75 K.S.F. | 814 | T = 42.78 (X) + 37.66 | 3,246 | T = 4.91 (X) +115.59 | 48% | 232 | 52% | 252 | 484 | T = 2.40 (X) + 21.48 | 44% | 88 | 56% | 113 | 201 |
| RESEARCH | 577.4 K.S.F. | 760 | Ln(T) = 0.82 Ln(X) + 3.14 | 4,247 | Ln(T) = 0.88 Ln(X) + 0.88 | 83% | 539 | 17% | 110 | 649 | Ln(T) = 0.83 Ln(X) + 1.06 | 15% | 85 | 85% | 480 | 565 |
| **GROSS TRIPS** | **1002.4 K.S.F.** | | | **10,993** | | | **1,221** | | **423** | **1,644** | | | **253** | | **984** | **1,237** |
| RETAIL PASS-BY [1], [2] | 0% | | | 0 | | | 0 | | 0 | 0 | | | 0 | | 0 | 0 |
| RETAIL INTERNALIZATION | 70% | | | 4,544 | | | 325 | | 353 | 678 | | | 123 | | 158 | 281 |
| **SITE EXTERNAL TRIPS** | | | | **6,449** | | | **896** | | **70** | **966** | | | **130** | | **826** | **956** |
| INTERNALIZATION W/ UM | 20% | | | 1,290 | | | 179 | | 14 | 193 | | | 26 | | 165 | 191 |
| **NET EXTERNAL TRIPS** | | | | **5,159** | | | **717** | | **56** | **773** | | | **104** | | **661** | **765** |
| **NET EXTERNAL TRIPS PER PHASE** | | | | **2,579** | | | **359** | | **28** | **387** | | | **52** | | **331** | **383** |

**NOTES:**
[1] RETAIL IS CONSIDERED INTERNAL TO THE SITE AND DESIGNED TO SERVE PRIMARILY SITE NEEDS AND THEREFORE JUSTIFYING A HIGH INTERNALIZATION RATE BETWEEN RETAIL AND OTHER USES.
[2] NO REDUCTION FOR RETAIL PASS-BY DUE TO ASSUMED TYPE OF RETAIL.

# Inflation Factors

This *"Transportation Costs"* report is one of a series of reports issued by the Office of Policy Planning. It provides information on inflation factors and other indices that may be used to adjust project costs.

Please note that the methodology for Inflationary adjustments relating to specific transportation projects should be addressed with the district office where the project will be located. For general use or non-specific areas, the general guidelines provided herein may be used for inflationary adjustments.

## Construction Cost Inflation Factors

The table below includes the inflation factors and present day cost (PDC) multipliers that are applied to the Department's Work Program for highway construction costs expressed in 2008 dollars.

| Fiscal Year | Inflation Factor | PDC Multiplier |
|---|---|---|
| 2008 | -- | 1.000 |
| 2009 | 5.0% | 1.050 |
| 2010 | 4.5% | 1.097 |
| 2011 | 4.0% | 1.141 |
| 2012 | 3.5% | 1.181 |
| 2013 | 3.5% | 1.220 |
| 2014 | 3.3% | 1.260 |
| 2015 | 3.3% | 1.302 |
| 2016 | 3.3% | 1.345 |
| 2017 | 3.3% | 1.389 |
| 2018 | 3.3% | 1.435 |
| Source: Office of Financial Development, (Fiscal Year 2008 is July 1, 2007 to June 30, 2008) | | |

## Other Transportation Cost Inflation Factors

Other indices may be used to adjust project costs for other transportation modes or non construction costs. Examples are as follows:

The Consumer Price Index (CPI, also retail price index) is a statistical measure of a weighted average of prices of a specified set of goods and services purchased by wage earners in urban areas. It is a price index which tracks the prices of a specified set of consumer goods and services, providing a measure of inflation. The CPI is a fixed quantity price index and a sort of cost-of-living index.

The Producer Price Index for Highway and Street Construction (PPI) is reported monthly by the U.S. Department of Labor's Bureau of Labor Statistics. It is derived from current pricing information of material and services used directly or indirectly in highway construction. It does not forecast future inflation rates.

The Employment Cost Index (ECI), a component of the National Compensation Survey, measures quarterly changes in compensation costs, which include wages, salaries, and employer costs for employee benefits for civilian workers (nonfarm private industry and state and local government).

# DAVID PLUMMER & ASSOCIATES, INC.

TRANSPORTATION • CIVIL • STRUCTURAL • ENVIRONMENTAL


## Memorandum

**To:** Eric Riel
**From:** Ramon Alvarez
**Date:** December 12, 2007
**RE:** **UM RTS - #06264**
**cc:** Alberto Delgado, Walter Carlson, file

We have completed our review of the UM Regional Traffic Study dated November 2007. The document, a revised version of the one prepared in July, consists of three volumes with a total of approximately 1,050 pages. As you know, in September we reviewed the previous report and provided the city with comments. The applicant has revised the study and addressed many of the previous comments. However, not all comments were fully addressed and a few other comments were added based on the new material included in the latest version of the report.

Our new review comments are attached to this memo. In order to show the chronology of the comments and how the applicant has responded, we have updated the previous comments (divided in three partial reviews) with the observations from our most recent review. The new comments are shown in italics. Each entry, therefore, reflects the previous comment as well as new comments indicating whether the previous comment was addressed satisfactorily or not, or whether it is a new comment based on additional materials provided in November.

Please call us if you have any questions.

er121207.mem.doc


1750 PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA 33134
TELEPHONE: 305 447-0900, FAX: 305 444-4986
E-MAIL: dpa@dplummer.com



EXCEEDING CLIENT EXPECTATIONS

**Partial Review 1 - 8/15/07**
**Updated September 27, 2007 (after review of July 2007 study)**
**UM 2007 Regional Traffic Study**
**Summary of Substantive Technical Issues**
**Prior to 8/1/07 Submittal**
***Updated December 12, 2007 (after review of November 2007 study)***

| | | Resolved? (9/27/07) | *December 2007 Comments* |
|---|---|---|---|
| A. UMCAD MLOU Exhibits | | | |
| *K&S Submittal ->* | *5/22/2007 6/5/2007* | | |
| *DPA Response->* | *NA 6/25/2007* | | |
| 1 | Consistency of count location maps and lists | Yes | *NA* |
| 2 | Radius of influence/trip threshold for committed developments | Yes | *NA* |
| 3 | Verification of committed development data | Yes | *NA* |
| 4 | Verification of committed transportation improvements | Yes | *NA* |
| | | | |
| B. Campus Wide Peak Hour Student Trip Rates | | | |
| *K&S Submittal ->* | *6/6/2007 7/10/2007 7/17/2007* | | |
| *DPA Response->* | *6/25/2007 7/16/2007 NA* | | |
| 1 | Clarification of campus count locations | Yes | *NA* |
| 2 | Clarification of parking areas excluded from the campus counts | Yes | *NA* |
| 3 | Development of trip generation rates based on FTEs | Yes | *NA* |
| 4 | Use of spring semester FTE data | Yes | *NA* |
| 5 | Clarification of ownership/operation of West Lab School | Yes | *NA* |
| | | | |
| C. Resident Student Peak Hour Trip Rates | | | |
| *K&S Submittal ->* | *6/6/2007 NA 7/17/2007* | | |
| *DPA Response->* | *6/26/2007 7/16/2007 NA* | | |
| 1 | Exclusion of Monday and Friday traffic data | Yes | *NA* |
| 2 | Justification of Mahoney-Pierson data adjustments | No | *Not Addressed. Additional data has not been provided.* |
| 3 | Clarification of UV garage count locations | Yes | *NA* |
| 4 | Justification of UV data adjustments | No | *Not Addressed. Additional data has not been provided.* |
| 5 | Use of weighted average of UV and Mahoney-Pierson trip rates | Yes | *NA* |
| | | | |
| D. Building Facility Trip Generation | | | |
| *K&S Submittal ->* | *6/19/2007 NA 7/17/2007* | | |
| *DPA Response->* | *7/3/2007 7/16/2007 NA* | | |
| 1 | Split of student vs. faculty/staff trips | Yes | *NA* |
| 2 | Conversion of peak hour counts to daily trips | Yes | *NA* |
| 3 | Justification of expansion factor for Type I trips | No | *Partially addressed. Additional information does not validate expansion factor.* |
| 4 | Justification of expansion factor for Type I-2 trips | No | *Not Addressed. Additional data has not been provided.* |
| 5 | Apportioning of new trips based on square feet | Yes | *NA* |
| 6 | Inconsistencies in buildout year and demolition square feet | No | *Addressed. Information in report will control over other program documentation.* |
| 7 | New trips should reflect demolition credits | Yes | *NA* |
| 8 | Inconsistencies in square feet totals | No | *Addressed. Information in report will control over other program documentation.* |
| 9 | Classification of Science Building expansions (2 phases) | Yes | *NA* |
| 10 | Classification of Alumni Center | Yes | *NA* |
| 11 | Trip generation of residential buildings | No | *Not Addressed. See comments C2 and C4 above.* |
| 12 | Use of peak mid morning UM trip rates during AM peak hour | Yes | *NA* |
| 13 | Retail pass-by trips for NSCDZ | No | *Partially Addressed. Full analysis of pass-by and other trip interactions is required.* |
| 14 | Expanded explanation of Academic (Type 1) building uses | No | *Addressed.* |

**Partial Review 2**

# 2007 Regional Traffic Study & Concurrency Analysis

Initial Report Dated July 30, 2007 (First Review 8/23/07)

*Updated 12/12/07 after review of November 2007 Report*

1. Please provide the Miami-Dade County Signal Timing and Phasing for the analyzed signalized intersections.

   *Addressed.*

2. Intersection #33 (LeJeune Road / Ponce de Leon Blvd / Blue Road) is not included in the Synchro analysis in ~~Attachments 9 – 13~~ (analysis years 2007, 2010, 2015, 2020, and 2025 respectively). Similarly, turning movement volume tables (Tables 6, 7, 18, 19, 22, 23, 26, 27, 30 and 31) do not reflect this intersection.

