

**APPENDIX A**  
**FUTURE LAND USE MAP AMENDMENT**  
**SMALL-SCALE APPLICATION**



**GROWTH MANAGEMENT PLAN  
SMALL-SCALE AMENDMENTS APPLICATION**

**LIST ALL FOLIO NUMBER(s):** 36-6008-005-0540, 36-6008-005-0550,  
36-6008-005-0620

**DATE RECEIVED:** \_\_\_\_\_

**1. APPLICANT (if not property owner)**

Owner is Applicant  
\_\_\_\_\_  
\_\_\_\_\_

**2. PROPERTY OWNER(S)**

Old Cutler Development Partners, LLC  
396 Alhambra Circle, Suite 202  
Coral Gables, FL 33134  
\_\_\_\_\_  
\_\_\_\_\_

**3. APPLICANT'S REPRESENTATIVE**

Juan J. Mayol, Jr. and Hugo P. Arza  
Holland & Knight, LLP  
701 Brickell Avenue, Suite 3000  
Miami, FL 33131  
\_\_\_\_\_  
\_\_\_\_\_

**4. DESCRIPTION OF PROPOSED CHANGE**

**A. PROPOSED AMENDMENT**

Redesignation of subject property from Low Density to Mixed  
Use on the Town of Cutler Bay Future Land Use Map  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_





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**B. DESCRIPTION OF THE SUBJECT PROPERTY**

Approximately 76,243 square feet of vacant land (+/-1.8 acres)  
located on Old Cutler Road at approximately SW 214<sup>th</sup> Street  
to 216<sup>th</sup> Street

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**C. GROSS AND NET ACREAGE**

Net Acreage: +/-1.8 Acres  
Gross Acreage: +/-2.2 acres

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**5. REASONS FOR AMENDMENT**

To allow for rezoning and development of subject property as a  
mixed use (commercial/retail and residential) project as further  
described in letter of intent attached hereto.

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**6. ADDITIONAL MATERIAL SUBMITTED**

Traffic Study  
Other materials will be submitted as necessary or requested

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By: Jorge Piolo 6-21-13  
(Signature of the Applicant) Date

**Small-Scale Amendment Checklist**

- 1. Transmittal letter with a clear and concise description of the application area boundaries and request that it be processed under the expedited procedure for small-scale amendment.
- 2. Current survey (1 original sealed and signed/ 1 reduced copy 11"X17")
- 3. Aerial photograph depicting the location and boundaries of the application area.
- 4. Land use map designation of the subject property, location of abutting properties and surrounding road network.
- 5. Service availability letter for sanitary sewer, solid waste, drainage, potable water, traffic circulation, mass transit, recreation, schools, and fire and rescue services.
- 6. Traffic Study or other supportive documents
- 7. Mailing Labels (3 sets) and map
- 8. Required fees





**7. COMPLETE DISCLOSURE FORMS**

**APPLICANT'S AFFIDAVIT**

The Undersigned, first being duly sworn depose that all answers to the questions in this application, and all supplementary documents made a part of the application are honest and true to the best of (my)(our) knowledge and belief. (I)(We) understand this application must be complete and accurate before the application can be submitted and the hearing advertised.

.....

**OWNER OR TENANT AFFIDAVIT**

(I)(WE), \_\_\_\_\_, being first duly sworn, depose and say that (I am)(We are) the  owner  tenant of the property described and which is the subject matter of the proposed hearing.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

Sworn to and subscribed to before me  
This \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

Notary Public: \_\_\_\_\_  
Commission Expires: \_\_\_\_\_

.....

**CORPORATION AFFIDAVIT**

I, Jorge Pinto, being first duly sworn, depose and say that I am the Managing Member of the aforesaid corporation, and as such, have been authorized by the corporation to file this application for public hearing; and that said corporation is the owner of the property described herein and which is the subject matter of the proposed hearing.

Attest: Xavier Fernandez

Jorge Pinto  
Authorized Signature

(Corp. Seal)

Managing Member  
Office Hold

Sworn to and subscribed to before me  
This 21<sup>st</sup> day of JUNE, 2013



.....





**PARTNERSHIP AFFIDAVIT**

**(I)(WE)**, \_\_\_\_\_, being first duly sworn, depose and say that (I am )(We are) partners of the hereinafter named partnership, and as such, have been authorized to file this application for a public hearing; and that said partnership is the  owner  tenant of the property described herein which is the subject matter of the proposed hearing.

By \_\_\_\_\_ %  
By \_\_\_\_\_ %

\_\_\_\_\_  
(Name of Partnership)  
By \_\_\_\_\_  
By \_\_\_\_\_

Sworn to and subscribed to before me  
This \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

Notary Public: \_\_\_\_\_  
Commission Expires: \_\_\_\_\_

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**ATTORNEY AFFIDAVIT**

I, Hugo P. Arza, being first duly sworn, depose and say that I am a State of Florida Attorney at Law, and I am the Attorney for the Owner of the property described and which is the subject matter of the proposed hearing.

\_\_\_\_\_  
Signature

Sworn to and subscribed to before me  
This \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

Notary Public: \_\_\_\_\_  
Commission Expires: \_\_\_\_\_





### DISCLOSURE OF INTEREST

If the property, which is the subject of the Application, is owned or leased by a **CORPORATION**, list the Principal Stockholders and the percentage of stock owned by each. NOTE: Where the Principal Officers or Stockholders consist of another Corporation(s), Trustee(s), Partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity.

Old Cutler Development Partners, LLC  
Corporation Name

Name, Address and Office	Percentage of stock
Jorge Pinto	50%
Hector Fernandez	50%
396 Alhambra Circle, Ste. 202	
Coral Gables, FL 33134	

If the property, which is the subject of the Application, is owned or leased by a **TRUSTEE**, list the Principal Stockholders and the percentage of stock owned by each. NOTE: Where the Principal Officers or Stockholders consist of another Corporation(s), Trustee(s), Partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity.

Trust Name

Name, Address and Office	Percentage of stock

If the property, which is the subject of the Application, is owned or leased by a **PARTNERSHIP or LIMITED PARTNERSHIP**, list the Principal Stockholders and the percentage of stock owned by each. NOTE: Where the Principal Officers or Stockholders consist of another Corporation(s), Trustee(s), Partnership(s) or other similar entities, further disclosure shall be required which discloses the identity of the individual(s) (natural persons) having the ultimate ownership interest in the aforementioned entity.

Partnership or Limited Partnership Name

Name, Address and Office	Percentage of stock





**COST RECOVERY AFFIDAVIT**

I hereby acknowledge and consent to the payment of **all applicable fees** involved as part of my application process. These fees include but are not limited to: application fees, postage, advertising, and attorney fees **regardless of the outcome of the public hearing.**

Please type or print the following:

Date: \_\_\_\_\_ Public Hearing No. \_\_\_\_\_

Full Name:

1 Mr. 1 Mrs. 1 Ms. Jorge Pinto, as Managing Member of  
Old Cutler Development Partners, LLC

Current Address: 396 Alhambra Circle, Ste. 202 City: Coral Gables

State: Florida Zip: 33134 Telephone Number (305) 777-0471

Date of Birth: 03-31-59  
Jorge Pinto  
Signature

SWORN AND SUBSCRIBED BEFORE ME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_\_\_

\_\_\_\_\_  
Notary Public, State of Florida at Large

My Commission expires \_\_\_\_\_ 20\_\_\_\_

Pursuant to Article III, Sec. 3-30(l) Cost Recovery of the Town of Cutler Bay Land Development Regulations.





**8. NOTIFICATION TO PROPERTY OWNERS OTHER THAN THE APPLICANT,  
WHOSE PROPERTIES ARE INCLUDED WITHIN AN APPLICATION AREA  
BOUNDARY**

None

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Prepared by and return to:

Ruben J. Padron, Esq.  
Attorney at Law  
Ruben J. Padron, PA  
9370 SW 72 Street Suite A266  
Miami, FL 33173  
305-671-3236  
File Number: R12092  
Will Call No.:

Parcel Identification No. 36-6008-005-0540  
36-6008-005-0550

[Space Above This Line For Recording Data]

## Warranty Deed

(STATUTORY FORM - SECTION 689.02, F.S.)

This Indenture made this 31st day of October, 2012 between **Rolesan Property Management Corp.**, a Florida corporation whose post office address is 14600 SW 8th STREET, Miami, FL 33184 of the County of Miami-Dade, State of Florida, grantor\*, and **Old Cutler Development Partners LLC**, a Florida limited liability corporation whose post office address is 396 ALHAMBRA CIRCLE, SUITE 202, Coral Gables, FL 33134 of the County of Miami-Dade, State of Florida, grantee\*,

Witnesseth that said grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS (\$10.00) and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in Miami-Dade County, Florida, to-wit:

**Lots 9 and 10, Block 63, LINCOLN CITY SECTION "G", according to the Plat thereof, recorded in Plat Book 48, Page 75, of the Public Records of Miami-Dade County, Florida.**

Subject to taxes for 2012 and subsequent years; covenants, conditions, restrictions, easements, reservations and limitations of record, if any.

This property is vacant land.

and said grantor does hereby fully warrant the title to said land, and will defend the same against lawful claims of all persons whomsoever.

\* "Grantor" and "Grantee" are used for singular or plural, as context requires.

**In Witness Whereof**, grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

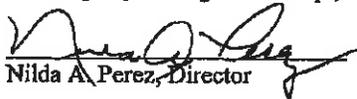


Witness Name: Ruben J. Padron, Esq.



Witness Name: Stephanie Lutz

Rolesan Property Management Corp., a Florida corporation

By:   
Nilda A. Perez, Director

(Corporate Seal)

State of Florida  
County of Miami-Dade

The foregoing instrument was acknowledged before me this 24th day of October, 2012 by Nilda A. Perez of Rolesan Property Management Corp., a Florida corporation, on behalf of the corporation. He/she  is personally known to me or  has produced a driver's license as identification.

[Notary Seal]



Notary Public

Printed Name: Ruben J. Padron, Esq.

My Commission Expires: \_\_\_\_\_



CFN 2012R0463771  
 DR Bk 28171 Pgs 1199 - 1201 (3pgs)  
 RECORDED 07/02/2012 10:48:15  
 DEED DOC TAX 1,440.00  
 SURTAX 1,080.00  
 HARVEY RUVIN, CLERK OF COURT  
 MIAMI-DADE COUNTY, FLORIDA

Prepared by and return to:

Lamchick Law Group, PA  
 9200 S. Dadeland Blvd. Suite 518  
 Miami, FL 33156  
 305-670-4455  
 File Number: 12-031  
 Will Call No.:

[Space Above This Line For Recording Data]

## Quit Claim Deed

This Quit Claim Deed made this 12<sup>th</sup> day of June, 2012 between Pinto Realty, Co. whose post office address is 4000 Ponce De Leon, Suite 470, Coral Gables, FL 33146, grantor, and Old Cutler Development Partners, a Florida corporation whose post office address is 396 Alhambra Circle, Suite 202, Coral Gables, FL 33134, grantee:

(Whenever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, trusts and trustees)

Witnesseth, that said grantor, for and in consideration of the sum TEN AND NO/100 DOLLARS (\$10.00) and other good and valuable consideration to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, does hereby remise, release, and quitclaim to the said grantee, and grantee's heirs and assigns forever, all the right, title, interest, claim and demand which grantor has in and to the following described land, situate, lying and being in Miami-Dade County, Florida to-wit:

Lots 1, 2, 3, 4, 5, 6, 7, and 8 in Block 64 of LINCOLN CITY SECTION "G" according to the Plat thereof, as recorded in Plat Book 48, at Page 75 of the Public Records of Miami-Dade County, Florida. Less the Property set out on Exhibit "A," attached hereto.

The property being conveyed is vacant land.

To Have and to Hold, the same together with all and singular the appurtenances thereto belonging or in anywise appertaining, and all the estate, right, title, interest, lien, equity and claim whatsoever of grantors, either in law or equity, for the use, benefit and profit of the said grantee forever.

In Witness Whereof, grantor has hereunto set grantor's hand and seal the day and year first above written.

DoubleTimes

Signed, sealed and delivered in our presence:

Pinto Realty, Co., Florida Profit Corporation

Paola Pinto  
Witness Name: PAOLA PINTO

By: Maria C. Fernandez  
Maria C. Fernandez, President

Yavira Fernandez  
Witness Name: YAVIRA FERNANDEZ

By: Jorge Pinto  
Jorge Pinto, Vice President

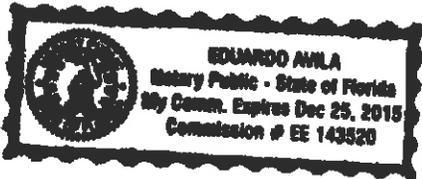
José Antonio  
Witness Name: José Antonio

(Corporate Seal)

State of Florida  
County of Miami-Dade

The foregoing instrument was acknowledged before me this 12<sup>th</sup> day of JUNE 2014 by Maria C. Fernandez, President and Jorge Pinto, Vice President of Pinto Realty, Co., Florida Profit Corporation, on behalf of the corporation. They  are personally known to me or  have produced a driver's license as identification.

[Notary Seal]



Eduardo Avila  
Notary Public  
Printed Name: EDUARDO AVILA  
My Commission Expires: 12/25/15

## EXHIBIT "A"

All that part of Block 64 of "LINCOLN CITY SECTION G", according to the plat thereof recorded in Plat Book 48 at Page 75 of the Public Records of Dade County, Florida, which lies Southerly of the following described line:

Commence at the point of intersection of the Southerly extension of the Westerly block line of said Block 64 and the Southwesterly extension of the Southeasterly block line of said Block 64; thence run Northeasterly, along said Southeasterly block line and its Southwesterly extension for a distance of 216.85 feet to the point of curvature of a circular curve concave to the Northwest, said point of curvature being the Point of Beginning of the herein described line; thence run Southwesterly, along the arc of said circular curve concave to the Northwest, having a radius of 291.50 feet, through a central angle of  $34^{\circ}12'26''$ , for an arc distance of 174.03 feet to the point of intersection with the Westerly block line of said Block 64, and the End of the herein described line; said point of intersection being 73.14 feet Northerly of the point of intersection of the Southerly extension of the Westerly block line of said Block 64 and the Southwesterly extension of the Southeasterly block line of said Block 64 as measured along the Westerly block line of said Block 64 and its Southerly extension.

**APPLICATION FOR AN AMENDMENT TO THE  
FUTURE LAND USE ELEMENT AND MAP  
OF THE TOWN OF CUTLER BAY  
GROWTH MANAGEMENT PLAN**



1. APPLICANT

Old Cutler Development Partners, LLC  
396 Alhambra Circle, Suite 202  
Coral Gables, Florida 33134

2. APPLICANT'S REPRESENTATIVES

Juan J. Mayol, Jr.  
Hugo P. Arza  
Holland & Knight LLP  
701 Brickell Avenue, Suite 3000  
Miami, Florida 33131  
(305) 374-8500  
(305) 789-7799 (fax)

By: 

Hugo P. Arza  
September 18, 2013

3. DESCRIPTION OF REQUESTED CHANGE

A. The following changes to the Land Use Element Land Use Plan Map and Text are being requested:

1. Redesignation of subject property from Low Density to Mixed Use on the Town's Future Land Use Map.

B. Description of the Subject Area.

The subject property, which is legally described in Exhibit A (the "Property") consists of approximately 76,243 square feet (2.2 gross acres) of land located in the Town of Cutler Bay, Florida. More specifically, the subject property is located on Old Cutler Road and the intersection of SW 216<sup>th</sup> Street.

C. Acreage.

Subject Application Area: 2.2± gross acres (1.8± net acres)  
Acreage Owned by Applicant: 2.2± gross acres (1.8± net acres)

D. Requested Change.

1. It is requested that the application area be redesignated on the Town's Future Land Use Plan map from Low Density to Mixed Use.
2. It is requested that this application be processed as a Small-Scale amendment under the expedited procedures.

4. REASONS FOR AMENDMENT

The Property is designated for "Low Density" development on the Town's Future Land Use Map of its Growth Management Plan (the "GMP"). While only residential development is permitted in land designated as Low Density, the Property enjoys a privileged location that encourages a greater density and mix of uses than that which is allowed under the Low Density designation. The location on Old Cutler Road and the intersection of a section-line road (SW 216<sup>th</sup> Street) encourages a greater and more varied mix of uses. The Mixed Use designation is principally located on other properties along Old Cutler Road--locations like the Property location which are suitable for mixed-use development.

The adjoining properties are designated, and mostly fully developed, as single family (SR) developments. The retail components of a development on a Mixed Use parcel will serve those residents with properly scaled neighborhood shops and stores. Additionally the residential component of any Mixed Use project on the Property will provide for a mix of housing types in the community, and will also serve to create 'captured' demand for the retail shops on the Property.

Background and Current Status

The Property is a vacant parcel of land located on west side of Old Cutler Road and the intersection of SW 216<sup>th</sup> Street.

Location, Accessibility and Surrounding Area

The Property is on Old Cutler Road, a vital artery that runs through the center of the Town of Cutler Bay. The Property is at the intersection of section-line road SW 216<sup>th</sup> Street, which runs east-west as a divided four lane road, and provides access to US 1 to the west and to the Lakes by the Bay development and SW 87<sup>th</sup> Avenue to the east (a major north/south corridor and also a section line road).

All public services and facilities, including transit services, required to serve the Property are available or can be made available to the Property. The Property is served by the Cutler Bay Local bus service, a joint Town-Miami Dade County bus service that connects to the rest of the Miami-Dade County Transit system and provides access to all points in the County. Connection to water and sewer is available or may be readily available at the owner's expense. A water and sewer availability letter has been provided along with this application.

Statistical Support Data

The Property owner has submitted a traffic study for the Town's review that supports the development of a mixed-use project that incorporates residential and retail uses at this location.

Consistency and Compatibility with GMP Goals, Objectives and Policies

Given its location, the redesignation of the Property to Mixed Use would be compatible with existing land uses in the area and would promote smart, efficient development. Such redesignation would be an appropriate amendment in furtherance of the goals and objectives of the GMP.

Accordingly, approval of the requested Amendment would further implementation of the following GMP policies:

**Table FLU-1**

District	Uses	Density and Intensity
Mixed Use	Sales and service activities, professional and clerical offices, hotels, motels, medical buildings and offices, cultural and entertainment uses, community facilities, institutional, parks and open space, and residential uses in a high quality mixed use environment. Vertical mixed use buildings are allowed in all underlying zoning districts in the Mixed Use districts, with the sales and service components being located on the ground floors and residential and office uses being located on higher floors. Horizontal mixed use development (different uses in different buildings on the same site or block face) is allowed,	<p><b><u>US-1 Corridor</u></b>            Mix of uses, with residential uses comprising no less than 20 percent and no greater than 80 percent of the total floor area of a vertical mixed use building, and no less than 20 percent and no more than 80 percent of the buildings on a development site or block face. <u>Floor Area Ratio (FAR) of 2.5 multi-family residential at up to 75 units per gross acre.</u> Maximum building height of 72 feet, with no more than three stories, 35 feet adjacent to residentially zoned areas. Architectural features can exceed maximum height limitations.</p> <p><b><u>Old Cutler Road Corridor</u></b>            Mix of uses, with residential uses comprising no less than 20 percent and no greater than 80 percent of</p>

with specific uses determined by the underlying zoning district. Vertical mixed use buildings shall be encouraged on sites that can accommodate the mix of uses under the prescribed parameters, while horizontal mixed use development is encouraged on sites that cannot otherwise accommodate vertical mixed use.

**the total floor area of a vertical mixed use building, and no less than 20 percent and no more than 80 percent of the buildings on a development site or block face. Floor area ratio of 2.0, multi-family residential density at 30 units per gross acre Maximum building height of four stories, 45 feet for the frontage and three stories, 35 feet for the remainder. Architectural features can exceed maximum height limitations. (bold added)**

Lakes-by-the-Bay Mixed-Use Site

Commercial, office, community facilities, and recreation open space uses that serve the surrounding residential communities. Floor Area Ratio of 5, maximum building height of two stories, 35 feet. Architectural features can exceed maximum height limitations.

Institutional Uses

Maximum FAR of 5 for Institutional uses in the US-1 and Old Cutler Road corridors, and 4 in the Lakes-by-the-Bay Mixed-Use sites.

### **Objective FLU-3: Mixed Use Districts**

The areas designated "Mixed Use" on the Future Land Use Map shall be developed or redeveloped through the Land Development Regulations as design unified horizontal and vertical mixed use areas in accordance with adopted plans and studies that reflect the community's vision.

### **Monitoring Measures FLU-3**

1. Number and type of development orders that have been approved in the District that implement the Mixed Use designation.
2. Adoption of Land Development Regulations to implement the Mixed Use designation.

**Policy FLU-3A:** Areas designated mixed use shall contain commercial, office, residential, community, institutional and recreation and open space uses integrated vertically or horizontally, in accordance with Policy FLU-1 C.

**Policy FLU-3B:** By 2010 the Town shall evaluate the feasibility of developing a focus study and/ or charrette plan to address the development and redevelopment of the areas designated "Mixed-Use" along the US-1 corridor north of the Town Center District.

**Policy FLU-3C:** The area located along the Old Cutler Road corridor and designated "Mixed Use" on the Future Land Use Map shall be redeveloped as a place where living, working, shopping, and civic activities can take place within a town center type environment.

**Policy FLU-3D:** New development and redevelopment along Old Cutler Road shall consist of a variety of buildings and uses that will encourage pedestrian activity with wide sidewalks, balconies, outdoor cafes, squares, and plazas.

**Policy FLU-3E:** The Town, through the Land Development Regulations, shall implement the development of a civic district and public gathering space along the Old Cutler Road corridor.

**Policy FLU-3F:** The Town shall provide improved multi-modal transportation circulation and streetscapes within the Old Cutler Road corridor and adjacent areas through the implementation of capital projects, intergovernmental coordination, and other mechanisms as appropriate.

**Policy FLU-3G:** The Town shall implement unified high quality, well-designed horizontal and vertical mixed use development on the Old Cutler Road corridor.

### **Objective FLU-4: Residential Districts**

**Policy FLU-4A:** The Town shall implement strategies to provide appropriate transitions between its residential districts and the higher intensity Mixed Use,

Town Center, and Institutional districts through its Land Development Regulations and other appropriate mechanisms.

**Policy FLU-4B:** The Town shall ensure the provision of multi-modal transportation access between its residential neighborhoods, the Town Center, and mixed-use districts along US-1 and Old Cutler Road.

#### **Objective FLU-5: Land Development Regulations and Compatibility**

**Policy FLU-5B:** Development and redevelopment in the Town shall provide for pedestrian friendly street design, an interconnected street network and hierarchy to reduce congestion and improve traffic flow, design that promotes the use of non-motorized transportation modes, connectivity to transit, and a range of uses in a compact area to reduce the need for external trips.

**Policy FLU-5C:** The Town shall promote high quality urban design for development and redevelopment by encouraging developers to incorporate the concepts outlined in Miami-Dade County's Urban Design Manual, or other design guidelines that may be developed for the Town, into their developments.

**Policy FLU-5E:** The Town shall discourage urban sprawl by directing new development and re-development in accordance with the Future Land Use Map, which provides for mixed-use development in areas currently served by urban infrastructure and services, and by designating environmentally sensitive areas as "Conservation".

**Policy FLU-5F:** The Town shall require aesthetically pleasing and environmentally sensitive landscaping as an important component of development and redevelopment projects. To the maximum extent feasible, existing on-site native vegetation shall be preserved

**Policy FLU-5I:** The Town shall ensure that any applications to amend the Growth Management Plan and/or Future Land Use Map are reflective of the community's vision as expressed in this Plan or special neighborhood plans, and will not result in increased sprawl.

#### **Objective FLU-7: Availability of Services and Infrastructure**

**Policy FLU-7C:** The Town, through its Land Development Regulations, shall require developers to provide for the necessary on-site infrastructure improvements, including: parking; safe and convenient traffic circulation; sidewalks and multi-modal transportation facilities, as appropriate; open space; water and wastewater connections or facilities, and drainage and stormwater management.

### **Objective FLU-9: Natural Resource Protection**

**Policy FLU-9B:** The Town, through its Conservation Element, shall ensure that development and redevelopment does not negatively impact natural resources.

**Policy FLU-9I:** The Town shall require that all new development and redevelopment connect to the central potable water and sanitary sewer system, where available. In the event that it is not available, septic tanks and private wells will be permitted after being approved through the proper regulatory channels and where suitable soil and environmental conditions exist.

**Policy FLU-9K:** The Town shall require on-site stormwater management for development and redevelopment, and establish standards for the design of stormwater management systems.

**Policy FLU-9L:** The Town shall require no net post-development increase in stormwater runoff from development and redevelopment sites.

### **Objective FLU-13: Economic Development**

**Policy FLU-13C:** The Town shall support the location of employment centers, offices, and retail uses proximate to residential areas through the implementation of the Town Center and Mixed Use land use districts, in accordance with this Plan.

### **Objective H1-1: Housing Sites**

**Policy H1-1B:** In order to discourage sprawl and encourage housing in areas with the necessary infrastructure and services, including proximity to mass transit, retail, community services, and employment centers, the Town shall allow residential development in appropriate locations in the Town Center and Mixed Use Districts.

**Policy H1-1C:** The Town shall encourage housing proximate to transit and employment centers by allowing residential development at appropriate densities along transit corridors.

### **Objective I1-2**

**Policy I1-2A:** The Town will encourage future development into areas that are already served, or programmed to be served by County WASD potable water facilities.

## Objective I2-2

**Policy I2-2A:** The Town will encourage future development into areas that are already served, or programmed to be served, by County WASD sanitary sewer facilities.

Based on the foregoing, the Applicant submits that the approval of this requested change would be an appropriate change to the Land Use Element Land Use map that would help to further the GMP goals and policies.

### 5. ADDITIONAL MATERIAL SUBMITTED

Additional information will be supplied at a later date under separate cover, as requested.

