Traffic Impact, Valet Operations, and Shared Parking Analyses

Mediterranean Village - Coral Gables, Florida

Kimley»Horn

Traffic Impact, Valet Operations, and Shared Parking Analyses

Mediterranean Village
Coral Gables, Florida

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May 28, 2015

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Memorandum

To: Mr. Eddie Avila
Agave Ponce, LLC

From: John McWilliams, P.E.

Date: May 27, 2015
Revised May 28, 2015

Subj: Mediterranean Village – Coral Gables, Florida
Responses to Outstanding Transportation/Parking Items

The purpose of this memorandum is to provide updates/responses addressing outstanding transportation/parking related items identified by City Planning and Zoning staff the week of May 18, 2015. Note that this memorandum serves as a follow up the supplemental information provided to City staff on the traffic impact study, valet operations study, and shared parking study dated May 18, 2015. The following summarizes updates/responses to these outstanding items:

1. Miami-Dade County Coordination on Proposed Traffic Flow Modifications

A second meeting was held with Miami-Dade County Traffic Engineering staff on April 14, 2015 with members of the City Public Works staff and the City's traffic review consultant present to discuss the proposed development along with the traffic flow modifications along the adjacent City roadways. At that meeting, Miami-Dade County reiterated their willingness to continue to work with the development team and the City on the appropriate improvements within the adjacent neighborhoods. An email summary of that meeting was sent to all attendees on April 24, 2015. The development team is committed to continuing the dialogue with both County and City staff and will revised the streetscape plan/traffic studies as needed if the proposed traffic calming measures currently planned are not approved by Miami-Dade County.

2. Eastbound Palermo Avenue Valet Station Relocation

Staff has indicated a desire to relocate the eastbound valet drop-off station along Palermo Avenue to the east away from the Arts Center. In response to this request, the valet station has been moved as far east as feasible while maintaining the same number of valet service positions. Refer to Attachment A.

3. Parking Garage North-South Connector Bridges Traffic Flow Operations

Staff has indicated that the proposed two-way operation of the 15' wide north-south parking garage connecting bridges east of the Capote residence is not acceptable. Although two-way operation of these bridges is desirable, the revised plan proposes to operate these connectors as one-way facilities alternating the direction of flow on each floor (Floors 3-7). Wayfinding signage will be developed to direct patrons to the appropriate crossing locations for each direction of travel. Refer to Attachment B.

4. Hotel Special Event Valet/Self-Park Operations Plan

It is our understanding that staff has concerns regarding the parking operations (valet and self-park) during a special event at the hotel's ballroom facility. The current hotel valet operations plan proposed that all valet drop-off/pick-up activity occur at the main hotel roundabout via Malaga Avenue. Valet vehicles would then enter/exit the lower floors of the parking garage via the parking helix located along the same access driveway mixing with self-parking vehicles visiting the project.

In order to facilitate the peak volumes associated with an event at the hotel, operational and site plan modifications can be implemented to separate valet vehicles from self-parking patrons as they enter the parking helix. The revised site plan includes the construction of a direct access ramp from the hotel along the northern edge of the current helix design to/from the lower parking levels. This one-way, reversible, valet-only ramp would supplement the existing hotel helix. During peak arrival times, the ramp would operate as a one-way downward ramp while operating as an upward ramp during peak departure times. In addition, a lower level valet stand can also be provided during hotel events. Refer to Attachment C for additional details.

5. Traffic Signal Warrant Analysis at SW 37th Avenue/Douglas Road/Coconut Grove Drive

At the request of both Miami-Dade County's Traffic Engineering Division and the City's Public Works Department, the developer will perform a traffic signal warrant analysis at the intersection of SW 37th Avenue/Douglas Road and Coconut Grove Drive. It is assumed that City staff will direct the developer as to the timing of performing the analysis (pre- or post- development).

6. Roadway Improvements at Ponce De Leon Boulevard/Malaga Avenue/University Drive

At the request of both Miami-Dade County's Traffic Engineering Division and the City Public Works Department, Kimley-Horn proposed roadway geometric improvements to eliminate the existing east-west traffic signal split phasing operation at the intersection of Ponce De Leon Boulevard and Malaga Avenue/University Drive. These improvements included the construction of an additional eastbound left-turn lane to provide for three (3) eastbound approach lanes and the construction of an additional westbound left-turn lane to provide for two (2) westbound approach lanes. This option required the elimination of portions of on-street parking on both sides of the intersection.

City Planning and Zoning staff indicated that the construction of additional approach lanes and elimination of proposed/existing on-street parking is not desirable. Therefore, the intersection was examined again to determine the minimum improvements needed to eliminate the east-west split signal phasing. It was determined that the elimination of the eastbound left-turn movement from the outside (southernmost) lane would allow for the elimination of the split phase signal operation and would require to roadway widening.

In summary, the following options were identified that would allow for the elimination of the existing east-west split phasing while providing for an overall intersection level of service of LOS E or better:

- Option 1 – Construction of an additional eastbound and westbound approach lane and to eliminate portions of on-street parking. Operational analysis results of this option were presented in our traffic impact analysis update memorandum dated May 17, 2015.

- Option 2 – Reconfiguration of the existing eastbound approach to provide for an exclusive left-turn lane and a shared through/right-turn lane. This option would not require roadway widening or the removal of existing/proposed on-street parking. The operational analysis results for this option are included in Attachment D.

Note that the intersection is expected to operation at LOS E or better with the east-west split signal phasing after the construction of the project as summarized in our May 17, 2015 memorandum. Therefore, it should be noted that any improvement at the intersection would be voluntary and not required to meet acceptable intersection LOS standards.

It should also be noted that the elimination of the existing southbound right-turn connector roadway from Ponce De Leon Boulevard to University Drive as recommended by City Public Works staff is not necessary to meet LOS standards. Therefore, this modification is considered optional and is no longer part of the project's proposed program of traffic improvements.

Further comment from City staff received on May 28, 2015 indicates a concern on the potential of westbound queues along Malaga Avenue extending east blocking the proposed project driveway which is located approximately 140 feet east of Ponce De Leon Boulevard. Note that, in the event that queues block entry at this location, supplemental parking garage entries are provided along Sevilla and Palermo Avenues. Hotel patrons can also utilize a proposed event valet stand within the lower parking levels from the additional garage access points and self-parkers can access the hotel directly from certain self-parking levels. Note that implementation of an additional westbound approach lane at the intersection of Malaga Avenue and Ponce De Leon Boulevard by eliminating a portion of on-street parking would provide additional queue storage at this location.

7. **Galiano Street Bicycle Friendly Design**

City staff has requested that Galiano Street be design to encourage cyclist use. The developer is committed to designing and constructing Galiano Street/Malaga Avenue on the perimeter of the site consistent with bicycle-friendly features including, but not limited, to signing and pavement markings. Refer to Attachment E.

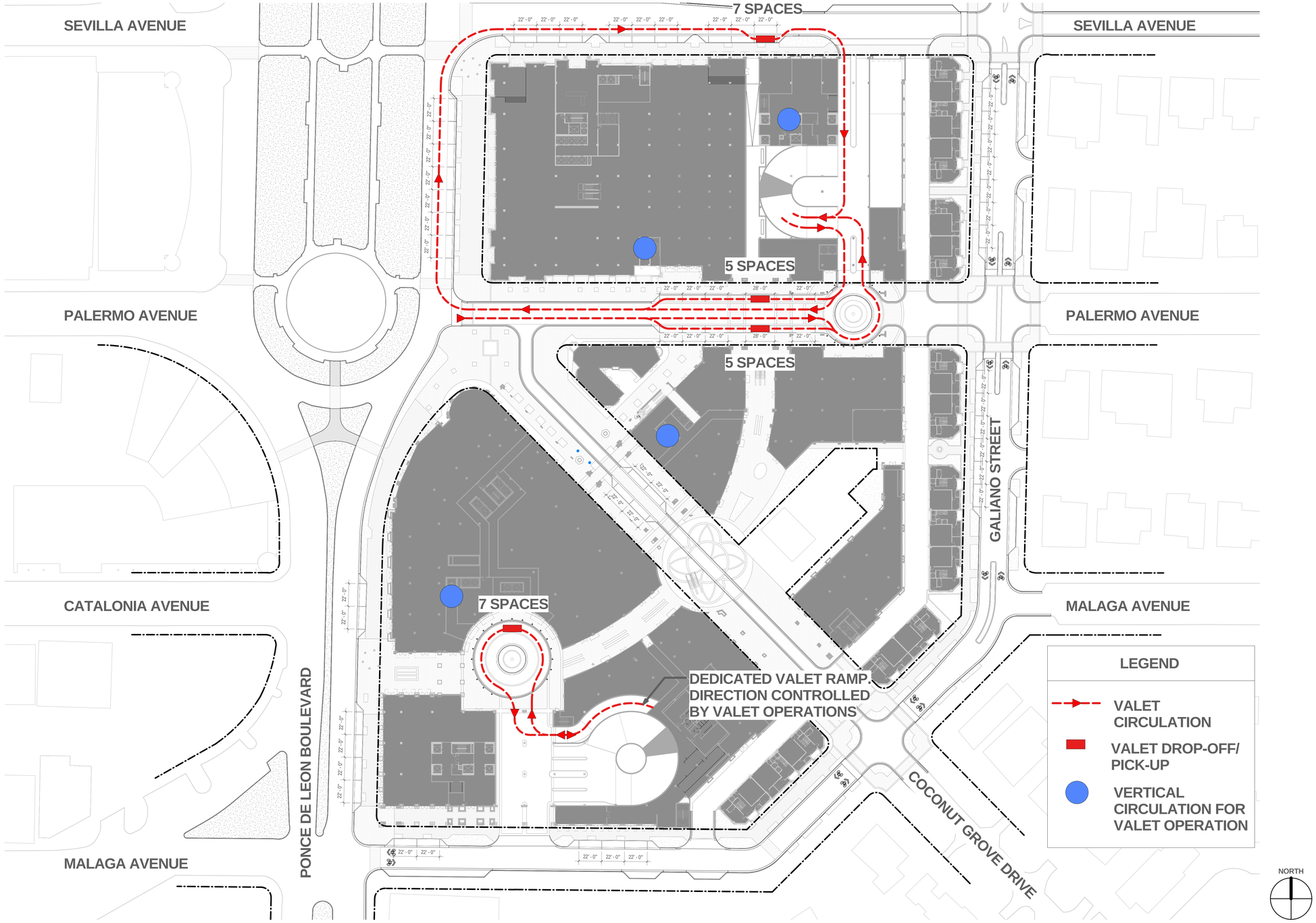
In summary, this memorandum provides additional information/responses to outstanding traffic and parking issues identified and provided by City staff. We trust that this memorandum satisfactorily addresses these concerns. Please let us know if we can be of further assistance.

Attachments

K:\FTL_TPTO\043567000-Old Spanish Village\Correspondence\05 28 15 avila outstanding traffic parking issues memo.docx

ATTACHMENT A:

RELOCATED EASTBOUND VALET STAND ON PALERMO AVENUE



1 LEVEL 01 FLOOR PLAN
1" = 40'-0"

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PROJECT NUMBER 45-14002.00

CONSULTANT

PROJECT

MEDITERRANEAN VILLAGE at Ponce Circle

CLIENT
AGAVE PONCE LLC.
2801,2901, 3001 PONCE DE LEON BOULEVARD

ISSUE DRAWING LOG

SEAL

SHEET IDENTIFICATION

TITLE
VALET OPERATING PLAN - LEVEL 01

NUMBER
A-0.11.6

2014 RTKL ASSOCIATES INC.

FILE NAME: C:\Users\ucadmin\Documents\OSV-Podium-Central 04_jbailey@rtkl.com.rvt

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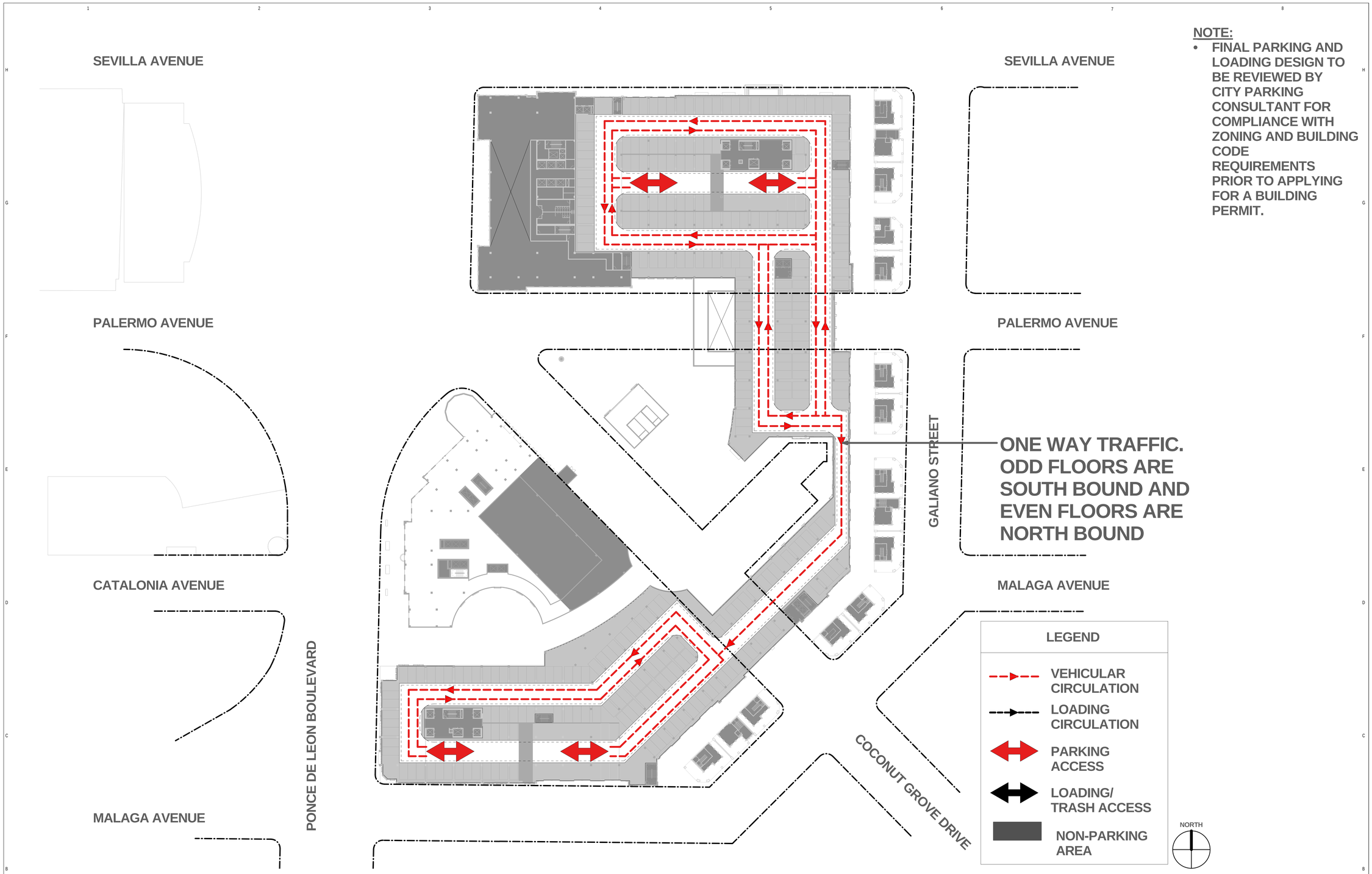
ATTACHMENT B:

REVISED GARAGE CIRCULATION PLANS FOR UPPER NORTH-SOUTH CONNECTOR BRIDGES



NOTE:

- FINAL PARKING AND LOADING DESIGN TO BE REVIEWED BY CITY PARKING CONSULTANT FOR COMPLIANCE WITH ZONING AND BUILDING CODE REQUIREMENTS PRIOR TO APPLYING FOR A BUILDING PERMIT.

2 LEVEL 04-07 FLOOR PLAN
1" = 40'-0"

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ISSUE DRAWING LOG

SEAL

SHEET IDENTIFICATION

TITLE
VEHICULAR CIRCULATION

NUMBER
A-0.11.4

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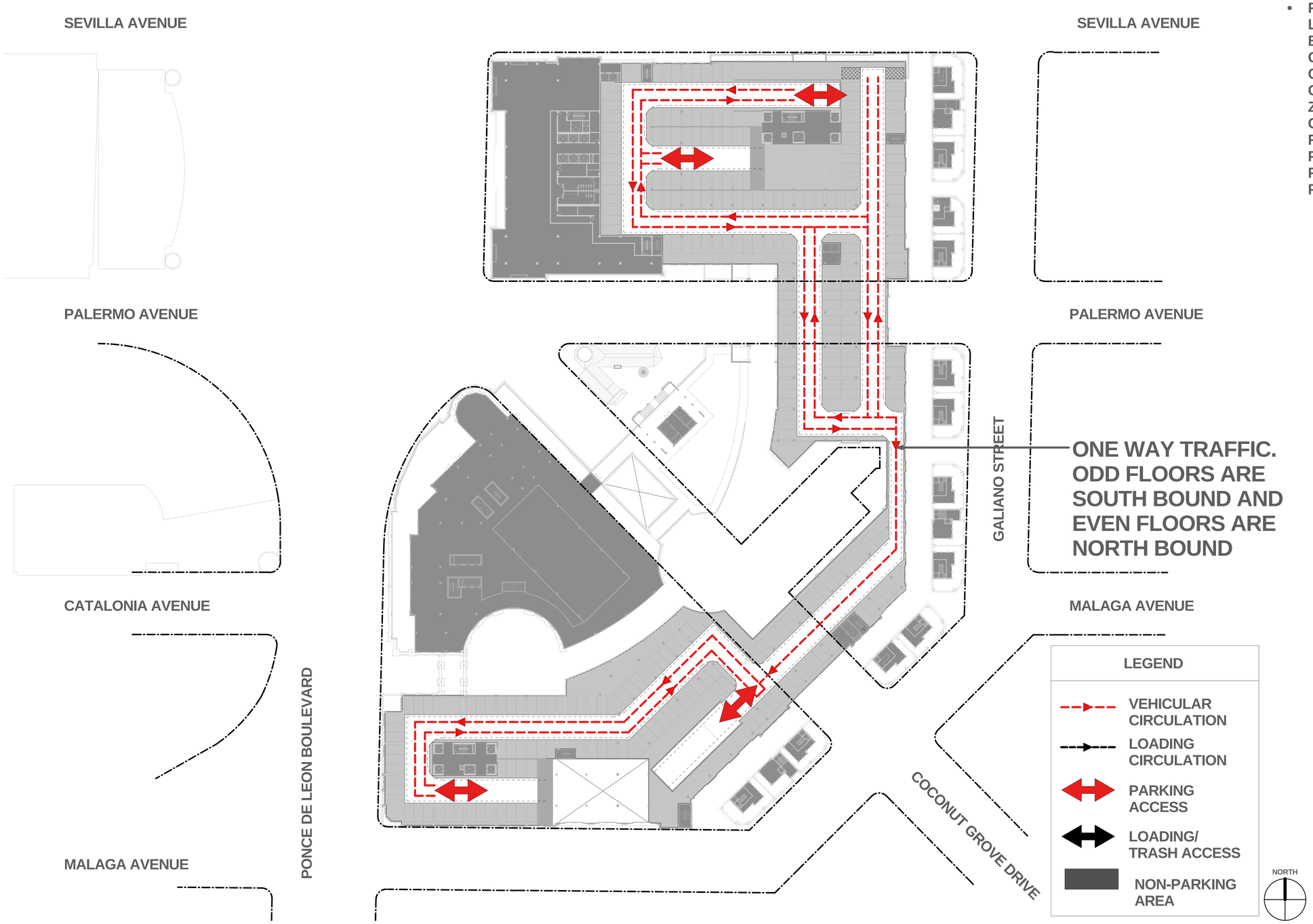

1 LEVEL 03 FLOOR PLAN
1" = 40'-0"

NOTE:

- FINAL PARKING AND LOADING DESIGN TO BE REVIEWED BY CITY PARKING CONSULTANT FOR COMPLIANCE WITH ZONING AND BUILDING CODE REQUIREMENTS PRIOR TO APPLYING FOR A BUILDING PERMIT.

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PROJECT

MEDITERRANEAN VILLAGE at Ponce Circle

CLIENT

AGAVE PONCE LLC.
2801,2901, 3001 PONCE DE LEON BOULEVARD

ISSUE DRAWING LOG

SEAL

SHEET IDENTIFICATION

TITLE

VEHICULAR CIRCULATION

NUMBER

A-0.11.3

2014 RTKL ASSOCIATES INC.

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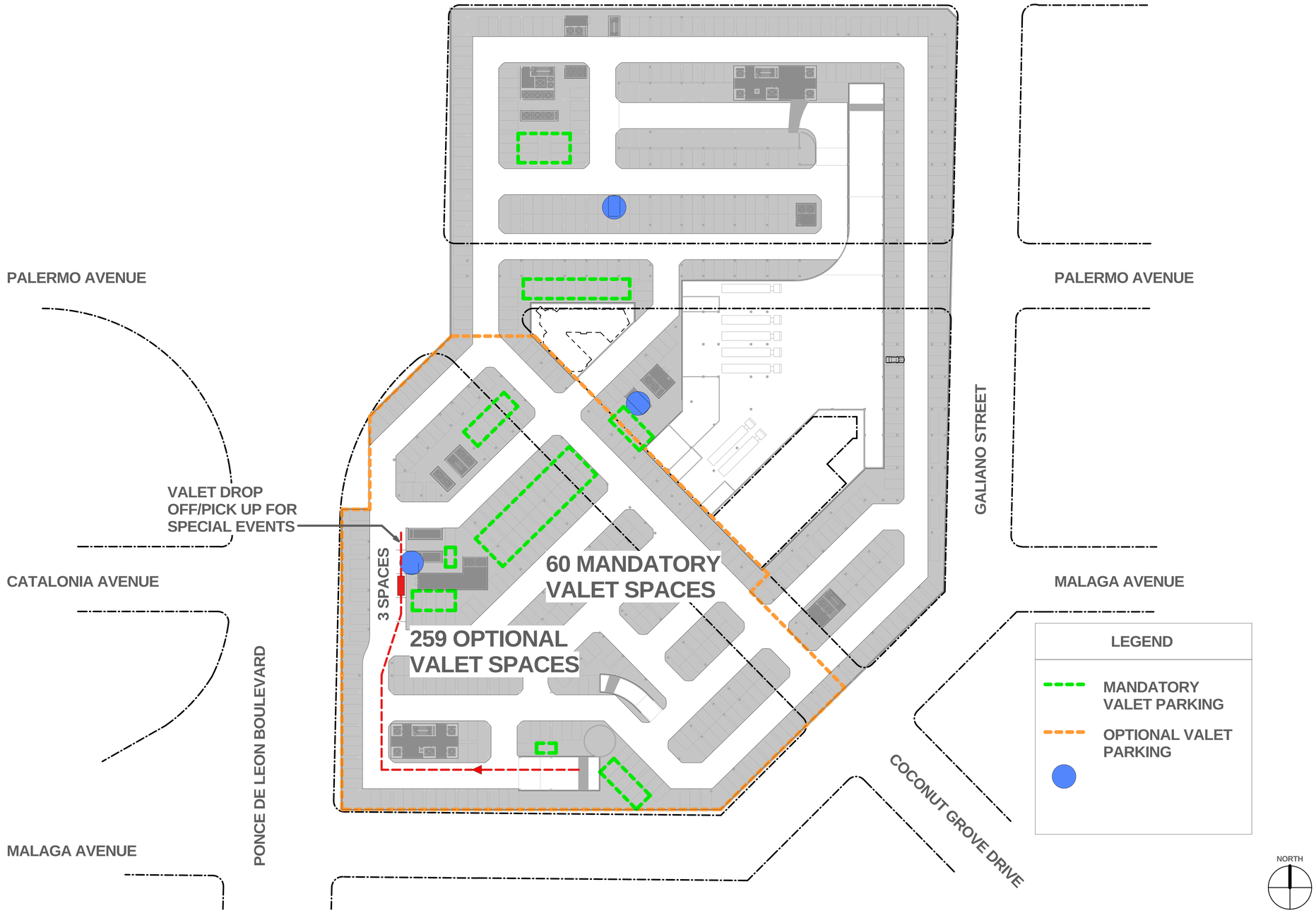
ATTACHMENT C:

HOTEL SPECIAL EVENT VALET

OPERATIONAL PLAN OPTIONS



2 LEVEL B1 FLOOR PLAN
1" = 40'-0"

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CONSULTANT

PROJECT

MEDITERRANEAN VILLAGE at Ponce Circle

CLIENT

AGAVE PONCE LLC.
2801, 2901, 3001 PONCE DE LEON BOULEVARD

ISSUE DRAWING LOG

SEAL

SHEET IDENTIFICATION

TITLE

VALET OPERATING PLAN - LEVEL B1

NUMBER

A-0.11.6.1

2014 RTKL ASSOCIATES INC.

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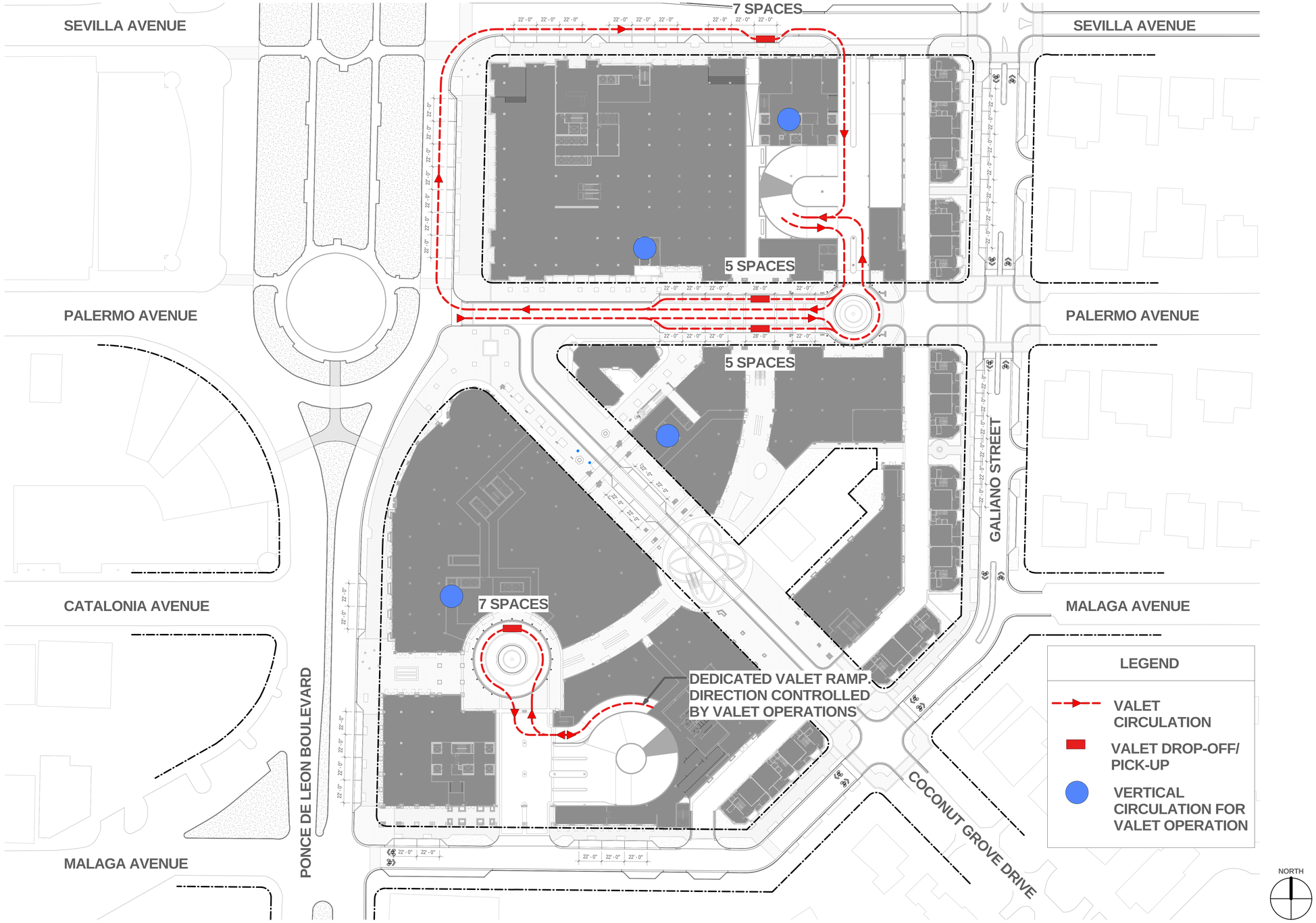

1 LEVEL 01 FLOOR PLAN
1" = 40'-0"

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CLIENT
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2801,2901, 3001 PONCE DE LEON BOULEVARD

ISSUE DRAWING LOG

SEAL

SHEET IDENTIFICATION

TITLE
VALET OPERATING PLAN - LEVEL 01

NUMBER
A-0.11.6

2014 RTKL ASSOCIATES INC.

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ATTACHMENT D:

SUPPLEMENTAL INTERSECTION ANALYSIS

PONCE DE LEON BOULEVARD AT

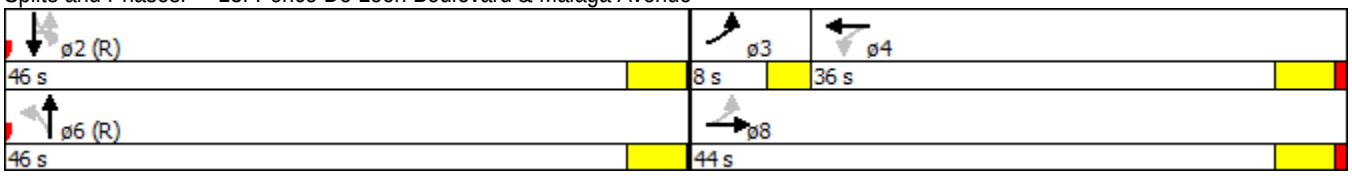
MALAGA AVE/UNIVERSITY DRIVE

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations									
Volume (vph)	156	114	165	168	55	533	14	62	594
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases	3	8		4		6			2
Permitted Phases	8		4		6		2	2	
Detector Phase	3	8	4	4	6	6	2	2	2
Switch Phase									
Minimum Initial (s)	4.0	7.0	7.0	7.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	8.0	28.0	12.0	12.0	20.5	20.5	20.5	20.5	20.5
Total Split (s)	8.0	44.0	36.0	36.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	8.9%	48.9%	40.0%	40.0%	51.1%	51.1%	51.1%	51.1%	51.1%
Yellow Time (s)	3.0	4.0	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	0.3	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0		0.0		0.0			0.0
Total Lost Time (s)	3.0	5.0		5.0		4.3			4.3
Lead/Lag	Lead		Lag	Lag					
Lead-Lag Optimize?	Yes		Yes	Yes					
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 47 (52%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	156	114	18	165	168	123	55	533	187	14	62	594
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0			5.0			4.3				4.3
Lane Util. Factor	1.00	1.00			1.00			0.95				0.95
Frpb, ped/bikes	1.00	1.00			1.00			0.99				0.99
Flpb, ped/bikes	1.00	1.00			0.99			1.00				1.00
Frt	1.00	0.98			0.96			0.96				0.95
Flt Protected	0.95	1.00			0.98			1.00				1.00
Satd. Flow (prot)	1770	1816			1751			3370				3318
Flt Permitted	0.42	1.00			0.82			0.72				0.75
Satd. Flow (perm)	778	1816			1466			2437				2503
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.94	0.94
Adj. Flow (vph)	166	121	19	176	179	131	59	567	199	15	66	632
RTOR Reduction (vph)	0	6	0	0	15	0	0	34	0	0	0	70
Lane Group Flow (vph)	166	134	0	0	471	0	0	791	0	0	0	998
Confl. Peds. (#/hr)			20	20			7		14		14	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	Perm	NA
Protected Phases	3	8			4			6				2
Permitted Phases	8			4			6			2	2	
Actuated Green, G (s)	39.6	39.6			30.6			41.1				41.1
Effective Green, g (s)	39.6	39.6			30.6			41.1				41.1
Actuated g/C Ratio	0.44	0.44			0.34			0.46				0.46
Clearance Time (s)	3.0	5.0			5.0			4.3				4.3
Vehicle Extension (s)	3.0	2.5			2.5			1.0				1.0
Lane Grp Cap (vph)	408	799			498			1112				1143
v/s Ratio Prot	c0.03	0.07										
v/s Ratio Perm	0.15				c0.32			0.32				c0.40
v/c Ratio	0.41	0.17			0.95			0.71				0.87
Uniform Delay, d1	17.9	15.2			28.9			19.7				22.1
Progression Factor	1.00	1.00			1.00			1.00				1.00
Incremental Delay, d2	0.7	0.1			27.0			3.9				9.3
Delay (s)	18.5	15.3			55.9			23.5				31.4
Level of Service	B	B			E			C				C
Approach Delay (s)		17.0			55.9			23.5				31.4
Approach LOS		B			E			C				C

Intersection Summary

HCM 2000 Control Delay	31.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	107.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

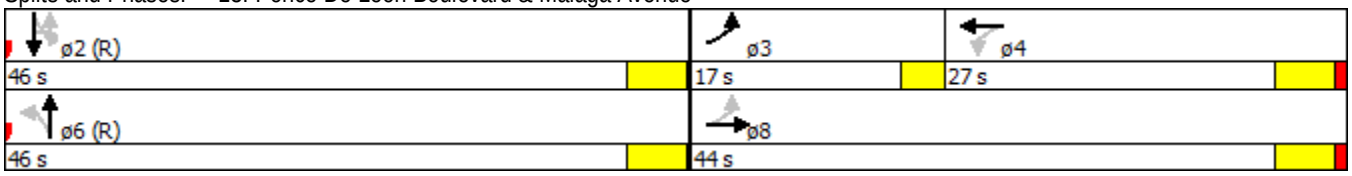
Movement	SBR
Lane Configurations	
Volume (vph)	334
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	355
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	7
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations									
Volume (vph)	223	196	68	54	53	549	17	51	401
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases	3	8		4		6			2
Permitted Phases	8		4		6		2	2	
Detector Phase	3	8	4	4	6	6	2	2	2
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	10.0	28.0	12.0	12.0	20.3	20.3	20.3	20.3	20.3
Total Split (s)	17.0	44.0	27.0	27.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	18.9%	48.9%	30.0%	30.0%	51.1%	51.1%	51.1%	51.1%	51.1%
Yellow Time (s)	3.0	4.0	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	0.3	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0		0.0		0.0			0.0
Total Lost Time (s)	3.0	5.0		5.0		4.3			4.3
Lead/Lag	Lead		Lag	Lag					
Lead-Lag Optimize?	Yes		Yes	Yes					
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 39 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	223	196	24	68	54	52	53	549	159	17	51	401
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0			5.0			4.3				4.3
Lane Util. Factor	1.00	1.00			1.00			0.95				0.95
Frpb, ped/bikes	1.00	1.00			1.00			1.00				0.99
Flpb, ped/bikes	1.00	1.00			1.00			1.00				1.00
Frt	1.00	0.98			0.96			0.97				0.97
Flt Protected	0.95	1.00			0.98			1.00				0.99
Satd. Flow (prot)	1770	1830			1753			3399				3396
Flt Permitted	0.51	1.00			0.77			0.87				0.78
Satd. Flow (perm)	944	1830			1380			2952				2653
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95
Adj. Flow (vph)	235	206	25	72	57	55	56	578	167	18	54	422
RTOR Reduction (vph)	0	6	0	0	19	0	0	22	0	0	0	21
Lane Group Flow (vph)	235	225	0	0	165	0	0	779	0	0	0	596
Confl. Peds. (#/hr)			1	1			6		4		4	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	Perm	NA
Protected Phases	3	8			4			6				2
Permitted Phases	8			4			6			2	2	
Actuated Green, G (s)	31.8	31.8			15.2			48.9				48.9
Effective Green, g (s)	31.8	31.8			15.2			48.9				48.9
Actuated g/C Ratio	0.35	0.35			0.17			0.54				0.54
Clearance Time (s)	3.0	5.0			5.0			4.3				4.3
Vehicle Extension (s)	2.5	2.5			2.5			1.0				1.0
Lane Grp Cap (vph)	458	646			233			1603				1441
v/s Ratio Prot	c0.08	0.12										
v/s Ratio Perm	0.10				c0.12			c0.26				0.22
v/c Ratio	0.51	0.35			0.71			0.49				0.41
Uniform Delay, d1	22.4	21.5			35.3			12.7				12.1
Progression Factor	1.00	1.00			1.00			1.00				1.00
Incremental Delay, d2	0.7	0.2			8.8			1.1				0.9
Delay (s)	23.2	21.7			44.1			13.8				13.0
Level of Service	C	C			D			B				B
Approach Delay (s)		22.4			44.1			13.8				13.0
Approach LOS		C			D			B				B

Intersection Summary

HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

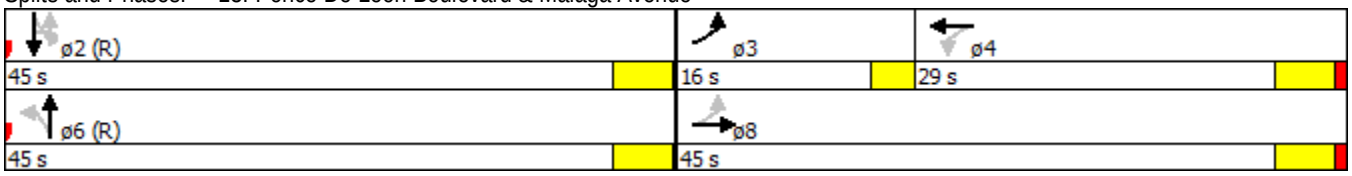
Movement	SBR
Lane Configurations	
Volume (vph)	117
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	123
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	6
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations									
Volume (vph)	224	196	71	54	53	545	17	51	398
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases	3	8		4		6			2
Permitted Phases	8		4		6		2	2	
Detector Phase	3	8	4	4	6	6	2	2	2
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	10.0	28.0	12.0	12.0	20.3	20.3	20.3	20.3	20.3
Total Split (s)	16.0	45.0	29.0	29.0	45.0	45.0	45.0	45.0	45.0
Total Split (%)	17.8%	50.0%	32.2%	32.2%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	4.0	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	0.3	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0		0.0		0.0			0.0
Total Lost Time (s)	3.0	5.0		5.0		4.3			4.3
Lead/Lag	Lead		Lag	Lag					
Lead-Lag Optimize?	Yes		Yes	Yes					
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 39 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	224	196	24	71	54	79	53	545	163	17	51	398
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0			5.0			4.3				4.3
Lane Util. Factor	1.00	1.00			1.00			0.95				0.95
Frpb, ped/bikes	1.00	1.00			1.00			0.99				0.99
Flpb, ped/bikes	1.00	1.00			1.00			1.00				1.00
Frt	1.00	0.98			0.95			0.97				0.97
Flt Protected	0.95	1.00			0.98			1.00				0.99
Satd. Flow (prot)	1770	1830			1735			3396				3395
Flt Permitted	0.47	1.00			0.79			0.87				0.77
Satd. Flow (perm)	866	1830			1398			2950				2640
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95
Adj. Flow (vph)	236	206	25	75	57	83	56	574	172	18	54	419
RTOR Reduction (vph)	0	6	0	0	28	0	0	23	0	0	0	21
Lane Group Flow (vph)	236	225	0	0	187	0	0	779	0	0	0	593
Confl. Peds. (#/hr)			1	1			6		4		4	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	Perm	NA
Protected Phases	3	8			4			6				2
Permitted Phases	8			4			6			2	2	
Actuated Green, G (s)	32.8	32.8			16.4			47.9				47.9
Effective Green, g (s)	32.8	32.8			16.4			47.9				47.9
Actuated g/C Ratio	0.36	0.36			0.18			0.53				0.53
Clearance Time (s)	3.0	5.0			5.0			4.3				4.3
Vehicle Extension (s)	2.5	2.5			2.5			1.0				1.0
Lane Grp Cap (vph)	450	666			254			1570				1405
v/s Ratio Prot	c0.08	0.12										
v/s Ratio Perm	0.11				c0.13			c0.26				0.22
v/c Ratio	0.52	0.34			0.74			0.50				0.42
Uniform Delay, d1	21.9	20.7			34.8			13.4				12.7
Progression Factor	1.00	1.00			1.00			1.00				1.00
Incremental Delay, d2	0.8	0.2			10.0			1.1				0.9
Delay (s)	22.8	21.0			44.8			14.5				13.6
Level of Service	C	C			D			B				B
Approach Delay (s)		21.9			44.8			14.5				13.6
Approach LOS		C			D			B				B

Intersection Summary

HCM 2000 Control Delay	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	78.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

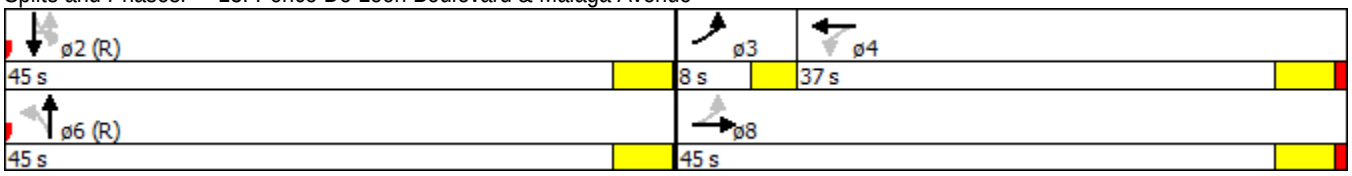
Movement	SBR
Lane Configurations	
Volume (vph)	117
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	123
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	6
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations									
Volume (vph)	156	114	171	168	55	530	14	62	588
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases	3	8		4		6			2
Permitted Phases	8		4		6		2	2	
Detector Phase	3	8	4	4	6	6	2	2	2
Switch Phase									
Minimum Initial (s)	5.0	7.0	7.0	7.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	8.0	28.0	12.0	12.0	20.3	20.3	20.3	20.3	20.3
Total Split (s)	8.0	45.0	37.0	37.0	45.0	45.0	45.0	45.0	45.0
Total Split (%)	8.9%	50.0%	41.1%	41.1%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	3.0	4.0	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	0.3	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0		0.0		0.0			0.0
Total Lost Time (s)	3.0	5.0		5.0		4.3			4.3
Lead/Lag	Lead		Lag	Lag					
Lead-Lag Optimize?	Yes		Yes	Yes					
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 47 (52%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	156	114	18	171	168	160	55	530	190	14	62	588
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0			5.0			4.3				4.3
Lane Util. Factor	1.00	1.00			1.00			0.95				0.95
Frpb, ped/bikes	1.00	1.00			1.00			0.99				0.99
Flpb, ped/bikes	1.00	1.00			0.99			1.00				1.00
Frt	1.00	0.98			0.96			0.96				0.95
Flt Protected	0.95	1.00			0.98			1.00				1.00
Satd. Flow (prot)	1770	1816			1741			3367				3317
Flt Permitted	0.40	1.00			0.83			0.71				0.74
Satd. Flow (perm)	744	1816			1470			2399				2467
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.94	0.94
Adj. Flow (vph)	166	121	19	182	179	170	59	564	202	15	66	626
RTOR Reduction (vph)	0	6	0	0	19	0	0	36	0	0	0	71
Lane Group Flow (vph)	166	134	0	0	512	0	0	789	0	0	0	991
Confl. Peds. (#/hr)			20	20			7		14		14	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	Perm	NA
Protected Phases	3	8			4			6				2
Permitted Phases	8			4			6			2	2	
Actuated Green, G (s)	41.1	41.1			32.5			39.6				39.6
Effective Green, g (s)	41.1	41.1			32.5			39.6				39.6
Actuated g/C Ratio	0.46	0.46			0.36			0.44				0.44
Clearance Time (s)	3.0	5.0			5.0			4.3				4.3
Vehicle Extension (s)	2.5	2.5			2.5			1.0				1.0
Lane Grp Cap (vph)	403	829			530			1055				1085
v/s Ratio Prot	c0.03	0.07										
v/s Ratio Perm	0.16				c0.35			0.33				c0.40
v/c Ratio	0.41	0.16			0.97			0.75				0.91
Uniform Delay, d1	17.1	14.3			28.2			21.0				23.6
Progression Factor	1.00	1.00			1.00			1.00				1.00
Incremental Delay, d2	0.5	0.1			30.5			4.9				13.1
Delay (s)	17.6	14.4			58.7			25.9				36.7
Level of Service	B	B			E			C				D
Approach Delay (s)		16.2			58.7			25.9				36.7
Approach LOS		B			E			C				D

Intersection Summary

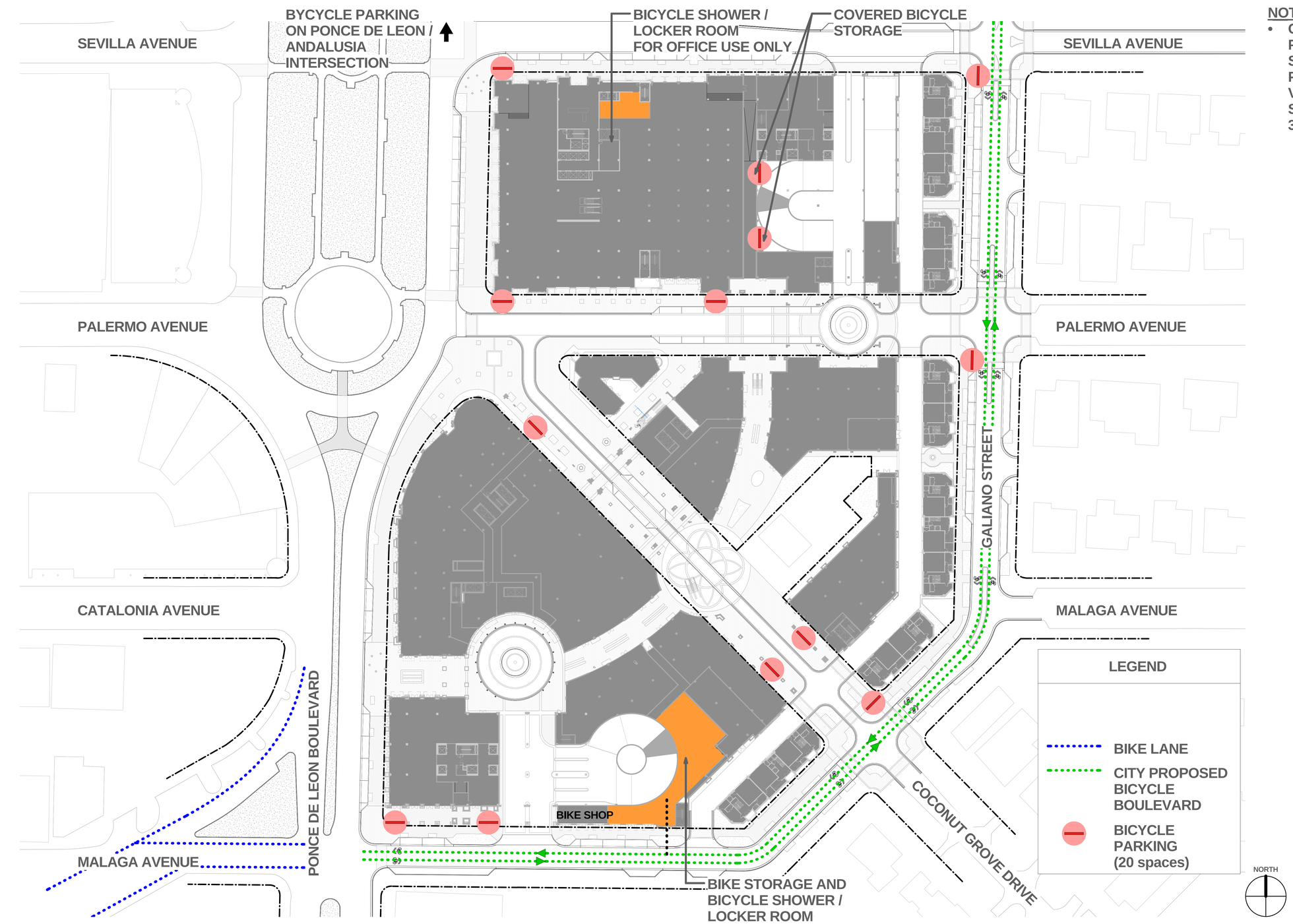
HCM 2000 Control Delay	35.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	109.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Volume (vph)	334
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	355
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	7
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

ATTACHMENT E:

BICYCLE CIRCULATION PLAN



1 LEVEL 01 FLOOR PLAN
1" = 40'-0"

NOTE:

- ONE BICYCLE PARKING SPACE SHALL BE PROVIDED PER 10 VEHICLE PARKING SPACES PER FBPAD 3-510-4 J2.

RTKL SM

AN ARCADIS COMPANY

RTKL ASSOCIATES INC.
396 ALHAMBRA CIR. SOUTH
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F. 786.268.3201
WWW.RTKL.COM
PROJECT NUMBER 45-14002.00

CONSULTANT

PROJECT

MEDITERRANEAN VILLAGE at Ponce Circle

CLIENT

AGAVE PONCE LLC.
2801,2901, 3001 PONCE DE LEON BOULEVARD

ISSUE DRAWING LOG

SEAL

SHEET IDENTIFICATION

TITLE

BICYCLE CIRCULATION PLAN

NUMBER

A-0.10.3

2014 RTKL ASSOCIATES INC.

FILE NAME: C:\Users\admin\Documents\OSV-Podium-Central 04_jbailey@rtkl.com.rvt
TIME: 5/26/2015 4:56:41 PM

Kimley»Horn

Memorandum

To: Mr. Eddie Avila
Agave Ponce, LLC

From: John McWilliams, P.E.

Date: May 17, 2015

Subj: Mediterranean Village – Coral Gables, Florida
Traffic Impact Analysis Updates

The purpose of this memorandum is to summarize our analysis of the recently proposed development plan modifications as it relates to traffic impacts. Two (2) significant modifications have occurred since the completion of the previous traffic operations analysis dated January 27, 2015. The development plan has been modified as follows:

- Elimination of the of cinema, gym, and daycare center uses
- Increase of retail space from 242,000 s.f. to 265,000 s.f.
- Increase of office space from 314,000 s.f. to 317,000 s.f.

Note that no changes to the residential or hotel intensities are proposed as part of these development plan modifications. The second significant site plan modification impacting the traffic operations analysis is the relocation of the hotel valet/porte cochere from Ponce De Leon Boulevard to a location internal to the site accessed from the proposed driveway located along Malaga Avenue. Previous site plans included the subject driveway. However, the driveway only provided access the parking garage previously. Refer to Attachment A for the subject site plan excerpt. The following sections summarize the resulting changes to the traffic impact analysis as a result of these modifications.

Development Plan Modifications

A trip generation analysis was conducted to compare the trip generation potential of the previous site plan to the proposed site plan. The analysis of the previous site plan was obtained from the traffic impact analysis submittal dated January 27, 2015. The proposed development plan was previously expected to generate 864 net new a.m. peak hour trips and 1,468 net new p.m. peak hour trips. Utilizing the same analysis assumptions, rates, and sources; a trip generation analysis was conducted with the proposed development plan. As Table 1 indicates, the proposed development is expected to generate 761 net new a.m. peak hour trips and 1,210 net new p.m. peak hour trips. When compared to the previous development plan, the proposed development represents a reduction of approximately 12 to 18 percent in peak hour trips generated. Refer to Attachment B for detailed trip generation calculations. Since the proposed development plan generates less traffic than the previous analysis assumed, a full update of the traffic impact analysis was not conducted.

Table 1: Peak Hour Trip Generation					
Proposed Land Use	**ITE Code**	**Scale**	**New Project Trips**		
			Enter	**Exit**	**Total**
A.M. Peak Hour (P.M. Peak Hour)					
Shopping Center	820	265,000 s.f.	111 (337)	43 (384)	154 (721)
Residential/ Condominium Townhouse	230	15 du	1 (6)	8 (1)	9 (7)
High-Rise Residential Condo/ Townhouse	232	214 du	9 (34)	66 (12)	75 (46)
Hotel	310	184 rooms	47 (30)	29 (28)	76 (58)
General Office Building	710	317,000 s.f.	417 (55)	51 (340)	468 (395)
Quality Restaurant	931	21,750 s.f.	0 (45)	4 (0)	4 (45)
High-Turnover (Sit-Down) Restaurant	932	7,250 s.f.	16 (15)	8 (0)	24 (15)
Subtotal	-	-	*601 (522)*	*209 (765)*	*810 (1,287)*
6% Multimodal Reduction			36 (31)	13 (46)	49 (77)
Net New Trips			**565 (491)**	**196 (719)**	**761 (1,210)**

Table 2: Peak Hour Trip Generation Comparison			
Development Plan	**New Project Trips**		
	Enter	**Exit**	**Total**
A.M. Peak Hour (P.M. Peak Hour)			
January 27, 2015	619 (620)	245 (848)	864 (1,468)
May, 17 2015	565 (491)	196 (719)	761 (1,210)
Difference	-54 (-129)	-49 (-129)	-103 (-258)
% Difference			**-11.9% (-17.6%)**

Hotel Porte Cochere Relocation

The relocation of the hotel porte cochere from Ponce De Leon Boulevard to a location internal to the site accessing the proposed Malaga Avenue project driveway is expected to result in operational changes that warranted updates to portions of the traffic impact analyses. As previously mentioned, the subject driveway previously provided access to only the parking garage. In order to estimate the impact of this change to traffic circulation, the project traffic distribution and assignment were updated to reflect (a) the changes in the development plan and (b) the change to traffic circulation resulting from the hotel access modification. Refer to Attachment C for detailed information regarding these updates. Note that the previous traffic analysis examined both a restrictive and non-restrictive measures scenario related to traffic calming features along Galiano Street/Malaga Avenue. Both scenarios were revised as part of this update to maintain consistency with the January 27, 2015 submittal.

Note that currently the signalized intersection of Malaga Avenue and Ponce De Leon Boulevard currently operates with east-west split signal phasing due to the limited number of approach lanes along the minor street. At the request of both City staff and Miami-Dade County's Traffic Engineering Division staff, this updated analysis examined the impacts of geometric improvements that will allow for the elimination of east-west signal phasing. The improvements would require the following:

- Widening of the eastbound approach (west leg) to the north to provide for two (2) eastbound exclusive left-turn lanes and one (1) shared through/right-turn lane.
- Widening of the westbound approach (east leg) to the north to provide for one (2) exclusive westbound left-turn lane and one (1) shared through/right-turn lane. This widening will require the elimination of the on-street parking lane previously proposed as part of the proposed development.

In addition, City staff requested that the free-flowing, separated southbound right-turn movement from Ponce De Leon Boulevard to University Drive be eliminated and the right-turn movement to occur at the signalized intersection. Refer to Attachment D for a conceptual sketch of the proposed improvements. An operational analysis for the intersections of University Drive/Ponce De Leon Boulevard, Malaga Avenue/Ponce De Leon Boulevard, and South Driveway/Malaga Avenue was conducted using the same methodologies from the previous traffic impact analysis submittal. As Tables 3 and 4 indicate, all intersections are expected to operate at LOS D better under future total traffic conditions with and without the suggested improvements. Refer to Attachment E for detailed operational analysis results.

Table 3: A.M. Peak Hour Intersection Capacity Analysis						
Intersection	**Traffic Control**	**Overall LOS/Delay**	**Approach LOS**			
			EB	**WB**	**NB**	**SB**
Future Total Conditions with Non-Restrictive Measures *(Future Total Conditions with Non-Restrictive Measures – Proposed Geometry)* *[Future Total Conditions with Restrictive Measures]* *{Future Total Conditions with Restrictive Measures – Proposed Geometry}*						
University Drive and Ponce De Leon Boulevard[4]	One-Way Stop-Controlled	(1)	N/A	N/A	(2)	(2)
Malaga Avenue and Ponce De Leon Boulevard	Signalized[3]	C/25.3 (B/18.5) [C/26.9] {B/18.9}	D (D) [D] {D}	C (C) [C] {C}	C (B) [C] {B}	B (A) [C] {B}
South Driveway and Malaga Avenue	One-Way Stop-Controlled	(1)	(2)	(2)	N/A	A (A) [A] {A}

Notes:
(1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Approach operates under free-flow conditions. LOS is not defined.
(3) HCM 2010 does not provide LOS result; therefore, HCM 2000 results were provided.
(4) Intersection removed with proposed geometry.

Table 4: P.M. Peak Hour Intersection Capacity Analysis						
Intersection	**Traffic Control**	**Overall LOS/Delay**	**Approach LOS**			
			EB	**WB**	**NB**	**SB**
Future Total Conditions with Non-Restrictive Measures *(Future Total Conditions with Non-Restrictive Measures – Proposed Geometry)* *[Future Total Conditions with Restrictive Measures]* *{Future Total Conditions with Restrictive Measures – Proposed Geometry}*						
University Drive and Ponce De Leon Boulevard[4]	One-Way Stop-Controlled	(1)	N/A	N/A	(2)	(2)
Malaga Avenue and Ponce De Leon Boulevard	Signalized[3]	D/42.0 (C/21.4) [D/42.6] {C/22.5}	D (D) [D] {D}	C (D) [C] {D}	D (B) [D] {B}	D (B) [D] {B}
South Driveway and Malaga Avenue	One-Way Stop-Controlled	(1)	(2)	(2)	N/A	B (B) [B] {B}

Notes:
(1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Approach operates under free-flow conditions. LOS is not defined.
(3) HCM 2010 does not provide LOS result; therefore, HCM 2000 results were provided.
(4) Intersection removed with proposed geometry.

Other Considerations

City staff has indicated that recent comments have been received regarding the operations of several driveways within the proposed site plan. The site plan currently proposed three (3) adjacent driveways along Sevilla Avenue accessing the parking levels, the underground service area, and the residential townhome garages. Although separation between driveways is preferred, two (2) these three (3) driveways are expected to experience low volumes. The service driveway will include a roll down door and all deliveries (entering and exiting) will be coordinated with a site dockmaster. If necessary, additional site personnel can be provided to direct traffic when large delivery vehicles enter and exit the facility.

The private roadway providing access to the townhouse units along Galiano Street will experience minimal traffic as the driveway only provides access to five (5) townhouse units between Sevilla and Palermo Avenues. Similarly, the central private townhouse driveway between Palermo Avenue and Coconut Grove Drive provides access to only seven (7) units in addition to the rear yard of an existing single-family residence. Finally, the south private townhouse driveway between Coconut Grove Drive and Malaga Avenue provides access to only three (3) units. Note that these private driveways are designed in an effort to strongly discourage cut through traffic as they are intended strictly for the use of property access.

Conclusions

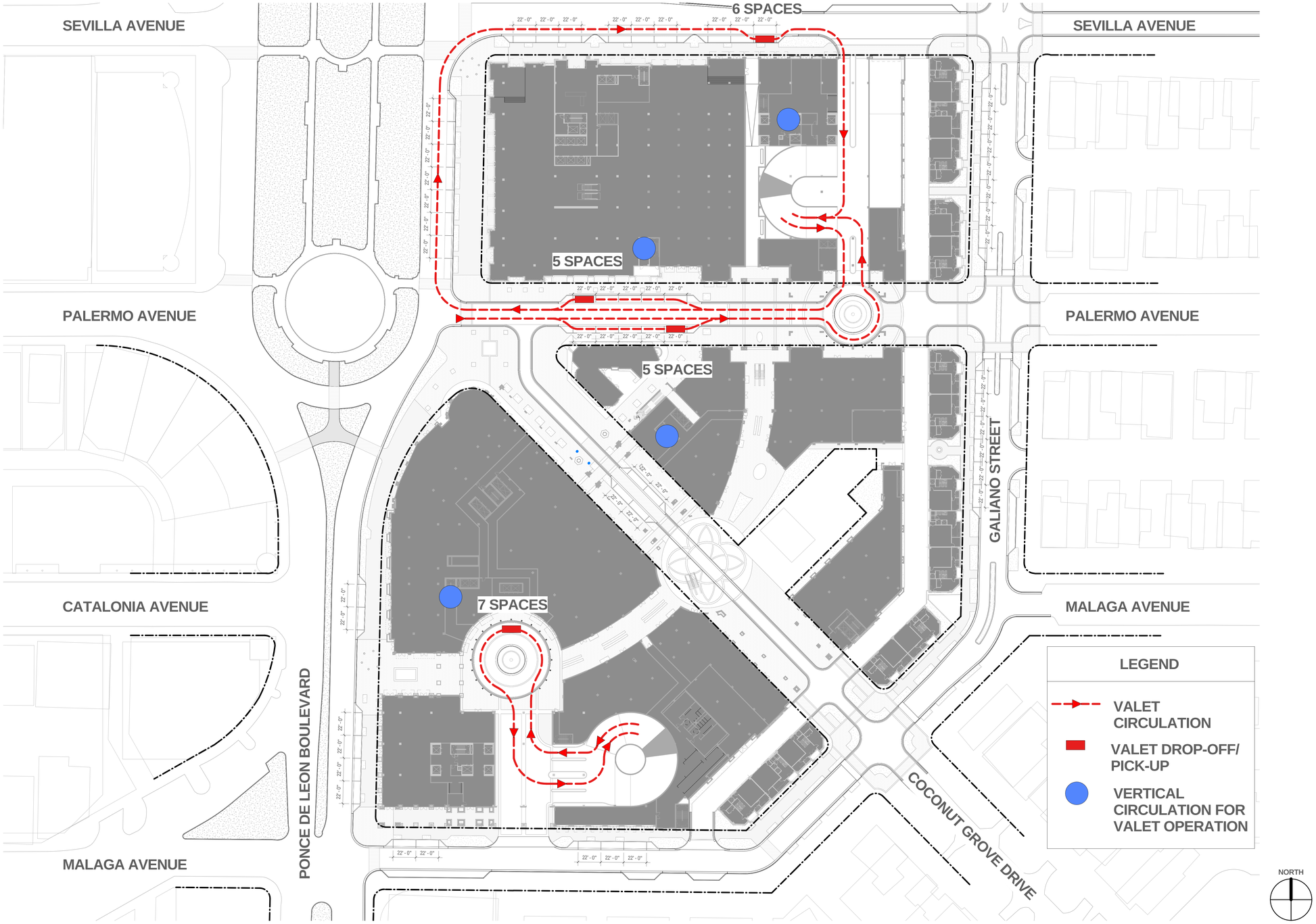
In summary, this memorandum provides an update to the impacted portions of the previously subjected traffic impact analysis provides supplemental information on site driveway configuration. The results of the updates are consistent with the findings of the previously submitted traffic study. Please let us know if we can be of further assistance.