   *Partially Addressed. Intersection #33 was included in the revised Synchro anlaysis in 2007, 2010, 2015, 2020, and 2025 for AM and PM hours. However, the report does not include the intersection results nor the turning movement volumes (Tables 6, 7, 18, 19, 22, 23, 26, 27, 30, and 31).*

3. **Table 2 (2007 Traffic Count Program)** – Machine count (48 hrs) year dates need to be revised from location #9 to #28

   *Addressed.*

4. **Figure 8 (Existing AM and PM Peak Hour Intersection Turning Movement Counts)** – Intersection #33 (Ponce de Leon Blvd / Blue Road) is not reflected in the exhibit. Intersection numbering should be consistent with Table 2 of the report. Also, a spot check revealed the intersection volumes depicted in the exhibit do not match the volumes shown in Table 6 or 7 of the report nor the volumes in the Synchro analysis worksheets provided in Attachment 9. *i.e. – intersection # 7 Bird Road / San Amaro Drive*

   *Addressed.*

5. **Table 11 (Committed Developments Trip Generation) –** The committed development projects for the City of Miami does not reflect the Byblos (Blue Road Khalil Condo) trip generation.

   *Addressed. The Byblos project was abandoned so no longer included as a committed development (See page 26 of the report).*

6. **Table 15 and 17 (AM and PM Peak Hour Committed Development Trips) -** The City of Miami project Byblos (Blue Road Khalil Condo) is not incorporated in the analysis.

   *Addressed. The Byblos project was abandoned so no longer included as a committed development (See page 26 of the report).*

7. **Figure ~~9~~ 10 (2025 Intersection Volumes)** – Out of the 42 analyzed intersections only 37 intersections are reflected in the exhibit. Intersection numbering should be consistent with Table 2 of the report. Likewise, intersection labeling (street names) should be provided along with the intersection numbering. Also, a spot check revealed the intersection volumes depicted in the exhibit do not match the volumes shown in Table 30 or 31 of the report nor the volumes in the Synchro analysis worksheets provided in Attachment 13. *i.e. – intersection # 7 Bird Road / Red Road*

   *Addressed.*

8. **Section 5 (Residential Streets) –** The daily maximum threshold for the residential streets is stated as 12,000, please correct. This section needs to show the full traffic impact analysis on the residential streets including background, committed and additional UM traffic.

   *Addressed. Section 5 has been revised to state the daily maximum threshold for residential streets is 1,200 daily vehicles. Table 33 includes background growth and additional UM traffic.*

   *Partially Addressed. The background growth rate was doubled (from 0.5% per year to 1.0% per year) to account for committed developments since the residential streets are not reflected in the model. This method seems acceptable. Additionally, the applicant assumed that 5% of the total UMCAD trips will use the local roads. The total of these trips were divided equally among the 9 parallel local roads. Further justification of this factor is needed.*

   *New Comment. Alhambra Circle is a residential collector with a maximum daily threshold of 2,400 vehicles and 240 vehicles during the peak hours. Section 5 and Table 33 must be revised accordingly.*

9. **Table 33 (Analysis of Residential Analysis) –** The table needs to address city of Coral Gables residential street traffic thresholds and the need to use traffic calming measures.

   *Addressed. Table 33 has been revised to address the city of Coral Gables residential street traffic thresholds. Project volumes on Mantua Avenue go over the 120 vehicles per hour during 2025 AM peak hour, however, no traffic calming measure are recommended.*

10. Units cost of traffic signals should be updated to reflect current costs in Miami-Dade County: $250,000 - $300,000.

    *Addressed.*

11. Include a comprehensive and up to date table of traffic improvements reflecting all previous commitments and implementation status, as well as, additional recommended improvements from the RTS.

    *Addressed (Attachment 12).*

**Partial Review 2**

12. Submit final version of Service Deliveries traffic plan.

*Not Addressed. Service Deliveries traffic plan has not been submitted.*

**Partial Review 3**

# 2007 Regional Traffic Study & Concurrency Analysis

Initial Study Dated July 30, 2007 (Initial Review 9/27/07)

*Updated 12/12/07 after review of November 2007 Report*

## General/Methodology Comments

1. UM distributions/assignments must reflect different travel patterns for different components (e.g. MUATS distribution, commuter students zip codes, adjustments to existing patterns to reflect traffic shifts due to parking location changes and the impact of the proposed internal road).

   *Partially Addressed. Commuter student zip code map provided in Attachment 8 were compared to MUATS distributions (Section 4.6, page 36). Please provide a comparison summary and/or back-up information. Adjustments were made to existing patterns to reflect traffic shifts due to parking location changes (Section 4.8, page 37). Adjustments were also made to existing trip patterns due the proposed internal road (Section 4.7, page 36).*

   *New Comment. Please provide in Attachment 9 the university driveway volumes for AM and PM peak hours prior to adjustments made to divert traffic to the internal roadway. Also, the shifts in parking locations were not distributed along the impacted corridors*

2. The previous requested comprehensive list of improvements should be broken out into previously committed improvements and improvements recommended as part of this study. Also the list should be expanded to include the cost and timeframe of each improvement.

   *Addressed.*

3. The committed development assignments should be mapped.

   *Addressed (Attachment 9).*

4. A map showing the internal road alignment should be provided in the report.

   *Not Addressed. Internal road alignment map is still not provided in the report.*

5. Analysis with and without the project needs to be provided by phase. This analysis should also reflect all previously committed improvements based on the committed or anticipated implementation timeframe.

   *Not Addressed.*

6. Proportionate share calculations are to be provided for each phase.

   *Addressed.*

7. Page numbers are needed on all the report pages.

   *Partially Addressed. Revised on hard copy report but not on all pages of the pdf version.*

8. All changes are to be incorporated and fully explained in a revised report. A clear description of the calculations, assumptions (including justification/data), etc., must be provided in order to have a complete documentation of the analysis in one place.

   *Partially Addressed. Some issues still pending.*

**Report Specific Comments**

9. Please provide in Synchro analysis worksheets ~~(Attachments 9 – 14)~~ the split and phase diagrams for all the signalized intersections, in order to verify the existing signal timing and phasing provided by Miami-Dade County.

   *Addressed.*

10. **Table 1 (UM Project Types and Trips)** – In the report, a section should be added to describe how the daily trips shown in Table 1 were calculated.

    *Addressed. Description provided in Section 4.5 (page 31).*

11. **Table 4 (Resident Student Trip Rate)** – An explanation in the report is needed on how the overall rate for commuters was calculated.

    *Addressed. Description provided Section 3.7 (page 12).*

12. **Section 3.8 (Existing Intersection Levels of Service)** – In the report, it should state that the Synchro analysis for the AM and PM peak hours are 8:00-9:00 am and 5:00-6:00 pm respectively, which coincides with the majority of the highest hour from the field traffic counts.

    *Not Addressed. Statement should be included in Section 3.8 (page 18).*

13. **Table 5 (Existing AM & PM Peak Hour Roadway Link Analysis)** – The FDOT maximum service volumes, in our opinion, should be changed for the following roadway links to correspond to the subject roadway types:
    - Bird Road link between LeJeune Road and Red Road should be a SR Class III. *Addressed.*
    - LeJeune Road link between Bird Road and US-1 should be a SR Class III. *Addressed.*

- Granada Boulevard link between Bird Road and Sunset Drive should be a non-state other signalized roadway. *Addressed.*
- Maynada Street link between US-1 and Sunset Drive should be a non-state other signalized roadway. *Addressed.*
- Red Road link between Bird Road and US-1 should be a SR Class III. *Addressed.*
- Red Road link between US-1 and Sunset Drive should be a non-state major city/county roadway. *Addressed.*

*New Comment. However, LOS E for the Bird Road link between LeJeune Road and Red Road should be 1,720 not 1,510. For the PM Peak hour, the Red Road link between Ponce and US-1 max allowable V/C should be 1.2 not 1.0. These changes should be carried over to Tables 14, 16, 20, 21, 24, 25, 28, and 29.*

*New Comment. The additional segments analyzed need to be mentioned in Section 3.8, page 18 (Existing Roadway Levels of Service).*

14. ~~**Attachments 9, 10, 11, 12, and 13**~~ **(Intersection Analysis Synchro Printouts)** – Verify all intersection geometrics. At least the following intersection geometrics need to be revised:

<u>AM Peak Hour</u>

- US-1 / Alhambra Circle (Inter # 17): The NB and SB lane geometries are reversed. *Addressed.*
- Levante Avenue / Red Road (Inter #19): The intersection needs to be analyzed as a four legged intersection (including the driveway). *Addressed.*
- Sunset Drive / Red Road (Inter #25): The EB and WB lane geometries are reversed. *Addressed.*
- US-1 / LeJeune Road (Inter #34): NB and SB left turns are prohibited. *Addressed.*
- Bird Road / Granada Blvd / University Road (Inter #43): The intersection needs to be analyzed as a five legged intersection. *Not Addressed.*

<u>PM Peak Hour</u>

- US-1 / Alhambra Circle (Inter # 17): The NB right needs to be revised to be a shared right-through. *Addressed.*
- Levante Avenue / Red Road (Inter #19): The intersection needs to be analyzed as a four legged intersection (including the driveway). *Addressed.*
- Sunset Drive / Red Road (Inter #25): The EB right needs to be revised to be a shared right-through. *Addressed.*
- Bird Road / Granada Blvd / University Road (Inter #43): The intersection needs to be analyzed as a five legged intersection. *Not Addressed.*

*New Comment. The revised report has additional geometry inconsistencies during both the AM and PM peak hours (2007, 2010, 2015, 2020, and 2025) -*

- *US-1 / Grand Avenue (Inter #10): The SB leg is one exclusive left turn, one through lane, and a share-through right (not an exclusive right turn).*

- *US-1 / LeJeune Road (Inter #34): The NB right needs to be revised to be a shared right-through.*