### 6. COMPLETED DISCLOSURE FORMS

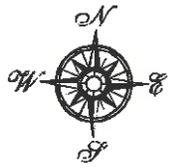
Attachments: Legal Description of Subject Property – Exhibit "A"  
Application – Exhibit "B"  
Section Sheet– Exhibit "C"  
Traffic Study – Exhibit "D"  
Water and Sewer Availability Letter – Exhibit "E"

**APPENDIX B**

**FUTURE LAND USE MAPS**

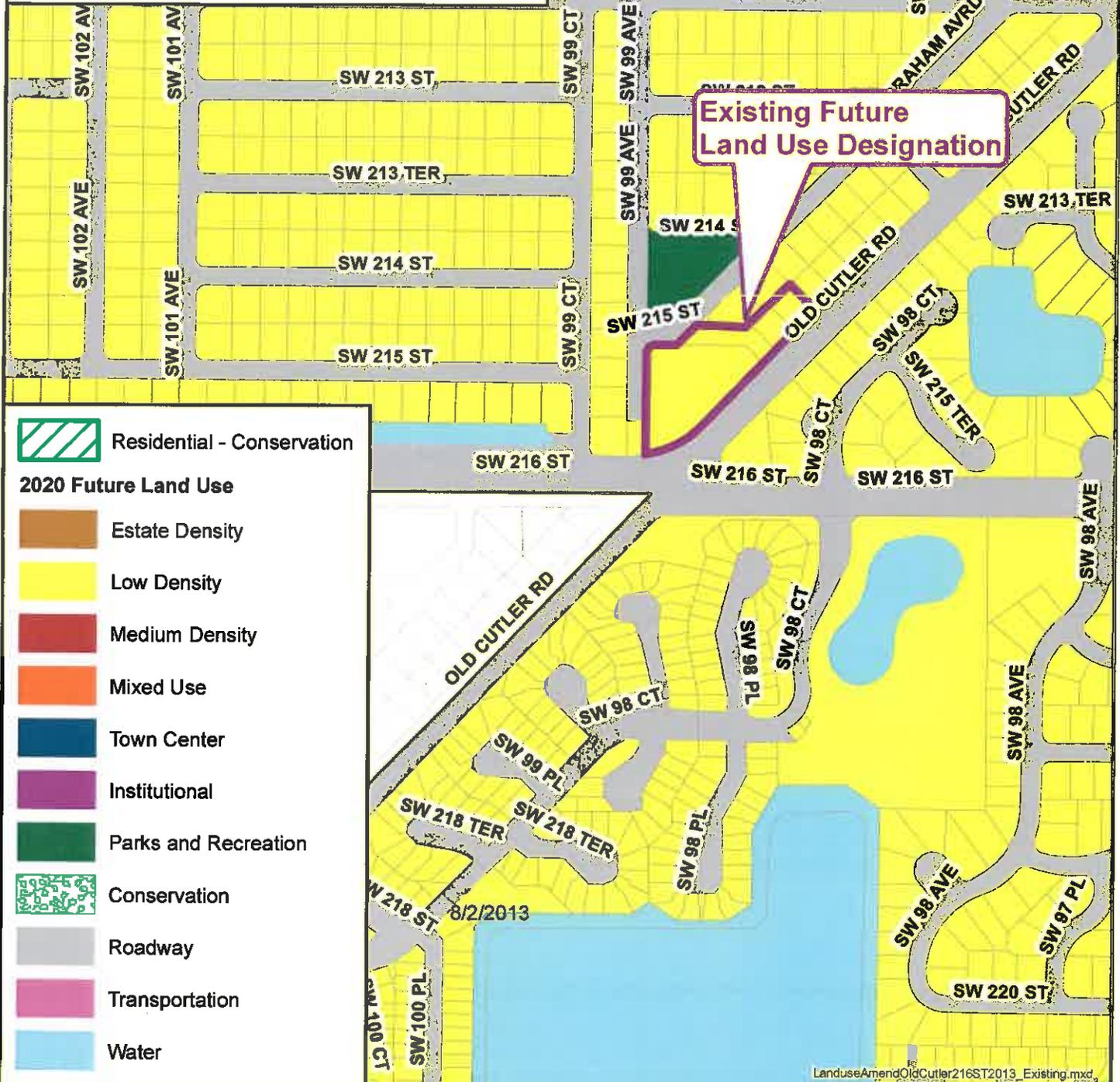
**(EXISTING AND PROPOSED MAPS)**

# Existing Future Land Use Designation for Project Area On Old Cutler Rd and SW 216 ST



10/21/2013

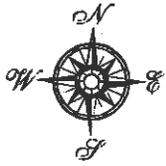
Elementary



-  Residential - Conservation
- 2020 Future Land Use**
-  Estate Density
-  Low Density
-  Medium Density
-  Mixed Use
-  Town Center
-  Institutional
-  Parks and Recreation
-  Conservation
-  Roadway
-  Transportation
-  Water

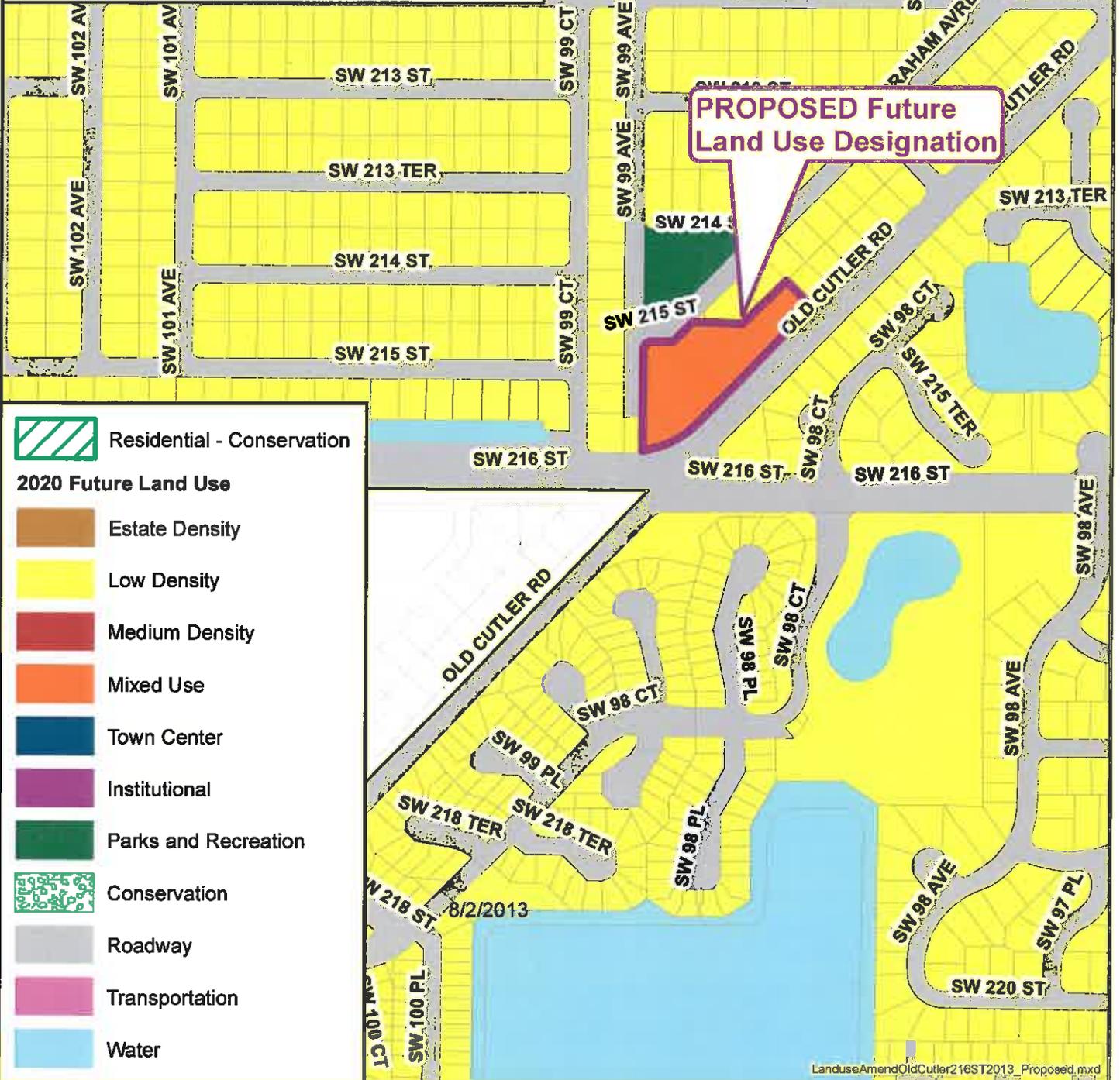
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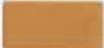
# PROPOSED Future Land Use Designation for Project Area On Old Cutler Rd and SW 216 ST



10/21/2013

Elementary

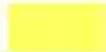
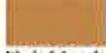


-  Residential - Conservation
- 2020 Future Land Use**
-  Estate Density
-  Low Density
-  Medium Density
-  Mixed Use
-  Town Center
-  Institutional
-  Parks and Recreation
-  Conservation
-  Roadway
-  Transportation
-  Water

**APPENDIX C**  
**ZONING MAPS**  
**(EXISTING AND PROPOSED MAPS)**

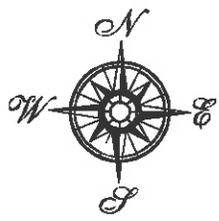
# EXISTING ZONING

## Project Area: Old Cutler Rd and SW 216 ST

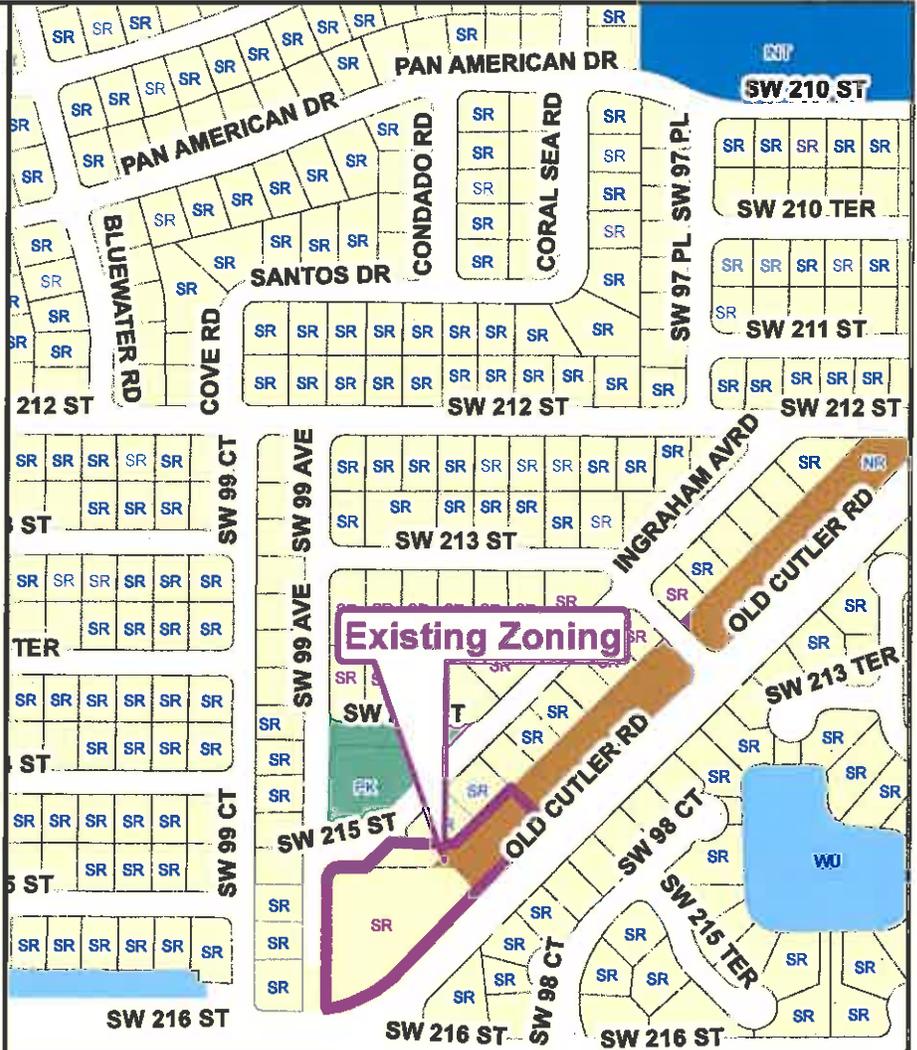
- |  |   |
|--|---|
|  ER<br>Estate Residential<br>1 Dwelling Unit/15,000 sq. ft.       |  CON<br>Conservation           |
|  SR<br>Single-Family Residential<br>1 Dwelling Unit/7,500 sq. ft. |  WU<br>Water Use               |
|  MR 9<br>Multi-Family Residential<br>9 Dwelling Units/Net Acre    |  TRC<br>Transit Corridor       |
|  MR 13<br>Multi-Family Residential<br>13 Dwelling Units/Net Acre  |  TC<br>Town Center             |
|  NR<br>Neighborhood Residential<br>5 Dwelling Units/Net Acre      |  NC 1<br>Neighborhood Center 1 |
|  INT<br>Institutional   |  NC 2<br>Neighborhood Center 2 |
|  PK<br>Parks  |   |

### Town Center Sub-Districts

-  Center Sub-District
-  Core Sub-District
-  Edge Sub-District

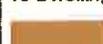


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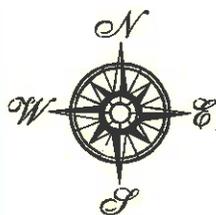
# PROPOSED ZONING

## Project Area: Old Cutler Rd and SW 216 ST

 <b>ER</b> Estate Residential 1 Dwelling Unit/15,000 sq. ft.	 <b>CON</b> Conservation
 <b>SR</b> Single-Family Residential 1 Dwelling Unit/7,500 sq. ft.	 <b>WU</b> Water Use
 <b>MR 9</b> Multi-Family Residential 9 Dwelling Units/Net Acre	 <b>TRC</b> Transit Corridor
 <b>MR 13</b> Multi-Family Residential 13 Dwelling Units/Net Acre	 <b>TC</b> Town Center
 <b>NR</b> Neighborhood Residential 5 Dwelling Units/Net Acre	 <b>NC 1</b> Neighborhood Center 1
 <b>INT</b> Institutional	 <b>NC 2</b> Neighborhood Center 2
 <b>PK</b> Parks	

### Town Center Sub-Districts

 Center Sub-District
 Core Sub-District
 Edge Sub-District



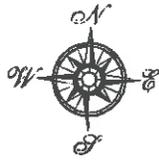
10/21/2013



**APPENDIX D**  
**AERIAL PHOTOGRAPH**

# Old Cutler Neighborhood Center Project Area: Old Cutler Rd and SW 216 ST

-  Project Area
-  Cutler Bay Town Boundary



0 200 400  
Feet



10/21/2013 | 2012 Aerial Photos



**APPENDIX E**  
**FLOOD ZONE MAPS**

Flood Zone for:



ZONE	Elevation
AH	8
Total Flood Zones	1

**Designations:**

Flood Zones	What does it mean?*
0.2 PCT ANNUAL CHANCE FLOOD HAZARD	An area inundated by 2% annual chance flooding. No Base Flood Elevations or depths are shown within this zone. Insurance purchase is not required in these zones.
A	Zone A is the flood insurance rate zone that corresponds to the 100-year floodplains that are determined in the Flood Insurance Study by approximate methods. Because detailed hydraulic analyses are not performed for such areas, no Base Flood Elevations (BFEs) or depths are shown within this zone. Mandatory flood insurance purchase requirements apply.
AE	Zone AE is the flood insurance rate zone that corresponds to the 100-year floodplains that are determined in the Flood Insurance Study by detailed methods. In most instances, Base Flood Elevations (BFEs) derived from the detailed hydraulic analyses are shown at selected intervals within this zone. Mandatory flood insurance purchase requirements apply.
AH	Zone AH is the flood insurance rate zone that corresponds to the areas of 100-year shallow flooding with a constant water-surface elevation (usually areas of ponding) where average depths are between 1 and 3 feet. The Base Flood Elevations (BFEs) derived from the detailed hydraulic analyses are shown at selected intervals within this zone. Mandatory flood insurance purchase requirements apply.

**Disclaimer:**

\* Note: The flood zone information provided is intended for use in the unincorporated areas of Miami-Dade County. Municipalities will have their own floodplain management regulations and flood zone map information, which may differ from the County's information. Miami-Dade County provides this website as a public service to its residents.  
 \*\* The County is continually editing and updating GIS data to improve positional accuracy and information. No warranties, expressed or implied, are provided for the positional or thematic accuracy of the data herein, its use, or its interpretation. Although it is periodically updated, this information may not reflect the data currently on file at Miami-Dade County and the County assumes no liability either for any errors, omissions, or inaccuracies in the information provided regardless of the cause of such or for any decision made, action taken, or action not taken by the user in reliance upon any information provided herein. Please direct all inquiries, comments, and suggestions to [gis@miamidade.gov](mailto:gis@miamidade.gov)



# Flood Zones

D	Areas with possible but undetermined flood hazards. No flood hazard analysis has been conducted. Flood insurance rates are commensurate with the uncertainty of the flood risk.
Open water	Open Water: large lakes, bay, ocean.
VE	Zone VE is the flood insurance rate zone that corresponds to the 100-year coastal floodplains that have additional hazards associated with storm waves. Base Flood Elevations (BFEs) derived from the detailed hydraulic analyses are shown at selected intervals within this zone. Mandatory flood insurance requirements apply.
X	Zone X is the flood insurance rate zone that corresponds to areas outside the 100-year floodplains, areas of 100-year sheet flow flooding where average depths are less than 1 foot, areas of 100-year stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 100-year flood by levees. No Base Flood Elevations (BFEs) or depths are shown within this zone.
* Definitions were provided by the Federal Emergency Management Agency (FEMA --> <a href="http://www.fema.gov">http://www.fema.gov</a> ).	

**Disclaimer:**

\* Note: The flood zone information provided is intended for use in the unincorporated areas of Miami-Dade County. Municipalities will have their own floodplain management regulations and flood zone map information, which may differ from the County's information. Miami-Dade County provides this website as a public service to its residents.

\*\* The County is continually editing and updating GIS data to improve positional accuracy and information. No warranties, expressed or implied, are provided for the positional or thematic accuracy of the data herein, its use, or its interpretation. Although it is periodically updated, this information may not reflect the data currently on file at Miami-Dade County and the County assumes no liability either for any errors, omissions, or inaccuracies in the information provided regardless of the cause of such or for any decision made, action taken, or action not taken by the user in reliance upon any information provided herein. Please direct all inquiries, comments, and suggestions to [gis@miamidade.gov](mailto:gis@miamidade.gov)

printed:

10/28/2013



**APPENDIX F**  
**SCHOOL CONCURRENCY LETTER**

**The school concurrency analysis is forthcoming**

**APPENDIX G**  
**TRAFFIC STUDY**

# TRAFFIC IMPACT ANALYSES



## OLD CUTLER NEIGHBORHOOD CENTER

CUTLER BAY, FLORIDA  
(September 2013 Update)



**FANDREI CONSULTING INC.**  
Traffic Engineering Services

# ***TRAFFIC IMPACT ANALYSES***

For

**OLD CUTLER  
NEIGHBORHOOD CENTER  
CUTLER BAY, FLORIDA**

Prepared for

**Old Cutler Development Partners, LLC**

Prepared by

**FANDREI CONSULTING, INC.  
12651 S. Dixie Hwy., Suite 333  
Pinecrest, Florida 33156**

May 2013 (Updated September 5, 2013)  
FCI 1307

Henry A. Fandrei, P.E., PTOE  
Florida P.E. # 31478

## **EXECUTIVE SUMMARY**

The Old Cutler Neighborhood Center is a small mixed use development within the Town of Cutler Bay, Florida. It will be constructed the northwest quadrant of Old Cutler Road and SW 216<sup>th</sup> Street. The Old Cutler Neighborhood Center will contain 28 residential units and 13,400 square feet of commercial space.

This report is an update to the original report which was prepared in May 2013. The primary change in these analyses is in the way project trip generation was calculated.

Traffic to be generated by the Old Cutler project was calculated using the most recent equations available from the Institute of Transportation Engineers.

Existing traffic data was collected at two intersections. The existing traffic counts were adjusted to peak season volumes and then projected to the year 2014 after the project is completed and occupied.

Intersection capacity analyses were performed for the existing peak season and for future conditions both with and without the project.

The analyses demonstrate that the intersections studied will operate at acceptable Levels of Service after this project has been completed. Vehicle movements into and out of the project driveway on Old Cutler Road will operate with minimal delay and there will be no queuing problems which would interfere with on-site safety and/or traffic operations.

Traffic from the Old Cutler Neighborhood Center will have a minimum impact on the surrounding roadway network once the project has been constructed and occupied.

**TRAFFIC IMPACT ANALYSES  
OLD CUTLER NEIGHBORHOOD CENTER, CUTLER BAY, FLORIDA**

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TRIP GENERATION AND DISTRIBUTION..... 5  
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Appendix B: TRIP GENERATION AND DISTRIBUTION  
Appendix C: TRAFFIC COUNTS  
Appendix D: TREND ANALYSIS AND HISTORICAL TRAFFIC DATA  
Appendix E: INTERSECTION INFORMATION FOR OLD CUTLER RD & SW 216 STREET  
Appendix F: CAPACITY ANALYSES

## PROJECT DESCRIPTION

The Old Cutler Neighborhood Center is a small mixed use development within the Town of Cutler Bay, Florida. It will be constructed in the northwest quadrant of Old Cutler Road and SW 216th Street (Figure 1). The Old Cutler Neighborhood Center will contain 28 residential units and 13,400 square feet of commercial space.

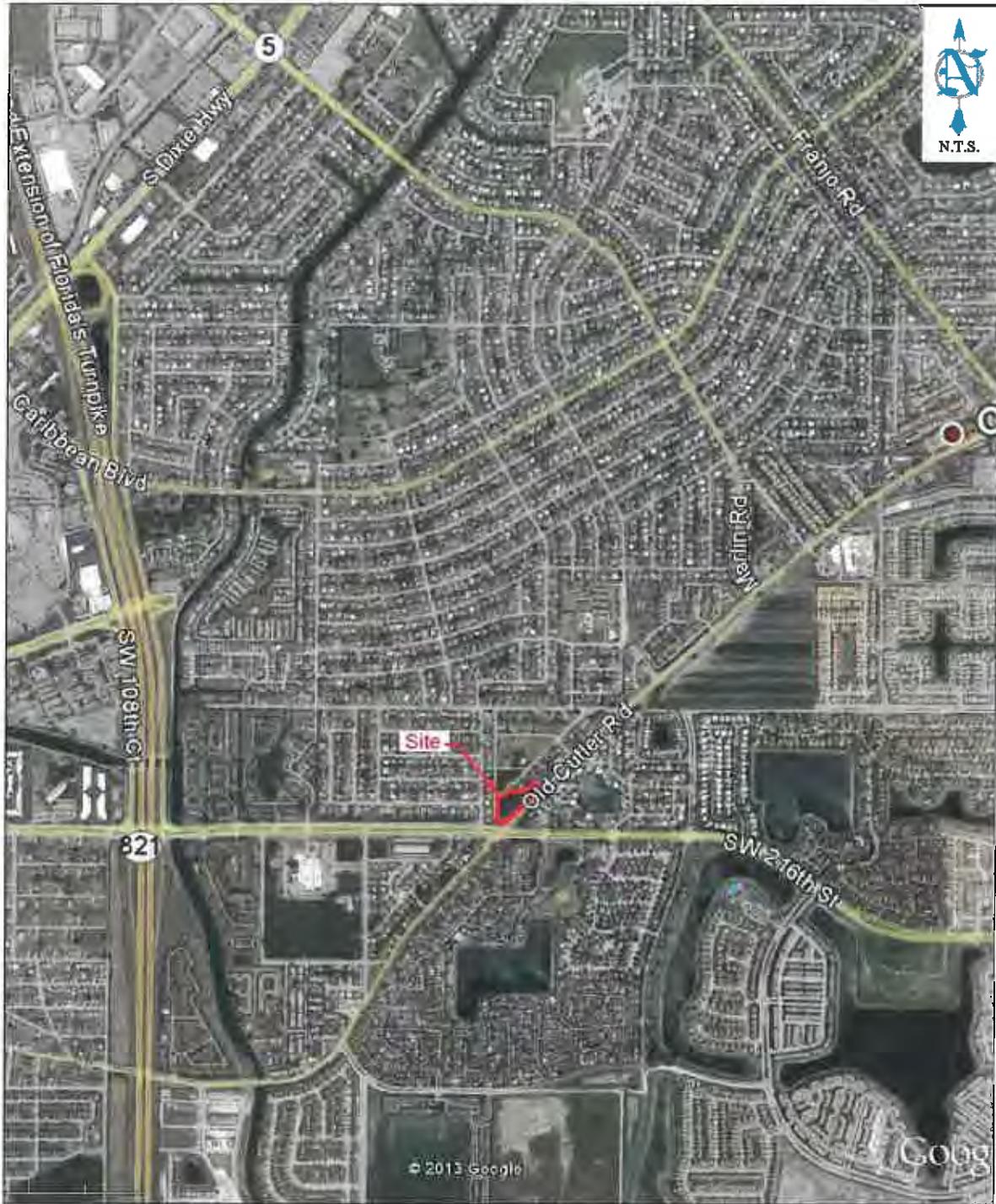
The site plan for The Old Cutler Neighborhood Center (Old Cutler) is shown in Figure 2. Access to the site will be provided by three driveways. One will be a driveway on Old Cutler Road at the northeast end of the site. This drive will be limited to right turn in and right turn out. The other drives are an entry only drive on Ingraham Avenue Road and a full access driveway on SW 99<sup>th</sup> Avenue.

A full access drive on Old Cutler Road, including a northeast bound left turn lane, was considered for the project during the initial planning. However, Old Cutler Road is designated a historical highway and, as such, the pavement on Old Cutler Road cannot be widened unless a special exception is allowed by the State of Florida.

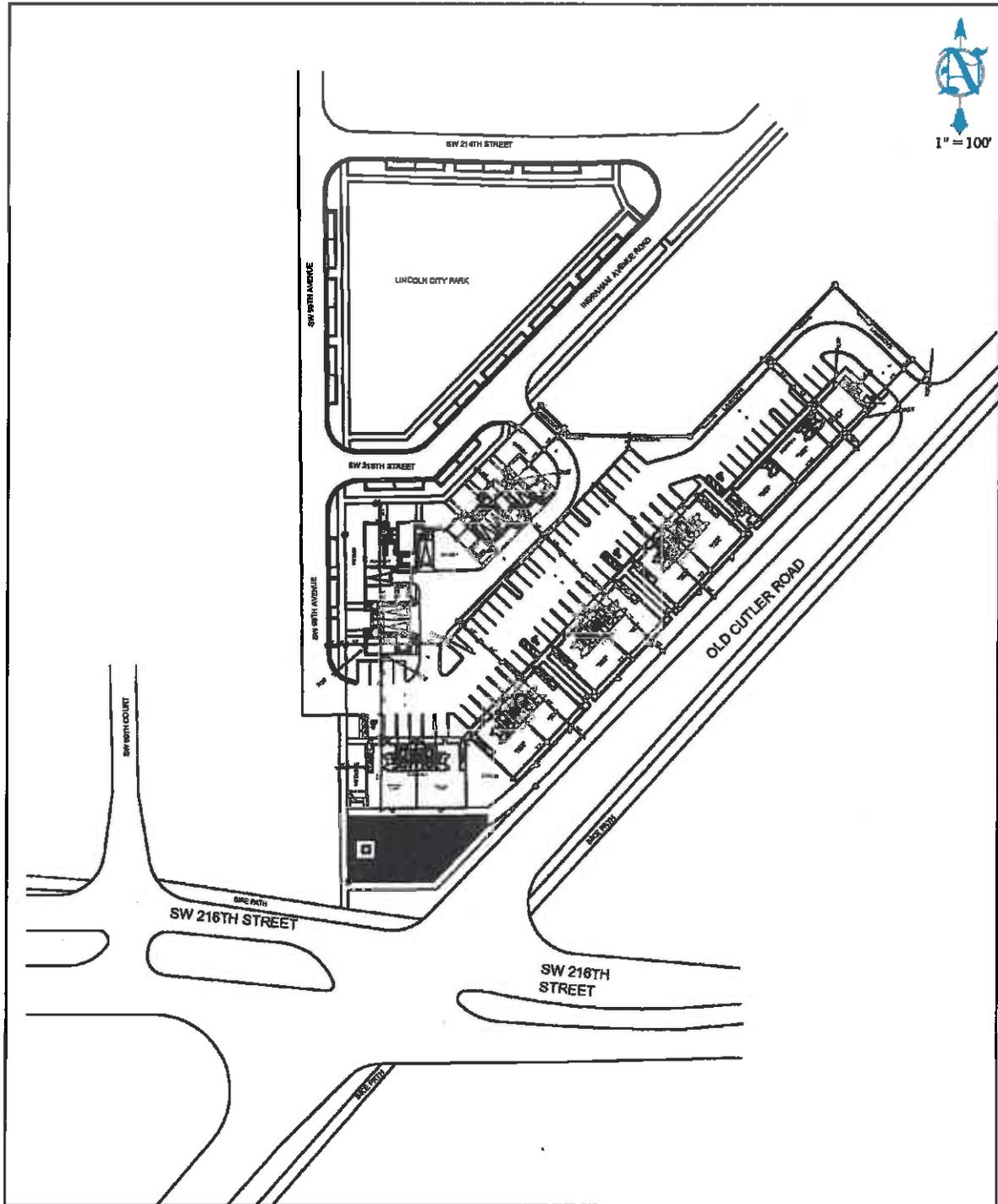
A study was undertaken to see if a left turn lane into the project could be constructed in the area where the existing pavement widens to accommodate the southwest bound left turn and right turn lanes on Old Cutler Road at SW 216<sup>th</sup> Street. This study showed that it will not be possible to develop a left turn lane on Old Cutler Road adjacent to the project which would meet MDPWWM minimum standards. For this reason, the project drive on Old Cutler Road has been limited to right in/right out. This project driveway will be approximately 530 feet northeast of the traffic signal on Old Cutler Road at SW 216<sup>th</sup> Street. The maximum observed queue at the signal extended 175 feet to the northeast on Old Cutler Road. Therefore, this driveway will not be affected by the backup from the signal, not will the drive impact the signal operation.