Attachments

K:\FTL_TPTO\043567000-Old Spanish Village\Correspondence\05 17 15 avila traffic impact analysis memo.docx

ATTACHMENT A:

SITE PLAN EXCERPT



1 LEVEL 01 FLOOR PLAN
1" = 40'-0"

TIME 5/11/2015 10:29:30 AM

FILE NAME: C:\Users\vacatmid\Documents\OSV-Podium-Central 04_jbailey@rtkl.com.rvt

RTKL SM

AN ARCADIS COMPANY

RTKL ASSOCIATES INC.
396 ALHAMBRA CIR. SOUTH
CORAL GABLES, FLORIDA
P. 786.268.3200
F. 786.268.3201
WWW.RTKL.COM
PROJECT NUMBER 45-14002.00

CONSULTANT

PROJECT

MEDITERRANEAN VILLAGE at Ponce Circle

CLIENT
AGAVE PONCE LLC.
2801,2901, 3001 PONCE DE LEON BOULEVARD

ISSUE DRAWING LOG

SEAL

SHEET IDENTIFICATION

TITLE
VALET OPERATING PLAN - LEVEL 01

NUMBER
A-0.11.6

2014 RTKL ASSOCIATES INC.

ATTACHMENT B:

TRIP GENERATION CALCULATIONS

WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Shopping Center	9	820	265	ksf	62%	38%	175	107	282	23.0%	64	143	75	218	29.4%	64	111	43	154
	2	Residential Condominium/Townhouse	9	230	15	du	17%	83%	2	9	11	18.6%	2	1	8	9	0.0%	0	1	8	9
	3	High-Rise Residential Condominium/Townhouse	9	232	214	du	19%	81%	17	74	91	18.6%	16	9	66	75	0.0%	0	9	66	75
	4	Hotel	9	310	184	room	59%	41%	58	40	98	21.4%	22	47	29	76	0.0%	0	47	29	76
	5	General Office Building	9	710	317	ksf	88%	12%	424	58	482	2.7%	14	417	51	468	0.0%	0	417	51	468
	6	Quality Restaurant	9	931	21.75	ksf	33%	67%	6	12	18	66.7%	12	0	6	6	44.0%	2	0	4	4
	7	High-Turnover (Sit-Down) Restaurant	9	932	7.25	ksf	55%	45%	43	35	78	46.2%	36	25	17	42	43.0%	18	16	8	24
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
							Total:		725	335	1,060	15.7%	166	642	252	894	9.4%	84	601	209	810
																		6% Multimodal Reduction	36	13	49
							Notes:											Net New External Trips	**565**	**196**	**761**

ITE Land Use Code	Rate or Equation
820	LN(Y) = 0.61*LN(X)+2.24
230	LN(Y) = 0.8*LN(X)+0.26
232	Y=0.29*(X)+28.86
310	Y=0.53(X)
710	LN(Y) = 0.8*LN(X)+1.57
931	Y=0.81(X)
932	Y=10.81(X)

WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Shopping Center	9	820	265	ksf	48%	52%	552	599	1,151	11.3%	130	487	534	1,021	29.4%	300	337	384	721
	2	Residential Condominium/Townhouse	9	230	15	du	67%	33%	9	4	13	47.5%	6	6	1	7	0.0%	0	6	1	7
	3	High-Rise Residential Condominium/Townhouse	9	232	214	du	62%	38%	55	33	88	47.5%	42	34	12	46	0.0%	0	34	12	46
	4	Hotel	9	310	184	room	51%	49%	56	54	110	47.3%	52	30	28	58	0.0%	0	30	28	58
	5	General Office Building	9	710	317	ksf	17%	83%	74	359	433	8.6%	38	55	340	395	0.0%	0	55	340	395
	6	Quality Restaurant	9	931	21.75	ksf	67%	33%	109	54	163	50.9%	82	68	13	81	44.0%	36	45	0	45
	7	High-Turnover (Sit-Down) Restaurant	9	932	7.25	ksf	60%	40%	43	28	71	64.8%	46	20	5	25	43.0%	10	15	0	15
	8																				
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
							Total:		898	1,131	2,029	19.5%	396	700	933	1,633	21.2%	346	522	765	1,287
																		6% Multimodal Reduction	31	46	77
							Notes:											Net New External Trips	**491**	**719**	**1,210**

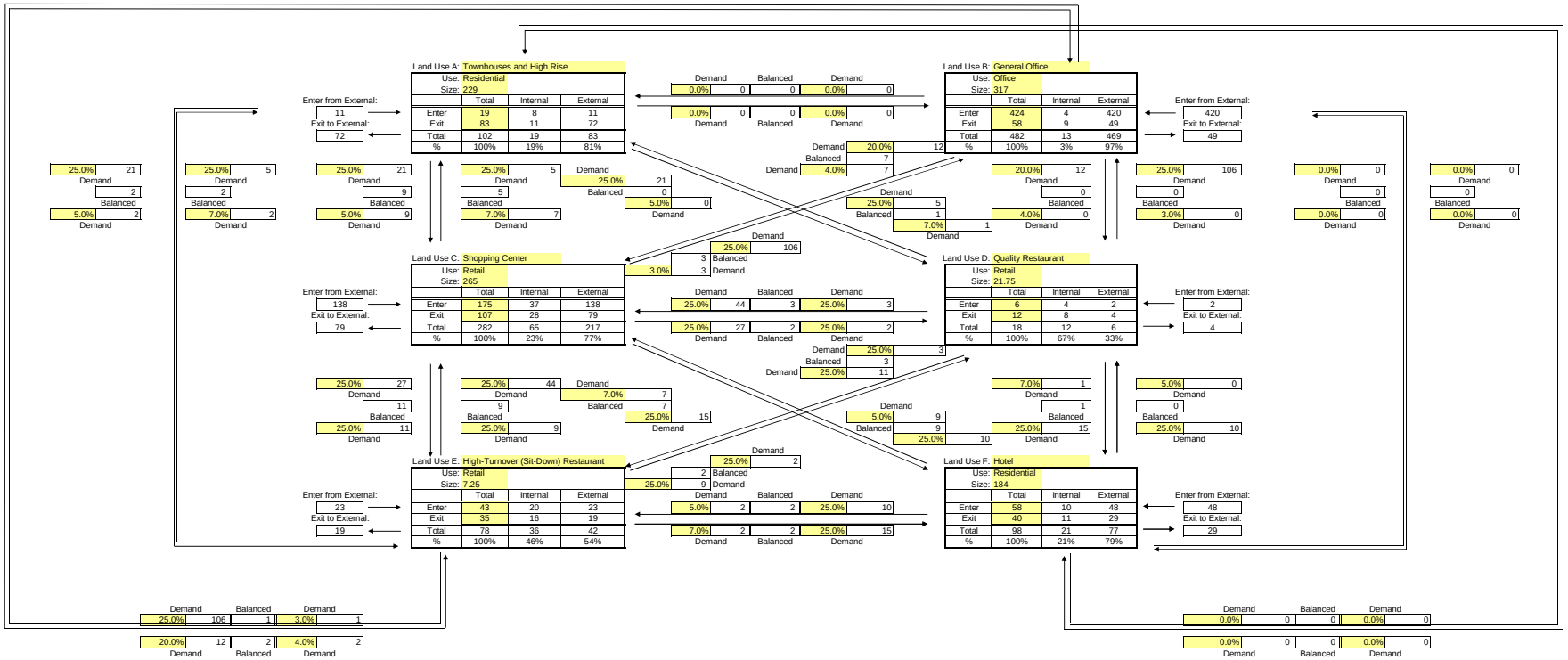
ITE Land Use Code	Rate or Equation
820	LN(Y) = 0.67*LN(X)+3.31
230	LN(Y) = 0.82*LN(X)+0.32
232	Y=0.34*(X)+15.47
310	Y=0.6(X)
710	Y=1.12*(X)+78.45
931	Y=7.49(X)
932	Y=9.85(X)

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(ITE, Chapter 7, *Trip Generation Handbook*, 2nd Edition, June 2004)

Analysis Period: PM____, Daily____, AM __X___.
Analyst:
Date:

Project Number:
Project Name:
Scenario:
Task Number:



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A	B	C	D	E	F	Total
	Townhouses and H	General C	Shopping Ce	Quality Res	High-Turnov	Hotel	
Enter	11	420	138	2	23	48	642
Exit	72	49	79	4	19	29	252
Total	83	469	217	6	42	77	**894**
Single Use Trip Gen Estimate	102	482	282	18	78	98	**1,060**
	18.63%	2.70%	23.05%	66.67%	46.15%	21.43%	

Internal Capture = 15.66%

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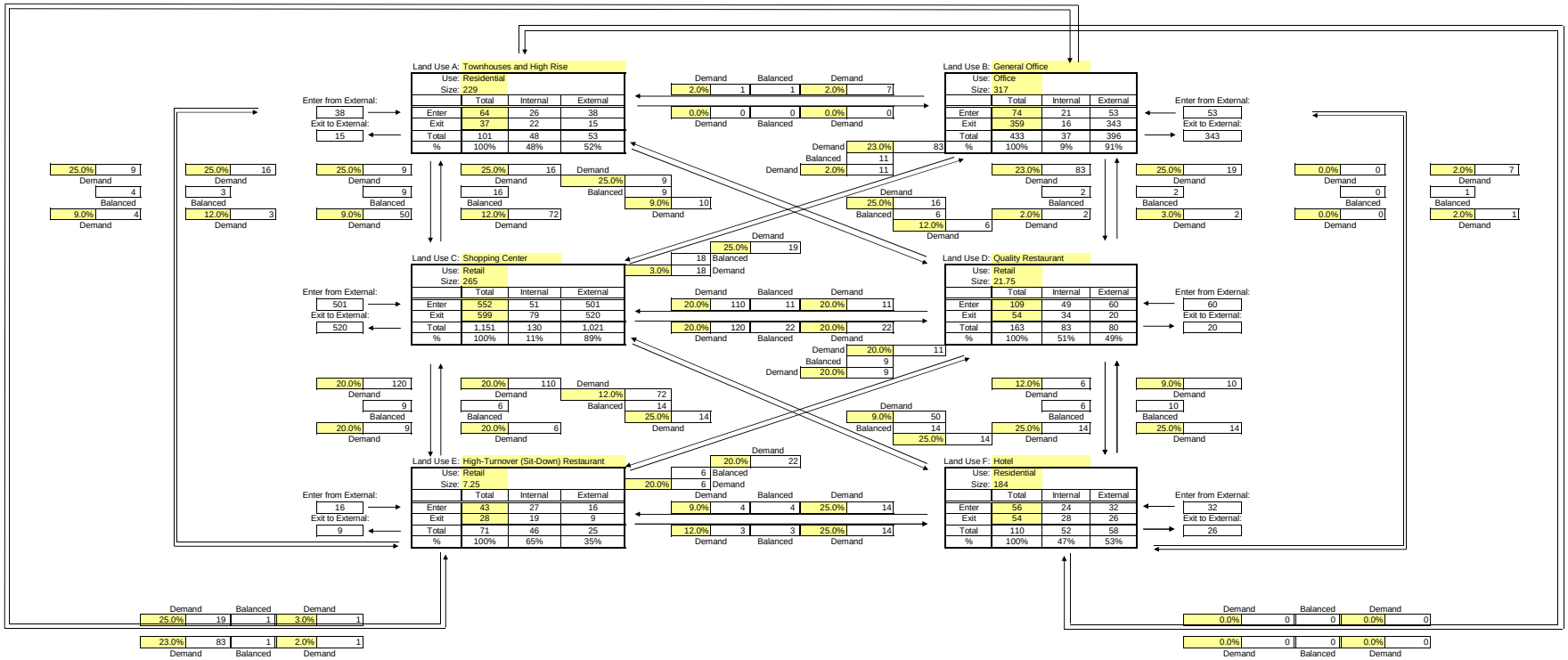
Print Time = 9:01 AM

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(ITE, Chapter 7, *Trip Generation Handbook*, 2nd Edition, June 2004)

Analysis Period: PM__X__, Daily____, AM _____.
Analyst:
Date:

Project Number:
Project Name:
Scenario:
Task Number:



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A	B	C	D	E	F	Total
	Townhouses and H	General C	Shopping Ce	Quality Res	High-Turnov	Hotel	
Enter	38	53	501	60	16	32	700
Exit	15	343	520	20	9	26	933
Total	53	396	1,021	80	25	58	**1,633**
Single Use Trip Gen Estimate	101	433	1,151	163	71	110	**2,029**
	47.52%	8.55%	11.29%	50.92%	64.79%	47.27%	

Internal Capture = 19.52%

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ATTACHMENT C:

UPDATED TRIP DISTRIBUTION AND ASSIGNMENT FIGURES

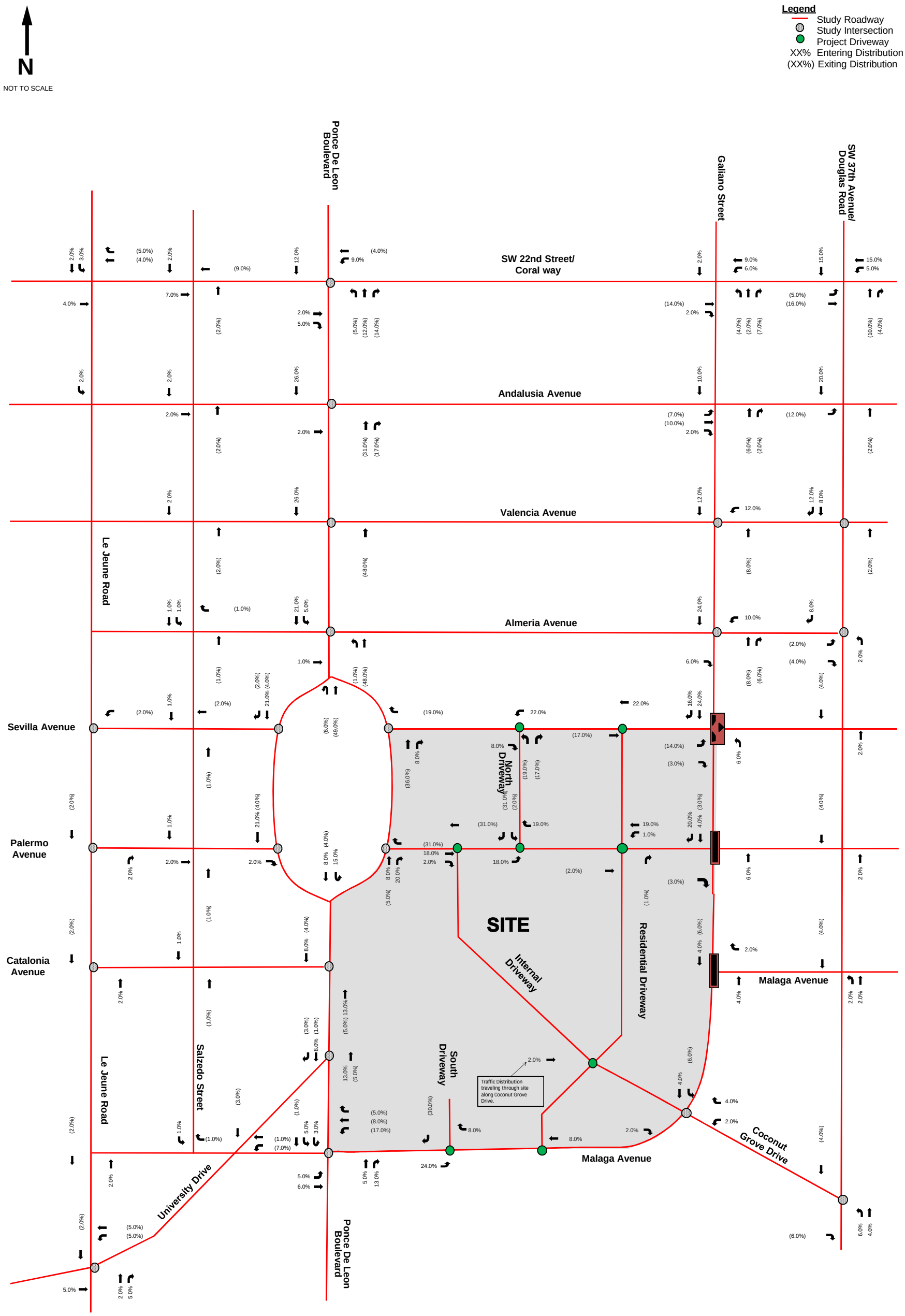

Figure 3 - Revised
Project Distribution with Restrictive Measures
A.M. and P.M. Peak Hours
Mediterranean Village
Coral Gables, Florida

Kimley»Horn

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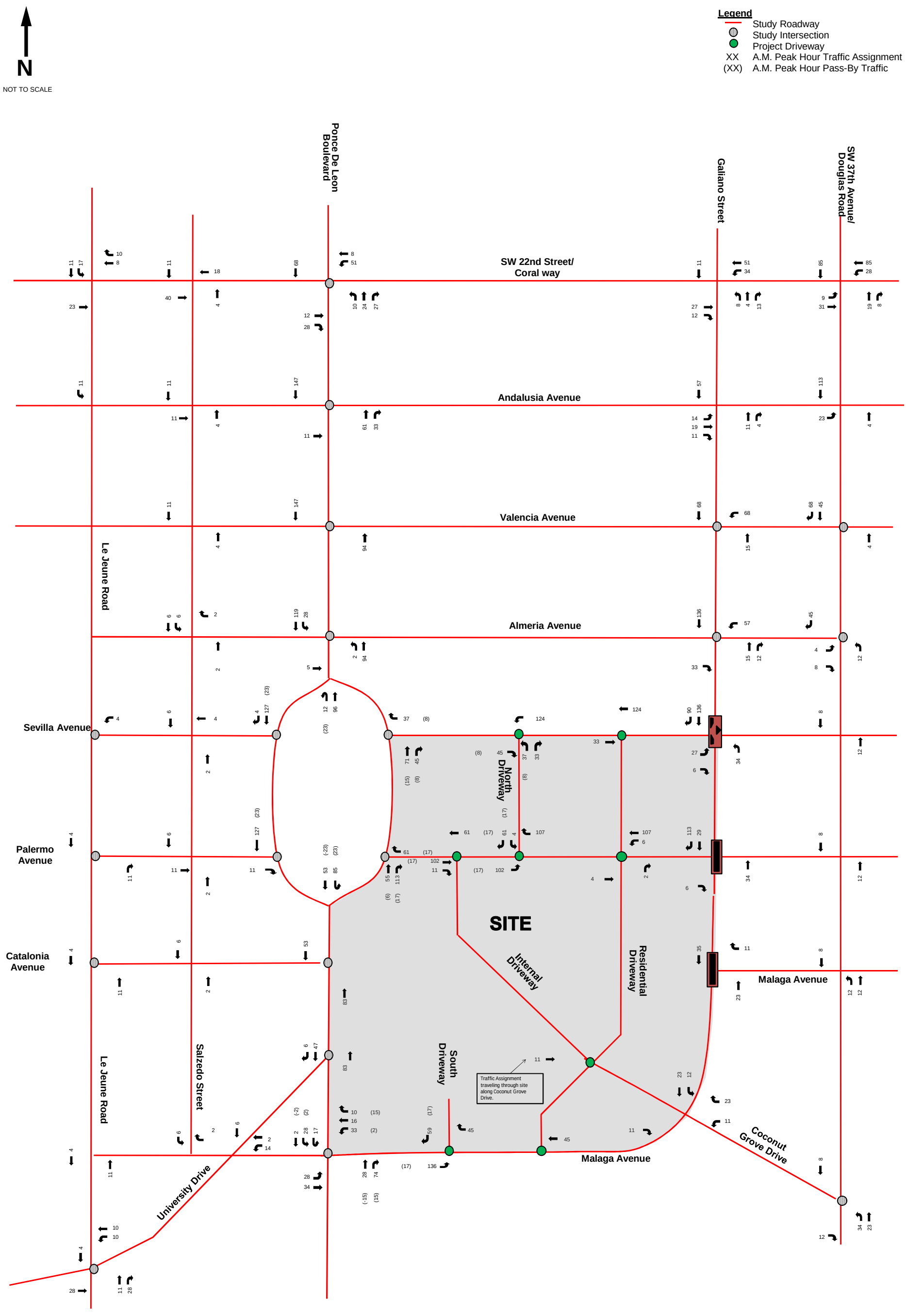

Figure 7 - Revised
Project and Pass-By Assignment with Restrictive Measures
A.M. Peak Hour
Mediterranean Village
Coral Gables, Florida

Kimley»Horn

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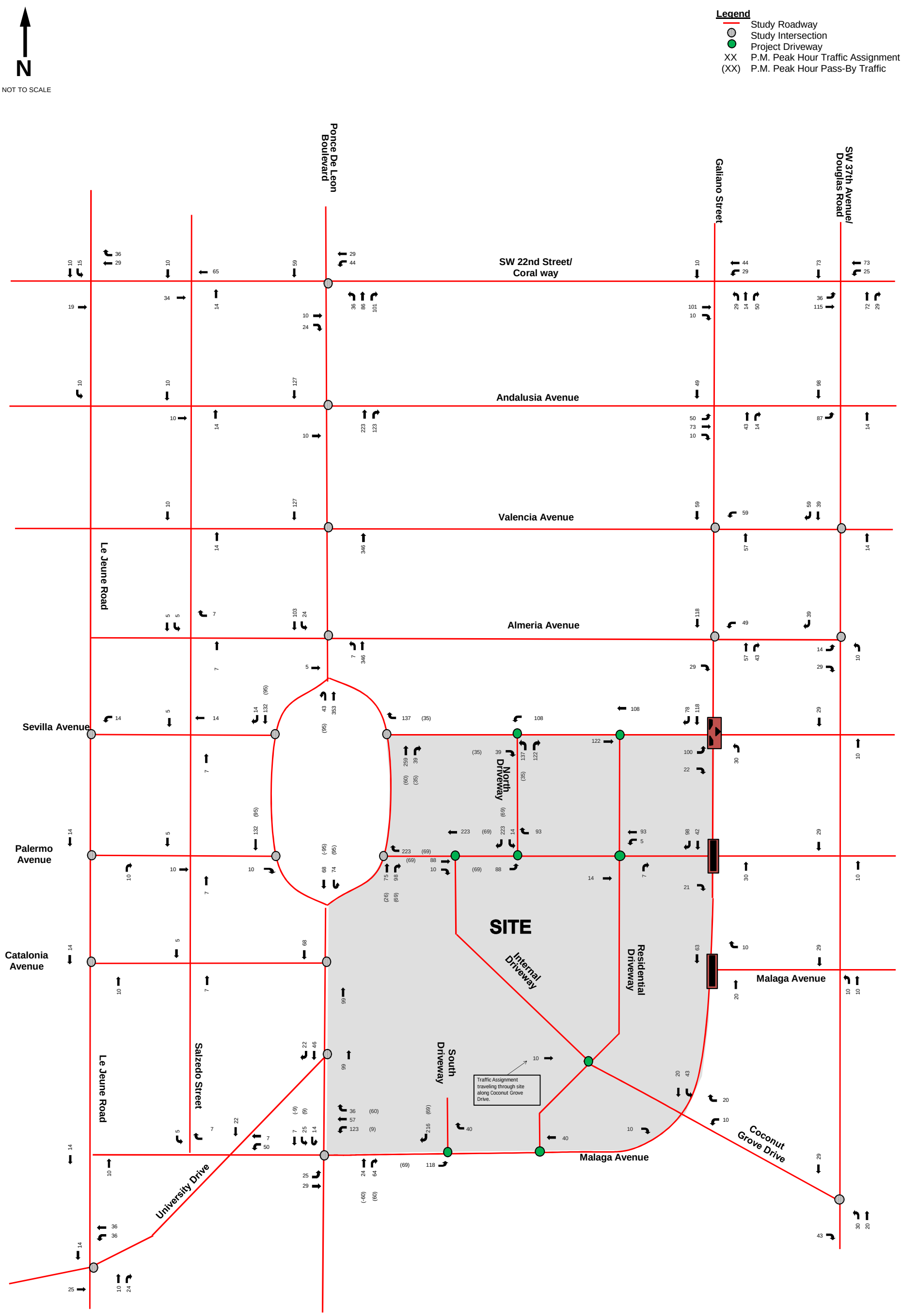

Figure 8 - Revised
Project and Pass-By Assignment with Restrictive Measures
P.M. Peak Hour
Mediterranean Village
Coral Gables, Florida

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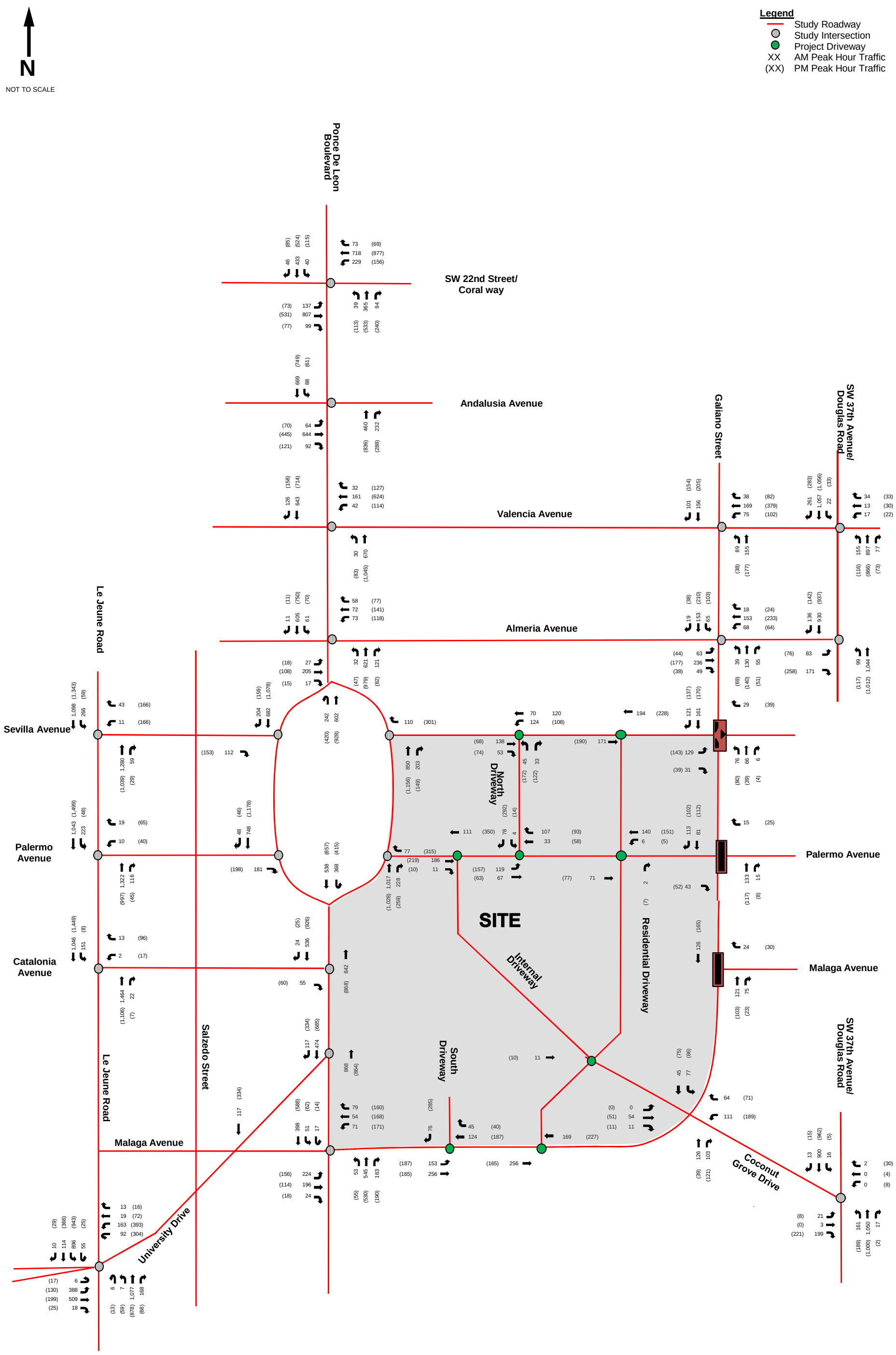

Figure 12 - Revised
Future Total Traffic Conditions with Restrictive Measures
A.M. and P.M. Peak Hours
Mediterranean Village
Coral Gables, Florida

Kimley»Horn

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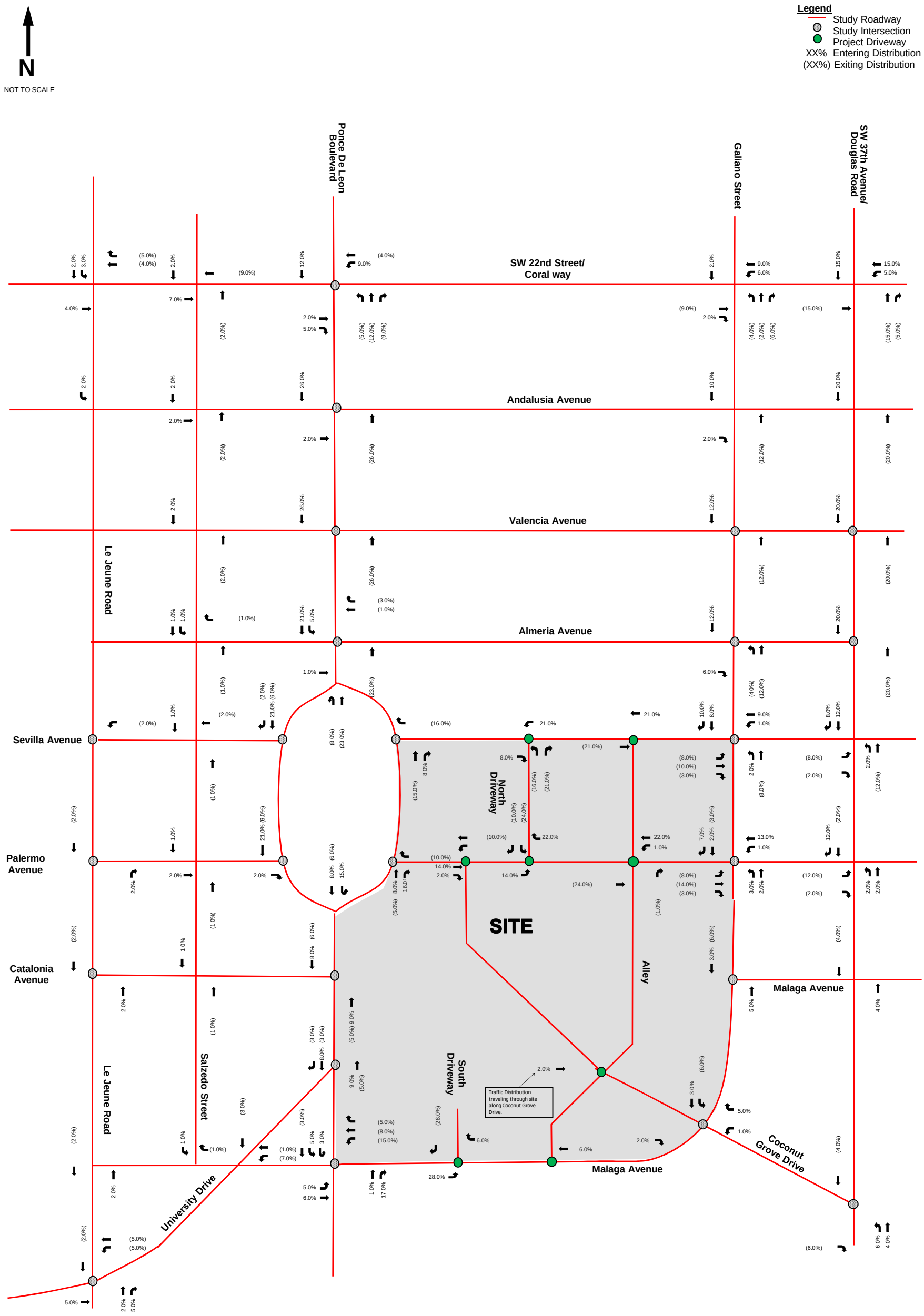

Figure 2 - Revised
Project Distribution with Non-Restrictive Measures
A.M. and P.M. Peak Hours
Mediterranean Village
Coral Gables, Florida

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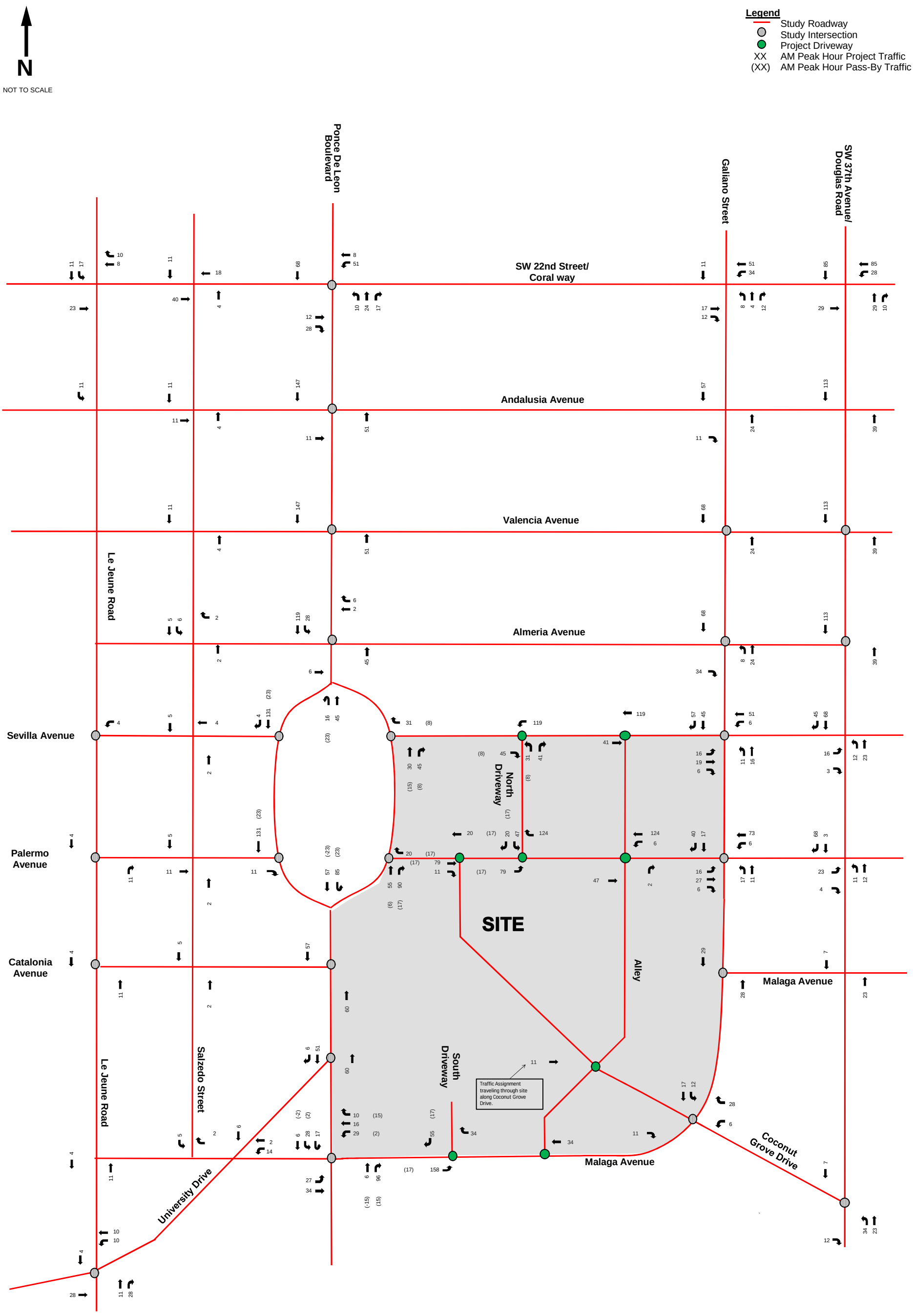

Figure 5 - Revised
Project and Pass-By Assignment with Non-Restrictive Measures
A.M. Peak Hour
Mediterranean Village
Coral Gables, Florida

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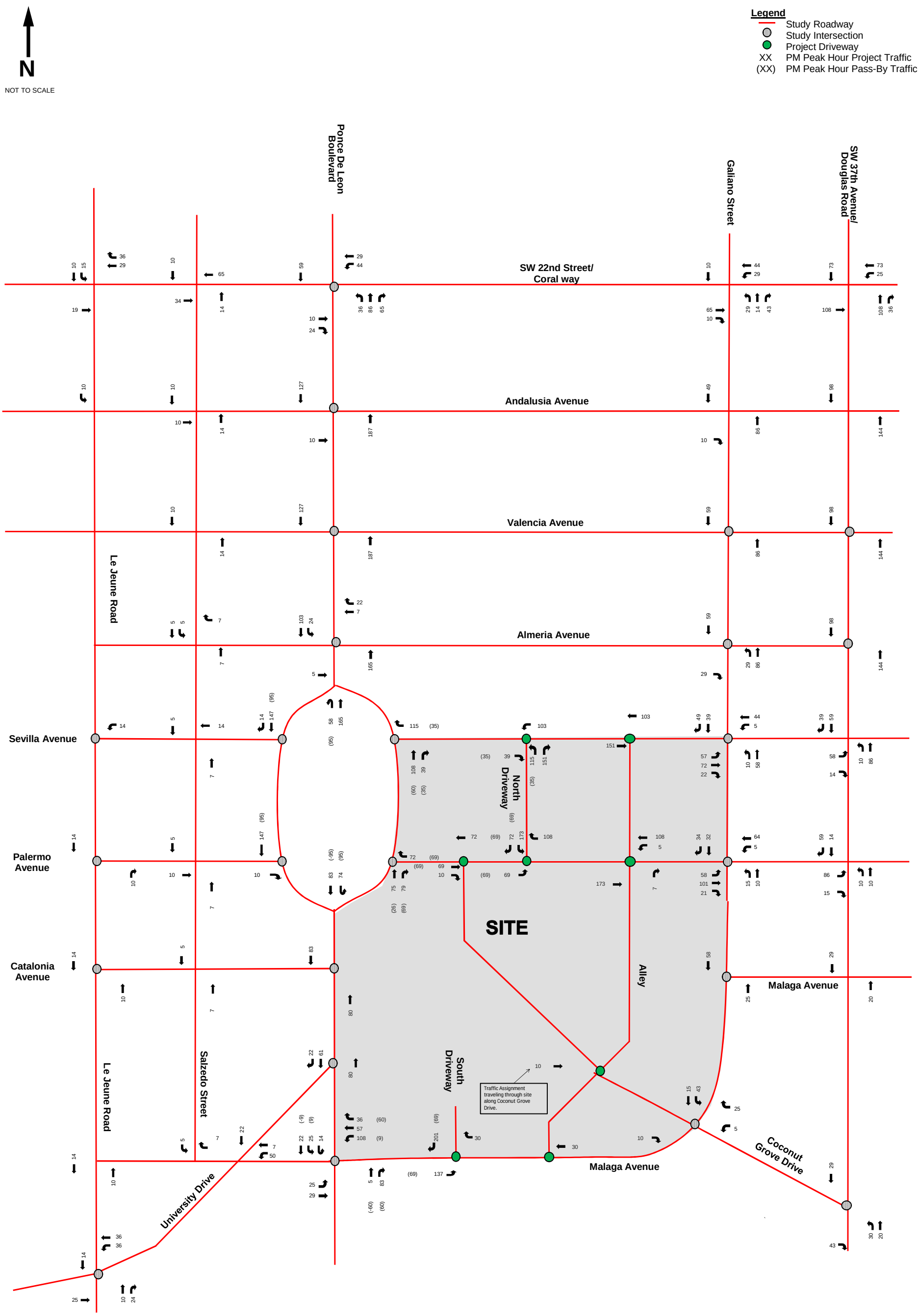

Figure 6 - Revised
Project and Pass-By Assignment with Non-Restrictive Measures
P.M. Peak Hour
Mediterranean Village
Coral Gables, Florida

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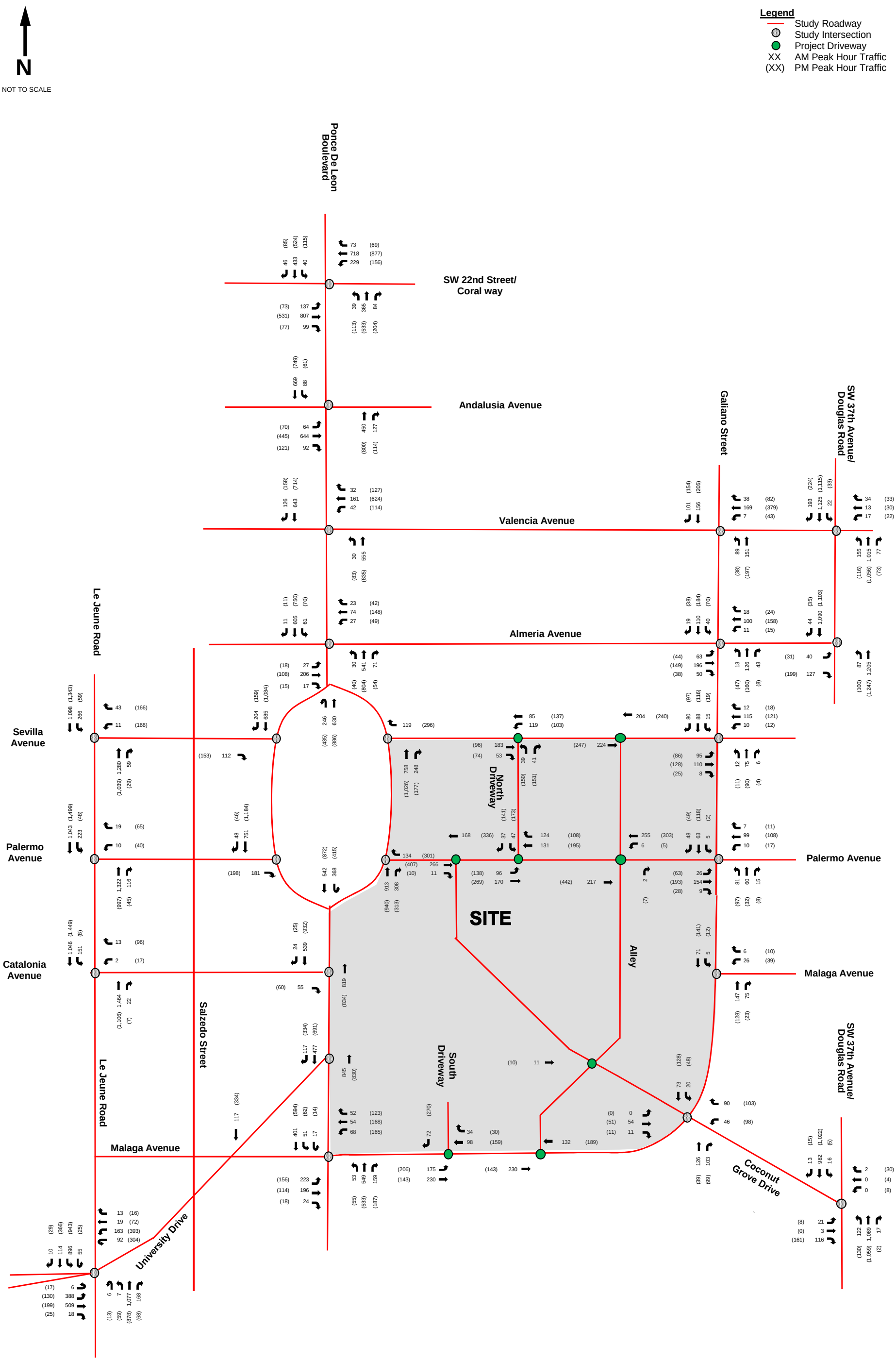

Figure 11 - Revised
Future Total Traffic Conditions with Non-Restrictive Measures
A.M. and P.M. Peak Hours
Mediterranean Villlage
Coral Gables, Florida

Kimley»Horn

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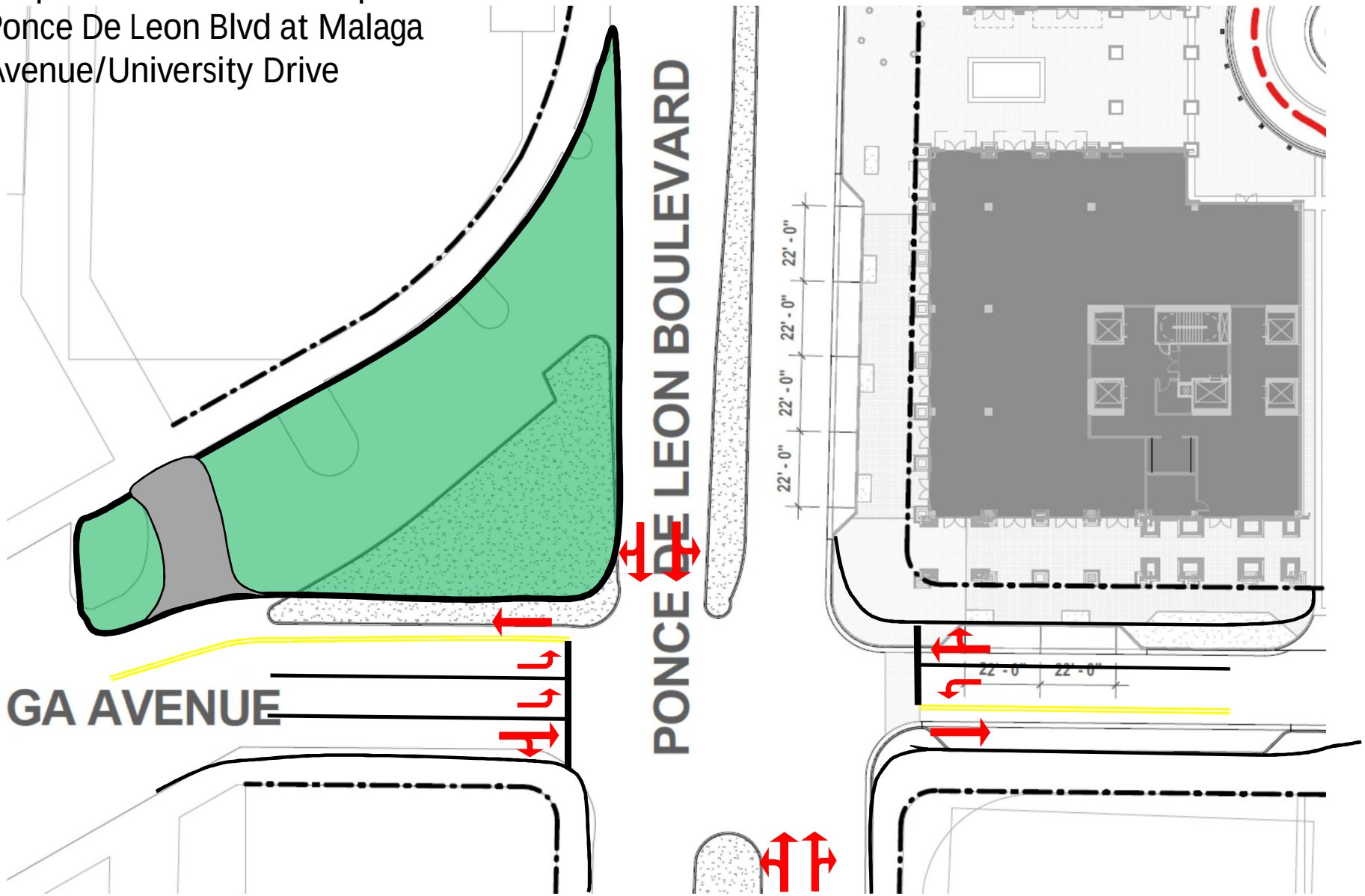
ATTACHMENT D:

PONCE DE LEON BLVD/MALAGA AVE/UNIVERSITY DRIVE PROPOSED INTERSECTION IMPROVEMENTS

Proposed Intersection Improvements
Ponce De Leon Blvd at Malaga Avenue/University Drive



Preliminary – Not to Scale

ATTACHMENT E:

INTERSECTION CAPACITY ANALYSES

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	0	845	477	117
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	0	909	513	126
Pedestrians	6					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				129		
pX, platoon unblocked	0.85					
vC, conflicting volume	1036	325	645			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	694	325	645			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	321	670	936			

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	454	454	342	297
Volume Left	0	0	0	0
Volume Right	0	0	0	126
cSH	1700	1700	1700	1700
Volume to Capacity	0.27	0.27	0.20	0.17
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	0	830	691	334
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	874	727	352
Pedestrians	8					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				129		
pX, platoon unblocked	0.81					
vC, conflicting volume	1348	547	1087			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	971	547	1087			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	204	481	638			

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	437	437	485	594
Volume Left	0	0	0	0
Volume Right	0	0	0	352
cSH	1700	1700	1700	1700
Volume to Capacity	0.26	0.26	0.29	0.35
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

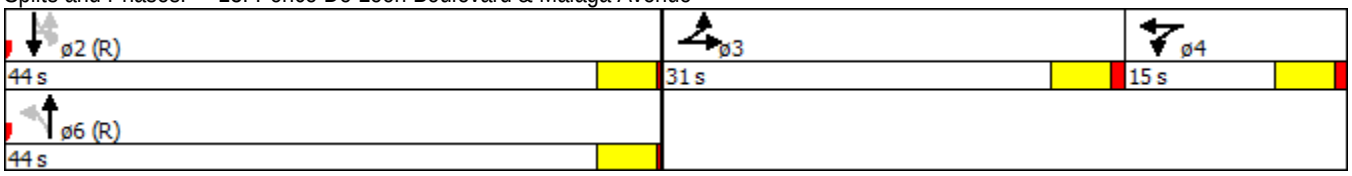
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	33.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations								
Volume (vph)	156	114	168	55	533	14	62	594
Turn Type	Split	NA	NA	Perm	NA	Perm	Perm	NA
Protected Phases	3	3	4		6			2
Permitted Phases				6		2	2	
Detector Phase	3	3	4	6	6	2	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	28.0	28.0	12.0	20.5	20.5	20.5	20.5	20.5
Total Split (s)	31.0	31.0	15.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	34.4%	34.4%	16.7%	48.9%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0
Total Lost Time (s)	5.0	5.0	5.0		4.3			4.3
Lead/Lag	Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 47 (52%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	156	114	18	165	168	123	55	533	187	14	62	594
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			4.3				4.3
Lane Util. Factor	0.95	0.95			1.00			0.95				0.95
Frpb, ped/bikes	1.00	1.00			1.00			0.99				1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00				1.00
Frt	1.00	0.98			0.96			0.96				1.00
Flt Protected	0.95	0.99			0.98			1.00				0.99
Satd. Flow (prot)	1681	1721			1763			3365				3517
Flt Permitted	0.95	0.99			0.98			0.76				0.63
Satd. Flow (perm)	1681	1721			1763			2576				2243
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.94	0.94
Adj. Flow (vph)	166	121	19	176	179	131	59	567	199	15	66	632
RTOR Reduction (vph)	0	7	0	0	11	0	0	40	0	0	0	0
Lane Group Flow (vph)	149	150	0	0	475	0	0	785	0	0	0	713
Confl. Peds. (#/hr)			20	20			7		14		14	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	Perm	NA
Protected Phases	3	3		4	4			6				2
Permitted Phases							6			2	2	
Actuated Green, G (s)	12.8	12.8			32.5			30.4				30.4
Effective Green, g (s)	12.8	12.8			32.5			30.4				30.4
Actuated g/C Ratio	0.14	0.14			0.36			0.34				0.34
Clearance Time (s)	5.0	5.0			5.0			4.3				4.3
Vehicle Extension (s)	2.5	2.5			2.5			1.0				1.0
Lane Grp Cap (vph)	239	244			636			870				757
v/s Ratio Prot	c0.09	0.09			c0.27							
v/s Ratio Perm								0.30				c0.32
v/c Ratio	0.62	0.62			0.75			0.90				0.94
Uniform Delay, d1	36.3	36.3			25.2			28.4				28.9
Progression Factor	1.00	1.00			1.00			1.00				1.00
Incremental Delay, d2	4.3	3.9			4.5			14.3				21.3
Delay (s)	40.7	40.2			29.7			42.7				50.2
Level of Service	D	D			C			D				D
Approach Delay (s)		40.4			29.7			42.7				50.2
Approach LOS		D			C			D				D

Intersection Summary

HCM 2000 Control Delay	42.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.3
Intersection Capacity Utilization	95.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Volume (vph)	0
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	7
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Intersection	
Intersection Delay, s/veh	5.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	206	143	159	30	0	270
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	224	155	173	33	0	293

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	205	0	-	0	792	189
Stage 1	-	-	-	-	189	-
Stage 2	-	-	-	-	603	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1366	-	-	-	358	853
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	546	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1366	-	-	-	294	853
Mov Capacity-2 Maneuver	-	-	-	-	294	-
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	448	-

Approach	EB	WB	SB
HCM Control Delay, s	4.8	0	11.4
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1366	-	-	-	853
HCM Lane V/C Ratio	0.164	-	-	-	0.344
HCM Control Delay (s)	8.151	0	-	-	11.4
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.586	-	-	-	1.54

Notes

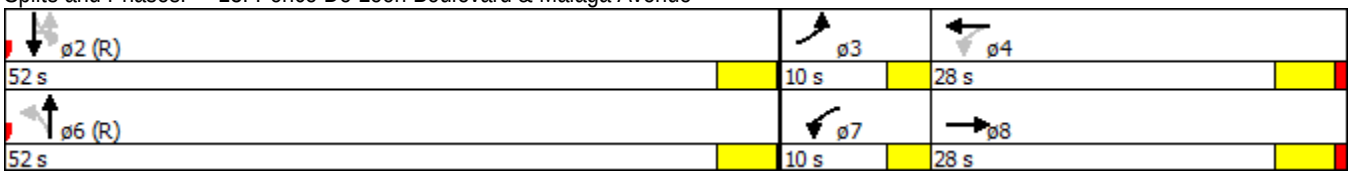
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations									
Volume (vph)	156	114	165	168	55	533	14	62	594
Turn Type	Prot	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases	3	8	7	4		6			2
Permitted Phases			4		6		2	2	
Detector Phase	3	8	7	4	6	6	2	2	2
Switch Phase									
Minimum Initial (s)	4.0	7.0	4.0	7.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	8.0	28.0	10.0	12.0	20.5	20.5	20.5	20.5	20.5
Total Split (s)	10.0	28.0	10.0	28.0	52.0	52.0	52.0	52.0	52.0
Total Split (%)	11.1%	31.1%	11.1%	31.1%	57.8%	57.8%	57.8%	57.8%	57.8%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.3	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0			0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0		4.3			4.3
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 47 (52%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	156	114	18	165	168	123	55	533	187	14	62	594
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0			4.3				4.3
Lane Util. Factor	0.97	1.00		1.00	1.00			0.95				0.95
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99				0.99
Flpb, ped/bikes	1.00	1.00		0.99	1.00			1.00				1.00
Frt	1.00	0.98		1.00	0.94			0.96				0.95
Flt Protected	0.95	1.00		0.95	1.00			1.00				1.00
Satd. Flow (prot)	3433	1816		1752	1745			3372				3320
Flt Permitted	0.95	1.00		0.57	1.00			0.78				0.80
Satd. Flow (perm)	3433	1816		1059	1745			2655				2674
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.94	0.94
Adj. Flow (vph)	166	121	19	176	179	131	59	567	199	15	66	632
RTOR Reduction (vph)	0	6	0	0	31	0	0	31	0	0	0	64
Lane Group Flow (vph)	166	134	0	176	279	0	0	794	0	0	0	1004
Confl. Peds. (#/hr)			20	20			7		14		14	
Turn Type	Prot	NA		pm+pt	NA		Perm	NA		Perm	Perm	NA
Protected Phases	3	8		7	4			6				2
Permitted Phases				4			6			2	2	
Actuated Green, G (s)	8.6	16.9		28.3	18.3			50.8				50.8
Effective Green, g (s)	8.6	16.9		28.3	18.3			50.8				50.8
Actuated g/C Ratio	0.10	0.19		0.31	0.20			0.56				0.56
Clearance Time (s)	3.0	5.0		3.0	5.0			4.3				4.3
Vehicle Extension (s)	3.0	2.5		3.0	2.5			1.0				1.0
Lane Grp Cap (vph)	328	341		409	354			1498				1509
v/s Ratio Prot	c0.05	0.07		c0.05	c0.16							
v/s Ratio Perm				0.09				0.30				c0.38
v/c Ratio	0.51	0.39		0.43	0.79			0.53				0.67
Uniform Delay, d1	38.7	32.0		23.6	34.0			12.2				13.7
Progression Factor	1.00	1.00		1.00	1.00			1.00				1.00
Incremental Delay, d2	1.2	0.5		0.7	10.7			1.3				2.3
Delay (s)	39.9	32.6		24.3	44.7			13.5				16.0
Level of Service	D	C		C	D			B				B
Approach Delay (s)		36.6			37.3			13.5				16.0
Approach LOS		D			D			B				B

Intersection Summary

HCM 2000 Control Delay	21.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	89.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Volume (vph)	334
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	355
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	7
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Intersection

Intersection Delay, s/veh	5.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	206	143	159	30	0	270
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	224	155	173	33	0	293

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	205	0	-	0	792	189
Stage 1	-	-	-	-	189	-
Stage 2	-	-	-	-	603	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1366	-	-	-	358	853
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	546	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1366	-	-	-	294	853
Mov Capacity-2 Maneuver	-	-	-	-	294	-
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	448	-

Approach	EB	WB	SB
HCM Control Delay, s	4.8	0	11.4
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1366	-	-	-	853
HCM Lane V/C Ratio	0.164	-	-	-	0.344
HCM Control Delay (s)	8.151	0	-	-	11.4
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.586	-	-	-	1.54

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	0	864	685	334
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	909	721	352
Pedestrians	8					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				129		
pX, platoon unblocked	0.81					
vC, conflicting volume	1360	544	1081			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	985	544	1081			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	200	483	641			

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	455	455	481	592
Volume Left	0	0	0	0
Volume Right	0	0	0	352
cSH	1700	1700	1700	1700
Volume to Capacity	0.27	0.27	0.28	0.35
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

