



SW 117th Ave

SW 115th Ave

SW 171st Ter

SW 114th Ct

SW 176th St

SW 113th Ct

SW 173rd Ter

SW 113th Ave

SW 177th St

SW 175th St

SW 174th Ter

SW 112th Pl

SW 172nd St

SW 112th Ct

SW 181st Ter

SW 181st St

SW 179th St

SW 112th Ave

© 2005

Google





EUREKA COVE LLC

At S.W. 178 Terrace and S.W. 176 ST.

ELEVATIONS - TH BUILDING



SIDE ELEVATION



FRONT ELEVATION



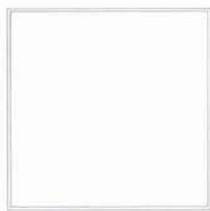
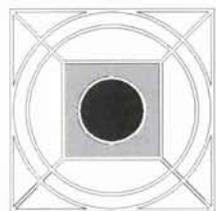
Revisions	
NO.	DESCRIPTION

MARTIN A. D. YABOR AIA, NCARB
C. # 48071522

THIS DOCUMENT IS THE PROPERTY OF ARCHITECTS PLANNERS INTERIORS. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF ARCHITECTS PLANNERS INTERIORS. ANY UNAUTHORIZED REPRODUCTION OR TRANSMISSION OF THIS DOCUMENT IS STRICTLY PROHIBITED AND WILL BE PROSECUTED TO THE FULL EXTENT OF THE LAW.

MP-2

Schematic Design



**ARCHITECTS
PLANNERS
INTERIORS**
MARTIN
A. D. YABOR
& ASSOC., INC.
1701 SW 178th Ave, Suite 100, Fort Lauderdale, FL 33309
TEL: (954) 571-1100 • FAX: (954) 571-1101 • WWW.AAPINTERIORS.COM

EUREKA COVE LLC

At S.W. 178 Terrace and S.W. 176 ST.

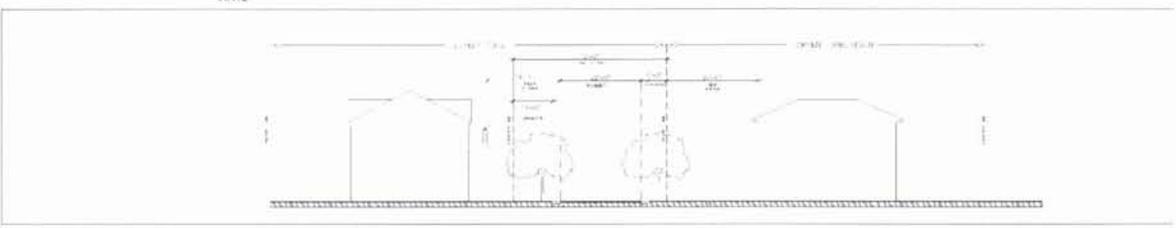
SITE PLAN & TABULATION DATA



GENERAL LOCATOR MAP.
N.T.S.



SITE PLAN (DETAIL)
N.T.S.



SECTION
N.T.S.

PROJECT DATUM	PROVIDED	REQUIRED/ALLOWED
NET LAND AREA	147,000 sq. ft. (3.34 ACRES)	
NET EXISTENT	147,000 sq. ft. (3.34 ACRES)	147,000 sq. ft. (3.34 ACRES)
EXISTING ZONING	APD	
PROPOSED ZONING	UD-20	
MAXIMUM LOT COVERAGE	14.70% (21,300 sq. ft.)	
PAVED AREA	114,700 sq. ft. (2.63 ACRES)	
PERVIOUS AREA	32,300 sq. ft. (0.74 ACRES)	
OPERATING AREA	22,300 sq. ft. (0.51 ACRES)	
OPEN SPACE (MINIMUM)	24,700 sq. ft. (0.57 ACRES)	400,000 sq. ft. (9.18 ACRES)
PROPOSED OPEN SPACE	24,700 sq. ft. (0.57 ACRES)	
EXISTING OPEN SPACE	41,700 sq. ft. (0.95 ACRES)	
TOTAL NUMBER OF UNITS	14 UNITS	14 UNITS
FINISHED SPACES	14	14
INDIVIDUAL STRUCTURE		
FRONT SETBACK	15'-0" (15'-0")	15'-0" (15'-0")
REAR SETBACK	10'-0" (10'-0")	10'-0" (10'-0")
STREET SIDE	0'-0" (0'-0")	0'-0" (0'-0")
REAR SIDE	0'-0" (0'-0")	0'-0" (0'-0")
SELECTION BUILDINGS	14 UNITS	14 UNITS
MINIMUM LOT SIZE	11,400 sq. ft. (0.26 ACRES)	11,400 sq. ft. (0.26 ACRES)
LOT AREA	147,000 sq. ft. (3.34 ACRES)	147,000 sq. ft. (3.34 ACRES)
LOT AREA	147,000 sq. ft. (3.34 ACRES)	147,000 sq. ft. (3.34 ACRES)

NOTE: ALL AREAS ARE SHOWN IN SQUARE FEET WITH SOME EXCEPTIONS.

UTILITY AND SERVICE COMPANIES FOR THE DEVELOPMENT:
 TELEPHONE COMPANY: BELL SOUTH
 ELECTRIC UTILITY: FLORIDA POWER AND LIGHT
 WATER AUTHORITY: MIAMI-DADE WATER AND SEWER AUTHORITY
 SEWER AUTHORITY: MIAMI-DADE WATER AND SEWER AUTHORITY
 GARBAGE AND TRASH-COLLECTION SERVICE: MIAMI-DADE DEPARTMENT OF SOLID WASTE

AVERAGE LOT SIZES		
COMPOSITE	TOTAL NO. UNITS	TOTAL NUMBER OF UNITS
	14 UNITS	14 UNITS

ESTIMATE OF POPULATION PROPOSED FOR DEVELOPMENT: 38 PERSONS (DWELLING UNIT (30 Dwelling Units x 3.8 Persons = 114 Persons)



Revisions	
NO.	DATE

MARTIN A. D. YABOR AIA, NCARB
 LE # 40010332

THIS PLAN SHALL BE USED ONLY FOR THE PROJECT AND SITE SHOWN HEREON. IT IS NOT TO BE USED FOR ANY OTHER PROJECT OR SITE. THE ARCHITECT ASSUMES NO LIABILITY FOR ANY DAMAGE OR INJURY TO PERSONS OR PROPERTY CAUSED BY THE USE OF THIS PLAN. THE ARCHITECT'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES RENDERED BY HIMSELF OR HIS EMPLOYEES OR AGENTS. THE ARCHITECT DOES NOT WARRANT THE ACCURACY OF ANY INFORMATION PROVIDED BY OTHERS. THE ARCHITECT'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES RENDERED BY HIMSELF OR HIS EMPLOYEES OR AGENTS. THE ARCHITECT DOES NOT WARRANT THE ACCURACY OF ANY INFORMATION PROVIDED BY OTHERS.

MP-1

Schematic Design

MARTIN
A.D. YABOR
& ASSOC., INC.
AA 0002791

ARCHITECTS PLANNERS INTERIORS

1250 SW 10th St, Suite 100, Ft. Lauderdale, Florida 33304
 Tel: (954) 561-1111 • Fax: (954) 561-1112 • Email: info@mayai.com

**T-HOMES
ABUTTING TURNPIKE**



T-HOMES ABUTTING TURNPIKE



T-HOMES ABUTTING SINGLE FAMILY



COMPARABLE T-HOMES DEVELOPMENT



COMPARABLE T-HOMES DEVELOPMENT



COMPARABLE T-HOMES DEVELOPMENT



This instrument was prepared by:

Name: Felix M. Lasarte, Esq.
Address: Holland & Knight LLP
701 Brickell Avenue, Suite 3000
Miami, Florida 33131

(Space Reserved for Clerk of the Court)

DECLARATION OF RESTRICTIONS

WHEREAS, the undersigned, Eureka Cove, LLC., a Florida limited liability corporation (the "Owner"), holds the fee simple title to that certain 2.0 ± acres of real property, which is legally described in Exhibit "A" to this Declaration (the "Property");

WHEREAS, the Owner has filed an application with the Department of Planning and Zoning in Miami-Dade County, which application is currently pending under Public Hearing Application No. Z06-03 (the "Zoning Application") with regard to the Property, for the purpose of seeking a district boundary change from AU to RU-TH;

NOW, THEREFORE, IN ORDER TO ASSURE Miami-Dade County (the "County") that the representations made by the Owner during consideration of Public Hearing No. 06-03 (the "Application") will be abided by, the Owner freely, voluntarily and without duress, make the following Declaration of Restrictions covering and running with the Property:

1. Workforce Housing Commitment.

A minimum of twenty percent (20 %) of the proposed residential dwelling units on the Property shall be set aside as Workforce Housing Units and shall meet the criteria of workforce housing in Miami-Dade County. Workforce housing shall be deemed to be the sale or rental of

property for persons within the range of 65% to 140% of the median family income for Miami-Dade County, as published annually by the U.S. Department of Housing and Urban Development. In no event shall the percentage of workforce housing to be provided be less than 20 %, however, should the County, or successor municipality, if applicable, require a greater percentage of workforce housing to be provided, then the Owner shall provide such greater percentage of workforce housing in the Property. Owner shall, prior to obtaining the initial building permit for a residential unit on the Property, identify those units which satisfy this workforce housing requirement.

2. **Controlling Site Plan.** The Property shall be developed substantially in accordance with that certain plan entitled "Eureka Cove Site Plan" as prepared by Martin A.D. Yabor & Associates, dated stamped received 8/21/06.

3. **Landscaping.** Additional landscaping shall be provided along the West property line in the form of Live Oak, Green Bottonwood and Sweet Viburnum tree specimens. Specifically, the Owner agrees to plant 12 foot high trees at planting, planted at a minimum of thirty-five (35) feet on center for the length of the western portion of the property.

4. **Water Conservation Requirements.** In an effort to conserve water, the Owner hereby agrees to develop the Property and construct the proposed dwelling units in accordance with the "Florida Water Star Basic Qualification Checklist," a copy of which is attached to this Declaration as Exhibit "B".

5. **Miscellaneous.**

A. **County Inspection.** As further part of this Declaration, it is hereby understood and agreed that any official inspector of Miami-Dade County, or its agents duly authorized, may have the privilege at any time during normal working hours of

entering and inspecting the use of the premises to determine whether or not the requirements of the building and zoning regulations and the conditions herein agreed to are being complied with.

B. Covenant Running with the Land. This Declaration on the part of the Owner shall constitute a covenant running with the land and may be recorded, at the Owner's expense, in the public records of Miami-Dade County, Florida, and shall remain in full force and effect and be binding upon the undersigned Owner, and their heirs, successors and assigns until such time as the same is modified or released. These restrictions during their lifetime shall be for the benefit of, and limitation upon, all present and future owners of the real property and for the public welfare.

C. Term. This Declaration is to run with the land and shall be binding on all parties and all persons claiming under it for a period of thirty (30) years from the date that this Declaration is recorded, after which time it shall be extended automatically for successive periods of ten (10) years each, unless an instrument signed by the, then, owner(s) of the Property has been recorded agreeing to change the covenant in whole, or in part, provided that the Declaration has first been modified or released by Miami-Dade County.

D. Modification, Amendment, Release. This Declaration of Restrictions may be modified, amended or released as to the land herein described, or any portion thereof, by a written instrument executed by the, then, owner(s) of all of the Property, including joinders of all mortgagees, if any, provided that the same is also approved by

the Board of County Commissioners or Community Zoning Appeals Board of Miami-Dade County, Florida.

E. Enforcement. Enforcement shall be by action against any parties or person violating, or attempting to violate, any covenants. The prevailing party in any action or suit pertaining to or arising out of this Declaration shall be entitled to recover, in addition to costs and disbursements allowed by law, such sum as the Court may adjudge to be reasonable for the services of his attorney. This enforcement provision shall be in addition to any other remedies available at law, in equity or both.

F. Authorization for Miami-Dade County to Withhold Permits and Inspections. In the event the terms of this Declaration are not being complied with, in addition to any other remedies available, the County is hereby authorized to withhold any further permits, and refuse to make any inspections or grant any approvals, until such time as this Declaration is complied with.

G. Election of Remedies. All rights, remedies and privileges granted herein shall be deemed to be cumulative and the exercise of any one or more shall neither be deemed to constitute an election of remedies, nor shall it preclude the party exercising the same from exercising such other additional rights, remedies or privileges.

H. Presumption of Compliance. Where construction has occurred on the Property or any portion thereof, pursuant to a lawful permit issued by the County, and inspections made and approval of occupancy given by the County, then such construction, inspection and approval shall create a rebuttable presumption that the

buildings or structures thus constructed comply with the intent and spirit of this Declaration.

I. Severability. Invalidation of any one of these covenants, by judgment of Court, shall not affect any of the other provisions which shall remain in full force and effect.

J. Recording. This Declaration shall be filed of record in the public records of Miami-Dade County, Florida at the cost of the Owners following the approval of the Application. This Declaration shall become effective immediately upon recordation. Notwithstanding the previous sentence, if any appeal is filed, and the disposition of such appeal results in the denial of the application, in its entirety, then this Declaration shall be null and void and of no further effect. Upon the disposition of an appeal that results in the denial of the Application, in its entirety, and upon written request, the Director of the Planning and Zoning Department or the executive officer of the successor of said department, or in the absence of such director or executive officer by his/her assistant in charge of the office in his/her absence, shall forthwith execute a written instrument, in recordable form, acknowledging that this Declaration is null and void and of no further effect.

[Signature Page(s) Follow]

EXHIBIT "A"

LEGAL DESCRIPTION

A portion of the Southwest 1/4 of Section 31, Township 55 South, Range 40 East, being bounded on the West by the Easterly Right-of-Way line of the Homestead Extension of Florida's Turnpike (State Road #821), as shown on the Florida Department of Transportation, Right-of-Way Map, Section 87005-23-6, Sheet 11 of 25, dated May 1970, and bounded on the East by the West line of the East 1/2 of the Southwest 1/4 of said Section 31, also being the Westerly boundary line of "Torrent Subdivision", according to the Plat thereof as recorded in Plat Book 147, at Page 77 of the Public Records of Miami-Dade County, Florida and bounded on the North by the South line of the North 35.0 feet of the Southwest 1/4 of said Section 31, all lying and being in the Southwest 1/4 of Section 31, Township 55 South, Range 40 East, Miami-Dade County, Florida.

Exhibit "B"



Florida Water StarSM Basic Qualification Checklist

This program for new residential construction is intended to provide water-efficient housing options and help prevent water leaks. Florida Water StarSM is service marked by the St. Johns River Water Management District.

New Home Requirements

To achieve a Florida Water StarSM rating for new residential homes:

- 1) All prerequisites must be met and validated
- 2) Points must be achieved in all categories (irrigation, landscape and indoors)
- 3) Total points must accumulate to a **minimum total of 75 points**

In order to obtain a Florida Water StarSM rating, the home must contain sufficient efficient features such that the total score on the checklist is equal to or greater than 75, out of a total possible 100 points.

Homebuilder Information

* Name: _____
* Company: _____
* Address: _____
* City/County: _____
* Area Code/Phone: _____
Fax: _____
E-mail: _____

Home Information

Owner Name: _____
* Address: _____
* City/County: _____
Owner Area Code/Phone: _____
Owner Fax: _____
Owner E-mail: _____
Address 2: _____
Area Code/Phone: _____

of intended occupants: _____

* All fields must be completed.