15. Verify all intersection signal timings. Cycle lengths do not match existing timings for the following intersections:

    AM Peak Hour

    - Miller Road / San Amaro Drive (Inter #2): Cycle length should be 86s not 100s (2010 ,2015, 2020, 2025)
    - Red Road / SW 64 Street (Inter #23): Cycle length should be 150s not 140s
    - Sunset Drive / Ponce de Leon Blvd (Inter #24): Cycle length should be 103s not 110s
    - Red Road / Sunset Drive (Inter #25): Cycle length should be 150s not 140s
    - Red Road / Blue Road (Inter #26): Cycle length should be 120s not 100s
    - Blue Road / University Drive (Inter #31): Cycle length should be 75s not 70s
    - Blue Road / Granada Blvd (Inter #32): Cycle length should be 75s not 70s
    - US-1 / LeJeune Road (Inter #34): Cycle length should be 150s not 140s
    - Ponce de Leon Blvd / Riviera Drive (Inter #35): Cycle length should be 75s not 70s
    - US-1 / Riviera Drive (Inter #36): Cycle length should be 150s not 140s

    *Addressed. All AM peak hour cycle lengths were revised accordingly.*

    *New Comment. However, the existing 2007 signal timing (not cycle length) for intersection #12 (Ponce de Leon Boulevard / Stanford Drive) is not consistent with Miami-Dade County signal timings.*

    PM Peak Hour

    - Miller Road / San Amaro Drive (Inter #2): Cycle length should be 78s not 80s (2007) or 100s (2010 ,2015, 2020, 2025)
    - Ponce de Leon Blvd / Alhambra Circle (Inter #16): Cycle length should be 100s not 70s
    - Ponce de Leon Blvd / San Amaro Drive (Inter #18): Cycle length should be 79s not 70s
    - Sunset Drive / Ponce de Leon Blvd (Inter #24): Cycle length should be 104s not 110s

    *Addressed. All PM peak hour cycle lengths were revised accordingly.*

    *New Comment. However, the following intersections cycle lengths do not match existing signal timings:*

    - *US-1 / Standford Drive (Inter #13): Cycle length should be 140s not 139s*
    - *US-1 / Alhambra Circle (Inter #17): Cycle length should be 140s not 141s*
    - *Red Road / Brescia Avenue (Inter #23): Cycle length should be 140s not 144s*
    - *Sunset Drive / Red Road (Inter #25): Cycle length should be 140s not 155s*

- *Blue Road / Red Road (Inter #26): Cycle length should be 100s not 122s*
- *Bird Road / LeJeune Road (Inter #29): Cycle length should be 130s not 132s*
- *Bird Road / Granada Blvd / University Road (Inter #43): Cycle length should be 130s not 127s*

*Additionally, all the existing 2007 PM peak hour signals timings (except for Inter #33) are not consistent with Miami-Dade County signal timings.*

16. **Tables 18, 22, 26, 30 (AM Peak Hour Intersection Turning Volumes)** – Verify the LOS shown in the table. The following were not consistent with the Synchro analysis:
    - Red Road / Miller Road (Inter #1) – 2010, 2015, and 2020
    - Ponce de Leon Blvd / Alhambra Circle (Inter #16) – 2010, 2015, 2020, and 2025
    - Red Road / Sunset Drive (Inter #25) – 2025
    - Bird Road / LeJeune Road (Inter #29) – 2010, 2015, and 2020

    Changes should also be reflected in Table 32.

    *Addressed. All LOS results were revised accordingly.*

    *New Comment. However, the resulting LOS in Table 32 for the intersection improvements need to be verified for Ponce de Leon Blvd / Merrick Drive (Inter #14) and Ponce de Leon Blvd / Dickinson Drive (Inter #15).*

17. **Tables 19, 23, 27, 31 (PM Peak Hour Intersection Turning Volumes)** – The following intersections are shown as unsignalized when they are signalized:
    - Blue Road / University Drive (Inter #31)
    - Blue Road / Granada Blvd (Inter #32)
    - US-1 / LeJeune Road (Inter #34)
    - Ponce de Leon Blvd / Riviera Drive (Inter #35)
    - US-1 / Riviera Drive (Inter #36)

    *Addressed.*

18. **Table ~~12~~ 11 (New Project Trips)** –The 2010, 2015, 2020, and 2025 future resident students do not match anticipated resident students shown in Table 1. Footnotes should be added to explain how the future FTE students and future resident students were calculated. The table should also separate the Type 1, Type 1-2, and Type 2 trips. Additionally, an explanation of the calculations should be included in the report.

    *Partially Addressed. The future resident students do not match Table 1, nor were footnotes added to the table to explain how the students and future resident students were calculated. The table did separate Type 1 and Type 1-2 from Type 2 trips. A more detailed explanation of the calculations should be provided in Section 4.5, page 31 (Project Trips) of the report.*

19. **Section ~~4.7~~ 4.9 (Total Traffic Condition in 2010)** – The 2010 intersection improvements need to be addressed as follows:
    - The existing cycle lengths for the Synchro analysis for the realignment of Miller Road and Miller Drive (Inter #3) needs to remain 86s and 78s for the AM and PM peak hour respectively. Additionally, the recommended lane configuration (adding an exclusive SB left lane and adding an EB through lane) needs to be reviewed to assure sufficient ROW is available. *Not Addressed.*
    - The analysis of the unsignalized intersection of San Amaro Drive and Brescia Avenue was not part of this report. Please explain the recommendation to signalize this intersection. *Partially Addressed. Page 39 states that it is a previously recommended improvement, but should also state from what report.*
    - *New Comment. The recommendation to add a SBR turn lane at Dickinson Drive and Ponce de Leon Boulevard (Inter #15) is not included in the Synchro with improvement analysis for neither the AM nor PM peak hour.*
    - *New Comment. The recommendation to add a SBR turn lane at Merrick Drive and Ponce de Leon Boulevard (Inter #14) is not included in the Synchro with improvement analysis for neither the AM nor PM peak hour.*

20. **Section ~~4.8~~ 4.10 (Total Traffic Condition in 2015)** – The 2015 intersection improvements need to be addressed as follows:
    - During the AM peak hour, the closure of the driveway facing Robbia Avenue (Inter #5) needs to be reflected in the AM peak hour Synchro analysis for 2015 and the AM peak hour subsequent year analyses.

      *Partially Addressed. In the revised report, the lane geometry in the Synchro analysis for both AM and PM peak hours needs to be consistent with the closure of Robbia Avenue for the year 2015 through 2025.*

21. **~~Attachment 14~~ (2025 Synchro Analysis with Improvements)** – The following 2025 intersection improvements need to be addressed as follows:
    <u>AM Peak Hour</u>
    - The lane geometry for the intersection of Merrick Drive and Ponce de Leon Boulevard (Inter #14) needs to reflect the recommended 2010 addition of a SB right turn lane. *Not Addressed (see comment #19).*
    - The lane geometry for the intersection of Dickinson Drive and Ponce de Leon Boulevard (Inter #15) needs to reflect the recommended 2010 addition of a SB right turn lane. *Not Addressed (see comment #19).*
    - The recommended 2025 improvement of adding a WB right turn lane at San Amaro Drive and Ponce de Leon Boulevard (Inter #18) was not reviewed in the Synchro analysis during the AM Peak hour. *No longer recommended.*

- Although there are no recommended improvements in the report for the following intersections, they were included in the 2025 AM peak hour with improvement analysis:
  - Campo Sano Avenue and Brunsen Drive (Inter #6) *Addressed.*
  - Alhambra Circle and Ponce de Leon Boulevard (Inter #16) *No longer recommended.*
  - Bird Road and LeJeune Road (Inter #29) *Addressed.*
  - San Amaro Drive and Blue Road (Inter #30) *Not Addressed. Please mention in Section 4.9.*
  - Granada Boulevard and Hardee Road (Inter #39) *Not Addressed. Please mention in Section 4.9.*
  - Bird Road and San Amaro Drive (Inter #42) *Not Addressed. Please mention in Section 4.9.*

  Please correct or explain.

<u>PM Peak Hour</u>

- The lane geometry for the intersection of Merrick Drive and Ponce de Leon Boulevard (Inter #14) needs to reflect the recommended 2010 addition of a SB right turn lane. *Not Addressed (see comment #19).*
- The lane geometry for the intersection of Dickinson Drive and Ponce de Leon Boulevard (Inter #15) needs to reflect the recommended 2010 addition of a SB right turn lane. *Not Addressed (see comment #19).*
- The recommended 2025 improvement of adding a NB right turn lane at Miller Road and Red Road (Inter #1) needs to be revised in the Synchro analysis during the PM Peak hour. *No longer recommended.*
- Although there are no recommended improvements in the report for the following intersections, they were included in the 2025 PM peak hour with improvement analysis:
  - Campo Sano Avenue and Brunsen Drive (Inter #6) *Addressed.*
  - San Amaro Drive and Blue Road (Inter #30) *Not Addressed, please mention in Section 4.9.*
  - *New Comment. Granada Boulevard and Hardee Road (Inter #39) - Please mention in Section 4.9.*
  - *New Comment. Bird Road and San Amaro Drive (Inter #42) – Please mention in Section 4.9.*

  Please correct or explain.

22. **Table 32 (Intersection Analysis Summary Results) –** The following improvements are not recommended in the text of the report (Sections ~~4.7~~ 4.9 – ~~4.10~~ 4.12):
    - Signalization of Campo Sano Avenue and Brunsen Drive (Inter #6) *Addressed.*
    - Free flow right turn at Red Road and Ponce de Leon Boulevard (Inter #21) *Not Addressed.*
    - NB right turn at Bird Road and LeJeune Road (Inter #29) *Addressed.*

- *New Comment. Signalization of San Amaro Drive and Blue Road (Inter #30)*
- Signalization of Granada Boulevard and Hardee Road (Inter #39) *Not Addressed.*
- Signalization of Bird Road and San Amaro Drive (Inter #42) *Not Addressed.*

Please correct or explain.

23. **Section 6 (Recommended Improvements) –** Verify that the improvements mentioned are consistent with the improvements in Sections ~~4.7~~ 4.9 – ~~4.10~~ 4.12. For example, in Section ~~6.2~~ 6.1 the recommended improvement for the signalization of Campo Sano Avenue and Brunsen Drive (Inter #6) in the year 2010 is not mentioned in Section ~~4.7~~ 4.9.