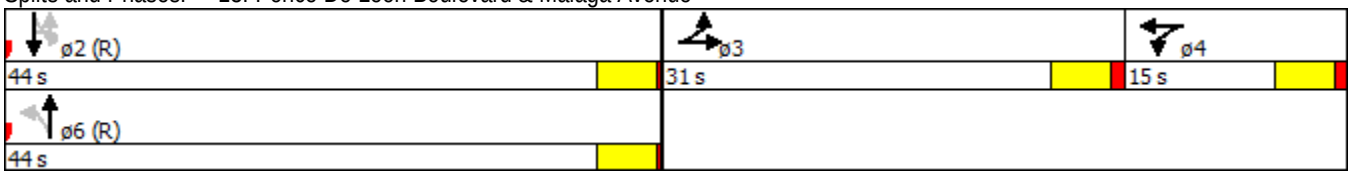
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	33.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations								
Volume (vph)	156	114	168	55	530	14	62	588
Turn Type	Split	NA	NA	Perm	NA	Perm	Perm	NA
Protected Phases	3	3	4		6			2
Permitted Phases				6		2	2	
Detector Phase	3	3	4	6	6	2	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	28.0	28.0	12.0	20.5	20.5	20.5	20.5	20.5
Total Split (s)	31.0	31.0	15.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	34.4%	34.4%	16.7%	48.9%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0
Total Lost Time (s)	5.0	5.0	5.0		4.3			4.3
Lead/Lag	Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 47 (52%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	156	114	18	171	168	160	55	530	190	14	62	588
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			4.3				4.3
Lane Util. Factor	0.95	0.95			1.00			0.95				0.95
Frpb, ped/bikes	1.00	1.00			1.00			0.99				1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00				1.00
Frt	1.00	0.98			0.96			0.96				1.00
Flt Protected	0.95	0.99			0.98			1.00				0.99
Satd. Flow (prot)	1681	1721			1752			3363				3517
Flt Permitted	0.95	0.99			0.98			0.76				0.63
Satd. Flow (perm)	1681	1721			1752			2580				2238
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.94	0.94
Adj. Flow (vph)	166	121	19	182	179	170	59	564	202	15	66	626
RTOR Reduction (vph)	0	7	0	0	13	0	0	41	0	0	0	0
Lane Group Flow (vph)	149	150	0	0	518	0	0	784	0	0	0	707
Confl. Peds. (#/hr)			20	20			7		14		14	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	Perm	NA
Protected Phases	3	3		4	4			6				2
Permitted Phases							6			2	2	
Actuated Green, G (s)	12.8	12.8			32.6			30.3				30.3
Effective Green, g (s)	12.8	12.8			32.6			30.3				30.3
Actuated g/C Ratio	0.14	0.14			0.36			0.34				0.34
Clearance Time (s)	5.0	5.0			5.0			4.3				4.3
Vehicle Extension (s)	2.5	2.5			2.5			1.0				1.0
Lane Grp Cap (vph)	239	244			634			868				753
v/s Ratio Prot	c0.09	0.09			c0.30							
v/s Ratio Perm								0.30				c0.32
v/c Ratio	0.62	0.62			0.82			0.90				0.94
Uniform Delay, d1	36.3	36.3			26.0			28.5				29.0
Progression Factor	1.00	1.00			1.00			1.00				1.00
Incremental Delay, d2	4.3	3.9			7.8			14.5				20.9
Delay (s)	40.7	40.2			33.8			43.0				49.8
Level of Service	D	D			C			D				D
Approach Delay (s)		40.4			33.8			43.0				49.8
Approach LOS		D			C			D				D

Intersection Summary

HCM 2000 Control Delay	42.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.3
Intersection Capacity Utilization	98.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Volume (vph)	0
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	7
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Intersection	
Intersection Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	187	165	187	40	0	285
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	203	179	203	43	0	310

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	247	0	-	0	811	225
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	586	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1319	-	-	-	349	814
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	556	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1319	-	-	-	289	814
Mov Capacity-2 Maneuver	-	-	-	-	289	-
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	461	-

Approach	EB	WB	SB
HCM Control Delay, s	4.4	0	12.1
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1319	-	-	-	814
HCM Lane V/C Ratio	0.154	-	-	-	0.381
HCM Control Delay (s)	8.226	0	-	-	12.1
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.544	-	-	-	1.792

Notes

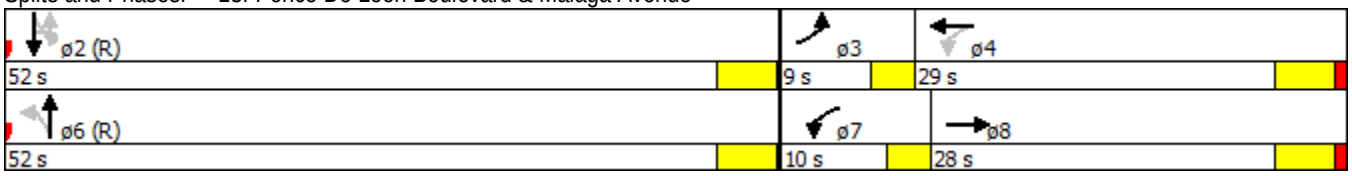
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations									
Volume (vph)	156	114	171	168	55	530	14	62	588
Turn Type	Prot	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases	3	8	7	4		6			2
Permitted Phases			4		6		2	2	
Detector Phase	3	8	7	4	6	6	2	2	2
Switch Phase									
Minimum Initial (s)	5.0	7.0	7.0	7.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	8.0	28.0	10.0	12.0	20.3	20.3	20.3	20.3	20.3
Total Split (s)	9.0	28.0	10.0	29.0	52.0	52.0	52.0	52.0	52.0
Total Split (%)	10.0%	31.1%	11.1%	32.2%	57.8%	57.8%	57.8%	57.8%	57.8%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.3	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0			0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0		4.3			4.3
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 47 (52%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	156	114	18	171	168	160	55	530	190	14	62	588
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0			4.3				4.3
Lane Util. Factor	0.97	1.00		1.00	1.00			0.95				0.95
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99				0.99
Flpb, ped/bikes	1.00	1.00		0.99	1.00			1.00				1.00
Frt	1.00	0.98		1.00	0.93			0.96				0.95
Flt Protected	0.95	1.00		0.95	1.00			1.00				1.00
Satd. Flow (prot)	3433	1816		1751	1727			3370				3319
Flt Permitted	0.95	1.00		0.58	1.00			0.78				0.80
Satd. Flow (perm)	3433	1816		1078	1727			2639				2656
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.94	0.94
Adj. Flow (vph)	166	121	19	182	179	170	59	564	202	15	66	626
RTOR Reduction (vph)	0	6	0	0	41	0	0	33	0	0	0	66
Lane Group Flow (vph)	166	134	0	182	308	0	0	792	0	0	0	996
Confl. Peds. (#/hr)			20	20			7		14		14	
Turn Type	Prot	NA		pm+pt	NA		Perm	NA		Perm	Perm	NA
Protected Phases	3	8		7	4			6				2
Permitted Phases				4			6			2	2	
Actuated Green, G (s)	8.3	18.3		29.4	19.7			49.7				49.7
Effective Green, g (s)	8.3	18.3		29.4	19.7			49.7				49.7
Actuated g/C Ratio	0.09	0.20		0.33	0.22			0.55				0.55
Clearance Time (s)	3.0	5.0		3.0	5.0			4.3				4.3
Vehicle Extension (s)	2.5	2.5		2.5	2.5			1.0				1.0
Lane Grp Cap (vph)	316	369		424	378			1457				1466
v/s Ratio Prot	c0.05	0.07		c0.05	c0.18							
v/s Ratio Perm				0.09				0.30				c0.37
v/c Ratio	0.53	0.36		0.43	0.82			0.54				0.68
Uniform Delay, d1	39.0	30.8		22.8	33.4			12.9				14.4
Progression Factor	1.00	1.00		1.00	1.00			1.00				1.00
Incremental Delay, d2	1.2	0.4		0.5	12.4			1.5				2.6
Delay (s)	40.2	31.3		23.3	45.9			14.4				17.0
Level of Service	D	C		C	D			B				B
Approach Delay (s)		36.1			38.1			14.4				17.0
Approach LOS		D			D			B				B

Intersection Summary

HCM 2000 Control Delay	22.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	89.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Volume (vph)	334
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	355
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	7
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Intersection	
Intersection Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	187	165	187	40	0	285
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	203	179	203	43	0	310

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	247	0	-	0	811	225
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	586	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1319	-	-	-	349	814
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	556	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1319	-	-	-	289	814
Mov Capacity-2 Maneuver	-	-	-	-	289	-
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	461	-

Approach	EB	WB	SB
HCM Control Delay, s	4.4	0	12.1
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1319	-	-	-	814
HCM Lane V/C Ratio	0.154	-	-	-	0.381
HCM Control Delay (s)	8.226	0	-	-	12.1
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.544	-	-	-	1.792

Notes

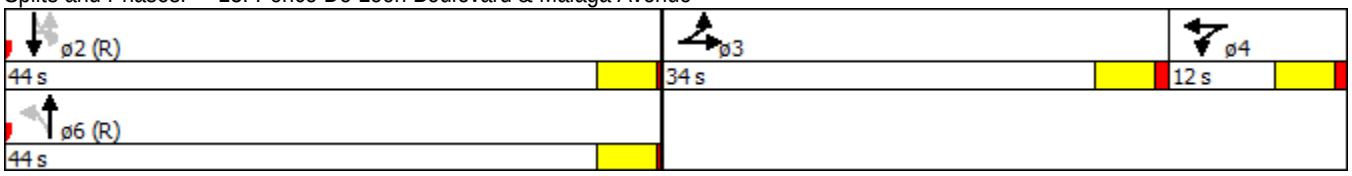
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations								
Volume (vph)	223	196	54	53	549	17	51	401
Turn Type	Split	NA	NA	Perm	NA	Perm	Perm	NA
Protected Phases	3	3	4		6			2
Permitted Phases				6		2	2	
Detector Phase	3	3	4	6	6	2	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	28.0	28.0	12.0	20.5	20.5	20.5	20.5	20.5
Total Split (s)	34.0	34.0	12.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	37.8%	37.8%	13.3%	48.9%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0
Total Lost Time (s)	5.0	5.0	5.0		4.3			4.3
Lead/Lag	Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 39 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	223	196	24	68	54	52	53	549	159	17	51	401
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			4.3				4.3
Lane Util. Factor	0.95	0.95			1.00			0.95				0.95
Frpb, ped/bikes	1.00	1.00			1.00			0.99				1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00				1.00
Frt	1.00	0.99			0.96			0.97				1.00
Flt Protected	0.95	1.00			0.98			1.00				0.99
Satd. Flow (prot)	1681	1733			1753			3398				3513
Flt Permitted	0.95	1.00			0.98			0.88				0.72
Satd. Flow (perm)	1681	1733			1753			3001				2531
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95
Adj. Flow (vph)	235	206	25	72	57	55	56	578	167	18	54	422
RTOR Reduction (vph)	0	5	0	0	15	0	0	26	0	0	0	0
Lane Group Flow (vph)	211	250	0	0	169	0	0	775	0	0	0	494
Confl. Peds. (#/hr)			1	1			6		4		4	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	Perm	NA
Protected Phases	3	3		4	4			6				2
Permitted Phases							6			2	2	
Actuated Green, G (s)	18.3	18.3			17.2			40.2				40.2
Effective Green, g (s)	18.3	18.3			17.2			40.2				40.2
Actuated g/C Ratio	0.20	0.20			0.19			0.45				0.45
Clearance Time (s)	5.0	5.0			5.0			4.3				4.3
Vehicle Extension (s)	2.5	2.5			2.5			1.0				1.0
Lane Grp Cap (vph)	341	352			335			1340				1130
v/s Ratio Prot	0.13	c0.14			c0.10							
v/s Ratio Perm								c0.26				0.20
v/c Ratio	0.62	0.71			0.51			0.58				0.44
Uniform Delay, d1	32.7	33.4			32.6			18.6				17.1
Progression Factor	1.00	1.00			1.00			1.00				1.00
Incremental Delay, d2	2.8	6.2			0.9			1.8				1.2
Delay (s)	35.5	39.6			33.5			20.4				18.4
Level of Service	D	D			C			C				B
Approach Delay (s)		37.7			33.5			20.4				18.4
Approach LOS		D			C			C				B

Intersection Summary

HCM 2000 Control Delay	25.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.3
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Volume (vph)	0
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	6
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Intersection	
Intersection Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	175	230	98	34	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	190	250	107	37	0	78

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	143	0	-	0	755	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	630	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1440	-	-	-	376	926
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	531	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1440	-	-	-	318	926
Mov Capacity-2 Maneuver	-	-	-	-	318	-
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	450	-

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	9.2
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1440	-	-	-	926
HCM Lane V/C Ratio	0.132	-	-	-	0.085
HCM Control Delay (s)	7.88	0	-	-	9.2
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.455	-	-	-	0.276

Notes

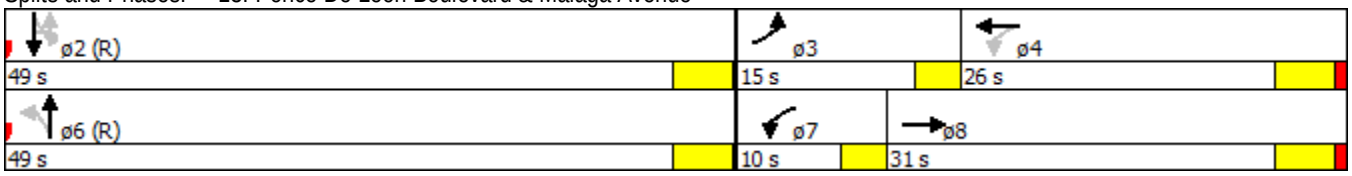
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations									
Volume (vph)	223	196	68	54	53	549	17	51	401
Turn Type	Prot	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases	3	8	7	4		6			2
Permitted Phases			4		6		2	2	
Detector Phase	3	8	7	4	6	6	2	2	2
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	10.0	28.0	10.0	12.0	20.3	20.3	20.3	20.3	20.3
Total Split (s)	15.0	31.0	10.0	26.0	49.0	49.0	49.0	49.0	49.0
Total Split (%)	16.7%	34.4%	11.1%	28.9%	54.4%	54.4%	54.4%	54.4%	54.4%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.3	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0			0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0		4.3			4.3
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 39 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	223	196	24	68	54	52	53	549	159	17	51	401
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0			4.3				4.3
Lane Util. Factor	0.97	1.00		1.00	1.00			0.95				0.95
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00				1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00				1.00
Frt	1.00	0.98		1.00	0.93			0.97				0.97
Flt Protected	0.95	1.00		0.95	1.00			1.00				0.99
Satd. Flow (prot)	3433	1830		1769	1726			3400				3396
Flt Permitted	0.95	1.00		0.57	1.00			0.87				0.78
Satd. Flow (perm)	3433	1830		1068	1726			2956				2659
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95
Adj. Flow (vph)	235	206	25	72	57	55	56	578	167	18	54	422
RTOR Reduction (vph)	0	6	0	0	44	0	0	20	0	0	0	19
Lane Group Flow (vph)	235	225	0	72	68	0	0	781	0	0	0	598
Confl. Peds. (#/hr)			1	1			6		4		4	
Turn Type	Prot	NA		pm+pt	NA		Perm	NA		Perm	Perm	NA
Protected Phases	3	8		7	4			6				2
Permitted Phases				4			6			2	2	
Actuated Green, G (s)	11.8	16.3		17.9	11.2			54.7				54.7
Effective Green, g (s)	11.8	16.3		17.9	11.2			54.7				54.7
Actuated g/C Ratio	0.13	0.18		0.20	0.12			0.61				0.61
Clearance Time (s)	3.0	5.0		3.0	5.0			4.3				4.3
Vehicle Extension (s)	2.5	2.5		2.5	2.5			1.0				1.0
Lane Grp Cap (vph)	450	331		264	214			1796				1616
v/s Ratio Prot	c0.07	c0.12		0.02	0.04							
v/s Ratio Perm				0.03				c0.26				0.22
v/c Ratio	0.52	0.68		0.27	0.32			0.43				0.37
Uniform Delay, d1	36.5	34.4		30.1	35.9			9.4				8.9
Progression Factor	1.00	1.00		1.00	1.00			1.00				1.00
Incremental Delay, d2	0.8	5.2		0.4	0.6			0.8				0.7
Delay (s)	37.3	39.6		30.5	36.6			10.2				9.6
Level of Service	D	D		C	D			B				A
Approach Delay (s)		38.4			34.2			10.2				9.6
Approach LOS		D			C			B				A

Intersection Summary

HCM 2000 Control Delay	18.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Volume (vph)	117
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	123
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	6
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Intersection

Intersection Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	175	230	98	34	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	190	250	107	37	0	78

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	143	0	-	0	755	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	630	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1440	-	-	-	376	926
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	531	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1440	-	-	-	318	926
Mov Capacity-2 Maneuver	-	-	-	-	318	-
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	450	-

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	9.2
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1440	-	-	-	926
HCM Lane V/C Ratio	0.132	-	-	-	0.085
HCM Control Delay (s)	7.88	0	-	-	9.2
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.455	-	-	-	0.276

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	0	868	474	117
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	0	933	510	126
Pedestrians	6					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				129		
pX, platoon unblocked	0.84					
vC, conflicting volume	1045	324	641			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	679	324	641			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	324	672	939			

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	467	467	340	296
Volume Left	0	0	0	0
Volume Right	0	0	0	126
cSH	1700	1700	1700	1700
Volume to Capacity	0.27	0.27	0.20	0.17
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

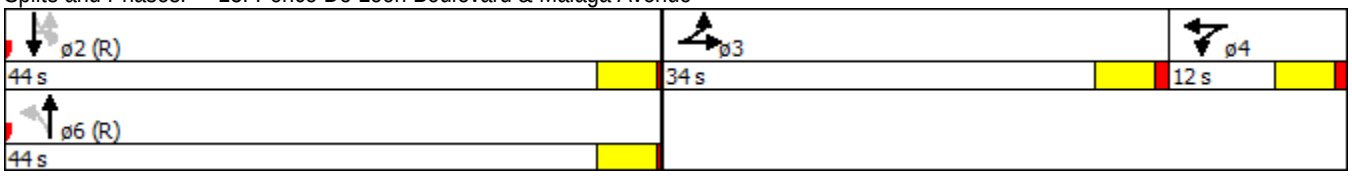
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	27.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations								
Volume (vph)	224	196	54	53	545	17	51	398
Turn Type	Split	NA	NA	Perm	NA	Perm	Perm	NA
Protected Phases	3	3	4		6			2
Permitted Phases				6		2	2	
Detector Phase	3	3	4	6	6	2	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	28.0	28.0	12.0	20.5	20.5	20.5	20.5	20.5
Total Split (s)	34.0	34.0	12.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	37.8%	37.8%	13.3%	48.9%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0
Total Lost Time (s)	5.0	5.0	5.0		4.3			4.3
Lead/Lag	Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 39 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	224	196	24	71	54	79	53	545	163	17	51	398
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			4.3				4.3
Lane Util. Factor	0.95	0.95			1.00			0.95				0.95
Frpb, ped/bikes	1.00	1.00			1.00			0.99				1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00				1.00
Frt	1.00	0.99			0.95			0.97				1.00
Flt Protected	0.95	1.00			0.98			1.00				0.99
Satd. Flow (prot)	1681	1733			1735			3395				3513
Flt Permitted	0.95	1.00			0.98			0.88				0.70
Satd. Flow (perm)	1681	1733			1735			2998				2469
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95
Adj. Flow (vph)	236	206	25	75	57	83	56	574	172	18	54	419
RTOR Reduction (vph)	0	5	0	0	21	0	0	29	0	0	0	0
Lane Group Flow (vph)	212	250	0	0	194	0	0	773	0	0	0	491
Confl. Peds. (#/hr)			1	1			6		4		4	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	Perm	NA
Protected Phases	3	3		4	4			6				2
Permitted Phases							6			2	2	
Actuated Green, G (s)	18.3	18.3			20.0			37.4				37.4
Effective Green, g (s)	18.3	18.3			20.0			37.4				37.4
Actuated g/C Ratio	0.20	0.20			0.22			0.42				0.42
Clearance Time (s)	5.0	5.0			5.0			4.3				4.3
Vehicle Extension (s)	2.5	2.5			2.5			1.0				1.0
Lane Grp Cap (vph)	341	352			385			1245				1026
v/s Ratio Prot	0.13	c0.14			c0.11							
v/s Ratio Perm								c0.26				0.20
v/c Ratio	0.62	0.71			0.50			0.62				0.48
Uniform Delay, d1	32.7	33.4			30.7			20.7				19.2
Progression Factor	1.00	1.00			1.00			1.00				1.00
Incremental Delay, d2	3.0	6.2			0.8			2.3				1.6
Delay (s)	35.7	39.6			31.4			23.1				20.8
Level of Service	D	D			C			C				C
Approach Delay (s)		37.8			31.4			23.1				20.8
Approach LOS		D			C			C				C

Intersection Summary

HCM 2000 Control Delay	26.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.3
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Volume (vph)	0
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	6
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Intersection	
Intersection Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	153	256	124	45	0	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	166	278	135	49	0	83

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	184	0	-	0	770	159
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	611	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1391	-	-	-	369	886
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	542	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1391	-	-	-	317	886
Mov Capacity-2 Maneuver	-	-	-	-	317	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	466	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.5
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1391	-	-	-	886
HCM Lane V/C Ratio	0.12	-	-	-	0.093
HCM Control Delay (s)	7.939	0	-	-	9.5
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.406	-	-	-	0.308

Notes

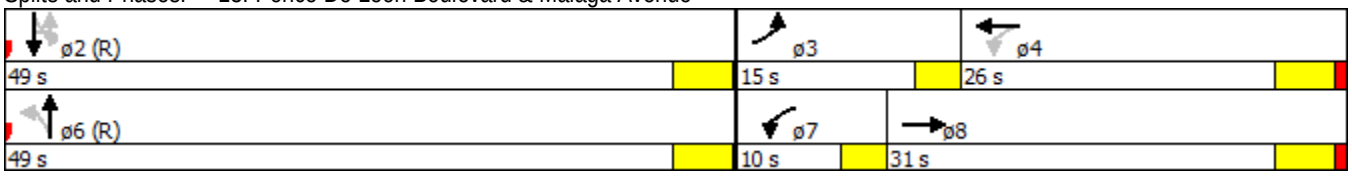
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations									
Volume (vph)	224	196	71	54	53	545	17	51	398
Turn Type	Prot	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases	3	8	7	4		6			2
Permitted Phases			4		6		2	2	
Detector Phase	3	8	7	4	6	6	2	2	2
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	10.0	28.0	10.0	12.0	20.3	20.3	20.3	20.3	20.3
Total Split (s)	15.0	31.0	10.0	26.0	49.0	49.0	49.0	49.0	49.0
Total Split (%)	16.7%	34.4%	11.1%	28.9%	54.4%	54.4%	54.4%	54.4%	54.4%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.3	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0			0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0		4.3			4.3
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 39 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	224	196	24	71	54	79	53	545	163	17	51	398
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0			4.3				4.3
Lane Util. Factor	0.97	1.00		1.00	1.00			0.95				0.95
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00				1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00				1.00
Frt	1.00	0.98		1.00	0.91			0.97				0.97
Flt Protected	0.95	1.00		0.95	1.00			1.00				0.99
Satd. Flow (prot)	3433	1830		1769	1697			3396				3395
Flt Permitted	0.95	1.00		0.55	1.00			0.87				0.78
Satd. Flow (perm)	3433	1830		1017	1697			2953				2655
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95
Adj. Flow (vph)	236	206	25	75	57	83	56	574	172	18	54	419
RTOR Reduction (vph)	0	6	0	0	65	0	0	22	0	0	0	20
Lane Group Flow (vph)	236	225	0	75	75	0	0	780	0	0	0	594
Confl. Peds. (#/hr)			1	1			6		4		4	
Turn Type	Prot	NA		pm+pt	NA		Perm	NA		Perm	Perm	NA
Protected Phases	3	8		7	4			6				2
Permitted Phases				4			6			2	2	
Actuated Green, G (s)	11.0	17.5		20.1	13.3			53.4				53.4
Effective Green, g (s)	11.0	17.5		20.1	13.3			53.4				53.4
Actuated g/C Ratio	0.12	0.19		0.22	0.15			0.59				0.59
Clearance Time (s)	3.0	5.0		3.0	5.0			4.3				4.3
Vehicle Extension (s)	2.5	2.5		2.5	2.5			1.0				1.0
Lane Grp Cap (vph)	419	355		283	250			1752				1575
v/s Ratio Prot	c0.07	c0.12		0.02	0.04							
v/s Ratio Perm				0.04				c0.26				0.22
v/c Ratio	0.56	0.63		0.27	0.30			0.44				0.38
Uniform Delay, d1	37.2	33.3		28.4	34.2			10.1				9.6
Progression Factor	1.00	1.00		1.00	1.00			1.00				1.00
Incremental Delay, d2	1.4	3.2		0.4	0.5			0.8				0.7
Delay (s)	38.6	36.5		28.7	34.7			10.9				10.3
Level of Service	D	D		C	C			B				B
Approach Delay (s)		37.6			32.6			10.9				10.3
Approach LOS		D			C			B				B

Intersection Summary

HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.3
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Volume (vph)	117
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	123
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	6
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Intersection

Intersection Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	153	256	124	45	0	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	166	278	135	49	0	83

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	184	0	-	0	770	159
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	611	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1391	-	-	-	369	886
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	542	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1391	-	-	-	317	886
Mov Capacity-2 Maneuver	-	-	-	-	317	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	466	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.5
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1391	-	-	-	886
HCM Lane V/C Ratio	0.12	-	-	-	0.093
HCM Control Delay (s)	7.939	0	-	-	9.5
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.406	-	-	-	0.308

Notes

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

Traffic Impact Analysis

Mediterranean Village
Coral Gables, Florida

Kimley»Horn

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Revised January 27, 2015

Traffic Impact Analysis

Mediterranean Village
Coral Gables, Florida

Prepared for:

Agave Ponce, LLC
Miami, Florida

Prepared by:

Kimley-Horn and Associates, Inc.

Kimley»Horn

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EXECUTIVE SUMMARY

Agave Ponce, LLC is proposing a mixed-use development (Mediterranean Village) in the City of Coral Gables in an area bounded by Ponce De Leon Boulevard (west), Galiano Street (east), Sevilla Avenue (north) and Malaga Avenue (south). The existing site contains vacant land and buildings that will be demolished. The proposed development will consist of a mix of office, residential, and retail uses including a hotel, restaurants, a gym/fitness club, a day care center, and a movie theater.

Trip generation calculations for the proposed mixed-use development were performed using the Institute of Transportation Engineer's (ITE's) *Trip Generation*, 9th Edition. The proposed development is expected to generate 864 new trips during the A.M. peak hour and 1,468 new trips during the P.M. peak hour.

In order to reduce cut-through traffic and speeds along surrounding local streets east of the site, several overall traffic calming measures are being considered. In general, these measures can be grouped into two (2) categories: non-restrictive and restrictive. The non-restrictive measures include reduction of the pavement width, construction of mid-block raised center median with paver treatments within the travel lanes, construction of entry features immediately west of the north-south alley to the west of SW 37th Avenue/Douglas Road where land uses shift from commercial uses to single-family residential homes, and reconstruction of existing roundabouts or installation of raised/tabled intersections along Galiano Street/Malaga Avenue to address existing geometric deficiencies. The restrictive measures include the following:

- Construction of north-south median at the intersection of Galiano Street at Sevilla Avenue, prohibiting east-west through movements, the westbound left-turn movement, and the southbound left-turn movement.
- Construction of north-south median at the intersection of Galiano Street at Palermo Avenue, prohibiting the east-west left and through movements, the northbound left-turn movement, and the southbound left-turn movement.

- Construction of north-south median at the intersection of Galiano Street at Malaga Avenue, prohibiting the westbound left-turn movement and the southbound left-turn movement.

Different project traffic distributions were considered for both the non-restrictive and restrictive measures.

Intersection capacity analyses indicate that the study intersections are expected to operate at levels of service (LOS) E or better during the A.M. and P.M. peak hours under all analysis conditions with exception of one (1) stop-controlled approach during the P.M. peak hour under future background conditions, one (1) stop-controlled approach during the A.M. peak hour under future total conditions with both traffic calming plans, and two (2) stop-controlled approaches during the P.M. peak hour under future total conditions with both traffic calming plans. These results are common during peak periods where a high traffic volume free-flowing major street intersects with a stop-controlled minor street.

Three (3) of these one-way stop-controlled intersections are candidates for signalization as the expected volumes, with the proposed development, meet the peak hour minimum volume threshold and meet the Miami-Dade County signalized intersection spacing standards. Signalization of an intersection is under jurisdiction of Miami-Dade County Public Works and Waste Management Department Traffic Engineering Division (TED). TED will review the intersection to determine if signalization is appropriate and warranted. If TED determines it appropriate and warranted, traffic signalization plans would be required and reviewed by MDCPWM.

The remaining one-way stop-controlled intersection mentioned above is at a project driveway and it is recommended that all-way traffic control be considered at this location to improve operations including a potential roundabout.

The project plans numerous improvements to improve connectivity and accessibility for alternative modes of travel including the following:

- Enhanced sidewalk and pedestrian areas that include wide sidewalks, public art, robust landscaping, covered walkways, and enhanced streetscape features
- Secured bicycle parking areas
- Changing/shower facilities with lockers and bicyclists
- Covered trolley stop shelter along Ponce De Leon Boulevard at Palermo Avenue providing seating and transit information including route schedules and maps
- The project will also consider making a contribution towards trolley service enhancements:
    - Extend the existing weekday trolley service which operates until along Ponce De Leon Boulevard to a later hou
    - Operate a new Central Business District (CBD) loop route along Alhambra Circle, Merrick Way, Galiano Street, Almeria/Sevilla Avenue, and Salzedo Street during weekday morning, mid-day, and afternoon peak periods.
    - Modifications to the current trolley stop locations to improve accessibility to the project site.

Figure ES 1 illustrates the general traffic distribution, future operating conditions, and potential improvements found in the foregoing analysis.

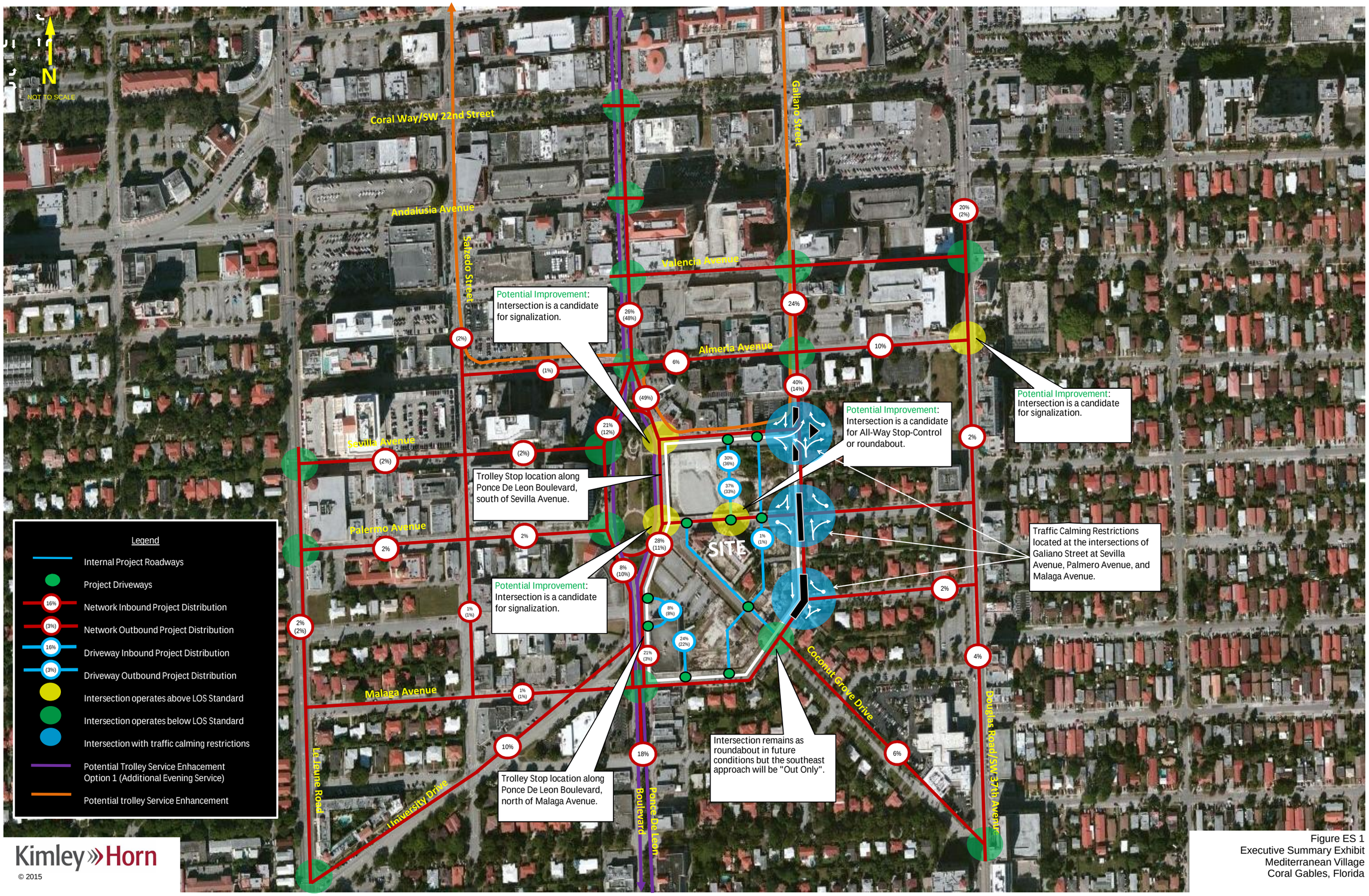

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Figure ES 1
Executive Summary Exhibit
Mediterranean Village
Coral Gables, Florida

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INTRODUCTION

Agave Ponce, LLC is proposing a mixed-use development in the City of Coral Gables in an area bounded by Ponce De Leon Boulevard (west), Galiano Street (east), Sevilla Avenue (north) and Malaga Avenue (south). The existing site contains vacant land and buildings that will be demolished. The proposed development will consist of a mix of office, residential, and retail uses including a hotel, restaurants, a gym/fitness club, a day care center, and a movie theater.

Primary access to the site is proposed via parking garage entrances/exits on Sevilla Avenue, Palermo Avenue, and Malaga Avenue. Access to the residential townhouses is proposed via an alley along the east side of the site immediately west the proposed townhomes. Coconut Grove Drive from Palermo Avenue to Malaga Avenue is proposed to be converted from a two-way street to a one-way southbound street as part of this development. This street will be pedestrian-oriented and will provide supplementary drop-off/pick-up areas. A hotel porte cochere is proposed accessing Ponce De Leon Boulevard providing access for hotel patrons to the garage. However, the majority of parking is accessed via driveways along Sevilla, Palermo, and Malaga Avenues.

A project location map is included as Figure 1 and a site plan is provided in Appendix A. The project is expected to be completed by year 2017.

Kimley-Horn and Associates, Inc. has completed this traffic impact analysis to assess the project's impact on the surrounding roadway network and determine if adequate capacity is available to support future traffic volumes. This report has been conducted in accordance to the methodology submitted to the City on May 20, 2014. Methodology correspondence is provided in Appendix B. This report summarizes the data collection, project trip generation and distribution, and operational analyses. The report also addressed comments provided by City Staff and City Consultants dated October 4, 2014; December 19, 2014; and January 21, 2015.

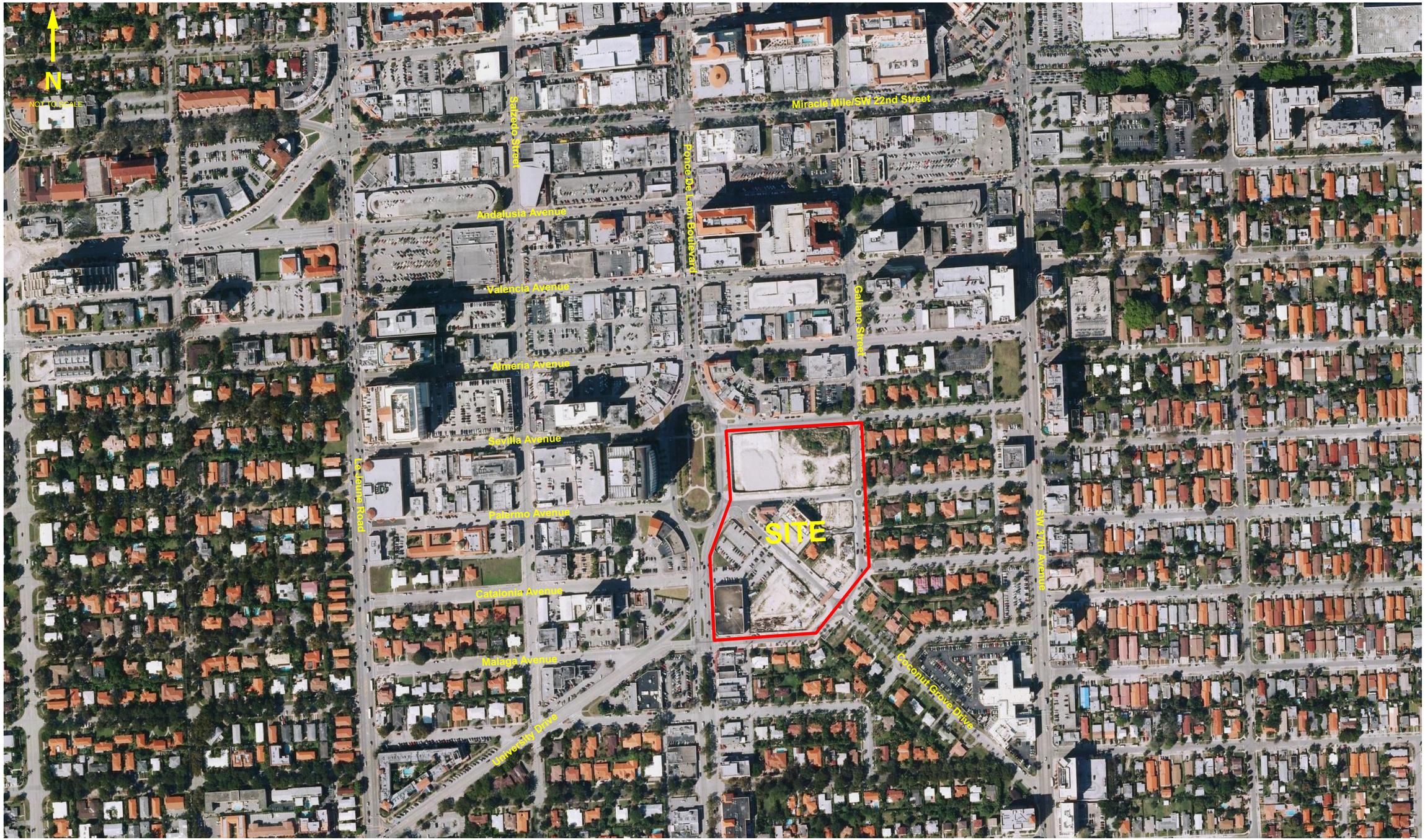

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Figure 1
Site Location Map
Mediterranean Village
Coral Gables, Florida

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project and the distribution and assignment of that traffic over the study roadway network.

Existing and Proposed Land Uses

The project site currently contains vacant buildings that will be demolished. The proposed development will approximately consist of the following:

- 242,000 square feet of retail space
- 314,000 square feet of office space
- 15 residential townhouses
- 214 high-rise residential condominiums
- 184-room hotel
- 29,000 square feet of restaurant
- 9,500 square-foot gym/fitness club
- 12,000 square-foot day care center
- 8-screen movie theater

Project Access

Primary access to the site is proposed via parking garage entrances/exits on Sevilla Avenue, Palermo Avenue, and Malaga Avenue. Access to the residential townhouses is proposed via an service alley along the east side of the site immediately behind the proposed townhomes. Coconut Grove Drive from Palermo Avenue to Malaga Avenue is proposed to be converted from a two-way street to a one-way southbound street as part of this development. This street will be pedestrian oriented and will provide supplementary drop-off/pick-up areas for retail uses. A hotel porte cochere is proposed off of Ponce De Leon Boulevard provided access for hotel patrons to the hotel and garage. However, the majority parking is accessed via driveways along Sevilla,

Palermo, and Malaga Avenues. A site plan is provided in Appendix A. The following driveways are proposed for the project site:

- Three (3) driveways along Sevilla Avenue
  - One (1) full-access driveway provides access to the underground service corridor.
  - One (1) full-access driveway provides access to the public parking garage (North Driveway).
  - One (1) full-access driveway provides access to the alley serving the residential townhomes.
- Two (2) driveways along Palermo Avenue
  - One (1) full-access driveway provides access to the public parking garage (North Driveway).
  - One (1) full-access driveway provides access to the alley serving the residential townhomes.
- Two (2) driveways along Ponce De Leon Boulevard
  - One (1) right-in driveway will serve the hotel porte cochere.
  - One (1) right-out driveway will serve the hotel porte cochere.
- Two (2) driveways along Malaga Avenue
  - One (1) right-in/left-in/right-out driveway providing access to the garage.
  - One (1) full-access driveway providing access to the alley serving the residential townhomes.

Trip Generation

Trip generation calculations for the proposed development were performed using the Institute of Transportation Engineer's (ITE's) report *Trip Generation*, 9th Edition. Trip generation was determined using ITE Land Use Codes (LUC) 820 (Shopping Center), 492 (Health/Fitness Club), 445 (Multiplex Movie Theater), 230 (Residential Condominium/Townhouse), 232 (High-Rise Residential Condominium/Townhouse), 310 (Hotel), 565 (Day Care Center), 710 (General Office Building), 931 (Quality Restaurant), and 932 (High-Turnover (Sit-Down) Restaurant). Table 1

summarizes the project's expected trip generation for the weekday A.M. and weekday P.M. peak hours of adjacent street traffic. As shown in Table 1, this project is expected to generate 1,201 gross trips during the A.M. peak hour and 2,250 gross trips during the P.M. peak hour. Detailed trip generation information is included in Appendix C.

Internal Capture Volumes

Internal capture is expected between the complementary land uses within a project. Internal capture trips are trips made among the on-site uses. Internal capture trips for the project were determined based upon methodology contained in the ITE's, *Trip Generation Handbook*, 2nd Edition June 2004. Per direction from City staff, the ITE factors used in the internal capture calculation were capped at 25 percent (25.0%). The A.M. peak hour and P.M. peak hour internal capture rates are expected to be 15.5 percent (15.5%) and 13.2 percent (13.2%). The applied internal capture percentages are presented in Table 1 and detailed calculations are contained in Appendix C.

Pass-By Capture Volumes

A portion of the driveway volumes at the project site will be the result of new trips on the roadway network. The remainder of the driveway volumes will be trips from the adjacent traffic passing by the site (pass-by capture trips). Pass-by trips are intermediate stops on the way from an origin to a primary trip destination. Pass-by capture rates were estimated using ITE Land Use 820 (Shopping Center). The pass-by percentages were determined based on information provided in the ITE's, *Trip Generation Handbook*, 2nd Edition June 2004. The average pass-by capture used for the uses was 9.5 percent (9.5%) in the A.M. peak hour and 20.1 percent (20.1%) in the P.M. peak hour. The pass-by capture rates expected for the development are indicated in Table 1. Detailed calculations and figures depicting pass-by project trips are contained in Appendix C.

Multimodal Reduction

In order to account for the urban environment in which the project site is located in, a multimodal (public transit, bicycle, and pedestrian) reduction of six percent (6%) was applied to the site. Six

percent (6%) was conservatively assumed as the average modal split for residential (8%) and visitors (4%) based upon the *2012 American Community Survey* for Miami-Dade County. It is expected that employees, residents, and guests in nearby hotels will choose to walk to the proposed development. It is also anticipated that hotel guests will walk to the adjacent retail stores, restaurants, and other local places of interest include the Miracle Mile shopping district and nearby residential buildings. Additionally, it is expected that a portion of the trips will utilize transit. Miami-Dade County Transit (MDT) provides bus service via four (4) routes in the vicinity of the site:

- Route 24 operates on SW 22nd Street/Coral Way within the vicinity of the project. The route operates at 40-minute headways throughout the day and provides connecting service to 32 additional Miami-Dade Transit bus routes, as well as the Metrorail via the Metromover. Bus stops for Route 24 are provided along Andalusia and Aragon Avenues near Ponce De Leon Boulevard which is a 4-7 minute walk from the site.
- Route 37 operates on SW 37th Avenue/Douglas Road within the vicinity of the project. The route operates at 30-minute headways throughout the day and provides connecting service to 28 additional Miami-Dade Transit bus routes, as well as the Metrorail via the Metromover. Bus stops for Route 37 are provided along SW 37th Avenue Douglas Road at Sevilla Avenue and Palermo Avenue which is a 3-4 minute walk from the site.
- Route 42 operates on Le Jeune Road within the vicinity of the project. The route operates at 30-minute headways throughout the day and provides connecting service to 27 additional Miami-Dade Transit bus routes, as well as the Metrorail via the Metromover. Bus stops are provided at LeJuene Road and Palermo Avenue which is a 6 minute walk from the site.
- Route 56 operates on Le Jeune Road within the vicinity of the project. The route operates at 50-minute headways throughout the day and provides connecting service to 16 additional Miami-Dade Transit bus routes, as well as the Metrorail via the Metromover. Bus stops for Route 56 are the same as Route 42.

In addition to the Miami-Dade County Transit, the City of Coral Gables provides a trolley service that operates on Ponce De Leon Boulevard with 15 minute headways throughout the weekday from 6 A.M. to 8 P.M. The trolley route services a number of points of interest, including the Coral Gables Art Cinema, Westin Colonnade Hotel, Miracle Theater, Miracle Mile Shops, Coral Gables Police Department, Fred B. Hartnett/Ponce Circle Park, and Coral Gables Hospital. The transit data and trolley map is provided in Appendix D.

Net New Project Trips

Net new project trips are equal to the gross project trips minus the internal capture and pass-by capture trips. The net new project trips represent additional vehicles on the roadway network. As shown in Table 1, this project is expected to generate 864 net new trips during the A.M. peak hour and 1,468 net new trips during the P.M. peak hour.

Table 1: Trip Generation

Proposed Land Use	ITE Code	Scale	Gross Trips			Internal Capture		External Trips			Pass-By Capture		New Project Trips		
			Enter	Exit	Total	Percent	IC Trips	Enter	Exit	Total	Percent	PB Trips	Enter	Exit	Total
A.M. Peak Hour (P.M. Peak Hour)															
Shopping Center	820	242,000 s.f.	166 (520)	101 (563)	267 (1,083)	21.8% (8.9%)	58 (96)	137 (472)	72 (515)	209 (987)	30.2%	64 (298)	105 (323)	40 (366)	145 (689)
Health/Fitness Club	492	9,500 s.f.	7 (20)	7 (15)	14 (35)	85.7% (54.3%)	12 (20)	1 (10)	1 (5)	2 (15)	0.0%	0 (0)	1 (10)	1 (5)	2 (15)
Multplex Movie Theater	445	8 Screens	0 (49)	0 (60)	0 (109)	21.8% (8.9%)	0 (10)	0 (44)	0 (55)	0 (99)	0.0%	0 (0)	0 (44)	0 (55)	0 (99)
Residential/ Condominium Townhouse	230	15 du	2 (9)	9 (4)	11 (13)	27.5% (30.7%)	4 (4)	0 (7)	7 (2)	7 (9)	0.0%	0 (0)	0 (7)	7 (2)	7 (9)
High-Rise Residential Condo/ Townhouse	232	214 du	17 (55)	74 (33)	91 (88)	27.5% (30.7%)	24 (28)	5 (41)	62 (19)	67 (60)	0.0%	0 (0)	5 (41)	62 (19)	67 (60)
Hotel	310	184 rooms	58 (56)	40 (54)	98 (110)	29.6% (30.9%)	29 (34)	44 (39)	25 (37)	69 (76)	0.0%	0 (0)	44 (39)	25 (37)	69 (76)
Day Care Center	565	12,000 s.f.	77 (70)	69 (78)	146 (148)	11.6% (26.4%)	17 (38)	69 (51)	60 (59)	129 (110)	0.0%	0 (0)	69 (51)	60 (59)	129 (110)
General Office Building	710	314,000 s.f.	421 (73)	57 (357)	478 (430)	4.4% (10.7%)	21 (46)	411 (50)	46 (334)	457 (384)	0.0%	0 (0)	411 (50)	46 (334)	457 (384)
Quality Restaurant	931	21,750 s.f.	6 (109)	12 (54)	18 (163)	21.8% (8.9%)	4 (14)	4 (102)	10 (47)	14 (149)	44.0%	6 (66)	1 (69)	7 (14)	8 (83)
High-Turnover (Sit-Down) Restaurant	932	7,250 s.f.	43 (43)	35 (28)	78 (71)	21.8% (8.9%)	17 (6)	35 (40)	26 (25)	61 (65)	43.0%	26 (28)	22 (26)	13 (11)	35 (37)
Subtotal	-	-	*797 (1,004)*	*404 (1,246)*	*1,201 (2,250)*	*15.5% (13.2%)*	*186 (296)*	*706 (856)*	*309 (1,098)*	*1,015 (1,954)*	*9.5% (20.1%)*	*96 (392)*	*658 (660)*	*261 (902)*	*919 (1,562)*
6% Multimodal Reduction													39 (40)	16 (54)	55 (94)
Net New Trips													**619 (620)**	**245 (848)**	**864 (1,468)**

Overall Trip Distribution

The likely distribution of project traffic was forecasted for the trips expected to be generated by the proposed development. The trip distribution was based on a cardinal trip distribution for the project site's traffic analysis zone (TAZ 1061) obtained from the *2035 Cost Feasible Plan* travel demand model developed by the Miami-Dade Metropolitan Planning Organization. The cardinal trip distribution for TAZ 1061 is provided in Table 2. The distribution data is provided in Appendix D.

Table 2: Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips
North-Northeast	19.80%
East-Northeast	18.68%
East-Southeast	4.33%
South-Southeast	5.57%
South-Southwest	18.21%
West-Southwest	14.18%
West-Northwest	9.13%
North-Northwest	10.09%
Total	**100.00%**

Potential Traffic Calming Plans

A traffic calming study was previously conducted for the residential neighborhood east of the site in an effort to reduce existing and future cut-through traffic. This study examined the following roadway segments:

- Sevilla Avenue from Galiano Street to SW 37th Avenue/Douglas Road
- Palermo Avenue from Galiano Street to SW 37th Avenue/Douglas Road
- Malaga Avenue from Galiano Street to SW 37th Avenue/Douglas Road
- Coconut Grove Drive from Malaga Avenue to SW 37th Avenue/Douglas Road

In order to reduce cut-through traffic and speeds along these corridors, several overall traffic calming measures are being considered. In general, these measures can be grouped into two (2) categories: non-restrictive and restrictive.

Non-Restrictive Measures

Non-restrictive measures often focus on speed control and vertical changes in roadway geometry. These include options such as roadway narrowing, speed tables and roundabouts. For purposes of this analysis, the following improvement plan was considered:

- Reduction of the pavement width from 36 to 40 feet to approximately 19 feet of pavement allowing for two (2) 9.5-foot travel lanes. The additional area created by this reduction will provide for room for a swale and large shade trees. This treatment will be incorporated on Sevilla Avenue, Palermo Avenue, Malaga Avenue, and Coconut Grove Drive between Galiano Street/Malaga Avenue and SW 37th Avenue/Douglas Road.
- Construction of mid-block raised center median with paver treatments within the travel lanes along the same roadway segments of the pavement width reduction.
- Construction of entry features immediately west of the north-south alley to the west of SW 37th Avenue/Douglas Road where land uses shift from commercial uses to single-family residential homes along the same roadway segments of the pavement width reduction.

In addition, the two (2) intersection control options were considered at the intersections along Galiano Street/Malaga Avenue from Sevilla Avenue to Coconut Grove Drive: (a) reconstruction of the existing roundabouts to better meet geometric standards or (b) installation of raised/tabled intersections.

These improvements are expected to reduce speeds and deter cut through traffic within the residential neighborhood and improve overall livability. It should also be noted that the implementation of these improvements are also expected to reduce existing and future cut-through traffic between SW 37th Avenue/Douglas Road and Galiano Street/Malaga Avenue. The traffic calming measures will increase the travel time along these streets making alternative

routes more attractive for project traffic. However, volume reduction is location specific and needs to consider several factors such as a) cut-through traffic volume b) system/network of traffic calming features c) alternative routes. Therefore, traffic volume reductions along these routes were not estimated.

Restrictive Measures

Restrictive measures prohibit certain vehicular movements within a segment or at an intersection. These include raised intersection medians, roundabout/median combinations and, or one-way conversions. Restrictive measures are often implemented in combination with non-restrictive measure. For purposes of the analysis, it was assumed that restrictive measures would be implemented at the intersections along Galiano Street/Malaga Avenue from Sevilla Avenue to Coconut Grove Drive. Based on feedback provided by City staff, the following restrictive measures are proposed:

- Construction of north-south median at the intersection of Galiano Street at Sevilla Avenue, prohibiting the east-west through movements, the westbound left-turn movement, and the southbound left-turn movement.
- Construction of north-south median at the intersection of Galiano Street at Palermo Avenue, prohibiting east-west left and through movements, the northbound left-turn movement, and the southbound left-turn movement.
- Construction of north-south median at the intersection of Galiano Street at Malaga Avenue, prohibiting the westbound left-turn movement and the southbound left-turn movement.

In addition, the eastbound approach of the Malaga Avenue at Coconut Grove Drive intersection is proposed to serve as an out-only roadway, prohibiting the northbound left-turn movement, westbound through movement, and southbound right-turn movement.

These restrictions would result in a significant reduction on existing and future cut-through traffic volumes within the study neighborhood. However, the subject movement restrictions will impact the accessibility of the subject neighborhood.

Trip Assignment

Two (2) different project traffic distributions were developed to account for both scenarios (non-restrictive and restrictive traffic calming measures). Traffic volumes were reassigned for the restriction traffic calming scenario. Although the majority of the traffic associated with the proposed restrictive movements is expected to divert to east-west streets surrounding the subject neighborhood, a portion of these restricted movements are expected to perform left-turn and right-turn movements at the subject intersections. The analysis assumed the following:

- Galiano Street at Sevilla Avenue
  - Fifty percent (50%) of eastbound through movement will reroute and perform either a left-turn movement or a right-turn movement at the subject intersection.
  - Twenty-five percent (25%) of the westbound left-turn and through movements will reroute and perform a right-turn movement at the subject intersection.
- Galiano Street at Palermo Avenue
  - Twenty-five percent (25%) of eastbound and westbound left and through movements will reroute and perform a right-turn movement at the subject intersection.
- Galiano Street at Malaga Avenue
  - Twenty-five percent (25%) of the westbound left-turn movement will reroute and perform a right-turn movement at the subject intersection.

The remainder is expected to reroute to other east-west streets based on both the destination of the diverted volumes and the percentage of turning movements at adjacent intersections. In addition, the eastbound approach at the intersection of Malaga Avenue at Coconut Grove Drive is proposed to serve as an out-only roadway. The traffic associated with these restrictions were reassigned per the future restriction of the intersection.

Figures 2 and 3 present the project's trip distribution with non-restrictive and restrictive traffic calming measures proposed in the residential area just east of the project site. Figure 4 presents the project's trip pass-by distribution. Figures 5 through 8 present the project's traffic assignment and pass-by assignment with non-restrictive and restrictive traffic calming measures for the weekday A.M. and P.M. peak hours.