Intersections studied for these analyses are the signalized intersection of Old Cutler Road and SW 216<sup>th</sup> Street and the Stop controlled intersections of SW 213<sup>th</sup> Street at Old Cutler Road and the project Driveway on Old Cutler Road. Existing and future traffic control, number of lanes and lane uses are shown in Figure 3.

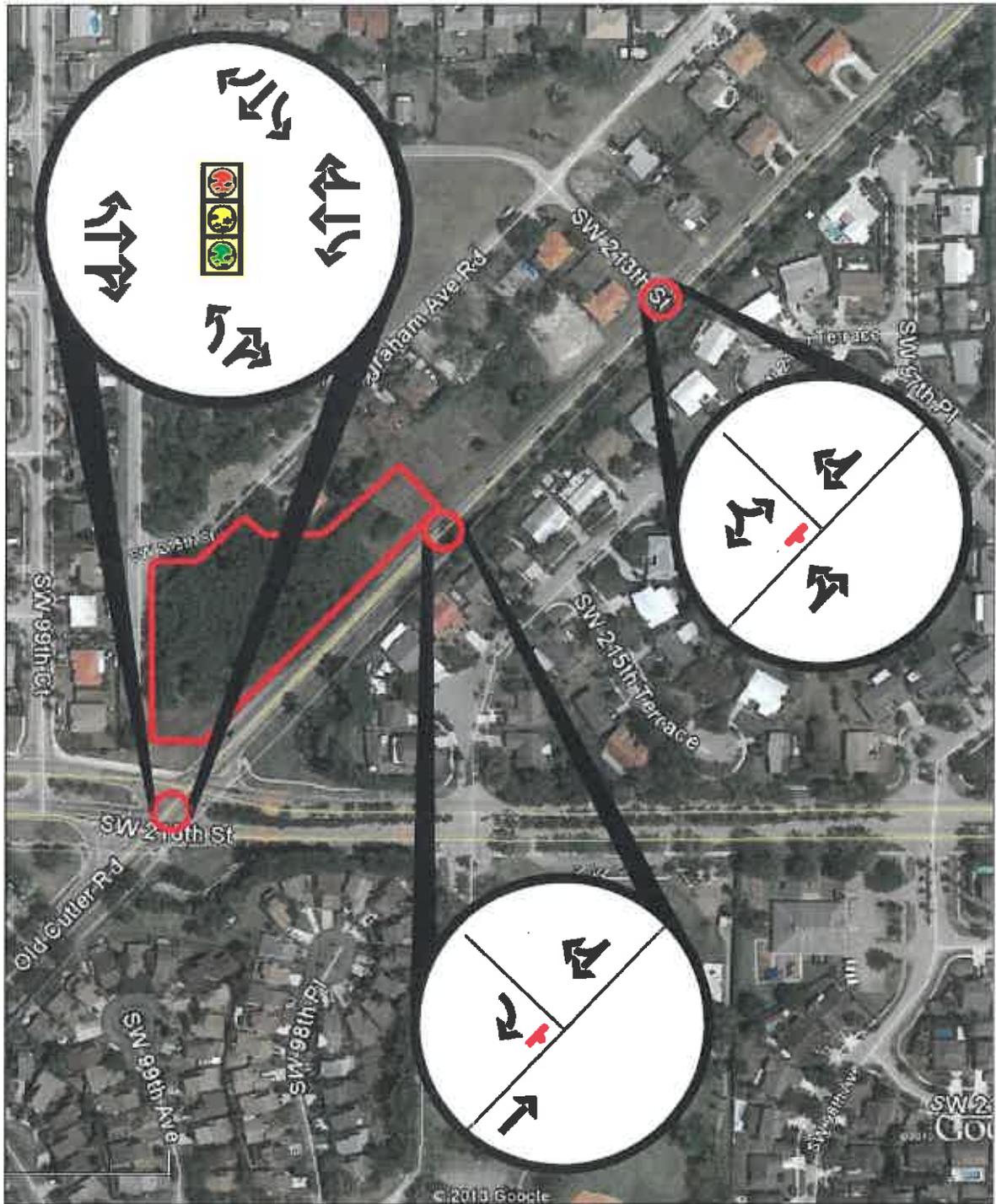
Information describing the signalization and layout of the Old Cutler Road and SW 216<sup>th</sup> Street intersection can be found in Appendix E.



**Figure 1**  
**Location Map**



**Figure 2  
Site Plan**



- Legend**
-  Stop Sign
  -  Traffic Signal

**Figure 3**  
**Traffic Control &**  
**Intersection Geometry**

## TRIP GENERATION AND DISTRIBUTION

The expected trip generation of the proposed development was calculated by using equations found in the Institute of Transportation Engineers *Trip Generation Manual*, 9<sup>th</sup> Edition. It is anticipated that the residential units will be rentals. For this reason, Land Use Code (LUC) 220: Apartment was used to calculate trip generation for the residential component of the development. Retail trips were estimated using LUC 826: Specialty Retail. Detailed trip generation information is included in Appendix A. Internal capture was estimated using the procedures and data found in ITE's *Trip Generation Handbook*, 2<sup>nd</sup> Edition.

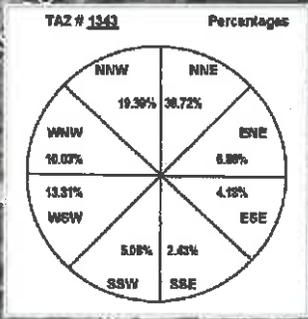
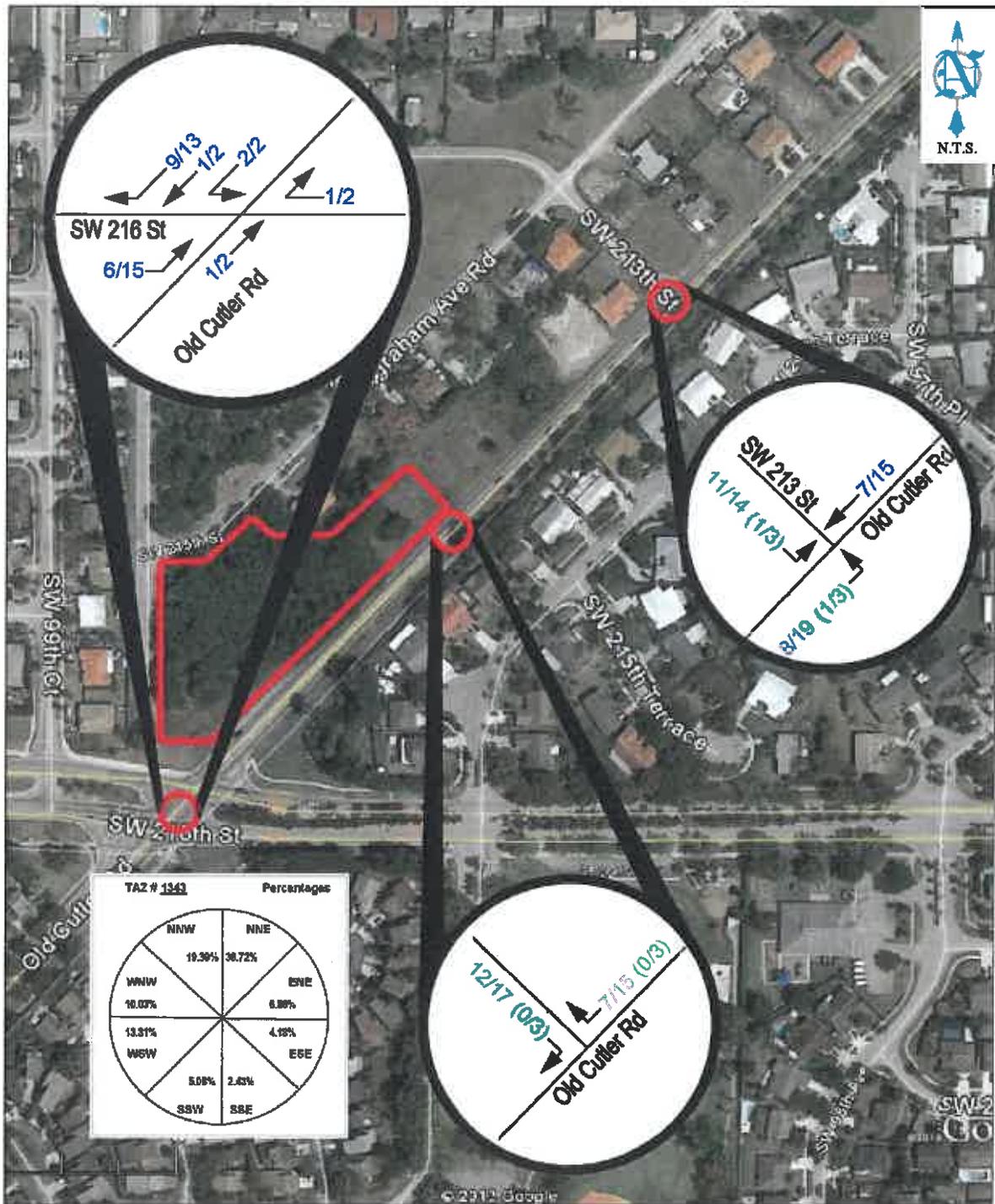
Table 1 TRIP GENERATION										
Land Use	LUC	Size	units	AM Trips			PM Trips			
				Enter	Exit	Total	Enter	Exit	Total	
Apartment	220	28	D.U.	3	14	17	21	12	33	
				Internal Capture	-1	-1	-2	-3	-2	-5
				Residential Trips (Primary)	2	13	15	18	10	28
Specialty Retail	826	13.4	ksf	15	12	27	24	30	54	
				Retail Pass By assumed as 10%(AM) & 25%(PM)	-1	-1	-2	-6	-6	-12
				New Retail Trips	14	11	25	18	24	42
				Internal Capture	-1	-1	-2	-2	-3	-5
Retail Trips (Primary)	13	10	23	16	21	37				
<b>Driveway Trips</b>				<b>16</b>	<b>24</b>	<b>40</b>	<b>40</b>	<b>37</b>	<b>77</b>	
<u>Pass-By Trips</u>				<u>-1</u>	<u>-1</u>	<u>-2</u>	<u>-6</u>	<u>-6</u>	<u>-12</u>	
<b>Primary Trips</b>				<b>15</b>	<b>23</b>	<b>38</b>	<b>34</b>	<b>31</b>	<b>65</b>	
<p>(1) ITE L.U.C 220:            7-9 AM Peak Hr.: <math>T = 0.49(X) + 3.73</math> [20% Enter, 80% Exit]      ITE <i>Trip Generation Manual</i>, 9th Ed., p 334            4-6 PM Peak Hr.: <math>T = 0.55(X) + 17.65</math> [65% Enter, 35% Exit]      ITE <i>Trip Generation Manual</i>, 9th Ed., p 335</p> <p>(2) ITE L.U.C 826:            7-9 AM Peak Hr.: <math>T = 0.50(T_{PM})</math> [56% Enter, 44% Exit]      No ITE rate: Assume AM = 50% of PM; w/mirrored dist'n            4-6 PM Peak Hr.: <math>T = 2.40(X) + 21.48</math> [44% Enter, 56% Exit]      ITE <i>Trip Generation Manual</i>, 9th Ed., p 1580</p>										

FCI [Revised Sept. 4, 2013]

Primary trips for AM and PM peak hours for the Old Cutler project were distributed to the roadway network based on the Metropolitan Planning Organization's Cardinal Distribution of Trips for traffic analysis zone (TAZ) 1343 within which the project is located.

The Cardinal Distribution of Trips provides a percentage distribution of traffic between TAZ 1343 and the eight cardinal directions of the compass. The Cardinal Distribution for TAZ 1343 is contained in Appendix C. Figure 4 shows the assignment of project trips to the roadway network.

Some of the trips to and from the retail uses on the site will be pass-by traffic from Old Cutler Road. Pass-by traffic was distributed in proportion to traffic flows along Old Cutler Road during the AM and PM peak hours. Retail pass-by traffic was assumed to equal 10% of retail traffic in the morning and 25% of retail traffic in the afternoon. Pass-by traffic is also shown in Figure 4



	<b>Primary</b>	<b>Pass-By</b>
Enter	15/34	1/6
Exit	23/31	1/6
<b>Total</b>	<b>38/65</b>	<b>2/12</b>

Legend:  
 Primary Trips= AM/PM  
 Pass-By= (AM/PM)

Figure 4  
Project Traffic

## EXISTING AND PROJECTED TRAFFIC

Turning movement counts were collected during the morning and afternoon peak periods at the intersections of Old Cutler Road & SW 216<sup>th</sup> Street and Old Cutler Road & SW 213<sup>th</sup> Street.

These collected traffic volumes were adjusted for seasonal variation in traffic flow. Existing (2013) Peak Season, Peak Hour Turning Movement Volumes are shown in Table 2 and in Figure 5. Traffic count reports are included in Appendix C.

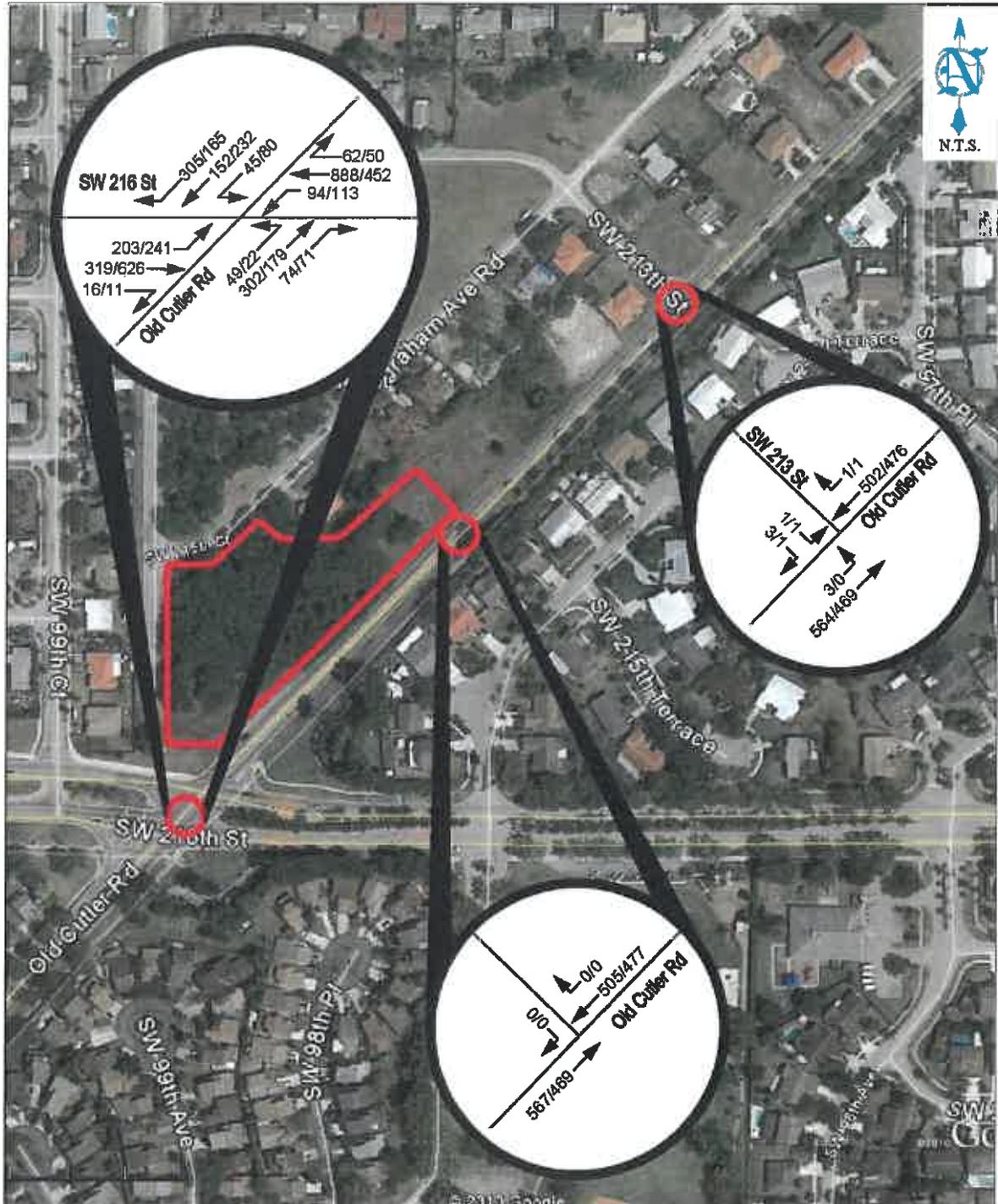
**Table 2  
TURNING MOVEMENT COUNT DATA FOR AM PEAK HOUR**

<u>Intersection</u>	<u>Mvt</u>	<u>Count</u>	<u>Adj. To Fk Sca</u>	<u>2013 Pk Sea Traffic</u>	<u>Bgnd Growth 2014</u>	<u>2014 w/o Project</u>	<u>Project Traffic</u>		<u>2014 with Project</u>
							<u>Primary</u>	<u>Pass-By</u>	
Old Cutler Road & SW 213th Street 5/14/13 7:45-8:45 AM	NBL	3	1.02	3	1.02	3	8	-1	12
	NBT	553	1.02	564	1.02	575	0	-1	574
	SBT	492	1.02	502	1.02	512	7	0	519
	SBR	1	1.02	1	1.02	1	0	0	1
	EBL	1	1.02	1	1.02	1	11	1	13
	EBR	3	1.02	3	1.02	3	0	0	3
Old Cutler Road & Project Drive 7:45-8:45 AM	NBT	556	1.02	567	1.02	578	8	0	586
	SBT	495	1.02	505	1.02	515	0	0	515
	SBR	0	1.02	0	1.02	0	7	0	7
	EBR	0	1.02	0	1.02	0	12	0	12
Old Cutler Road & SW 216th Street 5/14/13 7:45-8:45 AM	NBL	48	1.02	49	1.02	50	0	0	50
	NBT	296	1.02	302	1.02	308	1	0	309
	NBR	73	1.02	74	1.02	75	0	0	75
	SBL	44	1.02	45	1.02	46	2	0	48
	SBT	149	1.02	152	1.02	155	1	0	156
	SBR	299	1.02	305	1.02	311	9	0	320
	EBL	199	1.02	203	1.02	207	6	0	213
	EBT	313	1.02	319	1.02	325	0	0	325
	EBR	16	1.02	16	1.02	16	0	0	16
	WBL	92	1.02	94	1.02	96	0	0	96
	WBT	871	1.02	888	1.02	906	0	0	906
WBR	61	1.02	62	1.02	63	1	0	64	

**TURNING MOVEMENT COUNT DATA FOR PM PEAK HOUR**

<u>Intersection</u>	<u>Mvt</u>	<u>Count</u>	<u>Adj. To Fk Sca</u>	<u>2013 Pk Sea Traffic</u>	<u>Bgnd Growth 2014</u>	<u>2014 w/o Project</u>	<u>Project Traffic</u>		<u>2014 with Project</u>
							<u>Primary</u>	<u>Pass-By</u>	
Old Cutler Road & SW 213th Street 5/14/13 5:00-6:00 PM	NBL	0	1.02	0	1.02	0	19	3	22
	NBT	460	1.02	469	1.02	478	0	-3	475
	SBT	467	1.02	476	1.02	486	15	0	501
	SBR	1	1.02	1	1.02	1	0	0	1
	EBL	1	1.02	1	1.02	1	14	3	18
	EBR	1	1.02	1	1.02	1	0	0	1
Old Cutler Road & Project Drive 5:00-6:00 PM	NBT	460	1.02	469	1.02	478	19	0	497
	SBT	468	1.02	477	1.02	487	0	-3	484
	SBR	0	1.02	0	1.02	0	15	3	18
	EBR	0	1.02	0	1.02	0	17	3	20
Old Cutler Road & SW 216th Street 5/14/13 5:00-6:00 PM	NBL	22	1.02	22	1.02	22	0	0	22
	NBT	175	1.02	179	1.02	183	2	0	185
	NBR	70	1.02	71	1.02	72	0	0	72
	SBL	78	1.02	80	1.02	82	2	0	84
	SBT	227	1.02	232	1.02	237	2	0	239
	SBR	162	1.02	165	1.02	168	13	0	181
	EBL	236	1.02	241	1.02	246	15	0	261
	EBT	614	1.02	626	1.02	639	0	0	639
	EBR	11	1.02	11	1.02	11	0	0	11
	WBL	111	1.02	113	1.02	115	0	0	115
	WBT	443	1.02	452	1.02	461	0	0	461
WBR	49	1.02	50	1.02	51	2	0	53	

FCI - Revised 9/04/13



Legend: AM/PM

Figure 5  
2013 Peak Season,  
Peak Hour Traffic

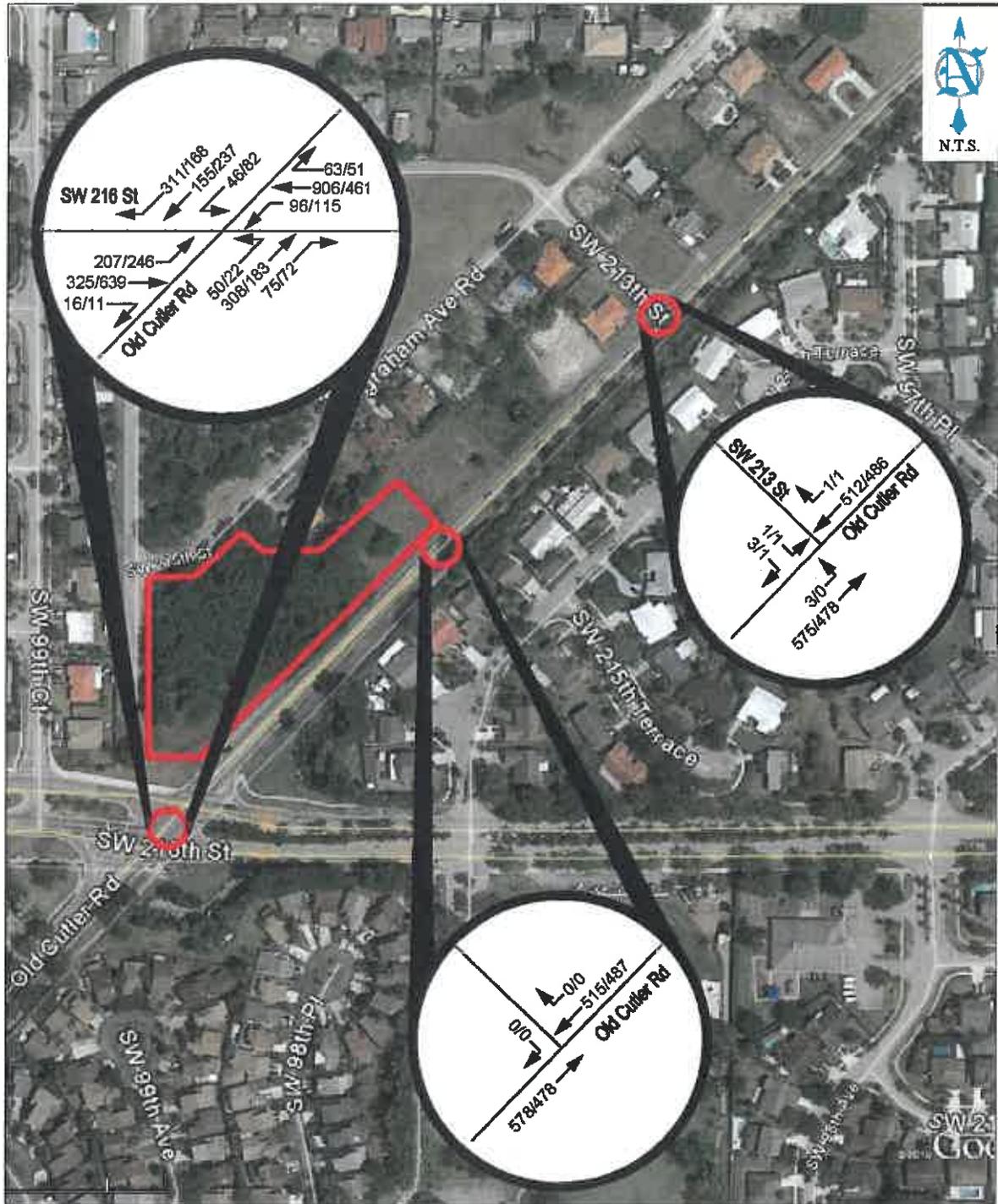
Existing peak season traffic volumes were projected to project build out in 2014. Growth rates were calculated for the two FDOT count stations in the general vicinity of the project which have a reasonable count history. These stations are:

1. SW 112<sup>th</sup> Avenue, N of SW 216<sup>th</sup> Street (FDOT Station 1095)
2. US1/S Dixie Hwy, N of SW 212<sup>th</sup> Avenue (FDOT Station 0346)

Ten years of historical count records were analyzed for each station. Station 1095 exhibited an annual growth rate of approximately 1.7% per year. Station 0346 shows a negative growth rate of approximately -1% per year. An annual growth rate of 2%/year was selected for use in these analyses following review of the data for these two stations,. The trend analysis worksheets and historical traffic data are included in Appendix D.

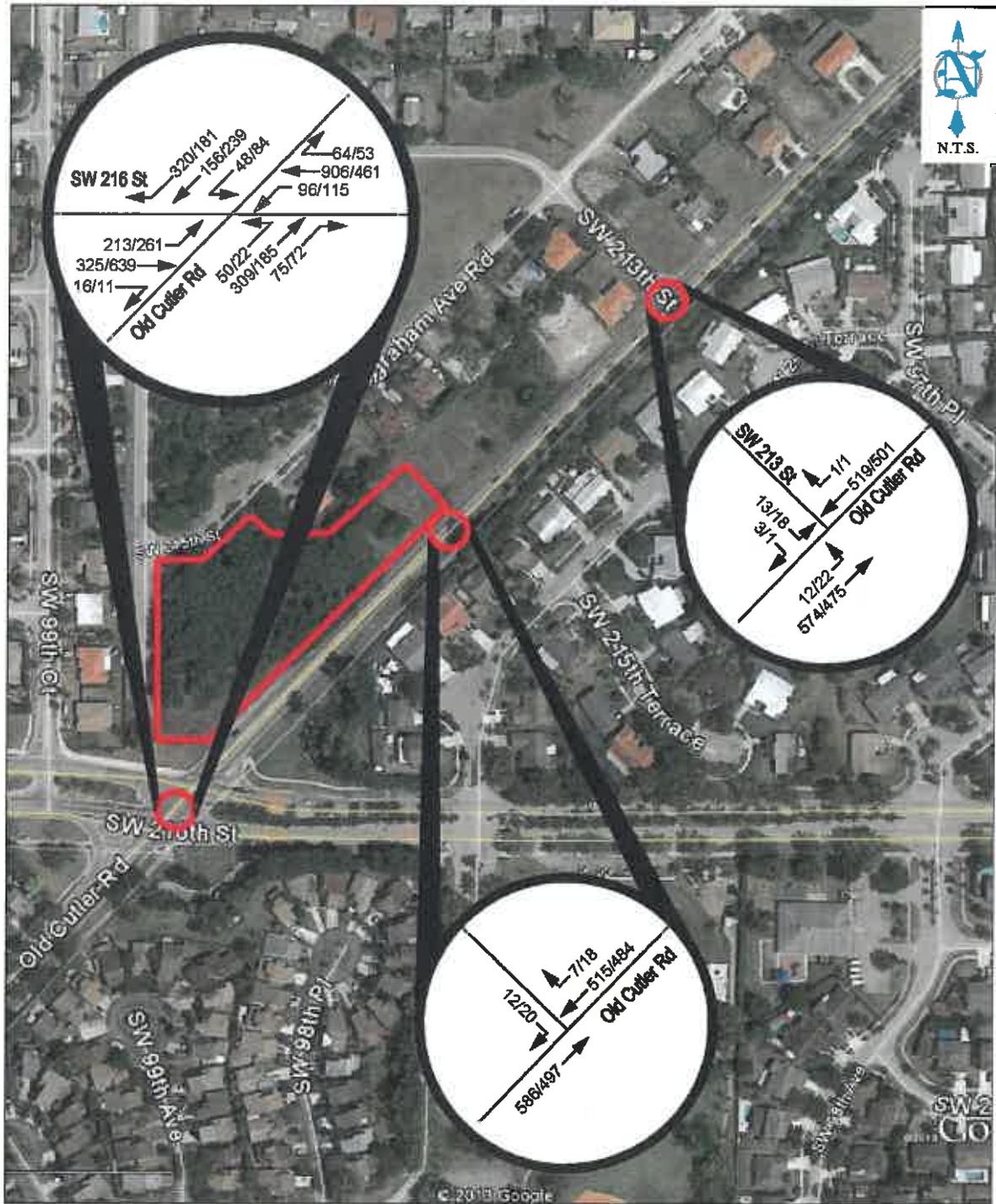
Table 2 summarizes turning movement count data for the existing peak season, for 2014 without the Old Cutler project and for 2015 with the project.