    *Addressed. The above mentioned example was revised.*

    *New Comment. However the 2025 intersection improvement to add a NBR turn at Bird Road / LeJeune Road (Inter #29) is not mentioned in Section 6.1. Additionally, the 2010 improvements to extend the left storage bays on US-1 and Alhambra Circle and on US-1 and Stanford Drive, nor the improvement to make the right turn lane a free flow lane at Red Road and Ponce de Leon Boulevard (Inter #21) are not mentioned in this section.*

24. **Tables 34 and 35 (Proportionate Share Analysis) –** The column labeled "Percent of Added Road Capacity" should be renamed "Percent of Added Service Volume". Also, please provide back-up data for the two-way road cost per mile. The latest published FDOT Transportation Cost report was issued March 2005 and was based in 2004 cost information.

    *Not Addressed.*

25. **Table 36 (Improvement Cost Summary) –** The following comments should be addressed**:**
    - The column labeled "Fair Share %" should be renamed "Proportionate Share". *Not Addressed.*
    - The realignment of the pedestrian signal on Ponce de Leon Boulevard with Dauer Drive is included in Section ~~4.10~~ 4.12 as a recommended improvement. Please correct or explain. *Not Addressed.*
    - The cost for a new signal varies between $230,000 and $270,000. *Addressed.*
    - It should be noted that the construction cost of adding a right turn lane is approximately $85,000; however it does not take into account any ROW, infrastructure or utility costs. *Addressed.*
    - The alignment cost of Miller Road and Miller Drive should be between $360,000 and $410,000. This cost includes the anticipated replacement of the span wire signal to a mast arm signal. *Addressed.*
    - *New Comment. The improvements to signalize San Amaro Drive / Blue Road (Inter #30), Granada Boulevard and Hardee Road (Inter #39), and Bird Road and San Amaro Drive (Inter #42) in the year 2010 is recommended, the cost estimate need to be included in Table 36.*

- *New Comment. The recommended improvements in Section 6.2 (Status of Previously Recommended Improvements) should remain in the proportionate share calculations since they are still pending final resolutions with the city and/or county.*
- *New Comment. Previous recommended improvements reflected in Attachment 12, other than those that have been completed, need to be included in the proportionate share calculations. This includes improvements that are incomplete, abandoned, under design, and/or deemed no longer necessary.*

26. **Section 7 (Concurrency) –** The concurrency printouts from the City for Zones 46 and 47 should be provided in the report or attachments.

    *Not Addressed.*

*27. New Comments. Please address the following additional issues:*

- *Figure 7 (Page 22) - The SB lane geometry for intersection #10 (US-1 / Granada Boulevard) is one exclusive left turn, one through lane, and a share-through right (not an exclusive right turn).*

- *Please explain the footnote in Figure 8 and 10 the states "Existing volumes are for the Year 2007" pertaining to intersections 36 – 43.*

**Partial Review 1 - 8/15/07**
**Updated September 27, 2007 (after review of July 2007 study)**
**UM 2007 Regional Traffic Study**
**Summary of Substantive Technical Issues**
**Prior to 8/1/07 Submittal**
***Updated December 12, 2007 (after review of November 2007 study)***

| | | Resolved? (9/27/07) | *December 2007 Comments* |
|---|---|---|---|
| **A. UMCAD MLOU Exhibits** | | | |
| *K&S Submittal ->* | *5/22/2007 6/5/2007* | | |
| *DPA Response->* | *NA 6/25/2007* | | |
| 1 | Consistency of count location maps and lists | Yes | *NA* |
| 2 | Radius of influence/trip threshold for committed developments | Yes | *NA* |
| 3 | Verification of committed development data | Yes | *NA* |
| 4 | Verification of committed transportation improvements | Yes | *NA* |
| | | | |
| **B. Campus Wide Peak Hour Student Trip Rates** | | | |
| *K&S Submittal ->* | *6/6/2007 7/10/2007 7/17/2007* | | |
| *DPA Response->* | *6/25/2007 7/16/2007 NA* | | |
| 1 | Clarification of campus count locations | Yes | *NA* |
| 2 | Clarification of parking areas excluded from the campus counts | Yes | *NA* |
| 3 | Development of trip generation rates based on FTEs | Yes | *NA* |
| 4 | Use of spring semester FTE data | Yes | *NA* |
| 5 | Clarification of ownership/operation of West Lab School | Yes | *NA* |
| | | | |
| **C. Resident Student Peak Hour Trip Rates** | | | |
| *K&S Submittal ->* | *6/6/2007 NA 7/17/2007* | | |
| *DPA Response->* | *6/26/2007 7/16/2007 NA* | | |
| 1 | Exclusion of Monday and Friday traffic data | Yes | *NA* |
| 2 | Justification of Mahoney-Pierson data adjustments | No | *Not Addressed. Additional data has not been provided* |
| 3 | Clarification of UV garage count locations | Yes | *NA* |
| 4 | Justification of UV data adjustments | No | *Not Addressed. Additional data has not been provided.* |
| 5 | Use of weighted average of UV and Mahoney-Pierson trip rates | Yes | *NA* |
| | | | |
| **D. Building Facility Trip Generation** | | | |
| *K&S Submittal ->* | *6/19/2007 NA 7/17/2007* | | |
| *DPA Response->* | *7/3/2007 7/16/2007 NA* | | |
| 1 | Split of student vs. faculty/staff trips | Yes | *NA* |
| 2 | Conversion of peak hour counts to daily trips | Yes | *NA* |
| 3 | Justification of expansion factor for Type I trips | N | *Partially addressed. Additional information does not validate expansion factor.* |
| 4 | Justification of expansion factor for Type I-2 trips | No | *Not Addressed. Additional data has not been provided.* |
| 5 | Apportioning of new trips based on square feet | Yes | *NA* |
| 6 | Inconsistencies in buildout year and demolition square feet | N | *Addressed. Information in report will control over other program documentation.* |
| 7 | New trips should reflect demolition credits | Yes | *NA* |
| 8 | Inconsistencies in square feet totals | N | *Addressed. Information in report will control over other program documentation.* |
| 9 | Classification of Science Building expansions (2 phases) | Yes | *NA* |
| 10 | Classification of Alumni Center | Yes | *NA* |
| 11 | Trip generation of residential buildings | No | *Not Addressed. See comments C2 and C4 above.* |
| 12 | Use of peak mid morning UM trip rates during AM peak hour | Yes | *NA* |
| 13 | Retail pass-by trips for NSCDZ | N | *Partially Addressed. Full analysis of pass-by and other trip interactions is required.* |
| 14 | Expanded explanation of Academic (Type 1) building uses | No | *Addressed.* |

**Partial Review 2**

# 2007 Regional Traffic Study & Concurrency Analysis

Initial Report Dated July 30, 2007 (First Review 8/23/07)

*Updated 12/12/07 after review of November 2007 Report*

1. Please provide the Miami-Dade County Signal Timing and Phasing for the analyzed signalized intersections.

   *Addressed.*

2. Intersection #33 (LeJeune Road / Ponce de Leon Blvd / Blue Road) is not included in the Synchro analysis in ~~Attachments 9-13~~ (analysis years 2007, 2010, 2015, 2020, and 2025 respectively). Similarly, turning movement volume tables (Tables 6, 7, 18, 19, 22, 23, 26, 27, 30 and 31) do not reflect this intersection.

   *Partially Addressed. Intersection #33 was included in the revised Synchro anlaysis in 2007, 2010, 2015, 2020, and 2025 for AM and PM hours. However, the report does not include the intersection results nor the turning movement volumes (Tables 6, 7, 18, 19, 22, 23, 26, 27, 30, and 31).*

   ***Intersection #33 has five legs and therefore its volumes do not fit the format of the summary tables. The turning volumes of all 5 legs are provided in Attachment 10.***

3. **Table 2 (2007 Traffic Count Program) –** Machine count (48 hrs) year dates need to be revised from location #9 to #28

   *Addressed.*

4. **Figure 8 (Existing AM and PM Peak Hour Intersection Turning Movement Counts)** – Intersection #33 (Ponce de Leon Blvd / Blue Road) is not reflected in the exhibit. Intersection numbering should be consistent with Table 2 of the report. Also, a spot check revealed the intersection volumes depicted in the exhibit do not match the volumes shown in Table 6 or 7 of the report nor the volumes in the Synchro analysis worksheets provided in Attachment 9. *i.e. – intersection # 7 Bird Road / San Amaro Drive*

   *Addressed.*

5. **Table 11 (Committed Developments Trip Generation) –** The committed development projects for the City of Miami does not reflect the Byblos (Blue Road Khalil Condo) trip generation.

   *Addressed. The Byblos project was abandoned so no longer included as a committed development (See page 26 of the report).*

6. **Table 15 and 17 (AM and PM Peak Hour Committed Development Trips) -** The City of Miami project Byblos (Blue Road Khalil Condo) is not incorporated in the analysis.

   *Addressed. The Byblos project was abandoned so no longer included as a committed development (See page 26 of the report)*

7. **Figure 9 10 (2025 Intersection Volumes)** – Out of the 42 analyzed intersections only 37 intersections are reflected in the exhibit. Intersection numbering should be consistent with Table 2 of the report. Likewise, intersection labeling (street names) should be provided along with the intersection numbering. Also, a spot check revealed the intersection volumes depicted in the exhibit do not match the volumes shown in Table 30 or 31 of the report nor the volumes in the Synchro analysis worksheets provided in Attachment 13. *i.e. – intersection # 7 Bird Road / Red Road*

   *Addressed.*

8. **Section 5 (Residential Streets) –** The daily maximum threshold for the residential streets is stated as 12,000, please correct. This section needs to show the full traffic impact analysis on the residential streets including background, committed and additional UM traffic.