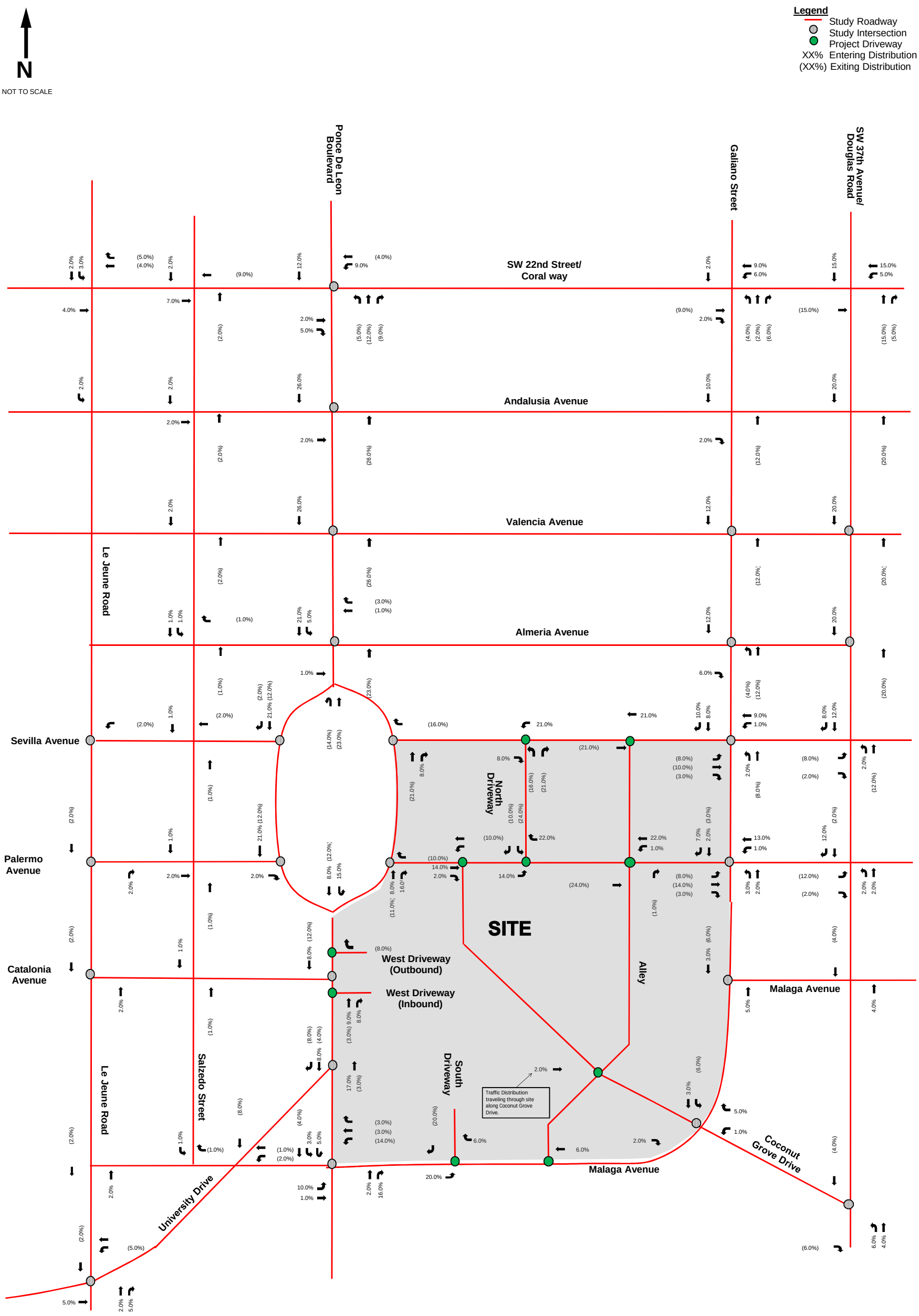

Figure 2
Project Distribution with Non-Restrictive Measures
A.M. and P.M. Peak Hours
Mediterranean Village
Coral Gables, Florida

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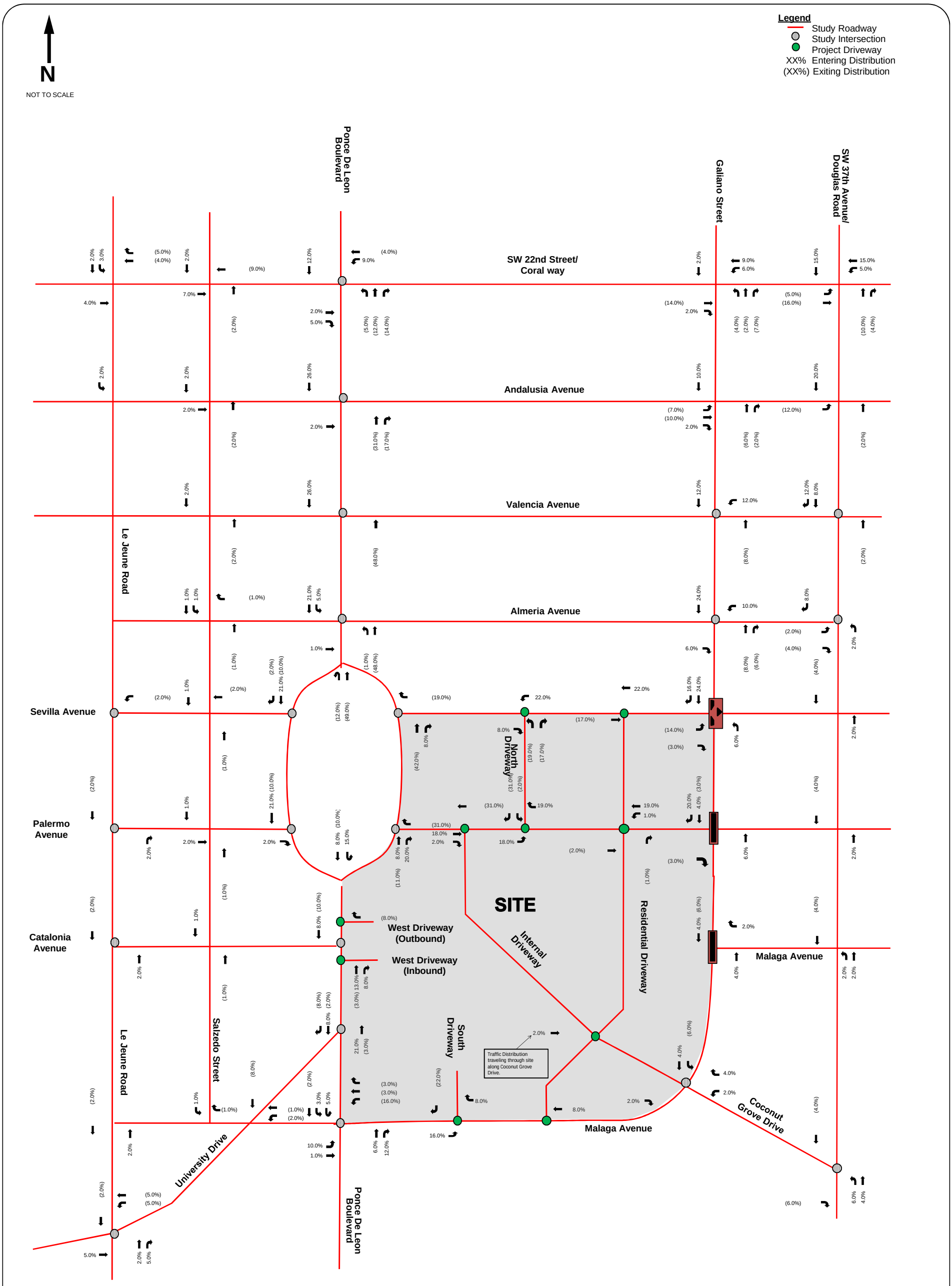

Figure 3
Project Distribution with Restrictive Measures
A.M. and P.M. Peak Hours
Mediterranean Village
Coral Gables, Florida

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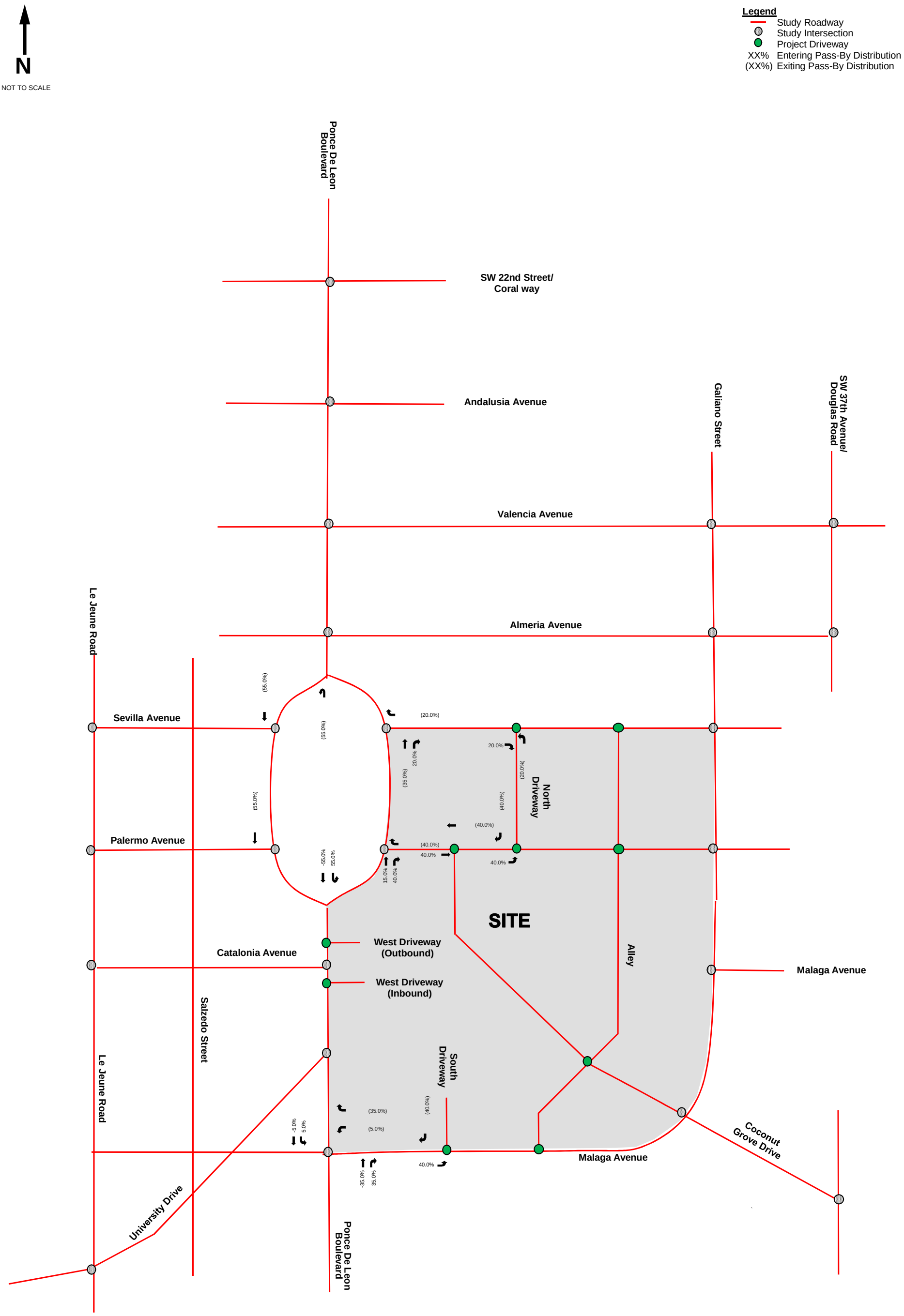

Figure 4
Pass-By Distribution
A.M. and P.M. Peak Hours
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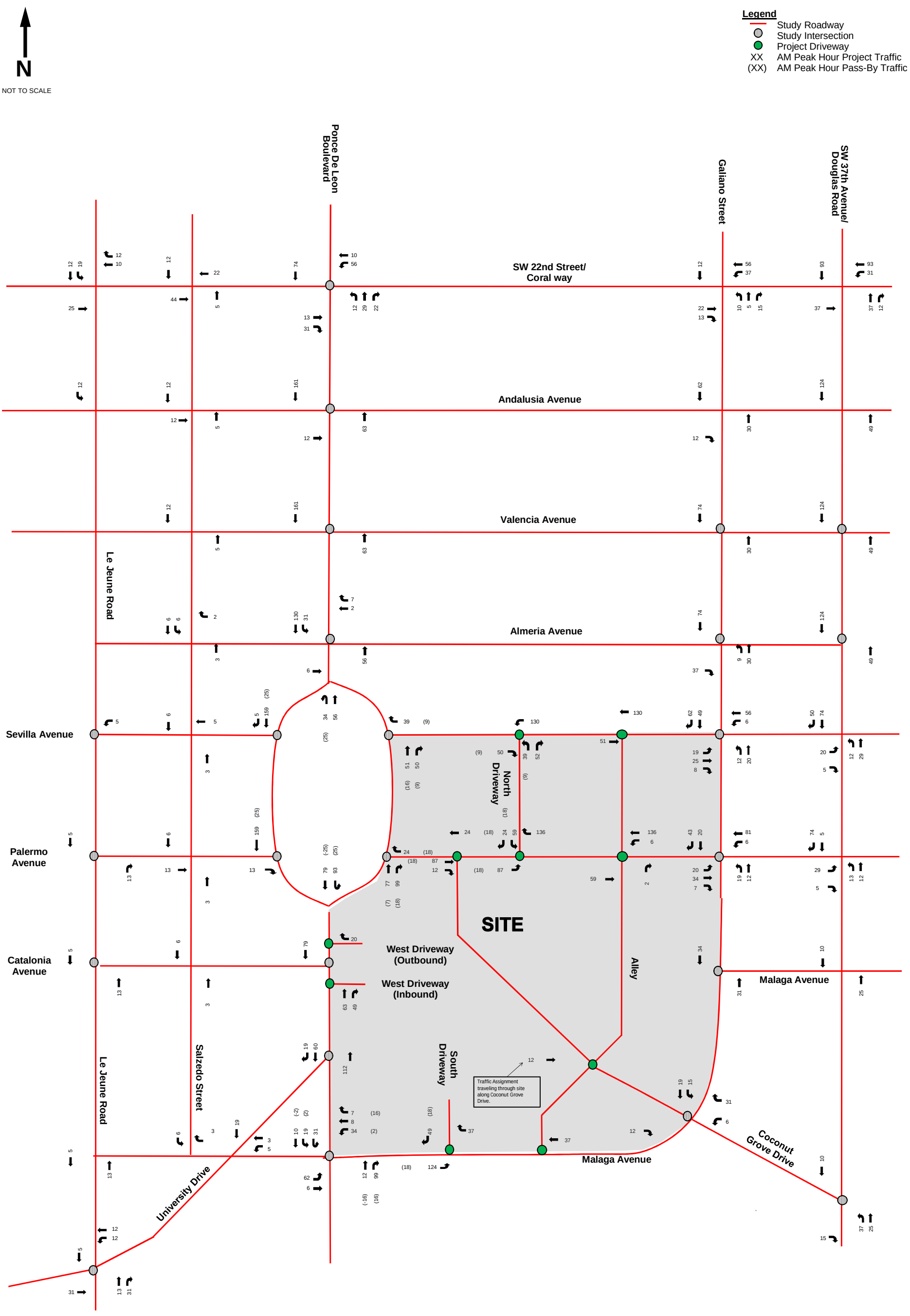

Figure 5
Project and Pass-By Assignment with Non-Restrictive Measures
A.M. Peak Hour
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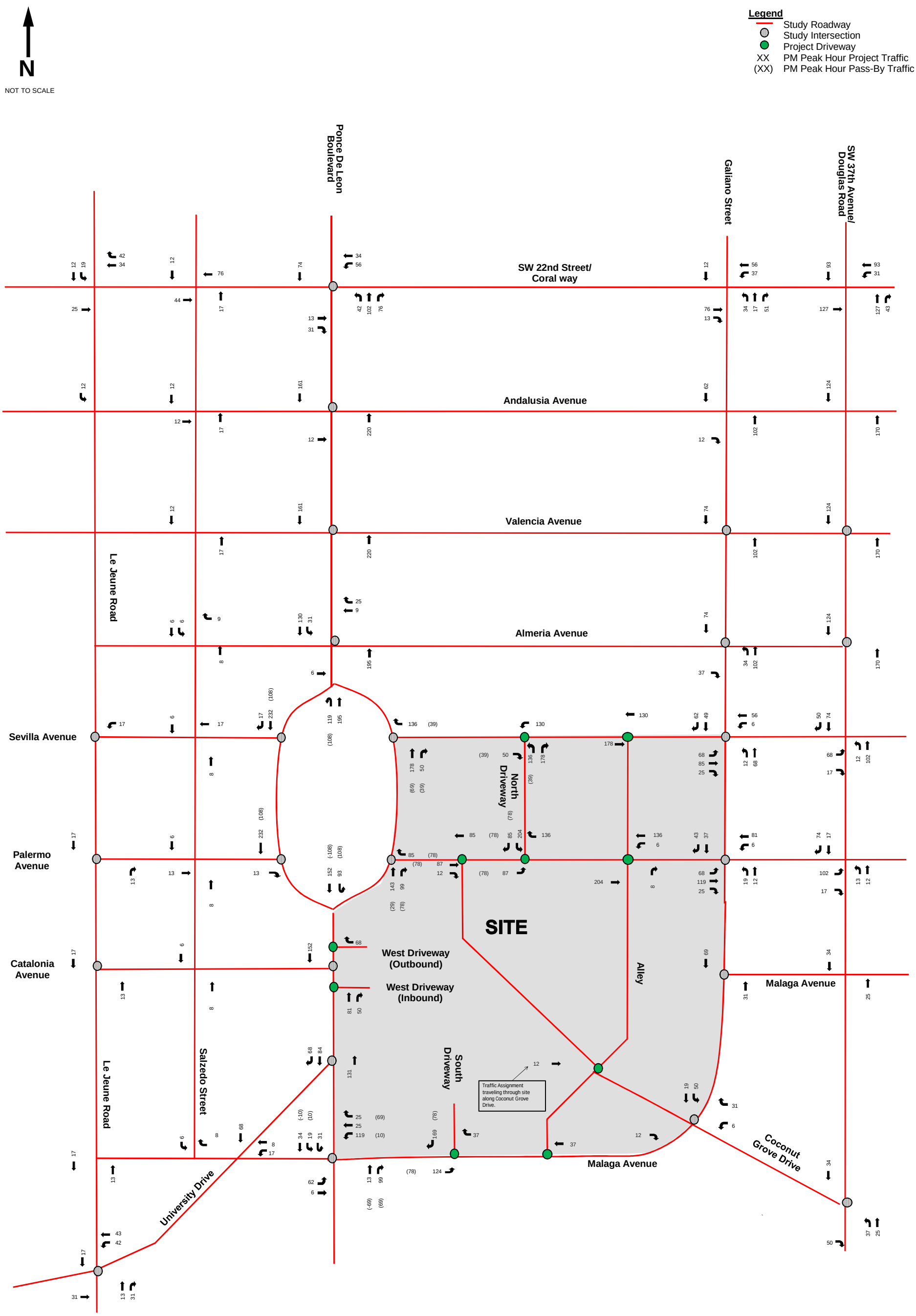

Figure 6
Project and Pass-By Assignment with Non-Restrictive Measures
P.M. Peak Hour
Mediterranean Village
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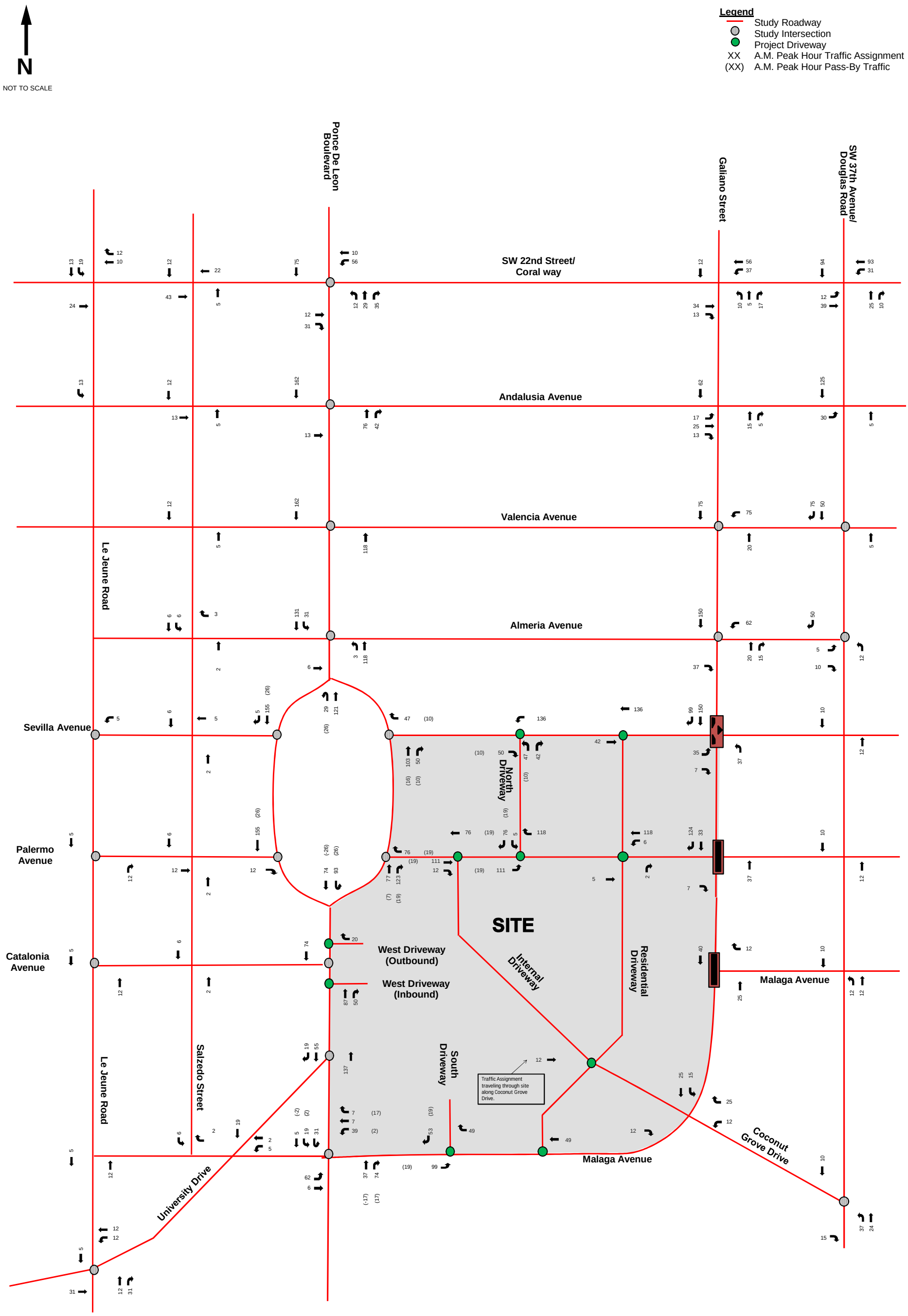

Figure 7
Project and Pass-By Assignment with Restrictive Measures
A.M. Peak Hour
Mediterranean Village
Coral Gables, Florida

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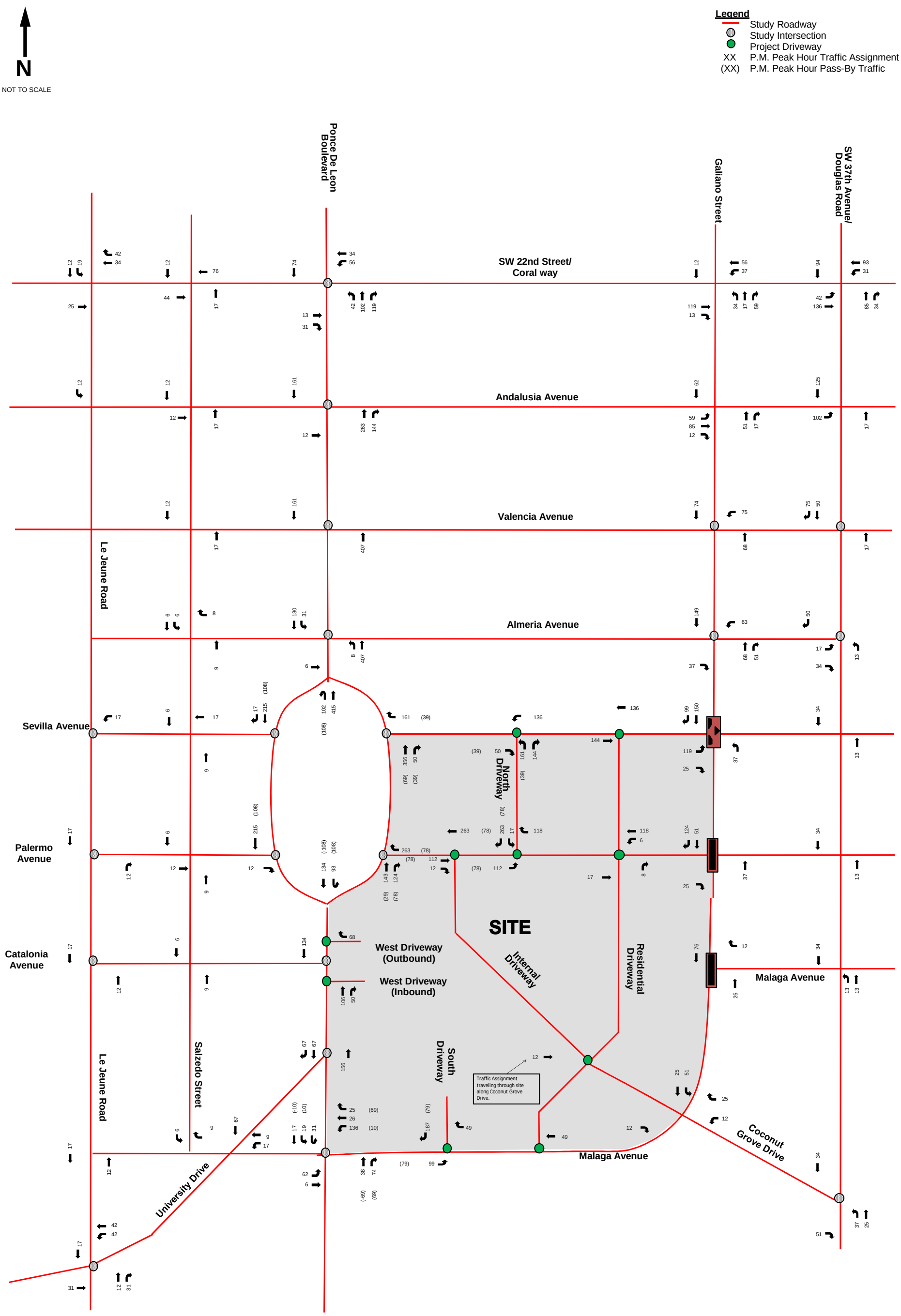

Figure 8
Project and Pass-By Assignment with Restrictive Measures
P.M. Peak Hour
Mediterranean Village
Coral Gables, Florida

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EXISTING TRAFFIC

A.M. peak period (7:00 to 9:00 A.M.) and P.M. peak period (4:00 to 6:00 P.M.) turning movement counts were collected on May 13, 2014 (Tuesday), May 14, 2014 (Wednesday), May 15, 2014 (Thursday), and May 22, 2014 (Thursday) at the following twenty (20) intersections:

- SW 22nd Street/Coral Way and Ponce De Leon Boulevard
- Andalusia Avenue and Ponce De Leon Boulevard
- Valencia Avenue and Ponce De Leon Boulevard
- Almeria Avenue and Ponce De Leon Boulevard
- Sevilla Avenue and Ponce De Leon Boulevard (Southbound)
- Sevilla Avenue and Ponce De Leon Boulevard (Northbound)
- Palermo Avenue and Ponce De Leon Boulevard (Southbound)
- Palermo Avenue and Ponce De Leon Boulevard (Northbound)
- Catalonia Avenue and Ponce De Leon Boulevard
- University Drive and Ponce De Leon Boulevard
- Malaga Avenue and Ponce De Leon Boulevard
- Sevilla Avenue and Le Jeune Road
- Catalonia Avenue and Le Jeune Road
- Palermo Avenue and Le Jeune Road
- University Drive and Le Jeune Road
- Valencia Avenue and Galiano Street
- Valencia Avenue and SW 37th Avenue
- Almeria Avenue and Galiano Street
- Almeria Avenue and SW 37th Avenue
- Coconut Grove Drive and SW 37th Avenue

Turning movement counts performed previously as part of a previous analysis for the neighborhood east of the site were collected on November 6, 2013 (Wednesday) at the following four (4) intersections:

- Sevilla Avenue and Galiano Street
- Palermo Avenue and Galiano Street
- Malaga Avenue and Galiano Street
- Malaga Avenue and Coconut Grove Drive

The volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. The Florida Department of Transportation (FDOT) peak season conversion factor (PSCF) was applied to the traffic counts to adjust the traffic to peak season volumes. The appropriate peak season conversion factor for the counts collected in November is 1.01 and for the counts collected in May is 1.02. In addition, peak hour factors of the overall intersection were applied to the peak season turning movement counts within the capacity analysis. The turning movement counts and FDOT peak season factor category reports are included in Appendix D. Figure 9 presents the existing turning movement volumes at the study intersections during the weekday A.M. and P.M. peak hours.

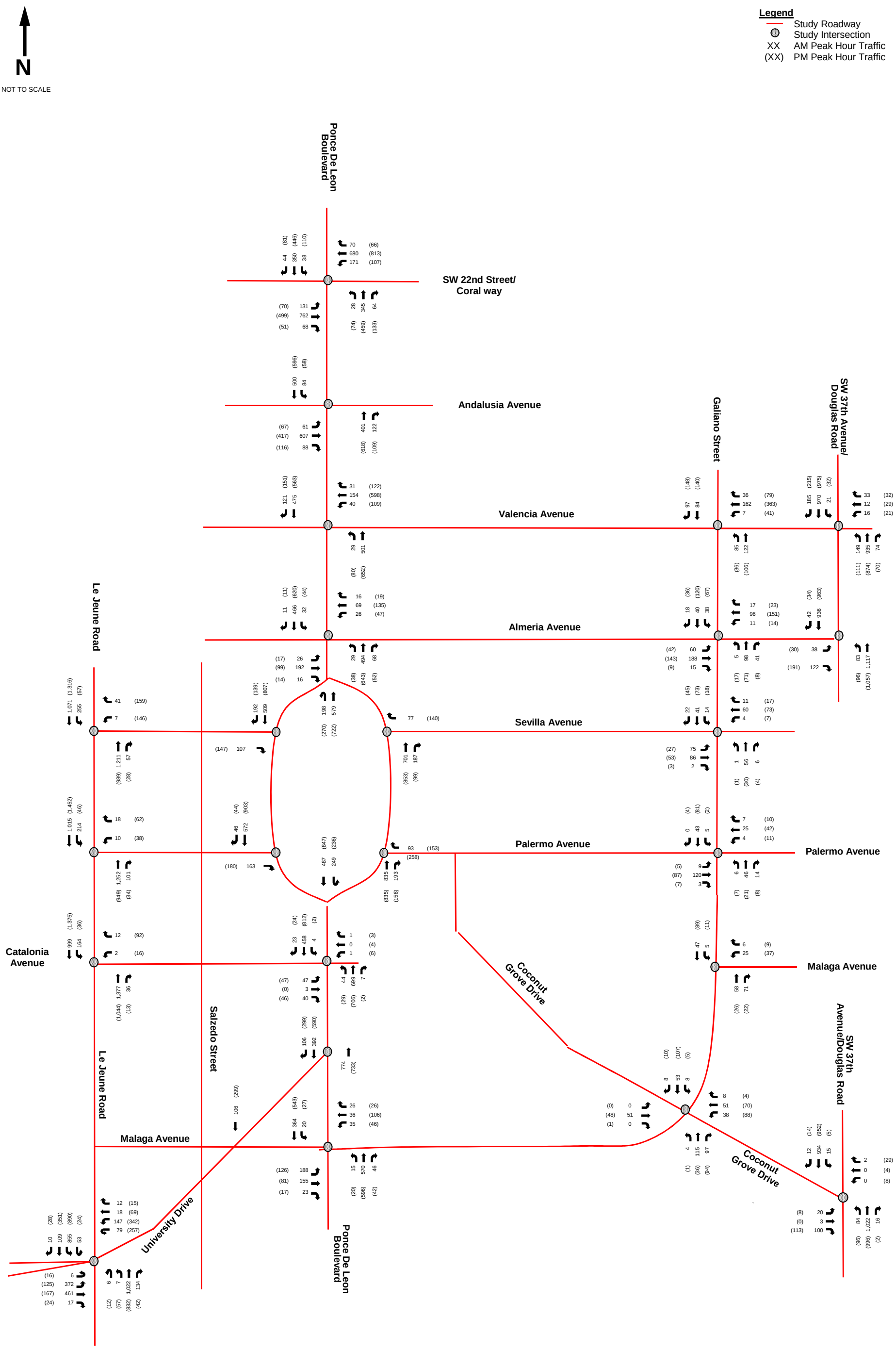

Figure 9
Existing Traffic Conditions
A.M. and P.M. Peak Hours
Mediterranean Village
Coral Gables, Florida

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FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2017 without the construction of the proposed project. Future background traffic volumes used in the analysis are the sum of the existing traffic and an additional amount of traffic generated by growth in the study area. Figure 10 presents the year 2017 peak hour background traffic volumes during the weekday A.M. and P.M. peak hours.

Background Area Growth

Future traffic growth on the transportation network was determined based upon historic growth trends at nearby FDOT traffic count stations and based upon the Miami-Dade Metropolitan Planning Organization's (MPO) projected 2005 and 2035 model network volumes. FDOT count stations referenced in this analysis include:

- Count Station #0024 located on SR 953/Le Jeune Road, 200 feet south of Coral Way/SR 972
- Count Station #0025 located on SR 953/Le Jeune Road, 200 feet south of SW 8th Street/SR 90
- Count Station #0082 located on SR 976/Bird Road, 200 feet east of SW 42nd Avenue
- Count Station #1048 located on SR 976/Bird Road, 200 feet west of SW 42nd Avenue
- Count Station #2534 located on SR 972/Coral Way, 200 feet east of SW 37th Avenue

The FDOT historic growth rate analysis yielded a -0.49 percent (-0.49%) growth rate over the most recent ten (10) year period and a 1.43 percent (1.43%) growth rate over the most recent five (5) year period.

Additionally, the MPO 2005 and 2035 model network volumes were examined to determine the growth trend for the roadway segments near the site location. MPO model roadway segments referenced in this analysis include:

- South Douglas Road/SW 37th Avenue
- Ponce De Leon Boulevard
- Alhambra Circle

The MPO model growth rate analysis yielded a 0.65 percent (0.65%) growth rate. To provide for a conservative analysis, the five (5) year growth rate of 1.43 percent (1.43%) was applied annually to the existing traffic volumes to attain future (2017) background traffic conditions. The worksheets used to analyze the historic growth trends are included in Appendix E.

Committed Developments

The City of Coral Gables identified no committed developments within the area of the project location at the time this report was prepared.

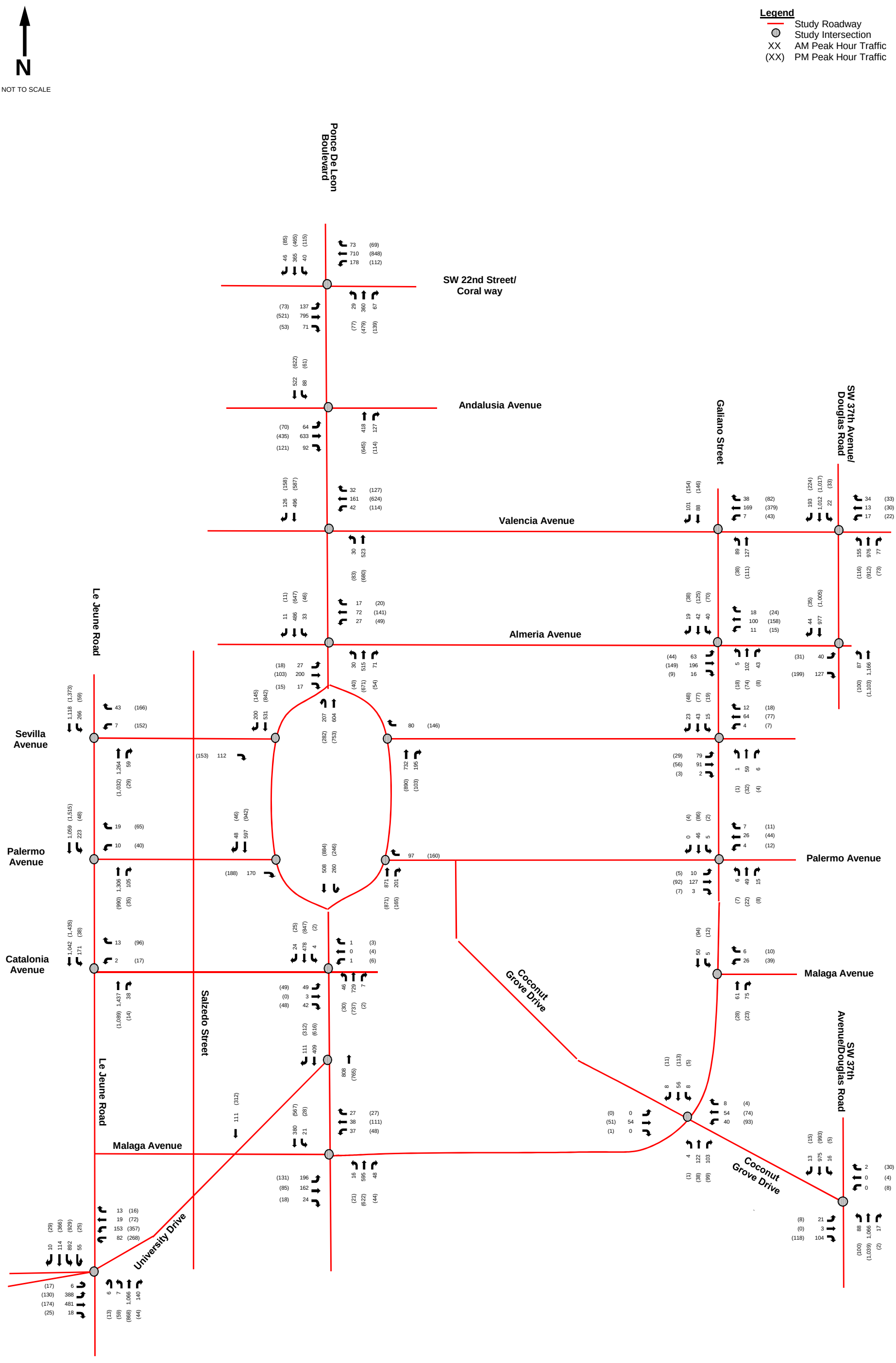

Figure 10
Future Background Traffic Conditions
A.M. and P.M. Peak Hours
Mediterranean Village
Coral Gables, Florida

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FUTURE TOTAL TRAFFIC

Future total traffic conditions are defined as the expected traffic conditions in the year 2017 after the opening of the project. It should be noted that it is anticipated that a raised median along Ponce De Leon Boulevard from Catalonia Avenue to Malaga Avenue will be constructed as part of this project, prohibiting left-turn movements at the intersections of Ponce De Leon Boulevard at Catalonia Avenue and University Drive. Therefore, traffic reassignment was assumed based this expected restriction.

The diversion for this intersection assumed that twenty-five percent (25%) of the eastbound left-turn movement would reroute and perform a right-turn movement. The remaining volumes are expected to be redistributed to other east-west streets in the area. The northbound left-turn volumes were reassigned assuming fifty percent (50%) would be rerouted north and the remaining volumes would perform a northbound left-turn at the intersection of Malaga Avenue and Ponce De Leon Boulevard. The southbound left-turn volumes were assumed to travel south through the intersection of Malaga Avenue and Ponce De Leon Boulevard rerouting to other east-west streets in the area. In addition, this reassignment assumed that the northbound left-turn movement from Ponce De Leon Boulevard to University Drive will be prohibited. Therefore, one hundred percent (100%) of this movement would perform a northbound left-turn at the intersection of Malaga Avenue and Ponce De Leon Boulevard.

Figures 11 and 12 present the future traffic volumes for the weekday A.M. and P.M. peak hours with non-restrictive and restrictive traffic calming measures, respectively. Volume development worksheets for the study intersections are included in Appendix F.

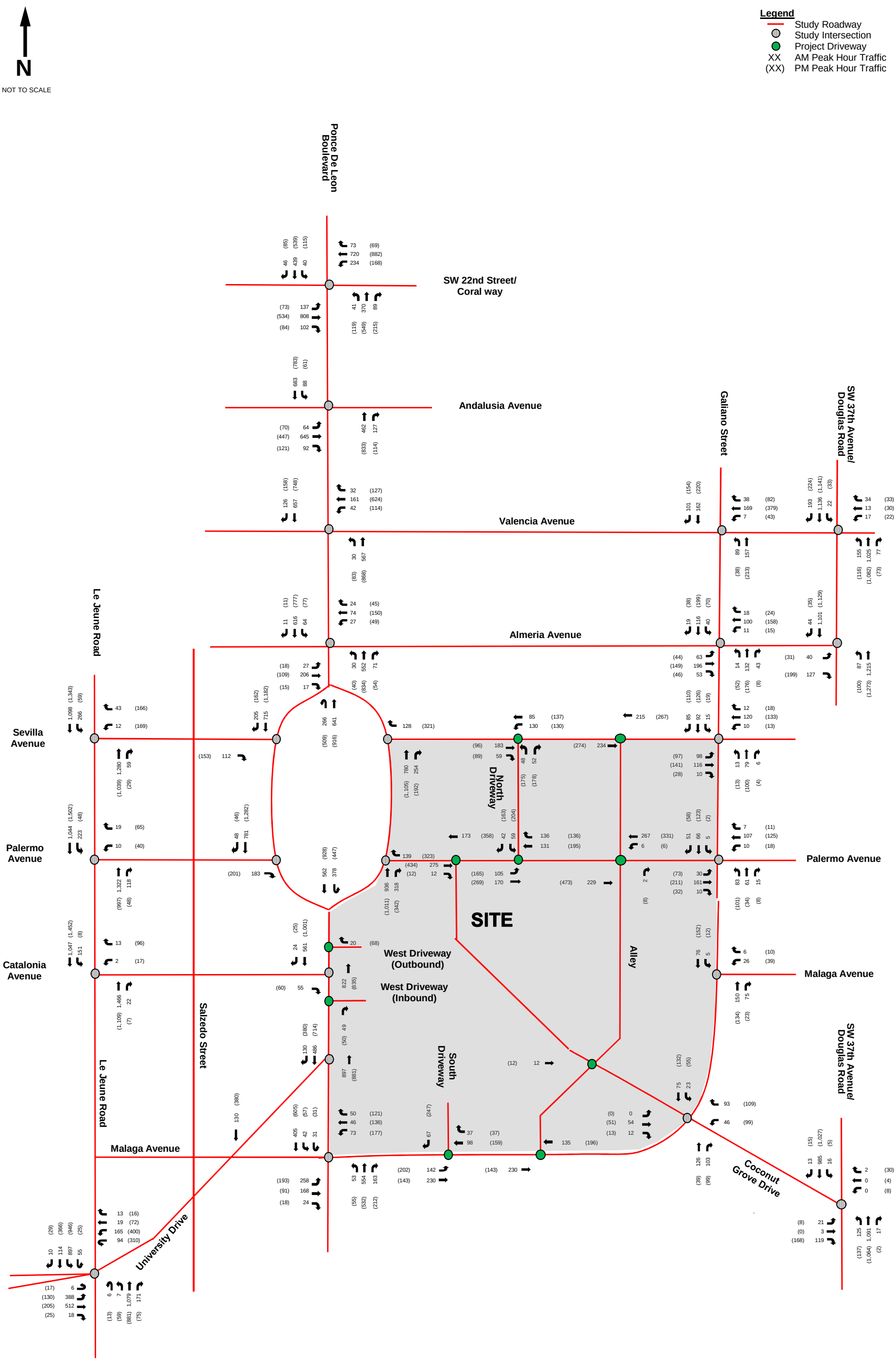

Figure 11
Future Total Traffic Conditions with Non-Restrictive Measures
A.M. and P.M. Peak Hours
Mediterranean Villlage
Coral Gables, Florida

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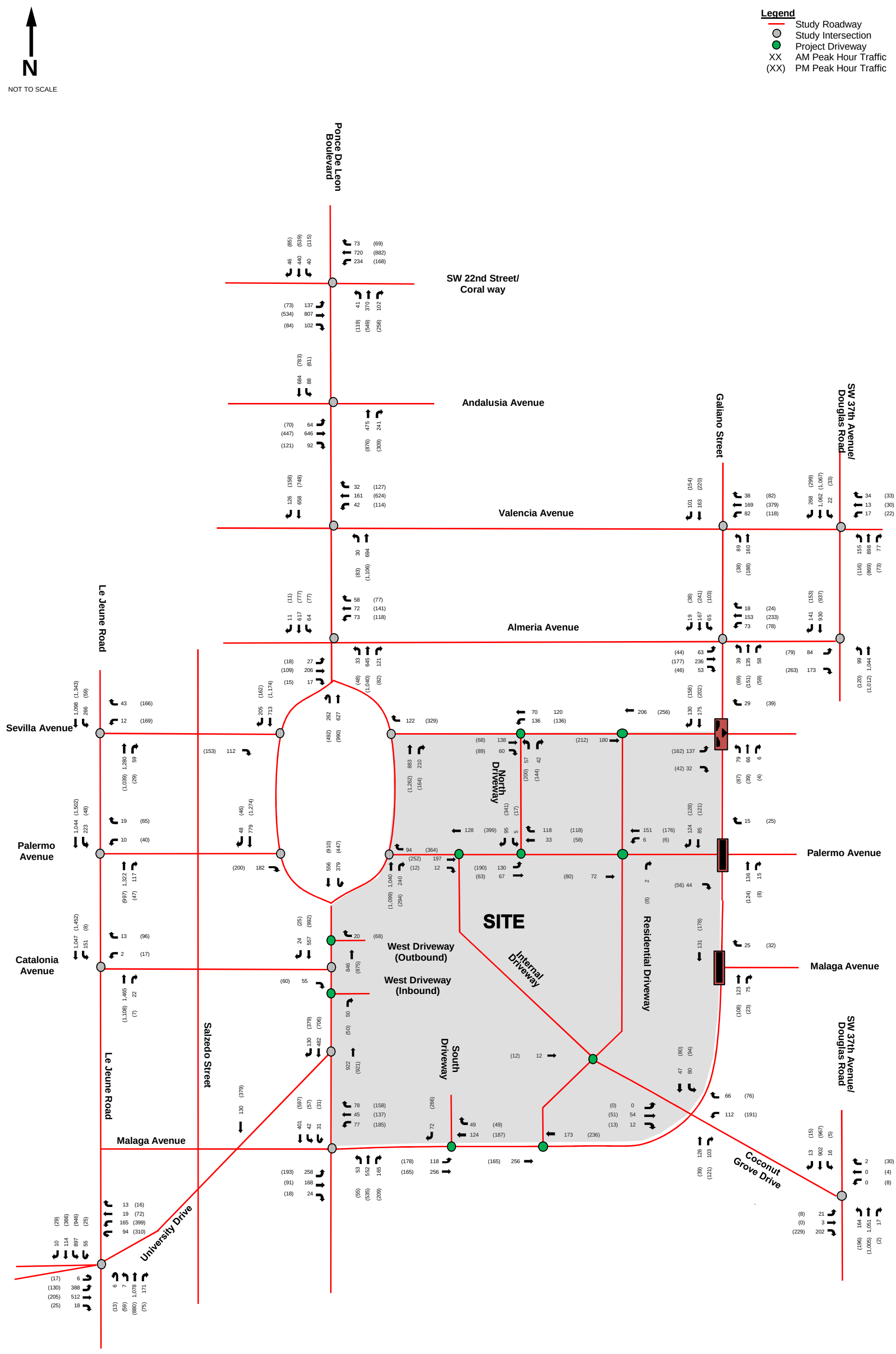

Figure 12
Future Total Traffic Conditions with Restrictive Measures
A.M. and P.M. Peak Hours
Mediterranean Village
Coral Gables, Florida

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INTERSECTION CAPACITY ANALYSIS

The operating conditions were analyzed for the study intersections. Four (4) scenarios (existing conditions, future background conditions, future total conditions with non-restrictive measures, and future total conditions with restrictive measures) were analyzed using *Trafficware's SYNCHRO 8.0 Software* which applies methodologies outlined in the *Highway Capacity Manual, 2000* and *2010 Edition*. The roundabouts were analyzed using *SIDRA Solutions' SIDRA Intersection 6.0 Software* which applies *HCM 2010* methodologies. Synchro worksheets for the study intersections are included in Appendix G. A summary of the intersection and driveway analyses for the A.M. and P.M. peak hours are presented in Tables 3, 4, and 5. As these tables indicate, all the study intersections are expected to operate at levels of service (LOS) E or better overall during the A.M. and P.M. peak hours with the exception of the following:

- Westbound stop-controlled approach at the intersections of Ponce De Leon Boulevard (NB) at Sevilla Avenue and Palermo Avenue in the P.M. peak hour under future total conditions with non-restrictive and restrictive measures
- Eastbound stop-controlled approach at the intersection of Ponce De Leon Boulevard and Catalonia Avenue in the P.M. peak hours under future background conditions. However, this deficiency is eliminated in the future total conditions, when the eastbound approach is restricted to right-turns only due to the proposed installation of a raised median along Ponce De Leon Boulevard from Catalonia Avenue to Malaga Avenue.
- Eastbound stop-controlled approach at the intersection of Almeria Avenue and SW 37th Avenue/Douglas Road in the A.M. and P.M. peak hour under future total conditions with restrictive measures.
- Southbound stop-controlled approach at the intersection of North Driveway and Palermo Avenue in the P.M. peak hour under future total conditions with non-restrictive measures.

These results are common during peak periods where a high traffic volume free-flowing major street intersects with a stop-controlled minor street.

The westbound stop-controlled approach at the intersections of Ponce De Leon Boulevard (NB) at Sevilla Avenue and Palermo Avenue operate at LOS F in the P.M. peak hour under future total conditions. This result is expected due to both intersections serving as direct access to two (2) main driveways of the proposed site. It should be noted that either intersection is a candidate for signalization as the expected westbound volumes at both intersections, with the proposed development, meet the minimum peak hour volume threshold required to warrant a signal. In addition, based on Miami-Dade County standards, a minimum of 330 feet is required between signalized intersections. Both Palermo Avenue and Malaga Avenue meet the Miami-Dade County signalized intersection spacing standard of 330 feet. Signalization of an intersection is under jurisdiction of Miami-Dade County Public Works and Waste Management Department Traffic Engineering Division (TED). TED will review the intersection to determine if signalization is appropriate and warranted. If TED determines it appropriate and warranted, traffic signalization plans would be required and reviewed by MDCPWM.

The eastbound stop-controlled approach at the intersection of Almeria Avenue and SW 37th Avenue/Douglas Road operates at LOS F in the A.M. and P.M. peak hour under future total conditions with restrictive measures. It should be noted that the intersection is a candidate for signalization as the expected eastbound volumes at the intersection, with the proposed development, meet the peak hour minimum volume threshold needed to warrant a signal. In addition, the intersection meets Miami-Dade County's intersection spacing requirement, as the closest signalized intersection (Andalusia Avenue) to Almeria Avenue is approximately 580 feet to the north.

The southbound stop-controlled approach at the intersection of North Driveway and Palermo Avenue operates at LOS F in the P.M. peak hour under future total conditions with non-restrictive measures. This result is expected due to the high volume of vehicles that will be exiting the driveway. It should be noted that the delay occurs on the southbound stop-controlled approach; therefore, no queues or delays will impact vehicles along Palermo Avenue and will be contained within the site driveway. It is recommended that all-way traffic control be considered at this location to improve operations including a potential roundabout.

Table 3: A.M. Peak Hour Intersection Capacity Analysis

Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
			EB	WB	NB	SB
Existing Conditions (Background Conditions) *[Future Total Conditions with Non-Restrictive Measures] {Future Total Conditions with Restrictive Measures}*						
Miracle Mile/SW 22nd Street and Ponce De Leon Boulevard	Signalized	B/19.1 (B/19.4) [C/20.2] {C/20.3}	B (B) [B] {B}	B (B) [B] {B}	C (C) [C] {C}	C (C) [C] {C}
Andalusia Avenue and Ponce De Leon Boulevard	Signalized	A/7.8 (A/8.0) [A/8.7] {A/9.1}	A (A) [A] {B}	N/A	A (A) [A] {A}	A (A) [A] {A}
Valencia Avenue and Ponce De Leon Boulevard	Signalized	A/6.5 (A/6.5) [A/6.6] {A/6.5}	N/A	A (A) [A] {B}	A (A) [A] {A}	A (A) [A] {A}
Almeria Avenue and Ponce De Leon Boulevard	Signalized	A/9.5 (A/9.7) [A/9.8] {B/10.2}	A (B) [B] {B}	A (A) [A] {B}	A (B) [A] {B}	A (A) [A] {A}
Sevilla Avenue and Ponce De Leon Boulevard (SB)	One-Way Stop-Controlled	(1)	B (B) [B] {B}	N/A	N/A	(2)
Sevilla Avenue and Ponce De Leon Boulevard (NB)	One-Way Stop-Controlled	(1)	N/A	B (B) [C] {C}	(2)	N/A
Palermo Avenue and Ponce De Leon Boulevard (SB)	One-Way Stop-Controlled	(1)	B (B) [C] {C}	N/A	N/A	(2)
Palermo Avenue and Ponce De Leon Boulevard (NB)	One-Way Stop-Controlled	(1)	N/A	C (C) [C] {C}	(2)	N/A
Catalonia Avenue and Ponce De Leon Boulevard	Two-Way Stop-Controlled	(1)	D (D) [B] {B}	C (C) [N/A] {N/A}	(2)	(2)
University Drive and Ponce De Leon Boulevard	One-Way Stop-Controlled	(1)	N/A	N/A	(2)	(2)
Malaga Avenue and Ponce De Leon Boulevard	Signalized(3)	B/19.5 (C/20.2) [C/25.2] {C/26.8}	D (D) [D] {D}	D (D) [C] {C}	B (B) [B] {C}	A (B) [B] {C}
Sevilla Avenue and Le Jeune Road	Signalized	A/4.9 (A/3.6) [A/4.9] {A/4.9}	N/A	C (B) [B] {B}	A (A) [A] {A}	A (A) [A] {A}
Palermo Avenue and Le Jeune Road	One-Way Stop-Controlled	(1)	N/A	D (D) [D] {D}	(2)	(2)
Catalonia Avenue and Le Jeune Road	One-Way Stop-Controlled	(1)	N/A	C (C) [C] {C}	(2)	(2)
University Drive and Le Jeune Road	Signalized(3)	D/39.9 (D/41.4) [D/43.2] {D/43.1}	E (E) [E] {E}	E (E) [D] {D}	C (C) [D] {D}	C (C) [C] {C}
Valencia Avenue and Galiano Street	Signalized	A/5.2 (A/5.3) [A/5.8] {A/6.2}	N/A	A (A) [A] {A}	A (A) [A] {A}	A (A) [A] {A}
Almeria Avenue and Galiano Street	All-Way Stop-Controlled	A/9.8 (B/10.1) [B/11.7] {C/17.5}	B (B) [B] {C}	A (A) [B] {C}	A (A) [B] {C}	A (A) [B] {C}
Sevilla Avenue and Galiano Street	Roundabout/ All-Way Stop-Controlled	N/A(4) (N/A)(4) [N/A(4) / A/9.7(5)] {A/9.9} (5)	A (A) [A/B] {A}	A (A) [A/A] {A}	A (A) [A/A] {A}	A (A) [A/A] {B}
Palermo Avenue and Galiano Street	Roundabout/ All-Way Stop-Controlled	N/A(4) (N/A)(4) [N/A(4) / A/9.5(5)] {A/8.0} (5)	A (A) [A/A] {A}	A (A) [A/A] {A}	A (A) [A/A] {A}	A (A) [A/A] {A}
Malaga Avenue and Galiano Street	One-Way Stop-Controlled	(1)	N/A	A (A) [B] {A}	(2)	(2)
Coconut Grove Drive and Malaga Avenue	Roundabout/ All-Way Stop-Controlled	N/A(4) (N/A)(4) [N/A(4) / A/8.8(5)] {N/A(6) / A/9.4(5)}	A (A) [A/A] {A/A}	A (A) [A/A] {A/A}	A (A) [A/A] {A/A}	A (A) [A/A] {A/A}
Valencia Avenue and SW 37th Avenue/ Douglas Road	One-Way Stop-Controlled	(1)	N/A	C (D) [D] {D}	(2)	(2)
Almeria Avenue and SW 37th Avenue/ Douglas Road	One-Way Stop-Controlled	(1)	C (D) [D] {F}	N/A	(2)	(2)
Coconut Grove Drive and SW 37th Avenue/ Douglas Road	Two-Way Stop-Controlled	(1)	C (C) [C] {C}	B (B) [B] {B}	(2)	(2)

Notes:
(1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Approach operates under free-flow conditions. LOS is not defined.
(3) HCM 2010 does not provide LOS result; therefore, HCM 2000 results were provided.
(4) Analyzed as a roundabout intersection with SIDRA 6.0 software for existing, future background, and future total with non-restrictive measures.
(5) Analyzed as an all-way stop-controlled intersection under future total with non-restrictive measures and future total with restrictive measures.
(6) Analyzed as a roundabout intersection with SIDRA 6.0 under future total with restrictive measures.

Table 4: P.M. Peak Hour Intersection Capacity Analysis

Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
			EB	WB	NB	SB
Existing Conditions (Background Conditions) *[Future Total Conditions with Non-Restrictive Measures] {Future Total Conditions with Restrictive Measures}*						
Miracle Mile/SW 22nd Street and Ponce De Leon Boulevard	Signalized	B/20.0 (B/20.8) [C/23.4] {C/24.1}	B (B) [C] {C}	C (C) [C] {C}	C (C) [C] {C}	B (C) [C] {C}
Andalusia Avenue and Ponce De Leon Boulevard	Signalized	A/7.4 (A/7.6) [A/8.5] {A/9.0}	A (A) [B] {B}	N/A	A (A) [A] {A}	A (A) [A] {A}
Valencia Avenue and Ponce De Leon Boulevard	Signalized	A/10.0 (B/10.3) [B/12.3] {B/12.4}	N/A	B (B) [B] {B}	A (A) [A] {A}	A (A) [B] {B}
Almeria Avenue and Ponce De Leon Boulevard	Signalized	A/9.1 (A/9.3) [A/9.6] {B/12.2}	B (B) [B] {B}	B (B) [B] {C}	A (A) [A] {B}	A (A) [A] {A}
Sevilla Avenue and Ponce De Leon Boulevard (SB)	One-Way Stop-Controlled	(1)	C (C) [C] {C}	N/A	N/A	(2)
Sevilla Avenue and Ponce De Leon Boulevard (NB)	One-Way Stop-Controlled	(1)	N/A	C (C) [F] {F}	(2)	N/A
Palermo Avenue and Ponce De Leon Boulevard (SB)	One-Way Stop-Controlled	(1)	C (C) [D] {D}	N/A	N/A	(2)
Palermo Avenue and Ponce De Leon Boulevard (NB)	One-Way Stop-Controlled	(1)	N/A	C (C) [F] {F}	(2)	N/A
Catalonia Avenue and Ponce De Leon Boulevard	Two-Way Stop-Controlled	(1)	E (F) [B] {B}	E (E) [N/A] {N/A}	(2)	(2)
University Drive and Ponce De Leon Boulevard	One-Way Stop-Controlled	(1)	N/A	N/A	(2)	(2)
Malaga Avenue and Ponce De Leon Boulevard	Signalized(3)	B/19.7 (B/19.3) [D/39.4] {D/41.1}	C (D) [D] {D}	D (D) [C] {D}	B (B) [D] {D}	B (B) [D] {D}
Sevilla Avenue and Le Jeune Road	Signalized	A/6.6 (A/6.6) [A/6.6] {A/6.6}	N/A	B (B) [B] {B}	A (A) [A] {A}	A (A) [A] {A}
Palermo Avenue and Le Jeune Road	One-Way Stop-Controlled	(1)	N/A	C (D) [D] {D}	(2)	(2)
Catalonia Avenue and Le Jeune Road	One-Way Stop-Controlled	(1)	N/A	C (C) [C] {C}	(2)	(2)
University Drive and Le Jeune Road	Signalized(3)	D/41.0 (D/43.3) [D/44.2] {D/44.2}	D (D) [D] {D}	E (E) [E] {E}	C (C) [C] {C}	C (D) [C] {C}
Valencia Avenue and Galiano Street	Signalized	A/6.5 (A/6.6) [A/7.6] {A/7.8}	N/A	A (A) [A] {A}	A (A) [A] {A}	A (A) [B] {B}
Almeria Avenue and Galiano Street	All-Way Stop-Controlled	B/10.2 (B/10.6) [B/13.8] {D/29.8}	B (B) [B] {C}	B (B) [B] {D}	A (A) [B] {C}	B (B) [C] {D}
Sevilla Avenue and Galiano Street	Roundabout/ All-Way Stop-Controlled	N/A(4) (N/A)(4) [N/A(4) / B/11.2(5)] {B/10.9}(5)	A (A) [A/B] {B}	A (A) [A/B] {A}	A (A) [A/A] {A}	A (A) [A/B] {B}
Palermo Avenue and Galiano Street	Roundabout/ All-Way Stop-Controlled	N/A(4) (N/A)(4) [N/A(4) / B/12.2(5)] {A/8.4}(5)	A (A) [A/B] {A}	A (A) [A/B] {A}	A (A) [A/B] {A}	A (A) [A/B] {A}
Malaga Avenue and Galiano Street	One-Way Stop-Controlled	(1)	N/A	A (A) [B] {A}	(2)	(2)
Coconut Grove Drive and Malaga Avenue	Roundabout/ All-Way Stop-Controlled	N/A(4) (N/A)(4) [N/A(4) / A/9.6(5)] {N/A(6) / B/10.5(5)}	A (A) [A/A] {A/A}	A (A) [A/A] {A/B}	A (A) [A/A] {A/A}	A (A) [A/B] {A/B}
Valencia Avenue and SW 37th Avenue/ Douglas Road	One-Way Stop-Controlled	(1)	N/A	D (D) [E] {D}	(2)	(2)
Almeria Avenue and SW 37th Avenue/ Douglas Road	One-Way Stop-Controlled	(1)	D (D) [E] {F}	N/A	(2)	(2)
Coconut Grove Drive and SW 37th Avenue/ Douglas Road	Two-Way Stop-Controlled	(1)	C (C) [C] {C}	C (C) [D] {E}	(2)	(2)

Notes:
(1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Approach operates under free-flow conditions. LOS is not defined.
(3) HCM 2010 does not provide LOS result; therefore, HCM 2000 results were provided.
(4) Analyzed as a roundabout intersection with SIDRA 6.0 software for existing, future background, and future total with non-restrictive measures.
(5) Analyzed as an all-way stop-controlled intersection under future total with non-restrictive measures and future total with restrictive measures.
(6) Analyzed as a roundabout intersection with SIDRA 6.0 under future total with restrictive measures.

Table 5: Future Total Conditions Peak Hour Driveway Capacity Analysis

Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
			EB	WB	NB	SB
AM PEAK HOUR *[Future Total Conditions with Non-Restrictive Measures] {Future Total Conditions with Restrictive Measures}*						
North Driveway and Sevilla Avenue	One-Way Stop Controlled	(1)	(2)	(2)	[B] {B}	N/A
Residential Driveway and Sevilla Avenue	One-Way Stop Controlled	(1)	(2)	(2)	[A] {A}	N/A
Internal Driveway and Palermo Avenue	One-Way Stop Controlled	(1)	(2)	(2)	N/A	N/A
North Driveway and Palermo Avenue	One-Way Stop Controlled	(1)	(2)	(2)	N/A	[B] {A}
Residential Driveway and Palermo Avenue	Two-Way Stop-Controlled	(1)	(2)	(2)	[A] {A}	[A] {A}
West Driveway (Inbound) and Ponce De Leon Boulevard	One-Way Stop-Controlled	(1)	N/A	N/A	(2)	(2)
West Driveway (Outbound) and Ponce De Leon Boulevard	One-Way Stop-Controlled	(1)	N/A	[B] {B}	(2)	(2)
Residential Driveway and Coconut Grove Drive	Two-Way Stop Controlled	(1)	(2)	(2)	[A] {A}	[A] {A}
South Driveway and Malaga Avenue	One-Way Stop-Controlled	(1)	(2)	(2)	N/A	[A] {A}
Residential Driveway and Malaga Avenue	Two-Way Stop-Controlled	(1)	(2)	(2)	N/A	[A] {A}
PM PEAK HOUR *[Future Total Conditions with Non-Restrictive Measures] {Future Total Conditions with Restrictive Measures}*						
North Driveway and Sevilla Avenue	One-Way Stop Controlled	(1)	(2)	(2)	[C] {C}	N/A
Residential Driveway and Sevilla Avenue	One-Way Stop Controlled	(1)	(2)	(2)	[A] {A}	N/A
Internal Driveway and Palermo Avenue	One-Way Stop Controlled	(1)	(2)	(2)	N/A	N/A
North Driveway and Palermo Avenue	One-Way Stop Controlled	(1)	(2)	(2)	N/A	[F] {B}
Residential Driveway and Palermo Avenue	Two-Way Stop-Controlled	(1)	(2)	(2)	[B] {A}	[A] {A}
West Driveway (Inbound) and Ponce De Leon Boulevard	One-Way Stop-Controlled	(1)	N/A	N/A	(2)	(2)
West Driveway (Outbound) and Ponce De Leon Boulevard	One-Way Stop-Controlled	(1)	N/A	[B] {B}	(2)	(2)
Residential Driveway and Coconut Grove Drive	Two-Way Stop Controlled	(1)	(2)	(2)	[A] {A}	[A] {A}
South Driveway and Malaga Avenue	One-Way Stop-Controlled	(1)	(2)	(2)	N/A	[B] {B}
Residential Driveway and Malaga Avenue	Two-Way Stop-Controlled	(1)	(2)	(2)	N/A	[A] {A}

Notes: (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Approach operates under free-flow conditions. LOS is not defined.