Outdoors

Prerequisites

- Must meet all local and/or county codes.
- Submit landscape and irrigation design drawings prior to start of construction. Drawings shall be clearly readable, to reasonable scale, and include date, scale and legend. Irrigation designs shall specify — at a minimum — water source, meter size, design operating pressure and flow rate per zone, average application rate per zone (converting gallons per minute [gpm] to inches per hour), schedules by zone, and location and size of pipes and valves. List make, model and specification of controllers, sprinklers, and backflow prevention devices. Show elevation, electrical supply, roadways, sidewalks, structures, and other relevant site conditions.
- Irrigation systems must meet minimum design standards for automatic in-ground systems as listed below:
 - Piping system shall be free from leakage. Pipes shall be sized for appropriate gpm so velocities don't exceed 5 fps (feet per second)
 - A functioning rain sensor device shall be installed in an operable location
 - Separate irrigation zones exist for turf and landscape beds
 - Precipitation rates are matched in each zone
 - Turf zone head spacing shall not exceed 45 percent of the sprinkler's diameter of coverage for square spacing, and 50 percent of coverage for triangular spacing
 - Rotor heads and fixed pattern spray sprinklers are installed on separate zones
 - Pressure-compensating spray heads or pressure-compensating valves are installed for spray zones
 - Irrigation in planting beds should be micro-irrigation or sprays that deliver water directly to root zones rather than wetting the entire area, or hose bibs are provided for manual irrigation
 - Pop-up rotors and spray heads rise above the grass height: 4 inches for St. Augustine, zoysia and bahia; 3 inches for lower-growing species such as centipede, Bermuda and seashore paspalum
 - Narrow areas (4 feet or less) are not irrigated unless micro-irrigation is used
 - Emitters are located at least 2 feet from the house so that the structure is not wetted
 - System ensures correct spray patterns and minimizes over spray on impermeable surfaces
 - Automatic irrigation controller includes a battery backup or non-volatile memory to maintain schedule settings
 - Written operating information provided to home buyer is affixed to the controller, including irrigation schedule, controller handbook and diagram of zones
 - The controller is reset for maintenance schedule after establishment and before closing, and/or instructions are affixed on controller for home buyer to change by a certain date
 - Irrigation controller is programmed with seasonal variations based on historical rates, with a total application not to exceed 21 gallons per square foot.

Irrigation	Points	Points Earned
No automatic in-ground irrigation system installed, if combined with site-appropriate landscape	35	
Required — Minimum design standards for automatic in-ground irrigation system	15	
High-flow irrigation (rated in gpm) covering no more than 50 percent of the landscape areas	8	
Weather-based controller	11	
Soil moisture sensor(s)	8 (for each)	
Control timer to include a minimum of three scheduling programs	4	
Check valves installed on heads in low-lying areas and in areas with poor drainage	6	
Leak detection shut-off system	6	
Total	50 (+)	

Landscape

Preservation of site vegetation	Points	Points Earned
Three or more trees greater than 4 inches dbh (diameter at breast height) preserved on lot	4	
10 percent of a lot's native shrubs and ground covers preserved	5	
Greater than 20 percent of site's native shrubs and ground covers preserved (not including permitted wetlands)	7	
Installed landscape		
Plants and turf planted no closer than 2 feet from foundation	3	
Plants grouped with similar moisture and maintenance requirements	8	
Plant selections compatible with growing conditions	8	
Totals	35	



Indoors

Prerequisites

- All armored/metal hoses from service to appliances
- Mold-resistant materials at tub/shower enclosures
- Must meet all requirements specified in Florida Building Code

Water heater	Points	Points Earned
Equipped with leak detection shut-off valve	5	
Located within 30 feet of end use	2	
Centrally located	2	
Kitchen and bathroom faucets		
Faucet aerators or laminar flow	3	
Showers equipped with only one showerhead	6	
Toilets		
All toilets — MaP Rating of 250 gpm or greater	6	
Add three points for each high-efficiency toilet (HET) (1.0–1.1 gpf), or dual flush (MaP Rating of 250 gpm or greater)	9	
Clothes and dish washers		
Manual water shut-off valves	2	
Equipped with leak detection shut-off valve	2	
ENERGY STAR® dishwasher using 6 gallons per cycle or less	5	
ENERGY STAR® washing machine with water factor less than 9.5	4	
Total	40	

Point Summary	Category Point Totals
Irrigation	
Landscape	
Indoors	
Total	



Primary Certifying Agent Information

- * Name: _____
- * Company: _____
- * Address: _____
- * City/County/Zip Code: _____
- * E-mail: _____
- * Area Code/Phone: _____
- * Fax: _____

By signing below, we acknowledge that each of the measures intended to qualify the home for the Florida Water StarSM rating have been incorporated into the home's construction.

Homebuilder Signature _____

Contact Information: _____

Irrigation Validating Agent Signature: _____

Contact Information: _____

Landscape Validating Agent Signature: _____

Contact Information: _____

Plumbing Validating Agent Signature: _____

Contact Information: _____

* All fields must be completed.

This instrument was prepared under the supervision of:

Name: Felix M. Lasarte, Esq.
Address: Holland & Knight, LLP.
701 Brickell Avenue
Suite 3000
Miami, Florida 33131

(Space Reserved for Clerk of the Court)

DECLARATION OF RESTRICTIONS
IN FAVOR OF THE SCHOOL BOARD OF MIAMI-DADE COUNTY, FLORIDA

WHEREAS, the undersigned Owner holds the fee simple title to that certain parcel of land located in unincorporated Miami-Dade County, Florida (the "Property"), which is legally described in Exhibit "A" to this Declaration; and

WHEREAS, the Property is the subject of an application for public hearing (the "Application"), which is currently pending as Public Hearing No. 06-03 with Miami-Dade County, which seeks a district boundary change on the Property from GU to RU-TH to permit the development of a residential community on the Property; and

WHEREAS, the Owner desires to help mitigate the future public school needs generated by the Application; and

WHEREAS, the School Board of Miami-Dade County ("School Board") has developed criteria by which to calculate the amount of the contribution necessary for the Applicant to mitigate such impacts based on the estimated amount of the educational facilities impact fees to be paid by the Applicant (the "Estimated Impact Fees") pursuant to Section 33K of the Miami-Dade County Code of Ordinances (estimated by School Board for purposes of this Declaration at

\$27,300.00) and the actual cost of providing additional student stations generated by the Applicant; and

NOW, THEREFORE, IN ORDER TO ASSURE the School Board, that the representations made by the Owner during the consideration of the Application will be abided by, the Owner freely, voluntarily, and without duress makes the following Declaration of Restrictions covering and running with the Property:

1. **Monetary School Contribution.** In order to help meet the future public schools needs generated by the Application, the Owner agrees to voluntarily contribute funds to the School Board equal to \$38,145.00 (the "Contribution"), based on the proposed density of fourteen (14) residential dwelling units. The Contribution shall be subject to (i) the Final Approval of the Application and (ii) the School Board utilizing the Contribution for capital educational improvements providing relief at Miami Southridge Senior High School. The Contribution shall be paid in one (1) payment becoming due and payable prior to the final plat approval for the subject development.

In the event that the Community Zoning Appeals Board, the Board of County Commissioners, or the Miami-Dade County Plat Committee approves fewer than the requested density of 14 dwelling units, the amount of the Contribution shall be prorated and adjusted downward for the reduced number of students at the elementary and middle school levels, as calculated by the School District. Furthermore, if, prior to final plat approval, the estimated amount of the educational facilities impact fees to be paid by the Owner changes based on either (i) the approval by Miami-Dade County Commission and School Board of an increase in the amount of the educational facilities impact fee that will be assessed against the future development of the Property pursuant to Chapter 33K of the Miami-Dade County Code of

Ordinances and related Interlocal Agreements or (ii) an increase in the amount of the square footage of the homes proposed for the subject development, as depicted on a site plan, over the estimated square footage of the homes (1,950 square feet) used by School Board in calculating the Estimated Impact Fee, then the Contribution shall be adjusted accordingly.

2. Miscellaneous.

A. Covenant Running with the Land/Release. This Declaration on the part of the Owner shall constitute a covenant running with the land and shall be recorded by the Owner, at the Owner's expense, in the public records of Miami-Dade County, Florida, and shall remain in full force and effect and be binding upon the undersigned Owner and its heirs, successors, and assigns until such time as the same is modified or released with the approval of the School Board. These restrictions, during their lifetime, shall be for the benefit of, and limitation upon, all present and future owners of the Property and for the public welfare; provided, however, upon payment of the Contribution, the Superintendent of Schools or his/her designee shall release this Declaration by forthwith executing a written instrument in recordable form effectuating and acknowledging such release.

B. Term. This Declaration shall run with the land and shall be binding on all parties and all persons claiming under it for a period of thirty (30) years from the date that this Declaration is recorded. After which time, it shall be extended automatically for successive periods of ten (10) years each, unless an instrument signed by the then owner(s) of the Property has been recorded agreeing to change the Declaration in whole, or in part, provided that the Declaration has first been modified or released by the School Board.

C. **Modification, Amendment, Release.** This Declaration of Restrictions may be modified, amended, or released as to the land herein described, or any portion thereof, by a written instrument executed by the, then, owner(s) of all of the Property covered under the modification, amendment, or release, including joinders of all mortgagees, if any, provided that the modification, amendment, or release is also approved by the School Board after public hearing.

D. **Enforcement.** Enforcement shall be by action against any parties or person violating, or attempting to violate, the covenants. This enforcement provision shall be in addition to any other remedies available at law, in equity, or both.

E. **Election of Remedies.** All rights, remedies, and privileges granted herein shall be deemed to be cumulative and the exercise of any one or more shall neither be deemed to constitute an election of remedies, nor shall it preclude the party exercising the same from exercising such other additional rights, remedies or privileges.

F. **Severability.** Invalidation of any one of these covenants by judgment of Court shall not affect any of the other provisions which shall remain in full force and effect.

G. **Recording.** This Declaration shall be filed of record by the Owner in the public records of Miami-Dade County, Florida, at the cost of the Owner, and shall become effective following the adoption by the Miami-Dade County Board of County Commissioners of a resolution approving the Application and the expiration of any applicable filing periods without an appeal having been filed (the "Final Approval").

Upon recordation, the Owner shall provide a copy of the recorded Declaration to the School Board.

[Signature Page(s) Follow]

EXHIBIT "A"

LEGAL DESCRIPTION

A portion of the Southwest 1/4 of Section 31, Township 55 South, Range 40 East, being bounded on the West by the Easterly Right-of-Way line of the Homestead Extension of Florida's Turnpike (State Road #821), as shown on the Florida Department of Transportation, Right-of-Way Map, Section 87005-23-6, Sheet 11 of 25, dated May 1970, and bounded on the East by the West line of the East 1/2 of the Southwest 1/4 of said Section 31, also being the Westerly boundary line of "Torrent Subdivision", according to the Plat thereof as recorded in Plat Book 147, at Page 77 of the Public Records of Miami-Dade County, Florida and bounded on the North by the South line of the North 35.0 feet of the Southwest 1/4 of said Section 31, all lying and being in the Southwest 1/4 of Section 31, Township 55 South, Range 40 East, Miami-Dade County, Florida.

**JOINDER BY MORTGAGEE
CORPORATION**

The undersigned, BBU Bank, a State Chartered Bank, and Mortgagee under that certain mortgage from Eureka Cove, LLC, a Florida limited liability company, recorded in Official Records Book 24721, Page 975, in the public records of Miami-Dade County, Florida, covering all/or a portion of the property described in the Declaration of Restrictions, does hereby consent to the execution of the foregoing Declaration of Restrictions by Eureka Cove, LLC, a Florida limited liability company, and agrees that in the event Mortgagee or any other party shall obtain title to the property through foreclosure or deed-in-lieu of foreclosure, this Declaration of Restrictions shall be binding upon the entity obtaining title as the then owner of such property.

IN WITNESS WHEREOF, these presents have been executed this 5 day of September, 2006.

WITNESSES:

Arbinette Infante
Signature
Arbinette Infante
Print or Type Name

[Signature]
Signature
DOZ ROSA PADOIN
Print or Type Name

BBU/Bank, a State Chartered Bank
By: *[Signature]*
Title: Executive Vice President
Print name: Alina D. Garcia
Address: 150 Alhambra Circle, Suite 100,
Coral Gables, Florida 33134

(Corporate Seal)

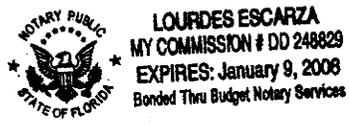
STATE OF FLORIDA)
) SS
COUNTY OF)

The foregoing instrument was acknowledged before me this 5 day of September, 2006 by Alina D. Garcia, of BBU Bank, a State Chartered Bank, on behalf of the corporation. He/She is personally known to me or has produced _____, as identification and did/did not take an oath.

Lourdes Escarza
Notary Public -State of Florida
Print Name Lourdes Escarza

My Commission Expires:

4023990_v1







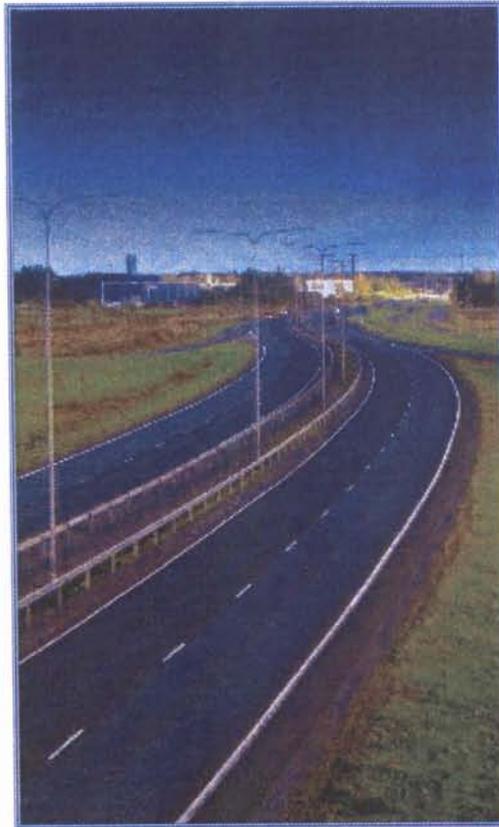








Eureka Cove LLC



Traffic Impact Study

SW 176th Street & SW 115th Avenue
Miami, Florida

Received by the Clerk
for the record.

DEC 07 2006

Item 1
Exhibit 1-C
Appl. 4

RGA

RICHARD GARCIA & ASSOCIATES, INC.

November 13, 2006

ENGINEER'S CERTIFICATION

I, Richard Garcia, P.E. # 54886, certify that I currently hold an active Professional Engineers License in the State of Florida and am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. In addition, the firm Richard Garcia & Associates, Inc. holds a Certificate of Authorization # 9592 in the State of Florida. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

PROJECT DESCRIPTION: Eureka Cove LLC– Traffic Impact Study

PROJECT LOCATION: SW 176th Street & SW 115th Avenue
Miami, Florida



Florida Registration No, 54886

11/13/06
Date



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Executive Summary

The subject project is located on the southwest corner of SW 176th Street and SW 114th /115th Avenue in Miami-Dade County, Florida. The subject development is comprised of 14 dwelling units of Residential Townhouses. The site is currently vacant.

The Trip Generation calculations of this project reveal there will be 7 net vehicles per hour (vph) in the PM peak hour. These peak hour trips correspond to the adjacent street peak hour. The subject project is located in TAZ 1196. Using the 2005 Cost Feasible Plan of the MUATS cardinal distribution from the Miami-Dade Transportation Plan the traffic was assigned to the surrounding roadways.