Figure 6 shows 2015 volumes without the Old Cutler project. Figure 7 shows the 2014 traffic volumes including project traffic for Old Cutler.



Legend: AM/PM

Figure 6  
2014 Peak Hours  
without Project



Legend: AM/PM

Figure 7  
2014 Peak Hours  
with Project

## INTERSECTION CAPACITY ANALYSES

Intersection capacity analyses were performed for existing and projected conditions at the two intersections analyzed in this study and at the project driveway. The intersection capacity analyses were performed with the methodologies described in the 2010 Highway Capacity Manual. Capacity analysis printouts are included in Appendix F.

Table 3 presents the results of the capacity analyses and Table 4 shows queuing (backups) at SW 213 Street and at the Project Drive.

Table 3 shows that the two intersections and the project drive will operate at acceptable levels of service during both AM and PM peak hour periods in 2014 after the Old Cutler project is completed and occupied.

Table 3 INTERSECTION LEVELS OF SERVICE							
	<u>Approach</u>	AM Peak Hour			PM Peak Hour		
		2013 Peak <u>Sea.</u>	2014 w/o <u>Proj</u>	2014 With <u>Proj</u>	2013 Peak <u>Sea.</u>	2014 w/o <u>Proj</u>	2014 With <u>Proj</u>
Unsignalized Intersections							
Old Cutler Rd & SW 213 St	NBL	A	A	A	[No Volume]		A
	EBL&R	B	B	C	C	C	C
Old Cutler Rd & Project Dr.	EBR	--	--	B	--	--	B
Signalized Intersection							
Old Cutler Rd & SW 216 St	Int. *	C/28.3	C/28.7	C/29.0	C/30.1	C/30.7	C/31.2
	NB	C	C	C	B	B	B
	SB	C	C	C	B	B	B
	EB	C	C	C	C	C	D
	WB	C	C	C	D	D	D

\* LOS (Ave Delay/veh in sec)

FCI - Revised 9-05-13

The 95<sup>th</sup> percentile queues at the unsignalized intersections studied are shown in Table 4 on the following page.

Table 4 QUEUING AT UNSIGNALIZED INTERSECTIONS							
		AM Peak Hour			PM Peak Hour		
		2013 Peak <u>Sea.</u>	2014 w/o <u>Proj</u>	2014 With <u>Proj</u>	2013 Peak <u>Sea.</u>	2014 w/o <u>Proj</u>	2014 With <u>Proj</u>
Old Cutler Rd & SW 213 St	NBL*	0.01	0.01	0.04	[No Volume]		0.07
	EBL&R*	0.03	0.03	0.24	0.02	0.02	0.28
Old Cutler Rd & Project Dr.	EBR*	--	--	0.07	--	--	0.12

\* 95th Percentile Queue (veh)

FCI - Revised 9-05-13

As seen in Table 4, queuing is minimal and should not present a problem to traffic flow at these intersections.

## **CONCLUSIONS**

The analyses documented in this report demonstrate that traffic associated with the Old Cutler Neighborhood Center will not have a significant impact on traffic flow in the area.

The analyses demonstrate that the intersections studied will operate at acceptable Levels of Service after this project has been completed. Furthermore, there will be minimal queuing at the project driveway on Old Cutler Road and at the intersection of Old Cutler Road and SW 213<sup>th</sup> Street. Traffic operations at these intersections will not interfere with safety and/or on-site circulation.

# **APPENDICES**

**APPENDIX A  
SCOPE OF SERVICES  
MEMORANDUM**



- Mr. Perez and his staff at the Town of Cutler Bay will research their records to determine where approvals have been granted which allow for widening of the pavement along Old Cutler Road. This will be done to determine if the limits of any of these approvals encompass the area adjacent to the proposed project and to establish whether or not Old Cutler Road can be widened in the vicinity of the project.

- Data collection for these analyses will include:

Morning (7-9 a.m.) and afternoon (4-6 p.m.) turning movement counts at the intersection of Old Cutler Road and SW 216<sup>th</sup> Street. These counts will include pedestrian movements at the intersection and records of the peak queues on southwest-bound Old Cutler at the signal.

The design plan for the signal at Old Cutler & SW 216 Street will be obtained from the County and compared to existing conditions at the intersection including any pedestrian features.

Traffic signal timing for the traffic signal at Old Cutler & SW 216 Street will be obtained from Miami-Dade County for use in the capacity analyses.

- Trip generation will be calculated for the residential and the commercial land uses on the site using the rates and equations from the ITE report *Trip Generation*, 9<sup>th</sup> Edition.
- Internal capture of trips on site will be calculated utilizing data measured at similar mixed use sites in Florida.
- Project traffic will be distributed to the roadway network based upon the Cardinal Distribution of trips for the Traffic Analysis Zone (TAZ) within which the project is located.
- Background traffic will be increased at a rate consistent with the measured growth rate of traffic in the area. If good historical traffic records are unavailable for Old Cutler and SW 216<sup>th</sup> Street, we will work with the County to establish a growth rate to be used for this study.
- Capacity analyses will be performed for the intersection of Old Cutler Road & SW 216<sup>th</sup> Street and for the project drive(s) at Old Cutler Road. Scenarios to be analyzed will include existing peak season conditions, peak season in 2014 without the project and peak season in 2014 with the project.
- A conceptual design showing any proposed revisions to Old Cutler Road will be provided for review and approval.
- If a northeast-bound left turn lane cannot be provided at the project; a.m. and p.m. TMC's will be conducted at the intersection of Old Cutler and SW 213<sup>th</sup> Street; and intersection capacity analyses must be provided for this intersection.

- The data collection and analyses described above will be summarized in an engineering report. The report will be submitted to the Town of Cutler Bay and the Miami-Dade PWWM for review and comment.
- After receipt of review comments, the document report will be revised, if necessary, to address the review comments and re-submitted as a final report.

The information above represents my understanding of the scope of services required for traffic impact analyses of this project based upon the discussion at our meeting on March 20<sup>th</sup>. Should either of you feel that this scope should be revised, please notify me by e-mail.

**APPENDIX B  
TRIP GENERATION  
AND DISTRIBUTION**

# Apartment (220)

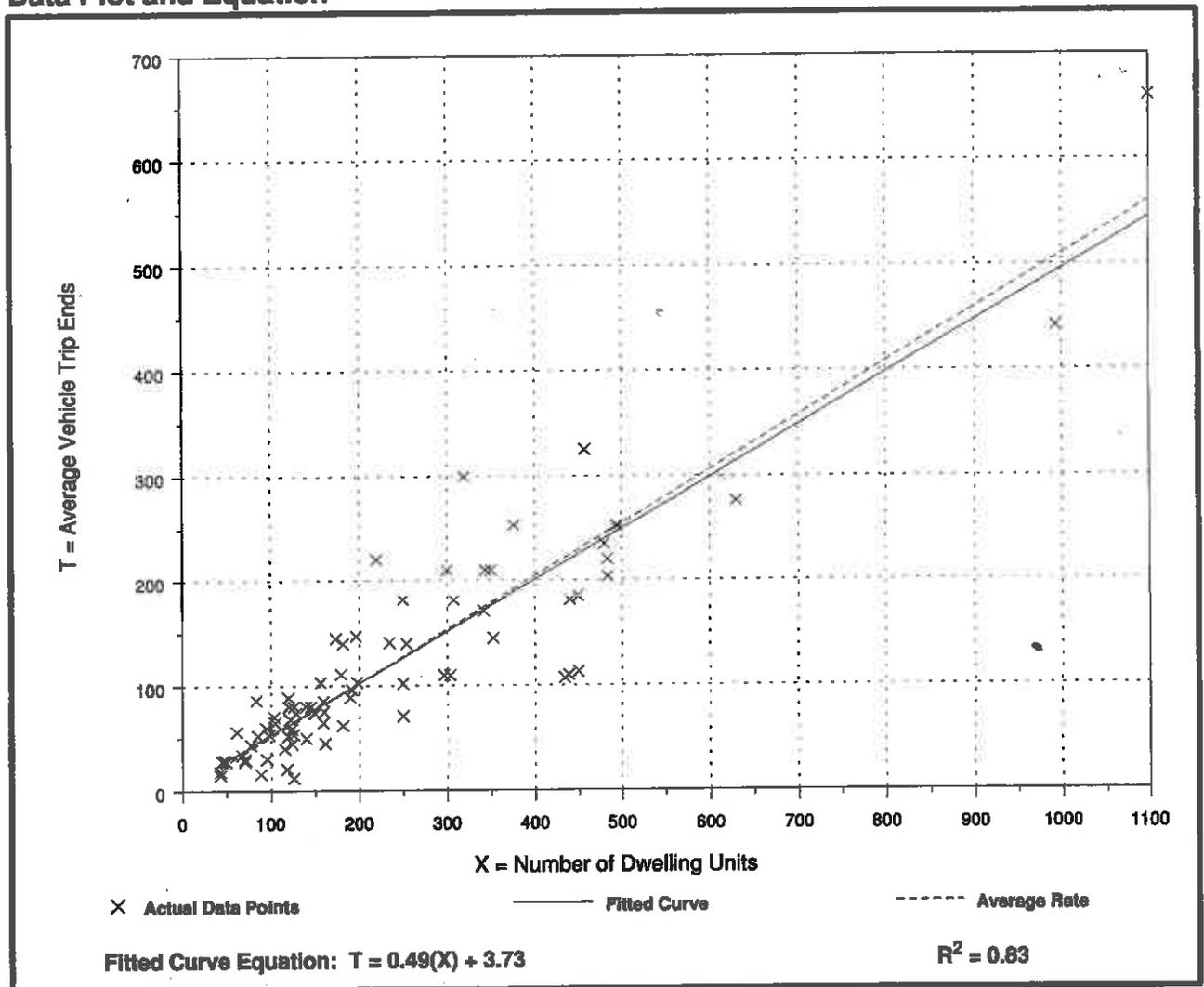
**Average Vehicle Trip Ends vs: Dwelling Units**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**

Number of Studies: 78  
 Avg. Number of Dwelling Units: 235  
 Directional Distribution: 20% entering, 80% exiting

### Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.10 - 1.02	0.73

### Data Plot and Equation



# Apartment (220)

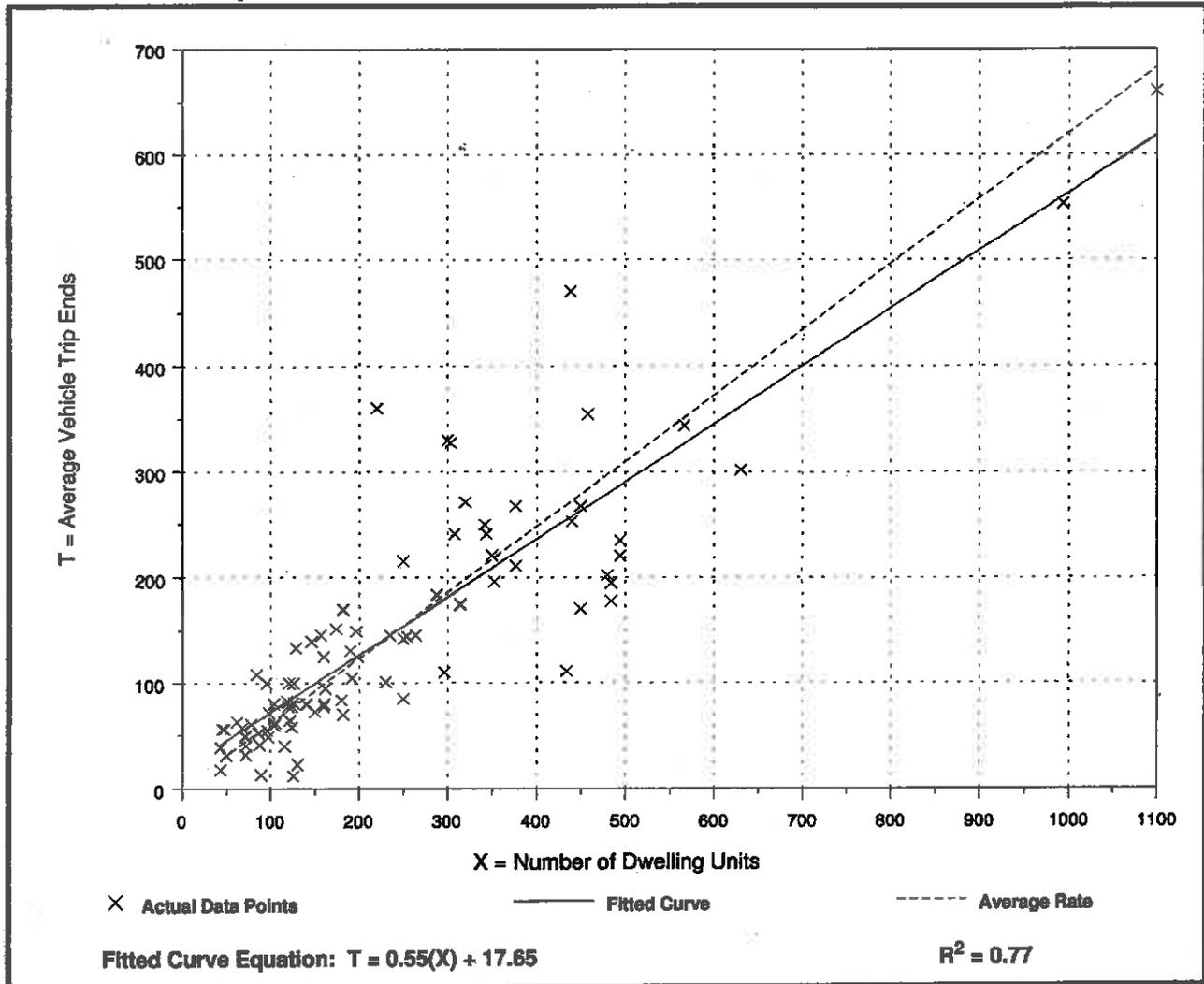
**Average Vehicle Trip Ends vs: Dwelling Units**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

Number of Studies: 90  
 Avg. Number of Dwelling Units: 233  
 Directional Distribution: 65% entering, 35% exiting

## Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.62	0.10 - 1.64	0.82

## Data Plot and Equation



# Specialty Retail Center (826)

**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

Number of Studies: 5  
 Average 1000 Sq. Feet GLA: 69  
 Directional Distribution: 44% entering, 56% exiting

### Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
2.71	2.03 - 5.16	1.83

### Data Plot and Equation

*Caution - Use Carefully - Small Sample Size*

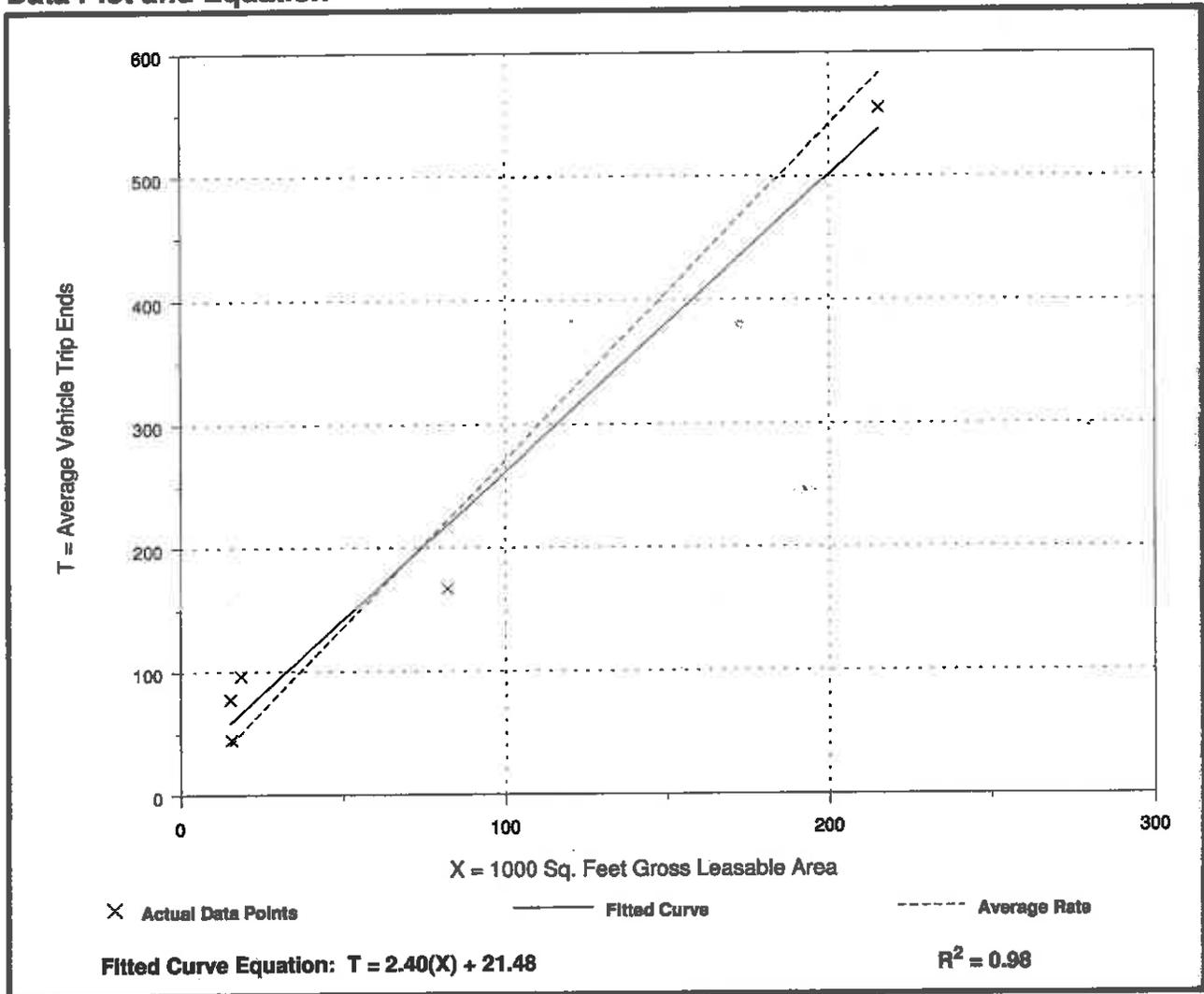


Exhibit B1 (Table 1 in Report)

TRIP GENERATION

Land Use	LUC	Size	units	AM Trips			PM Trips		
				Enter	Exit	Total	Enter	Exit	Total
Apartment	220	28	D.U.	3	14	17	21	12	33
			Internal Capture	<u>-1</u>	<u>-1</u>	<u>-2</u>	<u>-3</u>	<u>-2</u>	<u>-5</u>
			Residential Trips (Primary)	2	13	15	18	10	28
Specialty Retail	826	13.4	ksf	15	12	27	24	30	54
			Retail Pass By assumed as 10%(AM) & 25%(PM)	<u>-1</u>	<u>-1</u>	<u>-2</u>	<u>-6</u>	<u>-6</u>	<u>-12</u>
			New Retail Trips	14	11	25	18	24	42
			Internal Capture	<u>-1</u>	<u>-1</u>	<u>-2</u>	<u>-2</u>	<u>-3</u>	<u>-5</u>
			Retail Trips (Primary)	13	10	23	16	21	37
			<b>Driveway Trips</b>	<b>16</b>	<b>24</b>	<b>40</b>	<b>40</b>	<b>37</b>	<b>77</b>
			<u>Pass-By Trips</u>	<u>-1</u>	<u>-1</u>	<u>-2</u>	<u>-6</u>	<u>-6</u>	<u>-12</u>
			<b>Primary Trips</b>	<b>15</b>	<b>23</b>	<b>38</b>	<b>34</b>	<b>31</b>	<b>65</b>

(1) ITE L.U.C 220:

7-9 AM Peak Hr.:  $T = 0.49(X) + 3.73$  [20% Enter, 80% Exit]

ITE *Trip Generation Manual*, 9th Ed., p 334

4-6 PM Peak Hr.:  $T = 0.55(X) + 17.65$  [65% Enter, 35% Exit]

ITE *Trip Generation Manual*, 9th Ed., p 335

(2) ITE L.U.C 826:

7-9 AM Peak Hr.:  $T = 0.50(T_{PM})$  [56% Enter, 44% Exit]

No ITE rate: Assume AM = 50% of PM; w/mirrored dist'n

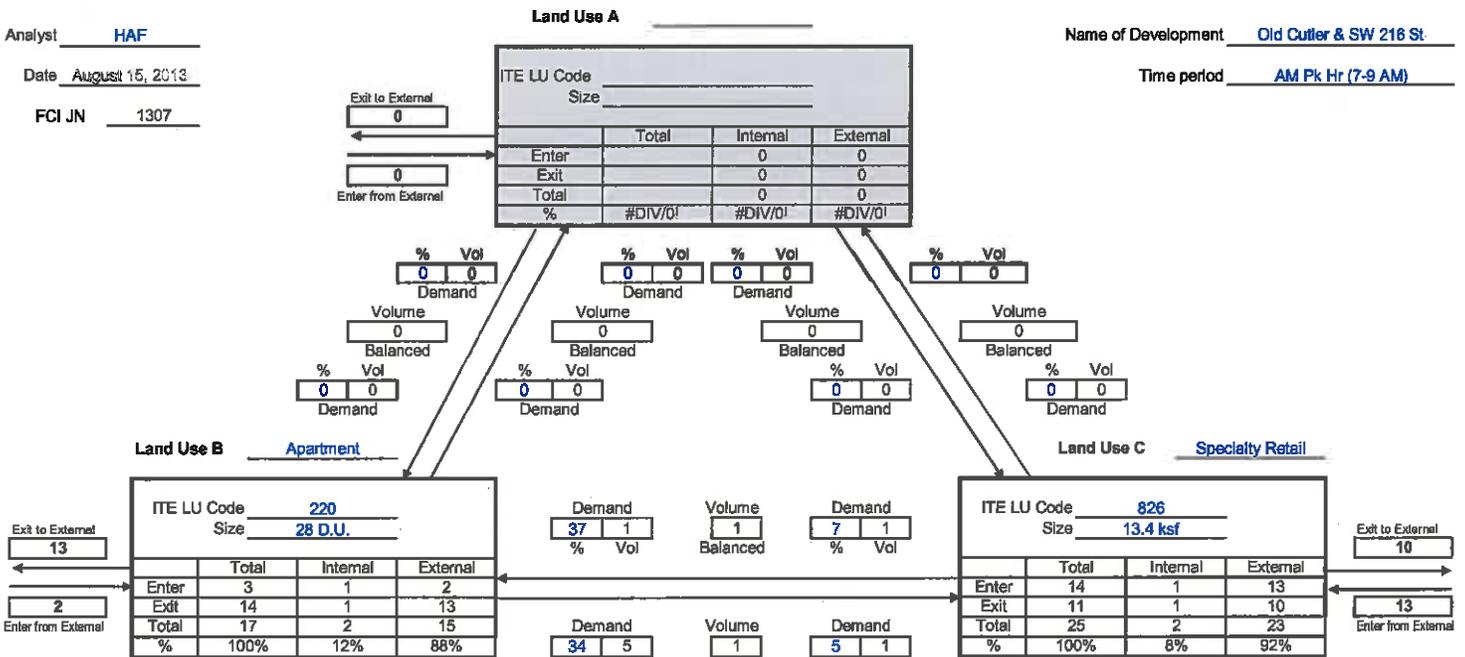
4-6 PM Peak Hr.:  $T = 2.40(X) + 21.48$  [44% Enter, 56% Exit]

ITE *Trip Generation Manual*, 9th Ed., p 1580

## MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst HAF  
 Date August 15, 2013  
 FCI JN 1307

Name of Development Old Cutler & SW 216 St.  
 Time period AM Pk Hr (7-9 AM)



[Internal Capture Rates are from Tables 7.1 and 7.2 in ITE's *Trip Generation Manual*, 9th Edition] (The Manual has no rates for AM capture; Mid-Day rates were used for these estimates)

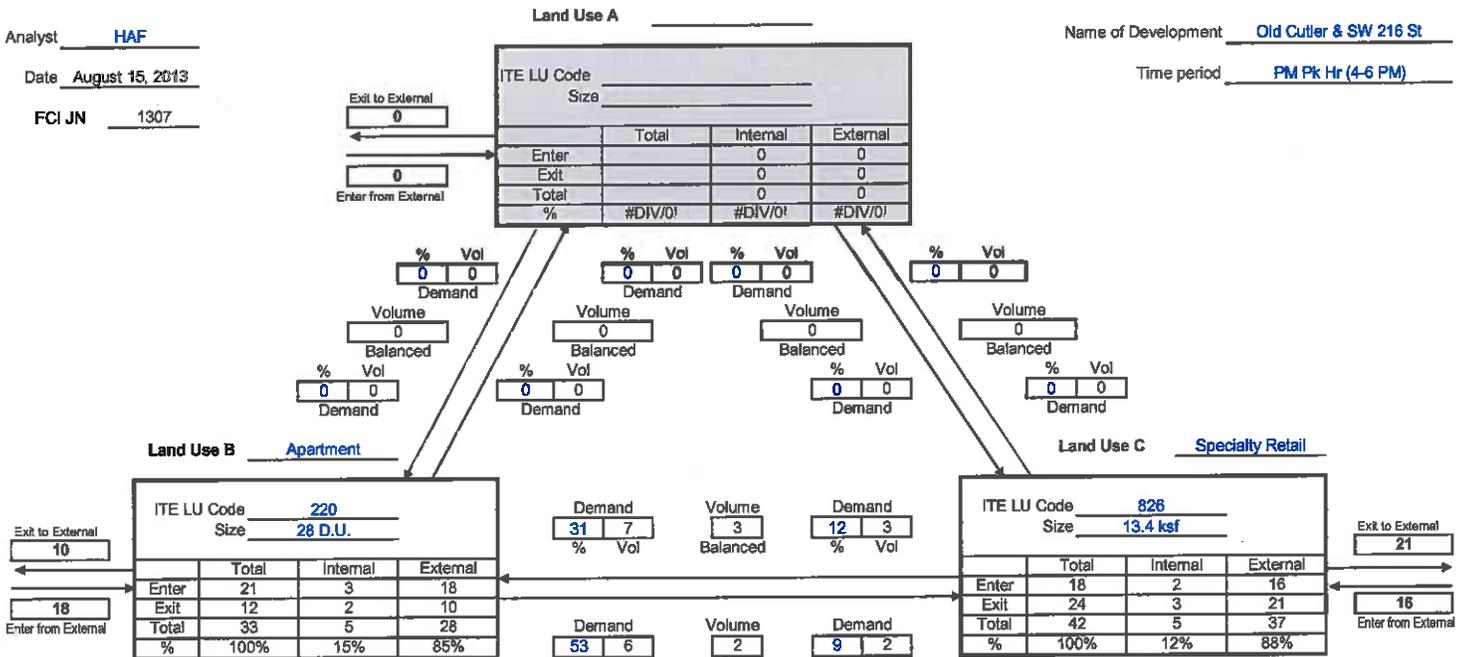
Net External Trips for Multi-Use Development						
	LAND USE A	LAND USE B	LAND USE C	TOTAL		
Enter	0	2	13	15		
Exit	0	13	10	23		
Total	0	15	23	38		
Single-Use Trip Gen. Est.	0	17	25	42	INTERNAL CAPTURE	10%