MULTIMODAL IMPROVEMENTS

The project plans numerous improvements to improve connectivity and accessibility for alternative modes of travel to reduce the vehicular impacts of the project on the surrounding roadway network. Measures to encourage people to use public transportation, promote bicycling and walking, encourage car/vanpooling and offer alternatives to the typical workday hours are strategies under consideration. The following measures are proposed as part of this project:

- Enhanced sidewalk and pedestrian areas that include wide sidewalks, public art, robust landscaping, covered walkways, and enhanced streetscape features
- Secured bicycle parking areas
- Changing/shower facilities with lockers for bicyclists
- Covered trolley stop shelter along Ponce De Leon Boulevard at Palermo Avenue providing seating and transit information including route schedules and maps

In addition, improvements to the existing trolley service such reduced headways, extended hours, and weekend operations would further encourage site patrons to utilize alternative modes of transportation. As result, the project will consider making a contribution towards trolley service enhancements. The following enhancements are being consistent:

- Extend the existing weekday trolley service which operates until along Ponce De Leon Boulevard to a later hou
- Operate a new Central Business District (CBD) loop route along Alhambra Circle, Merrick Way, Galiano Street, Almeria/Sevilla Avenue, and Salzedo Street during weekday morning, mid-day, and afternoon peak periods.
- Modifications to the current trolley stop locations to improve accessibility to the project site.

CONCLUSIONS

This analysis has addressed traffic-related impacts associated with the proposed Old Spanish Village mixed-use project within Coral Gables, Florida. Based on the results of the analysis, the following is concluded:

- The project is expected to generate 864 new trips during the A.M. peak hour and 1,468 new trips during the P.M. peak hour.
- In order to reduce cut-through traffic and speeds along surrounding local streets east of the site, several overall traffic calming measures are being considered. In general, these measures can be grouped into two (2) categories: non-restrictive and restrictive:
  - Non-Restrictive Measures:
    - Reduction of the pavement width from 36 to 40 feet to approximately 19 feet of pavement allowing for two (2) 9.5-foot travel lanes. The additional area created by this reduction will provide for room for a swale and large shade trees.
    - Construction of mid-block raised center median with paver treatments within the travel lanes.
    - Construction of entry features immediately west of the north-south alley to the west of SW 37th Avenue/Douglas Road where land uses shift from commercial uses to single-family residential homes.
    - Reconstruction of existing roundabouts or installation of raised/tabled intersections along Galiano Street/Malaga Avenue to address existing geometric deficiencies.
  - Restrictive Measures:
    - Construction of north-south median at the intersection of Galiano Street at Sevilla Avenue, prohibiting east-west through movements, the westbound left-turn movement, and the southbound left-turn movement.
    - Construction of north-south median at the intersection of Galiano Street at Palermo Avenue, prohibiting east-west left and through movements, the northbound left-turn movement, and the southbound left-turn movement.

- Construction of north-south median at the intersection of Galiano Street at Malaga Avenue, prohibiting the westbound left-turn movement and the southbound left-turn movement.

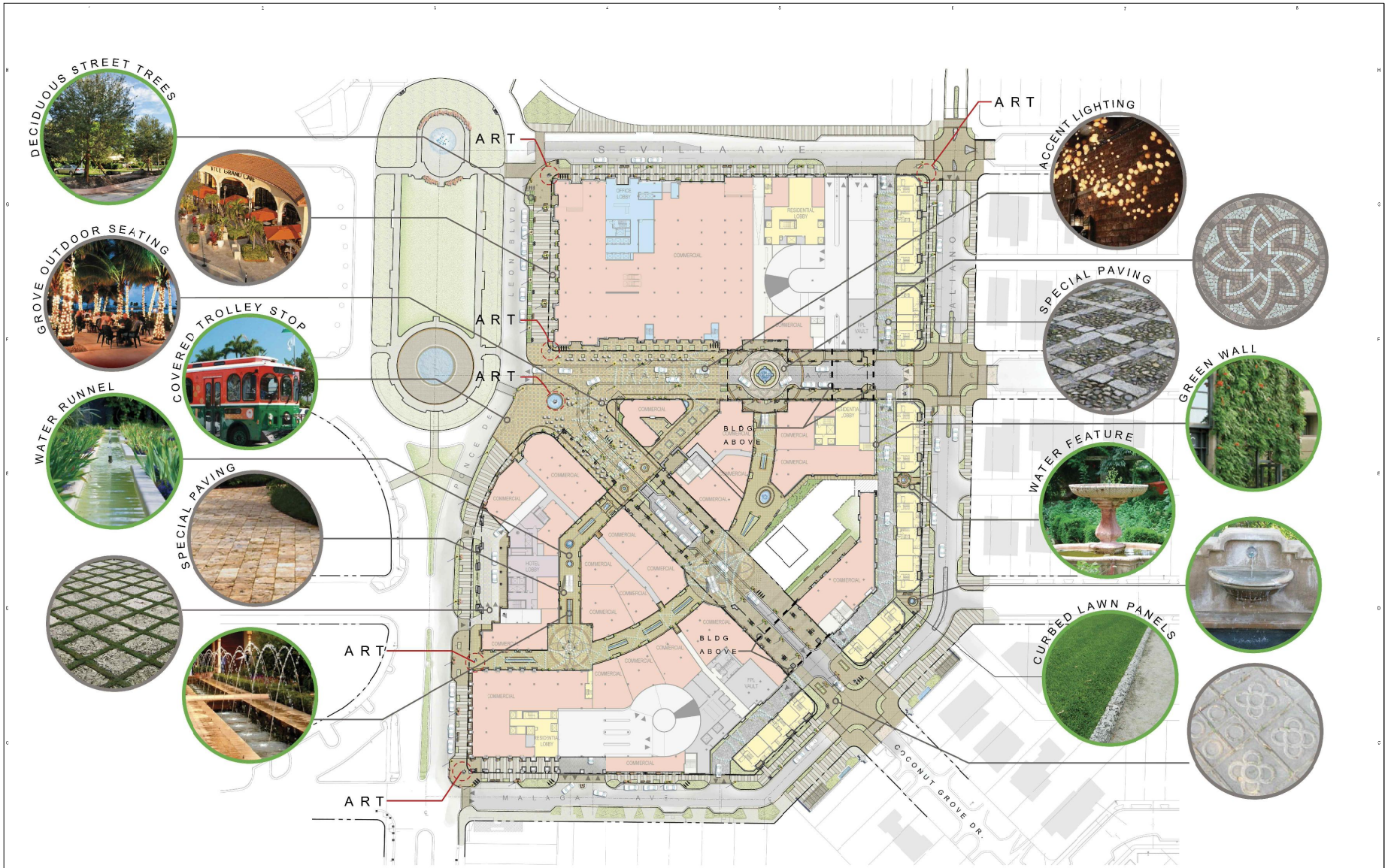
Different project traffic distributions were considered for both the non-restrictive and restrictive measures.

- Intersection capacity analyses indicate that the study intersections are expected to operate at levels of service (LOS) E or better during the A.M. and P.M. peak hours under all analysis conditions with exception of the following:
  - The westbound stop-controlled approach at the intersections of Ponce De Leon Boulevard (NB) at Sevilla Avenue and Palermo Avenue operate at LOS F in the P.M. peak hour under future total conditions with both traffic calming plans. Both intersections are candidates for signalization as the expected westbound volumes at both intersections, with the proposed development, meet the peak hour minimum volume threshold and meet the Miami-Dade County signalized intersection spacing standard of 330 feet. Signalization of an intersection is under jurisdiction of Miami-Dade County Public Works and Waste Management Department Traffic Engineering Division (TED). TED will review the intersection to determine if signalization is appropriate and warranted. If TED determines it appropriate and warranted, traffic signalization plans would be required and reviewed by MDCPWM.
  - Eastbound stop-controlled approach at the intersection of Ponce De Leon Boulevard and Catalonia Avenue in the P.M. peak hour under future background conditions. However, this deficiency is eliminated in the future total conditions, when the eastbound approach is restricted to right-turns only.
  - The eastbound stop-controlled approach at the intersection of Almeria Avenue and SW 37th Avenue/Douglas Road operates at LOS F in the A.M. and P.M. peak hours under future total conditions with restrictive measures. The intersection is candidate for signalization as the expected eastbound volumes at the intersection, with the proposed development, meet the peak hour minimum volume threshold and meet Miami-Dade County's intersection spacing requirement of 330 feet.

- The southbound stop-controlled approach at the intersection of North Driveway and Palermo Avenue operates at LOS F in the P.M. peak hour under future total conditions. This result is common during peak periods where a high traffic volume free-flowing major street intersects with a stop-controlled minor street. In addition, this result is expected due to the high volume of vehicles that will be exiting the driveway; however, these queues/delays will not impact vehicles along Palermo Avenue. It is recommended that all-way traffic control be considered at this location to improve operations including a potential roundabout.

- The project plans numerous improvements to improve connectivity and accessibility for alternative modes of travel including the following:
  - Enhanced sidewalk and pedestrian areas that include wide sidewalks, public art, robust landscaping, covered walkways, and enhanced streetscape features
  - Secured bicycle parking areas
  - Changing/shower facilities with lockers and bicyclists
  - Covered trolley stop shelter along Ponce De Leon Boulevard at Palermo Avenue providing seating and transit information including route schedules and maps
  - The project will also consider making a contribution towards trolley service enhancements. The following enhancements are being considered:
    - Extend the existing weekday trolley service which operates until along Ponce De Leon Boulevard to a later hou
    - Operate a new Central Business District (CBD) loop route along Alhambra Circle, Merrick Way, Galiano Street, Almeria/Sevilla Avenue, and Salzedo Street during weekday morning, mid-day, and afternoon peak periods.
    - Modifications to the current trolley stop locations to improve accessibility to the project site.

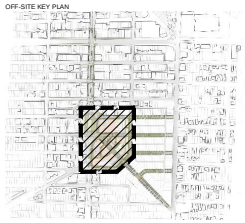
APPENDIX A:
Preliminary Site Plan



NOTES:

1. ALL SIDEWALKS CONNECTING TO FRED B. HARTNETT PARK WILL BE REVIEWED AND COORDINATED WITH THE CITY
2. ALL PROPOSED PLANTING WILL BE REVIEWED BY A PEER REVIEW AND CITY STAFF FOR FINAL SELECTION PRIOR TO SUBMITTING FOR A BUILDING PERMIT.

OFF-SITE KEY PLAN



NOT FOR CONSTRUCTION

CONSULTANT

MAHAN RYKIEL ASSOCIATES, INC.

PROJECT

MEDITERRANEAN VILLAGE at Ponce Circle

CLIENT

AGAVÉ PONCE LLC.
2801, 2901, 3001 PONCE DE LEON BOULEVARD

ISSUE DRAWING LOG

	6/30/14	BOARD OF ARCHITECTS
	7/28/14	BOARD OF ARCHITECTS
	9/26/14	PEER REVIEW
	10/23/14	BOARD OF ARCHITECTS
	1/28/15	PLANNING & ZONING

SEAL

SHEET IDENTIFICATION

TITLE

OVERALL ILLUSTRATIVE ON-SITE PUBLIC REALM PLAN

NUMBER

L-100

FILENAME:S14-Projects\6502 Old Spanish Village\CAD\MAV-L1L.DT
Submitted-2\L1L-Overall Illustrative Onsite Public Realm Planning

TIME: 10/23/2014 5:03 PM

APPENDIX B:
Methodology Correspondence

Kimley»Horn

To: Ms. Yamilet A. Senespleda, P.E.
Public Works Department
Engineering Division
City of Coral Gables

From: John J. McWilliams, P.E.

Cc: Eddie Avila
Mario Garcia-Serra, Esq.
Dan Freed, AIA

Date: May 13, 2014
Revised May 20, 2014

Subject: Old Spanish Village – Traffic Impact Analysis Methodology

This memorandum summarizes our traffic impact study methodology for the proposed mixed-use development known as Old Spanish Village. The project site is located in Coral Gables, Florida between Ponce De Leon Boulevard (west), Galiano Avenue (east), Sevilla Avenue (north) and Malaga Avenue (south). The proposed development plan provides for a mix of land uses. The following development plan is currently proposed:

- 255,000 square feet of retail space
- 210,000 square feet of office space
- 20 residential townhouses
- 214 high-rise residential condominiums
- 200-room hotel
- 27,000 square feet of restaurant
- 9,500 square-foot gym/fitness club
- 13,000 square-foot day care center
- 9-screen movie theatre

Primary access to the site is proposed via parking garage entrances/exits on Sevilla Avenue, Palermo Avenue and Malaga Avenue. Access to the residential condominiums/townhouses is proposed via an internal roadway network along the west side of the site. Additional drop-off/pick-up driveways are provided for the hotel, movie theatre, and other retail uses within the site. However, all parking is accessed via driveways along Sevilla, Palermo, and Malaga Avenues. The following study parameters are proposed:

Data Collection

Turning movement counts will be collected during the A.M. peak period (7 a.m. to 9 a.m.) and the P.M. peak period (4 p.m. to 6 p.m.) on a typical weekday (Tuesday, Wednesday, or Thursday). Turning movement counts will be conducted at the following nineteen (19) intersections:

- SW 22nd Street/Coral Way and Ponce De Leon Boulevard
- Andalusia Avenue and Ponce De Leon Boulevard
- Valencia Avenue and Ponce De Leon Boulevard
- Almeria Avenue and Ponce De Leon Boulevard
- Sevilla Avenue and Ponce De Leon Boulevard (Southbound)
- Sevilla Avenue and Ponce De Leon Boulevard (Northbound)
- Palermo Avenue and Ponce De Leon Boulevard (Southbound)
- Palermo Avenue and Ponce De Leon Boulevard (Northbound)
- Catalonia Avenue and Ponce De Leon Boulevard
- University Drive and Ponce De Leon Boulevard
- Malaga Avenue and Ponce De Leon Boulevard
- Sevilla Avenue and Le Jeune Road
- Catalonia Avenue and Le Jeune Road
- Palermo Avenue and Le Jeune Road
- University Drive and Le Jeune Road
- Valencia Avenue and Galiano Street
- Valencia Avenue and SW 37th Avenue
- Almeria Avenue and SW 37th Avenue
- Coconut Grove Drive and SW 37th Avenue

Turning movement counts performed previously as part of a previous analysis for the neighborhood east of the site will be utilized as part of this scope of services. All traffic counts will be adjusted to account for seasonality using the appropriate FDOT seasonal factors. Signal timing information will be obtained from Miami-Dade County Public Works and Waste Management Department – Traffic Signals and Signs Division. All background documentation collected will be provided in the Appendix of the traffic impact study. The locations of the proposed turning movement counts and the previously collected turning movement counts are provided in Figure 1 as Attachment A.

Trip Generation

A trip generation analysis was conducted using the Institute of Transportation Engineers (ITE) *Trip Generation*, 9th Edition for the proposed development plans. The analysis assumed the following ITE Land Use Codes (LUC):

- ITE LUC 820 – Shopping Center
- ITE LUC 710 – General Office Building
- ITE LUC 230 – Residential Condominium/Townhouse
- ITE LUC 232 – High-Rise Residential Condominium/Townhouse
- ITE LUC 310 – Hotel
- ITE LUC 492 – Health/Fitness Club
- ITE LUC 565 – Daycare Center
- ITE LUC 445 – Multiplex Movie Theatre

For purposes of trip generation calculations, the restaurant and retail uses were grouped together and treated as ITE LUC 820 – Shopping Center in order to provide the highest trip generation for the

proposed development. A portion of the trips generated by the development will be captured internally on the site. Internal capture trips were determined based upon values contained in the Institute of Transportation Engineers' (ITE), *Trip Generation Handbook*, June 2004. The internal capture rate for the proposed development ranged from 12.7 percent to 14.0 percent depending on the analysis period. Internal capture volumes were subtracted from the gross project trips to determine the external trips for the site. Refer to Attachment A for detailed trip generation calculations.

Additionally, a portion of the retail trips are considered pass-by trips rather than new trips on the roadway network. The Trip Generation Handbook documents pass-by trip reductions for ITE LUC 820. The applicable pass-by reduction rates were applied the external project trips. Refer to Attachment A for detailed trip generation calculations.

In addition, a 10 percent multimodal reduction factor was applied to the driveway volumes. This reduction factor is intended to capture the characteristics of the urban environment in which the project site is located. It is anticipated that area visitors/employees/residents and will travel to/from the site on foot, via bicycle, and on transit.

Table 1 summarizes the projected net new external vehicular trips associated with the proposed development. The trip generation calculations have been provided in Attachment B.

Table 1: Project Trip Generation Summary

Analysis Period	***Net New External Trips***		
	Entering	***Exiting***	***Total***
A.M. Peak Hour	504 vph	238 vph	743 vph
P.M. Peak Hour	546 vph	766 vph	1,312 vph

Trip Distribution

Trip distribution will be determined using the cardinal distribution from the appropriate Traffic Analysis Zone (TAZ) in the Miami-Dade County's MPO *2035 Cost Feasible Plan,* traffic characteristics within the study area, and the traffic calming plan within the residential neighborhood east of the site. The appropriate TAZ for this majority of this development is 1061. The traffic impact study will include graphics of the project traffic assignment for the project's driveways and the study intersections. The trip distribution has been provided in Attachment C.

Background Growth Rate/Major Committed Development

A background growth rate will be calculated based on historic growth trends at nearby Florida Department of Transportation (FDOT) traffic count stations. Additionally, growth rates based on Miami-Dade Metropolitan Planning Organization's (MPO) projected 2005 and 2035 model network volumes will be examined. Documentation will be provided in the Appendix of the traffic impact study.

This methodology assumes that any traffic impact studies for 'approved but not yet constructed' developments within the vicinity of the project site will be provided by the City in a timely manner to be included in the analysis.

Capacity Analysis

Capacity analyses will be conducted for the A.M. and P.M. peak hours for the twenty-two (22) study intersections and project driveways. Intersection analyses will be performed using *Synchro 8.0* traffic engineering analysis software which applies Highway Capacity Manual (HCM) 2010 methodology. Capacity analyses will be conducted for four (4) scenarios: existing, future without project, future with project assuming existing traffic calming and future with project assuming proposed traffic calming alternatives. The build-out year will be specified in the analysis. If intersection capacity deficiencies are identified, strategies and improvements may be developed to attain acceptable levels of service. Improvements such as providing bicycle parking facilities may be considered.

The following figures will be included for the study intersections:

- Existing conditions
- Trip distribution
- Trip assignment
- Future background traffic conditions (with growth rate and committed development traffic)
- Future total traffic conditions (with project)

Documentation

The results of the traffic analysis will be summarized in a report. The report will include supporting documents including signal timings, lane geometry, and software output sheets. The report will also include text and graphics necessary to summarize the assumptions and analysis. If intersection capacity deficiencies are identified, strategies and improvements will be developed to attain adopted levels of service.

A CD and electronic copy of the reports will be provided as part of the submittal package. Additionally, the Synchro analysis files will be provided on the CD. The submittal package will also include the latest site plan to scale.

Methodology Concurrence

Please note that if the City does not agree with the proposed traffic impact analysis methodology contained herein, *please respond with concerns by May 27, 2014*, so we will have adequate time to prepare the analysis.

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ATTACHMENT A

Kimley-Horn and Associates, Inc.

© 2014

Figure 1
Turning Movement Count Locations
Old Spanish Village
Coral Gables, Florida

ATTACHMENT B

WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Shopping Center	9	820	271	ksf	62%	38%	177	109	286	19.6%	56	143	87	230	29.2%	68	109	53	162
	2	Health/Fitness Club	9	492	9.5	ksf	50%	50%	7	7	14	42.9%	6	4	4	8	0.0%	0	4	4	8
	3	Multiplex Movie Theater	9	445	8	mov	50%	50%	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0 (1)
	4	Residential Condominium/Townhouse	9	230	15	du	17%	83%	2	9	11	54.5%	6	1	4	5	0.0%	0	1	4	5
	5	High-Rise Residential Condominium/Townhouse	9	232	214	du	19%	81%	17	74	91	23.1%	21	12	58	70	0.0%	0	12	58	70
	6	Hotel	9	310	184	room	59%	41%	58	40	98	24.5%	24	44	30	74	0.0%	0	44	30	74
	7	Day Care Center	9	565	12	ksf	53%	47%	77	69	146	1.4%	2	76	68	144	0.0%	0	76	68	144
	8	General Office Building	9	710	314	ksf	88%	12%	421	57	478	1.9%	9	417	52	469	0.0%	0	417	52	469
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
							Total:		759	365	1,124	11.0%	124	697	303	1,000	6.8%	68	663	269	932
																		10% Multimodal Reduction	66	27	93
							Notes:											Net New External Trips	**597**	**242**	**839**

ITE Land Use Code	Rate or Equation
820	LN(Y) = 0.61*LN(X)+2.24
492	Y=1.41(X)
445	Y=0(X)
230	LN(Y) = 0.8*LN(X)+0.26
232	Y=0.29*(X)+28.86
310	Y=0.53(X)
565	Y=12.18(X)
710	LN(Y) = 0.8*LN(X)+1.57

(1) No trip generation information available for AM peak hour. Manual rate of 0 trips assumed as this land use is not expected to generate trips during the AM peak hour.

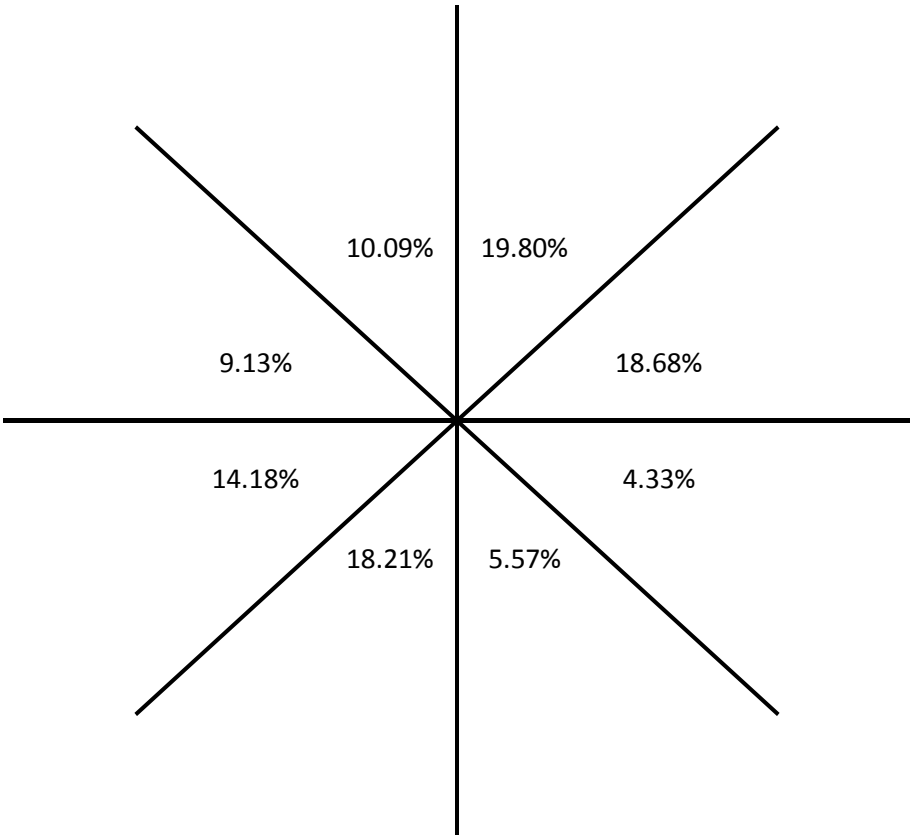
WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Shopping Center	9	820	271	ksf	48%	52%	561	607	1,168	10.2%	119	505	544	1,049	29.2%	306	352	391	743
	2	Health/Fitness Club	9	492	9.5	ksf	57%	43%	20	15	35	31.4%	11	14	10	24	0.0%	0	14	10	24
	3	Multiplex Movie Theater	9	445	8	mov	45%	55%	49	60	109	31.2%	34	35	40	75	0.0%	0	35	40	75
	4	Residential Condominium/Townhouse	9	230	15	du	67%	33%	9	4	13	38.5%	5	6	2	8	0.0%	0	6	2	8
	5	High-Rise Residential Condominium/Townhouse	9	232	214	du	62%	38%	55	33	88	39.8%	35	37	16	53	0.0%	0	37	16	53
	6	Hotel	9	310	184	room	51%	49%	56	54	110	30.0%	33	39	38	77	0.0%	0	39	38	77
	7	Day Care Center	9	565	12	ksf	47%	53%	70	78	148	5.4%	8	65	75	140	0.0%	0	65	75	140
	8	General Office Building	9	710	314	ksf	17%	83%	73	357	430	7.7%	33	53	344	397	0.0%	0	53	344	397
	9																				
	10																				
	11																				
	12																				
	13																				
	14																				
	15																				
							Total:		893	1,208	2,101	13.2%	278	754	1,069	1,823	16.8%	306	601	916	1,517
																		10% Multimodal Reduction	60	92	152
							Notes:											Net New External Trips	**541**	**824**	**1,365**

ITE Land Use Code	Rate or Equation
820	LN(Y) = 0.67*LN(X)+3.31
492	LN(Y) = 0.95*LN(X)+1.43
445	Y=13.64(X)
230	LN(Y) = 0.82*LN(X)+0.32
232	Y=0.34*(X)+15.47
310	Y=0.6(X)
565	Y=12.34(X)
710	Y=1.12*(X)+78.45

ATTACHMENT C

MIAMI-DADE 2035 DIRECTIONAL DISTRIBUTION SUMMARY											
			CARDINAL DIRECTIONS								
ORIGIN ZONE			NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
		PERCENT	17.2	12.09	0.64	1.72	13.22	21.61	14.39	19.12	
1055	3755	TRIPS	2210	1830	81	253	936	1424	1051	1445	9,230
		PERCENT	23.94	19.83	0.88	2.74	10.14	15.43	11.39	15.66	
1056	3756	TRIPS	1622	1625	203	475	593	1057	870	1114	7,559
		PERCENT	21.46	21.5	2.69	6.28	7.84	13.98	11.51	14.74	
1057	3757	TRIPS	1648	1761	257	575	1266	994	1083	1594	9,178
		PERCENT	17.96	19.19	2.8	6.26	13.79	10.83	11.8	17.37	
1058	3758	TRIPS	2337	2185	755	1163	2296	2156	1049	2603	14,544
		PERCENT	16.07	15.02	5.19	8	15.79	14.82	7.21	17.9	
1059	3759	TRIPS	2686	2755	994	818	2677	2716	1588	2476	16,710
		PERCENT	16.07	16.49	5.95	4.9	16.02	16.25	9.5	14.82	
1060	3760	TRIPS	1356	1033	260	209	1204	1296	902	1324	7,584
		PERCENT	17.88	13.62	3.43	2.76	15.88	17.09	11.89	17.46	
1061	3761	TRIPS	4150	3917	908	1168	3818	2973	1915	2115	20,964
		PERCENT	19.8	18.68	4.33	5.57	18.21	14.18	9.13	10.09	
1062	3762	TRIPS	1541	2387	563	612	1321	1133	953	927	9,437
		PERCENT	16.33	25.29	5.97	6.49	14	12.01	10.1	9.82	
1063	3763	TRIPS	662	1376	752	422	305	242	241	460	4,460
		PERCENT	14.84	30.85	16.86	9.46	6.84	5.43	5.4	10.31	
1064	3764	TRIPS	1605	844	274	231	847	816	1029	1142	6,788
		PERCENT	23.64	12.43	4.04	3.4	12.48	12.02	15.16	16.82	
1065	3765	TRIPS	635	410	207	151	617	384	468	817	3,689
		PERCENT	17.21	11.11	5.61	4.09	16.73	10.41	12.69	22.15	
1066	3766	TRIPS	673	548	250	141	730	789	542	1200	4,873
		PERCENT	13.81	11.25	5.13	2.89	14.98	16.19	11.12	24.63	
1067	3767	TRIPS	332	316	136	86	354	487	413	669	2,793
		PERCENT	11.89	11.31	4.87	3.08	12.67	17.44	14.79	23.95	
1068	3768	TRIPS	939	754	113	359	927	1323	1340	1157	6,912
		PERCENT	13.59	10.91	1.63	5.19	13.41	19.14	19.39	16.74	
1069	3769	TRIPS	902	415	187	0	325	580	453	1015	3,877
		PERCENT	23.27	10.7	4.82	0	8.38	14.96	11.68	26.18	
1070	3770	TRIPS	7275	1615	205	0	2303	7044	4924	7089	30,455
		PERCENT	23.89	5.3	0.67	0	7.56	23.13	16.17	23.28	
1071	3771	TRIPS	5307	2706	160	0	1718	3361	2294	4701	20,247
		PERCENT	26.21	13.36	0.79	0	8.49	16.6	11.33	23.22	
1072	3772	TRIPS	1779	128	12	14	268	358	286	676	3,521
		PERCENT	50.53	3.64	0.34	0.4	7.61	10.17	8.12	19.2	
1073	3773	TRIPS	520	31	4	0	55	128	156	585	1,479
		PERCENT	35.16	2.1	0.27	0	3.72	8.65	10.55	39.55	
1074	3774	TRIPS	850	574	14	38	381	475	242	795	3,369
		PERCENT	25.23	17.04	0.42	1.13	11.31	14.1	7.18	23.6	
1075	3775	TRIPS	767	463	14	0	292	664	331	1203	3,734
		PERCENT	20.54	12.4	0.37	0	7.82	17.78	8.86	32.22	
1076	3776	TRIPS	629	251	57	0	252	328	182	605	2,304
		PERCENT	27.3	10.89	2.47	0	10.94	14.24	7.9	26.26	
1077	3777	TRIPS	800	500	278	199	648	950	602	960	4,937
		PERCENT	16.2	10.13	5.63	4.03	13.13	19.24	12.19	19.45	
1078	3778	TRIPS	930	1020	49	44	301	542	362	1160	4,408
		PERCENT	21.1	23.14	1.11	1	6.83	12.3	8.21	26.32	
1079	3779	TRIPS	1150	935	732	469	1246	1410	536	1406	7,884
		PERCENT	14.59	11.86	9.28	5.95	15.8	17.88	6.8	17.83	
1080	3780	TRIPS	897	597	251	105	739	885	402	780	4,656
		PERCENT	19.27	12.82	5.39	2.26	15.87	19.01	8.63	16.75	
1081	3781	TRIPS	4328	2415	821	760	3038	2502	1290	1933	17,087
		PERCENT	25.33	14.13	4.8	4.45	17.78	14.64	7.55	11.31	
1082	3782	TRIPS	2186	883	33	152	496	698	421	1519	6,388
		PERCENT	34.22	13.82	0.52	2.38	7.76	10.93	6.59	23.78	
1083	3783	TRIPS	1276	466	35	37	304	639	534	818	4,109
		PERCENT	31.05	11.34	0.85	0.9	7.4	15.55	13	19.91	
1084	3784	TRIPS	213	60	2	20	13	30	29	67	434
		PERCENT	49.08	13.82	0.46	4.61	3	6.91	6.68	15.44	
1085	3785	TRIPS	305	207	46	28	31	79	24	84	804
		PERCENT	37.94	25.75	5.72	3.48	3.86	9.83	2.99	10.45	
1086	3786	TRIPS	2787	1004	54	445	2360	4765	1999	1683	15,097
		PERCENT	18.46	6.65	0.36	2.95	15.63	31.56	13.24	11.15	
1087	3787	TRIPS	653	281	32	179	224	284	206	228	2,087
		PERCENT	31.29	13.46	1.53	8.58	10.73	13.61	9.87	10.92	
1088	3788	TRIPS	1774	957	199	608	1053	1196	482	703	6,972


10.09%
19.80%
9.13%
18.68%
14.18%
4.33%
18.21%
5.57%

APPENDIX C:
Project Trip Generation

WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Shopping Center	9	820	242	ksf	62%	38%	166	101	267	21.8%	58	137	72	209	30.2%	64	105	40	145
	2	Health/Fitness Club	9	492	9.5	ksf	50%	50%	7	7	14	85.7%	12	1	1	2	0.0%	0	1	1	2
	3	Multiplex Movie Theater	9	445	8	mov	50%	50%	0	0	0	21.8%	0	0	0	0	0.0%	0	0	0	0 (1)
	4	Residential Condominium/Townhouse	9	230	15	du	17%	83%	2	9	11	27.5%	4	0	7	7	0.0%	0	0	7	7
	5	High-Rise Residential Condominium/Townhouse	9	232	214	du	19%	81%	17	74	91	27.5%	24	5	62	67	0.0%	0	5	62	67
	6	Hotel	9	310	184	room	59%	41%	58	40	98	29.6%	29	44	25	69	0.0%	0	44	25	69
	7	Day Care Center	9	565	12	ksf	53%	47%	77	69	146	11.6%	17	69	60	129	0.0%	0	69	60	129
	8	General Office Building	9	710	314	ksf	88%	12%	421	57	478	4.4%	21	411	46	457	0.0%	0	411	46	457
	9	Quality Restaurant	9	931	21.75	ksf	33%	67%	6	12	18	21.8%	4	4	10	14	44.0%	6	1	7	8
	10	High-Turnover (Sit-Down) Restaurant	9	932	7.25	ksf	55%	45%	43	35	78	21.8%	17	35	26	61	43.0%	26	22	13	35
	11																				
	12																				
	13																				
	14																				
	15																				
								Total:	797	404	1,201	15.5%	186	706	309	1,015	9.5%	96	658	261	919
																		6% Multimodal Reduction	39	16	55
																		Net New External Trips	**619**	**245**	**864**

ITE Land Use Code	Rate or Equation
820	LN(Y) = 0.61*LN(X)+2.24
492	Y=1.41(X)
445	Y=0(X)
230	LN(Y) = 0.8*LN(X)+0.26
232	Y=0.29*(X)+28.86
310	Y=0.53(X)
565	Y=12.18(X)
710	LN(Y) = 0.8*LN(X)+1.57
931	Y=0.81(X)
932	Y=10.81(X)

Notes:

(1) No trip generation information available for AM peak hour. Manual rate of 0 trips assumed as this land use is not expected to generate trips during the AM peak hour.

WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Shopping Center	9	820	242	ksf	48%	52%	520	563	1,083	8.9%	96	472	515	987	30.2%	298	323	366	689
	2	Health/Fitness Club	9	492	9.5	ksf	57%	43%	20	15	35	54.3%	20	10	5	15	0.0%	0	10	5	15
	3	Multiplex Movie Theater	9	445	8	mov	45%	55%	49	60	109	8.9%	10	44	55	99	0.0%	0	44	55	99
	4	Residential Condominium/Townhouse	9	230	15	du	67%	33%	9	4	13	30.7%	4	7	2	9	0.0%	0	7	2	9
	5	High-Rise Residential Condominium/Townhouse	9	232	214	du	62%	38%	55	33	88	30.7%	28	41	19	60	0.0%	0	41	19	60
	6	Hotel	9	310	184	room	51%	49%	56	54	110	30.9%	34	39	37	76	0.0%	0	39	37	76
	7	Day Care Center	9	565	12	ksf	47%	53%	70	78	148	26.4%	38	51	59	110	0.0%	0	51	59	110
	8	General Office Building	9	710	314	ksf	17%	83%	73	357	430	10.7%	46	50	334	384	0.0%	0	50	334	384
	9	Quality Restaurant	9	931	21.75	ksf	67%	33%	109	54	163	8.9%	14	102	47	149	44.0%	66	69	14	83
	10	High-Turnover (Sit-Down) Restaurant	9	932	7.25	ksf	60%	40%	43	28	71	8.9%	6	40	25	65	43.0%	28	26	11	37
	11																				
	12																				
	13																				
	14																				
	15																				
								Total:	1,004	1,246	2,250	13.2%	296	856	1,098	1,954	20.1%	392	660	902	1,562
																		6% Multimodal Reduction	40	54	94
																		Net New External Trips	**620**	**848**	**1,468**

ITE Land Use Code	Rate or Equation
820	LN(Y) = 0.67*LN(X)+3.31
492	LN(Y) = 0.95*LN(X)+1.43
445	Y=13.64(X)
230	LN(Y) = 0.82*LN(X)+0.32
232	Y=0.34*(X)+15.47
310	Y=0.6(X)
565	Y=12.34(X)
710	Y=1.12*(X)+78.45
931	Y=7.49(X)
932	Y=9.85(X)

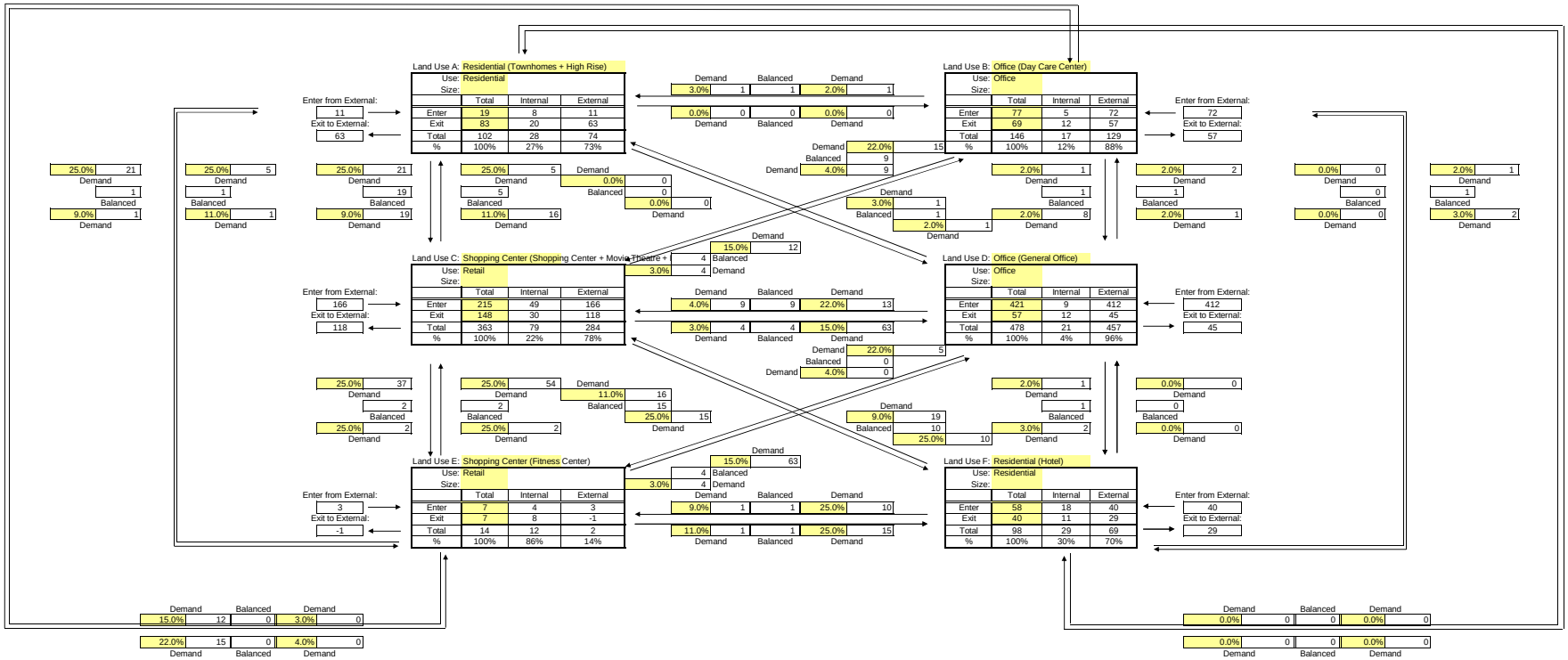
Notes:

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(ITE, Chapter 7, *Trip Generation Handbook*, 2nd Edition, June 2004)

Analysis Period: PM____, Daily____, AM __X__.
Analyst:
Date:

Project Number:
Project Name:
Scenario:
Task Number:



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A	B	C	D	E	F	Total
	Residential (Townhome	Office (Da	Shopping Ce	Office (Gen	Shopping C	Residential (H	
Enter	11	72	166	412	3	40	704
Exit	63	57	118	45	-1	29	311
Total	74	129	284	457	2	69	**1,015**
Single Use Trip Gen Estimate	102	146	363	478	14	98	**1,201**
	27.45%	11.64%	21.76%	4.39%	85.71%	29.59%	

Internal Capture = 15.49%

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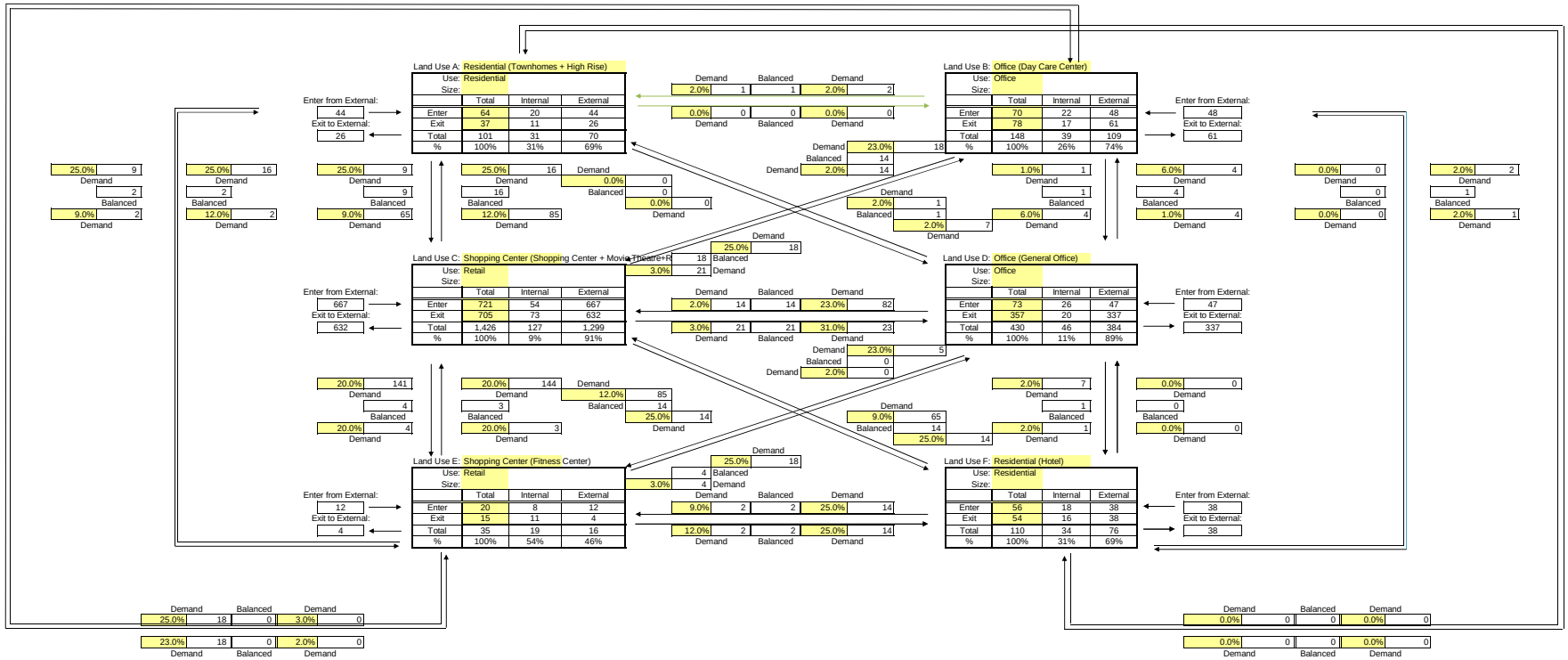
Print Date = 01/26/15
Print Time = 12:24 PM

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET

(ITE, Chapter 7, *Trip Generation Handbook*, 2nd Edition, June 2004)

Analysis Period: PM__X__, Daily____, AM _____.
Analyst:
Date:

Project Number:
Project Name:
Scenario:
Task Number:



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use A	B	C	D	E	F	Total
	Residential (Townhome	Office (Da	Shopping Ce	Office (Gen	Shopping C	Residential (I	
Enter	44	48	667	47	12	38	856
Exit	26	61	632	337	4	38	1,098
Total	70	109	1,299	384	16	76	**1,954**
Single Use Trip Gen Estimate	101	148	1,426	430	35	110	**2,250**
	30.69%	26.35%	8.91%	10.70%	54.29%	30.91%	

Internal Capture = 13.16%

File Name = k:\ftl_tpto\043567000-old spanish village\calcs\trip generation\sample\[ic 6 uses pm_12-30-2014_capped.xls]6 lu
Print Date = 01/26/15
Print Time = 12:23 PM

APPENDIX D:
Traffic Data

Peak Season Factor

2013 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8701 MIAMI-DADE SOUTH

MOCF: 0.99

WEEK	DATES	SF	PSCF
1	01/01/2013 - 01/05/2013	0.99	1.00
2	01/06/2013 - 01/12/2013	1.00	1.01
3	01/13/2013 - 01/19/2013	1.02	1.03
4	01/20/2013 - 01/26/2013	1.01	1.02
5	01/27/2013 - 02/02/2013	1.00	1.01
* 6	02/03/2013 - 02/09/2013	0.99	1.00
* 7	02/10/2013 - 02/16/2013	0.99	1.00
* 8	02/17/2013 - 02/23/2013	0.98	0.99
* 9	02/24/2013 - 03/02/2013	0.98	0.99
*10	03/03/2013 - 03/09/2013	0.99	1.00
*11	03/10/2013 - 03/16/2013	0.99	1.00
*12	03/17/2013 - 03/23/2013	0.99	1.00
*13	03/24/2013 - 03/30/2013	0.99	1.00
*14	03/31/2013 - 04/06/2013	0.99	1.00
*15	04/07/2013 - 04/13/2013	0.99	1.00
*16	04/14/2013 - 04/20/2013	0.99	1.00
*17	04/21/2013 - 04/27/2013	1.00	1.01
*18	04/28/2013 - 05/04/2013	1.00	1.01
19	05/05/2013 - 05/11/2013	1.01	1.02
20	05/12/2013 - 05/18/2013	1.01	1.02
21	05/19/2013 - 05/25/2013	1.01	1.02
22	05/26/2013 - 06/01/2013	1.01	1.02
23	06/02/2013 - 06/08/2013	1.01	1.02
24	06/09/2013 - 06/15/2013	1.01	1.02
25	06/16/2013 - 06/22/2013	1.01	1.02
26	06/23/2013 - 06/29/2013	1.02	1.03
27	06/30/2013 - 07/06/2013	1.03	1.04
28	07/07/2013 - 07/13/2013	1.04	1.05
29	07/14/2013 - 07/20/2013	1.04	1.05
30	07/21/2013 - 07/27/2013	1.04	1.05
31	07/28/2013 - 08/03/2013	1.03	1.04
32	08/04/2013 - 08/10/2013	1.02	1.03
33	08/11/2013 - 08/17/2013	1.01	1.02
34	08/18/2013 - 08/24/2013	1.00	1.01
35	08/25/2013 - 08/31/2013	1.01	1.02
36	09/01/2013 - 09/07/2013	1.01	1.02
37	09/08/2013 - 09/14/2013	1.01	1.02
38	09/15/2013 - 09/21/2013	1.01	1.02
39	09/22/2013 - 09/28/2013	1.01	1.02
40	09/29/2013 - 10/05/2013	1.00	1.01
41	10/06/2013 - 10/12/2013	1.00	1.01
42	10/13/2013 - 10/19/2013	0.99	1.00
43	10/20/2013 - 10/26/2013	0.99	1.00
44	10/27/2013 - 11/02/2013	1.00	1.01
45	11/03/2013 - 11/09/2013	1.00	1.01
46	11/10/2013 - 11/16/2013	1.00	1.01
47	11/17/2013 - 11/23/2013	1.00	1.01
48	11/24/2013 - 11/30/2013	1.00	1.01
49	12/01/2013 - 12/07/2013	0.99	1.00
50	12/08/2013 - 12/14/2013	0.99	1.00
51	12/15/2013 - 12/21/2013	0.99	1.00
52	12/22/2013 - 12/28/2013	1.00	1.01
53	12/29/2013 - 12/31/2013	1.02	1.03

* PEAK SEASON

Turning Movement Counts

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

MIRACLE MILE & PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA
COUNTED BY: WAYNE ASSAM
SIGNALIZED

Site Code : 00140106
Start Date: 05/15/14
File I.D. : 22ST_PDL
Page : 1

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				MIRACLE MILE From East				PONCE DE LEON BOULEVARD From South				MIRACLE MILE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																	
07:00	0	5	39	4	0	20	96	3	0	1	36	10	1	14	176	8	413
07:15	0	8	47	3	0	17	109	8	0	4	55	22	0	17	195	13	498
07:30	0	3	43	5	0	19	147	8	0	7	48	16	0	16	235	10	557
07:45	0	2	60	5	0	26	149	7	0	5	88	12	0	25	223	10	612
Hr Total	0	18	189	17	0	82	501	26	0	17	227	60	1	72	829	41	2080
08:00	0	13	78	12	0	35	171	8	0	5	79	17	0	28	180	15	641
08:15	0	5	77	7	0	40	172	20	0	4	83	14	0	33	211	15	681
08:30	0	11	94	10	0	45	160	18	0	12	80	17	0	27	172	20	666
08:45	0	8	94	14	0	48	164	23	0	6	96	15	0	40	184	17	709
Hr Total	0	37	343	43	0	168	667	69	0	27	338	63	0	128	747	67	2697
* BREAK *																	
16:00	0	22	86	31	0	27	185	17	0	16	97	35	0	16	106	15	653
16:15	0	25	80	21	0	21	188	14	1	14	73	29	0	10	95	13	584
16:30	0	22	95	24	0	20	199	22	0	13	118	19	0	13	138	10	693
16:45	1	29	96	25	1	24	200	14	0	10	103	34	0	9	122	9	677
Hr Total	1	98	357	101	1	92	772	67	1	53	391	117	0	48	461	47	2607
17:00	0	18	123	23	0	20	208	11	0	22	114	34	0	19	114	12	718
17:15	0	33	106	20	0	27	191	19	0	13	116	30	0	15	124	13	707
17:30	0	28	101	20	0	24	200	16	0	17	125	28	0	18	133	7	717
17:45	0	29	107	16	0	34	198	19	0	21	95	38	0	17	118	18	710
Hr Total	0	108	437	79	0	105	797	65	0	73	450	130	0	69	489	50	2852
TOTAL	1	261	1326	240	1	447	2737	227	1	170	1406	370	1	317	2526	205	10236

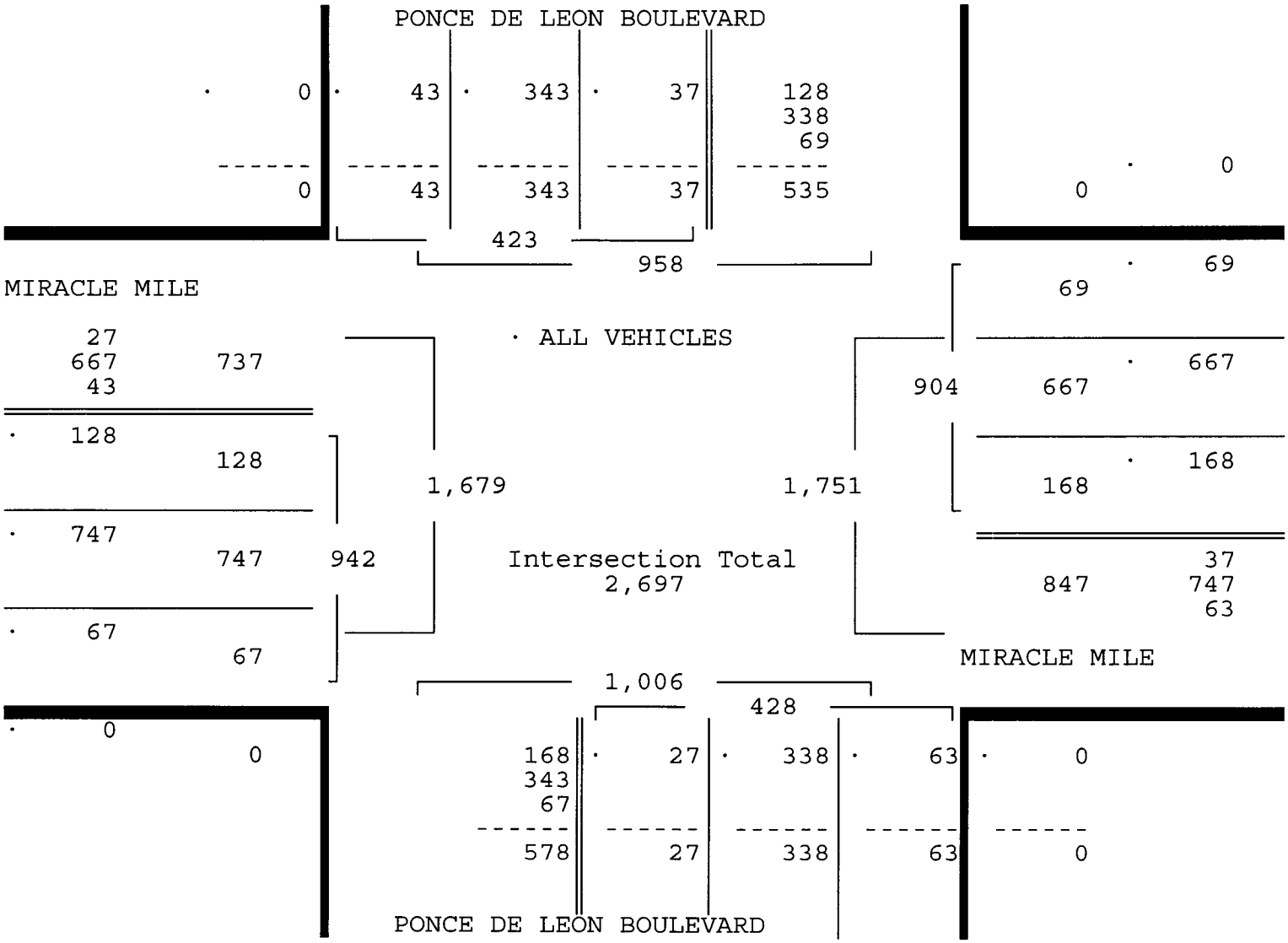
MIRACLE MILE & PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA
COUNTED BY: WAYNE ASSAM
SIGNALIZED

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

Site Code : 00140106
Start Date: 05/15/14
File I.D. : 22ST_PDL
Page : 2

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				MIRACLE MILE From East				PONCE DE LEON BOULEVARD From South				MIRACLE MILE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/15/14																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	37	343	43	0	168	667	69	0	27	338	63	0	128	747	67	
Percent	0%	9%	81%	10%	0%	19%	74%	8%	0%	6%	79%	15%	0%	14%	79%	7%	
Pk total	423				904				428				942				
Highest	08:45				08:45				08:45				08:15				
Volume	0	8	94	14	0	48	164	23	0	6	96	15	0	33	211	15	
Hi total	116				235				117				259				
PHF	.91				.96				.91				.91				



Traffic Survey Specialists, Inc.
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Delray Beach, Florida 33444
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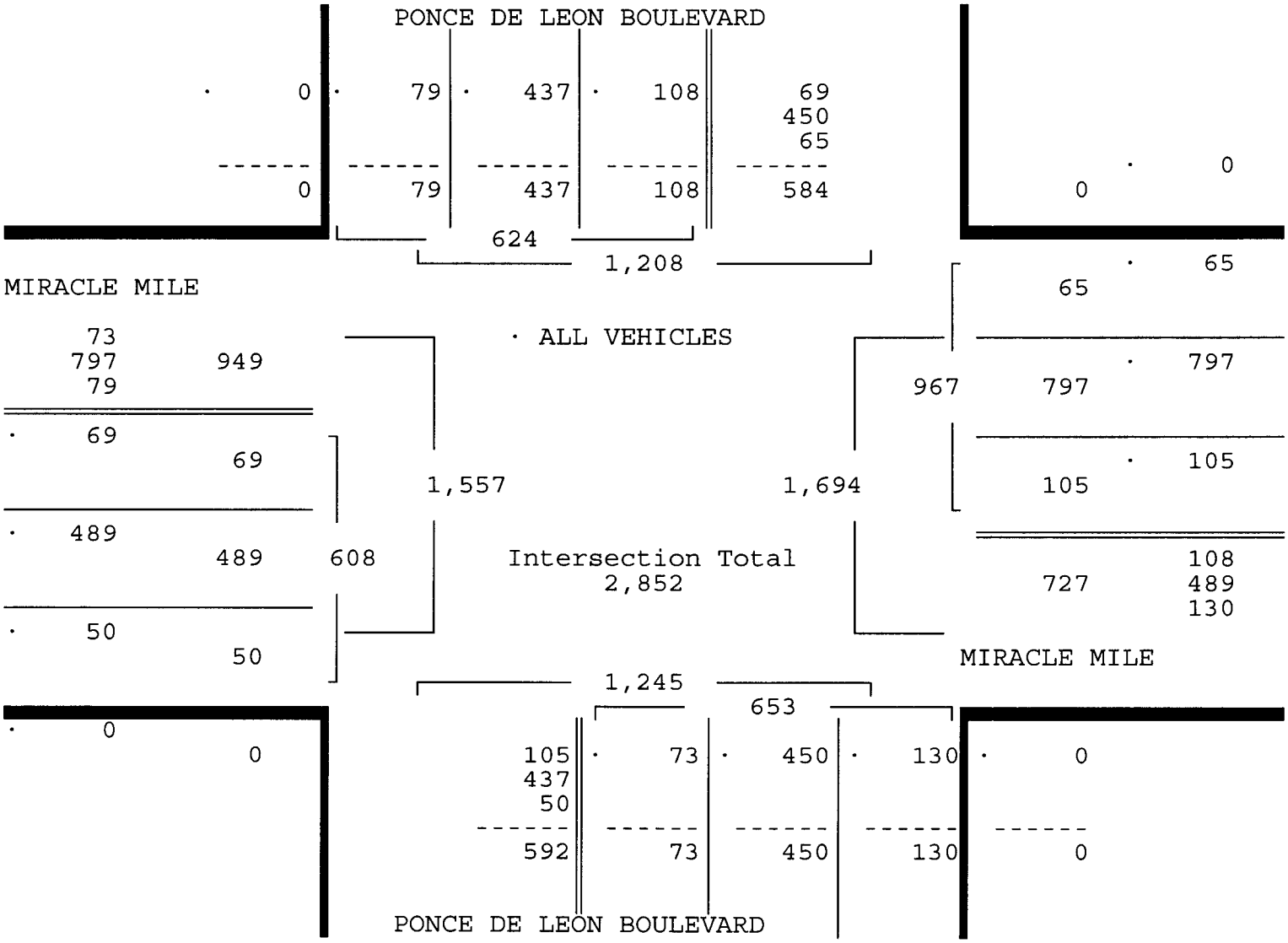
MIRACLE MILE & PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA
COUNTED BY: WAYNE ASSAM
SIGNALIZED

Site Code : 00140106
Start Date: 05/15/14
File I.D. : 22ST_PDL
Page : 3

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				MIRACLE MILE From East				PONCE DE LEON BOULEVARD From South				MIRACLE MILE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/15/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	108	437	79	0	105	797	65	0	73	450	130	0	69	489	50	
Percent	0%	17%	70%	13%	0%	11%	82%	7%	0%	11%	69%	20%	0%	11%	80%	8%	
Pk total	624				967				653				608				
Highest	17:00				17:45				17:00				17:30				
Volume	0	18	123	23	0	34	198	19	0	22	114	34	0	18	133	7	
Hi total	164				251				170				158				
PHF	.95				.96				.96				.96				



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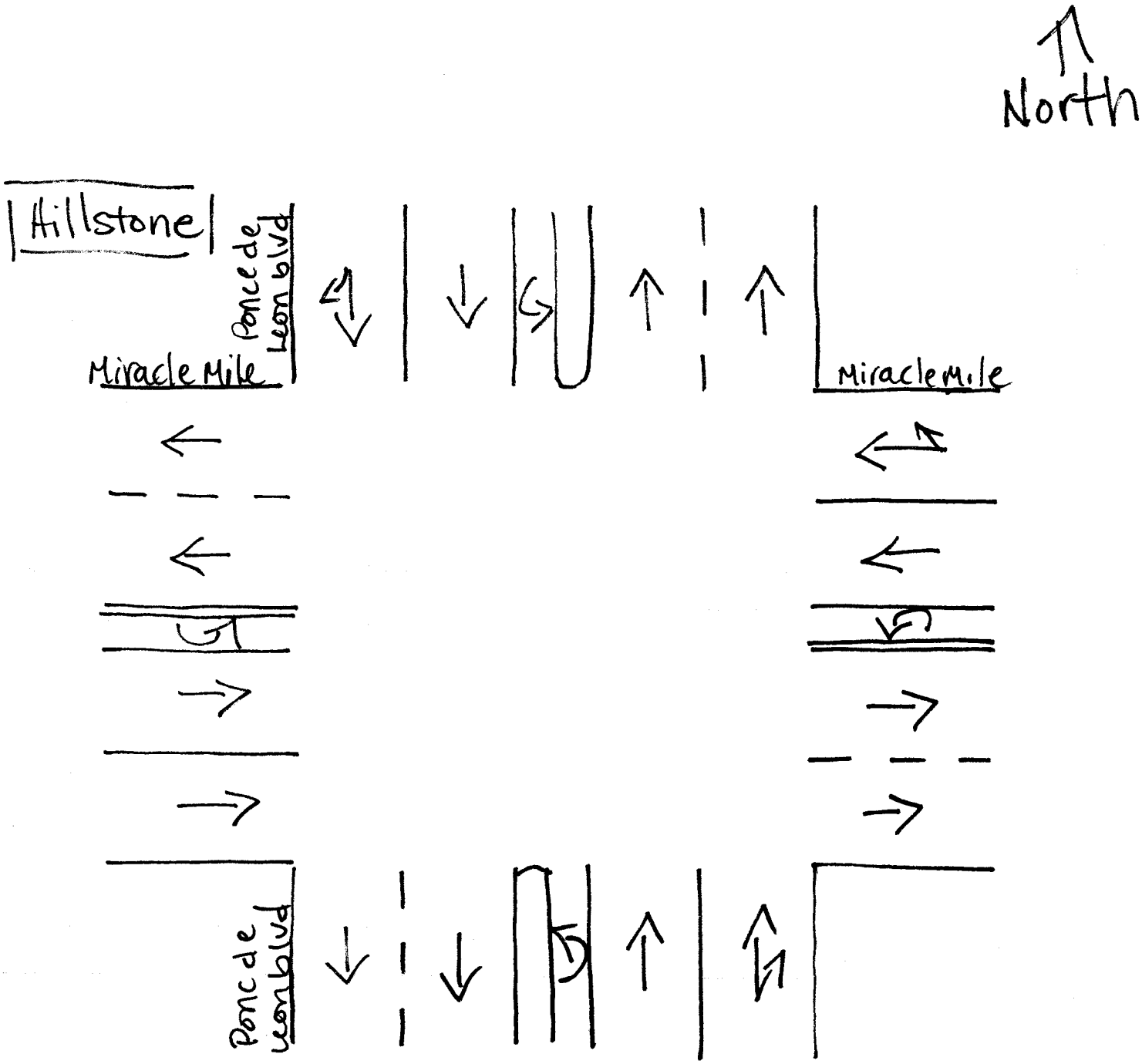
MIRACLE MILE & PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA
COUNTED BY: WAYNE ASSAM
SIGNALIZED