Link traffic counts were obtained from the Eureka Holding's project. These counts were averaged and adjusted for Peak Season and used in the corridor analyses. These analyses were performed for the existing condition and proposed condition with background, committed and project traffic. The results indicated the corridors will not fall below LOS D for all scenarios.

Intersection traffic counts were collected and adjusted for peak seasonal condition and used in the intersection analysis. This analysis was performed for the existing condition and proposed condition. The proposed condition included background growth, committed and

project traffic. The results indicated the intersections will be at an acceptable LOS. Table 1 summarizes the results found. The results of the analysis contained in this report find that the levels of service thresholds can be maintained within the LOS standard of E. As such, sufficient roadway capacity exists to support this development. Furthermore, in comparing the trip generation with the existing roadway volumes, this project is clearly a "DeMinimus" impact.

Intersection	Existing PM		Proposed PM	
	LOS	Delay	LOS	Delay
SW 184th Street & SW 112th Avenue	E	78.0	E	79.5
SW 176th Street & SW 112th Avenue	A	3.5	B	5.2

Table 1: PM Peak Hour Level of Service

1.0 Introduction

The purpose of this study is to evaluate the associated traffic impacts with the proposed development of the site located on the southwest corner of SW 176th Street and SW 114th /115th Avenue in Miami-Dade County, Florida. The traffic impacts to the adjacent roadways and intersections were evaluated in this report. This analysis was performed for the existing and proposed conditions during the PM Peak Hour.

This report follows the methodologies adopted by the Institute of Transportation Engineer's (ITE) Trip Generation, and Traffic Impact Studies Manual. Lastly, this report has evaluated the following:

- **Trip Generation**
- **Trip Distribution**
- **Trip Assignment**
- **Traffic Counts**
- **Existing Level of Service**
- **Proposed Level of Service**
- **Recommendations**

2.0 Project Description / Location

The site is located on the southwest corner of SW 176th Street and SW 114th /115th Avenue in Miami, Florida. The subject development is comprised of 14 Dwelling Units (DU) of Residential Townhouses. The subject site is currently vacant.

The following land use, as identified by the Institute of Transportation Engineers (ITE), most closely resembles the proposed development.

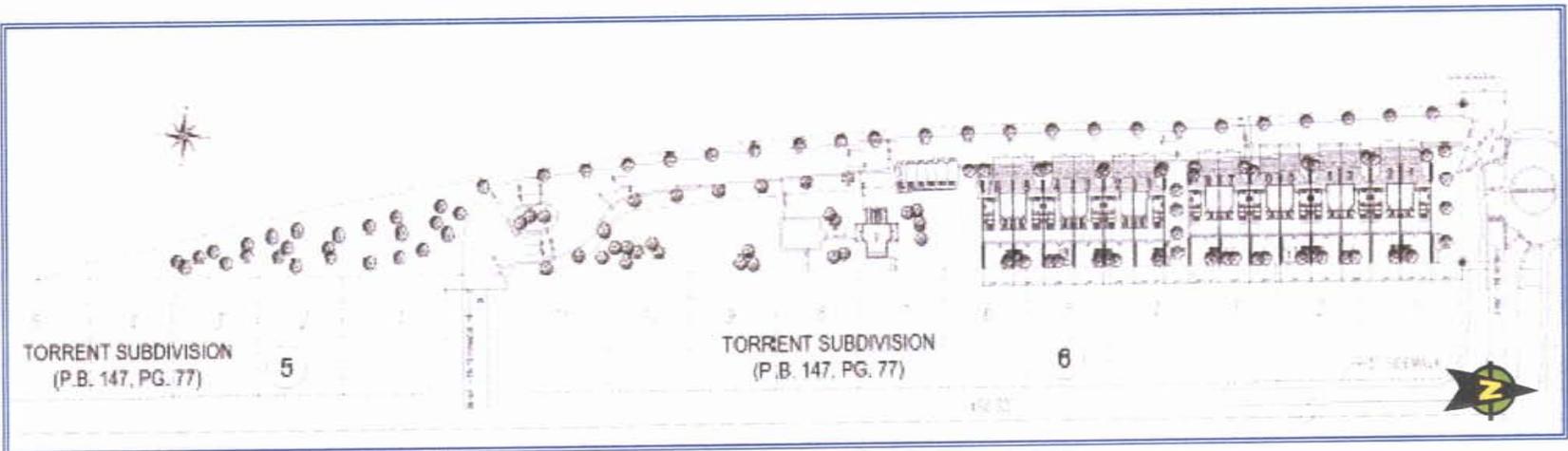
- **Land Use 230: Residential Townhouse with 14 DU**

Site access is provided on SW 176th Street. Figure 1 depicts the site's location map and Figure 2 is the proposed site plan.

Figure 1: Location Map



Figure 2: Site Plan



3.0 Trip Generation

The trip generation characteristic for the subject project was obtained from ITE's Trip Generation Manual, 7th Ed. ITE's Land Use 230: Residential Townhouse was used to determine the trip generation rates and totals for the proposed development.

The Trip Generation calculations results of the proposed improvements are summarized below. The ITE rates and percentages for PM Peak Hour Trips are included in Appendix 1. Table 2 below summarizes the net traffic impacts associated with the subject redevelopment for the PM peak hour of the adjacent street, which is the greatest impact.

Table 2: PM Peak Hour Trip Generation

Land Use (LU)	Units	ITE LU CODE	PM PEAK HOUR TRIPS			
			ITE TRIP GENERATION RATE	IN Trips	OUT Trips	TOTAL TRIPS
Residential Townhouses	14 Dwelling Units	230	0.52	5	2	7
Gross Vehicle Trips				5	2	7

4.0 Traffic Distribution

The Traffic Analysis Zone (TAZ) for the subject development is TAZ 1196 as assigned by the Metropolitan Planning Organization (MPO). The County's TAZ information is included in Appendix 2.

The PM peak corresponding traffic distribution being assigned to the following directions are outlined in Table 3. Appendix 2 includes a TAZ Map and the corresponding Directional Distribution Summary for this zone utilizing the 2005 Cost Affordable Plan.

Table 3: Cardinal Distribution

DIRECTION	DISTRIBUTION %
NNE	40.86
ENE	8.53
ESE	3.20
SSE	14.44
SSW	10.16
WSW	3.07
WNW	3.50
NNW	16.24
TOTAL	100.00

PM Traffic Assignments

The PM peak hour trips from Table 2 have been distributed and assigned to the following two intersections:

- SW 184th Street & SW 112th Avenue
- SW 176th Street & SW 112th Avenue

Table 4 was developed to depict the PM Peak Hour Assignments. Appendix 2 includes the ingress and egress traffic distribution with the corresponding assignments to the North, South, East and West for the PM peak hour. Table 4 is the cardinal traffic assignments which are further grouped as indicated due to the geographic location of the site.

PM Peak Trips			
DIRECTION	IN	OUT	Total
NNE	2	1	3
ENE	0	1	1
ESE	1	0	1
SSE	1	0	1
SSW	0	0	0
WSW	0	0	0
WNW	0	0	0
NNW	1	0	1
TOTAL	5	2	7

Table 4: PM Peak Hour Traffic Assignments

Figure 2 includes the project traffic assignments to the intersections described above.

Figure 2: PM Peak Hour Traffic Assignments



5.0 Signal Timing

SW 184th Street (Eureka Dr.) & SW 112th Avenue

The existing signal timing was obtained from Miami-Dade County Signals and Signs division. The existing PM Peak hour condition has a 100 second cycle length. The Signal Operating Plan (SOP) consists of a four-phase operation. The first phase provides for the eastbound protected left turns with an eastbound lead. This phase has 8 seconds of green indication followed by 3 seconds of yellow. The second phase provides east-west through movement. This phase has 42 seconds of green indication followed by 4 seconds of yellow and one second of red. The third phase provides southbound split through movement. This phase has 17 seconds of green indication followed by 4 seconds of yellow and one second of red. The Fourth phase provides northbound split through movement with pedestrian crossing. This phase has 15 seconds of green indication followed by 4 seconds of yellow and one second of red. This is further documented in the Appendix 3 as Asset ID 5193.

SW 176th Street & SW 112th Avenue

An existing Mid-block Pedestrian Signal data was obtained from Miami-Dade County Signals and Signs division. Additionally, further analysis was not taken into consideration because it presented minimal traffic impact and did not have sufficient actuations (calls) to have any significance. This is further documented in the Appendix 3 as Asset ID 3419.

6.0 Traffic Counts

Manual Turning Movement Counts (TMC) were taken at the nearby intersections of SW 184th Street (Eureka Drive)/ SW 112th Avenue and SW 176th Street SW 112th Avenue. These counts were done during the PM peak hour of 4:00 PM to 6:00 PM. The Turning Moving Counts (TMC's) counts collected were adjusted for peak seasonal variations by utilizing the **Florida Department of Transportation's** Seasonal Factor (SF) of 1.07. These calculations were performed for the PM Peak Hour and are included in Appendix 4 as Table 3. Moreover, these intersections would be the most impacted due to their close proximity to the subject location and due to the existing traffic volumes and patterns. Figure 3 is the PM Peak Hour Turning Movement Counts represented graphically. Lastly, for a project of this magnitude analyzing two (2) intersections is more than adequate and is customary with common practice in the field of traffic engineering.

Figure 3: Seasonally Adjusted Existing PM Peak TMC's



For the purposes of the corridor analysis, continuous 48-hour Automatic Traffic Recorder (ATR) were obtained from the Eureka Holding's project. Counts were collected on Wednesday and Thursday October 18th and October 19th, 2006, respectively. These counts were averaged, adjusted for peak season and corrected for multi-axle traffic by utilizing the Florida Department of Transportation Season Factor and Axle Correction Factors of 1.09 and 0.94, respectively. Table 5 depicts the results of the adjusted existing PM Peak hour traffic volume.

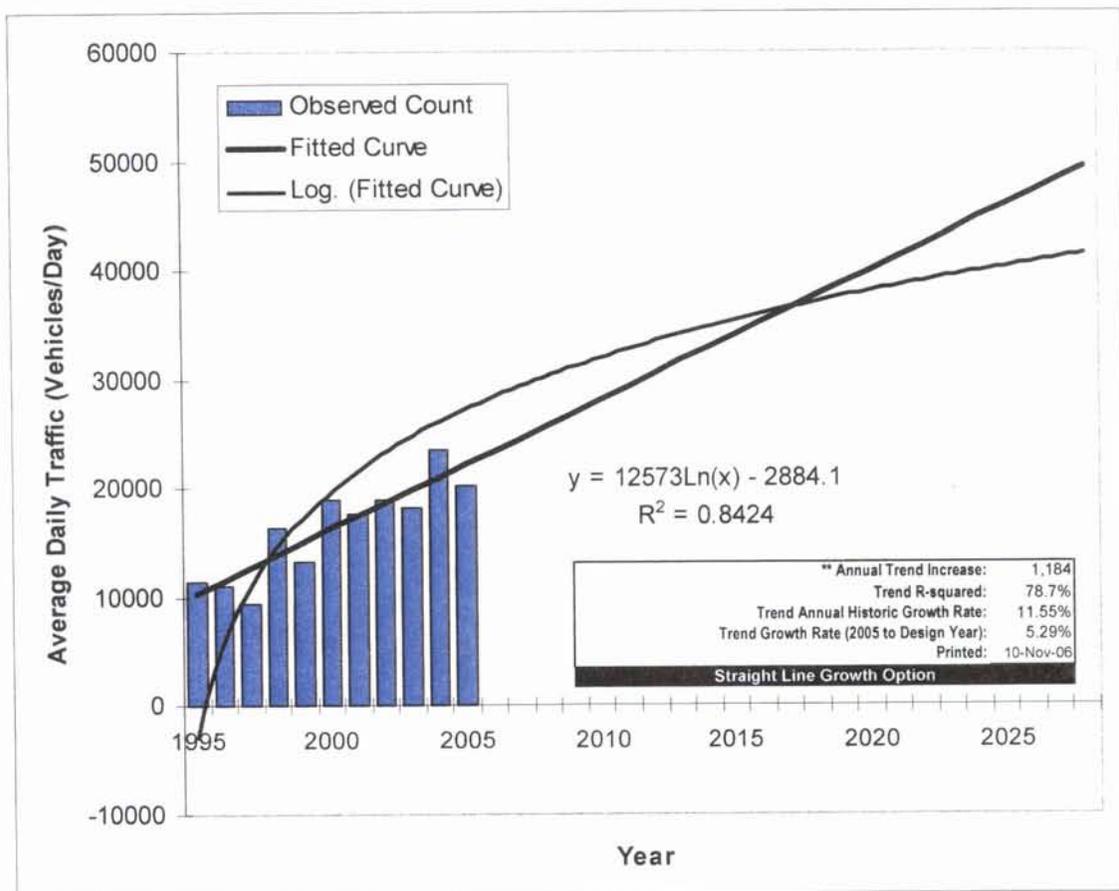
Table 5: PM Peak Hour Arterial Traffic

Link	ROADWAY		DIR	PM Peak Hour		AM PEAK HOUR VOLUME
	NAME	AT		Wednesday	Thursday	
	EXISTING CONDITION (Seasonally Adjusted)					
	1	2	8	9	10	12
1	SW 184th Street	Ease of SW 107th Avenue	EB	1188	977	1,089
			WB	1098	901	1,005
			LINK	2286	1878	2,094
2	SW 107th Avenue	Between SW 180th & 184th Street	NB	481	464	475
			SB	461	457	462
			LINK	942	921	937

7.0 Background Growth

Using the historical traffic counts data from the Florida Department of Transportation's Count Station 87091 a regression analysis was performed for the last ten (10) years of available data. The results indicate a growth trend of 5.29 percent from 2005 to the design year of 2009. As such, this growth rate was applied to the existing traffic counts to address background growth in the area. Figure 4 depicts the data graphically with its corresponding trend line. The count station data and analyses are included in Appendix 3.

Figure 4: Growth Trend Chart



8.0 Level of Service Analysis

Intersection Analysis

Intersection analyses were performed for the peak seasonally adjusted existing condition and the proposed condition at the intersections identified above using the Synchro/SimTraffic software. The results indicate the LOS are within acceptable guidelines for these type of facilities. Table 6 provides a summary of the results while Appendix 5 contains the program outputs. Additionally, the intersection of SW 184th Street and SW 112th Avenue was optimized to mitigate the proposed future conditions.

Intersection	Existing PM		Proposed PM		Proposed PM Optimize	
	LOS	Delay	LOS	Delay	LOS	Delay
SW 184 th Street & SW 112 th Avenue	E	78.0	F	130.1	E	79.5
SW 176 th Street & SW 112 th Avenue	A	3.5	B	5.2		

Table 6: Intersection LOS

The results of the corridor analysis reveal that all levels of service thresholds will be above an LOS D. Table 7 is a summary of the results while Appendix 5 contains the spreadsheet utilized to compute the peak season existing condition, the future year (i.e. 2009) background condition, the background and committed condition and finally, the proposed condition containing the cumulative effects.

Table 7: Corridor LOS Summary

ROADWAY		DIR	Background, Project & Committed Traffic	Jurisdictional Classification	PROPOSED LOS
NAME	AT				
PROPOSED CONDITION (With Project Traffic)					
1	2	3	8	10	11
SW 184th Street	Ease of SW 107th Avenue	EB	1,272	4-Lane Non-State Divided	D
		WB	1,174		
		LINK	2,446		
SW 107th Avenue	Between SW 180th & 184th Street	NB	558	2-Lane Non-State Undivided	D
		SB	541		
		LINK	1,100		

9.0 Recommendation

The results of the analysis contained in this report find that the levels of service thresholds are maintained within the LOS standard of E. As such, sufficient roadway capacity exists to support this development. Signal optimization on the intersection of SW 184th Street/ SW 112th Avenue may be needed at project completion should the growth rate calculated be realized. Otherwise, this project does not contribute a significant traffic impact and would constitute a "DeMinimus" impact.