   *Addressed. Section 5 has been revised to state the daily maximum threshold for residential streets is 1,200 daily vehicles. Table 33 includes background growth and additional UM traffic.*

   *Partially Addressed. The background growth rate was doubled (from 0.5% per year to 1.0% per year) to account for committed developments since the residential streets are not reflected in the model. This method seems acceptable. Additionally, the applicant assumed that 5% of the total UMCAD trips will use the local roads. The total of these trips were divided equally among the 9 parallel local roads. Further justification of this factor is needed.*

   ***The FSUTMS-based model distribution of UMCAD trips does not include minor residential streets. The majority of new UMCAD trips are related to the NSCDZ. Due to the location of the NSCDZ on Ponce de Leon Blvd, it is not anticipated that any NSCDZ traffic will use these local roads unless the trips originate from this area. The remaining UMCAD trips may cause a small increase in traffic on these roads. However, considering model distribution and student zip code database, assigning 5% of UMCAD project trip to these residential streets is a conservative assumption designed to examine the worst case scenario. These 5% project trips were not subtracted from other roadways since the FSUTMS model does not include them in the roadway network.***

   *New Comment. Alhambra Circle is a residential collector with a maximum daily threshold of 2,400 vehicles and 240 vehicles during the peak hours. Section 5 and Table 33 must be revised accordingly.*

   ***The UMRTS document was revised as stated though we were unable to find a reference in the City's transportation element of the current or older Comprehensive Plans indicating that Alhambra Circle has a maximum daily threshold of 2,400 vehicles and 240 vehicles during the peak hours.***

9. **Table 33 (Analysis of Residential Analysis) –** The table needs to address city of Coral Gables residential street traffic thresholds and the need to use traffic calming measures.

   *Addressed. Table 33 has been revised to address the city of Coral Gables residential street traffic thresholds. Project volumes on Mantua Avenue go over the 120 vehicles per hour during 2025 AM peak hour, however, no traffic calming measure are recommended.*

10. Units cost of traffic signals should be updated to reflect current costs in Miami-Dade County: $250,000 - $300,000.

    *Addressed.*

11. Include a comprehensive and up to date table of traffic improvements reflecting all previous commitments and implementation status, as well as, additional recommended improvements from the RTS.

    *Addressed (Attachment 12)*

12. Submit final version of Service Deliveries traffic plan.

    *Not Addressed. Service Deliveries traffic plan has not been submitted.*

    ***The latest service delivery traffic plan is provided in Attachment 9***

**Partial Review 3**

# 2007 Regional Traffic Study & Concurrency Analysis

Initial Study Dated July 30, 2007 (Initial Review 9/27/07)

*Updated 12/12/07 after review of November 2007 Report*

## General/Methodology Comments

1. UM distributions/assignments must reflect different travel patterns for different components (e.g. MUATS distribution, commuter students zip codes, adjustments to existing patterns to reflect traffic shifts due to parking location changes and the impact of the proposed internal road).

   *Partially Addressed. Commuter student zip code map provided in Attachment 8 were compared to MUATS distributions (Section 4.6, page 36). Please provide a comparison summary and/or back-up information. Adjustments were made to existing patterns to reflect traffic shifts due to parking location changes (Section 4.8, page 37). Adjustments were also made to existing trip patterns due the proposed internal road (Section 4.7, page 36).*

   ***A comparison of MUATS and zip code trip distribution is provided in Attachment 8.***

   *New Comment. Please provide in Attachment 9 the university driveway volumes for AM and PM peak hours prior to adjustments made to divert traffic to the internal roadway. Also, the shifts in parking locations were not distributed along the impacted corridors.*

   ***Driveway volumes prior to adjustments are provided in Attachment 9.***

2. The previous requested comprehensive list of improvements should be broken out into previously committed improvements and improvements recommended as part of this study. Also the list should be expanded to include the cost and timeframe of each improvement.

   *Addressed.*

3. The committed development assignments should be mapped.

   *Addressed (Attachment 8).*

4. A map showing the internal road alignment should be provided in the report

   . *Not Addressed. Internal road alignment map is still not provided in the report.*

   ***The internal roadway alignment has not been finalized and will continue to be in development during the planning and design phases throughout 2008. City staff will continue to be involved in the process. The latest draft plan is provided in Attachment 9.***

5. Analysis with and without the project needs to be provided by phase. This analysis should also reflect all previously committed improvements based on the committed or anticipated implementation timeframe.

*Not Addressed*

***The background intersection analyses for AM and PM peak periods and for all Phases are summarized in the UMRTS document and the SYNCHRO printouts provided in separate attachments.***

6. Proportionate share calculations are to be provided for each phase.

*Addressed*.

7. Page numbers are needed on all the report pages.

*Partially Addressed.* *Revised on hard copy report but not on all pages of the pdf version.*

***Page numbers were added to the PDF files.***

8. All changes are to be incorporated and fully explained in a revised report. A clear description of the calculations, assumptions (including justification/data), etc., must be provided in order to have a complete documentation of the analysis in one place.

*Partially Addressed.* *Some issues still pending.*

***Additional explanations are provided to support assumptions used in the analysis.***

**Report Specific Comments**

9. Please provide in Synchro analysis worksheets (Attachments 9 14) the split and phase diagrams for all the signalized intersections, in order to verify the existing signal timing and phasing provided by Miami-Dade County.

*Addressed.*

10. **Table 1 (UM Project Types and Trips)** – In the report, a section should be added to describe how the daily trips shown in Table 1 were calculated.

*Addressed.* *Description provided in Section 4.5 (page 31).*

11. **Table 4 (Resident Student Trip Rate)** – An explanation in the report is needed on how the overall rate for commuters was calculated.

*Addressed.* *Description provided Section 3.7 (page 12).*

12. **Section 3.8 (Existing Intersection Levels of Service)** – In the report, it should state that the Synchro analysis for the AM and PM peak hours are 8:00-9:00 am and 5:00-6:00 pm respectively, which coincides with the majority of the highest hour from the field traffic counts.

*Not Addressed. Statement should be included in Section 3.8 (page 18).*

***The aforementioned statement was added to Section 3.8 of the RTS report***

13. **Table 5 (Existing AM & PM Peak Hour Roadway Link Analysis)** – The FDOT maximum service volumes, in our opinion, should be changed for the following roadway links to correspond to the subject roadway types:
    - Bird Road link between LeJeune Road and Red Road should be a SR Class III. *Addressed.*
    - LeJeune Road link between Bird Road and US-1 should be a SR Class III. *Addressed.*
    - Granada Boulevard link between Bird Road and Sunset Drive should be a non-state other signalized roadway. *Addressed.*
    - Maynada Street link between US-1 and Sunset Drive should be a non-state other signalized roadway. *Addressed.*
    - Red Road link between Bird Road and US-1 should be a SR Class III. *Addressed.*
    - Red Road link between US-1 and Sunset Drive should be a non-state major city/county roadway. *Addressed.*

    *New Comment. However, LOS E for the Bird Road link between LeJeune Road and Red Road should be 1,720 not 1,510. For the PM Peak hour, the Red Road link between Ponce and US-1 max allowable V/C should be 1.2 not 1.0. These changes should be carried over to Tables 14, 16, 20, 21, 24, 25, 28, and 29.*

    ***The above references tables were adjusted as indicated.***

    *New Comment. The additional segments analyzed need to be mentioned in Section 3.8, page 18 (Existing Roadway Levels of Service).*

    ***The additional segments analyzed were mentioned in Section 3.8***

14. ~~**Attachments 9, 10, 11, 12, and 13**~~ **(Intersection Analysis Synchro Printouts)** – Verify all intersection geometrics. At least the following intersection geometrics need to be revised:
    AM Peak Hour
    - US-1 / Alhambra Circle (Inter # 17): The NB and SB lane geometries are reversed. *Addressed.*
    - Levante Avenue / Red Road (Inter #19): The intersection needs to be analyzed as a four legged intersection (including the driveway). *Addressed.*
    - Sunset Drive / Red Road (Inter #25): The EB and WB lane geometries are reversed. *Addressed.*
    - US-1 / LeJeune Road (Inter #34): NB and SB left turns are prohibited. *Addressed.*
    - Bird Road / Granada Blvd / University Road (Inter #43): The intersection needs to be

analyzed as a five legged intersection. *Not Addressed*.

***This intersection (#43) was initially analyzed as a 4-leg intersection with an all-red phase to account for the fifth leg as discussed in a previous meeting. It was reanalyzed for all phases as a five leg intersection.***

PM Peak Hour

- US-1 / Alhambra Circle (Inter # 17): The NB right needs to be revised to be a shared right-through. *Addressed*.
- Levante Avenue / Red Road (Inter #19): The intersection needs to be analyzed as a four legged intersection (including the driveway). *Addressed*.
- Sunset Drive / Red Road (Inter #25): The EB right needs to be revised to be a shared right-through. *Addressed*.
- Bird Road / Granada Blvd / University Road (Inter #43): The intersection needs to be analyzed as a five legged intersection. *Not Addressed*.