Site Code : 00140106
Start Date: 05/15/14
File I.D. : 22ST_PDL
Page : 1

PEDESTRIANS

	PONCE DE LEON BOULEVARD From North				MIRACLE MILE From East				PONCE DE LEON BOULEVARD From South				MIRACLE MILE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 05/15/14																	
07:00	0	0	0	1	0	0	0	4	0	0	0	16	0	0	0	4	25
07:15	0	0	0	4	0	0	0	1	0	0	0	12	0	0	0	3	20
07:30	0	0	0	13	0	0	0	1	0	0	0	8	0	0	0	14	36
07:45	0	0	0	6	0	0	0	3	0	0	0	23	0	0	0	11	43
Hr Total	0	0	0	24	0	0	0	9	0	0	0	59	0	0	0	32	124
08:00	0	0	0	4	0	0	0	6	0	0	0	17	0	0	0	11	38
08:15	0	0	0	2	0	0	0	8	0	0	0	19	0	0	0	19	48
08:30	0	0	0	19	0	0	0	6	0	0	0	18	0	0	0	34	77
08:45	0	0	0	6	0	0	0	4	0	0	0	30	0	0	0	26	66
Hr Total	0	0	0	31	0	0	0	24	0	0	0	84	0	0	0	90	229
* BREAK *																	
16:00	0	0	0	23	0	0	0	9	0	0	0	12	0	0	0	6	50
16:15	0	0	0	13	0	0	0	8	0	0	0	33	0	0	0	4	58
16:30	0	0	0	11	0	0	0	9	0	0	0	25	0	0	0	16	61
16:45	0	0	0	8	0	0	0	5	0	0	0	11	0	0	0	11	35
Hr Total	0	0	0	55	0	0	0	31	0	0	0	81	0	0	0	37	204
17:00	0	0	0	11	0	0	0	19	0	0	0	23	0	0	0	15	68
17:15	0	0	0	16	0	0	0	9	0	0	0	25	0	0	0	5	55
17:30	0	0	0	11	0	0	0	20	0	0	0	28	0	0	0	1	60
17:45	0	0	0	40	0	0	0	15	0	0	0	38	0	0	0	26	119
Hr Total	0	0	0	78	0	0	0	63	0	0	0	114	0	0	0	47	302
TOTAL	0	0	0	188	0	0	0	127	0	0	0	338	0	0	0	206	859



Coral Gables, Florida
May 14, 2014
drawn by: Luis Palomino
signalized

ANDALUSIA AVENUE & PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: WAYNE ASSAM
SIGNALIZED

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

Site Code : 00140106
Start Date: 05/14/14
File I.D. : ANDA_PDL
Page : 1

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				ANDALUSIA AVENUE From East				PONCE DE LEON BOULEVARD From South				ANDALUSIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
07:00	0	7	77	0	0	0	0	0	0	0	76	9	0	5	60	6	240
07:15	1	7	57	0	0	0	0	0	0	0	76	18	0	12	68	8	247
07:30	0	10	73	0	0	0	0	0	0	0	76	16	0	5	99	13	292
07:45	0	10	86	0	0	0	0	0	0	0	78	17	0	16	115	11	333
Hr Total	1	34	293	0	0	0	0	0	0	0	306	60	0	38	342	38	1112
08:00	1	14	113	0	0	0	0	0	0	0	90	33	0	19	120	15	405
08:15	0	16	104	0	0	0	0	0	0	0	101	34	0	13	157	19	444
08:30	0	26	143	0	0	0	0	0	0	0	99	28	0	15	157	26	494
08:45	1	24	130	0	0	0	0	0	0	0	103	25	0	13	161	26	483
Hr Total	2	80	490	0	0	0	0	0	0	0	393	120	0	60	595	86	1826
* BREAK *																	
16:00	0	12	130	0	0	0	0	0	0	0	121	18	0	30	82	34	427
16:15	0	14	123	0	0	0	0	0	0	0	126	25	0	33	98	20	439
16:30	1	15	121	0	0	0	0	0	0	0	129	31	0	24	91	25	437
16:45	0	21	128	0	0	0	0	0	0	0	145	35	0	22	102	24	477
Hr Total	1	62	502	0	0	0	0	0	0	0	521	109	0	109	373	103	1780
17:00	0	7	139	0	0	0	0	0	0	0	168	20	0	17	110	34	495
17:15	2	18	153	0	0	0	0	0	0	0	150	25	0	19	104	33	504
17:30	0	14	145	0	0	0	0	0	0	0	146	21	0	15	103	23	467
17:45	1	15	147	0	0	0	0	0	0	0	142	41	0	15	92	24	477
Hr Total	3	54	584	0	0	0	0	0	0	0	606	107	0	66	409	114	1943
TOTAL	7	230	1869	0	0	0	0	0	0	0	1826	396	0	273	1719	341	6661

ANDALUSIA AVENUE & PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: WAYNE ASSAM
SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
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Site Code : 00140106
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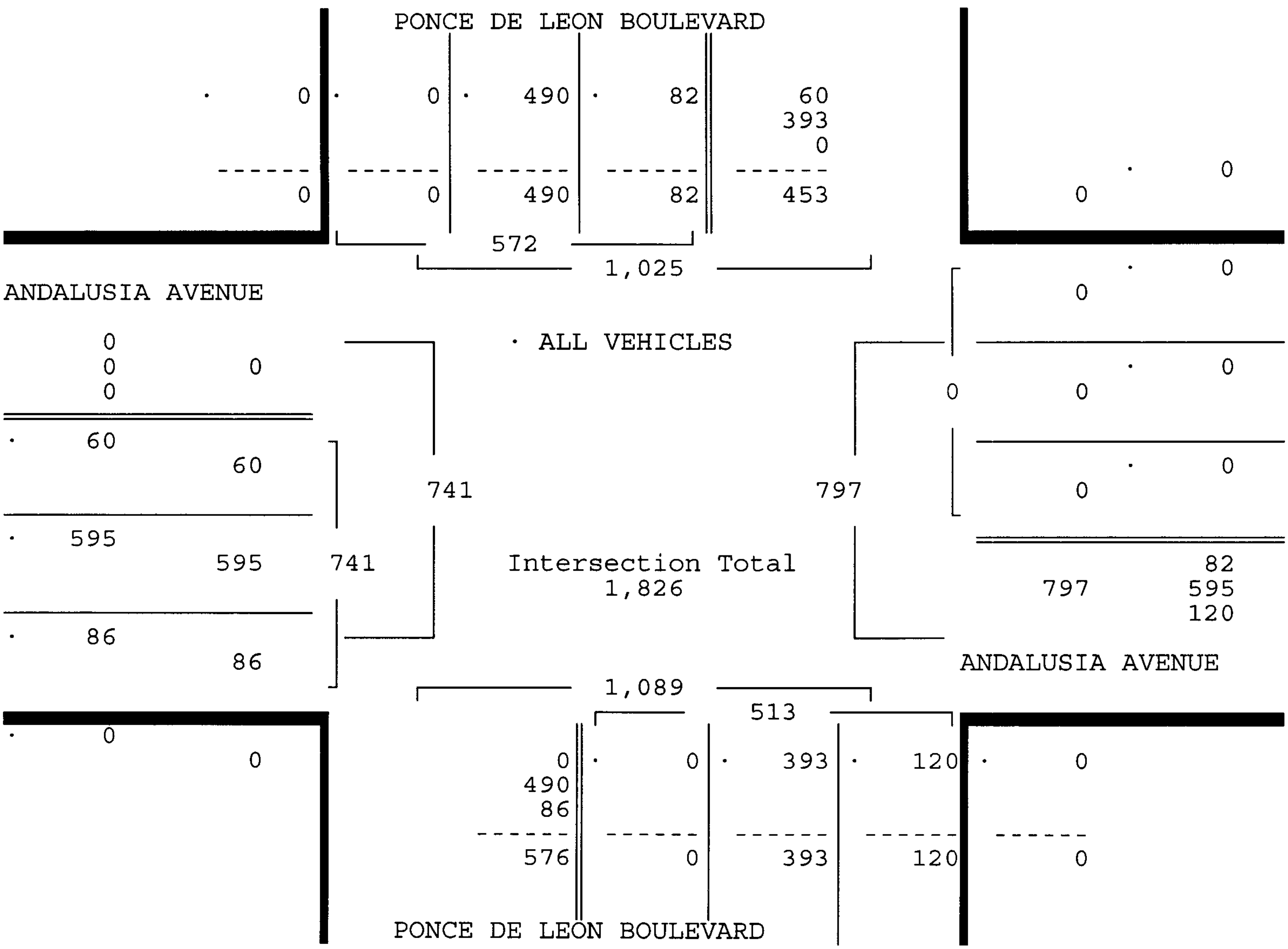
ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				ANDALUSIA AVENUE From East				PONCE DE LEON BOULEVARD From South				ANDALUSIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/14/14																	
Peak start	08:00				08:00				08:00				08:00				
Volume	2	80	490	0	0	0	0	0	0	0	393	120	0	60	595	86	
Percent	0%	14%	86%	0%	0%	0%	0%	0%	0%	0%	77%	23%	0%	8%	80%	12%	
Pk total	572				0				513				741				
Highest	08:30				07:00				08:15				08:45				
Volume	0	26	143	0	0	0	0	0	0	0	101	34	0	13	161	26	
Hi total	169				0				135				200				
PHF	.85				.0				.95				.93				



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ANDALUSIA AVENUE & PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: WAYNE ASSAM
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Site Code : 00140106
Start Date: 05/14/14
File I.D. : ANDA_PDL
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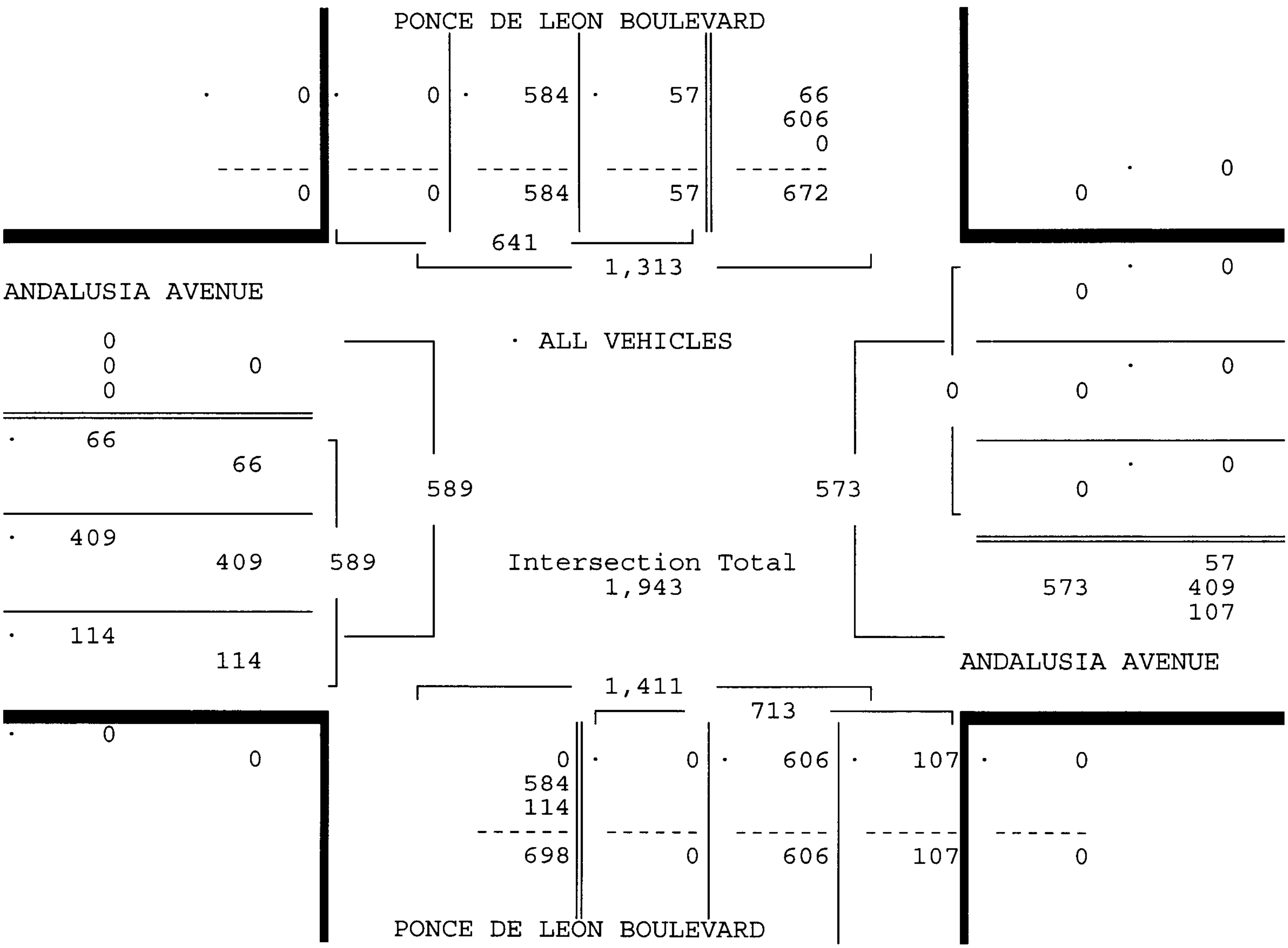
ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				ANDALUSIA AVENUE From East				PONCE DE LEON BOULEVARD From South				ANDALUSIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/14/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	3	54	584	0	0	0	0	0	0	0	606	107	0	66	409	114	
Percent	0%	8%	91%	0%	0%	0%	0%	0%	0%	0%	85%	15%	0%	11%	69%	19%	
Pk total	641				0				713				589				
Highest	17:15				07:00				17:00				17:00				
Volume	2	18	153	0	0	0	0	0	0	0	168	20	0	17	110	34	
Hi total	173				0				188				161				
PHF	.93				.0				.95				.91				



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ANDALUSIA AVENUE & PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: WAYNE ASSAM
SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : ANDA_PDL
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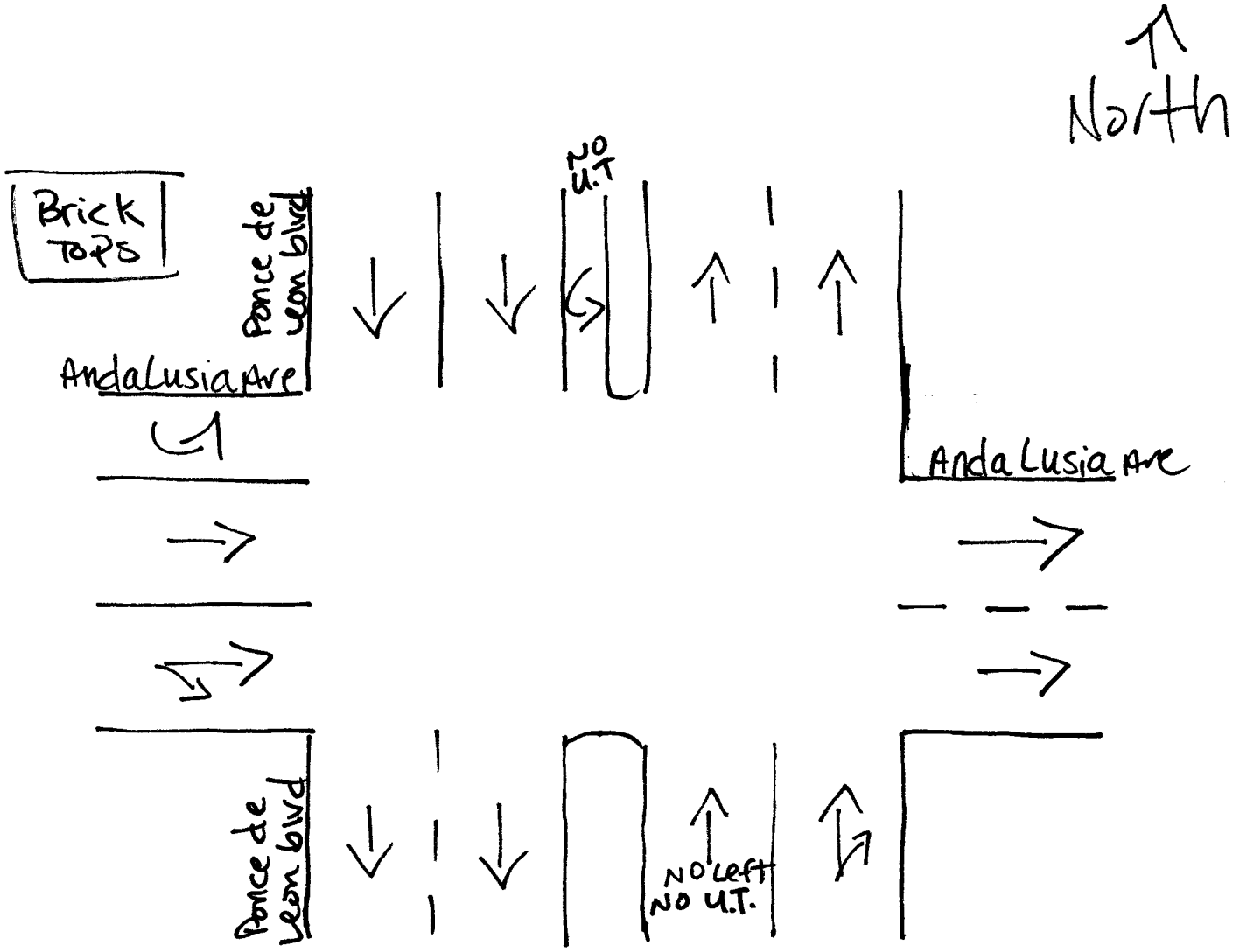
PEDESTRIANS

	PONCE DE LEON BOULEVARD From North				ANDALUSIA AVENUE From East				PONCE DE LEON BOULEVARD From South				ANDALUSIA AVENUE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 05/14/14																	
07:00	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	7	11
07:15	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	6	10
07:30	0	0	0	1	0	0	0	1	0	0	0	5	0	0	0	5	12
07:45	0	0	0	1	0	0	0	8	0	0	0	6	0	0	0	5	20
Hr Total	0	0	0	4	0	0	0	10	0	0	0	16	0	0	0	23	53
08:00	0	0	0	3	0	0	0	10	0	0	0	5	0	0	0	6	24
08:15	0	0	0	2	0	0	0	29	0	0	0	1	0	0	0	8	40
08:30	0	0	0	6	0	0	0	7	0	0	0	4	0	0	0	12	29
08:45	0	0	0	4	0	0	0	11	0	0	0	8	0	0	0	6	29
Hr Total	0	0	0	15	0	0	0	57	0	0	0	18	0	0	0	32	122
* BREAK *																	
16:00	0	0	0	9	0	0	0	9	0	0	0	9	0	0	0	14	41
16:15	0	0	0	15	0	0	0	17	0	0	0	5	0	0	0	7	44
16:30	0	0	0	18	0	0	0	21	0	0	0	10	0	0	0	12	61
16:45	0	0	0	3	0	0	0	14	0	0	0	7	0	0	0	13	37
Hr Total	0	0	0	45	0	0	0	61	0	0	0	31	0	0	0	46	183
17:00	0	0	0	11	0	0	0	16	0	0	0	8	0	0	0	21	56
17:15	0	0	0	11	0	0	0	14	0	0	0	12	0	0	0	8	45
17:30	0	0	0	5	0	0	0	20	0	0	0	13	0	0	0	10	48
17:45	0	0	0	7	0	0	0	15	0	0	0	9	0	0	0	18	49
Hr Total	0	0	0	34	0	0	0	65	0	0	0	42	0	0	0	57	198
TOTAL	0	0	0	98	0	0	0	193	0	0	0	107	0	0	0	158	556



Coral Gables, Florida
May 14, 2014
drawn by: Luis Palomino
Signalized

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VALENCIA AVENUE & PONCE DE
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: REY LOPEZ
SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : VALE_PDL
Page : 1

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				VALENCIA AVENUE From East				PONCE DE LEON BOULEVARD From South				VALENCIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
07:00	0	0	71	9	0	3	20	1	0	8	86	0	0	0	0	0	198
07:15	0	0	52	9	0	6	10	6	0	8	96	0	0	0	0	0	187
07:30	0	0	77	17	0	4	27	4	0	5	88	0	0	0	0	0	222
07:45	0	0	75	21	0	6	28	10	1	9	90	0	0	0	0	0	240
Hr Total	0	0	275	56	0	19	85	21	1	30	360	0	0	0	0	0	847
08:00	0	0	107	23	0	7	32	10	0	7	112	0	0	0	0	0	298
08:15	0	0	98	23	0	9	35	6	0	10	128	0	0	0	0	0	309
08:30	0	0	124	41	0	14	37	6	0	4	124	0	0	0	0	0	350
08:45	0	0	137	32	0	9	47	8	0	7	127	0	0	0	0	0	367
Hr Total	0	0	466	119	0	39	151	30	0	28	491	0	0	0	0	0	1324
* BREAK *																	
16:00	0	0	119	34	0	17	60	15	0	12	126	0	0	0	0	0	383
16:15	0	0	114	34	0	15	85	16	1	9	143	0	0	0	0	0	417
16:30	0	0	129	28	0	26	106	30	1	21	131	0	0	0	0	0	472
16:45	0	0	116	40	0	26	127	40	0	18	142	0	0	0	0	0	509
Hr Total	0	0	478	136	0	84	378	101	2	60	542	0	0	0	0	0	1781
17:00	0	0	134	38	0	31	136	39	0	27	152	0	0	0	0	0	557
17:15	0	0	146	36	0	34	170	25	0	15	183	0	0	0	0	0	609
17:30	0	0	133	39	0	21	143	26	0	21	151	0	0	0	0	0	534
17:45	1	0	139	35	0	21	137	30	0	15	153	0	0	0	0	0	531
Hr Total	1	0	552	148	0	107	586	120	0	78	639	0	0	0	0	0	2231
TOTAL	1	0	1771	459	0	249	1200	272	3	196	2032	0	0	0	0	0	6183

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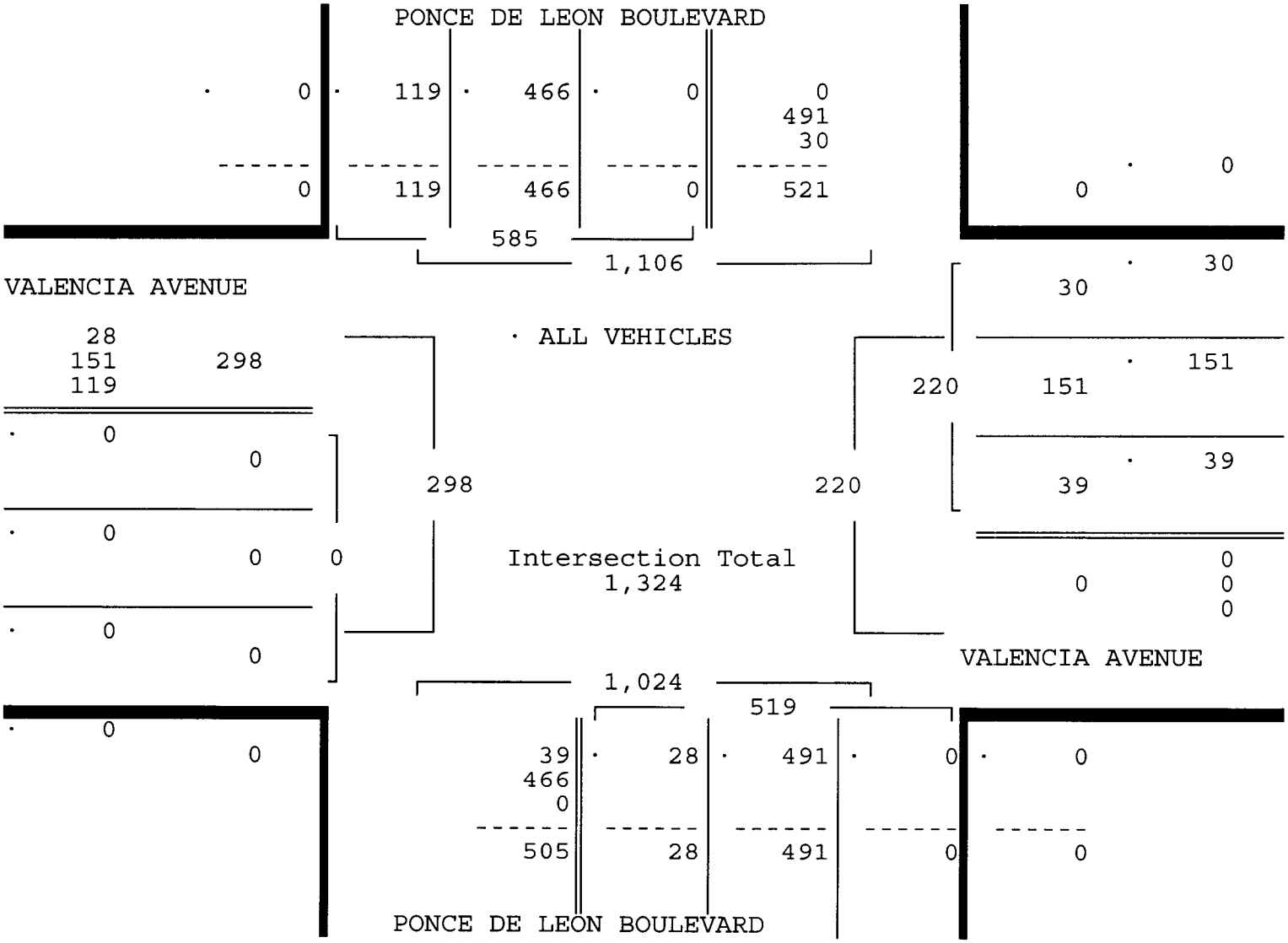
VALENCIA AVENUE & PONCE DE
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: REY LOPEZ
SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : VALE_PDL
Page : 2

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				VALENCIA AVENUE From East				PONCE DE LEON BOULEVARD From South				VALENCIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/14/14																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	0	466	119	0	39	151	30	0	28	491	0	0	0	0	0	
Percent	0%	0%	80%	20%	0%	18%	69%	14%	0%	5%	95%	0%	0%	0%	0%	0%	
Pk total	585				220				519				0				
Highest	08:45				08:45				08:15				07:00				
Volume	0	0	137	32	0	9	47	8	0	10	128	0	0	0	0	0	
Hi total	169				64				138				0				
PHF	.87				.86				.94				.0				



VALENCIA AVENUE & PONCE DE
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: REY LOPEZ
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624 Gardenia Terrace
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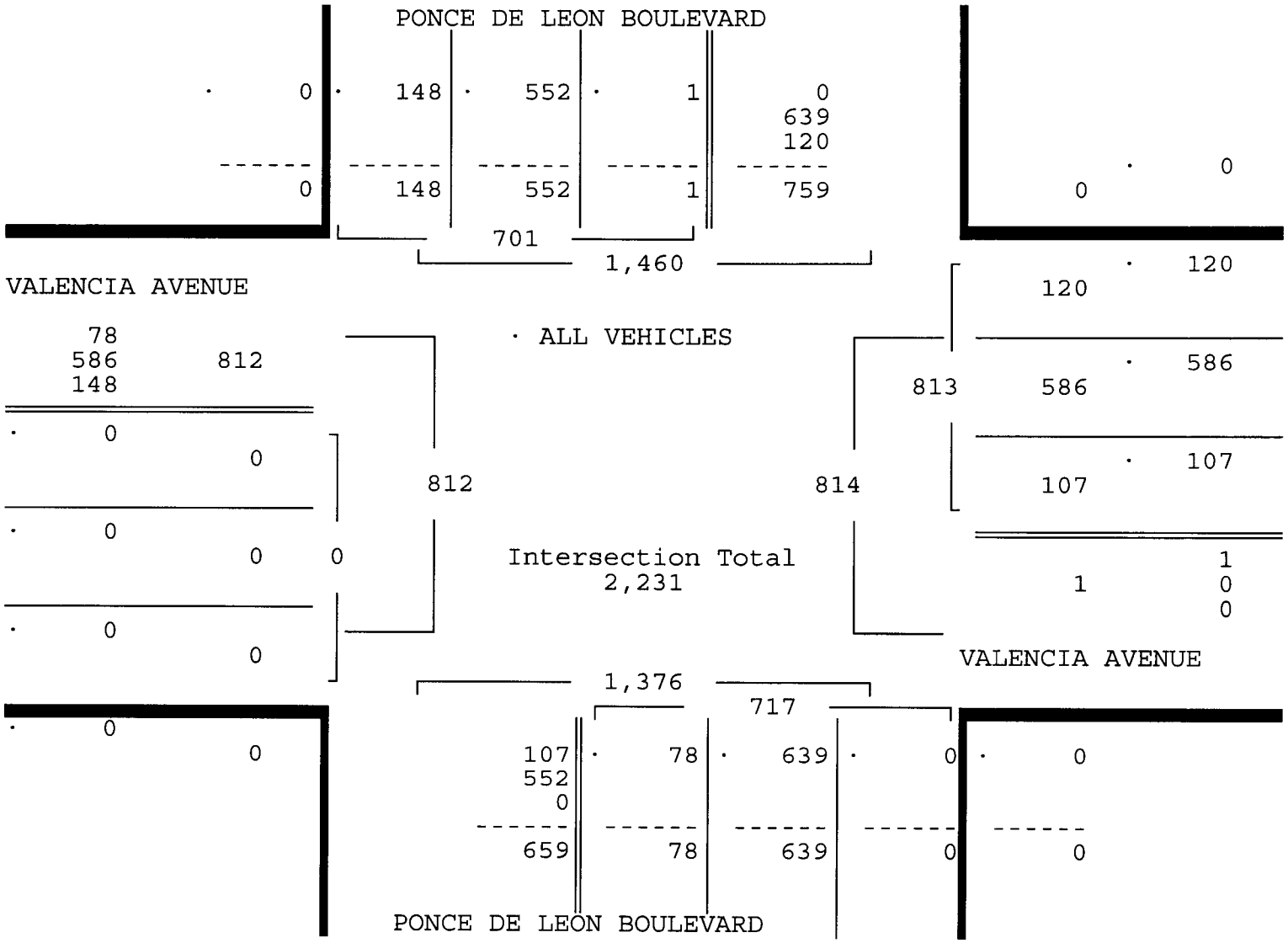
ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				VALENCIA AVENUE From East				PONCE DE LEON BOULEVARD From South				VALENCIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/14/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	1	0	552	148	0	107	586	120	0	78	639	0	0	0	0	0	
Percent	0%	0%	79%	21%	0%	13%	72%	15%	0%	11%	89%	0%	0%	0%	0%	0%	
Pk total	701				813				717				0				
Highest	17:15				17:15				17:15				07:00				
Volume	0	0	146	36	0	34	170	25	0	15	183	0	0	0	0	0	
Hi total	182				229				198				0				
PHF	.96				.89				.91				.0				



VALENCIA AVENUE & PONCE DE
BOULEVARD, CORAL GABLES, FLORIDA
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624 Gardenia Terrace
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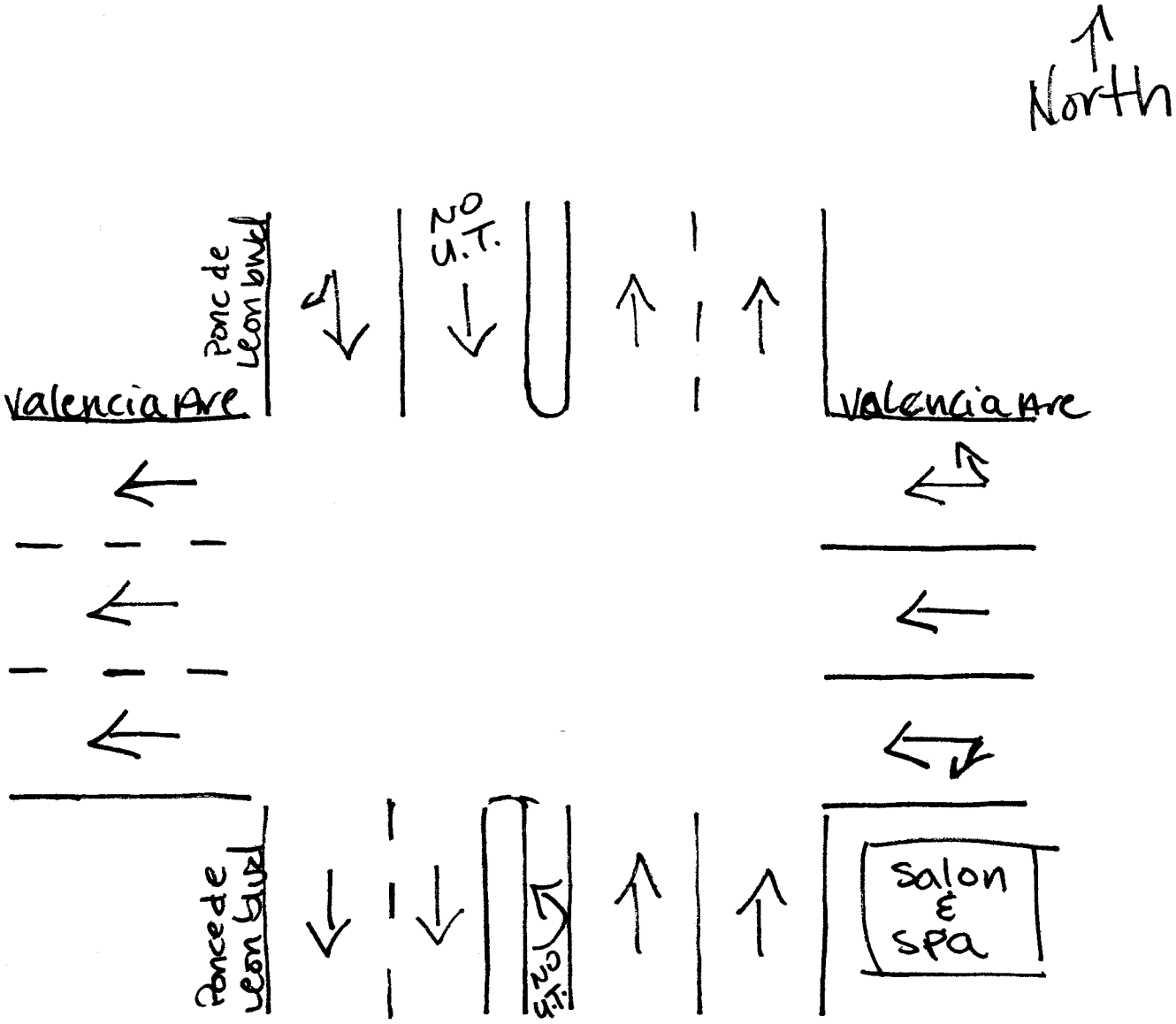
Page : 1

PEDESTRIANS

	PONCE DE LEON BOULEVARD From North				VALENCIA AVENUE From East				PONCE DE LEON BOULEVARD From South				VALENCIA AVENUE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 05/14/14																	
07:00	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	4	8
07:15	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	3
07:30	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	1	6
07:45	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	1	8
Hr Total	0	0	0	3	0	0	0	13	0	0	0	2	0	0	0	7	25
08:00	0	0	0	1	0	0	0	7	0	0	0	0	0	0	0	2	10
08:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	0	2	0	0	0	6	0	0	0	3	0	0	0	5	16
08:45	0	0	0	1	0	0	0	8	0	0	0	1	0	0	0	1	11
Hr Total	0	0	0	5	0	0	0	21	0	0	0	4	0	0	0	8	38
---------- * BREAK * ----------																	
16:00	0	0	0	4	0	0	0	1	0	0	0	1	0	0	0	4	10
16:15	0	0	0	4	0	0	0	1	0	0	0	2	0	0	0	14	21
16:30	0	0	0	16	0	0	0	6	0	0	0	0	0	0	0	9	31
16:45	0	0	0	5	0	0	0	7	0	0	0	2	0	0	0	7	21
Hr Total	0	0	0	29	0	0	0	15	0	0	0	5	0	0	0	34	83
17:00	0	0	0	14	0	0	0	4	0	0	0	3	0	0	0	11	32
17:15	0	0	0	17	0	0	0	23	0	0	0	0	0	0	0	11	51
17:30	0	0	0	22	0	0	0	15	0	0	0	5	0	0	0	10	52
17:45	0	0	0	3	0	0	0	14	0	0	0	1	0	0	0	14	32
Hr Total	0	0	0	56	0	0	0	56	0	0	0	9	0	0	0	46	167
TOTAL	0	0	0	93	0	0	0	105	0	0	0	20	0	0	0	95	313



Coral Gables, Florida
May 14, 2014
drawn by: Luis Palomino
signalized

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Delray Beach, Florida 33444
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ALMERIA AVENUE & PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : ALME_PDL
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ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				ALMERIA AVENUE From East				PONCE DE LEON BOULEVARD From South				ALMERIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
07:00	0	2	75	2	0	1	8	1	0	3	90	10	0	0	15	0	207
07:15	0	1	60	0	0	2	4	4	0	5	83	3	0	7	20	0	189
07:30	0	2	75	1	0	3	7	0	0	2	90	8	0	2	23	5	218
07:45	0	6	73	3	0	4	9	3	0	8	100	12	0	4	28	2	252
Hr Total	0	11	283	6	0	10	28	8	0	18	363	33	0	13	86	7	866
08:00	0	6	105	3	0	5	18	6	0	5	115	19	0	5	42	6	335
08:15	0	5	99	3	0	5	17	5	0	8	124	18	0	10	47	3	344
08:30	0	9	132	1	0	8	11	2	0	8	113	14	0	5	57	5	365
08:45	0	11	121	4	0	7	22	3	0	7	132	16	0	5	42	2	372
Hr Total	0	31	457	11	0	25	68	16	0	28	484	67	0	25	188	16	1416
---------- * BREAK * ----------																	
16:00	0	9	134	7	0	9	26	5	0	7	129	12	0	3	20	4	365
16:15	0	2	123	3	1	4	20	6	0	8	133	4	0	8	15	4	331
16:30	1	6	137	3	0	9	21	5	0	4	146	8	0	3	15	5	363
16:45	1	10	119	4	0	14	19	12	0	4	142	15	0	4	30	6	380
Hr Total	2	27	513	17	1	36	86	28	0	23	550	39	0	18	80	19	1439
17:00	0	12	153	2	0	15	30	3	0	10	160	10	0	5	29	3	432
17:15	1	9	170	1	0	9	35	5	0	10	177	14	0	2	22	2	457
17:30	0	12	136	5	0	13	29	7	0	11	150	12	0	5	19	4	403
17:45	0	9	149	3	0	9	38	4	0	6	143	15	0	5	27	5	413
Hr Total	1	42	608	11	0	46	132	19	0	37	630	51	0	17	97	14	1705
TOTAL	3	111	1861	45	1	117	314	71	0	106	2027	190	0	73	451	56	5426

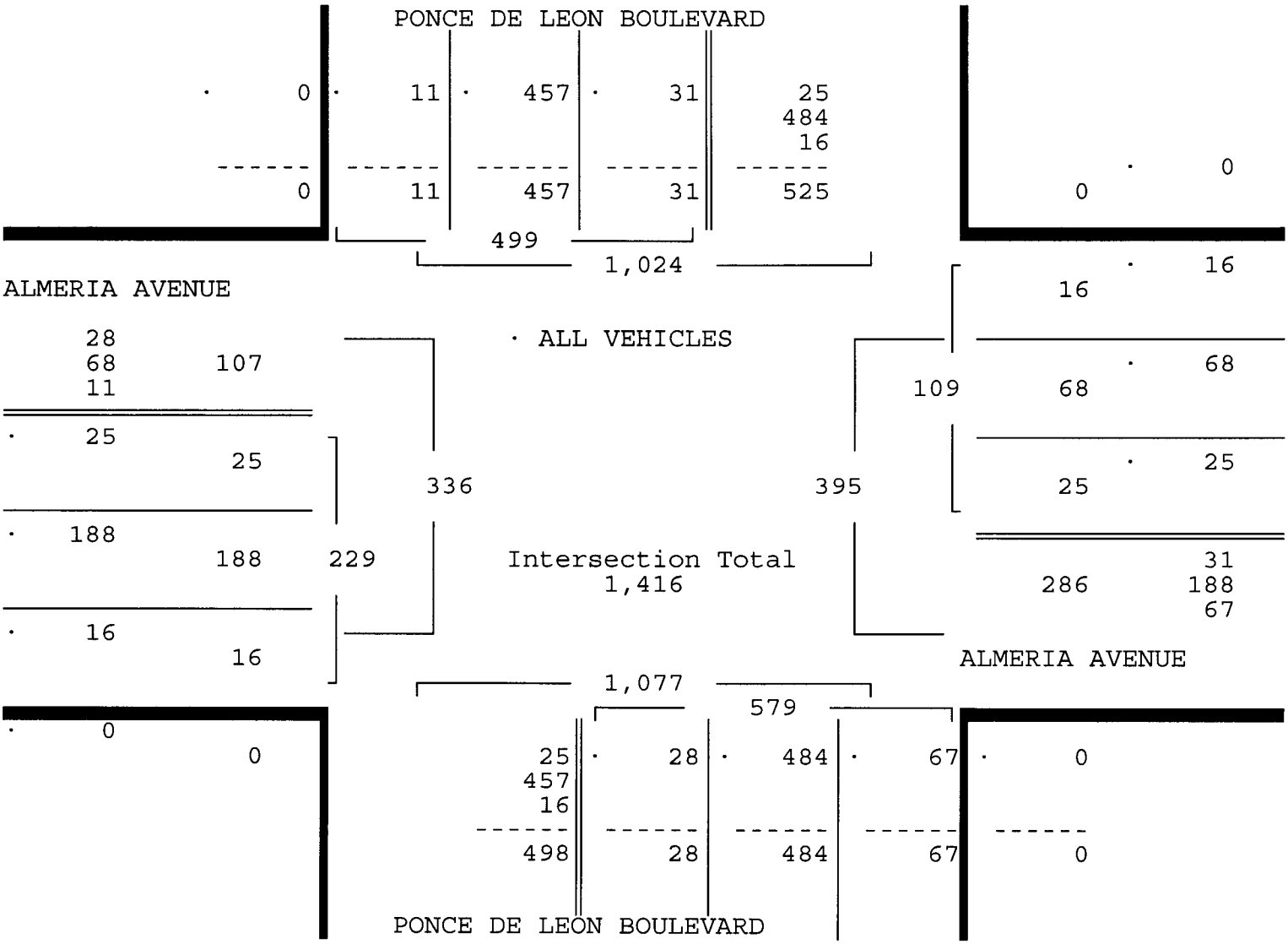
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

ALMERIA AVENUE & PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : ALME_PDL
Page : 2

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				ALMERIA AVENUE From East				PONCE DE LEON BOULEVARD From South				ALMERIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/14/14																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	31	457	11	0	25	68	16	0	28	484	67	0	25	188	16	
Percent	0%	6%	92%	2%	0%	23%	62%	15%	0%	5%	84%	12%	0%	11%	82%	7%	
Pk total	499				109				579				229				
Highest	08:30				08:45				08:45				08:30				
Volume	0	9	132	1	0	7	22	3	0	7	132	16	0	5	57	5	
Hi total	142				32				155				67				
PHF	.88				.85				.93				.85				



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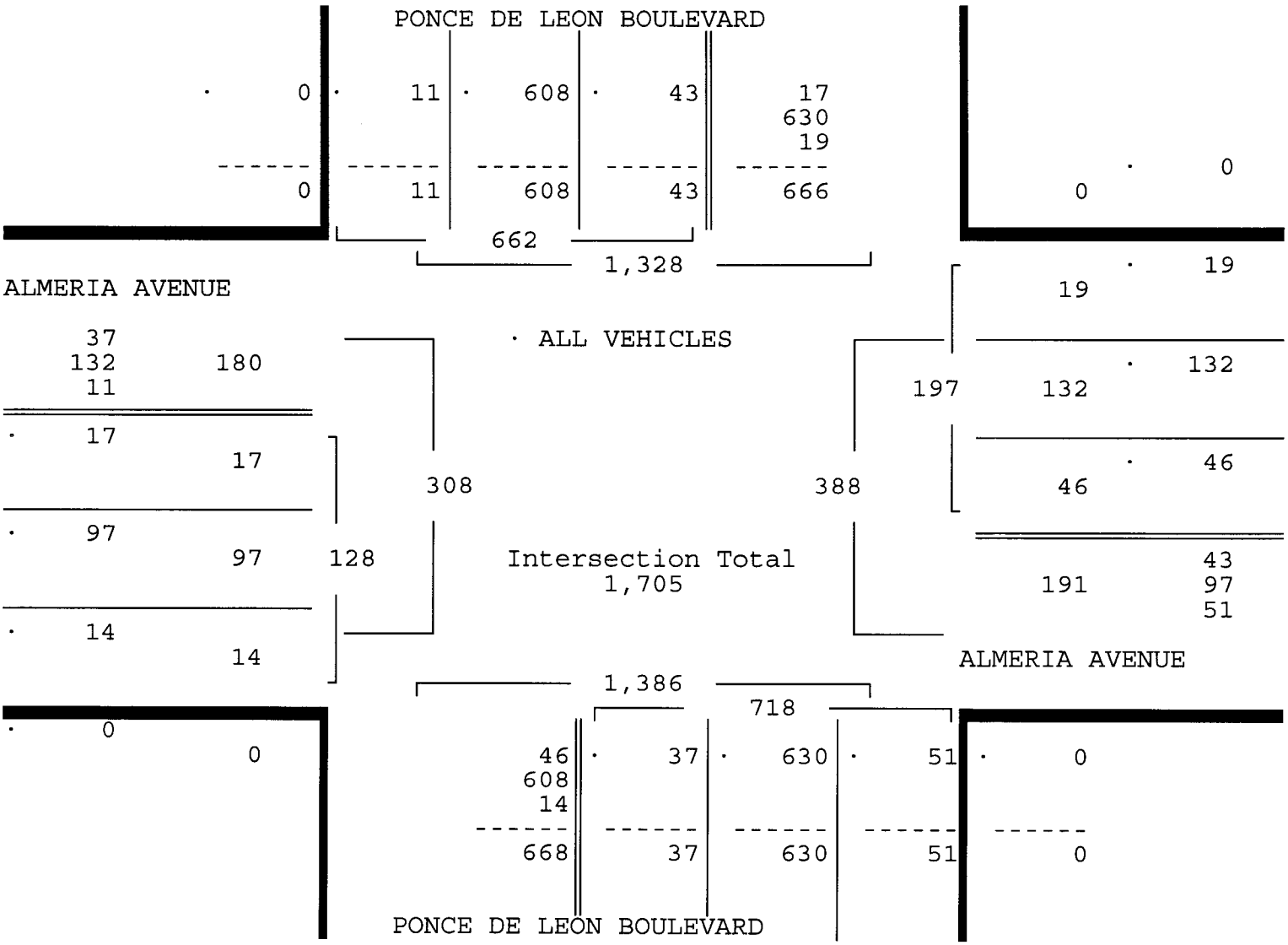
ALMERIA AVENUE & PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : ALME_PDL
Page : 3

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				ALMERIA AVENUE From East				PONCE DE LEON BOULEVARD From South				ALMERIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/14/14																	
Peak start 17:00					17:00				17:00				17:00				
Volume	1	42	608	11	0	46	132	19	0	37	630	51	0	17	97	14	
Percent	0%	6%	92%	2%	0%	23%	67%	10%	0%	5%	88%	7%	0%	13%	76%	11%	
Pk total	662				197				718				128				
Highest	17:15				17:45				17:15				17:00				
Volume	1	9	170	1	0	9	38	4	0	10	177	14	0	5	29	3	
Hi total	181				51				201				37				
PHF	.91				.97				.89				.86				



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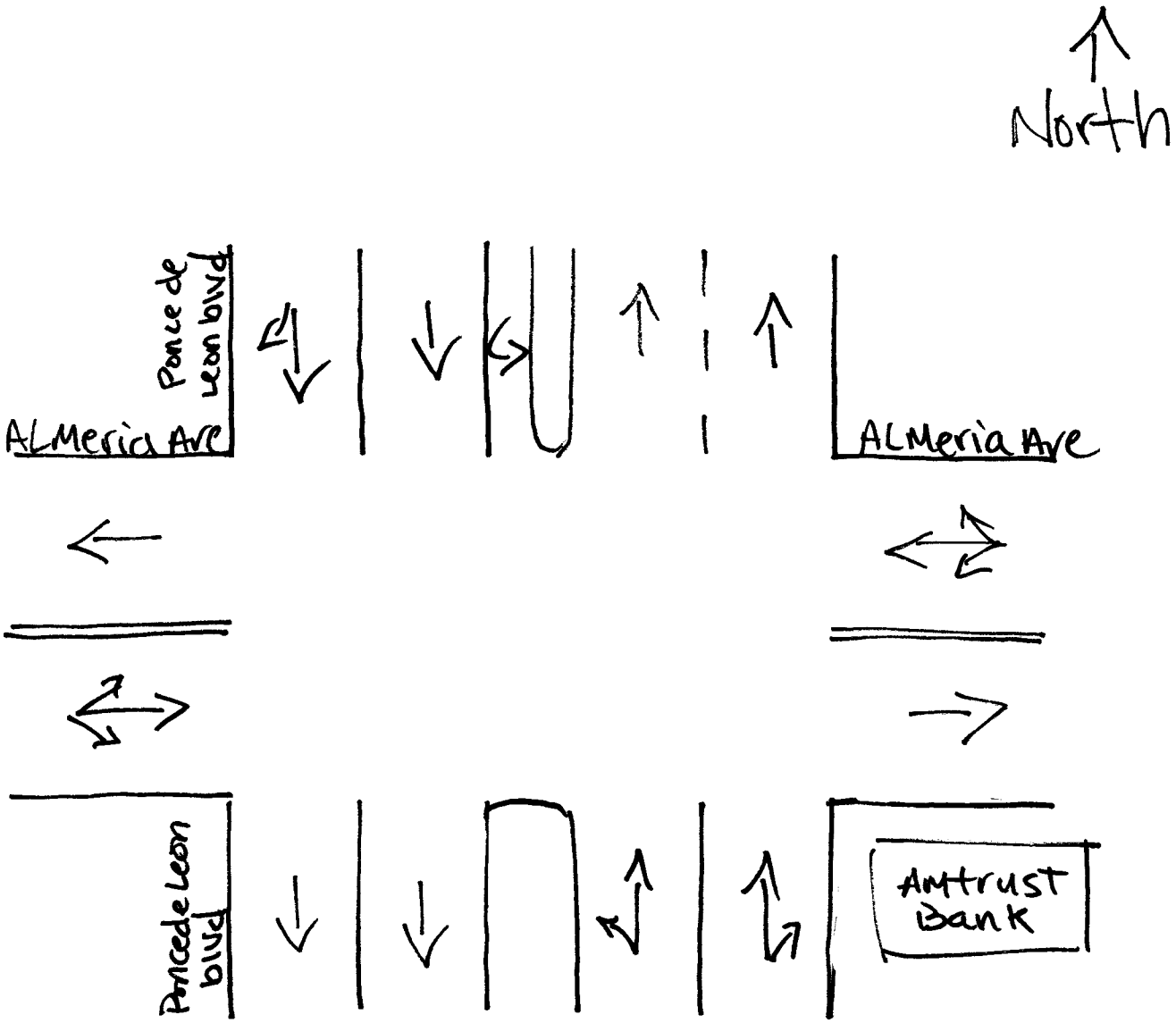
ALMERIA AVENUE & PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA
COUNTED BY: ISIDRO GONZALEZ
SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : ALME_PDL
Page : 1

PEDESTRIANS

	PONCE DE LEON BOULEVARD From North				ALMERIA AVENUE From East				PONCE DE LEON BOULEVARD From South				ALMERIA AVENUE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 05/14/14																	
07:00	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	2	8
07:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	6
07:45	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	2	6
Hr Total	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	9	23
08:00	0	0	0	1	0	0	0	5	0	0	0	3	0	0	0	2	11
08:15	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	1	5
08:30	0	0	0	3	0	0	0	4	0	0	0	2	0	0	0	5	14
08:45	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	4
Hr Total	0	0	0	5	0	0	0	11	0	0	0	9	0	0	0	9	34
* BREAK *																	
16:00	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	4	7
16:15	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	5
16:30	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	1	11
16:45	0	0	0	1	0	0	0	2	0	0	0	6	0	0	0	4	13
Hr Total	0	0	0	8	0	0	0	7	0	0	0	9	0	0	0	12	36
17:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2	5
17:15	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	5	9
17:30	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	10	15
17:45	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	4	13
Hr Total	0	0	0	5	0	0	0	13	0	0	0	3	0	0	0	21	42
TOTAL	0	0	0	18	0	0	0	38	0	0	0	28	0	0	0	51	135



Coral Gables, Florida
May 14, 2014
drawn by: Luis Palomino
signalized

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SEVILLA AVENUE & SB PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : SEVIPDLS
Page : 1

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				SEVILLA AVENUE From East				PONCE DE LEON BOULEVARD From South				SEVILLA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
07:00	0	0	77	2	0	7	9	0	0	0	0	0	0	0	0	3	98
07:15	0	0	59	3	0	10	16	0	0	0	0	0	0	0	0	16	104
07:30	0	0	76	5	0	8	13	0	0	0	0	0	0	0	0	14	116
07:45	0	0	73	6	0	9	24	0	0	0	0	0	0	0	0	16	128
Hr Total	0	0	285	16	0	34	62	0	0	0	0	0	0	0	0	49	446
08:00	0	0	98	14	0	15	27	0	0	0	0	0	0	0	0	29	183
08:15	0	0	98	10	0	20	36	0	0	0	0	0	0	0	0	26	190
08:30	0	0	122	20	0	15	30	0	0	0	0	0	0	0	0	25	212
08:45	0	0	114	17	0	17	34	0	0	0	0	0	0	0	0	25	207
Hr Total	0	0	432	61	0	67	127	0	0	0	0	0	0	0	0	105	792
* BREAK *																	
16:00	0	0	141	6	0	18	18	0	0	0	0	0	0	0	0	22	205
16:15	0	0	124	2	0	22	23	0	0	0	0	0	0	0	0	21	192
16:30	0	0	152	2	0	23	14	0	0	0	0	0	0	0	0	19	210
16:45	0	0	138	5	0	32	32	0	0	0	0	0	0	0	0	23	230
Hr Total	0	0	555	15	0	95	87	0	0	0	0	0	0	0	0	85	837
17:00	0	0	164	4	0	37	27	0	0	0	0	0	0	0	0	37	269
17:15	0	0	170	4	0	27	36	0	0	0	0	0	0	0	0	44	281
17:30	0	0	156	2	0	42	33	0	0	0	0	0	0	0	0	35	268
17:45	0	0	159	3	0	36	27	0	0	0	0	0	0	0	0	28	253
Hr Total	0	0	649	13	0	142	123	0	0	0	0	0	0	0	0	144	1071
TOTAL	0	0	1921	105	0	338	399	0	0	0	0	0	0	0	0	383	3146

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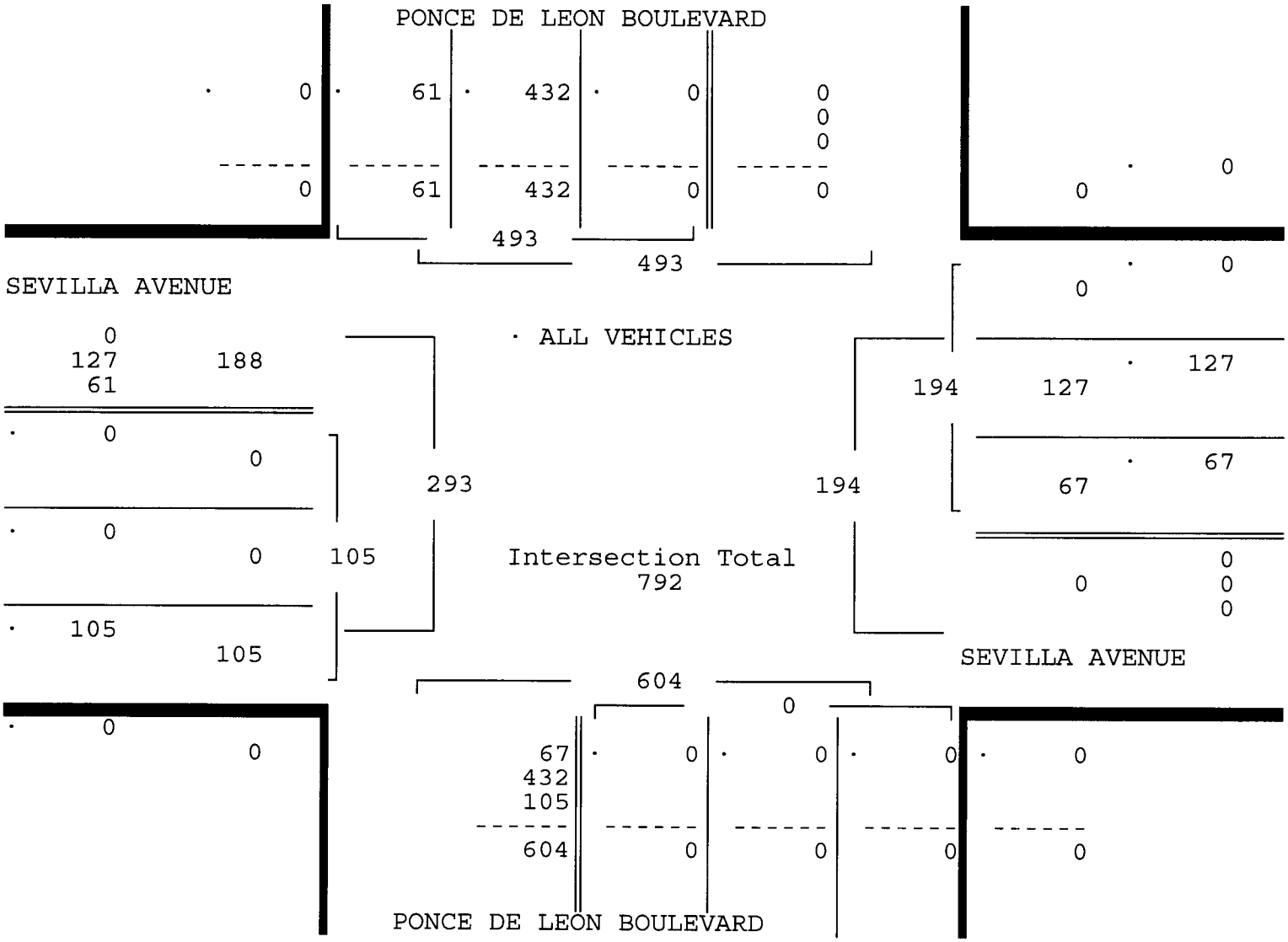
SEVILLA AVENUE & SB PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : SEVIPDLS
Page : 2

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				SEVILLA AVENUE From East				PONCE DE LEON BOULEVARD From South				SEVILLA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/14/14																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	0	432	61	0	67	127	0	0	0	0	0	0	0	0	105	
Percent	0%	0%	88%	12%	0%	35%	65%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
Pk total	493				194				0				105				
Highest	08:30				08:15				07:00				08:00				
Volume	0	0	122	20	0	20	36	0	0	0	0	0	0	0	0	29	
Hi total	142				56				0				29				
PHF	.87				.87				.0				.91				