APPENDIX 1
TRIP GENERATION

TABLE 1

Eureka Cove LLC

TRIP GENERATION

Land Use (LU)	Units	ITE LU CODE	ITE TRIP GENERATION RATE	PM PEAK HOUR TRIPS				TOTAL TRIPS
				IN		OUT		
				%	Trips	%	Trips	
Residential Townhouses	14 Dwelling Units	230	0.52	67%	5	33%	2	7
Gross Vehicle Trips				55%	5	45%	2	7

NOTES:

*From ITE Trip Generation, 7th Edition using the Rates.

06-087 Eureka Cove LLC
 Summary of Trip Generation Calculation
 For 14 Dwelling Units of Residential Condominium / Townhouse
 October 18, 2006

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	5.86	3.09	1.00	82
7-9 AM Peak Hour Enter	0.07	0.00	1.00	1
7-9 AM Peak Hour Exit	0.37	0.00	1.00	5
7-9 AM Peak Hour Total	0.44	0.69	1.00	6
4-6 PM Peak Hour Enter	0.35	0.00	1.00	5
4-6 PM Peak Hour Exit	0.17	0.00	1.00	2
4-6 PM Peak Hour Total	0.52	0.75	1.00	7
AM Pk Hr, Generator, Enter	0.08	0.00	1.00	1
AM Pk Hr, Generator, Exit	0.36	0.00	1.00	5
AM Pk Hr, Generator, Total	0.44	0.68	1.00	6
PM Pk Hr, Generator, Enter	0.33	0.00	1.00	5
PM Pk Hr, Generator, Exit	0.19	0.00	1.00	3
PM Pk Hr, Generator, Total	0.52	0.75	1.00	7
Saturday 2-Way Volume	5.67	3.10	1.00	79
Saturday Peak Hour Enter	0.25	0.00	1.00	4
Saturday Peak Hour Exit	0.22	0.00	1.00	3
Saturday Peak Hour Total	0.47	0.71	1.00	7
Sunday 2-Way Volume	4.84	2.71	1.00	68
Sunday Peak Hour Enter	0.22	0.00	1.00	3
Sunday Peak Hour Exit	0.23	0.00	1.00	3
Sunday Peak Hour Total	0.45	0.70	1.00	6

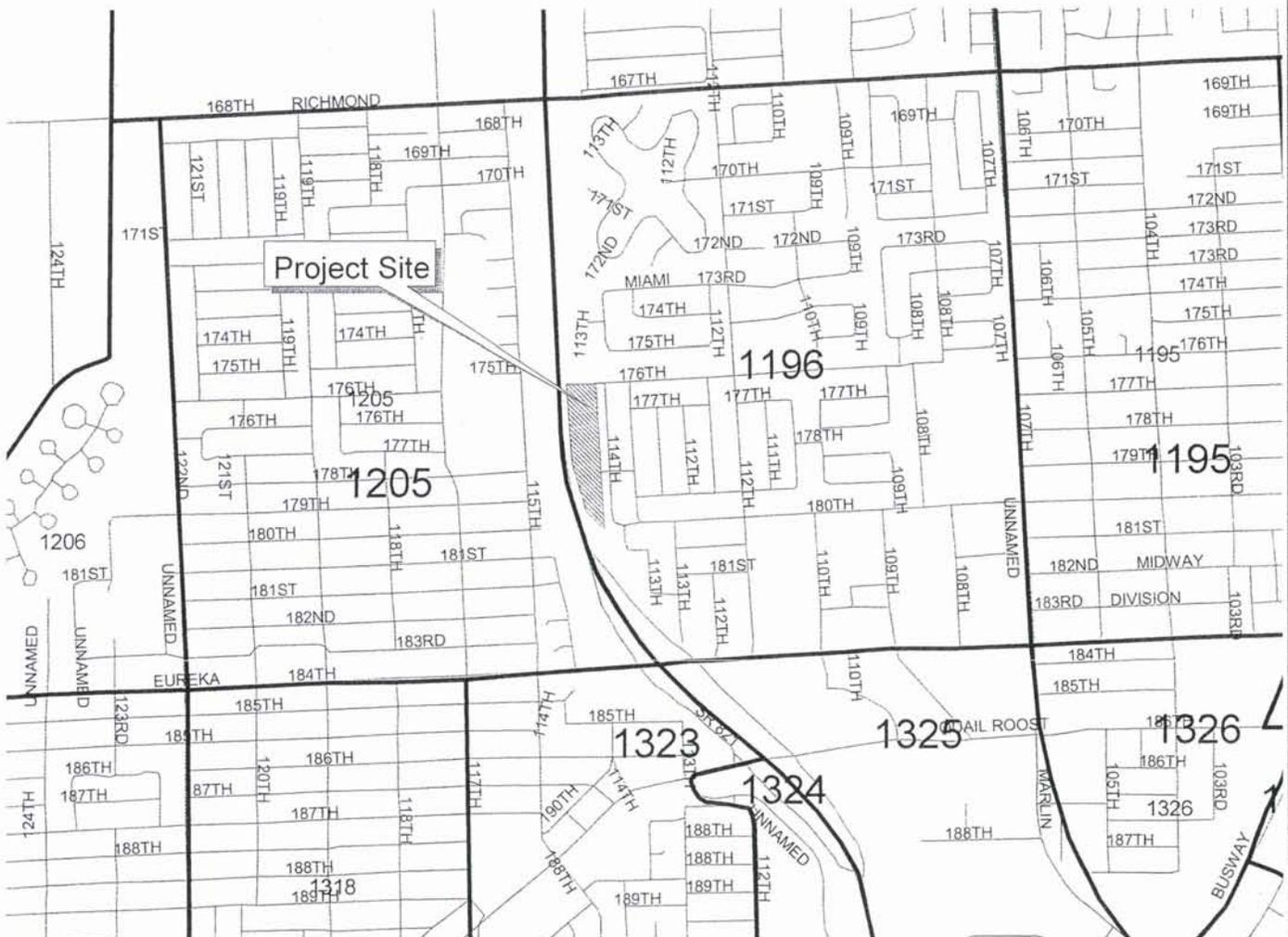
Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

APPENDIX 2
TAZ / TRIP DIST



Traffic Analysis Zone (TAZ)





Miami-Dade Transportation Plan (to the Year 2030)

Directional Trip Distribution Report

January 2005



Prepared by:

 **Gannett Fleming**

In association with:

PACO Group

Public Financial Management

Media Relations Group



Miami-Dade Interim 2005 Cost Feasible Plan

DIRECTIONAL DISTRIBUTION SUMMARY

ORIGIN ZONE	CARDINAL DIRECTIONS									TOTAL
	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW		
1186	TRIPS	763	330	233	88	243	60	81	246	2044
	PERCENT	37.33	16.14	11.40	4.31	11.89	2.94	3.96	12.04	
1187	TRIPS	171	67	12	17	53	17	9	44	390
	PERCENT	43.85	17.18	3.08	4.36	13.59	4.36	2.31	11.28	
1188	TRIPS	1302	219	60	64	422	137	89	309	2602
	PERCENT	50.04	8.42	2.31	2.46	16.22	5.27	3.42	11.88	
1189	TRIPS	1608	343	59	339	1167	521	456	596	5089
	PERCENT	31.60	6.74	1.16	6.66	22.93	10.24	8.96	11.71	
1190	TRIPS	1033	618	79	120	329	76	116	460	2831
	PERCENT	36.49	21.83	2.79	4.24	11.62	2.68	4.10	16.25	
1191	TRIPS	1454	786	175	479	1146	965	502	575	6082
	PERCENT	23.91	12.92	2.88	7.88	18.84	15.87	8.25	9.45	
1192	TRIPS	1554	167	20	133	618	112	322	392	3318
	PERCENT	46.84	5.03	0.60	4.01	18.63	3.38	9.70	11.81	
1193	TRIPS	2242	373	75	185	770	74	369	572	4660
	PERCENT	48.11	8.00	1.61	3.97	16.52	1.59	7.92	12.27	
1194	TRIPS	1784	233	139	236	921	322	316	588	4539
	PERCENT	39.30	5.13	3.06	5.20	20.29	7.09	6.96	12.95	
1195	TRIPS	1568	248	81	141	675	133	138	431	3415
	PERCENT	45.92	7.26	2.37	4.13	19.77	3.89	4.04	12.62	
1196	TRIPS	2289	478	179	809	569	172	196	910	5602
	PERCENT	40.86	8.53	3.20	14.44	10.16	3.07	3.50	16.24	
1197	TRIPS	2167	1592	474	1160	552	338	429	1016	7728
	PERCENT	28.04	20.60	6.13	15.01	7.14	4.37	5.55	13.15	
1198	TRIPS	2295	1762	463	1238	723	536	507	1062	8586
	PERCENT	26.73	20.52	5.39	14.42	8.42	6.24	5.90	12.37	
1199	TRIPS	858	564	380	314	110	68	109	266	2669
	PERCENT	32.15	21.13	14.24	11.76	4.12	2.55	4.08	9.97	
1200	TRIPS	1202	850	426	423	331	160	249	532	4173
	PERCENT	28.80	20.37	10.21	10.14	7.93	3.83	5.97	12.75	

Eureka Cove LLC

Project Cardinal Distribution

(TAZ 1196)

DIRECTION	DISTRIBUTION %	PIM Peak Trips		
		IN	OUT	Total
NNE	40.86	2	1	3
ENE	8.53	0	1	1
ESE	3.20	1	0	1
SSE	14.44	1	0	1
SSW	10.16	0	0	0
WSW	3.07	0	0	0
WNW	3.50	0	0	0
NNW	16.24	1	0	1
TOTAL	100.00	5	2	7

Note:

Based on Miami-Dade Transportation Plan (to the Year 2030) Directional Trip Distribution Report, January 2005. Miami-Dade Interim 2005 Cost Feasible Plan was used as obtained from Miami Dade MPO.

Eureka Cove LLC

Project Trip Assignment

Assignment:	IN	OUT	Total
North	2+1=3	1+0=1	4
East	0+1=1	1+0=1	2
South	1+0=1	0+0=0	1
West	0+0=0	0+0=0	0
		TOTAL	7

Eureka Cove LLC

Project Trip Assignment

3 

1 



1 

1 

0 

0 

 0

 1



APPENDIX 3
SIGNAL TIMING
FDOT FACTORS

5193

TIMING DATA FOR 5193 SW 184 ST & 112 AVE (SEC: 174 TYPE: SA)

PAT	OF	EWG	G	Y	R	SG	Y	R	NP	G	Y	R	EL	Y	S	Y	M	CYC	
1	T	5	48	1	4	1	12	4	1	14	1	4	1	6	3				100OFF PEAK M2
5	T	31	38	1	4	1	14	4	1	12	1	4	1	6	3				90OFF PEAK M2
6	T	54	45	1	4	1	15	4	1	14	1	4	1	6	3				100AM PEAK M1
7	T	60	41	1	4	1	17	4	1	14	1	4	1	8	3				100PM PEAK
8	T	22	48	1	4	1	14	4	1	12	1	4	1	6	3				100OFF PEAK M1
9	T	0	38	1	4	1	14	4	1	12	1	4	1	0	0	4	7		81NITE 0/6
10	T	10	48	1	4	1	14	4	1	12	1	4	1	6	3				100OFF PEAK M2
16	T	54	45	1	4	1	15	4	1	14	1	4	1	6	3				100AM PEAK M2
24	T	20	38	1	4	1	14	4	1	12	1	4	1	6	3				90RECALL TEST
MIN:				20			5			1				5					

PHASE:	$\phi 1$	$\phi 2$	$\phi 3$	$\phi 4$	
G(w)	-	41	-	14	
G(f)	-	-	-	-	
G(g)	8	1	17	1	
G(total)	8	42	17	15	
Y	3	4	4	4	
R	-	1	1	1	
SPLIT	11	47	22	20	CL = 100s

Signal Timing
SW 112th Avenue/ SW 176th ST
Assed ID# 3419

*MID-BLOCK PED SIGNAL

PHASE:				
N/A				
G(w)				
G(f)				
G(g)				
G(total)				
Y				
R				
SPLIT				

*SEE ATTACHED SIGNAL TIMING

(F+COL+ROW)	1	2	3	4	5	6	7	(C+PLAN#+ROW)	PLAN NUMBER									PHASE FUNCTIONS								
	SB		PED		NB				1	2	3	4	5	6	7	9	(F+P+ROW)	1	2	3	4	5	6	7	8	
0 WALK				7				CYCLE	90								0 PERMIT			2			4		6	
1 FLH D/W				8				1 FORCE 1									1 RED LOCK									
2 MIN INIT	30					30		2 FORCE 2									2 YELLOW LOCK									
3 TYPE 3								3 FORCE 3									3 VEH MIN RECALL			2					6	
4 ADD/VEH								4 FORCE 4	36								4 PED RECALL									
5 VEH EXT								5 FORCE 5									5 PEDESTRIANS							4		
6 MAX GAP								6 FORCS 6									6 REST IN WALK									
7 MIN GAP								7 FORCE 7									7 RED REST									
8 MAX								8 FORCE 8									8 DOUBLE ENTRY									
9 MAX2								9 RING OFFSET									9 VEH MAX RECALL									
A A/D WLK								A OFFSET A									A SOFT RECALL									
B SEQ TO								B OFFSET B									B MAXIMUM 2									
C COND MIN								C OFFSET C									C COND SERVICE									
D REDUCE EV								D END PERM 1									D MAN CONT CALLS			2			4		6	
E YELLOW	4					4		E HOLD RELEASE255									E YELLOW START									
F RED CLR	1		1			1		F ZONE OFFSET									F FIRST PHASES			2					6	
	(C+0+F)=1									(C+0+C)-1									(C+0+F)-1							

(C+E+ROW)	SYNCH PHASES								(C+F+ROW)	LAG PHASES								(E+E+ROW)	CONFIGURATION								(E+F+ROW)								
	1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8
0									0 LAG FREE	2	4	6	8					0 EXCLUSIVE									0 EXT PERMIT 0	2	4	6					
1 SYNC 1	2			6					1 LAG PLAN 1	2	4	6	8					1 RR1 CLEAR									1 EXT PERMIT 1	2	4	6					
2 SYNC 2	2			6					2 LAG PLAN 2	2	4	6	8					2 RR2 CLEAR									2 EXT PERMIT 2	2	4	6					
3 SYNC 3	2			6					3 LAG PLAN 3	2	4	6	8					3 RR2 TK CLR									3 EXCLUSIVE PED								
4 SYNC 4	2			6					4 LAG PLAN 4	2	4	6	8					4 PROT/PBRM									4								
5 SYNC 5	2			6					5 LAG PLAN 5	2	4	6	8					5 FLH TO PREMT									5 PED 2P OUTPUT								
6 SYNC 6	2			6					6 LAG PLAN 6	2	4	6	8					6 FLASH ENTRY									6 PED 6P OUTPUT								
7 SYNC 7	2			6					7 LAG PLAN 7	2	4	6	8					7 NO YELO CK				4					7 PED 4P OUTPUT				4				
8 SYNC 8	2			6					8 LAG PLAN 8	2	4	6	8					8 NO OL YELO CK									8 PED 8P OUTPUT								
9 SYNC 9	2			6					9 LAG PLAN 9	2	4	6	8					9 OL FLH YELQ									9 FLH YELLOW								
A NEMA SYNC	2			6					A EXTERNAL LAG									A EM VEH A									A								
B NEMA HOLD	2			6					B									B EM VEH B									B								
C									C									C EM VEH C									C								
D									D									D EM VEH D									D								
E COOR EXTRA									E									E EXTRA 1		1	2	3				7	E RESTRICTED								
F									F									F IC SELECT									F EXTRA 2			2					
	(C+0+C)-1									(C+0+C)-1									(C+0+B)-125									(C+0+E)-125							