With T-Gen Equations

## MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst HAF  
Date August 15, 2013  
FCI JN 1307

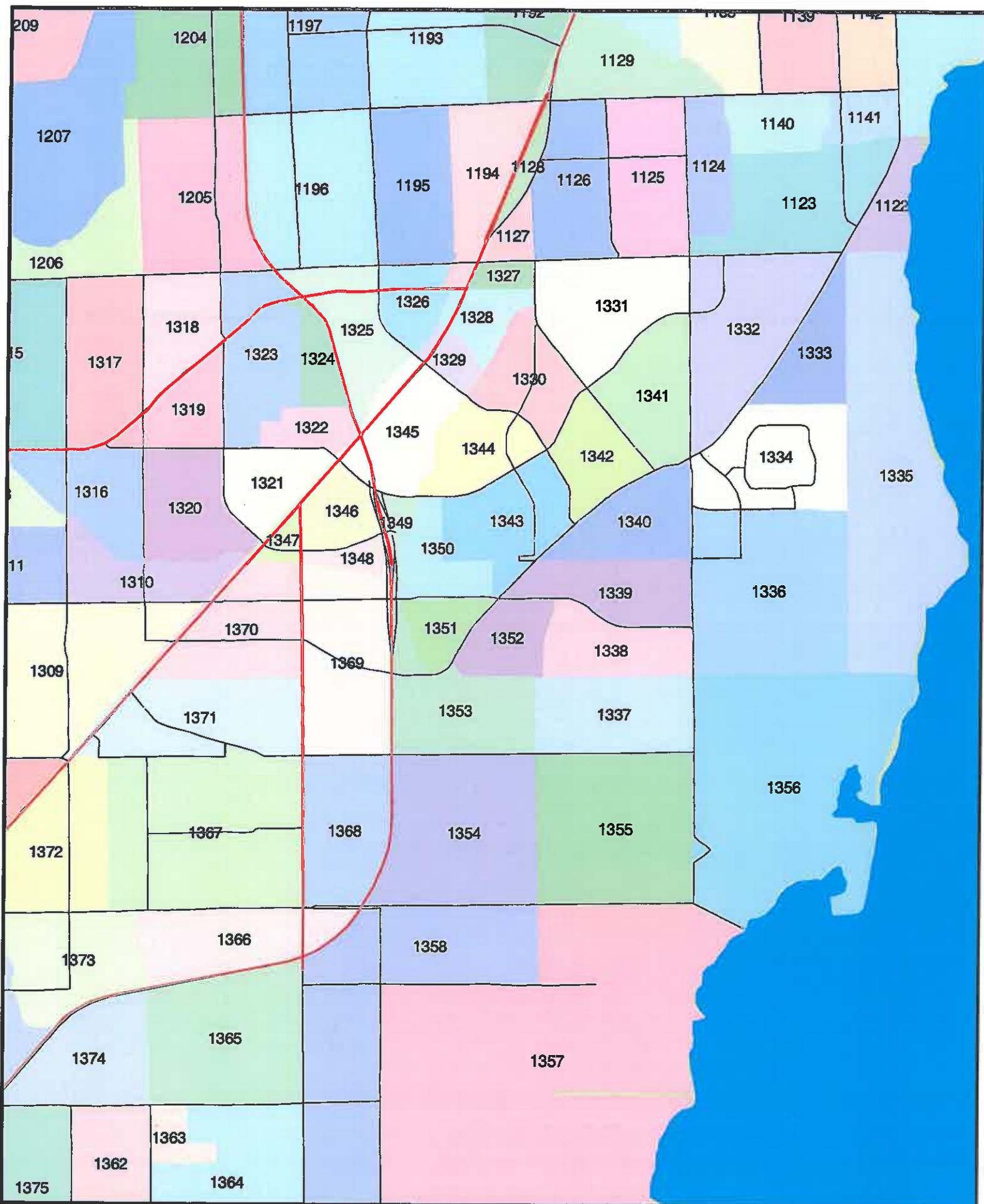
Name of Development Old Cutler & SW 216 St  
Time period PM Pk Hr (4-6 PM)



[Internal Capture Rates are from Tables 7.1 and 7.2 in ITE's Trip Generation Manual, 9th Edition] (The rates used are the table values for PM capture)

Net External Trips for Multi-Use Development					
	LAND USE A	LAND USE B	LAND USE C	TOTAL	
Enter	0	18	16	34	
Exit	0	10	21	31	
Total	0	28	37	65	
Single-Use Trip Gen. Est.	0	33	42	75	INTERNAL CAPTURE
					13%

With T-Gen Equations



MIAMI-DADE 2005 DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE		CARDINAL DIRECTIONS									TOTAL
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
		PERCENT	0	0	0	0	0	100	0	0	
1334	4034	TRIPS	915	4	0	123	49	475	595	949	3,110
		PERCENT	29.42	0.13	0	3.95	1.58	15.27	19.13	30.51	
1335	4035	TRIPS	0	0	0	0	0	0	136	0	136
		PERCENT	0	0	0	0	0	0	100	0	
1336	4036	TRIPS	1553	6	0	0	107	1114	1232	2250	6,262
		PERCENT	24.8	0.1	0	0	1.71	17.79	19.67	35.93	
1337	4037	TRIPS	136	0	0	0	0	0	0	0	136
		PERCENT	100	0	0	0	0	0	0	0	
1338	4038	TRIPS	135	0	0	0	0	0	0	0	135
		PERCENT	100	0	0	0	0	0	0	0	
1339	4039	TRIPS	1462	143	0	32	69	472	737	1037	3,952
		PERCENT	36.99	3.62	0	0.81	1.75	11.94	18.65	26.24	
1340	4040	TRIPS	1657	81	180	21	280	948	877	1437	5,481
		PERCENT	30.23	1.48	3.28	0.38	5.11	17.3	16	26.22	
1341	4041	TRIPS	1184	321	291	369	12527	7723	466	1157	24,038
		PERCENT	4.93	1.34	1.21	1.54	52.11	32.13	1.94	4.81	
1342	4042	TRIPS	1550	91	60	164	140	522	444	836	3,807
		PERCENT	40.71	2.39	1.58	4.31	3.68	13.71	11.66	21.96	
1343	4043	TRIPS	1740	311	228	48	181	598	494	871	4,471
		PERCENT	38.92	6.96	5.1	1.07	4.05	13.38	11.05	19.48	
1344	4044	TRIPS	1035	233	111	81	207	324	351	487	2,829
		PERCENT	36.59	8.24	3.92	2.86	7.32	11.45	12.41	17.21	
1345	4045	TRIPS	1723	389	236	109	684	464	455	728	4,788
		PERCENT	35.99	8.12	4.93	2.28	14.29	9.69	9.5	15.2	
1346	4046	TRIPS	2588	1043	715	381	1906	1049	1555	2332	11,569
		PERCENT	22.37	9.02	6.18	3.29	16.48	9.07	13.44	20.16	
1347	4047	TRIPS	927	517	184	74	508	229	304	589	3,332
		PERCENT	27.82	15.52	5.52	2.22	15.25	6.87	9.12	17.68	
1348	4048	TRIPS	247	260	41	6	186	180	185	314	1,419
		PERCENT	17.41	18.32	2.89	0.42	13.11	12.68	13.04	22.13	
1349	4049	TRIPS	103	198	8	7	12	30	30	42	430
		PERCENT	23.95	46.05	1.86	1.63	2.79	6.98	6.98	9.77	
1350	4050	TRIPS	1929	487	56	27	204	275	503	885	4,366
		PERCENT	44.18	11.15	1.28	0.62	4.67	6.3	11.52	20.27	
1351	4051	TRIPS	1139	216	40	19	132	431	420	699	3,096
		PERCENT	36.79	6.98	1.29	0.61	4.26	13.92	13.57	22.58	
1352	4052	TRIPS	1283	142	0	34	67	270	475	716	2,987
		PERCENT	42.95	4.75	0	1.14	2.24	9.04	15.9	23.97	
1353	4053	TRIPS	182	1	0	0	0	0	1	2	186
		PERCENT	97.85	0.54	0	0	0	0	0.54	1.08	
1354	4054	TRIPS	237	6	3	0	14	70	26	71	427
		PERCENT	55.5	1.41	0.7	0	3.28	16.39	6.09	16.63	
1355	4055	TRIPS	364	0	4	0	16	240	196	423	1,243
		PERCENT	29.28	0	0.32	0	1.29	19.31	15.77	34.03	
1356	4056	TRIPS	50	0	0	0	5	103	109	365	632
		PERCENT	7.91	0	0	0	0.79	16.3	17.25	57.75	
1357	4057	TRIPS	196	0	0	0	3	38	38	43	318
		PERCENT	61.64	0	0	0	0.94	11.95	11.95	13.52	
1358	4058	TRIPS	381	7	1	0	27	145	76	183	820
		PERCENT	46.46	0.85	0.12	0	3.29	17.68	9.27	22.32	
1359	4059	TRIPS	351	0	0	0	39	300	195	318	1,203
		PERCENT	29.18	0	0	0	3.24	24.94	16.21	26.43	
1360	4060	TRIPS	545	2	0	3	79	540	483	496	2,148
		PERCENT	25.37	0.09	0	0.14	3.68	25.14	22.49	23.09	
1361	4061	TRIPS	779	10	0	60	113	888	610	598	3,058
		PERCENT	25.47	0.33	0	1.96	3.7	29.04	19.95	19.56	
1362	4062	TRIPS	182	4	0	4	3	36	21	11	261
		PERCENT	69.73	1.53	0	1.53	1.15	13.79	8.05	4.21	
1363	4063	TRIPS	921	55	0	23	117	358	246	184	1,904
		PERCENT	48.37	2.89	0	1.21	6.14	18.8	12.92	9.66	
1364	4064	TRIPS	174	0	0	0	0	0	0	0	174
		PERCENT	100	0	0	0	0	0	0	0	
1365	4065	TRIPS	197	1	0	0	5	21	14	15	253
		PERCENT	77.87	0.4	0	0	1.98	8.3	5.53	5.93	

MIAMI-DADE 2035 DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN_ZONE			CARDINAL DIRECTIONS									TOTAL
			NNE	ENE	ESE	SSE	SSW	WSW	WNW	NMW		
		PERCENT	11.8	0.73	4.84	6.8	39.88	18.7	7.98	9.27		
1327	4027	TRIPS	761	119	297	503	1052	523	327	394	3,976	
		PERCENT	19.14	2.99	7.47	12.65	26.46	13.15	8.22	9.91		
1328	4028	TRIPS	1205	213	206	201	625	278	214	715	3,657	
		PERCENT	32.95	5.82	5.63	5.5	17.09	7.6	5.85	19.55		
1329	4029	TRIPS	365	120	16	167	675	769	396	376	2,884	
		PERCENT	12.66	4.16	0.55	5.79	23.4	26.66	13.73	13.04		
1330	4030	TRIPS	1181	23	347	158	704	1198	822	910	5,343	
		PERCENT	22.1	0.43	6.49	2.96	13.18	22.42	15.38	17.03		
1331	4031	TRIPS	2127	17	90	130	549	1901	1988	2318	9,120	
		PERCENT	23.32	0.19	0.99	1.43	6.02	20.84	21.8	25.42		
1332	4032	TRIPS	1650	11	0	180	837	2097	1552	3017	9,344	
		PERCENT	17.66	0.12	0	1.93	8.96	22.44	16.61	32.29		
1333	4033	TRIPS	744	4	41	0	78	193	173	518	1,751	
		PERCENT	42.49	0.23	2.34	0	4.45	11.02	9.88	29.58		
1334	4034	TRIPS	1431	7	0	0	33	1174	1065	2344	6,054	
		PERCENT	23.64	0.12	0	0	0.55	19.39	17.59	38.72		
1335	4035	TRIPS	0	0	0	0	0	0	0	0	-	
		PERCENT	0	0	0	0	0	0	0	0		
1336	4036	TRIPS	6014	422	0	25	156	1174	1557	3641	12,989	
		PERCENT	46.3	3.25	0	0.19	1.2	9.04	11.99	28.03		
1337	4037	TRIPS	2114	37	0	216	595	1109	1050	2157	7,278	
		PERCENT	29.05	0.51	0	2.97	8.18	15.24	14.43	29.64		
1338	4038	TRIPS	1315	38	0	374	249	872	550	1163	4,561	
		PERCENT	28.83	0.83	0	8.2	5.46	19.12	12.06	25.5		
1339	4039	TRIPS	2021	88	0	392	507	1486	766	1978	7,238	
		PERCENT	27.92	1.22	0	5.42	7	20.53	10.58	27.33		
1340	4040	TRIPS	3058	402	184	12	1896	2389	1258	1950	11,149	
		PERCENT	27.43	3.61	1.65	0.11	17.01	21.43	11.28	17.49		
1341	4041	TRIPS	2816	545	108	284	220	725	868	1250	6,816	
		PERCENT	41.31	8	1.58	4.17	3.23	10.64	12.73	18.34		
1342	4042	TRIPS	2702	698	127	196	354	687	372	1075	6,211	
		PERCENT	43.5	11.24	2.04	3.16	5.7	11.06	5.99	17.31		
1343	4043	TRIPS	3084	532	163	452	603	1059	616	1545	8,054	
		PERCENT	38.29	6.61	2.02	5.61	7.49	13.15	7.65	19.18		
1344	4044	TRIPS	1455	380	329	294	688	233	343	1100	4,822	
		PERCENT	30.17	7.88	6.82	6.1	14.27	4.83	7.11	22.81		
1345	4045	TRIPS	3535	992	487	145	1441	519	412	1571	9,102	
		PERCENT	38.84	10.9	5.35	1.59	15.83	5.7	4.53	17.26		
1346	4046	TRIPS	2227	1166	900	332	4277	1130	614	2534	13,180	
		PERCENT	16.9	8.85	6.83	2.52	32.45	8.57	4.66	19.23		
1347	4047	TRIPS	739	164	167	55	787	634	663	662	3,871	
		PERCENT	19.09	4.24	4.31	1.42	20.33	16.38	17.13	17.1		
1348	4048	TRIPS	204	76	120	74	653	536	361	160	2,184	
		PERCENT	9.34	3.48	5.49	3.39	29.9	24.54	16.53	7.33		
1349	4049	TRIPS	230	39	19	4	50	60	123	139	664	
		PERCENT	34.64	5.87	2.86	0.6	7.53	9.04	18.52	20.93		
1350	4050	TRIPS	3968	433	353	32	221	668	770	1836	8,281	
		PERCENT	47.92	5.23	4.26	0.39	2.67	8.07	9.3	22.17		
1351	4051	TRIPS	1440	102	219	23	408	826	863	1032	4,913	
		PERCENT	29.31	2.08	4.46	0.47	8.3	16.81	17.57	21.01		
1352	4052	TRIPS	2340	241	249	62	115	500	341	1519	5,367	
		PERCENT	43.6	4.49	4.64	1.16	2.14	9.32	6.35	28.3		
1353	4053	TRIPS	2133	111	103	54	134	636	292	1230	4,693	
		PERCENT	45.45	2.37	2.19	1.15	2.86	13.55	6.22	26.21		
1354	4054	TRIPS	53	0	5	0	11	143	63	51	326	
		PERCENT	16.26	0	1.53	0	3.37	43.87	19.33	15.64		
1355	4055	TRIPS	65	0	0	0	9	444	287	449	1,254	
		PERCENT	5.18	0	0	0	0.72	35.41	22.89	35.81		
1356	4056	TRIPS	217	7	0	0	9	142	82	198	655	
		PERCENT	33.13	1.07	0	0	1.37	21.68	12.52	30.23		
1357	4057	TRIPS	27	3	2	0	18	92	27	20	189	
		PERCENT	14.29	1.59	1.06	0	9.52	48.68	14.29	10.58		
1358	4058	TRIPS	588	0	0	0	0	136	143	336	1,203	
		PERCENT	48.88	0	0	0	0	11.31	11.89	27.93		
1359	4059	TRIPS	259	1	0	4	80	676	293	154	1,467	
		PERCENT	17.66	0.07	0	0.27	5.45	46.08	19.97	10.5		
1360	4060	TRIPS	376	41	0	7	171	1220	952	328	3,095	

Cardinal Distribution for TAZ # 1343  
Target Year 2014

	2005	2035	Change	2014
NNE	38.91%	38.29%	-0.62%	38.72%
ENE	6.96%	6.61%	-0.35%	6.86%
ESE	5.10%	2.02%	-3.08%	4.18%
SSE	1.07%	5.61%	4.54%	2.43%
SSW	4.05%	7.49%	3.44%	5.08%
WSW	13.38%	13.15%	-0.23%	13.31%
WNW	11.05%	7.65%	-3.40%	10.03%
NNW	19.48%	19.18%	-0.30%	19.39%
	100.00%	100.00%	0.00%	100.00%

"f" is used to prorate the change to the Target Year

$$f = \frac{0.30}{\quad}$$

% for target year =

$$(f) \times (\text{change}) + (\text{2005 value})$$

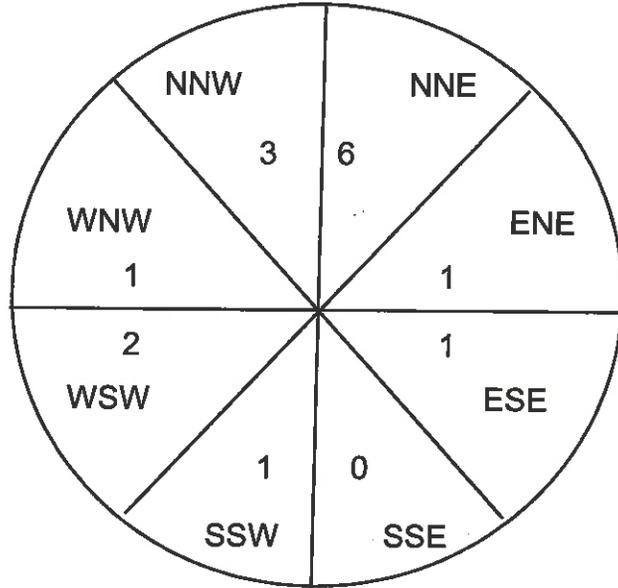
Exhibit B2

CARDINAL DISTRIBUTION OF TRIPS - AM PEAK HOUR

TAZ # 1343 Primary Trips - Entering

TRIPS 15

NNE	<u>38.72%</u>
ENE	<u>6.86%</u>
ESE	<u>4.18%</u>
SSE	<u>2.43%</u>
SSW	<u>5.08%</u>
WSW	<u>13.31%</u>
WNW	<u>10.03%</u>
NNW	<u>19.39%</u>



TAZ # 1343 Primary Trips - Exiting

TRIPS 23

NNE	<u>38.72%</u>
ENE	<u>6.86%</u>
ESE	<u>4.18%</u>
SSE	<u>2.43%</u>
SSW	<u>5.08%</u>
WSW	<u>13.31%</u>
WNW	<u>10.03%</u>
NNW	<u>19.39%</u>

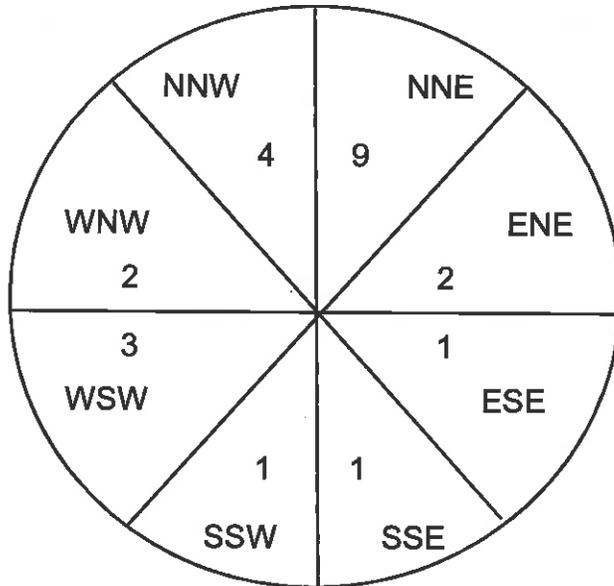


Exhibit B3

CARDINAL DISTRIBUTION OF TRIPS - PM PEAK HOUR

TAZ # 1343 Primary Trips - Entering

TRIPS 34

NNE 38.72%

ENE 6.86%

ESE 4.18%

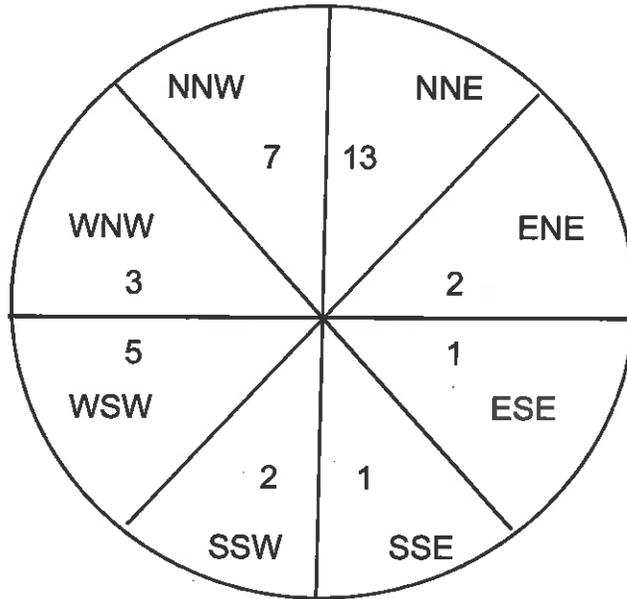
SSE 2.43%

SSW 5.08%

WSW 13.31%

WNW 10.03%

NNW 19.39%



TAZ # 1343 Primary Trips - Exiting

TRIPS 31

NNE 38.72%

ENE 6.86%

ESE 4.18%

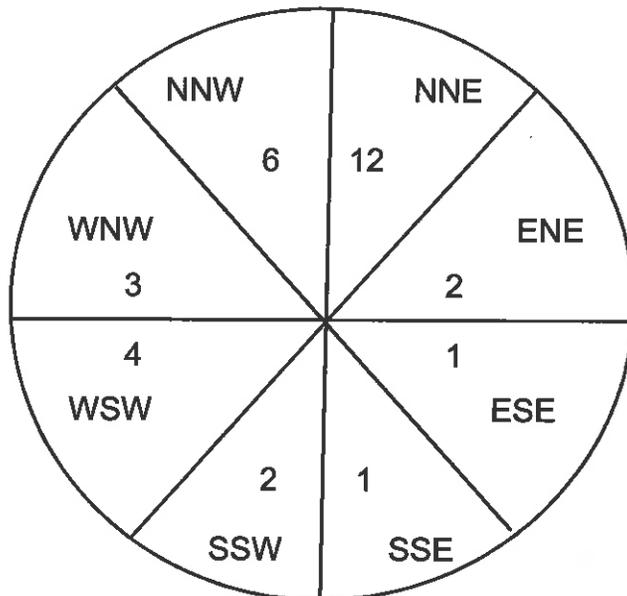
SSE 2.43%

SSW 5.08%

WSW 13.31%

WNW 10.03%

NNW 19.39%



# **APPENDIX C TRAFFIC COUNTS**

# Video Data Solutions, Inc.

A Traffic Data Collection Co.

Tel (305) 235-1553 Fax (305) 235-7703

CLIENT: FANDREI CONSULTING, INC.  
 JOB NO: 2013-14  
 PROJECT: Old Cutler Road  
 COUNTY: MIAMI DADE

File Name : Old Cutler at SW 213 Street  
 Site Code : 00000000  
 Start Date : 5/14/2013  
 Page No : 1

### Groups Printed- AUTOS - HEAVY VEHICLES

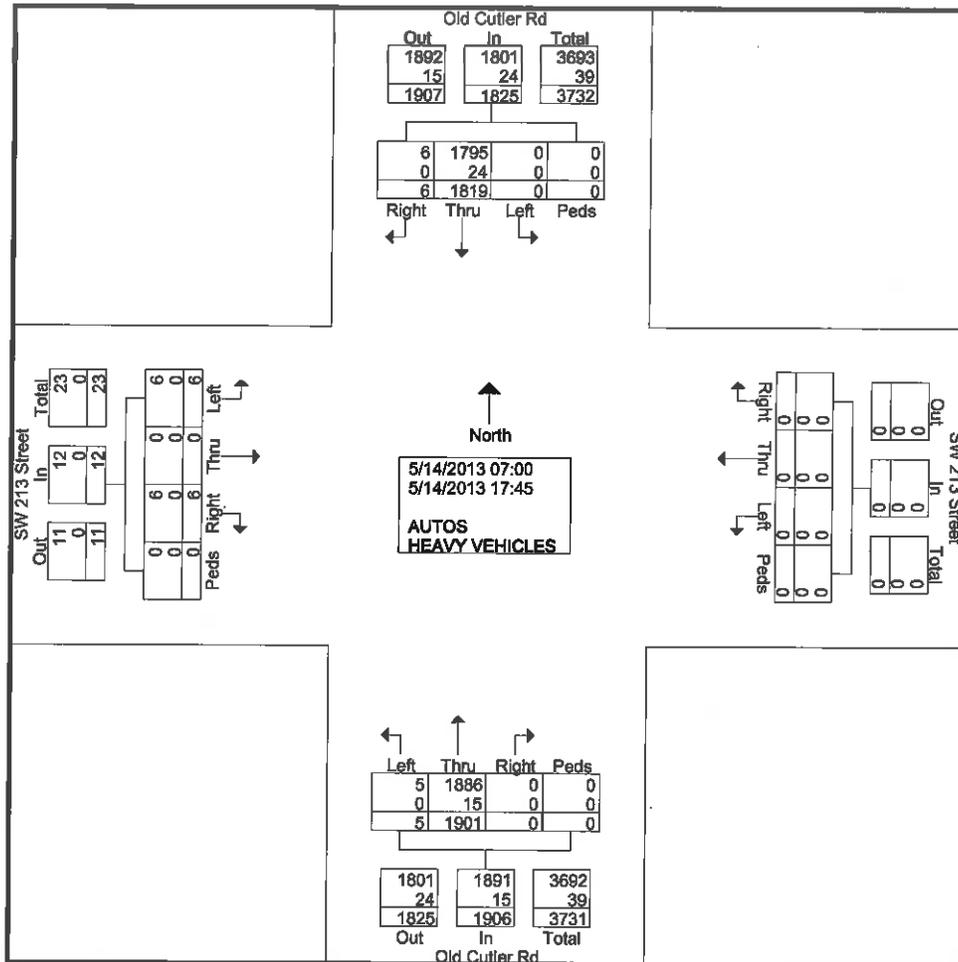
Start Time	Old Cutler Rd SOUTH BOUND					SW 213 Street WEST BOUND					Old Cutler Rd NORTH BOUND					SW 213 Street EAST BOUND					Int. Total		
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total			
07:00	0	96	0	0	96	0	0	0	0	0	0	89	0	0	89	0	0	0	0	0	0	0	185
07:15	0	76	0	0	76	0	0	0	0	0	0	125	0	0	125	0	0	0	0	0	0	0	201
07:30	0	98	0	0	98	0	0	0	0	0	0	134	0	0	134	0	0	0	0	0	0	0	232
07:45	0	114	0	0	114	0	0	0	0	0	0	125	0	0	125	2	0	0	0	0	2	0	241
<b>Total</b>	<b>0</b>	<b>384</b>	<b>0</b>	<b>0</b>	<b>384</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>473</b>	<b>0</b>	<b>0</b>	<b>473</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>859</b>
08:00	1	134	0	0	135	0	0	0	0	0	0	148	1	0	149	0	0	0	0	0	0	0	284
08:15	0	121	0	0	121	0	0	0	0	0	0	147	1	0	148	1	0	0	0	0	1	0	270
08:30	0	123	0	0	123	0	0	0	0	0	0	133	1	0	134	0	0	1	0	0	1	0	258
08:45	0	99	0	0	99	0	0	0	0	0	0	129	1	0	130	0	0	1	0	0	1	0	230
<b>Total</b>	<b>1</b>	<b>477</b>	<b>0</b>	<b>0</b>	<b>478</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>557</b>	<b>4</b>	<b>0</b>	<b>561</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1042</b>
<b>*** BREAK ***</b>																							
16:00	0	153	0	0	153	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	253
16:15	1	117	0	0	118	0	0	0	0	0	0	94	1	0	95	0	0	1	0	0	1	0	214
16:30	2	106	0	0	108	0	0	0	0	0	0	102	0	0	102	0	0	1	0	0	1	0	211
16:45	1	115	0	0	116	0	0	0	0	0	0	115	0	0	115	2	0	1	0	0	3	0	234
<b>Total</b>	<b>4</b>	<b>491</b>	<b>0</b>	<b>0</b>	<b>495</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>411</b>	<b>1</b>	<b>0</b>	<b>412</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>912</b>
17:00	0	94	0	0	94	0	0	0	0	0	0	106	0	0	106	0	0	0	0	0	0	0	200
17:15	0	120	0	0	120	0	0	0	0	0	0	122	0	0	122	1	0	0	0	0	1	0	243
17:30	0	134	0	0	134	0	0	0	0	0	0	116	0	0	116	0	0	1	0	0	1	0	251
17:45	1	119	0	0	120	0	0	0	0	0	0	116	0	0	116	0	0	0	0	0	0	0	236
<b>Total</b>	<b>1</b>	<b>467</b>	<b>0</b>	<b>0</b>	<b>468</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>460</b>	<b>0</b>	<b>0</b>	<b>460</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>930</b>
<b>Grand Total</b>	<b>6</b>	<b>1819</b>	<b>0</b>	<b>0</b>	<b>1825</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1901</b>	<b>5</b>	<b>0</b>	<b>1906</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>3743</b>
<b>Apprch %</b>	<b>0.3</b>	<b>99.7</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>99.7</b>	<b>0.3</b>	<b>0</b>		<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>				
<b>Total %</b>	<b>0.2</b>	<b>48.6</b>	<b>0</b>	<b>0</b>	<b>48.8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50.8</b>	<b>0.1</b>	<b>0</b>	<b>50.9</b>	<b>0.2</b>	<b>0</b>	<b>0.2</b>	<b>0</b>	<b>0.3</b>			
<b>AUTOS</b>	<b>6</b>	<b>1795</b>	<b>0</b>	<b>0</b>	<b>1801</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1886</b>	<b>5</b>	<b>0</b>	<b>1891</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>3704</b>
<b>% AUTOS</b>	<b>100</b>	<b>98.7</b>	<b>0</b>	<b>0</b>	<b>98.7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>99.2</b>	<b>100</b>	<b>0</b>	<b>99.2</b>	<b>100</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>100</b>	<b>100</b>	<b>0</b>	<b>99</b>
<b>HEAVY VEHICLES</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>
<b>% HEAVY VEHICLES</b>	<b>0</b>	<b>1.3</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>0</b>	<b>0</b>	<b>0.8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