  ***This intersection (#43) was reanalyzed as a five leg intersection.***

*New Comment. The revised report has additional geometry inconsistencies during both the AM and PM peak hours (2007, 2010, 2015, 2020, and 2025) -*

- *US-1 / Grand Avenue (Inter #10): The SB leg is one exclusive left turn, one through lane, and a share-through right (not an exclusive right turn).*

- *US-1 / LeJeune Road (Inter #34): The NB right needs to be revised to be a shared right-through.*

  ***Intersection geometry was revised at both intersections.***

15. Verify all intersection signal timings. Cycle lengths do not match existing timings for the following intersections:

AM Peak Hour

- Miller Road / San Amaro Drive (Inter #2): Cycle length should be 86s not 100s (2010 ,2015, 2020, 2025)
- Red Road / SW 64 Street (Inter #23): Cycle length should be 150s not 140s
- Sunset Drive / Ponce de Leon Blvd (Inter #24): Cycle length should be 103s not 1 10s
- Red Road / Sunset Drive (Inter #25): Cycle length should be 150s not 140s
- Red Road / Blue Road (Inter #26): Cycle length should be 120s not 100s
- Blue Road / University Drive (Inter #31): Cycle length should be 75s not 70s
- Blue Road / Granada Blvd (Inter #32): Cycle length should be 75s not 70s
- US-1 / LeJeune Road (Inter #34): Cycle length should be 150s not 140s
- Ponce de Leon Blvd / Riviera Drive (Inter #35): Cycle length should be 75s not 70s
- US-1 / Riviera Drive (Inter #36): Cycle length should be 150s not 140s

*Addressed. All AM peak hour cycle lengths were revised accordingly.*

*New Comment. However, the existing 2007 signal timing (not cycle length) for intersection #12 (Ponce de Leon Boulevard / Stanford Drive) is not consistent with Miami-Dade County signal timings.*

***Intersection #12 signal timing was revised.***

PM Peak Hour

- Miller Road / San Amaro Drive (Inter #2): Cycle length should be 78s not 80s (2007) or 100s (2010 ,2015, 2020, 2025)
- Ponce de Leon Blvd / Alhambra Circle (Inter #16): Cycle length should be 100s not 70s
- Ponce de Leon Blvd / San Amaro Drive (Inter #18): Cycle length should be 79s not 70s
- Sunset Drive / Ponce de Leon Blvd (Inter #24): Cycle length should be 104s not 1 10s

*Addressed. All PM peak hour cycle lengths were revised accordingly.*

*New Comment. However, the following intersections cycle lengths do not match existing signal timings:*

- *US-1 / Standford Drive (Inter #13): Cycle length should be 140s not 139s*
- *US-1 / Alhambra Circle (Inter #17): Cycle length should be 140s not 141s*
- *Red Road / Brescia Avenue (Inter #23): Cycle length should be 140s not 144s*
- *Sunset Drive / Red Road (Inter #25): Cycle length should be 140s not 155s*

- *Blue Road / Red Road (Inter #26): Cycle length should be 100s not 122s*
- *Bird Road / LeJeune Road (Inter #29): Cycle length should be 130s not 132s*
- *Bird Road / Granada Blvd / University Road (Inter #43): Cycle length should be 130s not 127s*

***The PM cycle lengths for Intersections #13, 17, 23, 25, 26, 29 and 43 were revised.***

*Additionally, all the existing 2007 PM peak hour signals timings (except for Inter #33) are not consistent with Miami-Dade County signal timings.*

***The PM peak hour signal timings were revised to be consistent with Miami-Dade County signal timings.***

16. **Tables 18, 22, 26, 30 (AM Peak Hour Intersection Turning Volumes)** – Verify the LOS shown in the table. The following were not consistent with the Synchro analysis:
    - Red Road / Miller Road (Inter #1) – 2010, 2015, and 2020
    - Ponce de Leon Blvd / Alhambra Circle (Inter #16) – 2010, 2015, 2020, and 2025
    - Red Road / Sunset Drive (Inter #25) – 2025
    - Bird Road / LeJeune Road (Inter #29) – 2010, 2015, and 2020

Changes should also be reflected in Table 32.

*Addressed. All LOS results were revised accordingly.*

*New Comment. However, the resulting LOS in Table 32 for the intersection improvements need to be verified for Ponce de Leon Blvd / Merrick Drive (Inter #14) and Ponce de Leon Blvd / Dickinson Drive (Inter #15).*

***The resulting LOS in Table 32 were verified for intersections #14 and #15***

17. **Tables 19, 23, 27, 31 (PM Peak Hour Intersection Turning Volumes)** – The following intersections are shown as unsignalized when they are signalized:
    - Blue Road / University Drive (Inter #31)
    - Blue Road / Granada Blvd (Inter #32)
    - US-1 / LeJeune Road (Inter #34)
    - Ponce de Leon Blvd / Riviera Drive (Inter #35)
    - US-1 / Riviera Drive (Inter #36)

    *Addressed.*

18. **Table ~~12~~ 11 (New Project Trips)** –The 2010, 2015, 2020, and 2025 future resident students do not match anticipated resident students shown in Table 1. Footnotes should be added to explain how the future FTE students and future resident students were calculated. The table should also separate the Type 1, Type 1-2, and Type 2 trips. Additionally, an explanation of the calculations should be included in the report.

    *Partially Addressed. The future resident students do not match Table 1, nor were footnotes added to the table to explain how the students and future resident students were calculated. The table did separate Type 1 and Type 1-2 from Type 2 trips. A more detailed explanation of the calculations should be provided in Section 4.5, page 31 (Project Trips) of the report.*

    ***New traffic counts were collected in January 2008 to update the resident student trip rate calculations. A more detailed explanation is provided in Section 4.5 of the report and in the revised memorandum provided in Attachment 4.***

19. **Section ~~4.7~~ 4.9 (Total Traffic Condition in 2010)** – The 2010 intersection improvements need to be addressed as follows:
    - The existing cycle lengths for the Synchro analysis for the realignment of Miller Road and Miller Drive (Inter #3) needs to remain 86s and 78s for the AM and PM peak hour respectively. Additionally, the recommended lane configuration (adding an exclusive SB left lane and adding an EB through lane) needs to be reviewed to assure sufficient ROW is available. *Not Addressed.*

***The realigned intersection of Miller Road and Miller Drive is not part of a coordinated system and there is no need to maintain existing cycle lengths. However, a shorter cycle length is preferred to reduce the turning lane storage length requirement. In the future, it may be preferable to have this intersection operate at the same cycle length as Red Road and Miller Road.***

- The analysis of the unsignalized intersection of San Amaro Drive and Brescia Avenue was not part of this report. Please explain the recommendation to signalize this intersection. *Partially Addressed. Page 39 states that it is a previously recommended improvement, but should also state from what report.*
- *New Comment. The recommendation to add a SBR turn lane at Dickinson Drive and Ponce de Leon Boulevard (Inter #15) is not included in the Synchro with improvement analysis for neither the AM nor PM peak hour.*

  ***The SBR turn lane was added to the AM and PM improvement analyses performed for future phases.***

- *New Comment. The recommendation to add a SBR turn lane at Merrick Drive and Ponce de Leon Boulevard (Inter #14) is not included in the Synchro with improvement analysis for neither the AM nor PM peak hour.*

  ***The SBR turn lane was added to the AM and PM improvement analyses performed for future phases.***

**20. Section ~~4.8~~ 4.10 (Total Traffic Condition in 2015)** – The 2015 intersection improvements need to be addressed as follows:

- During the AM peak hour, the closure of the driveway facing Robbia Avenue (Inter #5) needs to be reflected in the AM peak hour Synchro analysis for 2015 and the AM peak hour subsequent year analyses.

  *Partially Addressed. In the revised report, the lane geometry in the Synchro analysis for both AM and PM peak hours needs to be consistent with the closure of Robbia Avenue for the year 2015 through 2025.*

***The University driveway facing Robbia Avenue is planned to be closed but not Robbia Avenue itself which becomes a T-intersection.***

**21. ~~Attachment 14~~ (2025 Synchro Analysis with Improvements)** – The following 2025 intersection improvements need to be addressed as follows:

<u>AM Peak Hour</u>

- The lane geometry for the intersection of Merrick Drive and Ponce de Leon Boulevard (Inter #14) needs to reflect the recommended 2010 addition of a SB right turn lane. *Not Addressed (see comment #19).*

***The intersection analysis was revised to include improvements on significant roadways and intersections for all phases impacted by UMCAD trips.***

- The lane geometry for the intersection of Dickinson Drive and Ponce de Leon Boulevard (Inter #15) needs to reflect the recommended 2010 addition of a SB right turn lane. *Not Addressed* *(see comment #19).*

***The intersection analysis was revised to include improvements on significant roadways and intersections for all phases impacted by UMCAD trips.***

- The recommended 2025 improvement of adding a WB right turn lane at San Amaro Drive and Ponce de Leon Boulevard (Inter #18) was not reviewed in the Synchro analysis during the AM Peak hour. *No longer recommended*.
- Although there are no recommended improvements in the report for the following intersections, they were included in the 2025 AM peak hour with improvement analysis:
  - Campo Sano Avenue and Brunsen Drive (Inter #6) *Addressed.*
  - Alhambra Circle and Ponce de Leon Boulevard (Inter #16) *No longer recommended*.
  - Bird Road and LeJeune Road (Inter #29) *Addressed.*
  - San Amaro Drive and Blue Road (Inter #30) *Not Addressed*. *Please mention in Section 4.9.*
  - 

***The intersection analysis was revised to include improvements on significant roadways and intersections for all phases impacted by UMCAD trips.***

  - Granada Boulevard and Hardee Road (Inter #39) *Not Addressed*. *Please mention in Section 4.9.*

***The intersection analysis was revised to include improvements on significant roadways and intersections for all phases impacted by UMCAD trips.***

  - Bird Road and San Amaro Drive (Inter #42) *Not Addressed*. *Please mention in Section 4.9.*

***The intersection analysis was revised to include improvements on significant roadways and intersections for all phases impacted by UMCAD trips.***

Please correct or explain.

<u>PM Peak Hour</u>

- The lane geometry for the intersection of Merrick Drive and Ponce de Leon Boulevard (Inter #14) needs to reflect the recommended 2010 addition of a SB right turn lane. *Not Addressed* *(see comment #19).*

***The intersection analysis was revised to include improvements on significant roadways and intersections for all phases impacted by UMCAD trips.***

- The lane geometry for the intersection of Dickinson Drive and Ponce de Leon Boulevard (Inter #15) needs to reflect the recommended 2010 addition of a SB right turn lane. *Not Addressed (see comment #19).*

***The intersection analysis was revised to include improvements on significant roadways and intersections for all phases impacted by UMCAD trips.***

- The recommended 2025 improvement of adding a NB right turn lane at Miller Road and Red Road (Inter #1) needs to be revised in the Synchro analysis during the PM Peak hour. *No longer recommended*.
- Although there are no recommended improvements in the report for the following intersections, they were included in the 2025 PM peak hour with improvement analysis:
  - Campo Sano Avenue and Brunsen Drive (Inter #6) *Addressed*.
  - San Amaro Drive and Blue Road (Inter #30) *Not Addressed, please mention in Section 4.9.*

***Project trips are not significant at this intersection in accordance with MLOU.***

  - *New Comment. Granada Boulevard and Hardee Road (Inter #39) - Please mention in Section 4.9.*

***Project trips are not significant at this intersection in accordance with MLOU.***

  - *New Comment. Bird Road and San Amaro Drive (Inter #42) – Please mention in Section 4.9.*

***Project trips are not significant at this intersection in accordance with MLOU.***

Please correct or explain.