COORDINATION

MINIMUMS	(F+P+ROW)	PHASE FUNCTIONS							
(C+2+ROW)		1	2	3	4	5	6	7	8
1	0 FAST G FLASH								
2 30	1 GREEN FLASH								
3	2 FLASH WALK								
4 15	3 GUAR. PASSAGE								
5	4 SIMULT. GAP	1	2	3	4	5	6	7	8
6 30	5 SEQ TIMING	1	2	3	4	5	6	7	8
7	6 ADV WALK								
8	7 DELAY WALK								
(C+0+C)-5	8 EXT RECALL								
XPED OP.	9								
(P+0+0)	A MAX EXTEN								
WALK	B INH PED RSRV								
(F+0+1)	C SEMI ACTUATED								
DONT W	D								
(F+0+2)	B START VEH CALL	2							6
RED CL	F START PED CALL								
(C+0+F)=1	(C+0+F)=2								

Page 1 of 2

DADE COUNTY PUBLIC WORKS DEPARTMENT - Model 170 controller timing sheet

Location: SW 112 AV / SW 176 & 177 STS Asset # 3419

AREA 1 2 3 4 5 6 7 8 (phases)

5 SB PED NB

Designed by: STAFF Date: Prior to 9/26/94

SubA (UNKNOWN ISSUER)

1 Checked by: _____ Date: _____

ADDR In service: C - A. L. S. Date: 9/26/94

170 Timing # 4 Phasing # 2 Section: 172 S.O.P.

Comments:

**ORIGINAL
FILE COPY**

2005 Peak Season Factor Category Report - Report Type: ALL

Category: 8701 MIAMI-DADE SOUTH

MOCF: 0.98

Week	Dates	SF	PSCF
1	01/01/2005 - 01/01/2005	0.97	0.99
2	01/02/2005 - 01/08/2005	0.99	1.01
3	01/09/2005 - 01/15/2005	1.02	1.04
4	01/16/2005 - 01/22/2005	1.01	1.03
5	01/23/2005 - 01/29/2005	1.00	1.02
* 6	01/30/2005 - 02/05/2005	0.99	1.01
* 7	02/06/2005 - 02/12/2005	0.99	1.01
* 8	02/13/2005 - 02/19/2005	0.98	1.00
* 9	02/20/2005 - 02/26/2005	0.98	1.00
*10	02/27/2005 - 03/05/2005	0.98	1.00
*11	03/06/2005 - 03/12/2005	0.98	1.00
*12	03/13/2005 - 03/19/2005	0.98	1.00
*13	03/20/2005 - 03/26/2005	0.98	1.00
*14	03/27/2005 - 04/02/2005	0.98	1.00
*15	04/03/2005 - 04/09/2005	0.98	1.00
*16	04/10/2005 - 04/16/2005	0.98	1.00
*17	04/17/2005 - 04/23/2005	0.99	1.01
*18	04/24/2005 - 04/30/2005	1.00	1.02
19	05/01/2005 - 05/07/2005	1.01	1.03
20	05/08/2005 - 05/14/2005	1.02	1.04
21	05/15/2005 - 05/21/2005	1.03	1.05
22	05/22/2005 - 05/28/2005	1.02	1.04
23	05/29/2005 - 06/04/2005	1.01	1.03
24	06/05/2005 - 06/11/2005	1.01	1.03
25	06/12/2005 - 06/18/2005	1.00	1.02
26	06/19/2005 - 06/25/2005	1.00	1.02
27	06/26/2005 - 07/02/2005	1.00	1.02
28	07/03/2005 - 07/09/2005	1.00	1.02
29	07/10/2005 - 07/16/2005	1.00	1.02
30	07/17/2005 - 07/23/2005	1.00	1.02
31	07/24/2005 - 07/30/2005	1.01	1.03
32	07/31/2005 - 08/06/2005	1.01	1.03
33	08/07/2005 - 08/13/2005	1.01	1.03
34	08/14/2005 - 08/20/2005	1.01	1.03
35	08/21/2005 - 08/27/2005	1.01	1.03
36	08/28/2005 - 09/03/2005	1.01	1.03
37	09/04/2005 - 09/10/2005	1.01	1.03
38	09/11/2005 - 09/17/2005	1.02	1.04
39	09/18/2005 - 09/24/2005	1.04	1.06
40	09/25/2005 - 10/01/2005	1.06	1.08
41	10/02/2005 - 10/08/2005	1.07	1.09
42	10/09/2005 - 10/15/2005	1.09	1.11
43	10/16/2005 - 10/22/2005	1.07	1.09
44	10/23/2005 - 10/29/2005	1.05	1.07
45	10/30/2005 - 11/05/2005	1.03	1.05
46	11/06/2005 - 11/12/2005	1.01	1.03
47	11/13/2005 - 11/19/2005	0.98	1.00
48	11/20/2005 - 11/26/2005	0.98	1.00
49	11/27/2005 - 12/03/2005	0.98	1.00
50	12/04/2005 - 12/10/2005	0.97	0.99
51	12/11/2005 - 12/17/2005	0.97	0.99
52	12/18/2005 - 12/24/2005	0.99	1.01
53	12/25/2005 - 12/31/2005	1.02	1.04

* Peak Season

2005 Weekly Axle Factor Category Report - Report Type: ALL

County: 87 - DADE

Week	Dates	8717 SR A1A, 886	8718 SR 9	8719 SR 973, 989
1	01/01/2005 - 01/01/2005	0.98	0.95	0.94
2	01/02/2005 - 01/08/2005	0.98	0.95	0.94
3	01/09/2005 - 01/15/2005	0.98	0.95	0.94
4	01/16/2005 - 01/22/2005	0.98	0.95	0.94
5	01/23/2005 - 01/29/2005	0.98	0.96	0.94
6	01/30/2005 - 02/05/2005	0.98	0.96	0.94
7	02/06/2005 - 02/12/2005	0.98	0.97	0.94
8	02/13/2005 - 02/19/2005	0.98	0.97	0.94
9	02/20/2005 - 02/26/2005	0.98	0.97	0.94
10	02/27/2005 - 03/05/2005	0.98	0.96	0.94
11	03/06/2005 - 03/12/2005	0.98	0.95	0.94
12	03/13/2005 - 03/19/2005	0.98	0.95	0.94
13	03/20/2005 - 03/26/2005	0.98	0.95	0.94
14	03/27/2005 - 04/02/2005	0.98	0.96	0.94
15	04/03/2005 - 04/09/2005	0.98	0.96	0.94
16	04/10/2005 - 04/16/2005	0.98	0.96	0.94
17	04/17/2005 - 04/23/2005	0.98	0.96	0.94
18	04/24/2005 - 04/30/2005	0.98	0.96	0.94
19	05/01/2005 - 05/07/2005	0.98	0.95	0.94
20	05/08/2005 - 05/14/2005	0.98	0.95	0.94
21	05/15/2005 - 05/21/2005	0.98	0.95	0.94
22	05/22/2005 - 05/28/2005	0.98	0.95	0.94
23	05/29/2005 - 06/04/2005	0.98	0.96	0.94
24	06/05/2005 - 06/11/2005	0.98	0.96	0.94
25	06/12/2005 - 06/18/2005	0.98	0.97	0.94
26	06/19/2005 - 06/25/2005	0.98	0.96	0.94
27	06/26/2005 - 07/02/2005	0.98	0.96	0.94
28	07/03/2005 - 07/09/2005	0.98	0.95	0.94
29	07/10/2005 - 07/16/2005	0.98	0.94	0.94
30	07/17/2005 - 07/23/2005	0.98	0.95	0.94
31	07/24/2005 - 07/30/2005	0.98	0.95	0.94
32	07/31/2005 - 08/06/2005	0.98	0.95	0.94
33	08/07/2005 - 08/13/2005	0.98	0.95	0.94
34	08/14/2005 - 08/20/2005	0.98	0.95	0.94
35	08/21/2005 - 08/27/2005	0.98	0.95	0.94
36	08/28/2005 - 09/03/2005	0.98	0.95	0.94
37	09/04/2005 - 09/10/2005	0.98	0.95	0.94
38	09/11/2005 - 09/17/2005	0.98	0.95	0.94
39	09/18/2005 - 09/24/2005	0.98	0.95	0.94
40	09/25/2005 - 10/01/2005	0.98	0.95	0.94
41	10/02/2005 - 10/08/2005	0.98	0.95	0.94
42	10/09/2005 - 10/15/2005	0.98	0.95	0.94
43	10/16/2005 - 10/22/2005	0.98	0.95	0.94
44	10/23/2005 - 10/29/2005	0.98	0.95	0.94
45	10/30/2005 - 11/05/2005	0.98	0.95	0.94
46	11/06/2005 - 11/12/2005	0.98	0.95	0.94
47	11/13/2005 - 11/19/2005	0.98	0.95	0.94
48	11/20/2005 - 11/26/2005	0.98	0.95	0.94
49	11/27/2005 - 12/03/2005	0.98	0.95	0.94
50	12/04/2005 - 12/10/2005	0.98	0.95	0.94
51	12/11/2005 - 12/17/2005	0.98	0.95	0.94
52	12/18/2005 - 12/24/2005	0.98	0.95	0.94
53	12/25/2005 - 12/31/2005	0.98	0.95	0.94

APPENDIX 4

TRAFFIC COUNTS

TURNING MOVEMENT COUNTS (TMC)

AUTOMATIC TRAFFIC RECORDER (ATR)

GROWTH TRENDS

COMMITTED DEVELOPMENTS



Table T-1

Eureka Cove LLC EXISTING & PROPOSED PM PEAK HOUR TMC'S

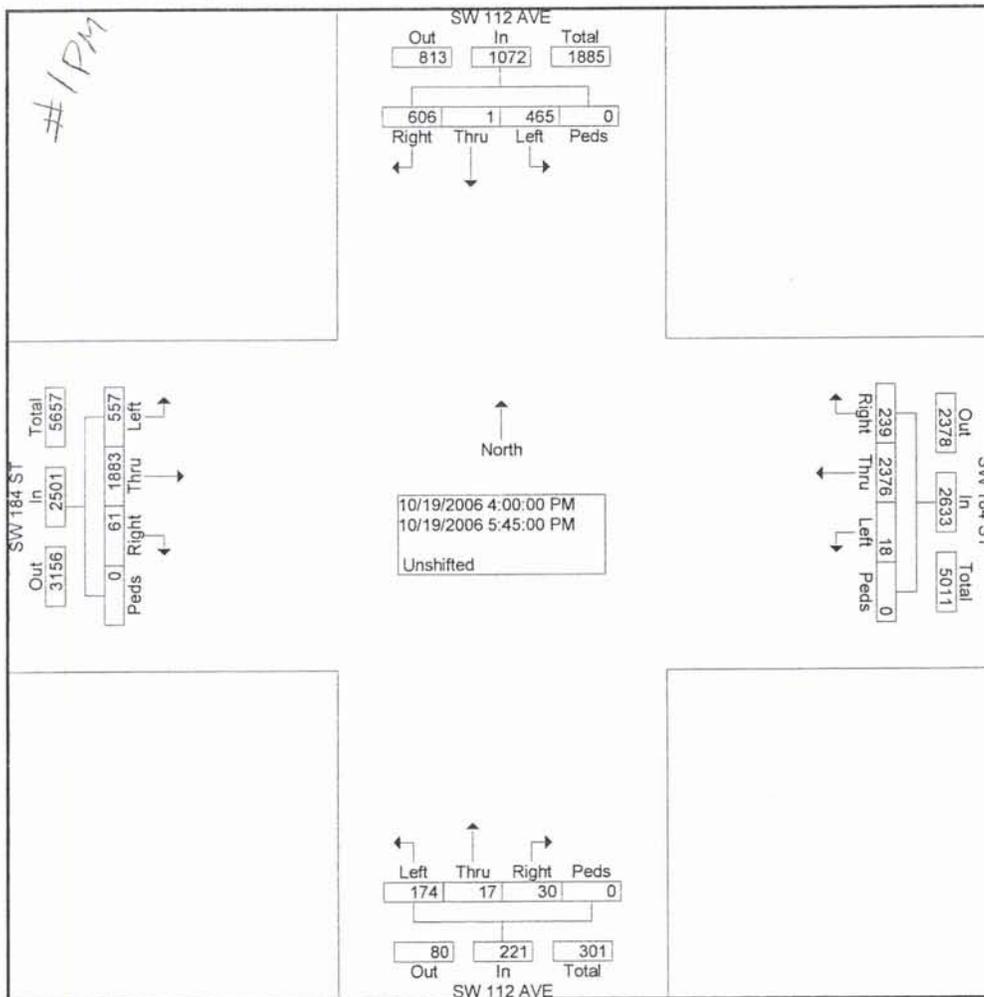
INTERSECTION NO.	INTERSECTION NAME	APPROACH	MOVEMENT	PM PEAK-HR COUNT	Date of Count	SF	PHF	PM PEAK SEASONALLY ADJUSTED (EXISTING)	BACKGROUND GROWTH RATE 5.29% No. of Years	Net Traffic w/o Project	Site Traffic (VPH)	Committed Traffic (VPH)	Total Traffic (PROPOSED)
1	SW 184th Street & SW 112th Avenue	SOUTHBOUND	SBR	281	Thursday, October 19, 2006	1.07	0.94	301	50	351	1	0	352
			SBT	1		1.07		1	0	1			
			SBL	241		1.07		259	43	301	0	301	
			TOTAL	523		1.07		560	94	654	0	654	
			WBR	123		1.07		132	22	154	0	155	
			WBT	1306		1.07		1397	234	1631	2	1633	
			WBL	13		1.07		14	2	16	0	16	
			TOTAL	1442		1.07		1543	258	1801	2	1804	
			NBR	19		1.07		20	3	24	0	24	
			NBT	9		1.07		10	1	11	0	11	
			NBL	90		1.07		96	16	112	0	112	
			TOTAL	118		1.07		126	21	147	0	147	
			EBR	33		1.07		35	6	41	0	41	
EBT	943	1.07	1009	169	1178	0	1179						
EBL	311	1.07	333	56	389	1	389						
TOTAL	1287	1.07	1377	230	1607	1	1609						
TOTAL							3606	603	4209	3	3	4215	
2	SW 176th Street & SW 112th Avenue	SOUTHBOUND	SBR	15	Saturday, October 21, 2006	1.03	0.970	15	3	18	3	0	21
			SBT	407		1.07		435	73	508	0	508	
			SBL	15		1.07		16	3	19	0	19	
			TOTAL	437		1.07		467	78	545	3	548	
			WBR	23		1.07		25	4	29	0	29	
			WBT	6		1.07		9	1	10	0	10	
			WBL	62		1.07		65	11	77	0	77	
			TOTAL	93		1.07		100	17	116	0	116	
			NBR	45		1.07		48	8	56	0	56	
			NBT	327		1.07		350	59	409	0	409	
			NBL	8		1.07		9	1	10	0	10	
			TOTAL	380		1.07		407	68	475	2	477	
			EBR	10		1.07		11	2	12	0	12	
EBT	8	1.07	9	1	10	0	10						
EBL	20	1.07	21	4	25	0	25						
TOTAL	38	1.07	41	7	47	0	47						
TOTAL							1014	170	1183	7	7	1207	