# Video Data Solutions, Inc.

A Traffic Data Collection Co.  
Tel (305) 235-1553 Fax (305) 235-7703

CLIENT: FANDREI CONSULTING, INC.  
JOB NO: 2013-14  
PROJECT: Old Cutler Road  
COUNTY: MIAMI DADE

File Name : Old Cutler at SW 213 Street  
Site Code : 00000000  
Start Date : 5/14/2013  
Page No : 2



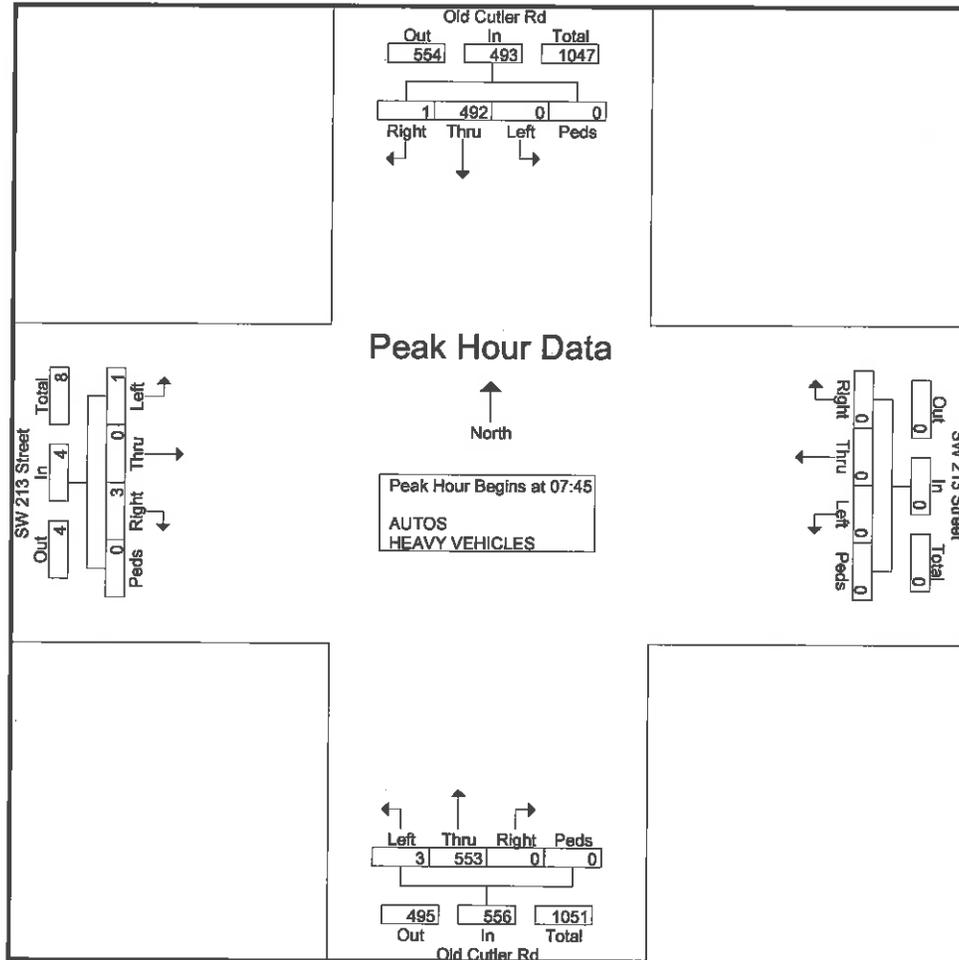
# Video Data Solutions, Inc.

A Traffic Data Collection Co.  
Tel (305) 235-1553 Fax (305) 235-7703

CLIENT: FANDREI CONSULTING, INC.  
JOB NO: 2013-14  
PROJECT: Old Cutler Road  
COUNTY: MIAMI DADE

File Name : Old Cutler at SW 213 Street  
Site Code : 00000000  
Start Date : 5/14/2013  
Page No : 3

Start Time	Old Cutler Rd SOUTH BOUND					SW 213 Street WEST BOUND					Old Cutler Rd NORTH BOUND					SW 213 Street EAST BOUND					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	114	0	0	114	0	0	0	0	0	0	125	0	0	125	2	0	0	0	2	241
08:00	1	134	0	0	135	0	0	0	0	0	0	148	1	0	149	0	0	0	0	0	284
08:15	0	121	0	0	121	0	0	0	0	0	0	147	1	0	148	1	0	0	0	1	270
08:30	0	123	0	0	123	0	0	0	0	0	0	133	1	0	134	0	0	1	0	1	258
Total Volume	1	492	0	0	493	0	0	0	0	0	0	553	3	0	556	3	0	1	0	4	1053
% App. Total	0.2	99.8	0	0		0	0	0	0		0	99.5	0.5	0		75	0	25	0		
PHF	.250	.918	.000	.000	.913	.000	.000	.000	.000	.000	.000	.934	.750	.000	.933	.375	.000	.250	.000	.500	.927



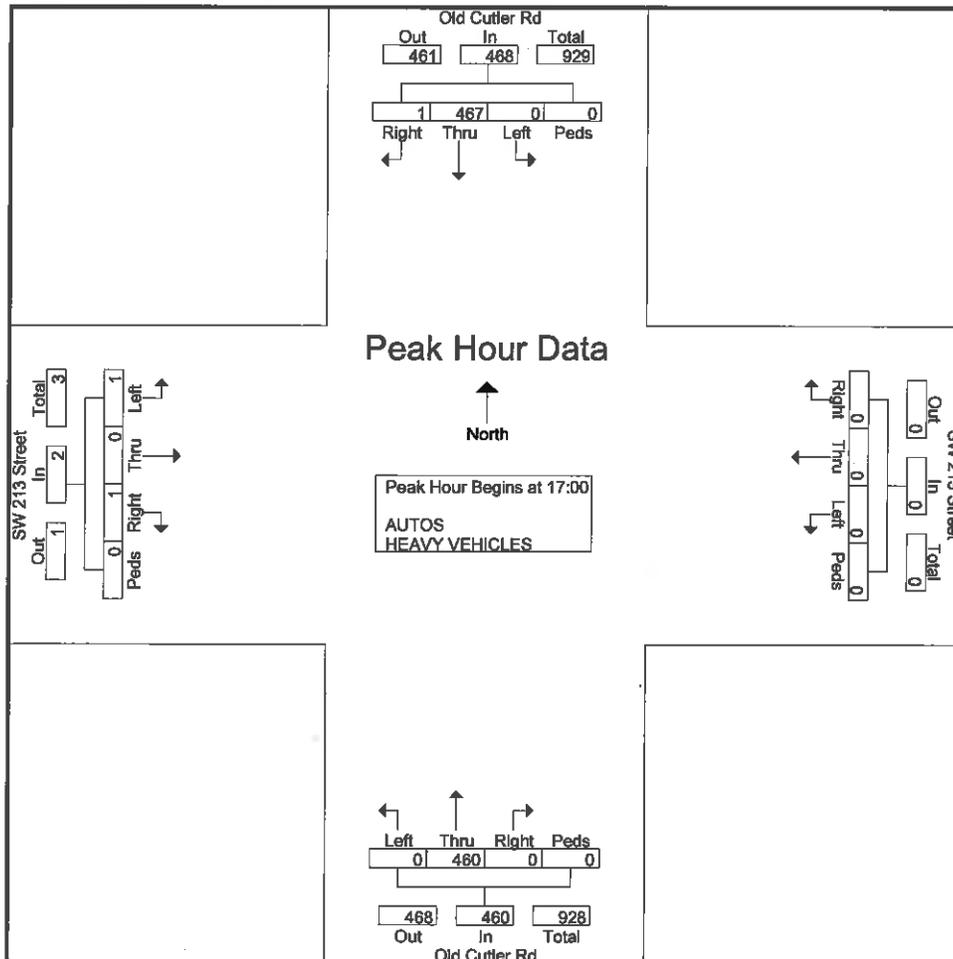
# Video Data Solutions, Inc.

A Traffic Data Collection Co.  
Tel (305) 235-1553 Fax (305) 235-7703

CLIENT: FANDREI CONSULTING, INC.  
JOB NO: 2013-14  
PROJECT: Old Cutler Road  
COUNTY: MIAMI DADE

File Name : Old Cutler at SW 213 Street  
Site Code : 00000000  
Start Date : 5/14/2013  
Page No : 4

Start Time	Old Cutler Rd SOUTH BOUND					SW 213 Street WEST BOUND					Old Cutler Rd NORTH BOUND					SW 213 Street EAST BOUND					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Right	Thr u	Left	Peds	App. Total	Right	Thr u	Left	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	94	0	0	94	0	0	0	0	0	0	106	0	0	106	0	0	0	0	0	200
17:15	0	120	0	0	120	0	0	0	0	0	0	122	0	0	122	1	0	0	0	1	243
17:30	0	134	0	0	134	0	0	0	0	0	0	116	0	0	116	0	0	1	0	1	251
17:45	1	119	0	0	120	0	0	0	0	0	0	116	0	0	116	0	0	0	0	0	236
Total Volume	1	467	0	0	468	0	0	0	0	0	0	460	0	0	460	1	0	1	0	2	930
% App. Total	0.2	99.8	0	0		0	0	0	0		0	100	0	0		50	0	50	0		
PHF	.250	.871	.000	.000	.873	.000	.000	.000	.000	.000	.000	.943	.000	.000	.943	.250	.000	.250	.000	.500	.926



# Video Data Solutions, Inc.

A Traffic Data Collection Co.  
Tel (305) 235-1553 Fax (305) 235-7703

CLIENT: FANDREI CONSULTING, INC.  
JOB NO:  
PROJECT:  
COUNTY: MIAMI DADE

File Name : Old Cutler at SW 216 Street  
Site Code : 00000000  
Start Date : 5/14/2013  
Page No : 1

### Groups Printed- AUTOS - HEAVY VEHICLES

Start Time	Old Cutler Rd SOUTH BOUND					SW 216th Street WEST BOUND					Old Cutler Rd NORTH BOUND					SW 216th Street EAST BOUND					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00	63	26	7	0	96	19	187	17	0	223	8	36	2	0	46	4	41	34	0	79	444
07:15	37	35	4	1	77	16	178	26	0	220	19	73	7	0	99	6	57	36	0	99	495
07:30	69	23	6	0	98	12	181	33	0	226	14	71	7	0	92	3	66	51	0	120	536
07:45	72	36	6	0	114	9	226	30	1	266	18	63	14	0	95	3	75	53	0	131	606
<b>Total</b>	<b>241</b>	<b>120</b>	<b>23</b>	<b>1</b>	<b>385</b>	<b>56</b>	<b>772</b>	<b>106</b>	<b>1</b>	<b>935</b>	<b>59</b>	<b>243</b>	<b>30</b>	<b>0</b>	<b>332</b>	<b>16</b>	<b>239</b>	<b>174</b>	<b>0</b>	<b>429</b>	<b>2081</b>
08:00	87	37	10	1	135	13	232	22	0	267	24	95	16	0	135	3	77	41	0	121	658
08:15	77	33	11	0	121	18	215	26	0	259	10	78	8	0	96	2	81	52	0	135	611
08:30	63	43	17	0	123	21	198	14	0	233	21	60	10	0	91	8	80	53	0	141	588
08:45	37	40	22	0	99	10	149	17	0	176	12	61	3	0	76	4	100	59	0	163	514
<b>Total</b>	<b>264</b>	<b>153</b>	<b>60</b>	<b>1</b>	<b>478</b>	<b>62</b>	<b>794</b>	<b>79</b>	<b>0</b>	<b>935</b>	<b>67</b>	<b>294</b>	<b>37</b>	<b>0</b>	<b>398</b>	<b>17</b>	<b>338</b>	<b>205</b>	<b>0</b>	<b>560</b>	<b>2371</b>

\*\*\* BREAK \*\*\*

16:00	53	74	26	0	153	9	120	28	0	157	20	46	7	0	73	5	145	48	0	198	581
16:15	41	50	26	0	117	13	105	25	0	143	13	32	5	0	50	5	131	38	0	174	484
16:30	43	47	16	1	107	6	101	32	0	139	16	40	11	0	67	10	127	56	0	193	506
16:45	38	54	23	0	115	9	131	10	0	150	10	51	1	3	65	5	125	55	0	185	515
<b>Total</b>	<b>175</b>	<b>225</b>	<b>91</b>	<b>1</b>	<b>492</b>	<b>37</b>	<b>457</b>	<b>95</b>	<b>0</b>	<b>589</b>	<b>59</b>	<b>169</b>	<b>24</b>	<b>3</b>	<b>255</b>	<b>25</b>	<b>528</b>	<b>197</b>	<b>0</b>	<b>750</b>	<b>2086</b>
17:00	30	51	13	0	94	12	89	15	0	116	8	40	7	0	55	2	139	54	0	195	460
17:15	46	50	24	0	120	15	110	34	0	159	24	51	6	0	81	5	151	56	0	212	572
17:30	45	63	26	0	134	14	117	29	0	160	21	43	4	0	68	2	152	59	0	213	575
17:45	41	63	15	0	119	8	127	33	0	168	17	41	5	0	63	2	172	67	0	241	591
<b>Total</b>	<b>162</b>	<b>227</b>	<b>78</b>	<b>0</b>	<b>467</b>	<b>49</b>	<b>443</b>	<b>111</b>	<b>0</b>	<b>603</b>	<b>70</b>	<b>175</b>	<b>22</b>	<b>0</b>	<b>267</b>	<b>11</b>	<b>614</b>	<b>236</b>	<b>0</b>	<b>861</b>	<b>2198</b>
<b>Grand Total</b>	<b>842</b>	<b>725</b>	<b>252</b>	<b>3</b>	<b>1822</b>	<b>204</b>	<b>2466</b>	<b>391</b>	<b>1</b>	<b>3062</b>	<b>255</b>	<b>881</b>	<b>113</b>	<b>3</b>	<b>1252</b>	<b>69</b>	<b>1719</b>	<b>812</b>	<b>0</b>	<b>2600</b>	<b>8736</b>
<b>Apprch %</b>	<b>46.2</b>	<b>39.8</b>	<b>13.8</b>	<b>0.2</b>		<b>6.7</b>	<b>80.5</b>	<b>12.8</b>	<b>0</b>		<b>20.4</b>	<b>70.4</b>	<b>9</b>	<b>0.2</b>		<b>2.7</b>	<b>66.1</b>	<b>31.2</b>	<b>0</b>		
<b>Total %</b>	<b>9.6</b>	<b>8.3</b>	<b>2.9</b>	<b>0</b>	<b>20.9</b>	<b>2.3</b>	<b>28.2</b>	<b>4.5</b>	<b>0</b>	<b>35.1</b>	<b>2.9</b>	<b>10.1</b>	<b>1.3</b>	<b>0</b>	<b>14.3</b>	<b>0.8</b>	<b>19.7</b>	<b>9.3</b>	<b>0</b>	<b>29.8</b>	
<b>AUTOS</b>	<b>833</b>	<b>716</b>	<b>246</b>	<b>3</b>	<b>1798</b>	<b>202</b>	<b>2417</b>	<b>375</b>	<b>1</b>	<b>2995</b>	<b>247</b>	<b>875</b>	<b>107</b>	<b>3</b>	<b>1232</b>	<b>68</b>	<b>1677</b>	<b>805</b>	<b>0</b>	<b>2550</b>	<b>8575</b>
<b>% AUTOS</b>	<b>98.9</b>	<b>98.8</b>	<b>97.6</b>	<b>100</b>	<b>98.7</b>	<b>99</b>	<b>98</b>	<b>95.9</b>	<b>100</b>	<b>97.8</b>	<b>96.9</b>	<b>99.3</b>	<b>94.7</b>	<b>100</b>	<b>98.4</b>	<b>98.6</b>	<b>97.6</b>	<b>99.1</b>	<b>0</b>	<b>98.1</b>	<b>98.2</b>
<b>HEAVY VEHICLES</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>49</b>	<b>16</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>42</b>	<b>7</b>	<b>0</b>	<b>50</b>	<b>161</b>
<b>% HEAVY VEHICLES</b>	<b>1.1</b>	<b>1.2</b>	<b>2.4</b>	<b>0</b>	<b>1.3</b>	<b>1</b>	<b>2</b>	<b>4.1</b>	<b>0</b>	<b>2.2</b>	<b>3.1</b>	<b>0.7</b>	<b>5.3</b>	<b>0</b>	<b>1.6</b>	<b>1.4</b>	<b>2.4</b>	<b>0.9</b>	<b>0</b>	<b>1.9</b>	<b>1.8</b>

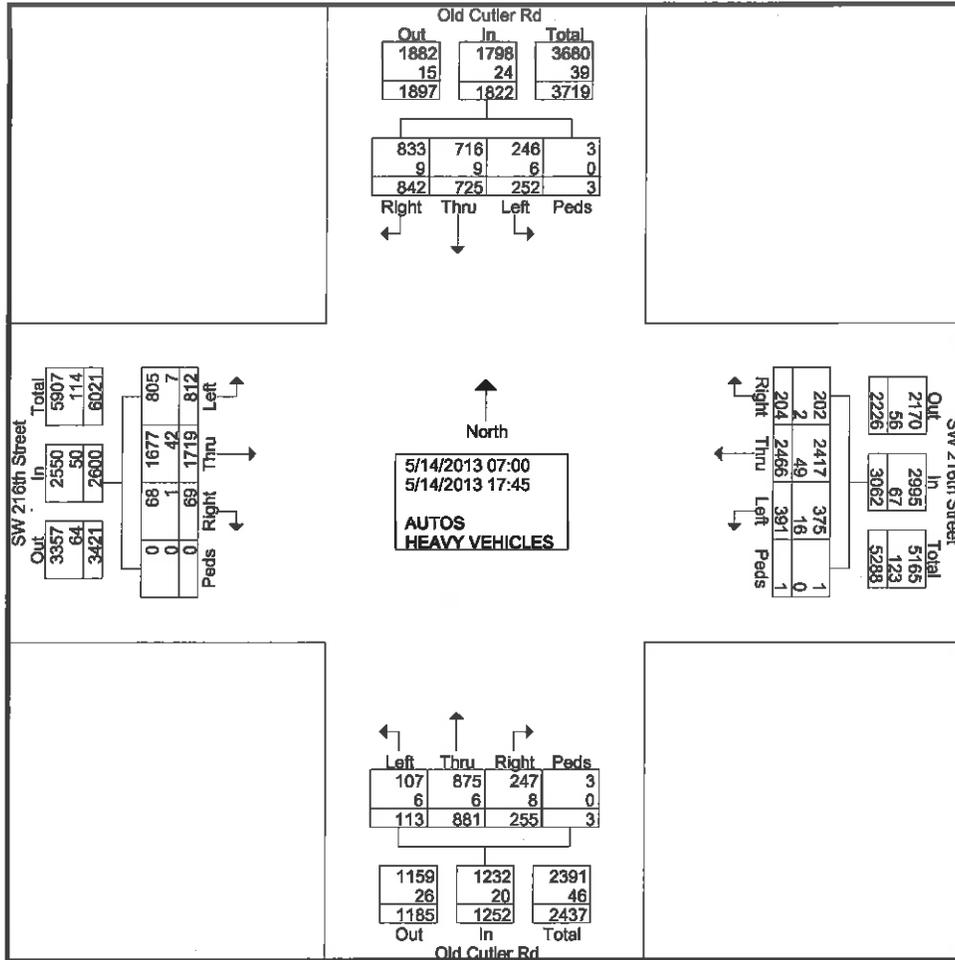
# Video Data Solutions, Inc.

A Traffic Data Collection Co.

Tel (305) 235-1553 Fax (305) 235-7703

CLIENT: FANDREI CONSULTING, INC.  
 JOB NO:  
 PROJECT:  
 COUNTY: MIAMI DADE

File Name : Old Cutler at SW 216 Street  
 Site Code : 00000000  
 Start Date : 5/14/2013  
 Page No : 2



# Video Data Solutions, Inc.

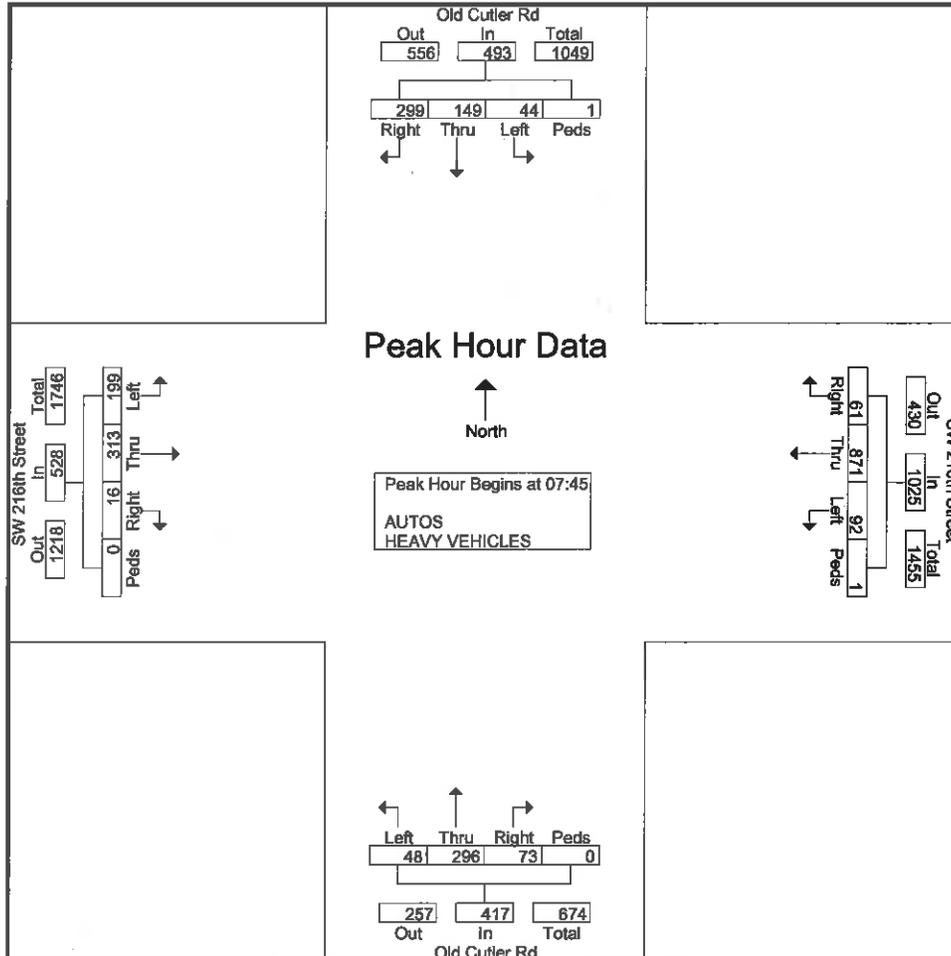
A Traffic Data Collection Co.

Tel (305) 235-1553 Fax (305) 235-7703

CLIENT: FANDREI CONSULTING, INC.  
 JOB NO:  
 PROJECT:  
 COUNTY: MIAMI DADE

File Name : Old Cutler at SW 216 Street  
 Site Code : 00000000  
 Start Date : 5/14/2013  
 Page No : 3

Start Time	Old Cutler Rd SOUTH BOUND					SW 216th Street WEST BOUND					Old Cutler Rd NORTH BOUND					SW 216th Street EAST BOUND					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	72	36	6	0	114	9	226	30	1	268	18	63	14	0	95	3	75	53	0	131	606
08:00	87	37	10	1	135	13	232	22	0	267	24	95	16	0	135	3	77	41	0	121	658
08:15	77	33	11	0	121	18	215	26	0	259	10	78	8	0	96	2	81	52	0	135	611
08:30	63	43	17	0	123	21	198	14	0	233	21	60	10	0	91	8	80	53	0	141	588
Total Volume	299	149	44	1	493	61	871	92	1	1025	73	296	48	0	417	16	313	199	0	528	2463
% App. Total	60.6	30.2	8.9	0.2		6	85	9	0.1		17.5	71	11.5	0		3	59.3	37.7	0		
PHF	.859	.866	.647	.250	.913	.726	.939	.767	.250	.960	.760	.779	.750	.000	.772	.500	.966	.939	.000	.936	.936



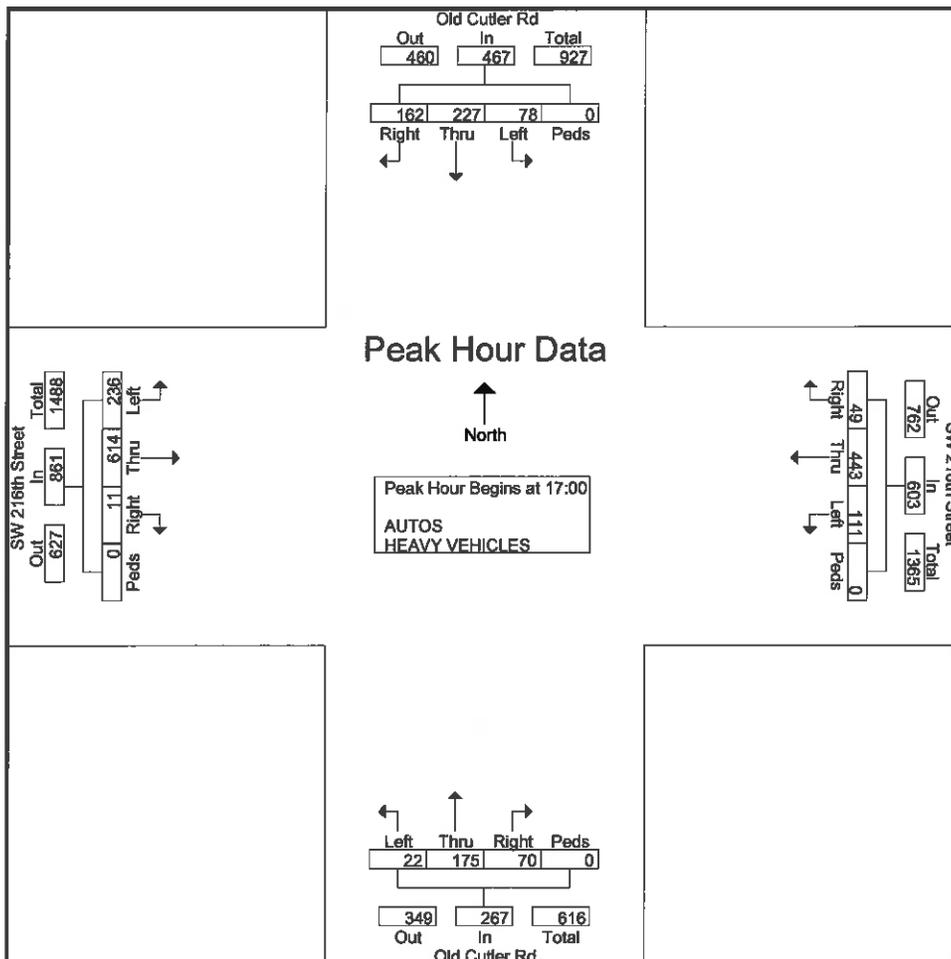
# Video Data Solutions, Inc.