**22. Table 32 (Intersection Analysis Summary Results) –** The following improvements are not recommended in the text of the report (Sections ~~4.7~~ 4.9 – ~~4.10~~ 4.12):

- Signalization of Campo Sano Avenue and Brunson Drive (Inter #6) *Addressed*.
- Free flow right turn at Red Road and Ponce de Leon Boulevard (Inter #21) *Not Addressed*.

***The westbound right turn movement at the intersection of Ponce de Leon Blvd and Red Road fails in the PM peak hours. Since providing an acceleration lane is not feasible on Red Road due to its constrained nature, and signalizing the intersection is not feasible due to proximity to other signals, the UMRTS recommends signal interconnection between the upstream and downstream signals along Red Road to improve northbound gaps.***

- NB right turn at Bird Road and LeJeune Road (Inter #29) *Addressed*.
- *New Comment.* *Signalization of San Amaro Drive and Blue Road (Inter #30)*
- Signalization of Granada Boulevard and Hardee Road (Inter #39) *Not Addressed*.

  ***Project trips are not significant at this intersection in accordance with MLOU.***

- Signalization of Bird Road and San Amaro Drive (Inter #42) *Not Addressed*.

  ***Project trips are not significant at this intersection in accordance with MLOU.***

- Please correct or explain.

**23. Section 6 (Recommended Improvements) –** Verify that the improvements mentioned are consistent with the improvements in Sections ~~4.7~~ 4.9 – ~~4.10~~ 4.12. For example, in Section ~~6.2~~ 6.1 the recommended improvement for the signalization of Campo Sano Avenue and Brunsen Drive (Inter #6) in the year 2010 is not mentioned in Section ~~4.7~~ 4.9.

*Addressed. The above mentioned example was revised.*

*New Comment. However the 2025 intersection improvement to add a NBR turn at Bird Road / LeJeune Road (Inter #29) is not mentioned in Section 6.1. Additionally, the 2010 improvements to extend the left storage bays on US-1 and Alhambra Circle and on US-1 and Stanford Drive, nor the improvement to make the right turn lane a free flow lane at Red Road and Ponce de Leon Boulevard (Inter #21) are not mentioned in this section.*

***Project trips are not significant at the intersection of Bird Road and LeJeune Road (#29).***

***The improvement to extend the left storage bay on US-1 at Alhambra Circle and Stanford Drive will be the subject of a separate memorandum and a more detailed operational analysis.***

***The improvement to Ponce de Leon Blvd and Red Road (#21) is addressed in the previous Comment 22.***

**24. Tables 34 and 35 (Proportionate Share Analysis) –** The column labeled "Percent of Added Road Capacity" should be renamed "Percent of Added Service Volume". Also, please provide back-up data for the two-way road cost per mile. The latest published FDOT Transportation Cost report was issued March 2005 and was based in 2004 cost information.

*Not Addressed.*

***The specified column label was revised as indicated***

***The FDOT latest transportation costs were obtained from the FDOT website at: http://www.dot.state.fl.us/estimates/LaneMileCosts/LaneMilecosts.htm***

**25**. **Table 36 (Improvement Cost Summary) –** The following comments should be addressed:

- The column labeled "Fair Share %" should be renamed "Proportionate Share". *Not Addressed*.

  ***The column label was revised as indicated***

- The realignment of the pedestrian signal on Ponce de Leon Boulevard with Dauer Drive is included in Section ~~4.10~~ 4.12 as a recommended improvement. Please correct or explain. *Not Addressed*.

  ***Based upon the latest information obtained from the University and the City, the realignment of the pedestrian signal is no longer recommended***

- The cost for a new signal varies between $230,000 and $270,000. *Addressed*.
- It should be noted that the construction cost of adding a right turn lane is approximately $85,000; however it does not take into account any ROW, infrastructure or utility costs. *Addressed*.
- The alignment cost of Miller Road and Miller Drive should be between $360,000 and $410,000. This cost includes the anticipated replacement of the span wire signal to a mast arm signal. *Addressed*.
- *New Comment. The improvements to signalize San Amaro Drive / Blue Road (Inter #3 0), Granada Boulevard and Hardee Road (Inter #39), and Bird Road and San Amaro Drive (Inter #42) in the year 2010 is recommended, the cost estimate need to be included in Table 36.*

  ***In accordance with the MLOU, UMCAD Project trips are not significant on these intersections and therefore they are not included in the proportionate cost calculations.***

- *New Comment. The recommended improvements in Section 6.2 (Status of Previously Recommended Improvements) should remain in the proportionate share calculations since they are still pending final resolutions with the city and/or county.*

  ***The previously recommended improvements were listed in the proportionate share calculations.***

- *New Comment. Previous recommended improvements reflected in Attachment 12, other than those that have been completed, need to be included in the proportionate share calculations. This includes improvements that are incomplete, abandoned, under design, and/or deemed no longer necessary.*

  ***The previously recommended improvements were listed in the proportionate share calculations.***

**26. Section 7 (Concurrency) –** The concurrency printouts from the City for Zones 46 and 47

should be provided in the report or attachments.

*Not Addressed*.

***Concurrency printouts dated December 4, 2007 are provided in the attachments.***

*27. New Comments. Please address the following additional issues:*

- *Figure 7 (Page 22) - The SB lane geometry for intersection #10 (US-1 / Granada Boulevard) is one exclusive left turn, one through lane, and a share-through right (not an exclusive right turn).*

  ***Intersection geometry has been revised (see comment #14)***

- *Please explain the footnote in Figure 8 and 10 that states "Existing volumes are for the Year 2007" pertaining to intersections 36 – 43.*

  ***Footnote has been removed since all intersection turning movement volumes depicted in Figure 8 were based on 2007 peak season counts.***

# ATTACHMENT 14
# CONCURRENCY INFORMATION STATEMENTS FOR UNIVERSITY ZONES (12/4/2007)

# CORAL GABLES CONCURRENCY MANAGEMENT

Concurrency Information Statement

This Concurrency Information Statement is for informational purposes only and reflects the availabiltiy of public services only at the time statement is issued.

The available capacity for each public service is monitored and updated as development orders are issued by the city, and the applicant cannot be assured that the necessary public services will be available for a development order (e.g. any change in use) at a future date.

UNIVERSITY OF MIAMI - ZONE 46 STATUS=P
5225 PONCE DE LEON BLVD
Coral Gables, FL

Date Printed: 12/4/2007
Development Order: 0
Record Number: 3118
Assoc. Demolition Record: 0

Zones:

| Trffic | Fire Protection | Flood Protection | Parks and Recreation |
|---|---|---|---|
| 46 | 201 | X | 3 |

Concurrency Needs

Minimum Required Elevation (ft): 0
Adequate Water Flow for Commercial & Residential Fire Protection

| | Site Demand | Zone Capacity | Zone Demand | Concurrent | |
|---|---|---|---|---|---|
| Trips | 0 | 9122 | 0 | OK | Not Within Urban Infill Area |
| Golf Courses | 0 | 47.41 | 0.31655007025 | OK | |
| Tennis Courts | 0 | 40.35 | 3.1654998595 | OK | |
| Racquetball Courts | 0 | 6.23 | 0.4131825 | OK | |
| BAsketball Courts | 0 | 15.34 | 1.358345 | OK | |
| Ball Diamonds | 0 | 6.27 | 0.8499425 | OK | |
| Playing Fields | 0 | 7.27 | 0.8499425 | OK | |
| Swimming Pools | 0 | 3.13 | 0.09502 | OK | |
| Equipped Playing Areas | 0 | 6.34 | 0.9502 | OK | |
| Special Recreation Facilities | 0 | 93.84 | 14.2495 | OK | |
| Neighborhood Parks (acres) | 0 | 5.62 | 3.562125 | OK | |
| Mini Parks (acres) | 0 | 0.97 | 0.18994 | OK | |
| Open Space (acres) | 0 | 1.53 | 0.47575 | OK | |
| Water Flow (gpm) | 500 | 3000 | 500 | OK | |

Application Fee: $125.00 Statement Issued by:
Application Date: 12/4/2007
Expiration Date: N/A

Comments:

# CORAL GABLES CONCURRENCY MANAGEMENT

Concurrency Information Statement

This Concurrency Information Statement is for informational purposes only and reflects the availability of public services only at the time statement is issued.

The available capacity for each public service is monitored and updated as development orders are issued by the city, and the applicant cannot be assured that the necessary public services will be available for a development order (e.g. any change in use) at a future date.

UNIVERSITY OF MIAMI - ZONE 47 STATUS=P
1200 DICKINSON DR
Coral Gables, FL

Date Printed: 12/4/2007
Development Order: 0
Record Number: 3118
Assoc. Demolition Record: 0

Zones:

| Trffic | Fire Protection | Flood Protection | Parks and Recreation |
|---|---|---|---|
| 47 | 201 | X-500 | 3 |

Concurrency Needs

Minimum Required Elevation (ft): 0
Adequate Water Flow for Commercial & Residential Fire Protection

| | Site Demand | Zone Capacity | Zone Demand | Concurrent | |
|---|---|---|---|---|---|
| Trips | 0 | 12617 | 0 | OK | Not Within Urban Infill Area |
| Golf Courses | 0 | 47.41 | 0.31655007025 | OK | |
| Tennis Courts | 0 | 40.35 | 3.1654998595 | OK | |
| Racquetball Courts | 0 | 6.23 | 0.4131825 | OK | |
| BAsketball Courts | 0 | 15.34 | 1.358345 | OK | |
| Ball Diamonds | 0 | 6.27 | 0.8499425 | OK | |
| Playing Fields | 0 | 7.27 | 0.8499425 | OK | |
| Swimming Pools | 0 | 3.13 | 0.09502 | OK | |
| Equipped Playing Areas | 0 | 6.34 | 0.9502 | OK | |
| Special Recreation Facilities | 0 | 93.84 | 14.2495 | OK | |
| Neighborhood Parks (acres) | 0 | 5.62 | 3.562125 | OK | |
| Mini Parks (acres) | 0 | 0.97 | 0.18994 | OK | |
| Open Space (acres) | 0 | 1.53 | 0.47575 | OK | |
| Water Flow (gpm) | 500 | 3000 | 500 | OK | |

Application Fee: $125.00 Statement Issued by:
Application Date: 12/4/2007
Expiration Date: N/A

Comments:

# CORAL GABLES CONCURRENCY MANAGEMENT

Concurrency Information Statement

This Concurrency Information Statement is for informational purposes only and reflects the availability of public services only at the time statement is issued.