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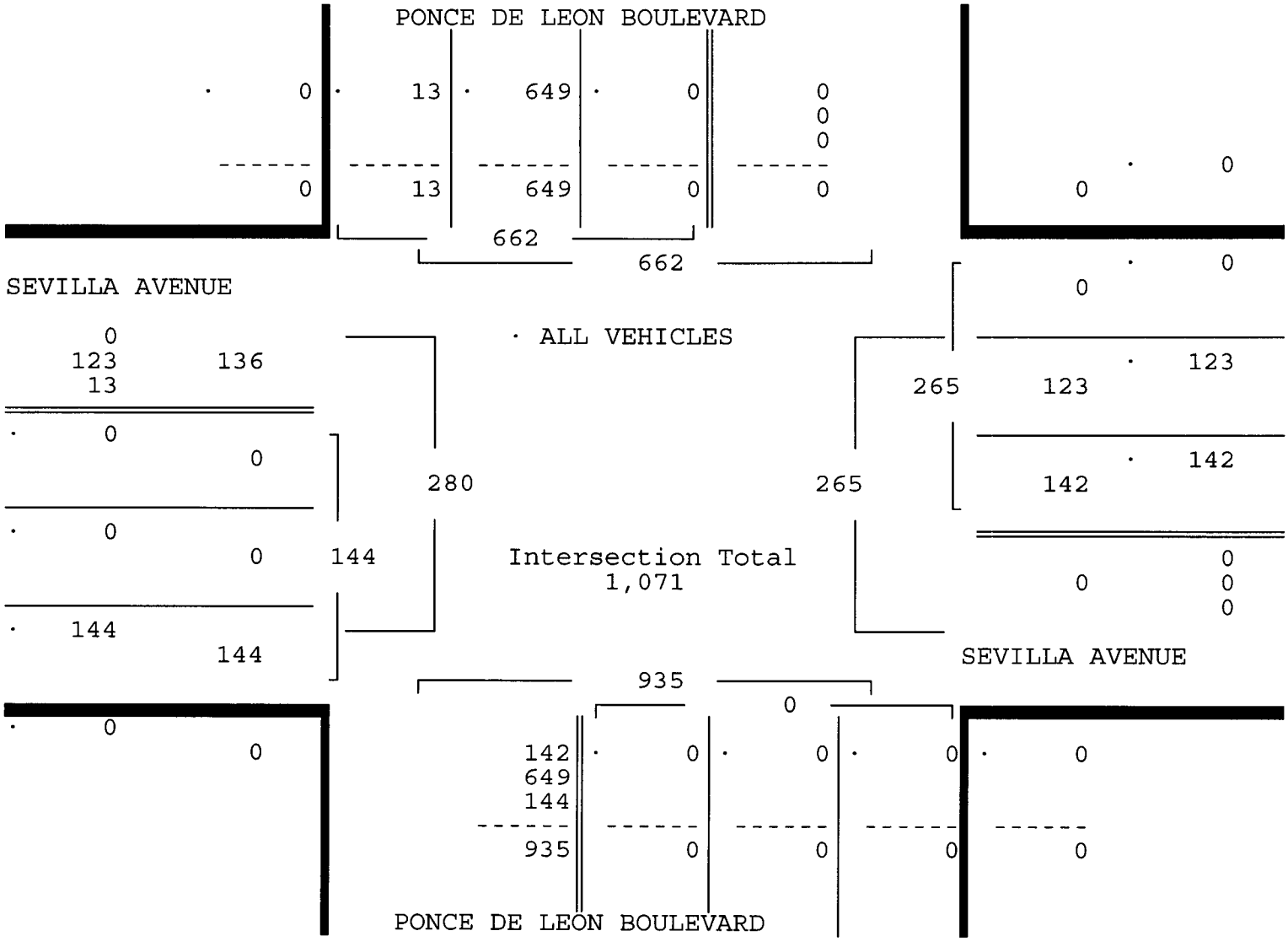
SEVILLA AVENUE & SB PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : SEVIPDLS
Page : 3

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				SEVILLA AVENUE From East				PONCE DE LEON BOULEVARD From South				SEVILLA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/14/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	0	649	13	0	142	123	0	0	0	0	0	0	0	0	144	
Percent	0%	0%	98%	2%	0%	54%	46%	0%	0%	0%	0%	0%	0%	0%	0%	100%	
Pk total	662				265				0				144				
Highest	17:15				17:30				07:00				17:15				
Volume	0	0	170	4	0	42	33	0	0	0	0	0	0	0	0	44	
Hi total	174				75				0				44				
PHF	.95				.88				.0				.82				



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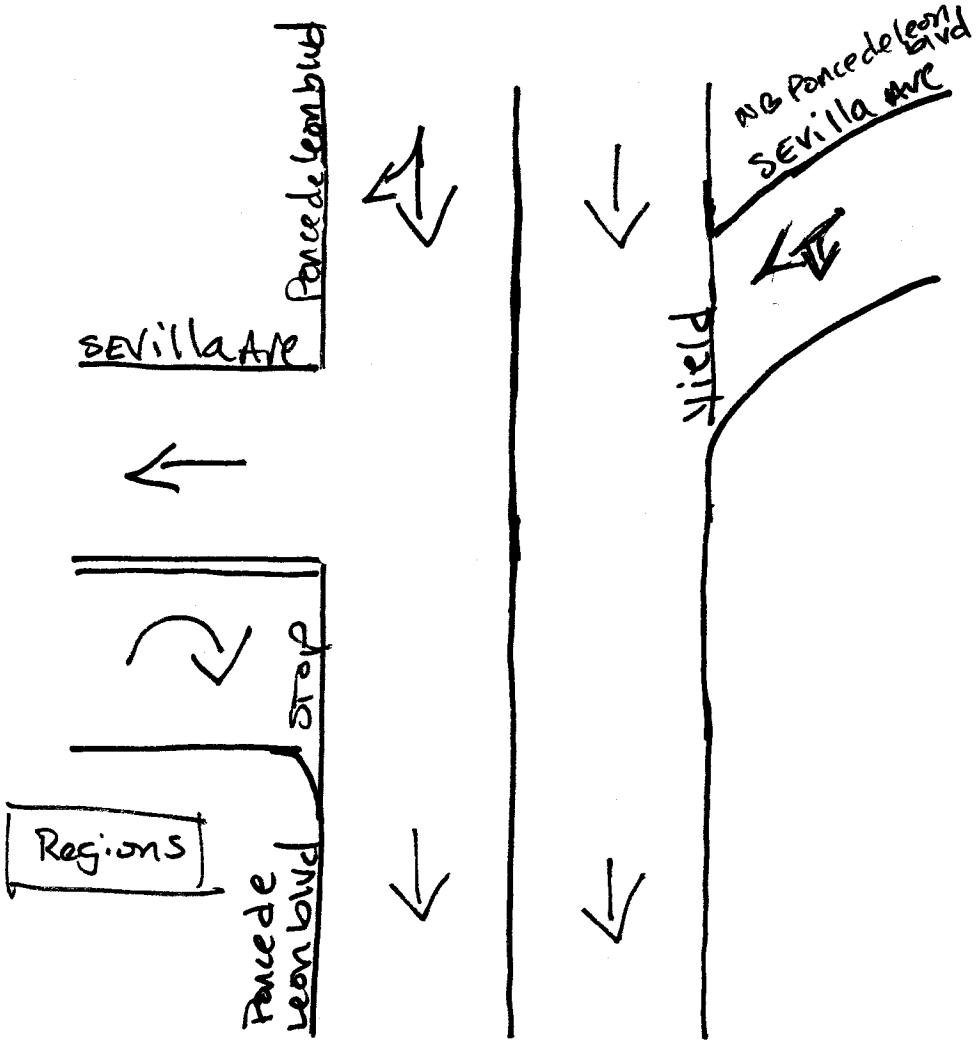
SEVILLA AVENUE & SB PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : SEVIPDLS
Page : 1

PEDESTRIANS

	PONCE DE LEON BOULEVARD From North				SEVILLA AVENUE From East				PONCE DE LEON BOULEVARD From South				SEVILLA AVENUE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 05/14/14																	
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	5
07:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
Hr Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	6	13
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	4
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	8
08:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
Hr Total	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	9	17
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
16:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	7
Hr Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	16	18
17:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4
17:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6	7
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Hr Total	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	15	20
TOTAL	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	46	68



Coral Gables, Florida
May 14, 2014
drawn by: Luis Palomino
NOT Signalized

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SEVILLA AVENUE & NB PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: RALPH ESPADA
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : SEVIPDLN
Page : 1

ALL VEHICLES

	PONCE DE LEON BLVD From North				SEVILLA AVENUE From East				PONCE DE LEON BLVD From South				TO SB PONCE DE LEON BLVD From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 05/14/14																	
07:00	0	0	0	0	7	0	0	0	15	89	0	16	0	0	0	0	127
07:15	0	0	0	0	13	0	0	0	23	78	0	26	0	0	0	0	140
07:30	0	0	0	0	10	0	0	0	18	89	0	21	0	0	0	0	138
07:45	0	0	0	0	13	0	0	0	35	105	0	33	0	0	0	0	186
Hr Total	0	0	0	0	43	0	0	0	91	361	0	96	0	0	0	0	591
08:00	0	0	0	0	23	0	0	0	33	117	0	42	0	0	0	0	215
08:15	0	0	0	0	18	0	0	0	43	131	0	56	0	0	0	0	248
08:30	0	0	0	0	17	0	0	0	55	117	0	45	0	0	0	0	234
08:45	0	0	0	0	17	0	0	0	52	128	0	51	0	0	0	0	248
Hr Total	0	0	0	0	75	0	0	0	183	493	0	194	0	0	0	0	945
* BREAK *																	
16:00	0	0	0	0	24	0	0	0	20	119	0	36	0	0	0	0	199
16:15	0	0	0	0	24	0	0	0	16	125	0	45	0	0	0	0	210
16:30	0	0	0	0	25	0	0	0	8	134	0	37	0	0	0	0	204
16:45	0	0	0	0	27	0	0	0	14	138	0	64	0	0	0	0	243
Hr Total	0	0	0	0	100	0	0	0	58	516	0	182	0	0	0	0	856
17:00	0	0	0	0	31	0	0	0	30	140	0	64	0	0	0	0	265
17:15	0	0	0	0	29	0	0	0	31	174	0	63	0	0	0	0	297
17:30	0	0	0	0	41	0	0	0	17	128	0	75	0	0	0	0	261
17:45	0	0	0	0	36	0	0	0	19	129	0	63	0	0	0	0	247
Hr Total	0	0	0	0	137	0	0	0	97	571	0	265	0	0	0	0	1070
TOTAL	0	0	0	0	355	0	0	0	429	1941	0	737	0	0	0	0	3462

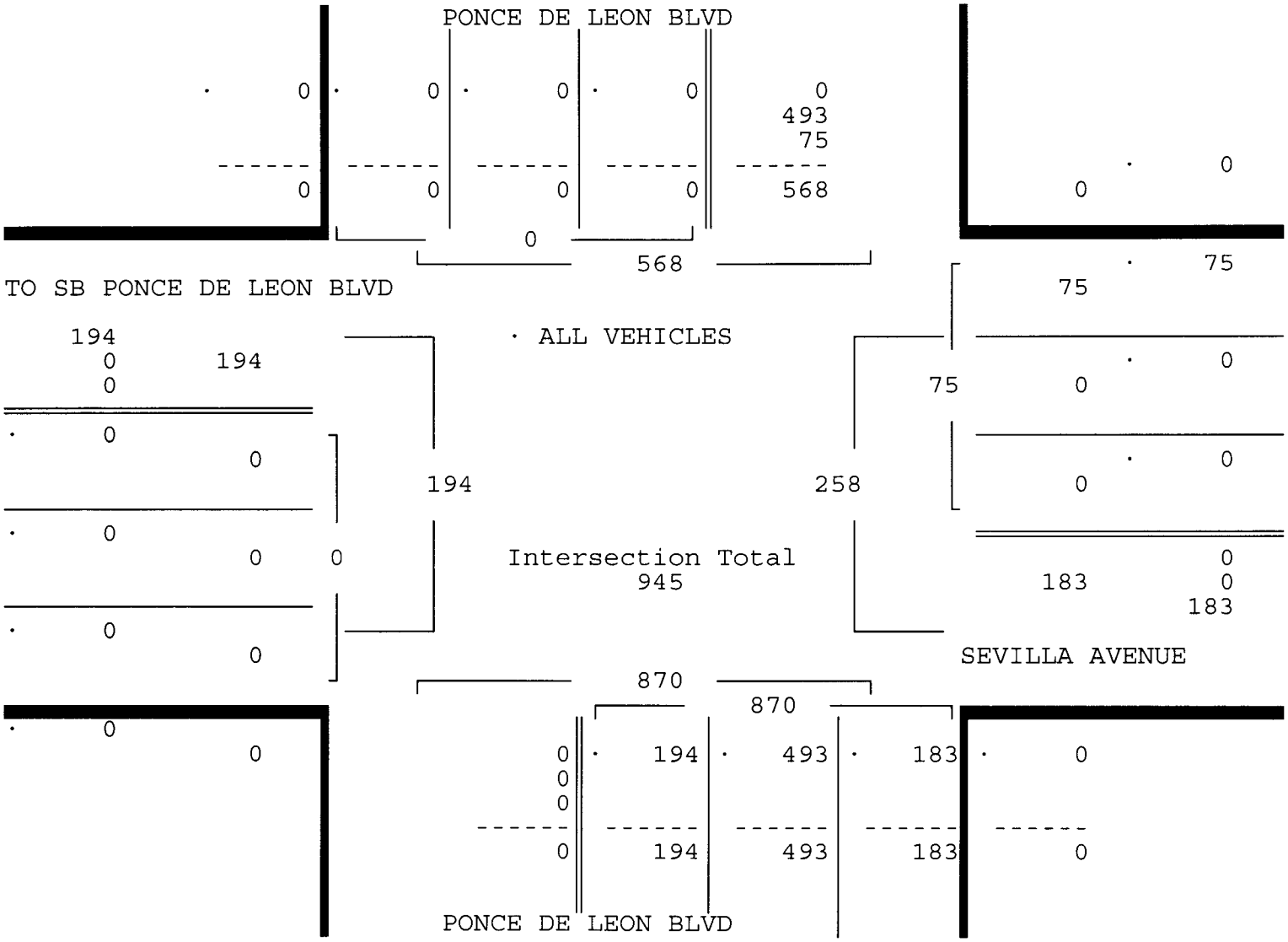
SEVILLA AVENUE & NB PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: RALPH ESPADA
NOT SIGNALIZED

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

Site Code : 00140106
Start Date: 05/14/14
File I.D. : SEVIPDLN
Page : 2

ALL VEHICLES

	PONCE DE LEON BLVD From North				SEVILLA AVENUE From East				PONCE DE LEON BLVD From South				TO SB PONCE DE LEON BLVD From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 05/14/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/14/14																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	0	0	0	75	0	0	0	183	493	0	194	0	0	0	0	
Percent	0%	0%	0%	0%	100%	0%	0%	0%	21%	57%	0%	22%	0%	0%	0%	0%	
Pk total	0				75				870				0				
Highest	07:00				08:00				08:45				07:00				
Volume	0	0	0	0	23	0	0	0	52	128	0	51	0	0	0	0	
Hi total	0				23				231				0				
PHF	.0				.82				.94				.0				



SEVILLA AVENUE & NB PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: RALPH ESPADA
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
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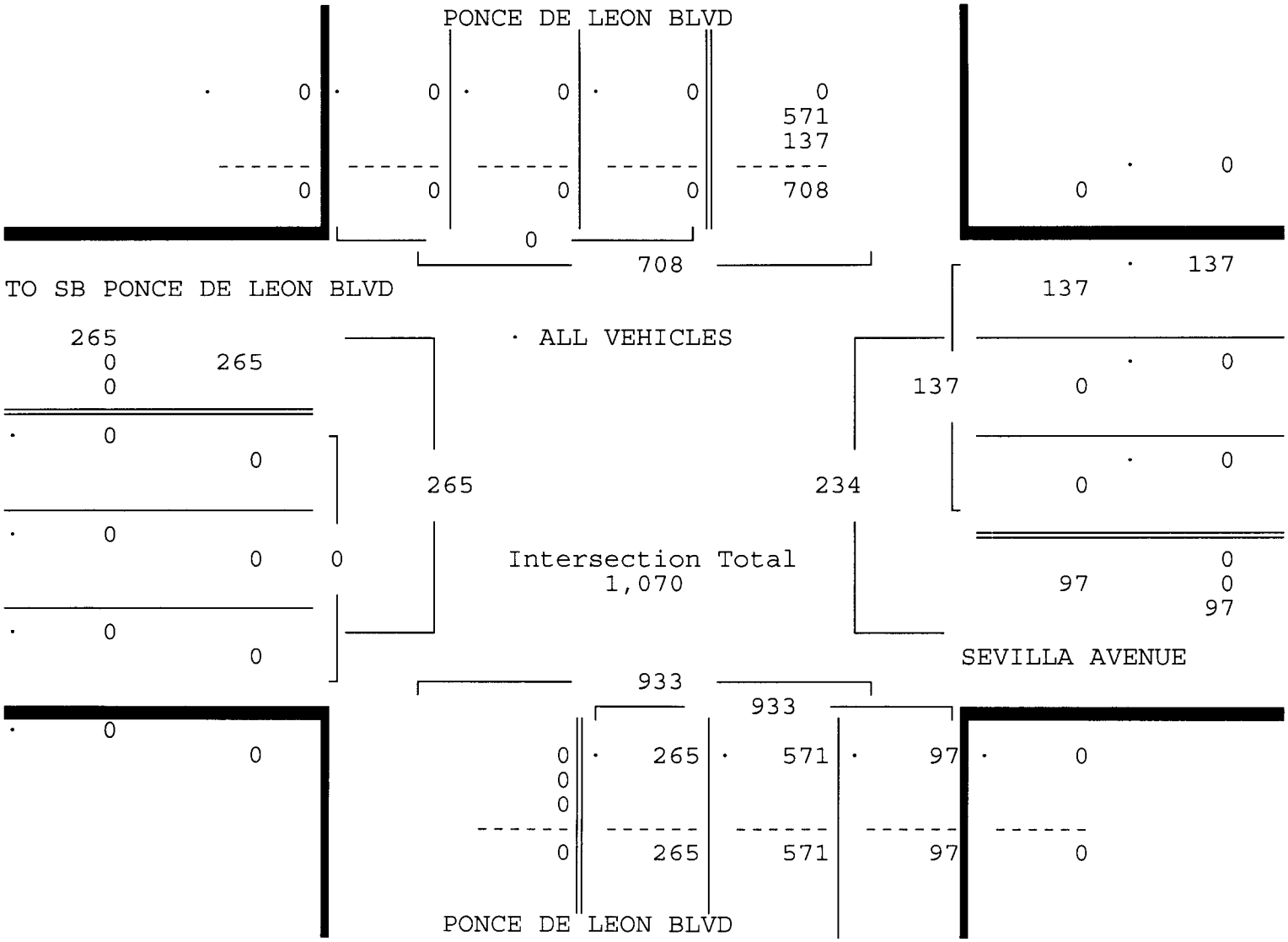
Site Code : 00140106
Start Date: 05/14/14
File I.D. : SEVIPDLN
Page : 3

ALL VEHICLES

	PONCE DE LEON BLVD From North				SEVILLA AVENUE From East				PONCE DE LEON BLVD From South				TO SB PONCE DE LEON BLVD From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 05/14/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/14/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	0	0	0	137	0	0	0	97	571	0	265	0	0	0	0	
Percent	0%	0%	0%	0%	100%	0%	0%	0%	10%	61%	0%	28%	0%	0%	0%	0%	
Pk total	0				137				933				0				
Highest	07:00				17:30				17:15				07:00				
Volume	0	0	0	0	41	0	0	0	31	174	0	63	0	0	0	0	
Hi total	0				41				268				0				
PHF	.0				.84				.87				.0				



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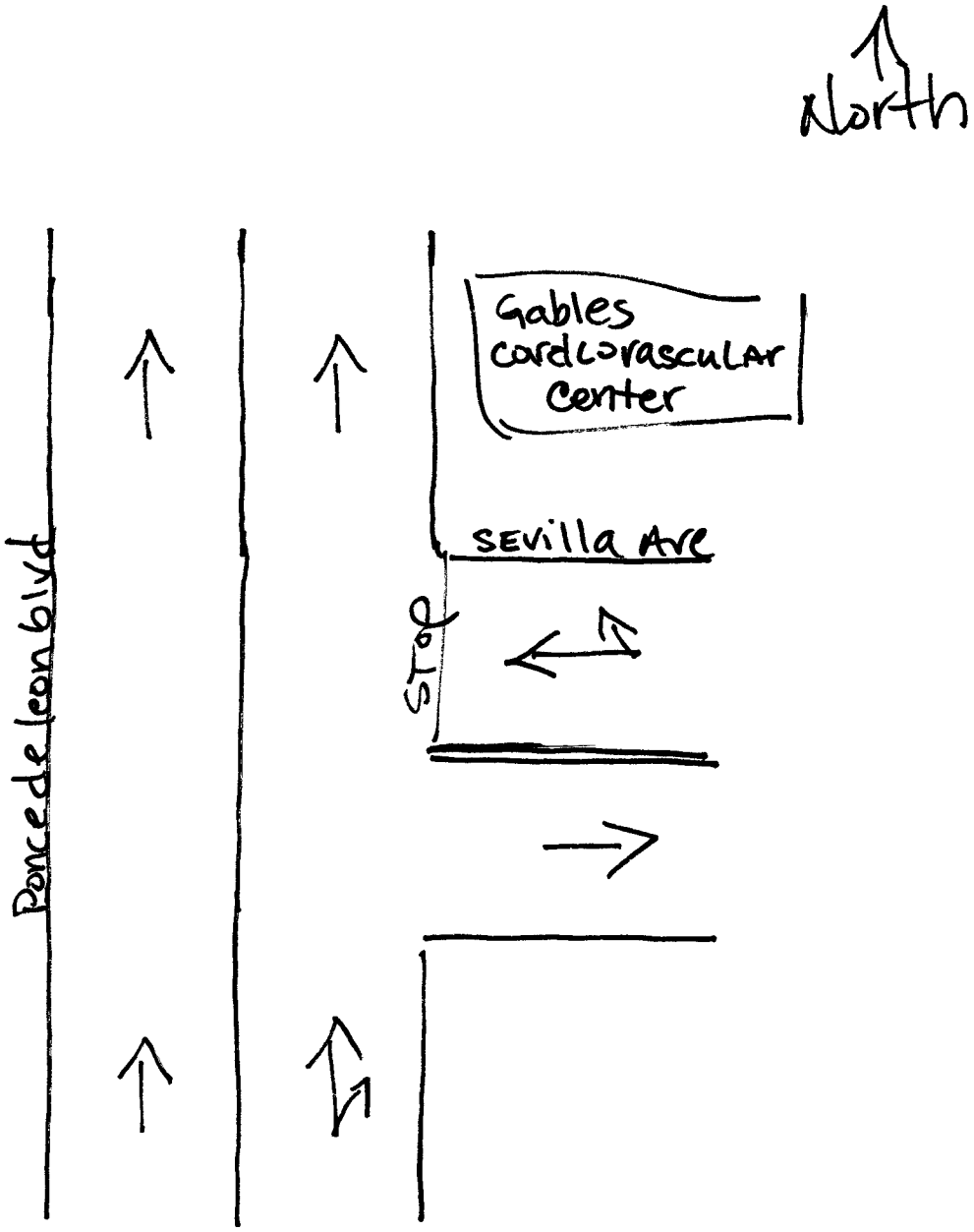
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

SEVILLA AVENUE & NB PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: RALPH ESPADA
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : PDLNSEVI
Page : 1

PEDESTRIANS

	PONCD DE LEON BOULEVARD From North				SEVILLA AVENUE From East				PONCD DE LEON BOULEVARD From South				U-TURN From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 05/14/14																	
07:00	0	0	0	1	0	0	0	4	0	0	0	1	0	0	0	0	6
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
07:45	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3
Hr Total	0	0	0	2	0	0	0	6	0	0	0	3	0	0	0	0	11
08:00	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0	6
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	4
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	5	0	0	0	5	0	0	0	0	11
* BREAK *																	
16:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	5
16:30	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
16:45	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	4
Hr Total	0	0	0	0	0	0	0	12	0	0	0	4	0	0	0	0	16
17:00	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	0	6
17:15	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	4
17:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
17:45	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	4
Hr Total	0	0	0	0	0	0	0	6	0	0	0	10	0	0	0	0	16
TOTAL	0	0	0	3	0	0	0	29	0	0	0	22	0	0	0	0	54



Coral Gables, Florida
May 14, 2014
drawn by: Luis Palomino
not signalized

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

PALERMO AVENUE & SB PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: EDIE SAPORITTO
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : PALS_PDL
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ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				PALERMO AVENUE From East				PONCE DE LEON BOULEVARD From South				PALERMO AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
07:00	0	4	83	0	0	0	0	0	0	0	0	0	0	0	16	11	114
07:15	0	19	62	5	0	0	0	0	0	0	0	0	0	0	16	2	104
07:30	0	13	81	5	0	0	0	0	0	0	0	0	0	0	18	7	124
07:45	0	14	78	4	0	0	0	0	0	0	0	0	0	0	25	4	125
Hr Total	0	50	304	14	0	0	0	0	0	0	0	0	0	0	75	24	467
08:00	0	27	109	9	0	0	0	0	0	0	0	0	0	0	27	5	177
08:15	0	22	102	18	0	0	0	0	0	0	0	0	0	0	37	2	181
08:30	0	28	125	10	0	0	0	0	0	0	0	0	0	0	40	6	209
08:45	0	27	121	8	0	0	0	0	0	0	0	0	0	0	36	7	199
Hr Total	0	104	457	45	0	0	0	0	0	0	0	0	0	0	140	20	766
* BREAK *																	
16:00	0	12	158	6	0	0	0	0	0	0	0	0	0	0	24	10	210
16:15	0	14	136	12	0	0	0	0	0	0	0	0	0	0	16	9	187
16:30	0	22	163	10	0	0	0	0	0	0	0	0	0	0	7	12	214
16:45	0	24	156	11	0	0	0	0	0	0	0	0	0	0	18	8	217
Hr Total	0	72	613	39	0	0	0	0	0	0	0	0	0	0	65	39	828
17:00	0	32	201	10	0	0	0	0	0	0	0	0	0	0	35	21	299
17:15	0	35	185	15	0	0	0	0	0	0	0	0	0	0	30	15	280
17:30	0	32	193	8	0	0	0	0	0	0	0	0	0	0	21	14	268
17:45	0	23	184	10	0	0	0	0	0	0	0	0	0	0	23	17	257
Hr Total	0	122	763	43	0	0	0	0	0	0	0	0	0	0	109	67	1104
TOTAL	0	348	2137	141	0	0	0	0	0	0	0	0	0	0	389	150	3165

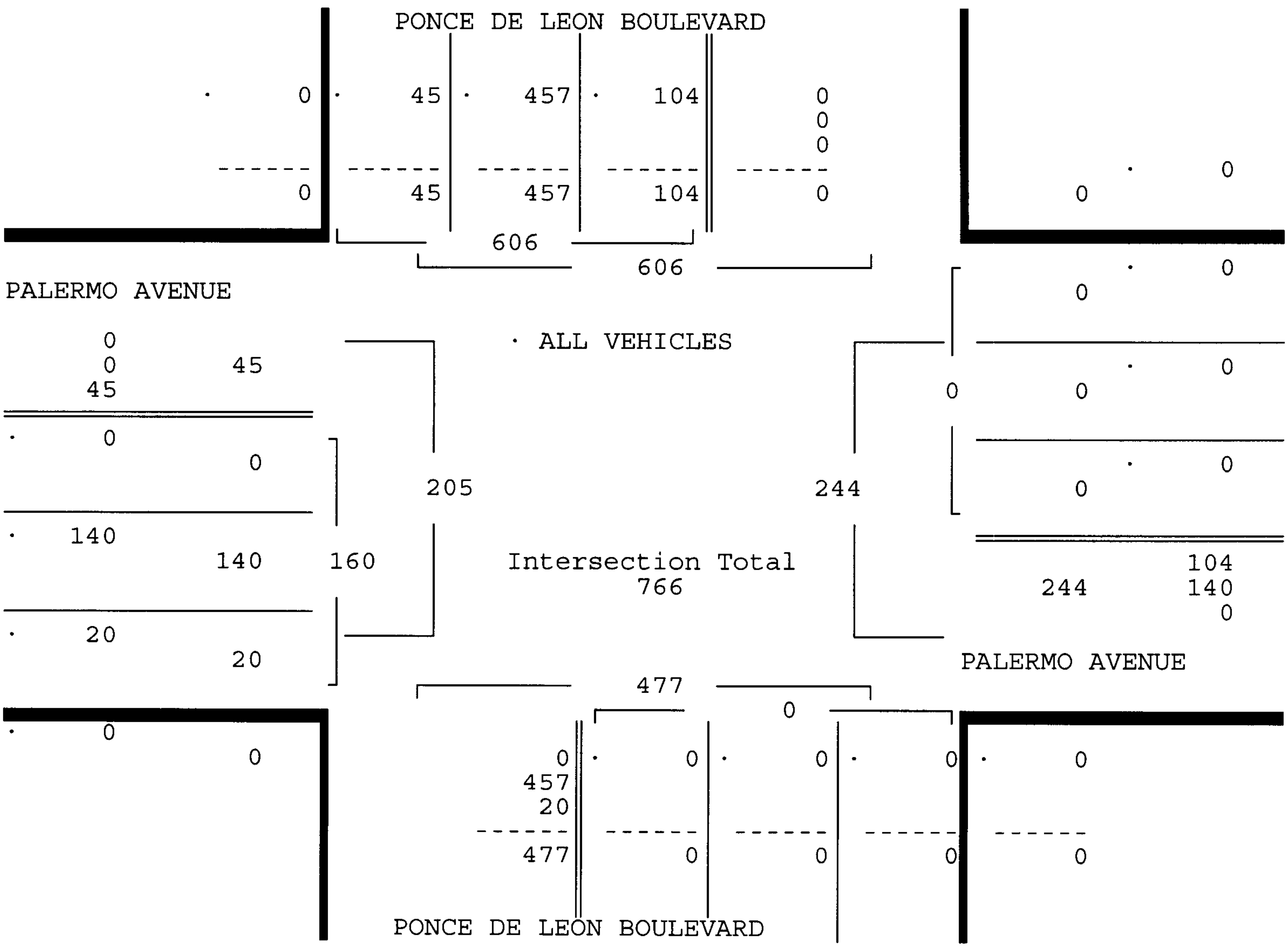
PALERMO AVENUE & SB PONCE DE LEON BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: EDIE SAPORITTO
NOT SIGNALIZED

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

Site Code : 00140106
Start Date: 05/14/14
File I.D. : PALS_PDL

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				PALERMO AVENUE From East				PONCE DE LEON BOULEVARD From South				PALERMO AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/14/14																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	104	457	45	0	0	0	0	0	0	0	0	0	0	140	20	
Percent	0%	17%	75%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	88%	12%	
Pk total	606				0				0				160				
Highest	08:30				07:00				07:00				08:30				
Volume	0	28	125	10	0	0	0	0	0	0	0	0	0	0	40	6	
Hi total	163				0				0				46				
PHF	.93				.0				.0				.87				



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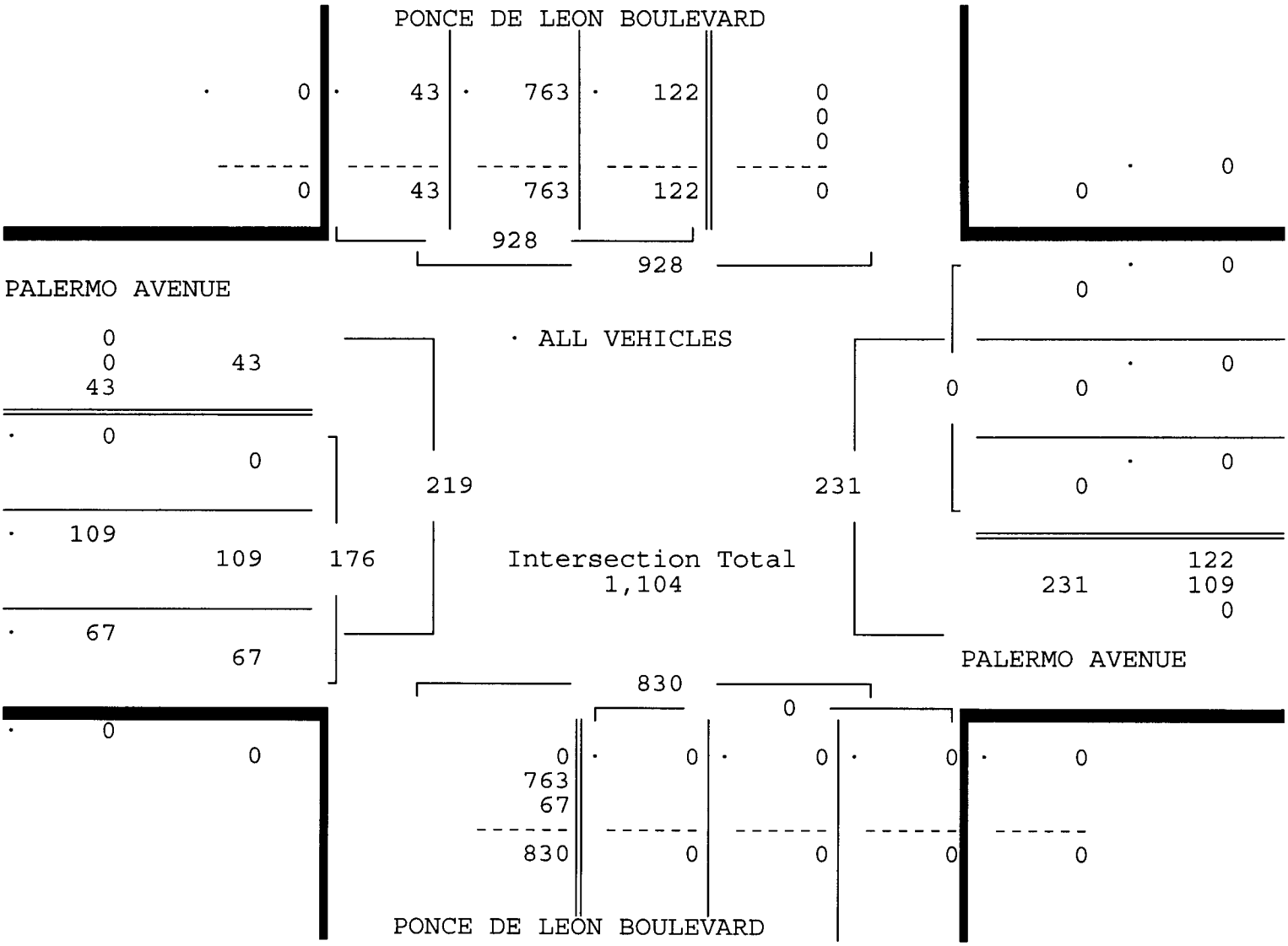
PALERMO AVENUE & SB PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: EDIE SAPORITTO
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : PALS_PDL
Page : 3

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				PALERMO AVENUE From East				PONCE DE LEON BOULEVARD From South				PALERMO AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/14/14																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	122	763	43	0	0	0	0	0	0	0	0	0	0	109	67	
Percent	0%	13%	82%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	62%	38%	
Pk total	928				0				0				176				
Highest	17:00				07:00				07:00				17:00				
Volume	0	32	201	10	0	0	0	0	0	0	0	0	0	0	35	21	
Hi total	243				0				0				56				
PHF	.95				.0				.0				.79				



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Delray Beach, Florida 33444
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PALERMO AVENUE & SB PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: EDIE SAPORITTO
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : PALS_PDL
Page : 1

PEDESTRIANS

	PONCE DE LEON BOULEVARD From North				PALERMO AVENUE From East				PONCE DE LEON BOULEVARD From South				PALERMO AVENUE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 05/14/14																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	5
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	7	8
08:00	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
08:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	4
Hr Total	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	9	15
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Hr Total	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
* BREAK *																	
TOTAL	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	16	28

PALERMO AVENUE & NB PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: CARLOS PALOMINO
NOT SIGNALIZED

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

Site Code : 00140106
Start Date: 05/14/14
File I.D. : PALN_PDL
Page : 1

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				PALERMO AVENUE From East				PONCE DE LEON BOULEVARD From South				PALERMO AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
07:00	0	0	0	0	0	0	0	7	0	0	106	7	0	6	12	0	138
07:15	0	0	0	0	0	0	0	10	0	0	110	9	0	8	27	0	164
07:30	0	0	0	0	0	0	0	12	0	0	110	15	0	8	24	0	169
07:45	0	0	0	0	0	0	0	14	0	0	147	13	0	14	26	0	214
Hr Total	0	0	0	0	0	0	0	43	0	0	473	44	0	36	89	0	685
08:00	0	0	0	0	0	0	0	16	0	0	166	11	0	22	31	0	246
08:15	0	0	0	0	0	0	0	25	0	0	185	9	0	22	40	0	281
08:30	0	0	0	0	0	0	0	25	0	0	171	11	0	24	43	0	274
08:45	0	0	0	0	0	0	0	25	0	0	196	11	0	33	33	0	298
Hr Total	0	0	0	0	0	0	0	91	0	0	718	42	0	101	147	0	1099
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	21	0	0	151	1	0	11	27	0	211
16:15	0	0	0	0	0	0	0	24	0	0	145	1	0	18	12	0	200
16:30	0	0	0	0	0	0	0	16	0	0	153	2	0	13	15	0	199
16:45	0	0	0	0	0	0	0	35	0	0	164	4	0	21	24	0	248
Hr Total	0	0	0	0	0	0	0	96	0	0	613	8	0	63	78	0	858
17:00	0	0	0	0	0	0	0	39	0	0	180	5	0	27	41	0	292
17:15	0	0	0	0	0	0	0	41	0	0	198	9	0	36	32	0	316
17:30	0	0	0	0	0	0	0	35	0	0	168	8	0	25	32	0	268
17:45	0	0	0	0	0	0	0	33	0	0	152	15	0	17	29	0	246
Hr Total	0	0	0	0	0	0	0	148	0	0	698	37	0	105	134	0	1122
TOTAL	0	0	0	0	0	0	0	378	0	0	2502	131	0	305	448	0	3764

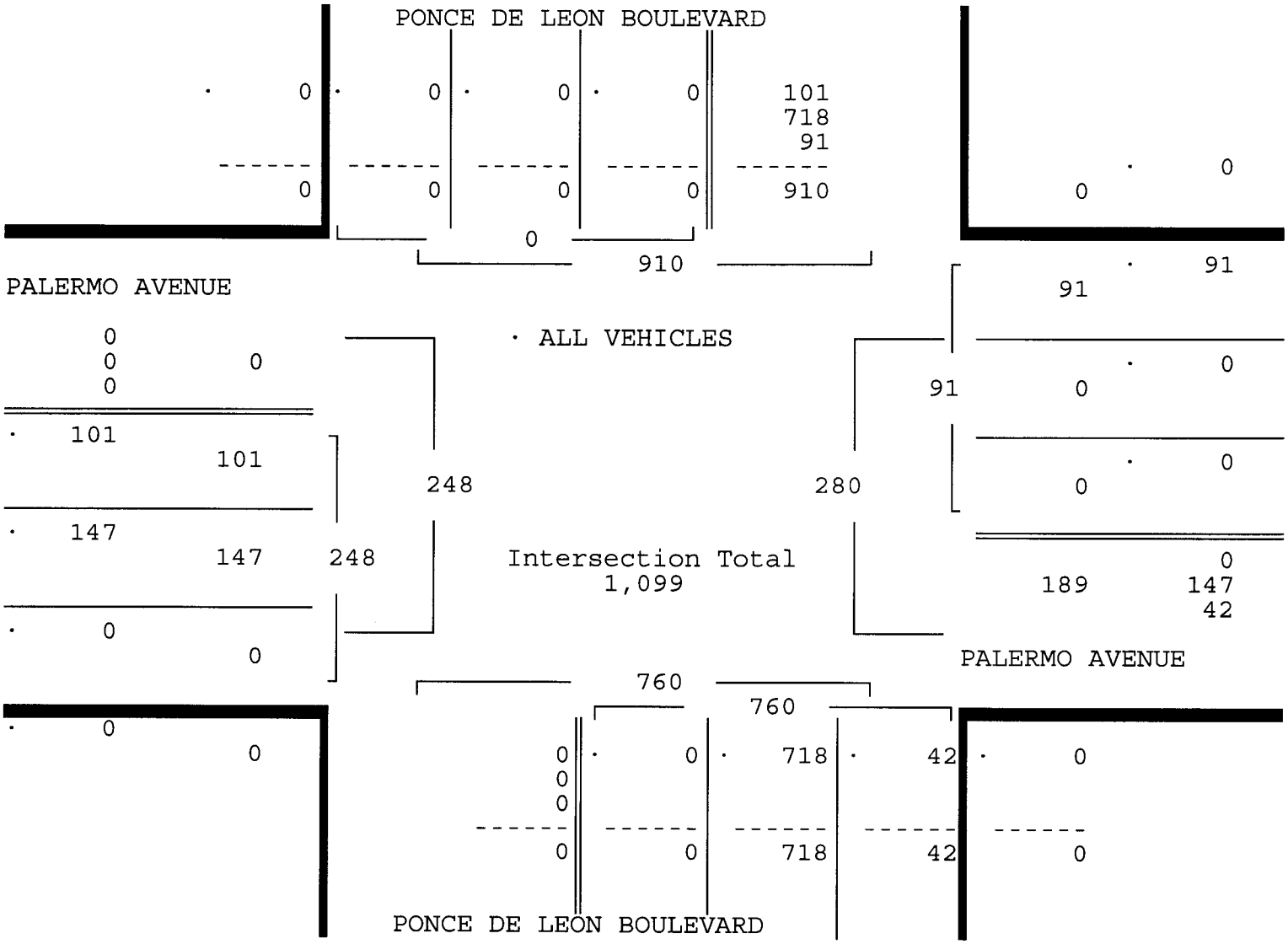
PALERMO AVENUE & NB PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: CARLOS PALOMINO
NOT SIGNALIZED

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

Site Code : 00140106
Start Date: 05/14/14
File I.D. : PALN_PDL
Page : 2

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				PALERMO AVENUE From East				PONCE DE LEON BOULEVARD From South				PALERMO AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/14/14																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	0	0	0	0	0	0	91	0	0	718	42	0	101	147	0	
Percent	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	94%	6%	0%	41%	59%	0%	
Pk total	0				91				760				248				
Highest	07:00				08:15				08:45				08:30				
Volume	0	0	0	0	0	0	0	25	0	0	196	11	0	24	43	0	
Hi total	0				25				207				67				
PHF	.0				.91				.92				.93				



PALERMO AVENUE & NB PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: CARLOS PALOMINO
NOT SIGNALIZED

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

Site Code : 00140106
Start Date: 05/14/14
File I.D. : PALN_PDL
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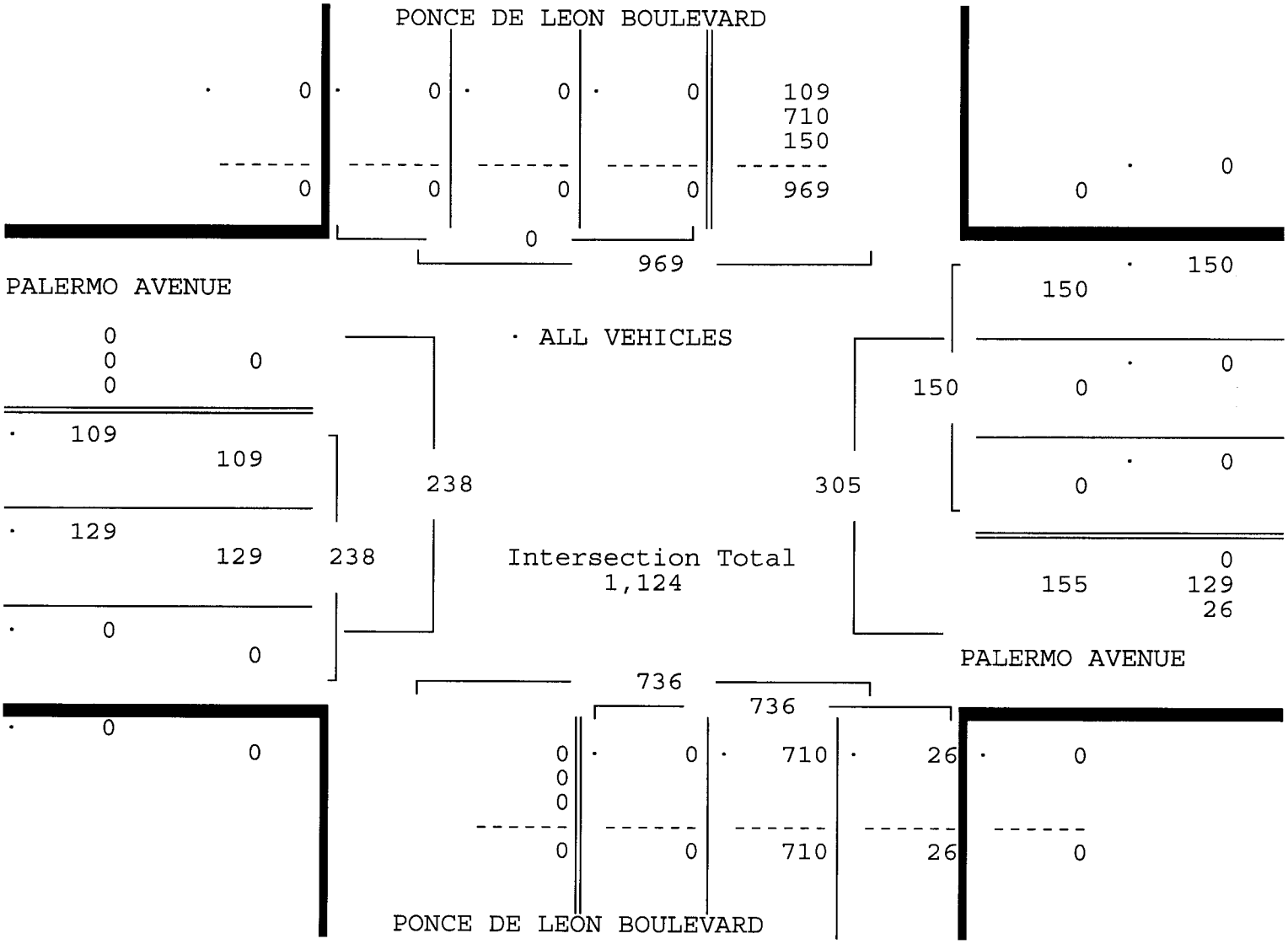
ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				PALERMO AVENUE From East				PONCE DE LEON BOULEVARD From South				PALERMO AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/14/14																	
Peak start 16:45					16:45				16:45				16:45				
Volume	0	0	0	0	0	0	0	150	0	0	710	26	0	109	129	0	
Percent	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	96%	4%	0%	46%	54%	0%	
Pk total	0				150				736				238				
Highest	07:00				17:15				17:15				17:00				
Volume	0	0	0	0	0	0	0	41	0	0	198	9	0	27	41	0	
Hi total	0				41				207				68				
PHF	.0				.91				.89				.88				



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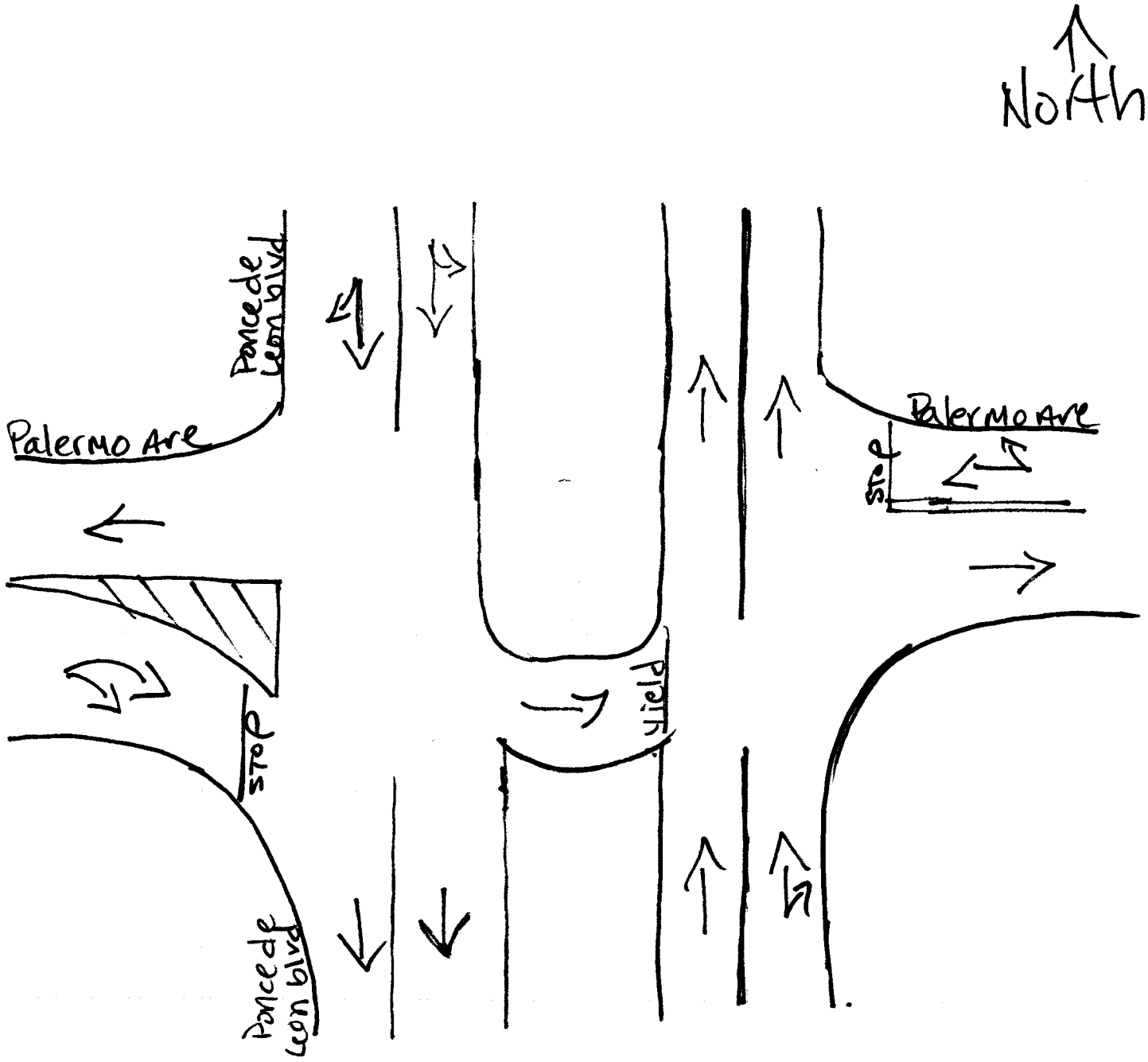
PALERMO AVENUE & NB PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: CARLOS PALOMINO
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : PALN_PDL
Page : 1

PEDESTRIANS

	PONCE DE LEON BOULEVARD From North				PALERMO AVENUE From East				PONCE DE LEON BOULEVARD From South				PALERMO AVENUE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 05/14/14																	
07:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
07:45	0	0	0	3	0	0	0	3	0	0	0	1	0	0	0	0	7
Hr Total	0	0	0	4	0	0	0	6	0	0	0	1	0	0	0	0	11
08:00	0	0	0	7	0	0	0	5	0	0	0	1	0	0	0	0	13
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	4
08:45	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	7
Hr Total	0	0	0	12	0	0	0	11	0	0	0	1	0	0	0	0	24
* BREAK *																	
16:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:15	0	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	8
16:30	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
16:45	0	0	0	4	0	0	0	9	0	0	0	0	0	0	0	0	13
Hr Total	0	0	0	7	0	0	0	18	0	0	0	0	0	0	0	0	25
17:00	0	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	7
17:15	0	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	9
17:30	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
17:45	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	6
Hr Total	0	0	0	10	0	0	0	15	0	0	0	0	0	0	0	0	25
TOTAL	0	0	0	33	0	0	0	50	0	0	0	2	0	0	0	0	85



Coral Gables, Florida
May 14, 2014
drawn by: Luis Palomino
not Signalized

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

CATALONIA AVENUE & PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : CATA_PDL
Page : 1

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				DRIVEWAY From East				PONCE DE LEON BOULEVARD From South				CATALONIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
07:00	0	0	91	1	0	0	0	1	0	2	111	0	0	2	0	1	209
07:15	0	0	62	1	0	0	0	0	0	4	107	3	0	4	0	8	189
07:30	0	1	80	6	0	0	0	0	0	7	115	1	0	9	1	9	229
07:45	0	0	75	5	0	1	0	2	0	7	149	1	0	9	0	8	257
Hr Total	0	1	308	13	0	1	0	3	0	20	482	5	0	24	1	26	884
08:00	0	1	112	4	0	0	0	0	0	9	160	0	0	11	0	9	306
08:15	0	0	96	6	0	0	0	1	0	13	180	3	0	10	1	7	317
08:30	0	0	125	6	0	1	0	0	0	5	164	1	0	13	0	12	327
08:45	0	3	116	7	0	0	0	0	0	16	181	3	0	12	2	11	351
Hr Total	0	4	449	23	0	1	0	1	0	43	685	7	0	46	3	39	1301
* BREAK *																	
16:00	0	2	161	3	0	0	1	1	1	6	149	1	0	4	1	5	335
16:15	1	3	132	5	0	0	0	2	0	5	138	0	0	7	0	7	300
16:30	1	2	159	4	0	1	0	4	0	5	140	0	0	9	0	13	338
16:45	0	1	157	6	0	0	1	3	0	9	159	2	0	8	0	6	352
Hr Total	2	8	609	18	0	1	2	10	1	25	586	3	0	28	1	31	1325
17:00	0	0	213	5	0	0	1	1	0	9	177	0	0	9	0	11	426
17:15	0	0	197	5	0	5	1	2	0	6	194	0	0	10	0	11	431
17:30	0	0	198	10	0	1	1	0	0	7	165	1	0	14	0	12	409
17:45	0	2	188	4	0	0	1	0	0	6	156	1	0	13	0	11	382
Hr Total	0	2	796	24	0	6	4	3	0	28	692	2	0	46	0	45	1648
TOTAL	2	15	2162	78	0	9	6	17	1	116	2445	17	0	144	5	141	5158

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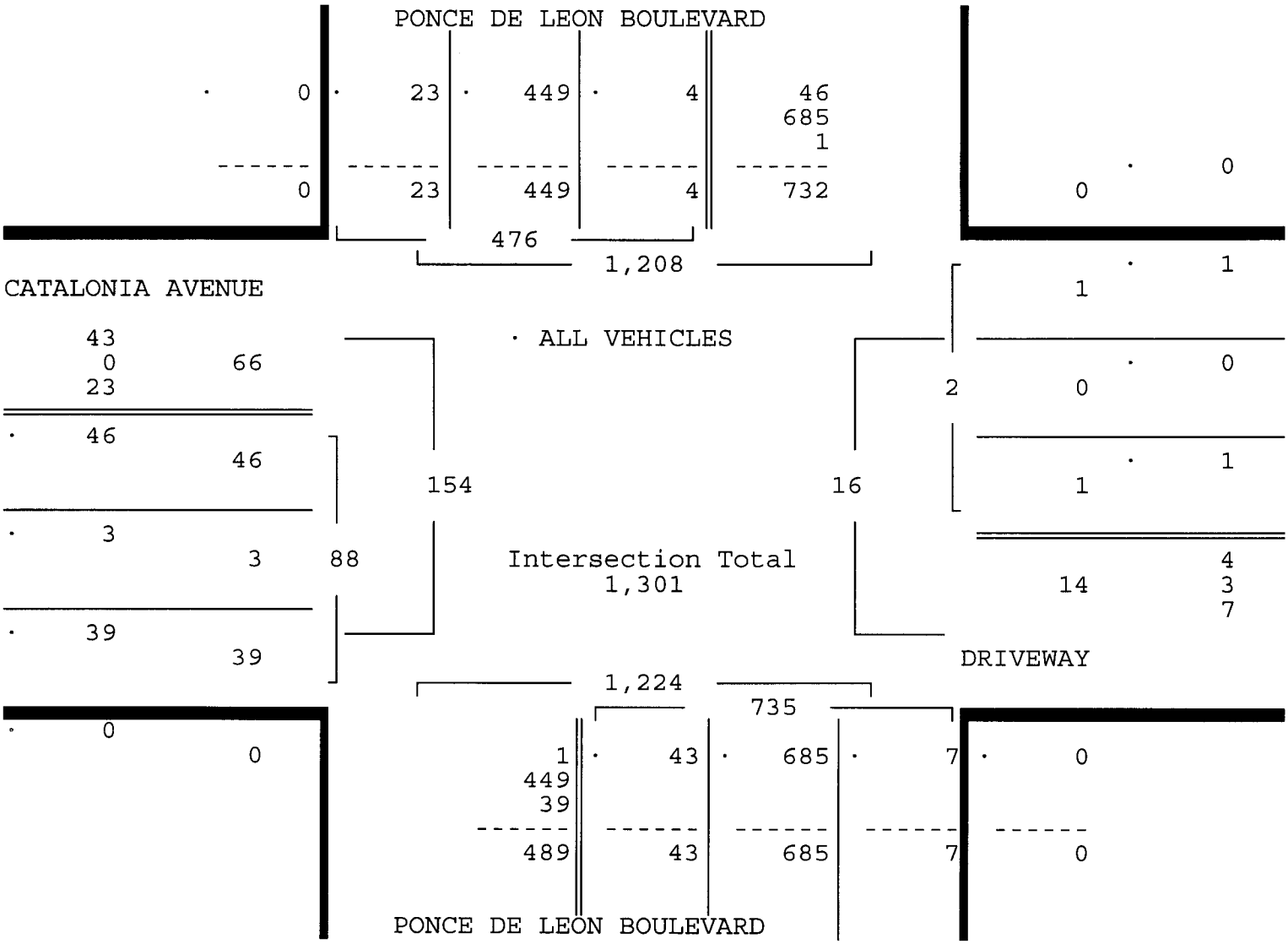
CATALONIA AVENUE & PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : CATA_PDL
Page : 2

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				DRIVEWAY From East				PONCE DE LEON BOULEVARD From South				CATALONIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/14/14																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	4	449	23	0	1	0	1	0	43	685	7	0	46	3	39	
Percent	0%	1%	94%	5%	0%	50%	0%	50%	0%	6%	93%	1%	0%	52%	3%	44%	
Pk total	476				2				735				88				
Highest	08:30				08:15				08:45				08:30				
Volume	0	0	125	6	0	0	0	1	0	16	181	3	0	13	0	12	
Hi total	131				1				200				25				
PHF	.91				.50				.92				.88				



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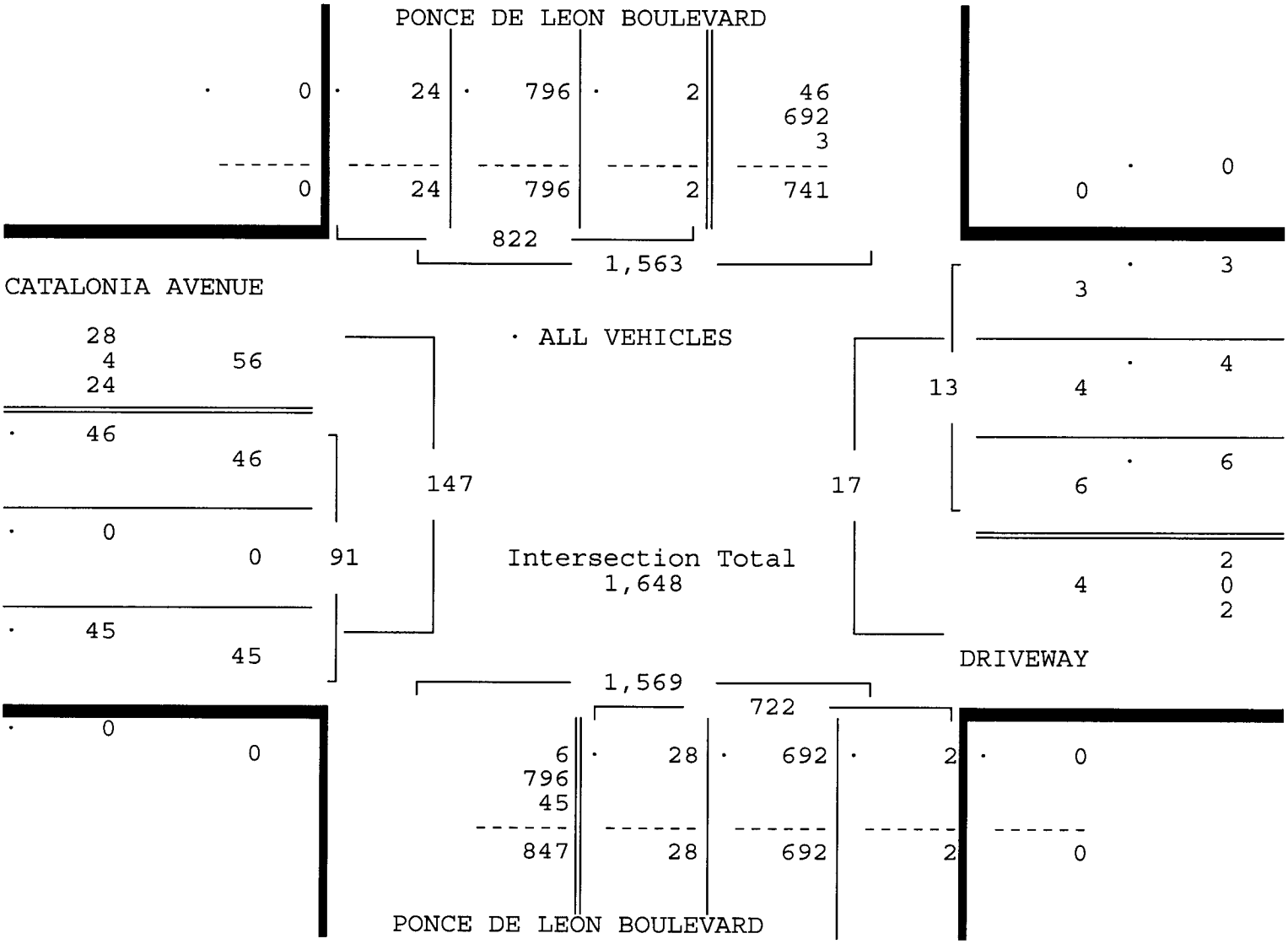
CATALONIA AVENUE & PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : CATA_PDL
Page : 3