A Traffic Data Collection Co.  
Tel (305) 235-1553 Fax (305) 235-7703

CLIENT: FANDREI CONSULTING, INC.  
JOB NO:  
PROJECT:  
COUNTY: MIAMI DADE

File Name : Old Cutler at SW 216 Street  
Site Code : 00000000  
Start Date : 5/14/2013  
Page No : 4

Start Time	Old Cutler Rd SOUTH BOUND					SW 216th Street WEST BOUND					Old Cutler Rd NORTH BOUND					SW 216th Street EAST BOUND					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	30	51	13	0	94	12	89	15	0	116	8	40	7	0	55	2	139	54	0	195	460
17:15	46	50	24	0	120	15	110	34	0	159	24	51	6	0	81	5	151	56	0	212	572
17:30	45	63	26	0	134	14	117	29	0	160	21	43	4	0	68	2	152	59	0	213	575
17:45	41	63	15	0	119	8	127	33	0	168	17	41	5	0	63	2	172	67	0	241	591
Total Volume	162	227	78	0	467	49	443	111	0	603	70	175	22	0	267	11	614	236	0	861	2198
% App. Total	34.7	48.6	16.7	0		8.1	73.5	18.4	0		26.2	65.5	8.2	0		1.3	71.3	27.4	0		
PHF	.880	.901	.750	.000	.871	.817	.872	.816	.000	.897	.729	.858	.786	.000	.824	.550	.892	.881	.000	.893	.930



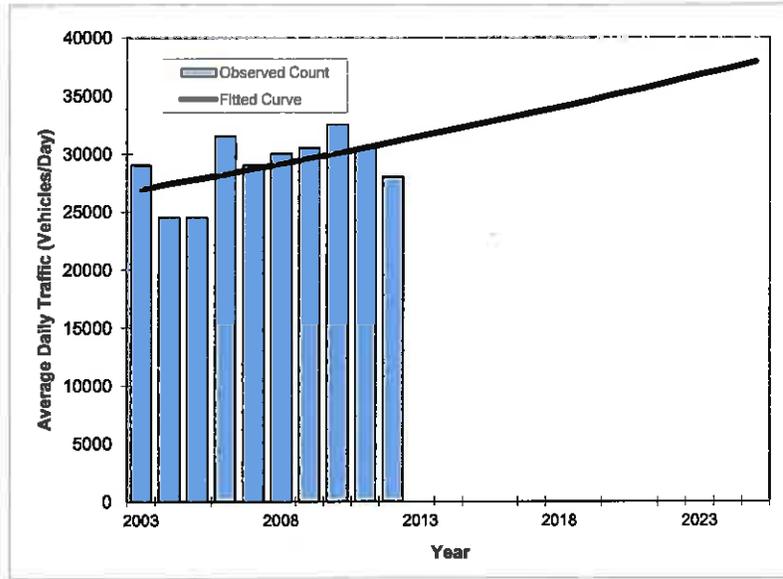
Start Date: 5/7/2013  
 Start Time: 7:00:00 AM

Queue at Old Cutler Road From North			
Start Time	Left	Thru	Right
07:00 AM	1	2	0
07:05 AM	1	3	3
07:10 AM	1	2	2
07:15 AM	1	3	4
07:20 AM	0	5	5
07:25 AM	1	4	1
07:30 AM	1	1	1
07:35 AM	0	1	2
07:40 AM	2	3	6
07:45 AM	2	5	3
07:50 AM	2	5	6
07:55 AM	2	3	2
08:00 AM	2	5	6
08:05 AM	2	3	8
08:10 AM	1	3	7
08:15 AM	1	2	5
08:20 AM	3	4	4
08:25 AM	2	6	5
08:30 AM	3	4	4
08:35 AM	3	2	3
08:40 AM	3	4	1
08:45 AM	3	6	2
08:50 AM	3	3	4
08:55 AM	2	5	2
Start Time	Left	Thru	Right
04:00 PM	2	4	1
04:05 PM	2	5	0
04:10 PM	3	6	3
04:15 PM	3	4	4
04:20 PM	4	4	3
04:25 PM	3	3	5
04:30 PM	3	4	3
04:35 PM	3	4	3
04:40 PM	1	3	2
04:45 PM	4	6	4
04:50 PM	2	4	5
04:55 PM	3	5	4
05:00 PM	2	4	3
05:05 PM	2	4	3
05:10 PM	2	6	3
05:15 PM	2	5	3
05:20 PM	1	4	3
05:25 PM	5	5	4
05:30 PM	3	5	5
05:35 PM	4	6	4
05:40 PM	3	6	5
05:45 PM	2	5	3
05:50 PM	4	4	2
05:55 PM	3	5	2

**APPENDIX D  
TREND ANALYSIS AND  
HISTORICAL TRAFFIC DATA**

**TRAFFIC TRENDS**  
**SW 112 Ave/Allapattah Dr -- 100' N/o SW 216 Street**

<b>County:</b>	Miami-Dade
<b>Station #:</b>	87-1095
<b>Highway:</b>	SW 112 Ave/Allapattah Dr



Year	Traffic (ADT/AADT)	
	Count <sup>a</sup>	Trend <sup>b,c</sup>
1997	29000	26900
2004	24500	27400
2005	24500	27800
2006	31500	28200
2007	29000	28700
2008	30000	29100
2009	30500	29600
2010	32500	30000
2011	30500	30500
2012	28000	31000

2013 Opening Year Trend		
2013	N/A	31500
2014 Mid-Year Trend		
2014	N/A	32000
2015 Design Year Trend		
2015	N/A	32500
TRANPLAN Forecast Trends		

Trend R-squared: 23.8%  
 Compounded Annual Historic Growth Rate: 1.47%  
 Compounded Growth Rate (2012 to Design Year): 1.70%  
 Printed: 29-May-13  
 Exponential Growth Option

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1095 - SR 989/ALLAFATTAH DR, 200' N SW 216 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	I FACTOR
2012	28000 C	N 14000	S 14000	9.00	59.70	6.10
2011	30500 C	N 15000	S 15500	9.00	58.20	5.20
2010	32500 C	N 16000	S 16500	7.87	58.27	5.20
2009	30500 C	N 14000	S 16500	7.98	59.96	5.40
2008	30000 C	N 15500	S 14500	8.07	66.31	5.90
2007	29000 C	N 13500	S 15500	7.90	63.12	7.20
2006	31500 C	N 16000	S 15500	7.39	58.66	13.10
2005	24500 C	N 12500	S 12000	7.70	65.70	8.90
2004	24500 C	N 12500	S 12000	8.20	67.10	8.90
2003	29000 C	N 14500	S 14500	8.10	72.30	4.50
2002	24000 C	N 12000	S 12000	9.80	52.30	1.00
2001	21500 C	N 10500	S 11000	8.20	53.50	7.40
2000	17300 C	N 9100	S 8200	8.20	53.10	1.40
1999	22000 C	N 10000	S 12000	9.10	52.70	4.10
1998	14700 C	N 6800	S 7900	9.30	52.70	2.20
1997	21800 C	N 9800	S 12000	9.10	64.50	3.40

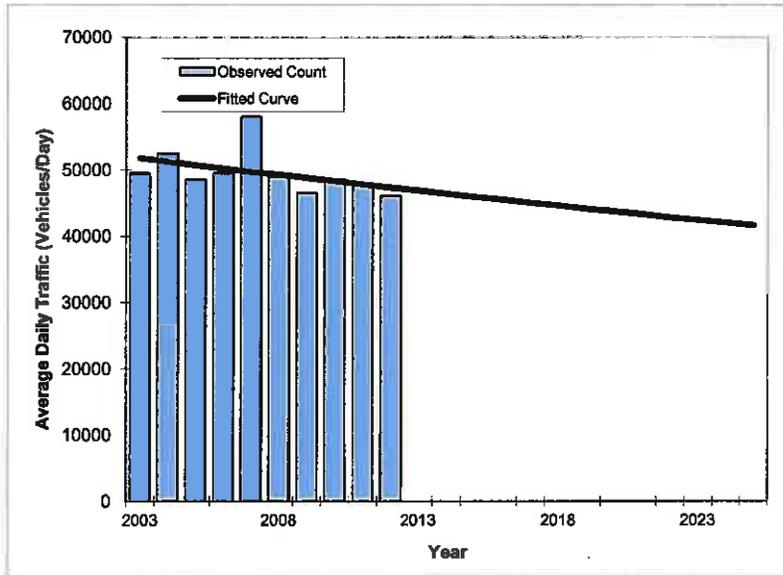
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

**TRAFFIC TRENDS**  
**US1/S Dixie Hwy – 100' N/o SW 112 Avenue**

County:	Miami-Dade
Station #:	87-0346
Highway:	US1/S Dixie Hwy



Year	Traffic (ADT/AADT)	
	Count*	Trend**
1997	49500	51800
2004	52500	51300
2005	48500	50700
2006	49500	50200
2007	58000	49700
2008	49000	49300
2009	46500	48800
2010	48500	48300
2011	48000	47800
2012	46000	47300
2013 Opening Year Trend		
2013	N/A	46900
2014 Mid Year Trend		
2014	N/A	46400
2015 Design Year Trend		
2015	N/A	45900
TRANPLAN Forecasts Trends		

Trend R-squared:	20.6%
Compounded Annual Historic Growth Rate:	-0.98%
Compounded Growth Rate (2012 to Design Year):	-1.07%
Printed:	28-May-13
Exponential Growth Option	

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0346 - SR 5/US-1, 100' N ALLAPATTAH RD/SW 112 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	I FACTOR
2012	46000 C	N 23000	S 23000	9.00	59.70	5.70
2011	48000 C	N 24500	S 23500	9.00	58.20	5.80
2010	48500 C	N 25000	S 23500	7.87	58.27	5.80
2009	46500 C	N 25000	S 21500	7.98	59.96	4.80
2008	49000 C	N 26500	S 22500	8.07	66.31	5.60
2007	58000 F	N 34500	S 23500	7.90	63.12	4.80
2006	49500 C	N 29500	S 20000	7.39	58.66	4.80
2005	48500 C	N 26000	S 22500	7.70	65.70	11.80
2004	52500 C	N 27000	S 25500	8.20	67.10	11.80
2003	49500 C	N 25000	S 24500	8.10	72.30	3.10
2002	46500 C	N 24000	S 22500	9.20	68.00	3.20
2001	48500 C	N 25000	S 23500	8.20	53.50	4.90
2000	44500 C	N 21500	S 23000	8.20	53.10	1.80
1999	45000 C	N 25500	S 19500	9.10	52.70	5.20
1998	46500 C	N 24500	S 22000	9.30	52.70	2.60
1997	50500 C	N 24500	S 26000	9.10	64.50	5.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

**APPENDIX E**  
**INTERSECTION INFORMATION**  
**FOR OLD CUTLER ROAD**  
**& SW 216<sup>TH</sup> AVENUE**

## **OLD CUTLER ROAD & SW 216<sup>th</sup> STREET TRAFFIC SIGNAL & PAVEMENT MARKINGS**

A plan sheet for the traffic signal at this intersection and an aerial photo of the intersection follows these notes. Also attached is a copy of the current Signal Operating Plan and a copy of the existing signal timing.

Traffic signals are on steel mast arms as shown on the signal plan.

There have been some changes at the intersection since the signal plan was developed.

The signal operating plan has been modified to include concurrent left turns on the eastbound and westbound approaches. The turn operation for these movements is protected-permissive. The north-south movements remain permissive only (no turn arrows). The plan shows a simple 2 phase operation of the signal (all N-S, then all E-W).

The signal plan shows a broad right turn channel on the southbound leg of the intersection. That channelization has been removed and the northwest quadrant of the intersection modified slightly. The southbound right turn is now controlled by the signal. The aerial photo shows the current geometry of the intersection.

As shown in the aerial photo, crosswalks have been added across the North and South legs of the intersection. The crosswalk across the East leg of the intersection has been modified slightly.

There are no pedestrian signals or pedestrian push buttons at the intersection.







# TOD Schedule Report

for 4184: Old Cutler Rd&SW 216 St

Print Date:  
4/20/2013

Print Time:  
2:53 PM

Asset	Intersection	TOD Schedule	On Mode	Plan	Cycle	Offset	TOD Section	Active PhaseBank	Active Maximum
4184	Old Cutler Rd&SW 216 St	DOW-2		N/A	0	0	N/A	0	Max 0

### Splits

PH1	PH2	PH3	PH4	PH5	PH6	PH7	PH8
-	SBT	EBL	WBT	-	NBT	WBL	EBT
0	0	0	0	0	0	0	0
							

### Active Phase Bank: Phase Bank 1

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow			Red
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	
1 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 SBT	0	0	0	0	0	0	16	16	16	1	1	1	35	35	40	0	50	43	5	5	5	1.1
3 EBL	0	0	0	0	0	0	5	5	5	2	4	2	7	20	15	15	25	20	4	4	4	0
4 WBT	0	0	0	0	0	0	7	7	7	2.5	2.5	2.5	15	30	25	35	45	22	4	4	4	0.5
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 NBT	0	0	0	0	0	0	16	16	16	1	1	1	35	35	40	0	50	43	5	5	5	1.1
7 WBL	0	0	0	0	0	0	5	5	5	2	2	2	7	20	15	15	25	20	4	4	4	0
8 EBT	0	0	0	0	0	0	7	7	7	2.5	2.5	2.5	15	30	25	35	45	22	4	4	4	0.5

Last In Service Date: unknown

### Permitted Phases

Default	12345678
External Permit 0	-234-678
External Permit 1	-----
External Permit 2	-2-4-6-8

Current TOD Schedule	Plan	Green Time							
		1	2	3	4	5	6	7	8
2	90 0	37	9	29	0	37	9	29	0
4	110 0	41	19	35	0	41	9	45	0
6	80 0	40	6	19	0	40	6	19	0
9	90 0	40	14	21	0	40	14	21	0
12	110 0	55	19	21	0	55	10	30	0
19	90 0	50	6	19	0	50	6	19	0
20	80 0	40	6	19	0	40	6	19	0
21	90 0	39	14	22	0	39	14	22	0

Local TOD Schedule	Time	Plan	DOW
0000	Flash	M T W Th F	S
0000	Free	Su	S
0100	Flash	M T W Th F	S
0530	Free	M T W Th F	S
0600	2	M T W Th F	S
0600	Free	Su	S
0700	19	M T W Th F	S
0715	4	M T W Th F	S
0900	Free	M T W Th F	S
0900	Free	Su	S
1330	9	M T W Th F	S
1530	12	M T W Th F	S
1600	21	M T W Th F	S
1900	Free	Su	S
1930	Free	M T W Th F	S

\* Settings

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

Local Time of Day Function	Time	Function	Settings *	Day of Week
TOD OUTPUTS	0000	TOD OUTPUTS	---	M T W Th F
TOD OUTPUTS	0000	TOD OUTPUTS	1	Su
TOD OUTPUTS	0100	TOD OUTPUTS	---	S
TOD OUTPUTS	0500	TOD OUTPUTS	1	S
TOD OUTPUTS	0600	TOD OUTPUTS	---	M T W Th F
TOD OUTPUTS	0600	TOD OUTPUTS	---	M T W Th F
TOD OUTPUTS	0715	TOD OUTPUTS	---	Su
VEH MAX RECALL	0715	VEH MAX RECALL	2	M T W Th F
TOD OUTPUTS	0730	TOD OUTPUTS	8-4	M T W Th F
VEH MAX RECALL	0900	VEH MAX RECALL	1	Su
TOD OUTPUTS	0900	TOD OUTPUTS	---	M T W Th F
TOD OUTPUTS	1530	TOD OUTPUTS	1	M T W Th F
VEH MAX RECALL	1530	VEH MAX RECALL	2	M T W Th F
VEH MAX RECALL	1930	VEH MAX RECALL	8-4	M T W Th F
TOD OUTPUTS	1930	TOD OUTPUTS	---	M T W Th F
TOD OUTPUTS	1930	TOD OUTPUTS	1	M T W Th F

Current Time of Day Function	Time	Function	Settings *	Day of Week
TOD OUTPUTS	0000	TOD OUTPUTS	---	M T W Th F
TOD OUTPUTS	0000	TOD OUTPUTS	1	M T W Th F
TOD OUTPUTS	0600	TOD OUTPUTS	2	M T W Th F
VEH MAX RECALL	0715	VEH MAX RECALL	8-4	M T W Th F
VEH MAX RECALL	0900	VEH MAX RECALL	---	M T W Th F
TOD OUTPUTS	0900	TOD OUTPUTS	1	M T W Th F
TOD OUTPUTS	1530	TOD OUTPUTS	2	M T W Th F
VEH MAX RECALL	1530	VEH MAX RECALL	8-4	M T W Th F
VEH MAX RECALL	1930	VEH MAX RECALL	---	M T W Th F
TOD OUTPUTS	1930	TOD OUTPUTS	1	M T W Th F

No Calendar Defined/Enabled

**APPENDIX F**  
**CAPACITY ANALYSES**

Intersection

Intersection Delay, s/veh 0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	1	3	3	564	502	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	1	3	3	606	540	1

Major/Minor	Minor2	Major1			Major2	
Conflicting Flow All	1153	540	541	0	-	0
Stage 1	540	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Follow-up Headway	3.5	3.3	2.218	-	-	-
Pot Capacity-1 Maneuver	220	546	1028	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Time blocked-Platoon, %	-	-	-	-	-	-
Mov Capacity-1 Maneuver	219	546	1028	-	-	-
Mov Capacity-2 Maneuver	219	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	542	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	14	0	0

Minor Lane / Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1028	-	398	-	-
HCM Lane V/C Ratio	0.003	-	0.011	-	-
HCM Control Delay (s)	8.513	0	14.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.009	-	0.033	-	-

Notes

~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM 2010 Signalized Intersection Summary  
3: Old Cutler & SW 216 St

Existing (2013) Peak Season - AM  
5/24/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	203	319	16	94	888	62	49	302	74	45	152	305
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3
Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Cap, veh/h	314	1595	0	541	1338	93	363	556	137	273	717	609
Arrive On Green	0.09	0.43	0.00	0.05	0.39	0.39	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1774	3725	0	1774	3443	240	906	1445	356	981	1863	1583
Grp Volume(v), veh/h	216	339	0	100	511	500	52	0	400	48	162	324
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1774	1863	1820	906	1863	1800	981	1863	1583
Q Serve(g_s), s	6.8	6.1	0.0	3.6	24.6	24.6	4.4	0.0	18.7	4.3	6.2	16.8
Cycle Q Clear(g_c), s	6.8	6.1	0.0	3.6	24.6	24.6	10.6	0.0	18.7	23.0	6.2	16.8
Prop In Lane	1.00		0.00	1.00		0.13	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	314	1595	0	541	724	707	363	0	693	273	717	609
V/C Ratio(X)	0.69	0.21	0.00	0.18	0.71	0.71	0.14	0.00	0.58	0.18	0.23	0.53
Avail Cap(c_a), veh/h	472	1595	0	602	724	707	363	0	693	273	717	609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.3	19.1	0.0	17.8	27.4	27.4	25.6	0.0	25.9	35.0	22.0	25.3
Incr Delay (d2), s/veh	3.8	0.3	0.0	0.1	5.7	5.9	0.8	0.0	3.5	1.4	0.7	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	3.5	2.8	0.0	1.5	12.4	12.1	1.1	0.0	9.0	1.2	3.0	7.2
Lane Grp Delay (d), s/veh	24.1	19.4	0.0	17.8	33.1	33.2	26.4	0.0	29.4	36.4	22.8	28.6
Lane Grp LOS	C	B		B	C	C	C		C	D	C	C
Approach Vol, veh/h		555			1111			452			534	
Approach Delay, s/veh		21.2			31.8			29.0			27.5	
Approach LOS		C			C			C			C	
<b>Timer</b>												
Assigned Phs	3	8		7	4			6			2	
Phs Duration (G+Y+Rc), s	13.5	50.0		9.3	45.8			47.0			47.0	
Change Period (Y+Rc), s	4.0	4.5		4.0	4.5			6.1			6.1	
Max Green Setting (Gmax), s	19.0	45.5		9.0	35.5			40.9			40.9	
Max Q Clear Time (g_c+I1), s	8.8	8.1		5.6	26.6			20.7			25.0	
Green Ext Time (p_c), s	0.7	11.7		0.0	5.4			5.0			4.6	
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			28.3									
HCM 2010 LOS			C									
<b>Notes</b>												

Intersection

Intersection Delay, s/veh 0

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	1	1	0	469	476	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	1	1	0	504	512	1

Major/Minor	Minor2	Major1			Major2	
Conflicting Flow All	1016	512	513	0	-	0
Stage 1	512	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Follow-up Headway	3.5	3.3	2.2	-	-	-
Pot Capacity-1 Maneuver	266	566	1063	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Time blocked-Platoon, %	-	-	-	-	-	-
Mov Capacity-1 Maneuver	266	566	1063	-	-	-
Mov Capacity-2 Maneuver	266	-	-	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	15	0	0

Minor Lane / Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1063	-	362	-	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s)	0	-	15	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.018	-	-

Notes

~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM 2010 Signalized Intersection Summary  
 3: Old Cutler & SW 216 St

Existing (2013) Peak Season - PM  
 5/24/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	241	626	11	113	452	50	22	179	71	80	232	165
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3
Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Cap. veh/h	367	1058	0	285	765	85	484	650	257	536	952	809
Arrive On Green	0.12	0.28	0.00	0.07	0.23	0.23	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1774	3725	0	1774	3296	365	958	1271	503	1107	1863	1583
Grp Volume(v), veh/h	259	673	0	122	274	266	24	0	268	86	249	177
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1774	1863	1798	958	1863	1774	1107	1863	1583
Q Serve(g_s), s	10.6	17.0	0.0	5.5	14.2	14.3	1.6	0.0	9.3	5.2	8.1	6.6
Cycle Q Clear(g_c), s	10.6	17.0	0.0	5.5	14.2	14.3	9.7	0.0	9.3	14.6	8.1	6.6
Prop In Lane	1.00		0.00	1.00		0.20	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	367	1058	0	285	432	417	484	0	907	536	952	809
V/C Ratio(X)	0.71	0.64	0.00	0.43	0.63	0.64	0.05	0.00	0.30	0.16	0.26	0.22
Avail Cap(c_a), veh/h	466	1058	0	328	432	417	484	0	907	536	952	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	33.6	0.0	28.9	37.1	37.2	17.5	0.0	15.1	19.3	14.8	14.4
Incr Delay (d2), s/veh	3.5	2.9	0.0	1.0	6.9	7.3	0.2	0.0	0.8	0.6	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	5.0	8.4	0.0	2.5	7.6	7.4	0.4	0.0	4.2	1.5	3.8	2.6
Lane Grp Delay (d), s/veh	27.6	36.5	0.0	29.9	44.0	44.5	17.7	0.0	15.9	19.9	15.5	15.1
Lane Grp LOS	C	D		C	D	D	B		B	B	B	B
Approach Vol, veh/h		932			662			292			512	
Approach Delay, s/veh		34.0			41.6			16.1			16.1	
Approach LOS		C			D			B			B	
<b>Timer</b>												
Assigned Phs	3	8		7	4			6			2	
Phs Duration (G+Y+Rc), s	17.0	35.0		11.4	29.4			61.0			61.0	
Change Period (Y+Rc), s	4.0	4.5		4.0	4.5			6.1			6.1	
Max Green Setting (Gmax), s	19.0	30.5		10.0	21.5			54.9			54.9	
Max Q Clear Time (g_c+I1), s	12.6	19.0		7.5	16.3			11.7			16.6	
Green Ext Time (p_c), s	0.4	5.9		0.1	3.2			4.5			4.5	
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			30.1									
HCM 2010 LOS			C									
<b>Notes</b>												

Intersection

Intersection Delay, s/veh 0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	1	3	3	575	512	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	1	3	3	618	551	1

Major/Minor	Minor2	Major1			Major2	
Conflicting Flow All	1176	551	552	0	-	0
Stage 1	551	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Follow-up Headway	3.5	3.3	2.218	-	-	-
Pot Capacity-1 Maneuver	213	538	1018	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	537	-	-	-	-	-
Time blocked-Platoon, %	-	-	-	-	-	-
Mov Capacity-1 Maneuver	212	538	1018	-	-	-
Mov Capacity-2 Maneuver	212	-	-	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	535	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	14	0	0

Minor Lane / Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1018	-	389	-	-
HCM Lane V/C Ratio	0.003	-	0.011	-	-
HCM Control Delay (s)	8.548	0	14.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.01	-	0.034	-	-

Notes

- : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM 2010 Signalized Intersection Summary  
3: Old Cutler & SW 216 St

2014 without Project - AM  
5/24/2013

	↖	→	↗	↖	←	↗	↖	↗	↖	↗	↖	↗
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↗		↖	↗	↖
Volume (veh/h)	207	325	16	96	906	63	50	308	75	46	155	311
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3
Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Cap, veh/h	310	1593	0	538	1335	93	359	556	136	266	716	609
Arrive On Green	0.09	0.43	0.00	0.05	0.39	0.39	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1774	3725	0	1774	3444	239	898	1447	353	974	1863	1583
Grp Volume(v), veh/h	220	346	0	102	521	510	53	0	408	49	165	331
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1774	1863	1821	898	1863	1800	974	1863	1583
Q Serve(g_s), s	7.0	6.2	0.0	3.6	25.3	25.3	4.5	0.0	19.2	4.5	6.4	17.3
Cycle Q Clear(g_c), s	7.0	6.2	0.0	3.6	25.3	25.3	10.9	0.0	19.2	23.7	6.4	17.3
Prop In Lane	1.00		0.00	1.00		0.13	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	310	1593	0	538	722	706	359	0	692	266	716	609
V/C Ratio(X)	0.71	0.22	0.00	0.19	0.72	0.72	0.15	0.00	0.59	0.18	0.23	0.54
Avail Cap(c_a), veh/h	466	1593	0	598	722	706	359	0	692	266	716	609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.7	19.2	0.0	17.8	27.7	27.7	25.8	0.0	26.1	35.5	22.1	25.5
Incr Delay (d2), s/veh	4.2	0.3	0.0	0.1	6.2	6.3	0.9	0.0	3.7	1.5	0.8	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	6.3	2.9	0.0	1.6	13.0	12.7	1.1	0.0	9.3	1.2	3.1	7.3
Lane Grp Delay (d), s/veh	24.9	19.5	0.0	17.9	33.9	34.0	26.7	0.0	29.7	37.0	22.9	29.0
Lane Grp LOS	C	B		B	C	C	C		C	D	C	C
Approach Vol, veh/h		566			1133			461			545	
Approach Delay, s/veh		21.6			32.5			29.4			27.8	
Approach LOS		C			C			C			C	
<b>Timer</b>												
Assigned Phs	3	8		7	4			6			2	
Phs Duration (G+Y+Rc), s	13.6	50.0		9.4	45.8			47.0			47.0	
Change Period (Y+Rc), s	4.0	4.5		4.0	4.5			6.1			6.1	
Max Green Setting (Gmax), s	19.0	45.5		9.0	35.5			40.9			40.9	
Max Q Clear Time (g_c+I1), s	9.0	8.2		5.6	27.3			21.2			25.7	
Green Ext Time (p_c), s	0.7	12.1		0.0	5.2			5.1			4.6	
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				28.7								
HCM 2010 LOS				C								
<b>Notes</b>												