The available capacity for each public service is monitored and updated as development orders are issued by the city, and the applicant cannot be assured that the necessary public services will be available for a development order (e.g. any change in use) at a future date.

UNIVERSITTY OF MIAMI - ZONE 50 STATUS=P
1535 LEVANTE AVE
Coral Gables, FL

Date Printed: 12/4/2007
Development Order: 0
Record Number: 3118
Assoc. Demolition Record: 0

Zones:

| Trffic | Fire Protection | Flood Protection | Parks and Recreation |
|---|---|---|---|
| 50 | 201 | X | 3 |

Concurrency Needs

Minimum Required Elevation (ft): 0
Adequate Water Flow for Commercial & Residential Fire Protection

| | Site Demand | Zone Capacity | Zone Demand | Concurrent | |
|---|---|---|---|---|---|
| Trips | 0 | 3674 | 63 | OK | Not Within Urban Infill Area |
| Golf Courses | 0 | 47.41 | 0.31655007025 | OK | |
| Tennis Courts | 0 | 40.35 | 3.1654998595 | OK | |
| Racquetball Courts | 0 | 6.23 | 0.4131825 | OK | |
| BAsketball Courts | 0 | 15.34 | 1.358345 | OK | |
| Ball Diamonds | 0 | 6.27 | 0.8499425 | OK | |
| Playing Fields | 0 | 7.27 | 0.8499425 | OK | |
| Swimming Pools | 0 | 3.13 | 0.09502 | OK | |
| Equipped Playing Areas | 0 | 6.34 | 0.9502 | OK | |
| Special Recreation Facilities | 0 | 93.84 | 14.2495 | OK | |
| Neighborhood Parks (acres) | 0 | 5.62 | 3.562125 | OK | |
| Mini Parks (acres) | 0 | 0.97 | 0.18994 | OK | |
| Open Space (acres) | 0 | 1.53 | 0.47575 | OK | |
| Water Flow (gpm) | 500 | 3000 | 500 | OK | |

Application Fee: $125.00 Statement Issued by:
Application Date: 12/4/2007
Expiration Date: N/A

Comments:

# THE CITY OF CORAL GABLES

OFFICE OF CITY MANAGER

The City Beautiful

CITY HALL 405 BILTMORE WAY
CORAL GABLES, FLORIDA 33134

November 24, 2008

Mr. Joe Natoli
Senior VP Business & Finance
University of Miami
1252 Memorial Drive
Ash Building, Room 230
Coral Gables, FL 33146

RE: University of Miami
Regional Traffic Study
(RTS)

Dear Mr. Natoli:

This letter constitutes official notification that the City has concluded the review of the UM RTS (dated March 2008) and has found its technical contents sufficient as described in Ordinance # 2007-16.

This finding is based on the subject report as well as additional information and clarifications submitted through November 2008 including a revised Exhibit 9 resubmitted by UM on October 24, 2008. Said Exhibit is attached to this letter for reference.

Approval of the RTS does not alter or supersede any conditions of approval granted by Ordinance # 2007-16 (UMCAD 2006).

Please call me if you have any questions.

Sincerely,

Maria Alberro Jimenez
Interim City Manager

P.O. BOX 141549 CORAL GABLES, FLORIDA 33114-1549 (305) 460-5201

cc: Elizabeth Hernandez, City Attorney
Cathy Swanson, Interim City Manager
Ed Weller, Building & Zoning
Martha Salazar Blanco, Zoning Official
Sebrina Brown, Concurrency Administrator
Eric Riel, Jr., Planning Director
Walter Carlson, Asst. Planning Director
Janet Gavarrete, University of Miami Campus Planning & Development
Tim Plummer, David Plummer & Associates
Ramon Alvarez, David Plummer & Associates
Planning Department File

N:\City Manager\Letters\11 24 08 Review of UM RTS ltr.doc

## Exhibit 9A

| Projects in Planning, Design, or Construction | | |
|---|---|---|
| | Improvement | Status |
| 1 | No on-street parking should be allowed on Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue. | In compliance / Ongoing |
| 2 | No driveways should be allowed on Dickinson Drive West between Ponce de Leon Boulevard and Walsh Avenue | In compliance / Ongoing |
| 3 | No driveways should be allowed on Merrick Drive between Ponce de Leon Boulevard and Walsh Avenue. | In compliance / Ongoing |
| 4 | No vehicular access, gates or curb cuts shall be permitted onto or through the 75' wide landscape buffer along Mataro Avenue. | In compliance / Ongoing |
| 5 | Dickinson Drive/Ponce de Leon Blvd. signalize when warranted | Signal Warrant Studies will be completed in 2008, and if not warranted, will be monitored in future RTS. |
| 6 | Merrick Drive/Ponce de Leon Blvd. signalize when warranted | Signal Warrant Studies will be completed in 2008, and if not warranted, will be monitored in future RTS. |
| 7 | Signalize Campo Sano Avenue and Brunson Avenue when warranted. | Signal Warrant Studies will be completed in 2010, and if not warranted, will be monitored in future RTS. |
| 8 | Adding a westbound right turn lane at the intersection of Brescia Avenue and Red Road | Project is in design development. |
| 9 | Widen Brescia Avenue to three lanes between Red Road and San Amaro Drive as determined by the City Public Works and Planning Departments. | The City has accepted a design that widens Brescia at the eastern and western ends with right turn lanes. Project is in design development. |
| 10 | A traffic signal warrant study based on future traffic projections has been completed for the intersection of San Amaro Drive / Brescia Avenue. The University, submitted the study for review to the City and other appropriate agencies. The signal was not warranted. The University shall complete a traffic signal warrant study within six months after issuance of final CO and when the University Village has full occupancy. If the signal is warranted and approved by the agencies at that time, the University shall install the signal. | A signal warrant study completed in 2005 based on forecasted volumes revealed marginal volumes for a signal. The townhomes, part of the University Village project are under construction and estimated to be completed prior to December 31, 2009. A signal warrant study will be completed no later than six months after a final CO is obtained for the UV townhomes. If signal is not warranted, University will continue to monitor in future RTS. |
| 11 | Lengthen northeast bound left turn lane on US 1 at Stanford Drive. | Plans were submitted to permitting agencies by December 31, 2007. Project is in design development. |
| 12 | Lengthen northeast bound left turn lane on on US-1 to westbound Alhambra Circle | Plans were submitted to permitting agencies by December 31, 2007. Project is in design development. |
| 13 | Eliminate on-street parking along southbound San Amaro Drive between Levante Avenue and Ponce de Leon Boulevard | The removal of the parking meters has been designed and submitted to the City for approval. Awaiting City response. |

| | | |
|---|---|---|
| 14 | Provide optimized signal timing information from the February 2003 Traffic Study for all intersections analyzed to Miami-Dade County to determine the need for resignalization. | Will submit updated signal timing information upon receiving sufficiency on the March 2008 RTS. |
| 15 | Provide shuttle bus service and shelters or other adequate weather protection within University Village where shuttle stops are located as determined by the City Public Works and Planning Departments. | Project under construction. It is estimated to be completed prior to December 31, 2009. |
| 16 | The required traffic signal at San Amaro Drive and Miller Drive will proceed to completion according to the schedule submitted by the University with progress reports to be submitted quarterly. | Signal warranted, neighbors objected to traffic signal. The realignment of Miller Drive project is in design development and is estimated to be completed prior to December 31, 2010. |
| 17 | The University shall review vehicular access and circulation in the area of Campo Sano and Pisano in order to minimize vehicular impacts through signage, routing, scheduling, etc. | These improvements will be reviewed during future RTS |
| 18 | Closure of the driveway to Lots 501 and 503. | The location of the driveways of Lots 501 and 503 will be reviewed as part of the internal road. |
| | **2007 RTS Recommended Improvements** | |
| 19 | Dickinson Drive West should be constructed to provide two inbound lanes and two outbound lanes between Ponce de Leon Boulevard and Walsh Avenue | Two lanes entering and two lanes exiting Dickinson Drive are under construction and estimated to be completed by early 2009. |
| 20 | Align Miller Road and Miller Drive and improve intersection to provide at least an additional share through/right southbound lane and an eastbound left turn lane. | Project is in design development. Construction plans will be submitted to the City by December 31, 2008. |
| 21 | Improve westbound right turn lane at Ponce de Leon Blvd and Red Road by signal interconnect. | This project will be completed in coordination with the developers of Red Road Commons |
| 22 | Traffic calming on Alhambra Circle north of Miller Road and on Mantua Ave between Red Road and San Amaro Drive. | Mitigation as per methodology agreement |
| | **Projects Included in Ordinance 2007-16** | |
| 23 | San Amaro Drive / Trillo Avenue pedestrian signal and San Amaro Drive / Memorial Drive pedestrian signal recommended actions outlined in the March 28, 2007 letter from Keith & Schnars, P.A. submitted on behalf of the University of Miami. | Counts were taken as part of the RTS and a signal was not warranted. It will continue to be monitored in future RTS. |
| 24 | Private property / rights-of-way improvements of Ponce de Leon Boulevard, San Amaro Drive, Campo Sano Drive, Red Road, and Granada Boulevard. | Will be completed by December 10, 2010 as required by Ordinance |
| 25 | Internal Roadway North and South. Phase I to include the closure of Miller road. | The internal road Phase I including the closure of Miller Road is under design and will be completed by December 10, 2010. |
| 26 | Access closure/relocation/consolidation plan | The construction will be completed by December 31, 2010. |