Notes:

1. Intersection Name
2. Intersection Approach
3. Intersection Approach Movement
4. TMC data provided by RGA, Inc.
5. Date of Count
6. Peak Seasonal Correction Factor obtained from FDOT 2005 Data
7. Peak Hour Factor
8. Seasonally Adjusted TMC = Count * SF (These are the volumes utilized in the existing condition intersection LOS.
9. Based on Traffic Trends Analysis a 3 percent background growth was calculated with a project build-out of three years.
10. Net Traffic = Peak Seasonally Adjusted TMC + Background
11. Site traffic assignment.
12. Committed development gathered from the Sweet Home Baptist Church project.
13. Total Traffic = Net Traffic + Site Traffic (These are the volumes utilized in the proposed intersection LOS analysis)

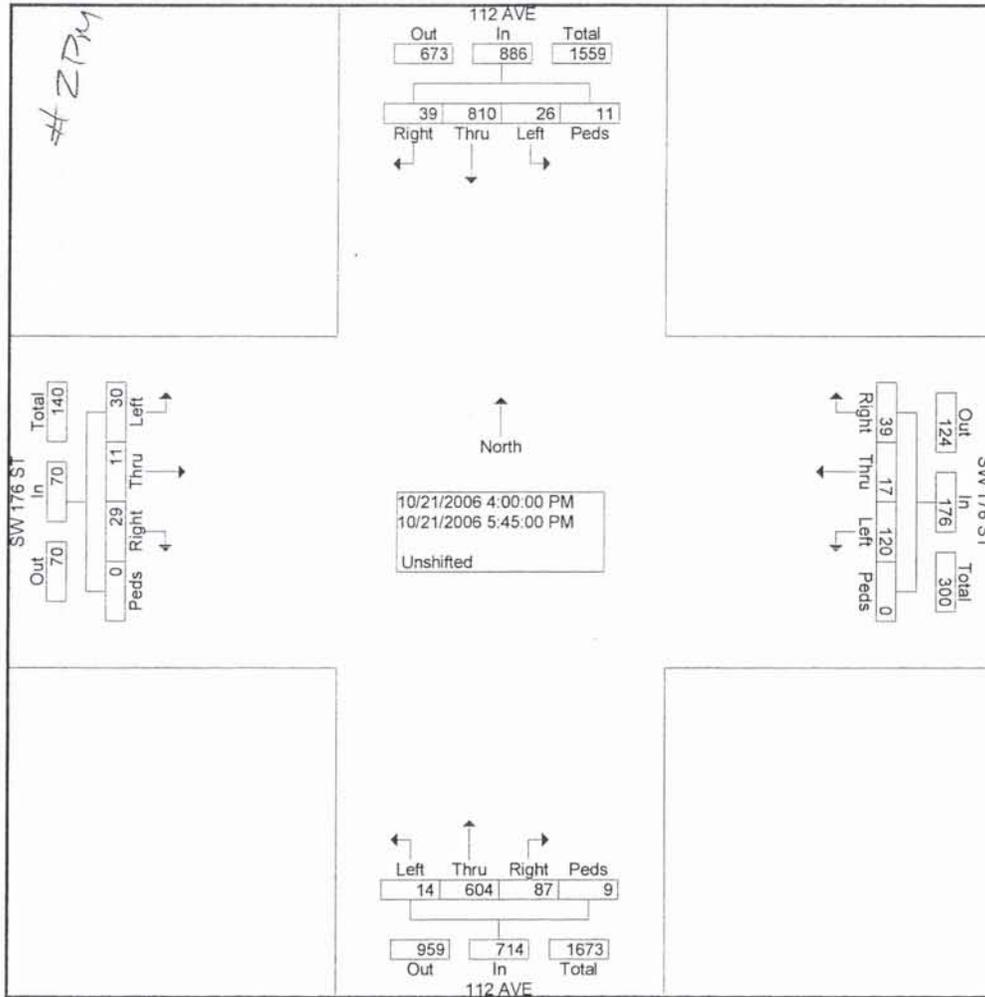
Groups Printed- Unshifted

Start Time	SW 112 AVE From North					SW 184 ST From East					SW 112 AVE From South					SW 184 ST From West					Int. Total
	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	Rig ht	Thru	Left	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	88	0	63	0	151	30	291	2	0	323	3	2	22	0	27	8	247	66	0	321	822
04:15 PM	80	0	64	0	144	28	278	1	0	307	2	1	20	0	23	6	256	58	0	320	794
04:30 PM	82	0	50	0	132	31	246	1	0	278	3	2	19	0	24	4	225	60	0	289	723
04:45 PM	75	0	47	0	122	27	255	1	0	283	3	3	23	0	29	10	212	62	0	284	718
Total	325	0	224	0	549	116	1070	5	0	1191	11	8	84	0	103	28	940	246	0	1214	3057
05:00 PM	83	1	55	0	139	18	307	4	0	329	4	1	25	0	30	7	236	74	0	317	815
05:15 PM	59	0	61	0	120	34	325	2	0	361	6	3	20	0	29	8	212	78	0	298	808
05:30 PM	68	0	66	0	134	33	333	3	0	369	5	2	21	0	28	11	242	80	0	333	864
05:45 PM	71	0	59	0	130	38	341	4	0	383	4	3	24	0	31	7	253	79	0	339	883
Total	281	1	241	0	523	123	1306	13	0	1442	19	9	90	0	118	33	943	311	0	1287	3370
Grand Total	606	1	465	0	1072	239	2376	18	0	2633	30	17	174	0	221	61	1883	557	0	2501	6427
Apprch %	56.5	0.1	43.4	0.0		9.1	90.2	0.7	0.0		13.6	7.7	78.7	0.0		2.4	75.3	22.3	0.0		
Total %	9.4	0.0	7.2	0.0	16.7	3.7	37.0	0.3	0.0	41.0	0.5	0.3	2.7	0.0	3.4	0.9	29.3	8.7	0.0	38.9	



Groups Printed- Unshifted

Start Time	112 AVE From North					SW 176 ST From East					112 AVE From South					SW 176 ST From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	6	100	3	1	110	5	1	13	0	19	12	67	0	4	83	5	0	3	0	8	220
04:15 PM	5	108	3	3	119	1	3	12	0	16	10	71	4	0	85	9	1	2	0	12	232
04:30 PM	8	117	4	3	132	2	2	16	0	20	8	63	1	0	72	2	0	3	0	5	229
04:45 PM	5	78	1	2	86	8	3	17	0	28	12	76	1	1	90	3	2	2	0	7	211
Total	24	403	11	9	447	16	9	58	0	83	42	277	6	5	330	19	3	10	0	32	892
05:00 PM	5	89	4	0	98	8	3	17	0	28	13	82	4	0	99	2	3	7	0	12	237
05:15 PM	4	99	2	1	106	6	5	23	0	34	7	77	3	2	89	3	3	3	0	9	238
05:30 PM	5	127	6	1	139	2	0	11	0	13	15	70	1	0	86	2	0	6	0	8	246
05:45 PM	1	92	3	0	96	7	0	11	0	18	10	98	0	2	110	3	2	4	0	9	233
Total	15	407	15	2	439	23	8	62	0	93	45	327	8	4	384	10	8	20	0	38	954
Grand Total	39	810	26	11	886	39	17	120	0	176	87	604	14	9	714	29	11	30	0	70	1846
Apprch %	4.4	91.4	2.9	1.2		22.2	9.7	68.2	0.0		12.2	84.6	2.0	1.3		41.4	15.7	42.9	0.0		
Total %	2.1	43.9	1.4	0.6	48.0	2.1	0.9	6.5	0.0	9.5	4.7	32.7	0.8	0.5	38.7	1.6	0.6	1.6	0.0	3.8	



Start Time	112 AVE From North					SW 176 ST From East					112 AVE From South					SW 176 ST From West					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersecti on	05:00 PM																				
Volume	15	407	15	2	439	23	8	62	0	93	45	327	8	4	384	10	8	20	0	38	954
Percent	3.4	92.7	3.4	0.5		24.7	8.6	66.7	0.0		11.7	85.2	2.1	1.0		26.3	21.1	52.6	0.0		
05:30 Volume	5	127	6	1	139	2	0	11	0	13	15	70	1	0	86	2	0	6	0	8	246
Peak Factor																					0.970
High Int. Volume	05:30 PM																				
Peak Factor	5	127	6	1	139	6	5	23	0	34	10	98	0	2	110	2	3	7	0	12	0.79
Factor																					0

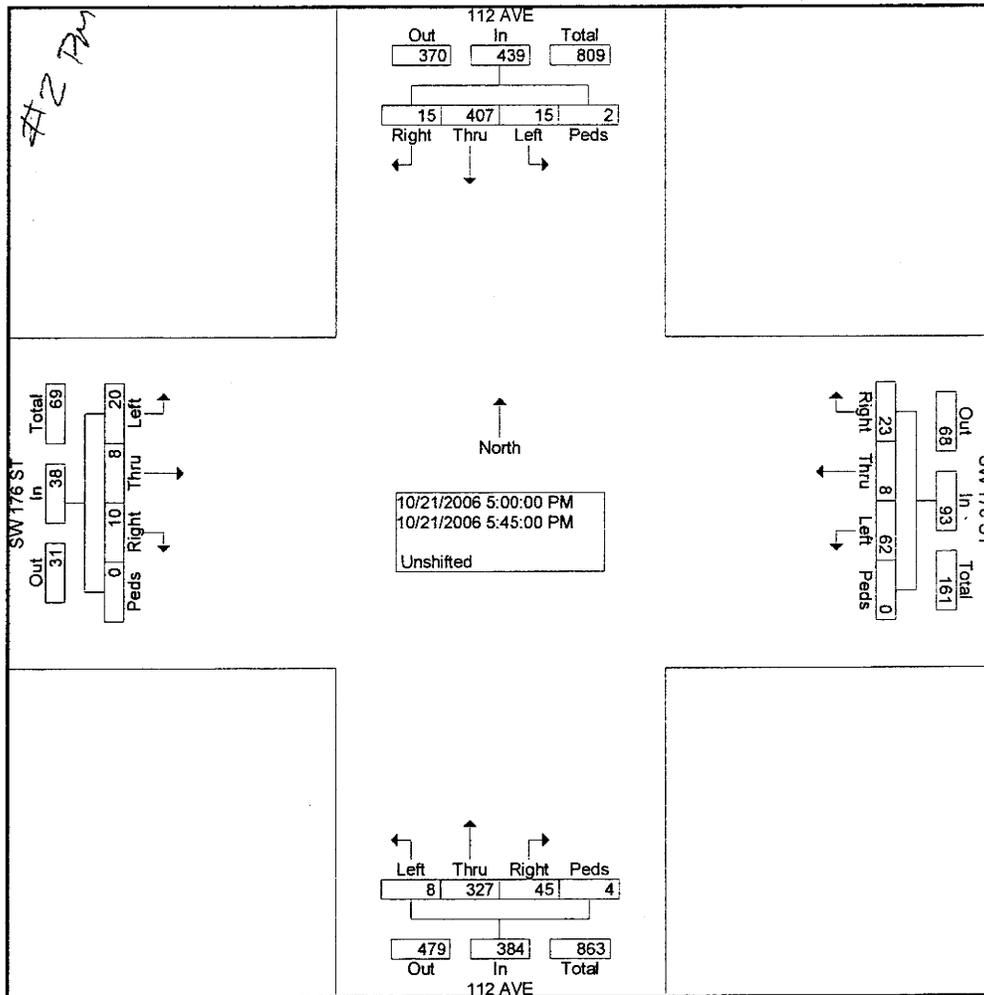


Table 2
Sweet Home Baptist Church
PM PEAK HOUR VOLUMES

Link	ROADWAY		Date From	Date To	SF	ACF	DIR	PM Peak Hour			AM PEAK HOUR VOLUME	Jurisdictional Classification	LOS
	NAME	AT						Wednesday	Thursday	Thursday			
	EXISTING CONDITION (Seasonally Adjusted)												
1	SW 184th Street	Ease of SW 107th Avenue	10/18/06	10/19/06	1.07	0.94	WB	1098	901	1000	1,005	4-Lane Non-State Divided	D
2	SW 107th Avenue	Between SW 180th & 184th Street	10/18/06	10/19/06	1.07	0.94	LINK	2286	1878	2082	2,094	2-Lane Non-State Undivided	D
							LINK	942	921	932	937		

Notes: 1 Roadway Name

2 Location of Count

3 Source of Data: RGA=Richard Garcia & Associates, Inc.,

4 Beginning of data count

5 Ending of data count

6 Season Factor obtained from 2004 Florida Traffic Information CD, Miami-Dade South Category B700

7 Axle Correction Factor obtained from 2004 Florida Traffic Information CD

8 Link Direction

9, 10 Raw Data

11 Average of Count

12 Seasonally Adjusted Calculation=Average SF*ACF

13 Roadway Jurisdictional Classification.

14 Level of Service from table 4-4, FDOT Q/LOS HB page 91.

RICHARD GARCIA & ASSOCIATES, INC.
 13117 NW 107 AVE. UNIT NO. 4
 HIALEAH GARDENS, FL 33018
 305.595.7505 / FAX 305.675.6474

Site Code: 000000000000
 Station ID: 8965
 SW 184 ST (EAST OF SW 107 AVE)

Latitude: 0' 0.000 Undefined

Start Time	18-Oct-06 Wed	EB	WB	Total
12:00 AM		29	34	63
12:15		26	29	55
12:30		20	23	43
12:45		14	30	44
01:00		19	17	36
01:15		17	19	36
01:30		9	13	22
01:45		12	6	18
02:00		12	10	22
02:15		9	6	15
02:30		17	10	27
02:45		8	10	18
03:00		6	11	17
03:15		11	8	19
03:30		5	7	12
03:45		5	12	17
04:00		9	7	16
04:15		13	20	33
04:30		11	16	27
04:45		28	16	44
05:00		18	26	44
05:15		28	32	60
05:30		46	62	108
05:45		66	71	137
06:00		94	83	177
06:15		100	83	183
06:30		130	105	235
06:45		146	104	250
07:00		155	104	259
07:15		200	108	308
07:30		254	142	396
07:45		223	176	399
08:00		205	173	378
08:15		271	177	448
08:30		280	192	472
08:45		302	174	476
09:00		301	174	475
09:15		253	215	468
09:30		280	202	482
09:45		270	190	460
10:00		228	185	413
10:15		252	191	443
10:30		256	204	460
10:45		247	192	439
11:00		270	221	491
11:15		269	218	487
11:30		247	203	450
11:45		277	236	513
Total		5948	4547	10495
Percent		56.7%	43.3%	
Peak		08:15	11:00	11:00
Vol.		1154	878	1941
P.H.F.		0.955	0.930	0.946