Intersection	
Intersection Delay, s/veh	0

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	1	1	0	478	486	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	1	1	0	514	523	1

Major/Minor	Minor2	Major1			Major2	
Conflicting Flow All	1037	523	524	0	-	0
Stage 1	523	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Follow-up Headway	3.5	3.3	2.218	-	-	-
Pot Capacity-1 Maneuver	258	558	1043	-	-	-
Stage 1	599	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Time blocked-Platoon, %	-	-	-	-	-	-
Mov Capacity-1 Maneuver	258	558	1043	-	-	-
Mov Capacity-2 Maneuver	258	-	-	-	-	-
Stage 1	599	-	-	-	-	-
Stage 2	605	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	15	0	0

Minor Lane / Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1043	-	353	-	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s)	0	-	15.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.018	-	-

Notes

~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM 2010 Signalized Intersection Summary  
 3: Old Cutler & SW 216 St

2014 without Project - PM  
 Old Cutler & SW 216 St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Volume (veh/h)	246	639	11	115	461	51	22	183	72	82	237	168
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3
Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Cap. veh/h	367	1057	0	282	754	83	478	652	255	531	951	809
Arrive On Green	0.13	0.28	0.00	0.07	0.23	0.23	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1774	3725	0	1774	3297	364	949	1276	499	1101	1863	1583
Grp Volume(v), veh/h	265	687	0	124	279	272	24	0	274	88	255	181
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1774	1863	1798	949	1863	1775	1101	1863	1583
Q Serve(g_s), s	10.8	17.4	0.0	5.7	14.6	14.8	1.6	0.0	9.6	5.4	8.3	6.8
Cycle Q Clear(g_c), s	10.8	17.4	0.0	5.7	14.6	14.8	9.9	0.0	9.6	15.0	8.3	6.8
Prop In Lane	1.00		0.00	1.00		0.20	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	367	1057	0	282	426	411	478	0	906	531	951	809
V/C Ratio(X)	0.72	0.65	0.00	0.44	0.66	0.66	0.05	0.00	0.30	0.17	0.27	0.22
Avail Cap(c_a), veh/h	458	1057	0	324	426	411	478	0	906	531	951	809
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	33.8	0.0	29.2	37.6	37.7	17.7	0.0	15.2	19.6	14.9	14.5
Incr Delay (d2), s/veh	5.1	3.1	0.0	0.4	7.7	8.1	0.2	0.0	0.9	0.7	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	5.2	8.8	0.0	2.5	7.8	7.6	0.4	0.0	4.3	1.6	3.9	2.7
Lane Grp Delay (d), s/veh	29.3	36.9	0.0	29.6	45.3	45.8	17.9	0.0	16.1	20.2	15.6	15.2
Lane Grp LOS	C	D		C	D	D	B		B	C	B	B
Approach Vol, veh/h		952			675			298			524	
Approach Delay, s/veh		34.8			42.6			16.2			16.2	
Approach LOS		C			D			B			B	
<b>Timer</b>												
Assigned Phs	3	8		7	4			6			2	
Phs Duration (G+Y+Rc), s	17.4	35.0		11.5	29.1			61.0			61.0	
Change Period (Y+Rc), s	4.0	4.5		4.0	4.5			6.1			6.1	
Max Green Setting (Gmax), s	19.0	30.5		10.0	21.5			54.9			54.9	
Max Q Clear Time (g_c+I1), s	12.8	19.4		7.7	16.8			11.9			17.0	
Green Ext Time (p_c), s	0.6	5.9		0.0	3.1			4.7			4.6	
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				30.7								
HCM 2010 LOS				C								
<b>Notes</b>												

Intersection

Intersection Delay, s/veh 0.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	13	3	12	574	519	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	14	3	13	617	558	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1202	559	559	0	0
Stage 1	559	-	-	-	-
Stage 2	643	-	-	-	-
Follow-up Headway	3.5	3.3	2.218	-	-
Pot Capacity-1 Maneuver	206	532	1012	-	-
Stage 1	576	-	-	-	-
Stage 2	527	-	-	-	-
Time blocked-Platoon, %	-	-	-	-	-
Mov Capacity-1 Maneuver	202	532	1012	-	-
Mov Capacity-2 Maneuver	202	-	-	-	-
Stage 1	576	-	-	-	-
Stage 2	516	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	22	0.2	0
HCM LOS	C		

Minor Lane / Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1012	-	229	-	-
HCM Lane V/C Ratio	0.013	-	0.075	-	-
HCM Control Delay (s)	8.603	0	22	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.039	-	0.241	-	-

Notes

~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 0.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	0	12	0	586	515	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	2	2	2	0
Mvmt Flow	0	13	0	630	554	8

Major/Minor	Minor2	Major1			Major2	
Conflicting Flow All	1188	558	561	0	-	0
Stage 1	558	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Follow-up Headway	3.518	3.3	2.218	-	-	-
Pot Capacity-1 Maneuver	208	533	1010	-	-	-
Stage 1	573	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Time blocked-Platoon, %	-	-	-	-	-	-
Mov Capacity-1 Maneuver	208	533	1010	-	-	-
Mov Capacity-2 Maneuver	208	-	-	-	-	-
Stage 1	573	-	-	-	-	-
Stage 2	531	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

Minor Lane / Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1010	-	533	-	-
HCM Lane V/C Ratio	-	-	0.024	-	-
HCM Control Delay (s)	0	-	11.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.074	-	-

Notes

~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

HCM 2010 Signalized Intersection Summary  
3: Old Cutler & SW 216 St

2014 With Project - AM Revised  
9/6/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	213	325	16	96	906	64	50	309	75	48	156	320
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3
Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Cap, veh/h	312	1593	0	538	1326	94	356	557	135	266	716	609
Arrive On Green	0.09	0.43	0.00	0.05	0.39	0.39	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1774	3725	0	1774	3440	243	889	1448	352	973	1863	1583
Grp Volume(v), veh/h	227	346	0	102	522	510	53	0	409	51	166	340
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1774	1863	1820	889	0	1801	973	1863	1583
Q Serve(g_s), s	7.2	6.2	0.0	3.7	25.5	25.5	4.6	0.0	19.3	4.7	6.4	17.9
Cycle Q Clear(g_c), s	7.2	6.2	0.0	3.7	25.5	25.5	11.0	0.0	19.3	23.9	6.4	17.9
Prop In Lane	1.00		0.00	1.00		0.13	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	312	1593	0	538	718	702	356	0	692	266	716	609
V/C Ratio(X)	0.73	0.22	0.00	0.19	0.73	0.73	0.15	0.00	0.59	0.19	0.23	0.56
Avail Cap(c_a), veh/h	464	1593	0	598	718	702	356	0	692	266	716	609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	19.2	0.0	17.9	27.9	27.9	25.8	0.0	26.1	35.6	22.1	25.7
Incr Delay (d2), s/veh	4.6	0.3	0.0	0.1	6.3	6.5	0.9	0.0	3.7	1.6	0.8	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	6.5	2.9	0.0	1.6	13.0	12.7	1.1	0.0	9.3	1.3	3.1	7.7
Lane Grp Delay (d), s/veh	25.4	19.5	0.0	18.0	34.3	34.4	26.7	0.0	29.8	37.2	22.9	29.4
Lane Grp LOS	C	B		B	C	C	C		C	D	C	C
Approach Vol, veh/h		573			1134			462			557	
Approach Delay, s/veh		21.9			32.9			29.4			28.2	
Approach LOS		C			C			C			C	
<b>Timer</b>												
Assigned Phs	3	8		7	4			6			2	
Phs Duration (G+Y+Rc), s	13.9	50.0		9.4	45.5			47.0			47.0	
Change Period (Y+Rc), s	4.0	4.5		4.0	4.5			6.1			6.1	
Max Green Setting (Gmax), s	19.0	45.5		9.0	35.5			40.9			40.9	
Max Q Clear Time (g_c+I1), s	9.2	8.2		5.7	27.5			21.3			25.9	
Green Ext Time (p_c), s	0.7	12.1		0.0	5.1			5.2			4.6	
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				29.0								
HCM 2010 LOS				C								
<b>Notes</b>												

**Intersection**

Intersection Delay, s/veh 0.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	18	1	22	475	501	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	19	1	24	511	539	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1097	539	540
Stage 1	539	-	-
Stage 2	558	-	-
Follow-up Headway	3.5	3.3	2.2
Pot Capacity-1 Maneuver	238	546	1039
Stage 1	589	-	-
Stage 2	577	-	-
Time blocked-Platoon, %	-	-	-
Mov Capacity-1 Maneuver	230	546	1039
Mov Capacity-2 Maneuver	230	-	-
Stage 1	589	-	-
Stage 2	559	-	-

Approach	SE	NE	SW
HCM Control Delay, s	21.6	0.4	0
HCM LOS	C		

Minor Lane / Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1039	-	237	-	-
HCM Lane V/C Ratio	0.023	-	0.086	-	-
HCM Control Delay (s)	8.546	0	21.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.07	-	0.28	-	-

**Notes**

~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection

Intersection Delay, s/veh 0.2

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	0	20	0	497	484	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	0	2	2	2	0
Mvmt Flow	0	22	0	534	520	19

Major/Minor	Minor2	Major1			Major2	
Conflicting Flow All	1064	530	540	0	-	0
Stage 1	530	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Follow-up Headway	3.518	3.3	2.218	-	-	-
Pot Capacity-1 Maneuver	247	553	1028	-	-	-
Stage 1	590	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Time blocked-Platoon, %	-	-	-	-	-	-
Mov Capacity-1 Maneuver	247	553	1028	-	-	-
Mov Capacity-2 Maneuver	247	-	-	-	-	-
Stage 1	590	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	11.8	0	0
HCM LOS	B		

Minor Lane / Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1028	-	553	-	-
HCM Lane V/C Ratio	-	-	0.039	-	-
HCM Control Delay (s)	0	-	11.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.121	-	-

Notes

~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

	↖	→	↗	↖	←	↖	↗	↖	↗	↖	↗	↖
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖		↖	↖	↖
Volume (veh/h)	261	639	11	115	461	53	22	185	72	84	239	181
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3
Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Cap, veh/h	371	1056	0	283	731	84	471	653	253	529	951	808
Arrive On Green	0.13	0.28	0.00	0.07	0.22	0.22	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1774	3725	0	1774	3283	376	935	1280	495	1099	1863	1583
Grp Volume(v), veh/h	281	687	0	124	281	272	24	0	276	90	257	195
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1774	1863	1796	935	0	1775	1099	1863	1583
Q Serve(g_s), s	11.5	17.4	0.0	5.7	14.8	14.9	1.6	0.0	9.7	5.6	8.4	7.4
Cycle Q Clear(g_c), s	11.5	17.4	0.0	5.7	14.8	14.9	10.0	0.0	9.7	15.3	8.4	7.4
Prop In Lane	1.00		0.00	1.00		0.21	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	371	1056	0	283	415	400	471	0	906	529	951	808
V/C Ratio(X)	0.76	0.65	0.00	0.44	0.68	0.68	0.05	0.00	0.30	0.17	0.27	0.24
Avail Cap(c_a), veh/h	452	1056	0	323	415	400	471	0	906	529	951	808
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	33.8	0.0	29.6	38.3	38.3	17.8	0.0	15.3	19.7	15.0	14.7
Incr Delay (d2), s/veh	6.8	3.1	0.0	0.4	8.6	9.0	0.2	0.0	0.9	0.7	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	6.2	8.8	0.0	2.5	8.0	7.8	0.4	0.0	4.4	1.6	4.0	2.9
Lane Grp Delay (d), s/veh	31.1	37.0	0.0	30.0	46.8	47.3	18.0	0.0	16.1	20.4	15.7	15.4
Lane Grp LOS	C	D		C	D	D	B		B	C	B	B
Approach Vol, veh/h		968			677			300			542	
Approach Delay, s/veh		35.3			43.9			16.3			16.3	
Approach LOS		D			D			B			B	
<b>Timer</b>												
Assigned Phs	3	8		7	4			6			2	
Phs Duration (G+Y+Rc), s	18.1	35.0		11.6	28.5			61.0			61.0	
Change Period (Y+Rc), s	4.0	4.5		4.0	4.5			6.1			6.1	
Max Green Setting (Gmax), s	19.0	30.5		10.0	21.5			54.9			54.9	
Max Q Clear Time (g_c+I1), s	13.5	19.4		7.7	16.9			12.0			17.3	
Green Ext Time (p_c), s	0.6	5.9		0.0	3.0			4.8			4.7	
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				31.2								
HCM 2010 LOS				C								
<b>Notes</b>												

**APPENDIX H**

**MIAMI DADE COUNTY DEPARTMENT OF REGULATORY  
AND ECONOMIC RESOURCES – CONCURRENCY LETTER**

**AND**

**MIAMI-DADE COUNTY WATER AND SEWER  
DEPARTMENT – WATER AND SEWER AVAILABILITY  
LETTER**



miamidade.gov



**Water and Sewer**  
PO Box 330316 • 3575 S. Lejeune Road  
Miami, Florida 33233-0316  
T 305-665-7471

July 29, 2013

Old Cutler Development & Partners, LLC  
c/o Michael Freire, Holland & Knight  
701 Brickell Avenue, Suite 3000  
Miami, FL 33131

Re: Water and Sewer Availability (13-281701) for "Old Cutler", to construct and connect 29 townhouse residences and 13,400 sq-ft of retail store located at northwest of N.W. 170 Street and east of N.W. 97 Avenue, Miami Florida Folios # 36-6008-005-0540, -0550, and -0620.

Ladies and Gentlemen:

This letter is in response to your inquiry regarding water and sewer availability to the above-referenced property proposed 29 townhouse residences and 13,400 sq-ft of retail store.

The County owns and operates existing twelve (12) inch water main in S.W. 99 Avenue at S.W. 216 Street to which the Developer shall connect and install an eight (8) inch water main in easterly S.W. 216 Street to Old Cutler Road, thence northeasterly in Old Cutler Road to the easternmost corner of the property. Also, to provide service to the development to be fronting S.W. 215 Street, the Developer shall connect to an existing eight (8) inch water main in S.W. Ingraham Ave. Rd. at S.W. 215 Street and extend an eight (8) inch water main westerly in S.W. 215 Street to S.W. 99 Avenue connecting/interconnecting to an existing twelve (12) inch water main at that location. The Developer may also connect to an existing twelve (12) inch water main in S.W. 99 Avenue and/or to an existing eight (8) inch water main in S.W. Ingraham Ave. Rd. respectively abutting the western and northern boundaries of the property to provide service to the developments to be fronting S.W. 99 Avenue and/or S.W. Ingraham Ave. Rd. respectively. Any public water main within the property shall be twelve (12) inch minimum diameter. If two (2) or more fire hydrants are to be connected to a public water main extension within the property, then the water system shall be looped with two (2) points of connection.

There is no gravity sewer available for connection within the designated P.S. Basin area 720 F. Therefore, a private sewage pumping station will be allowed for this project as long as all legal requirements are met. The developer shall connect to an existing twelve (12) inch force main in S.W. 99 Avenue abutting the western boundary of the property and install a minimum eight (8) inch force main within the property as required to provide service to the proposed private sewage pumping station. A Force Main Pressure Analysis will be requested to WASD Master Planning Section at the time the customer request an agreement.

There is a portion of S.W. 99 Avenue to be vacated for a proposed passive park, which is north of S.W. 216 Street and south of 215 Street. Therefore, the existing water mains (E-8598-2 & E-9370-1) and sewer mains (ES-582-2 & ES-692-6) within the aforesaid section

Water and Sewer Availability (13-281701)  
"Old Cutler"  
July 29, 2013  
Page 2

right-of-way shall be removed and relocated, if needed, before closing/vacating said right-of-way.

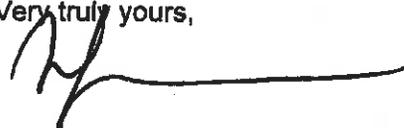
Construction connection charges and connection charges shall be determined once the property owner enters into an agreement for sewer service, provided the Department is able to offer those services at the time of the owner's request. Information concerning the estimated cost of facilities must be obtained from a consulting engineer. All costs of engineering and construction will be the responsibility of the property owner. Easements must be provided covering any on-site facilities that will be owned and operated by the Department. Other points of connection may be established by the Department.

Please be advised that the right to connect the referenced property to the Department's sewer system is subject to the terms, covenants and conditions set forth in the Settlement Agreement between the Florida Department of Environmental Protection ("DEP") and the County dated July 27th, 1993; the First Amendment to Settlement Agreement between DEP and the County dated December 21st, 1995; the First Partial Consent Decree and the Second and Final Partial Consent Decree entered in the United States of America Environmental Protection Agency vs. Metropolitan Dade County (Case Number 93-1109 CIV-MORENO), as currently in effect or as modified in the future; and all other current, subsequent or future agreements, court orders, judgments, consent orders, the consent order between DEP and the County filed on April 4, 2004, consent decrees and the like entered into between the County and the United States of America, State of Florida and/or any other governmental entity; and all other current, subsequent, or future enforcement and regulatory actions and proceedings.

This letter is for informational purposes only and conditions remain in effect for thirty (30) days from the date of this letter. Nothing contained in this letter provides the property owner with any vested rights to receive sewer service. The availability of sewer service is subject to the approval of all applicable governmental agencies having jurisdiction over these matters. When development plans for the subject property are finalized, and upon the owner's request, we will be pleased to prepare an agreement for sewer service, provided the Department is able to offer those services at the time of the owner's request. The agreement will detail requirements for off-site and on-site facilities, if any, points of connection, connection charges, capacity reservation and all other terms and conditions necessary for service in accordance with the Department's rules and regulations.

If we can be of further assistance in this matter, please contact us.

Very truly yours,



Nora Palou, MPA, PMP®  
New Business Section

NP/dp



Department of Regulatory and Economic Resources  
Environmental Resources Management  
701 NW 1st Court, 4<sup>th</sup> Floor  
Miami, Florida 33136-3912  
T 305-372-6764 F 305-372-6543

Carlos A. Gimenez, Mayor

miamidade.gov

November 13, 2013

Julian Perez, Community Development Director  
Town of Cutler Bay  
10720 Caribbean Boulevard, Suite 105  
Cutler Bay, Florida 33189

Re: Application for an Amendment to the Land Use Map of the Town of Cutler Bay  
Applicant Old Cutler Development Partners, LLC.  
Location Old Cutler Road and intersection of SW 216<sup>th</sup> Street

Dear Mr. Perez:

The Division of Environmental Resources Management (DERM) has reviewed the application for an amendment to the Land Use Map of the Town of Cutler Bay and offers the following comments:

Current restrictions on new sanitary sewer connections are summarized as follows

Currently, all of Miami-Dade Water and Sewer Department's (MDWASD) wastewater treatment plants have capacity to treat and dispose of wastewater flow demands. However, some of the collection/transmission facilities, which includes gravity sewer mains, force mains and sanitary sewer pump stations, throughout the County do not have adequate capacity, as defined in the Environmental Protection Agency's First and Second Partial Consent Decrees. Consequently, each development order is evaluated by DERM to determine if it will generate additional wastewater flow. Final development orders that will generate additional wastewater flow are reviewed on a case by case basis and certified reserved capacity by DERM if the application complies with the provisions of the Environmental Protection Agency Consent Decrees. Final development orders in sanitary sewer basins which have been determined not to have adequate capacity cannot be approved until adequate capacity becomes available.

In areas that do not have sufficient capacity, the use of an interim alternative means of sewage disposal such as an onsite septic tank and drainfield system is reviewed and approved on a case by case basis. The use of an alternative means of sewage disposal is an interim measure, with connection to the public sanitary sewer system required upon availability of adequate collection/transmission capacity.

Potable Water Service and Wastewater Disposal

Public water and public sanitary sewers are within feasible distance to the subject property. Therefore, connection of the proposed development to the public water supply system and sanitary sewer system shall be required in accordance with Code requirements.

Be advised that the required water main extension permit is issued by the Florida Department of Health. Civil drawings for the proposed water main extension will need to be approved by the Miami-Dade Water and Sewer Department and the DERM Environmental Permitting Section.

Civil drawings for the required sewer main extension will need to be approved by Miami-Dade Water and Sewer Department and the DERM Environmental Permitting Section, prior to approval of final development orders.

Stormwater Management

A Surface Water Management General Permit from DERM shall be required for the construction and operation of the required surface water management system. This permit shall be obtained prior to any future development order approval. The applicant is advised to contact the Water Control Section at (305)-372-6681 for further information regarding permitting procedures and requirements.

Stormwater shall be retained on site utilizing properly designed seepage or infiltration drainage system. Drainage plans shall provide for full on-site retention of the stormwater runoff generated by a 5-year / 1-day storm event.

Site grading and development shall provide for the full retention of the 25-year/3-day storm event and shall also comply with the requirements of Chapter 11C of the Code, as well as with all state and federal criteria, and shall not cause flooding of adjacent properties.

Any proposed development shall comply with county and federal flood criteria requirements. The proposed development order, if approved, will not result in a reduction in the LOS standards for flood protection set forth in the CDMP subject to compliance with the conditions required for this proposed development order.

Coastal and Wetland Resources Section

The subject property does not contain wetlands as defined by Section 24-5 of the Code; therefore, a Class IV Wetland Permit will not be required.

The applicant is advised that permits from the Army Corps of Engineers (305-526-7181), the Florida Department of Environmental Protection (561-681-6600) and the South Florida Water Management District (1-800-432-2045) may be required for the proposed project. It is the applicant's responsibility to contact these agencies.

Tree Preservation

The property might contain specimen-sized trees (trunk diameter 18 inches or greater). Section 24-49.2(II) of the Code requires that specimen-sized trees be preserved whenever reasonably possible. A Miami-Dade County Tree Removal/Relocation Permit is required prior to the removal and/or relocation of any tree that is subject to the Tree Preservation and Protection provisions of the Code. Said Tree Removal Permit shall meet the requirements of Sections 24-49.2 and 24-49.4 of the Code. The applicant is advised to contact the Tree Permitting Program at (305)372-6600, voice option #2, for information regarding tree permitting requirements.

Pollution Control

There are no records of current contamination assessment/remediation issues nor are there historical records of contamination assessment/remediation issues associated with non-permitted sites within the referenced area.

In summary, the application meets the minimum requirements of Chapter 24 of the Code; therefore, it may be scheduled for public hearing.

Sincerely,



Jose Gonzalez, P.E.  
Department of Regulatory and Economic Resources

## **APPENDIX I**

### **ADVERTISEMENT/COURTSEY NOTICE /POSTING**



Town of Cutler Bay  
10720 Caribbean Blvd., Suite 105  
Cutler Bay, FL 33189  
[www.cutlerbay-fl.com](http://www.cutlerbay-fl.com)

## Department of Community Development

### TOWN OF CUTLER BAY PUBLIC HEARING COURTESY NOTICE (FIRST READING)

**Hearing Number:** FLUMA-2013-0034

**Applicant:** Old Cutler Development Partners, LLC

**Location:** Old Cutler Road at Approximately SW 214<sup>th</sup> Street to SW 216<sup>th</sup> Street

**Folio Number:** 36-6008-005-0540; 36-6008-005-0550; 36-6008-005-0620

**Request:** Redesignate the subject property from Low Density to Mixed Use on the Town of Cutler Bay Future Land Use Map

**Hearing Location:** Town Hall Council Chambers, 10720 Caribbean Blvd.  
Cutler Bay, FL 33189

**Hearing Date:** Wednesday, November 20, 2013 (First Reading)

**Hearing Time:** 7:00 PM

**Note:**

Documents are on file and may be examined at Town Hall at 10720 Caribbean Blvd., Suite 105, Cutler Bay, FL 33189 or viewed on the Town's website at [www.cutlerbay-fl.gov](http://www.cutlerbay-fl.gov). Community Development Department staff is available via phone at (305) 234-4262 or to meet with you in-person during regular business hours (Monday - Friday, 8:30 AM - 5:30 PM) to respond to any questions or concerns regarding the proposed project that you may have. These documents may be modified at the public hearing.

Town of Cutler Bay  
**PUBLIC HEARING**  
THE PROPERTY AT

[Redacted] and is approximately 50' x 100' at 505 216 St

**ADDITIONAL  
INFORMATION  
CALL**

305-234-4262

**PLANNING  
DEPARTMENT**

**DATE-TIME**

Public Hearing (First Reading)  
Wednesday, November 20, 2013  
Time: 7:00 PM  
Town Hall Council Chambers  
10720 Caribbean Blvd.  
Application No. FVMA-2013-034



11/12/2013 14:21

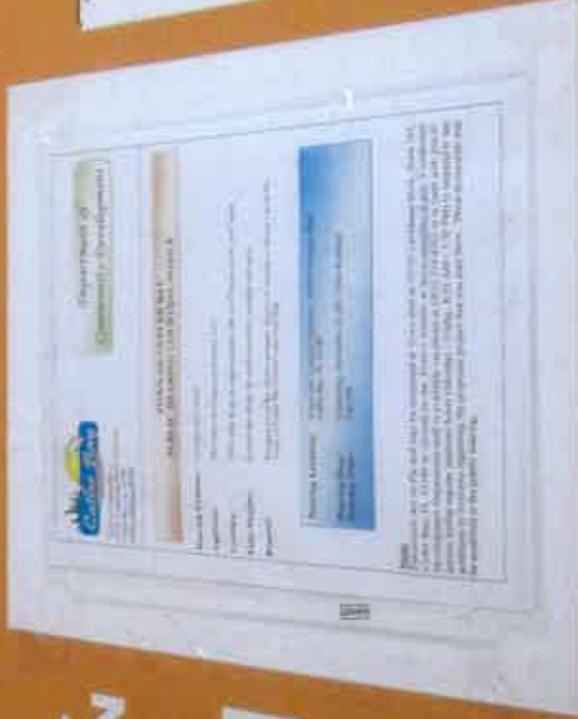
Town of Cutler Bay  
**PUBLIC HEARING**  
ON THE PROPERTY AT

Old Cutler Road @ Approximately SW 2nd St to SW 3rd St

**ADDITIONAL  
INFORMATION  
CALL**

305 - 234 - 4262

**PLANNING  
DEPARTMENT**



**DATE/TIME**

Public Hearing (First Reading)  
Wednesday, November 20, 2013  
Time: 7:00 PM  
Town Hall Council Chambers  
10720 Caribbean Blvd.  
Application No.: FUMA-2013-034



11/12/2013 14:21



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State of Florida  
**PUBLIC HEARING**  
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11/12/2013 14:34



11/12/2013 14:37

Bureau of Land Management  
**PUBLIC MEETING**  
 FOR THE PROPOSED EIS  
 DATE: 11/12/2013  
 TIME: 1:00 PM  
 LOCATION: 11111 S. WINDY HILL RD., SUITE 100, TAMPA, FL 33613  
 CONTACT: (813) 972-2000  


NORTH  
  


NO PUBLIC MEETING