Start Time	18-Oct-06 Wed	EB	WB	Total
12:00 PM		260	237	497
12:15		275	210	485
12:30		308	260	568
12:45		263	226	489
01:00		244	252	496
01:15		255	199	454
01:30		263	228	491
01:45		262	208	470
02:00		276	246	522
02:15		290	234	524
02:30		313	231	544
02:45		293	239	532
03:00		292	256	548
03:15		226	224	450
03:30		227	248	475
03:45		227	215	442
04:00		223	240	463
04:15		240	263	503
04:30		240	257	497
04:45		231	270	501
05:00		208	295	503
05:15		210	266	476
05:30		226	249	475
05:45		197	288	485
06:00		194	276	470
06:15		208	258	466
06:30		199	239	438
06:45		183	204	387
07:00		179	228	407
07:15		185	228	413
07:30		181	175	356
07:45		169	187	356
08:00		133	151	284
08:15		111	136	247
08:30		125	139	264
08:45		90	155	245
09:00		101	150	251
09:15		117	145	262
09:30		94	94	188
09:45		94	124	218
10:00		101	106	207
10:15		87	104	191
10:30		92	96	188
10:45		80	99	179
11:00		62	89	151
11:15		71	63	134
11:30		54	73	127
11:45		47	69	116
Total		9006	9429	18435
Percent		48.9%	51.1%	
Peak		14:15	17:00	14:15
Vol.		1188	1098	2148
P.H.F.		0.949	0.931	0.945

RICHARD GARCIA & ASSOCIATES, INC.
 13117 NW 107 AVE. UNIT NO. 4
 HIALEAH GARDENS, FL 33018
 305.595.7505 / FAX 305.675.6474

Site Code: 000000000000
 Station ID: 8965
 SW 184 ST (EAST OF SW 107 AVE)

Latitude: 0' 0.000 Undefined

Start Time	19-Oct-06 Thu	EB	WB	Total
12:00 AM		56	44	100
12:15		30	55	85
12:30		37	36	73
12:45		31	43	74
01:00		28	29	57
01:15		22	34	56
01:30		25	26	51
01:45		23	24	47
02:00		22	31	53
02:15		20	19	39
02:30		22	26	48
02:45		15	21	36
03:00		17	20	37
03:15		13	18	31
03:30		8	17	25
03:45		20	17	37
04:00		16	20	36
04:15		17	9	26
04:30		13	21	34
04:45		25	9	34
05:00		17	22	39
05:15		21	28	49
05:30		33	29	62
05:45		29	34	63
06:00		49	30	79
06:15		48	48	96
06:30		66	36	102
06:45		72	49	121
07:00		77	56	133
07:15		88	93	181
07:30		136	85	221
07:45		150	93	243
08:00		164	111	275
08:15		201	130	331
08:30		182	126	308
08:45		202	123	325
09:00		203	168	371
09:15		215	169	384
09:30		209	166	375
09:45		209	167	376
10:00		251	177	428
10:15		275	168	443
10:30		230	180	410
10:45		235	195	430
11:00		236	196	432
11:15		244	209	453
11:30		249	227	476
11:45		259	201	460
Total		4810	3835	8645
Percent		55.6%	44.4%	
Peak		10:00	11:00	11:00
Vol.		991	833	1821
P.H.F.		0.901	0.917	0.956

Start Time	19-Oct-06 Thu	EB	WB	Total
12:00 PM		238	231	469
12:15		243	228	471
12:30		232	211	443
12:45		243	231	474
01:00		254	208	462
01:15		248	180	428
01:30		211	202	413
01:45		215	224	439
02:00		240	211	451
02:15		202	227	429
02:30		180	187	367
02:45		183	196	379
03:00		204	210	414
03:15		197	203	400
03:30		166	209	375
03:45		205	186	391
04:00		182	196	378
04:15		224	194	418
04:30		178	211	389
04:45		167	245	412
05:00		162	201	363
05:15		171	190	361
05:30		193	203	396
05:45		176	187	363
06:00		165	187	352
06:15		167	189	356
06:30		181	177	358
06:45		171	196	367
07:00		177	179	356
07:15		134	179	313
07:30		137	191	328
07:45		141	153	294
08:00		132	170	302
08:15		136	149	285
08:30		131	135	266
08:45		119	128	247
09:00		88	124	212
09:15		90	136	226
09:30		107	122	229
09:45		73	109	182
10:00		99	104	203
10:15		76	102	178
10:30		66	81	147
10:45		96	90	186
11:00		72	93	165
11:15		71	89	160
11:30		65	64	129
11:45		62	77	139
Total		7670	8195	15865
Percent		48.3%	51.7%	
Peak		12:30	12:00	12:00
Vol.		977	901	1857
P.H.F.		0.962	0.919	0.979
Grand Total		27434	26006	53440
Percent		51.3%	48.7%	

ADT Not Calculated

Start Time	18-Oct-06 Wed	NB	SB	Total
12:00 AM		19	24	43
12:15		12	17	29
12:30		9	16	25
12:45		20	15	35
01:00		7	19	26
01:15		14	5	19
01:30		4	8	12
01:45		6	17	23
02:00		6	11	17
02:15		3	9	12
02:30		6	4	10
02:45		4	7	11
03:00		4	5	9
03:15		7	8	15
03:30		4	3	7
03:45		3	7	10
04:00		7	5	12
04:15		9	7	16
04:30		6	1	7
04:45		7	10	17
05:00		9	8	17
05:15		18	10	28
05:30		30	12	42
05:45		25	28	53
06:00		30	35	65
06:15		27	34	61
06:30		43	40	83
06:45		42	37	79
07:00		47	49	96
07:15		57	71	128
07:30		80	52	132
07:45		96	78	174
08:00		72	54	126
08:15		85	55	140
08:30		59	52	111
08:45		64	42	106
09:00		75	32	107
09:15		69	32	101
09:30		69	37	106
09:45		72	37	109
10:00		58	35	93
10:15		55	28	83
10:30		64	35	99
10:45		65	44	109
11:00		62	44	106
11:15		68	39	107
11:30		61	37	98
11:45		79	45	124
Total		1738	1300	3038
Percent		57.2%	42.8%	
Peak		07:30	07:15	07:30
Vol.		333	255	572
P.H.F.		0.867	0.817	0.822

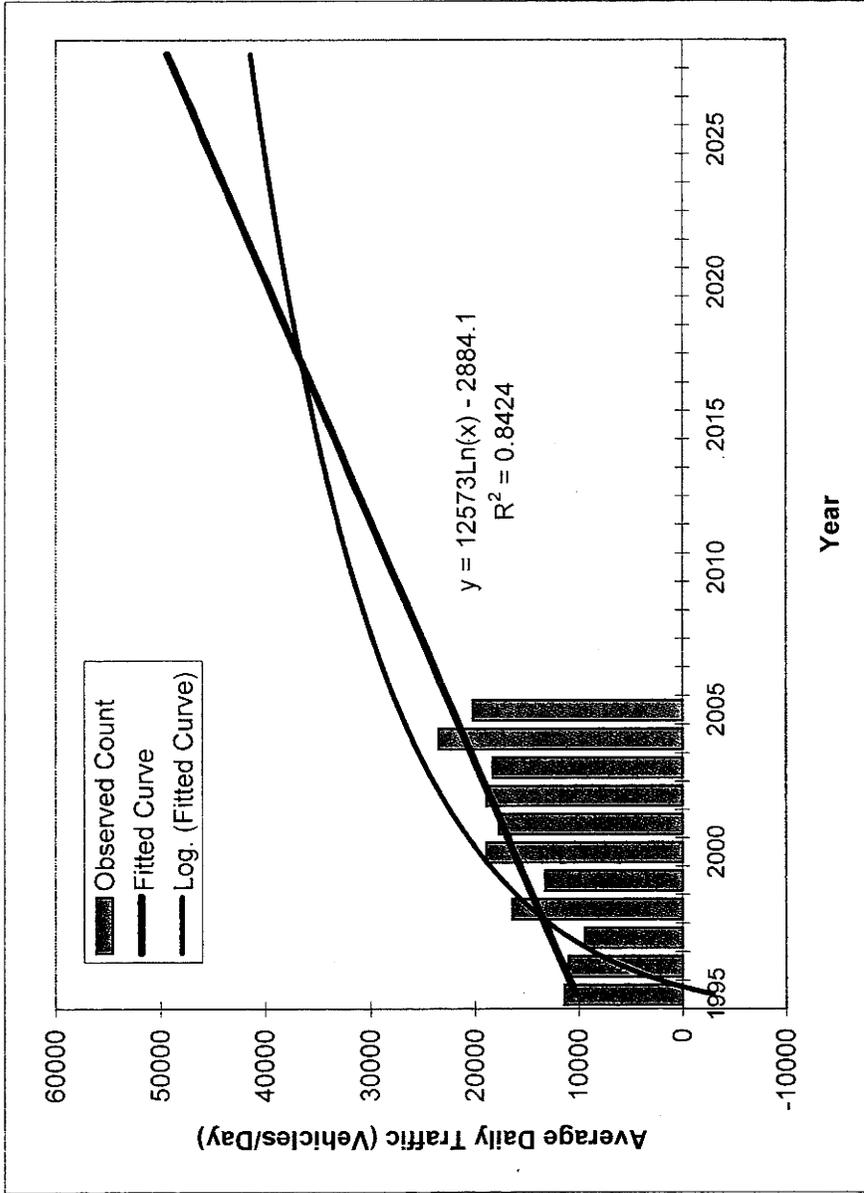
Start Time	18-Oct-06 Wed	NB	SB	Total
12:00 PM		76	53	129
12:15		80	31	111
12:30		76	52	128
12:45		63	56	119
01:00		62	39	101
01:15		64	55	119
01:30		60	42	102
01:45		83	41	124
02:00		78	36	114
02:15		71	48	119
02:30		90	38	128
02:45		70	51	121
03:00		86	49	135
03:15		72	76	148
03:30		76	74	150
03:45		84	84	168
04:00		100	90	190
04:15		106	92	198
04:30		116	86	202
04:45		112	124	236
05:00		104	105	209
05:15		105	113	218
05:30		116	122	238
05:45		119	109	228
06:00		129	111	240
06:15		117	107	224
06:30		115	108	223
06:45		114	120	234
07:00		100	117	217
07:15		109	112	221
07:30		85	113	198
07:45		83	88	171
08:00		72	106	178
08:15		71	89	160
08:30		79	86	165
08:45		62	89	151
09:00		76	83	159
09:15		68	60	128
09:30		58	72	130
09:45		55	58	113
10:00		49	72	121
10:15		58	63	121
10:30		57	58	115
10:45		42	46	88
11:00		51	53	104
11:15		46	62	108
11:30		31	43	74
11:45		33	36	69
Total		3829	3618	7447
Percent		51.4%	48.6%	
Peak		17:30	16:45	17:30
Vol.		481	464	930
P.H.F.		0.932	0.935	0.969

Start Time	19-Oct-06 Thu	NB	SB	Total
12:00 AM		19	39	58
12:15		31	28	59
12:30		23	33	56
12:45		24	34	58
01:00		25	27	52
01:15		20	17	37
01:30		14	19	33
01:45		22	18	40
02:00		10	9	19
02:15		10	15	25
02:30		13	14	27
02:45		9	17	26
03:00		8	12	20
03:15		7	4	11
03:30		9	12	21
03:45		14	14	28
04:00		13	12	25
04:15		10	11	21
04:30		13	15	28
04:45		8	6	14
05:00		15	21	36
05:15		12	17	29
05:30		15	21	36
05:45		13	8	21
06:00		19	11	30
06:15		20	21	41
06:30		31	21	52
06:45		34	31	65
07:00		33	23	56
07:15		47	28	75
07:30		49	45	94
07:45		48	52	100
08:00		68	37	105
08:15		51	52	103
08:30		73	55	128
08:45		74	50	124
09:00		87	54	141
09:15		83	62	145
09:30		92	70	162
09:45		85	82	167
10:00		76	78	154
10:15		92	69	161
10:30		88	84	172
10:45		87	95	182
11:00		79	95	174
11:15		74	85	159
11:30		97	87	184
11:45		95	92	187
Total		1939	1802	3741
Percent		51.8%	48.2%	
Peak		09:00	10:45	11:00
Vol.		347	362	704
P.H.F.		0.894	0.953	0.941

Start Time	19-Oct-06 Thu	NB	SB	Total
12:00 PM		94	123	217
12:15		106	118	224
12:30		99	109	208
12:45		91	107	198
01:00		95	94	189
01:15		87	83	170
01:30		81	106	187
01:45		94	85	179
02:00		103	87	190
02:15		84	84	168
02:30		98	97	195
02:45		67	49	116
03:00		83	47	130
03:15		69	73	142
03:30		73	71	144
03:45		81	81	162
04:00		96	86	182
04:15		102	88	190
04:30		111	83	194
04:45		108	119	227
05:00		100	101	201
05:15		101	108	209
05:30		111	117	228
05:45		114	105	219
06:00		124	107	231
06:15		112	103	215
06:30		110	104	214
06:45		109	115	224
07:00		96	112	208
07:15		105	108	213
07:30		82	108	190
07:45		80	84	164
08:00		69	102	171
08:15		68	85	153
08:30		76	83	159
08:45		60	85	145
09:00		73	80	153
09:15		65	58	123
09:30		56	69	125
09:45		53	56	109
10:00		47	69	116
10:15		56	60	116
10:30		55	56	111
10:45		40	44	84
11:00		49	51	100
11:15		44	60	104
11:30		30	41	71
11:45		32	35	67
Total		3939	4096	8035
Percent		49.0%	51.0%	
Peak		17:30	12:00	17:30
Vol.		461	457	893
P.H.F.		0.929	0.929	0.966
Grand Total		11445	10816	22261
Percent		51.4%	48.6%	
ADT		Not Calculated		

TRAFFIC TRENDS
SR 994/ QUAIL ROOST DR. -- SITE 1114 (200' W OF US-1 ON SW 186 ST)

County:	Dade
Station #:	87091
Highway:	SR 994/ QUAIL ROOST DR.



Year	Traffic Count*	Trend**
1995	11400	10300
1996	11000	11500
1997	9400	12700
1998	16400	13900
1999	13200	15100
2000	18900	16300
2001	17700	17400
2002	18900	18600
2003	18300	19800
2004	23500	21000
2005	20200	22200

2009 Opening Year Trend	26900
2007 Mid-Year Trend	24500
2009 Design Year Trend	26900
TRANPLAN Forecasts/Trends	

** Annual Trend Increase:	1,184
Trend R-squared:	78.7%
Trend Annual Historic Growth Rate:	11.55%
Trend Growth Rate (2005 to Design Year):	5.29%
Printed:	25-Oct-06

Straight Line Growth Option

*Axle-Adjusted

Florida Department of Transportation
 Transportation Statistics Office
 2005 Historical AADT Report

County: 87 - DADE

Site: 1114 - SR 994/QUAIL ROOST DR, 200' W US-1 ON SW 186 ST

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	D Factor	T Factor		
2005	C	20200	E	10500	W	9700	0.08	0.66	10.50
2004	C	23500	E	12500	W	11000	0.08	0.67	10.50
2003	C	18300	E	9400	W	8900	0.08	0.72	4.80
2002	C	18900	E	9100	W	9800	0.09	0.68	10.30
2001	C	17700	E	9900	W	7800	0.08	0.54	4.80
2000	C	18900	E	9200	W	9700	0.08	0.53	14.60
1999	C	13200	E	7000	W	6200	0.09	0.53	3.70
1998	C	16400	E	9400	W	7000	0.09	0.53	3.30
1997	C	9400	E	4700	W	4700	0.09	0.65	3.80
1996	C	11000	E	5500	W	5500	0.09	0.53	4.20
1995	C	11400	E	6200	W	5200	0.08	0.63	6.30
1994	C	17300	E	9700	W	7600	0.09	0.60	5.80
1993	C	16500	E	9300	W	7200	0.00	0.00	0.00
1991		11366	E	0	W	0	0.00	0.00	0.00
1990		12232	E	0	W	0	0.00	0.00	0.00
1989		13171	E	0	W	0	0.00	0.00	0.00
1988		12397	E	0	W	0	0.00	0.00	0.00
1987		13762	E	0	W	0	0.00	0.00	0.00
1986		10663	E	0	W	0	0.00	0.00	0.00
1985		11257	E	0	W	0	0.00	0.00	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Table: 3

Eureka Cove LLC

Committed Developments

Link	ROADWAY NAME	DIR	Traffic Analysis Zones		Total Committed Traffic
			Eureka Holdings		
1	SW 184th Street	EB	1	1	1
		WB	2	2	2
		LINK	3	3	3
2	SW 107th Avenue	NB	4	4	4
		SB	3	3	3
		LINK	3	3	3

Notes: 1 Roadway Name

2 Direction

3 Committed developments from Eureka Holding project

4 Total Committed Traffic

APPENDIX 5

LEVEL OF SERVICE



Eureka Cove LLC

Intersection LOS Summary

Intersection	Existing PM		Proposed PM		Proposed PM Optimize	
	LOS	Delay	LOS	Delay	LOS	Delay
SW 184th Street & SW 112th Avenue	E	78.0	F	130.1	E	79.5
SW 176th Street & SW 112th Avenue	A	3.5	B	5.2		

Notes:



HCM Signalized Intersection Capacity Analysis
 1: SW 184th ST & SW 112th AVE

06-087 Eureka Cove
 Existing PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕		↖	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99			0.98		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00			0.96		0.95	1.00	
Satd. Flow (prot)	1770	3521		1770	3493			1756		1770	1584	
Flt Permitted	0.08	1.00		0.23	1.00			0.96		0.95	1.00	
Satd. Flow (perm)	147	3521		431	3493			1756		1770	1584	
Volume (vph)	333	1009	35	14	1397	132	96	10	20	258	1	301
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	351	1062	37	15	1471	139	101	11	21	272	1	317
Lane Group Flow (vph)	351	1099	0	15	1610	0	0	133	0	272	318	0
Turn Type	pm+pt			Perm			Split			Split		
Protected Phases	5	2			6		8	8		4	4	
Permitted Phases	2			6								
Actuated Green, G (s)	56.6	56.6		45.6	45.6			11.8		16.6	16.6	
Effective Green, g (s)	57.6	57.6		46.6	46.6			12.8		17.6	17.6	
Actuated g/C Ratio	0.58	0.58		0.47	0.47			0.13		0.18	0.18	
Clearance Time (s)	3.0	5.0		5.0	5.0			5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	198	2028		201	1628			225		312	279	
v/s Ratio Prot	c0.12	0.31			0.46			c0.08		0.15	c0.20	
v/s Ratio Perm	c0.89			0.03								
v/c Ratio	1.77	0.54		0.07	0.99			0.59		0.87	1.14	
Uniform Delay, d1	28.6	13.1		14.8	26.4			41.1		40.1	41.2	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	367.5	1.0		0.7	19.8			4.1		22.4	97.0	
Delay (s)	396.1	14.1		15.5	46.3			45.2		62.5	138.2	
Level of Service	F	B		B	D			D		E	F	
Approach Delay (s)		106.6			46.0			45.2			103.3	
Approach LOS		F			D			D			F	

Intersection Summary			
HCM Average Control Delay		78.0	HCM Level of Service E
HCM Volume to Capacity ratio		1.45	
Actuated Cycle Length (s)		100.0	Sum of lost time (s) 12.0
Intersection Capacity Utilization		104.9%	ICU Level of Service F
c Critical Lane Group			

Timings
1: SW 184th ST & SW 112th AVE

06-087 Eureka Cove
Existing PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5399			5841			492			6300	
Travel Time (s)		122.7			132.8			11.2			143.2	
Volume (vph)	333	1009	35	14	1397	132	96	10	20	258	1	301
Turn Type	pm+pt			Perm			Split			Split		
Protected Phases	5	2			6		8	8		4	4	
Permitted Phases	2			6								
Detector Phases	5	2		6	6		8	8		4	4	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	11.0	58.0	0.0	47.0	47.0	0.0	20.0	20.0	0.0	22.0	22.0	0.0
Total Split (%)	11%	58%	0%	47%	47%	0%	20%	20%	0%	22%	22%	0%
Yellow Time (s)	3.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Coord		Coord	Coord		Min	Min		Min	Min	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 60 (60%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 184th ST & SW 112th AVE

ø2	ø4	ø8
58 s	22 s	20 s
ø5	ø6	
11 s	47 s	

HCM Unsignalized Intersection Capacity Analysis
 2: SW 176th ST & SW 112th AVE

06-087 Eureka Cove
 Existing PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Volume (veh/h)	21	9	11	66	9	25	9	350	48	16	435	15
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (veh/h)	22	9	11	68	9	26	9	361	49	16	448	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
vC, conflicting volume	924	918	456	909	901	386	464				410	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	91	97	98	72	97	96	99				99	
cM capacity (veh/h)	230	265	604	240	272	662	1097				1149	

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	42	103	420	480
Volume Left	22	68	9	16
Volume Right	11	26	49	15
cSH	286	289	1097	1149
Volume to Capacity	0.15	0.36	0.01	0.01
Queue Length (ft)	13	39	1	1
Control Delay (s)	19.8	24.2	0.3	0.4
Lane LOS	C	C	A	A
Approach Delay (s)	19.8	24.2	0.3	0.4
Approach LOS	C	C		

Intersection Summary			
Average Delay		3.5	
Intersection Capacity Utilization	53.0%		
		HCM LOS	A
		ICU Level of Service	A



HCM Signalized Intersection Capacity Analysis
 1: SW 184th ST & SW 112th AVE

06-087 Eureka Cove
 Proposed PM Peak Hour (2009)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕		↖	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99			0.98		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00			0.96		0.95	1.00	
Satd. Flow (prot)	1770	3521		1770	3493			1755		1770	1584	
Flt Permitted	0.08	1.00		0.16	1.00			0.96		0.95	1.00	
Satd. Flow (perm)	151	3521		303	3493			1755		1770	1584	
Volume (vph)	389	1179	41	16	1633	155	112	11	24	301	1	352
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	409	1241	43	17	1719	163	118	12	25	317	1	371
Lane Group Flow (vph)	409	1284	0	17	1882	0	0	155	0	317	372	0
Turn Type	pm+pt			Perm			Split			Split		
Protected Phases	5	2			6		8	8		4	4	
Permitted Phases	2			6								
Actuated Green, G (s)	55.4	55.4		44.4	44.4			12.6		17.0	17.0	
Effective Green, g (s)	56.4	56.4		45.4	45.4			13.6		18.0	18.0	
Actuated g/C Ratio	0.56	0.56		0.45	0.45			0.14		0.18	0.18	
Clearance Time (s)	3.0	5.0		5.0	5.0			5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	198	1986		138	1586			239		319	285	
v/s Ratio Prot	c0.14	0.36			0.54			c0.09		0.18	c0.23	
v/s Ratio Perm	c1.02			0.06								
v/c Ratio	2.07	0.65		0.12	1.19			0.65		0.99	1.31	
Uniform Delay, d1	48.7	15.0		15.8	27.3			40.9		40.9	41.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	496.6	1.6		1.8	90.7			5.9		48.4	160.5	
Delay (s)	545.3	16.6		17.6	118.0			46.9		89.4	201.5	
Level of Service	F	B		B	F			D		F	F	
Approach Delay (s)		144.3			117.1			46.9			149.9	
Approach LOS		F			F			D			F	

Intersection Summary

HCM Average Control Delay	130.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.66		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	120.4%	ICU Level of Service	H
c Critical Lane Group			

Timings
1: SW 184th ST & SW 112th AVE

06-087 Eureka Cove
Proposed PM Peak Hour (2009)

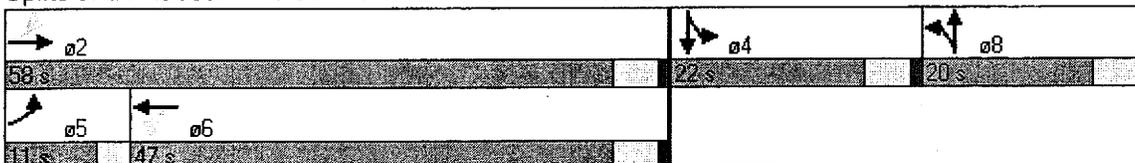


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↗	↖	↕	↗		↕		↖	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5399			5841			492			6300	
Travel Time (s)		122.7			132.8			11.2			143.2	
Volume (vph)	389	1179	41	16	1633	155	112	11	24	301	1	352
Turn Type	pm+pt			Perm			Split			Split		
Protected Phases	5	2			6		8	8		4	4	
Permitted Phases	2			6								
Detector Phases	5	2		6	6		8	8		4	4	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	11.0	58.0	0.0	47.0	47.0	0.0	20.0	20.0	0.0	22.0	22.0	0.0
Total Split (%)	11%	58%	0%	47%	47%	0%	20%	20%	0%	22%	22%	0%
Yellow Time (s)	3.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	None	Coord		Coord	Coord		Min	Min		Min	Min	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 60 (60%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 184th ST & SW 112th AVE



HCM Signalized Intersection Capacity Analysis
 1: SW 184th ST & SW 112th AVE

06-087 Eureka Cove
 Proposed PM Peak Hour (2009)

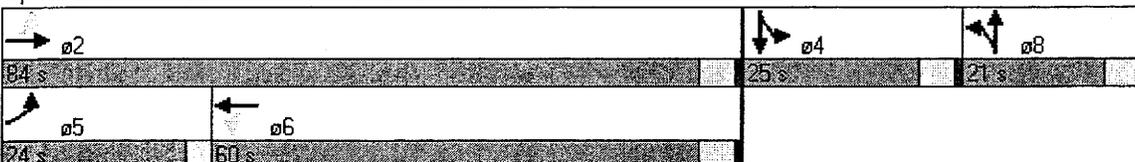


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕		↖	↕	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1770	3522	0	1770	3493	0	0	1754	0	1770	1583	0
Fit Permitted	0.067			0.208				0.963		0.950		
Satd. Flow (perm)	125	3522	0	387	3493	0	0	1754	0	1770	1583	0
Satd. Flow (RTOR)		5			10			6			310	
Volume (vph)	389	1179	41	16	1633	155	112	11	24	301	1	352
Lane Group Flow (vph)	409	1284	0	17	1882	0	0	155	0	317	372	0
Turn Type	pm+pt			Perm			Split			Split		
Protected Phases	5	2			6		8	8		4	4	
Permitted Phases	2			6								
Detector Phases	5	2		6	6		8	8		4	4	
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	24.0	84.0	0.0	60.0	60.0	0.0	21.0	21.0	0.0	25.0	25.0	0.0
Total Split (%)	18%	65%	0%	46%	46%	0%	16%	16%	0%	19%	19%	0%
Yellow Time (s)	3.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lead/Lag	Lead			Lag			Lag			Lag		
Lead-Lag Optimize?	Yes			Yes			Yes			Yes		
Recall Mode	None	Coord		Coord	Coord		Min	Min		Min	Min	
Act Effct Green (s)	81.6	81.6		57.6	57.6		15.4	15.4		21.1	21.1	
Actuated g/C Ratio	0.63	0.63		0.44	0.44		0.12	0.12		0.16	0.16	
v/c Ratio	1.23	0.58		0.10	1.21		0.73	0.73		1.11	0.72	
Uniform Delay, d1	39.1	14.1		21.1	35.9		53.0	53.0		54.5	8.0	
Delay	135.7	14.6		22.9	121.7		53.9	53.9		116.1	10.5	
LOS	F	B		C	F		D	D		F	B	
Approach Delay		43.8			120.8		53.9	53.9			59.1	
Approach LOS		D			F		D	D			E	

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.23
 Intersection Signal Delay: 79.5
 Intersection LOS: E
 Intersection Capacity Utilization 120.4%
 ICU Level of Service H

Splits and Phases: 1: SW 184th ST & SW 112th AVE



HCM Unsignalized Intersection Capacity Analysis
 2: SW 176th ST & SW 112th AVE

06-087 Eureka Cove
 Proposed PM Peak Hour (2009)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	26	10	13	77	10	29	12	413	56	19	520	21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (veh/h)	27	10	13	79	10	30	12	426	58	20	536	22
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
vC, conflicting volume	1101	1094	547	1084	1076	455	558			484		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	84	95	98	55	95	95	99			98		
cM capacity (veh/h)	169	207	537	178	213	605	1013			1079		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	51	120	496	577
Volume Left	27	79	12	20
Volume Right	13	30	58	22
cSH	217	220	1013	1079
Volume to Capacity	0.23	0.54	0.01	0.02
Queue Length (ft)	22	72	1	1
Control Delay (s)	26.6	39.2	0.4	0.5
Lane LOS	D	E	A	A
Approach Delay (s)	26.6	39.2	0.4	0.5
Approach LOS	D	E		

Intersection Summary			
Average Delay		5.2	
Intersection Capacity Utilization		63.9%	
		HCM LOS	A
		ICU Level of Service	B

Table: 4

Sweet Home Baptist Church

PM Peak Hour Volume with PROJECT TRAFFIC

Link	ROADWAY		DIR	SEASONALLY ADJUSTED PM PEAK HR VOLUMES	Background Growth @ 5.26% for 3 Years	Project Traffic Developments	Background, Project & Committed Traffic	2009 PM Peak Volumes	Jurisdictional Classification	PROPOSED LOS	
	NAME	AT									
	PROPOSED CONDITION (With Project Traffic)										
	1	2	3	4	5	6	7	8	9	10	11
1	SW 184th Street	Ease of SW 107th Avenue	EB WB LINK	1089 1005 2094	1,270 1,172 2,442	1 2 3	1 0 1	1,272 1,174 2,446	2,446	4-Lane Non-State Divided	D
2	SW 107th Avenue	Between SW 180th & 184th Street	NB SB LINK	475 462 937	554 538 1,093	4 3 7	0 0 0	558 541 1,100	1,100	2-Lane Non-State Undivided	D

- Notes: 1 Roadway Name
 2 Location of Count
 3 Direction
 4 PM Peak Hour Traffic from Table 2
 5 A 5.26 percent background growth was utilized with a project build-out of three years.
 6 Project Traffic from Project Cardinal Distribution PM Peak Hour Trips.
 7 Committed development gathered from Eureka Cove Project.
 8 Sum of Project Traffic, Background with growth and Committed Traffic.
 9 2009 PM Peak Hour Volumes
 10 Roadway Jurisdictional Classification.
 11 Level of Service from table 4-4; FDOT O/LOS HB page 91.

Sweet Home Baptist Church

PM Peak Hour LOS

Link	ROADWAY		DIR	Total Traffic	Jurisdictional Classification	LOS
	NAME	AT				
	EXISTING CONDITION (Seasonally Adjusted)					
	1	2	3	4	5	6
1	SW 184th Street	Ease of SW 107th Avenue	EB WB LINK	1,089 1,005 2,094	4-Lane Non-State Divided	D
2	SW 107th Avenue	Between SW 180th & 184th Street	NB SB LINK	475 462 937	2-Lane Non-State Undivided	D
	PROPOSED CONDITION (With Project Traffic)					
	1	2	3	4	5	6
1	SW 184th Street	Ease of SW 107th Avenue	EB WB LINK	1272 1174 2446	4-Lane Non-State Divided	D
2	SW 107th Avenue	Between SW 180th & 184th Street	NB SB LINK	558 541 1100	2-Lane Non-State Undivided	D

1 Roadway Name

2 Location of Count

3 Direction

4 Total Traffic for Existing is from Table 2 and For proposed is from Table 4 column 14 and 11, respectively.

5 Roadway Jurisdictional Classification.

6 Level of Service from table4-4; FDOT Q/LOS HB page 91.