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				DRIVEWAY From East				PONCE DE LEON BOULEVARD From South				CATALONIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/14/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	2	796	24	0	6	4	3	0	28	692	2	0	46	0	45	
Percent	0%	0%	97%	3%	0%	46%	31%	23%	0%	4%	96%	0%	0%	51%	0%	49%	
Pk total	822				13				722				91				
Highest	17:00				17:15				17:15				17:30				
Volume	0	0	213	5	0	5	1	2	0	6	194	0	0	14	0	12	
Hi total	218				8				200				26				
PHF	.94				.41				.90				.88				



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CATALONIA AVENUE & PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : CATA_PDL
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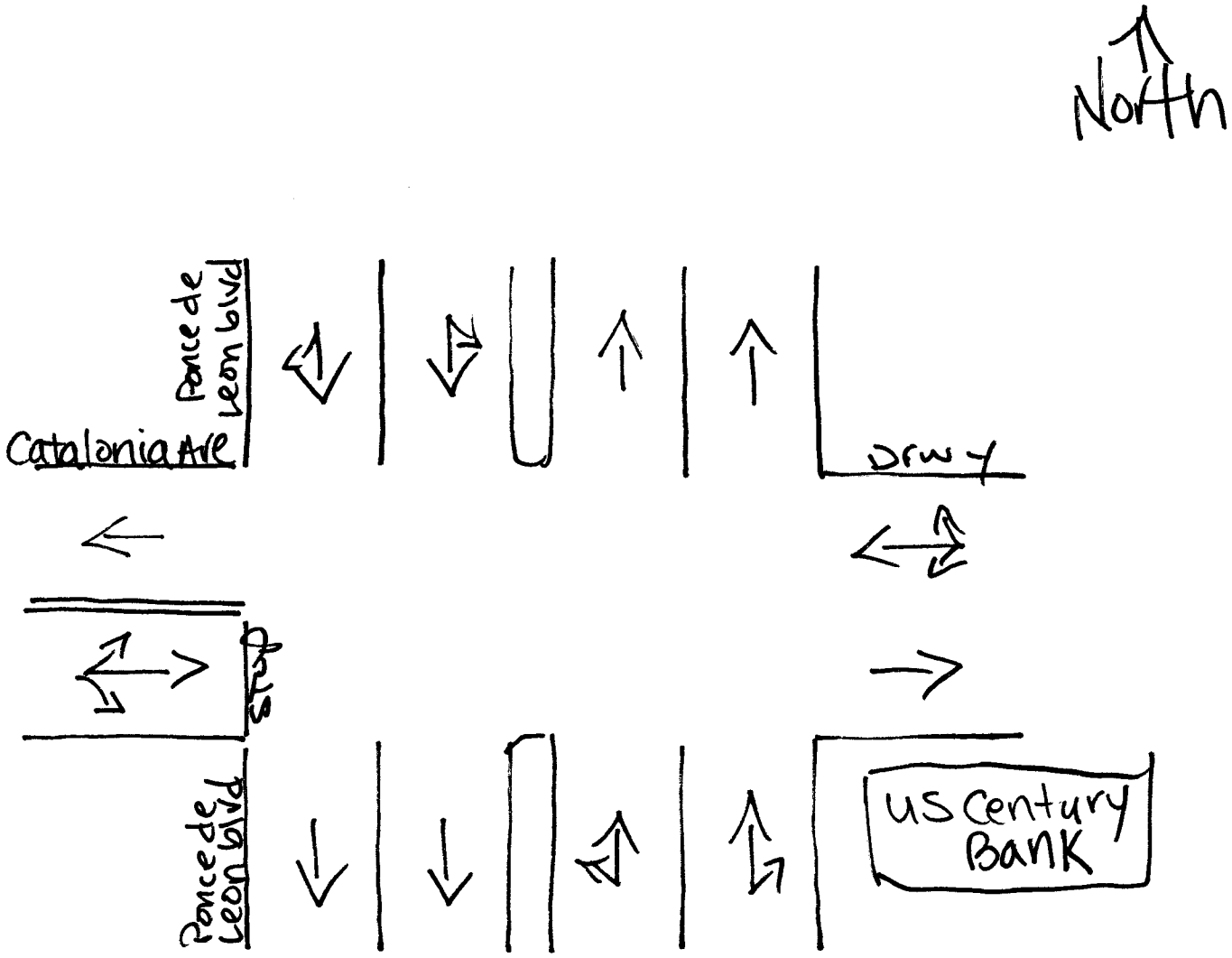
PEDESTRIANS

	PONCE DE LEON BOULEVARD From North				DRIVEWAY From East				PONCE DE LEON BOULEVARD From South				CATALONIA AVENUE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 05/14/14																	
07:00	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
07:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	4	6
07:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	4
07:45	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	1	4
Hr Total	0	0	0	4	0	0	0	5	0	0	0	0	0	0	0	8	17
08:00	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	4
08:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	5
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Hr Total	0	0	0	2	0	0	0	3	0	0	0	1	0	0	0	6	12
* BREAK *																	
16:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	4	0	0	0	2	0	0	0	1	0	0	0	3	10
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	5	0	0	0	3	0	0	0	1	0	0	0	4	13
17:00	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
17:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	5
17:45	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2	5
Hr Total	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	7	15
TOTAL	0	0	0	15	0	0	0	15	0	0	0	2	0	0	0	25	57



Coral Gables, Florida
May 14, 2014
drawn by: Luis Palomino
not signalized

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Phone (561) 272-3255

UNIVERSITY DRIVE & PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : UNIV_PDL
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ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				----- From East				PONCE DE LEON BOULEVARD From South				UNIVERSITY DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
07:00	0	0	70	15	0	0	0	0	0	0	111	0	0	0	0	0	196
07:15	0	0	65	13	0	0	0	0	0	2	119	0	0	0	0	0	199
07:30	0	0	71	16	0	0	0	0	0	4	123	0	0	0	0	0	214
07:45	0	0	65	20	0	0	0	0	0	5	158	0	0	0	0	0	248
Hr Total	0	0	271	64	0	0	0	0	0	11	511	0	0	0	0	0	857
08:00	0	0	91	27	0	0	0	0	0	4	177	0	0	0	0	0	299
08:15	0	0	83	22	0	0	0	0	1	5	200	0	0	0	0	0	311
08:30	0	0	108	31	0	0	0	0	0	0	172	0	0	0	0	0	311
08:45	1	0	102	24	0	0	0	0	0	3	210	0	0	0	0	0	340
Hr Total	1	0	384	104	0	0	0	0	1	12	759	0	0	0	0	0	1261
---------- * BREAK * ----------																	
16:00	0	0	113	55	0	0	0	0	0	3	155	0	0	0	0	0	326
16:15	0	0	103	41	0	0	0	0	1	0	143	0	0	0	0	0	288
16:30	0	0	117	66	0	0	0	0	0	3	145	0	0	0	0	0	331
16:45	0	0	105	58	0	0	0	0	0	2	167	0	0	0	0	0	332
Hr Total	0	0	438	220	0	0	0	0	1	8	610	0	0	0	0	0	1277
17:00	0	0	162	70	0	0	0	0	1	7	182	0	0	0	0	0	422
17:15	0	0	141	76	0	0	0	0	0	6	201	0	0	0	0	0	424
17:30	1	0	137	78	0	0	0	0	0	1	173	0	0	0	0	0	390
17:45	1	0	138	69	0	0	0	0	0	3	163	0	0	0	0	0	374
Hr Total	2	0	578	293	0	0	0	0	1	17	719	0	0	0	0	0	1610
TOTAL	3	0	1671	681	0	0	0	0	3	48	2599	0	0	0	0	0	5005

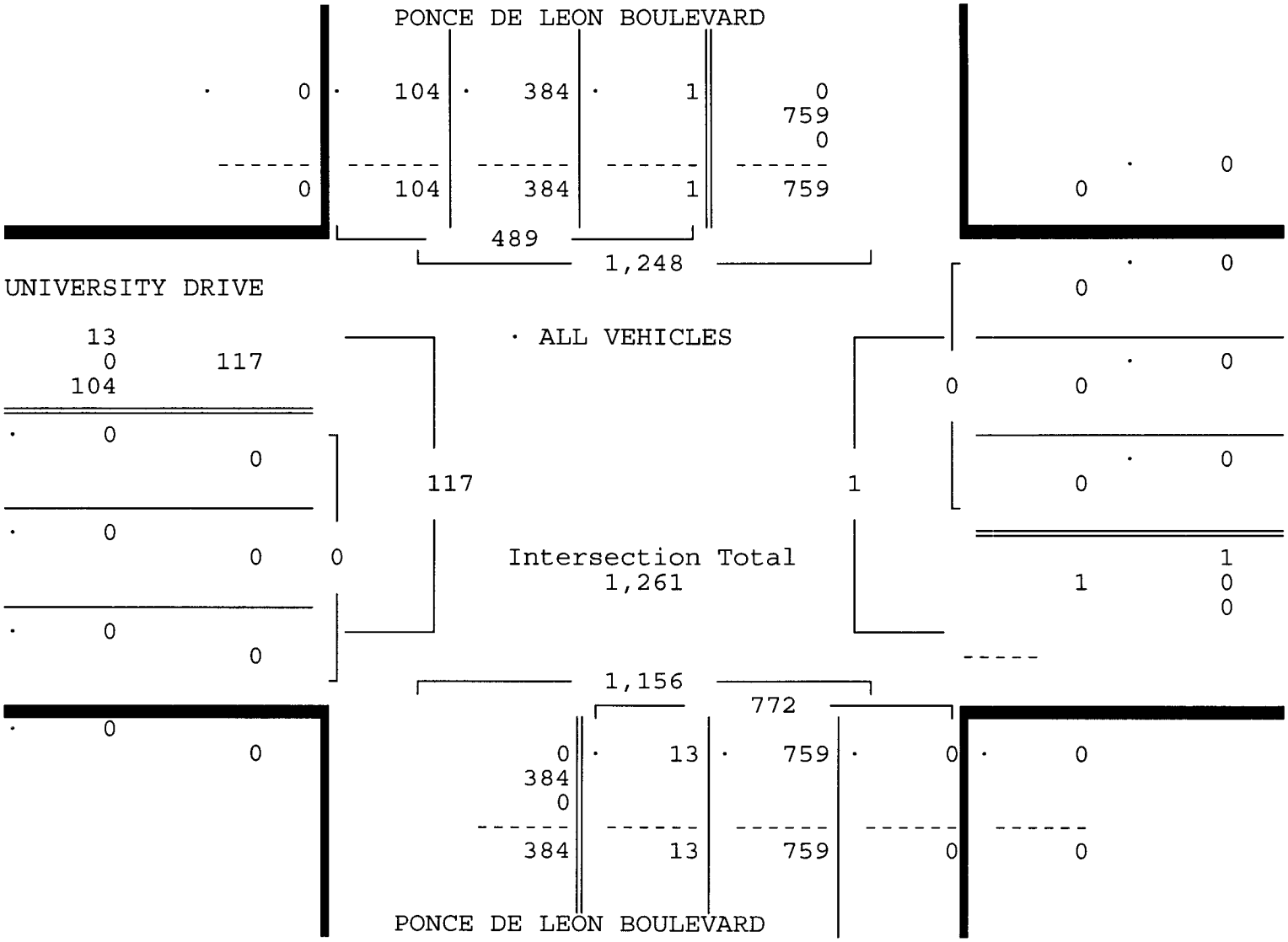
UNIVERSITY DRIVE & PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

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

Site Code : 00140106
Start Date: 05/14/14
File I.D. : UNIV_PDL
Page : 2

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				----- From East				PONCE DE LEON BOULEVARD From South				UNIVERSITY DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/14/14																	
Peak start	08:00				08:00				08:00				08:00				
Volume	1	0	384	104	0	0	0	0	1	12	759	0	0	0	0	0	
Percent	0%	0%	79%	21%	0%	0%	0%	0%	0%	2%	98%	0%	0%	0%	0%	0%	
Pk total	489				0				772				0				
Highest	08:30				07:00				08:45				07:00				
Volume	0	0	108	31	0	0	0	0	0	3	210	0	0	0	0	0	
Hi total	139				0				213				0				
PHF	.88				.0				.91				.0				



UNIVERSITY DRIVE & PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
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Site Code : 00140106
Start Date: 05/14/14
File I.D. : UNIV_PDL
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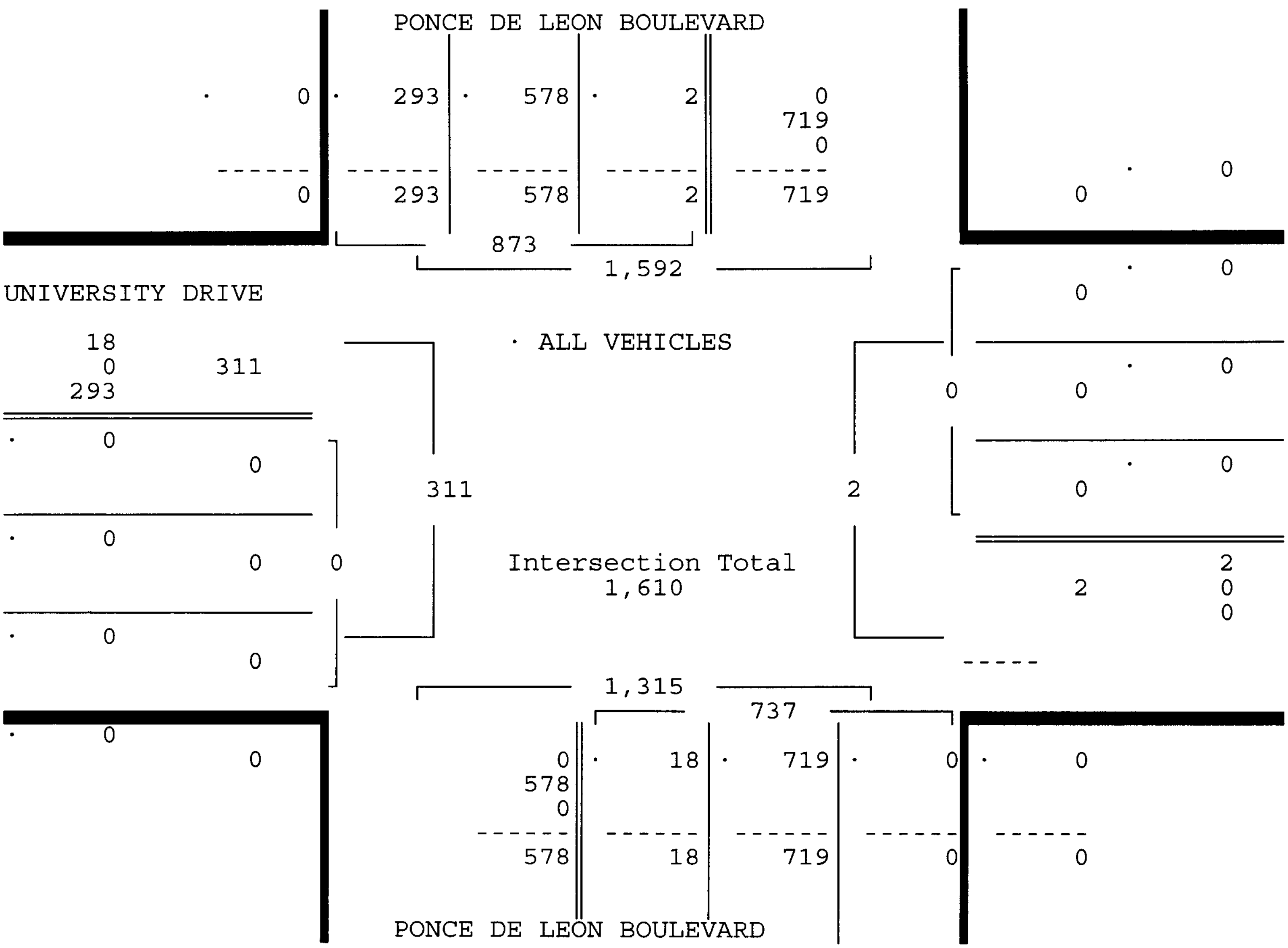
ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				----- From East				PONCE DE LEON BOULEVARD From South				UNIVERSITY DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/14/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	2	0	578	293	0	0	0	0	1	17	719	0	0	0	0	0	
Percent	0%	0%	66%	34%	0%	0%	0%	0%	0%	2%	98%	0%	0%	0%	0%	0%	
Pk total	873				0				737				0				
Highest	17:00				07:00				17:15				07:00				
Volume	0	0	162	70	0	0	0	0	0	6	201	0	0	0	0	0	
Hi total	232				0				207				0				
PHF	.94				.0				.89				.0				



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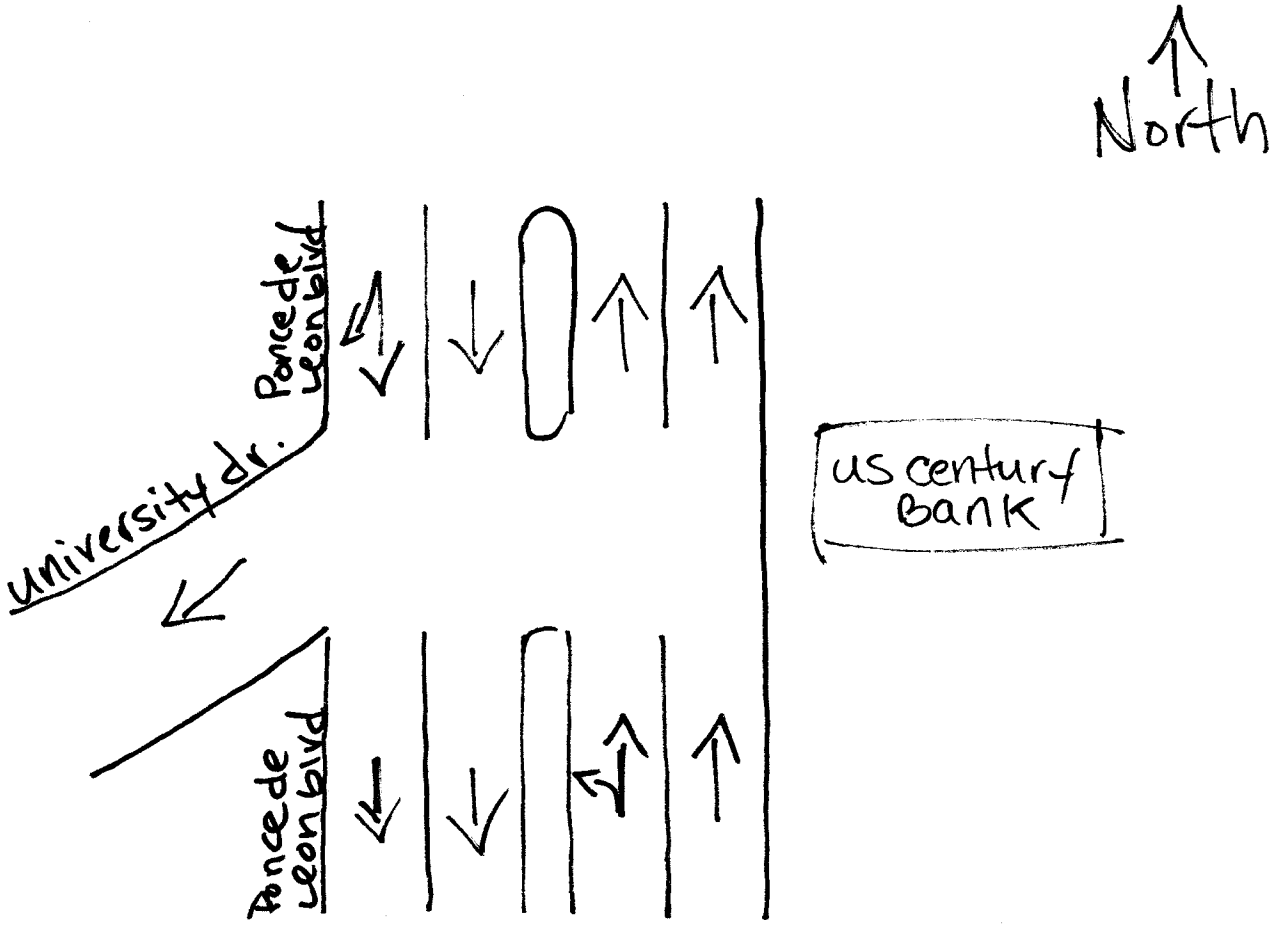
UNIVERSITY DRIVE & PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : UNIV_PDL
Page : 1

PEDESTRIANS

	PONCE DE LEON BOULEVARD From North				----- From East				PONCE DE LEON BOULEVARD From South				UNIVERSITY DRIVE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 05/14/14																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
Hr Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	8	9
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	6
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
Hr Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	8	11
TOTAL	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	31	35



Coral Gables, Florida
May 14, 2014
drawn by: Luis Palomino
NOT Signalized

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MALAGA AVENUE & PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : MALA_PDL
Page : 1

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				MALAGA AVENUE From East				PONCE DE LEON BOULEVARD From South				MALAGA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
07:00	0	2	61	0	0	10	5	0	0	1	71	13	0	36	29	1	229
07:15	1	2	61	0	0	0	5	4	1	1	79	10	0	36	45	2	247
07:30	0	3	70	0	0	4	9	8	0	3	82	7	0	37	38	4	265
07:45	0	3	61	0	0	7	4	5	0	1	116	13	0	40	41	2	293
Hr Total	1	10	253	0	0	21	23	17	1	6	348	43	0	149	153	9	1034
08:00	0	6	84	0	0	9	8	7	0	4	130	11	0	44	47	3	353
08:15	0	5	78	0	0	9	15	10	0	4	148	8	0	47	41	7	372
08:30	0	5	99	0	0	7	5	3	0	5	126	11	0	44	32	7	344
08:45	0	4	96	0	0	9	7	5	0	2	155	15	0	49	32	6	380
Hr Total	0	20	357	0	0	34	35	25	0	15	559	45	0	184	152	23	1449
* BREAK *																	
16:00	0	5	104	0	0	7	16	4	0	5	126	9	0	29	8	8	321
16:15	0	3	97	0	0	7	20	2	1	7	124	11	0	18	19	1	310
16:30	0	2	117	0	0	8	11	2	0	1	126	7	0	17	20	6	317
16:45	0	1	105	0	0	6	18	2	0	5	130	3	0	33	15	4	322
Hr Total	0	11	423	0	0	28	65	10	1	18	506	30	0	97	62	19	1270
17:00	0	6	147	0	0	18	21	8	0	4	153	10	0	30	22	7	426
17:15	0	3	134	0	0	7	33	6	1	5	161	5	0	39	13	3	410
17:30	0	6	127	0	0	15	22	3	1	5	145	12	0	25	23	4	388
17:45	1	10	124	0	0	5	28	8	1	3	125	14	0	30	21	3	373
Hr Total	1	25	532	0	0	45	104	25	3	17	584	41	0	124	79	17	1597
TOTAL	2	66	1565	0	0	128	227	77	5	56	1997	159	0	554	446	68	5350

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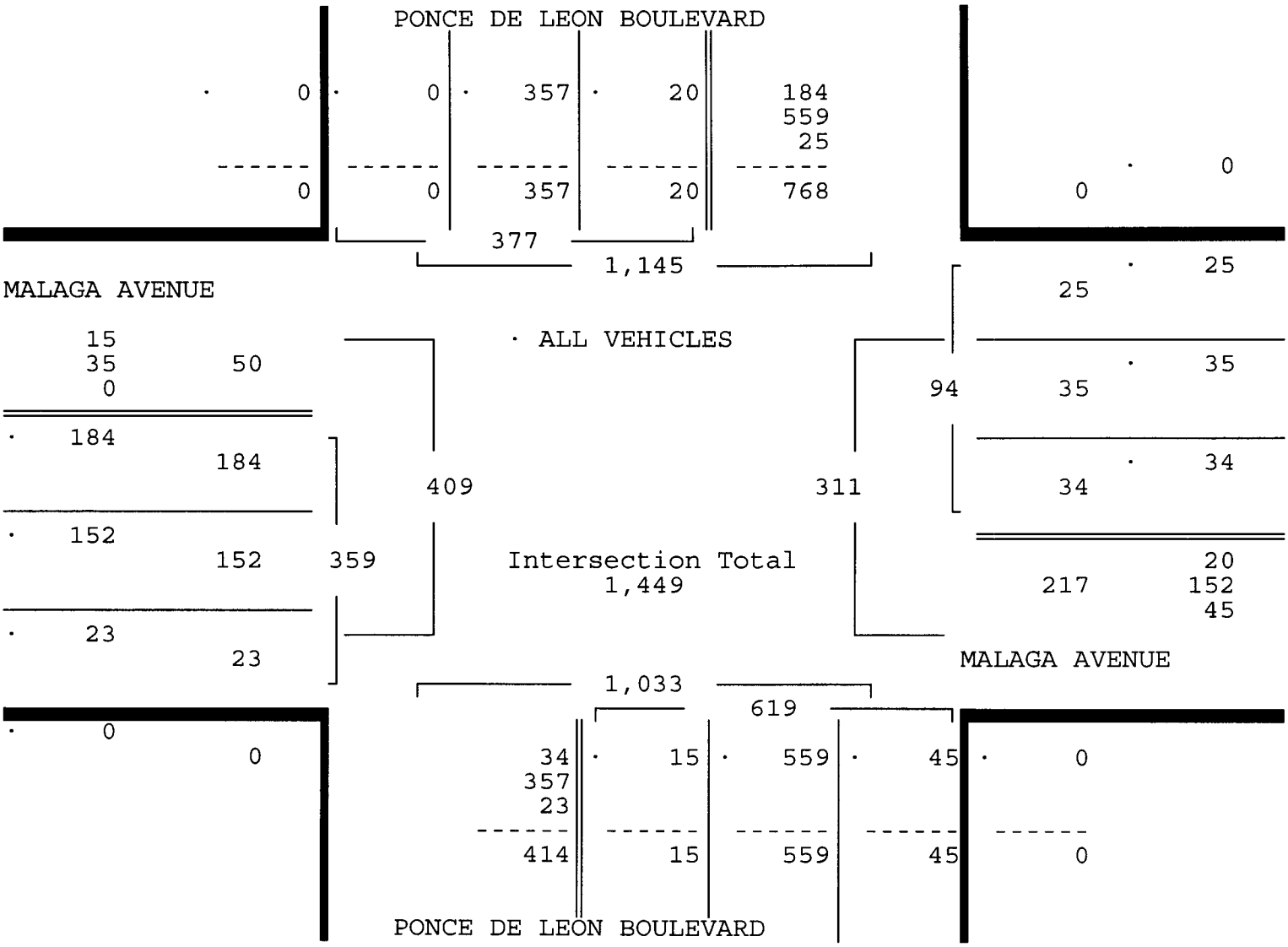
Phone (561) 272-3255

MALAGA AVENUE & PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : MALA_PDL
Page : 2

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				MALAGA AVENUE From East				PONCE DE LEON BOULEVARD From South				MALAGA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/14/14																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	20	357	0	0	34	35	25	0	15	559	45	0	184	152	23	
Percent	0%	5%	95%	0%	0%	36%	37%	27%	0%	2%	90%	7%	0%	51%	42%	6%	
Pk total	377				94				619				359				
Highest	08:30				08:15				08:45				08:15				
Volume	0	5	99	0	0	9	15	10	0	2	155	15	0	47	41	7	
Hi total	104				34				172				95				
PHF	.91				.69				.90				.94				



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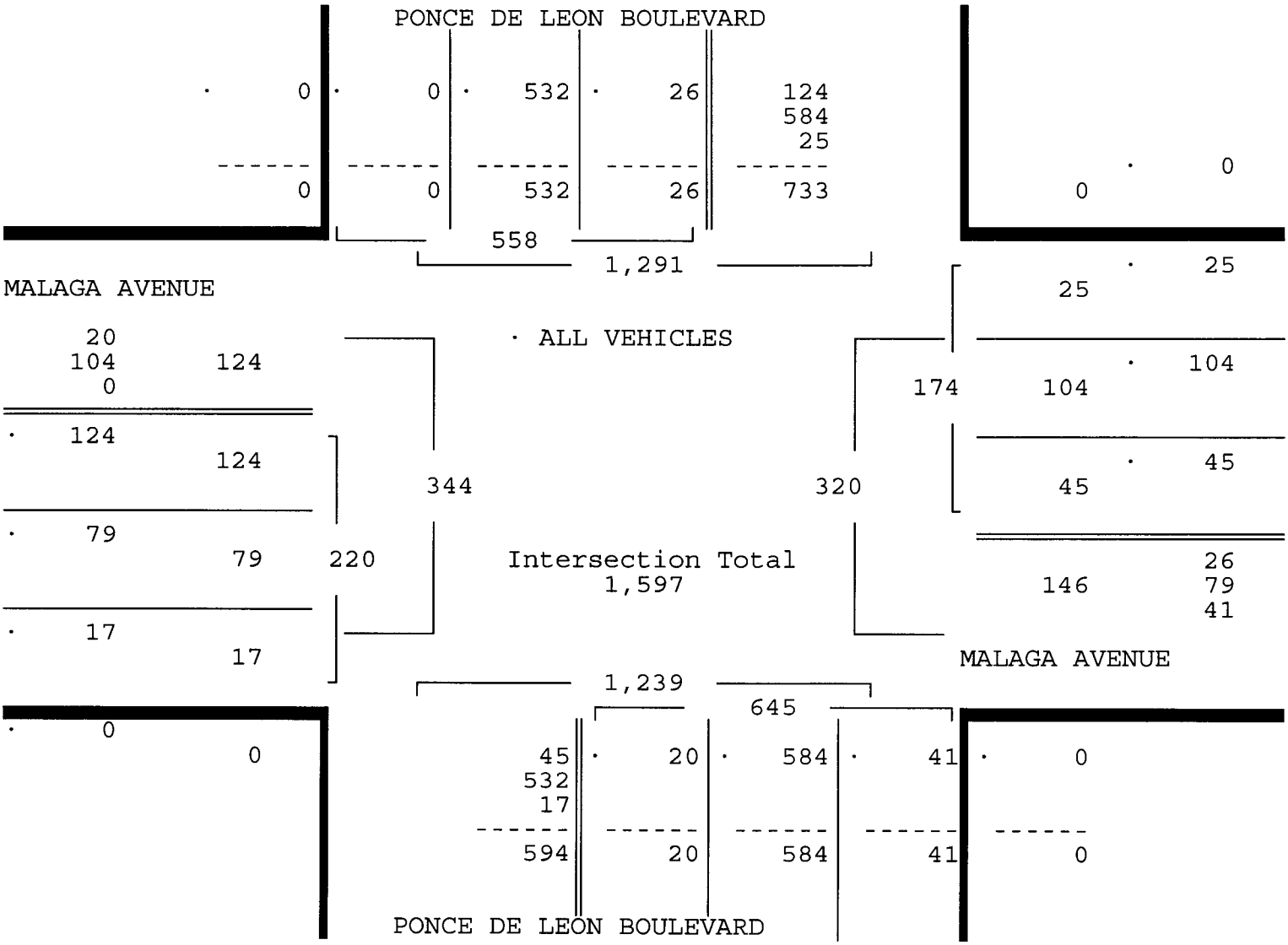
MALAGA AVENUE & PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : MALA_PDL
Page : 3

ALL VEHICLES

	PONCE DE LEON BOULEVARD From North				MALAGA AVENUE From East				PONCE DE LEON BOULEVARD From South				MALAGA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/14/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/14/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	1	25	532	0	0	45	104	25	3	17	584	41	0	124	79	17	
Percent	0%	4%	95%	0%	0%	26%	60%	14%	0%	3%	91%	6%	0%	56%	36%	8%	
Pk total	558				174				645				220				
Highest	17:00				17:00				17:15				17:00				
Volume	0	6	147	0	0	18	21	8	1	5	161	5	0	30	22	7	
Hi total	153				47				172				59				
PHF	.91				.93				.94				.93				



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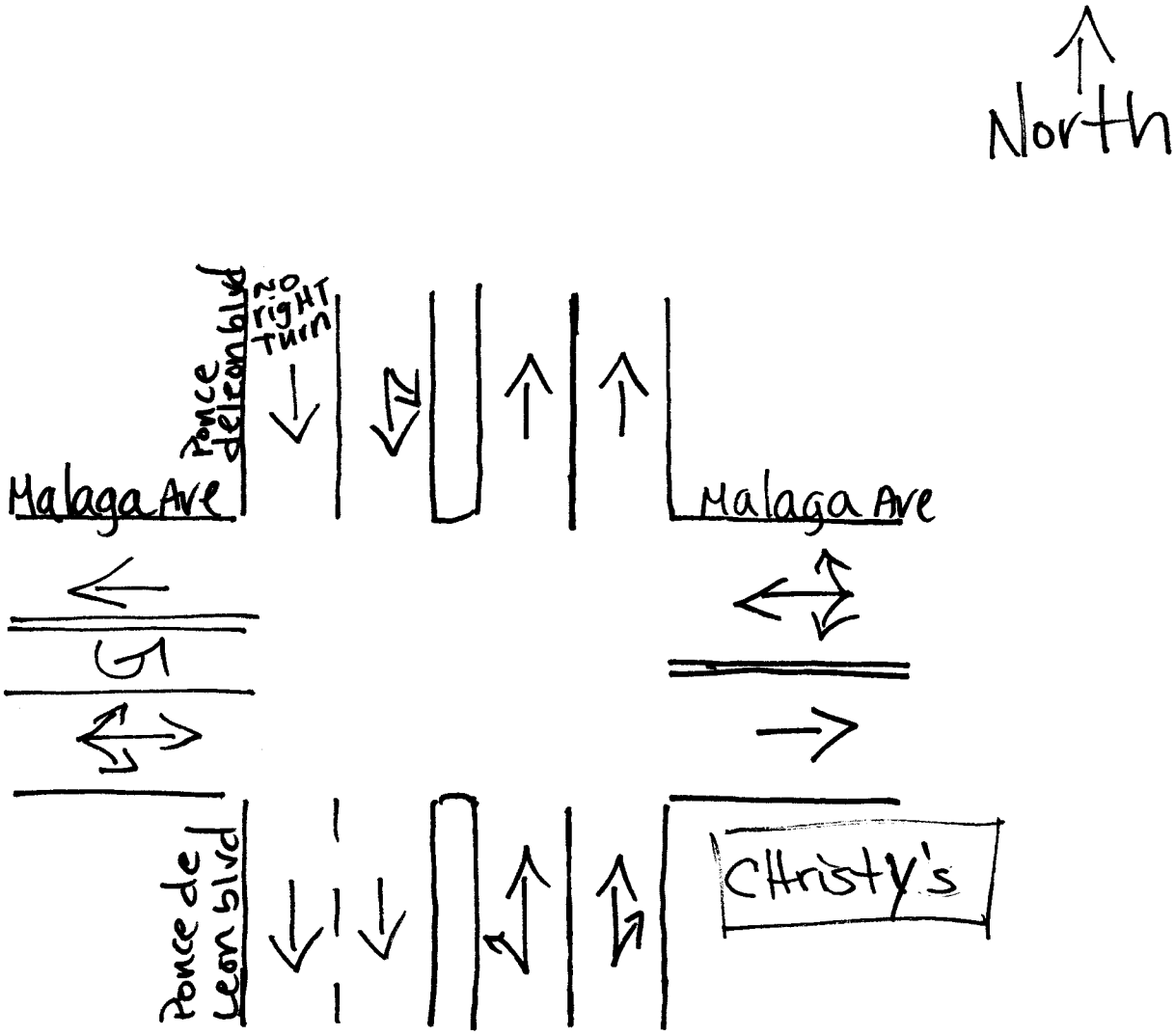
MALAGA AVENUE & PONCE DE LEON BOULEVARD
CORAL GABLES, FLORIDA
COUNTED BY: LUIS PALOMINO
SIGNALIZED

Site Code : 00140106
Start Date: 05/14/14
File I.D. : MALA_PDL
Page : 1

PEDESTRIANS

	PONCE DE LEON BOULEVARD From North				MALAGA AVENUE From East				PONCE DE LEON BOULEVARD From South				MALAGA AVENUE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 05/14/14																	
07:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	4
07:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	3
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	10
08:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
08:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	3
08:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	4
Hr Total	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	6	11
* BREAK *																	
16:00	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1	5
16:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:30	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	4
16:45	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	4
Hr Total	0	0	0	2	0	0	0	7	0	0	0	1	0	0	0	4	14
17:00	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	1	5
17:15	0	0	0	0	0	0	0	4	0	0	0	5	0	0	0	1	10
17:30	0	0	0	0	0	0	0	3	0	0	0	12	0	0	0	5	20
17:45	0	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0	6
Hr Total	0	0	0	0	0	0	0	14	0	0	0	20	0	0	0	7	41
TOTAL	0	0	0	2	0	0	0	30	0	0	0	22	0	0	0	22	76



Coral Gables, Florida
May 14, 2014
drawn by: Luis Palomino
Signalized

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SEVILLA AVENUE & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00140106
Start Date: 05/15/14
File I.D. : SEVILEJE
Page : 1

ALL VEHICLES

	LEJEUNE ROAD From North				SEVILLA AVENUE From East				LEJEUNE ROAD From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																	
07:00	0	23	252	0	0	0	0	4	0	0	240	7	0	0	0	0	526
07:15	0	35	207	0	0	2	0	7	0	0	265	11	0	0	0	0	527
07:30	0	25	233	0	0	0	0	8	0	0	279	7	0	0	0	0	552
07:45	0	64	261	0	0	1	0	15	0	0	292	12	0	0	0	0	645
Hr Total	0	147	953	0	0	3	0	34	0	0	1076	37	0	0	0	0	2250
08:00	0	59	269	0	0	1	0	6	0	0	306	19	0	0	0	0	660
08:15	0	64	264	0	0	2	0	11	0	0	310	9	0	0	0	0	660
08:30	0	63	256	0	0	3	0	8	0	0	279	16	0	0	0	0	625
08:45	0	59	258	0	0	4	0	14	0	0	279	27	0	0	0	0	641
Hr Total	0	245	1047	0	0	10	0	39	0	0	1174	71	0	0	0	0	2586
* BREAK *																	
16:00	0	19	272	0	0	13	0	32	0	0	223	9	0	0	0	0	568
16:15	0	16	245	0	0	12	0	24	0	0	229	11	0	0	0	0	537
16:30	0	11	287	0	0	18	0	32	0	0	243	15	0	0	0	0	606
16:45	0	17	267	0	0	17	0	25	0	0	253	14	0	0	0	0	593
Hr Total	0	63	1071	0	0	60	0	113	0	0	948	49	0	0	0	0	2304
17:00	0	10	296	0	0	45	0	30	0	0	249	6	0	0	0	0	636
17:15	0	15	312	0	0	37	0	36	0	0	245	8	0	0	0	0	653
17:30	0	13	337	0	0	33	0	49	0	0	232	6	0	0	0	0	670
17:45	0	18	345	0	0	28	0	41	0	0	244	7	0	0	0	0	683
Hr Total	0	56	1290	0	0	143	0	156	0	0	970	27	0	0	0	0	2642
TOTAL	0	511	4361	0	0	216	0	342	0	0	4168	184	0	0	0	0	9782

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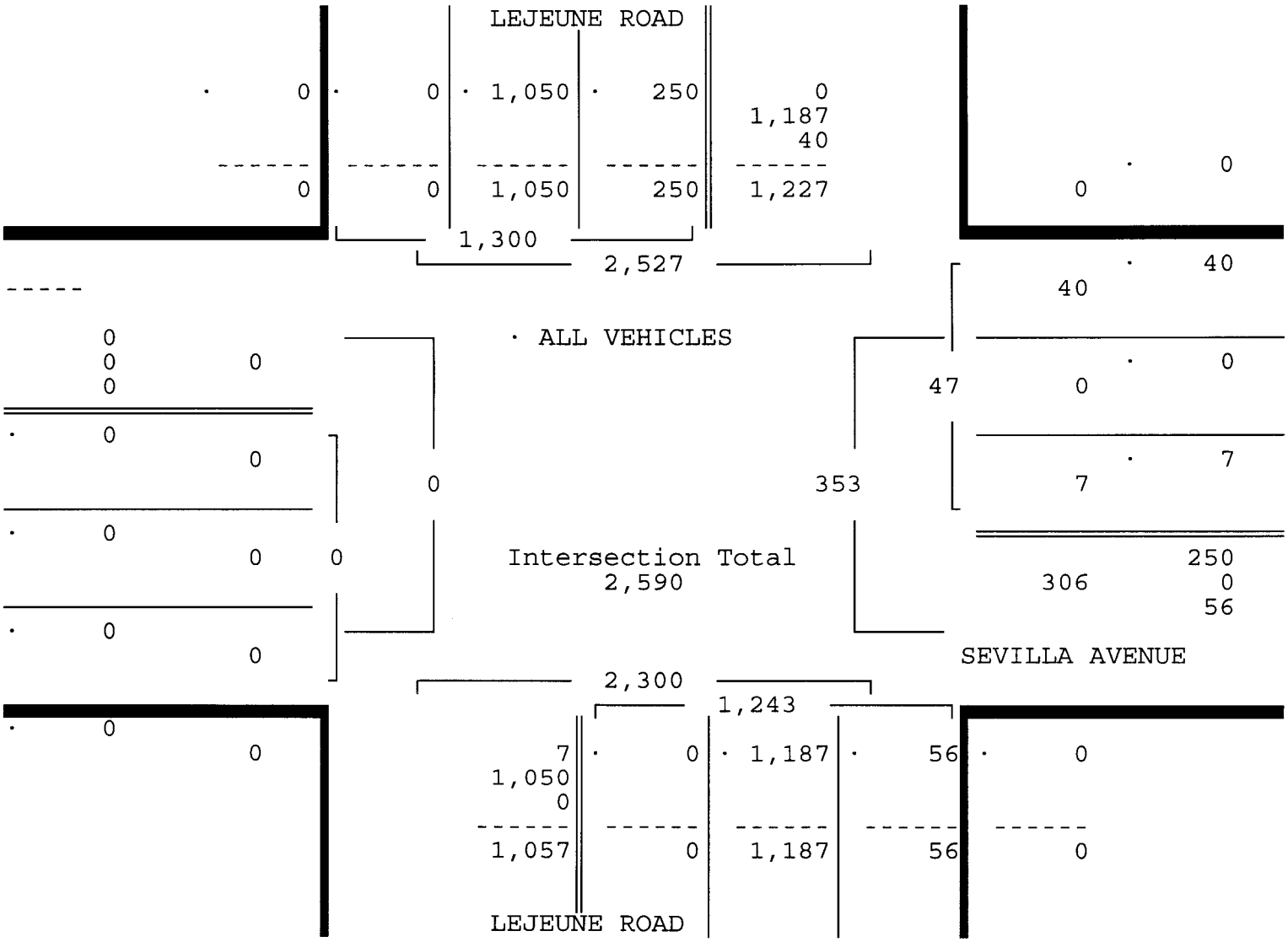
SEVILLA AVENUE & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00140106
Start Date: 05/15/14
File I.D. : SEVILEJE
Page : 2

ALL VEHICLES

	LEJEUNE ROAD From North				SEVILLA AVENUE From East				LEJEUNE ROAD From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/15/14																	
Peak start	07:45				07:45				07:45				07:45				
Volume	0	250	1050	0	0	7	0	40	0	0	1187	56	0	0	0	0	
Percent	0%	19%	81%	0%	0%	15%	0%	85%	0%	0%	95%	5%	0%	0%	0%	0%	
Pk total	1300				47				1243				0				
Highest	08:00				07:45				08:00				07:00				
Volume	0	59	269	0	0	1	0	15	0	0	306	19	0	0	0	0	
Hi total	328				16				325				0				
PHF	.99				.73				.96				.0				



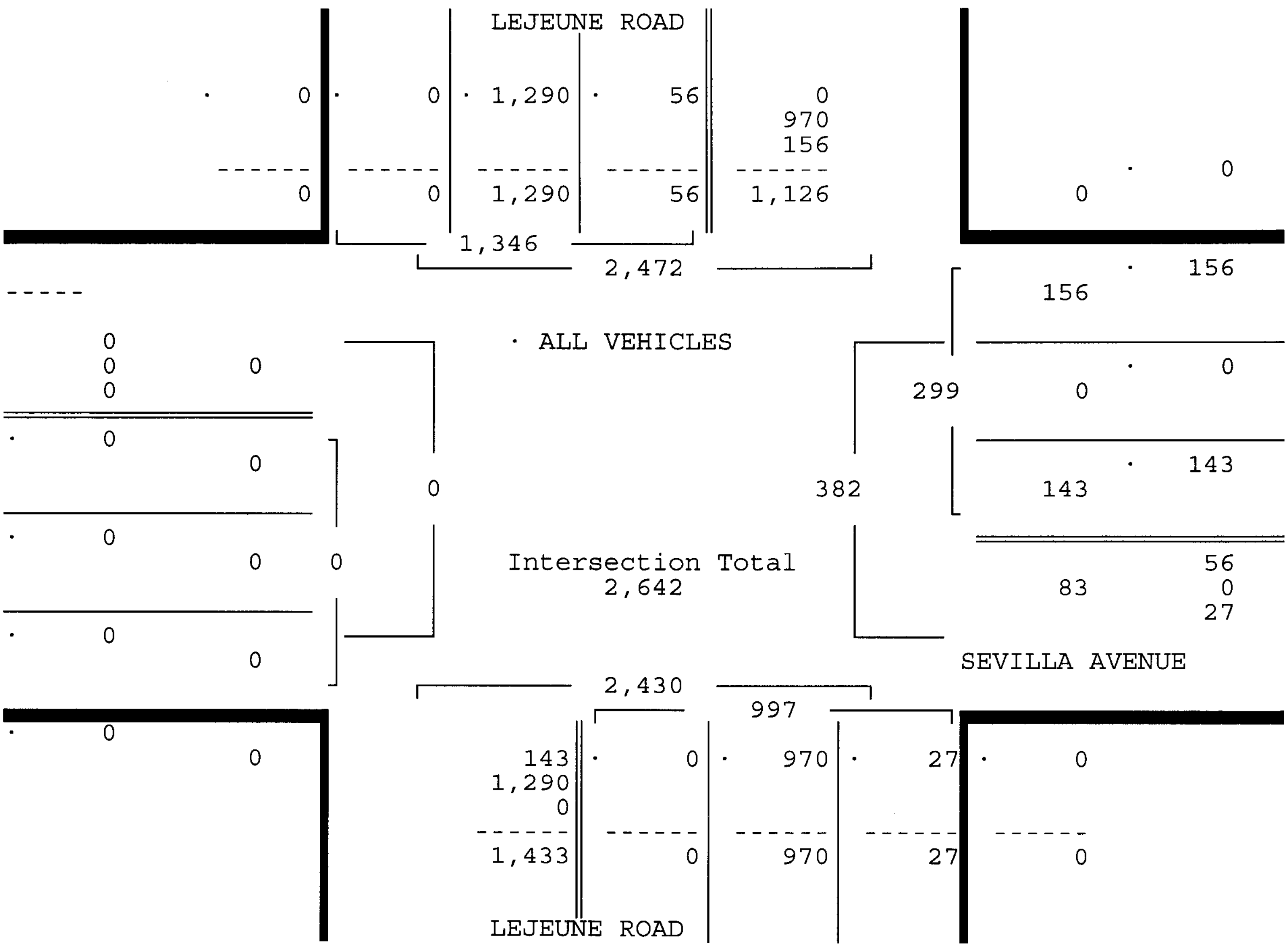
SEVILLA AVENUE & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

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

Site Code : 00140106
Start Date: 05/15/14
File I.D. : SEVILEJE

ALL VEHICLES

	LEJEUNE ROAD From North				SEVILLA AVENUE From East				LEJEUNE ROAD From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/15/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	56	1290	0	0	143	0	156	0	0	970	27	0	0	0	0	
Percent	0%	4%	96%	0%	0%	48%	0%	52%	0%	0%	97%	3%	0%	0%	0%	0%	
Pk total	1346				299				997				0				
Highest	17:45				17:30				17:00				07:00				
Volume	0	18	345	0	0	33	0	49	0	0	249	6	0	0	0	0	
Hi total	363				82				255				0				
PHF	.93				.91				.98				.0				



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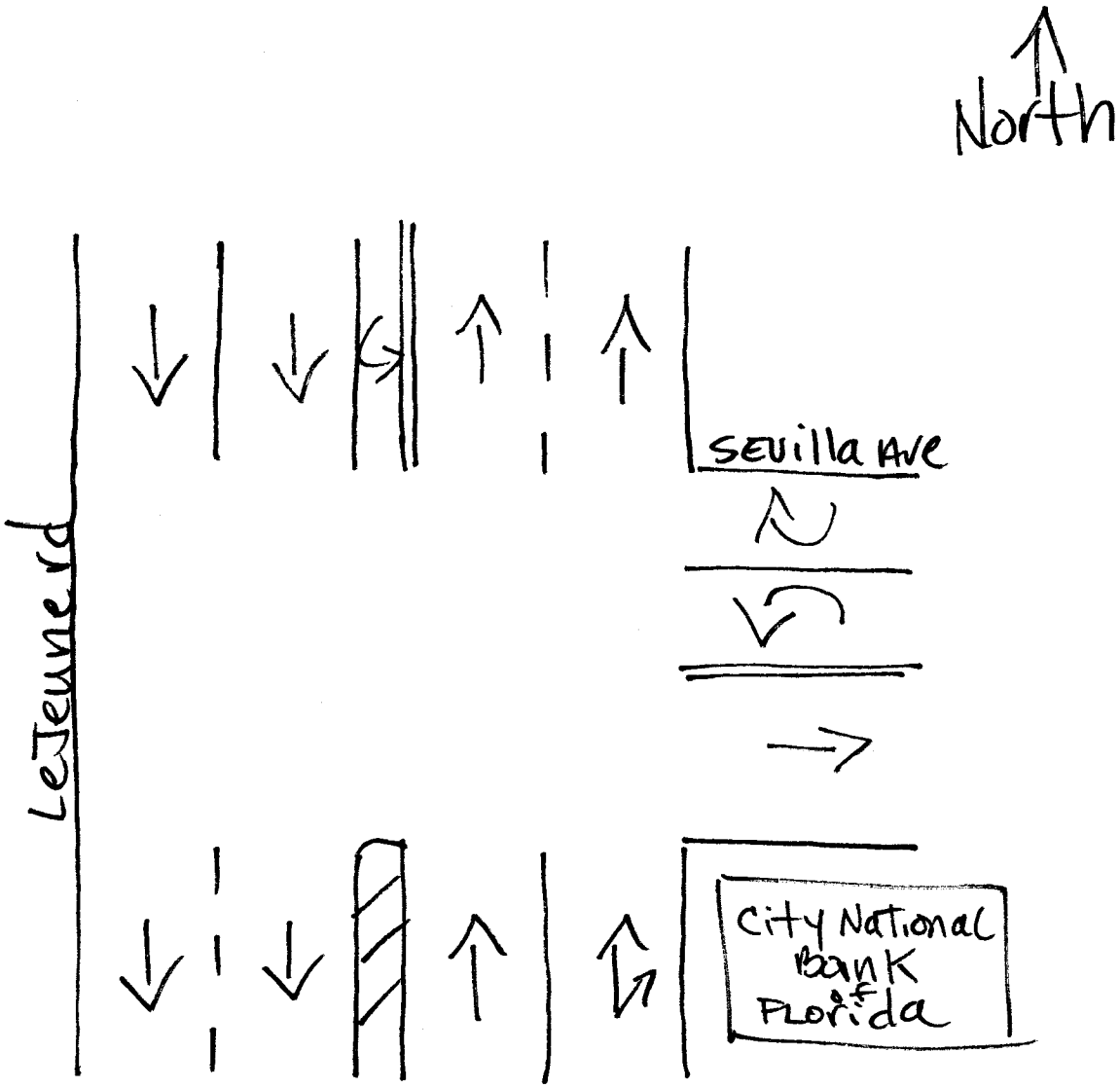
SEVILLA AVENUE & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00140106
Start Date: 05/15/14
File I.D. : SEVILEJE
Page : 1

PEDESTRIANS

	LEJEUNE ROAD From North				SEVILLA AVENUE From East				LEJEUNE ROAD From South				----- From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 05/15/14																	
07:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
---------- * BREAK * ----------																	
16:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
---------- * BREAK * ----------																	
TOTAL	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	6



Coral Gables, Florida
May 15, 2014
drawn by: Luis Palomino
signalized

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PALERMO AVENUE & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: RALPH ESPADA
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/15/14
File I.D. : PALELEJE
Page : 1

ALL VEHICLES

	LEJEUNE ROAD From North				PALERMO AVENUE From East				LEJEUNE ROAD From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																	
07:00	0	18	241	0	0	1	0	2	0	0	244	3	0	0	0	0	509
07:15	1	19	211	0	0	1	0	3	0	0	271	7	0	0	0	0	513
07:30	0	19	223	0	0	1	0	5	0	0	282	14	0	0	0	0	544
07:45	0	50	252	0	0	2	0	3	0	0	299	15	0	0	0	0	621
Hr Total	1	106	927	0	0	5	0	13	0	0	1096	39	0	0	0	0	2187
08:00	0	49	253	0	0	2	0	1	0	0	326	17	0	0	0	0	648
08:15	0	50	254	0	0	3	0	6	0	0	305	23	0	0	0	0	641
08:30	0	58	230	0	0	3	0	4	0	0	289	25	0	0	0	0	609
08:45	0	53	258	0	0	2	0	7	0	0	307	34	0	0	0	0	661
Hr Total	0	210	995	0	0	10	0	18	0	0	1227	99	0	0	0	0	2559
---------- * BREAK * ----------																	
16:00	0	14	274	0	0	4	0	6	0	0	237	10	0	0	0	0	545
16:15	0	10	253	0	0	8	0	10	0	0	218	7	0	0	0	0	506
16:30	0	17	295	0	0	5	0	20	0	0	241	7	0	0	0	0	585
16:45	0	13	276	0	0	2	0	12	0	0	270	10	0	0	0	0	583
Hr Total	0	54	1098	0	0	19	0	48	0	0	966	34	0	0	0	0	2219
17:00	0	6	338	0	0	12	0	23	0	0	223	11	0	0	0	0	613
17:15	0	5	350	0	0	10	0	11	0	0	237	9	0	0	0	0	622
17:30	2	23	357	0	2	8	0	12	0	0	226	3	0	0	0	0	633
17:45	0	9	379	0	0	5	0	15	0	0	244	10	0	0	0	0	662
Hr Total	2	43	1424	0	2	35	0	61	0	0	930	33	0	0	0	0	2530
TOTAL	3	413	4444	0	2	69	0	140	0	0	4219	205	0	0	0	0	9495

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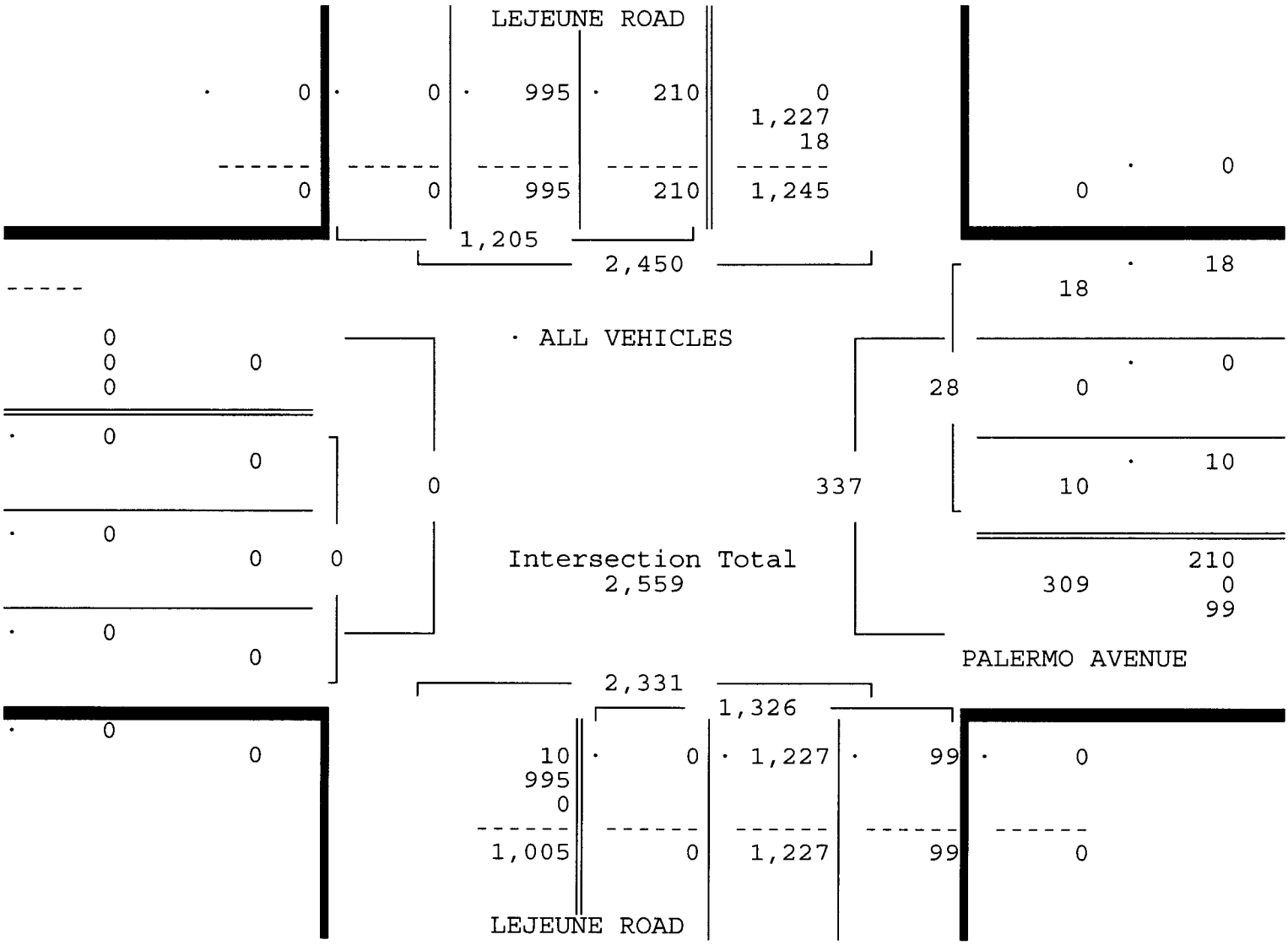
PALERMO AVENUE & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: RALPH ESPADA
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/15/14
File I.D. : PALELEJE
Page : 2

ALL VEHICLES

	LEJEUNE ROAD From North				PALERMO AVENUE From East				LEJEUNE ROAD From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/15/14																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	210	995	0	0	10	0	18	0	0	1227	99	0	0	0	0	
Percent	0%	17%	83%	0%	0%	36%	0%	64%	0%	0%	93%	7%	0%	0%	0%	0%	
Pk total	1205				28				1326				0				
Highest	08:45				08:15				08:00				07:00				
Volume	0	53	258	0	0	3	0	6	0	0	326	17	0	0	0	0	
Hi total	311				9				343				0				
PHF	.97				.78				.97				.0				



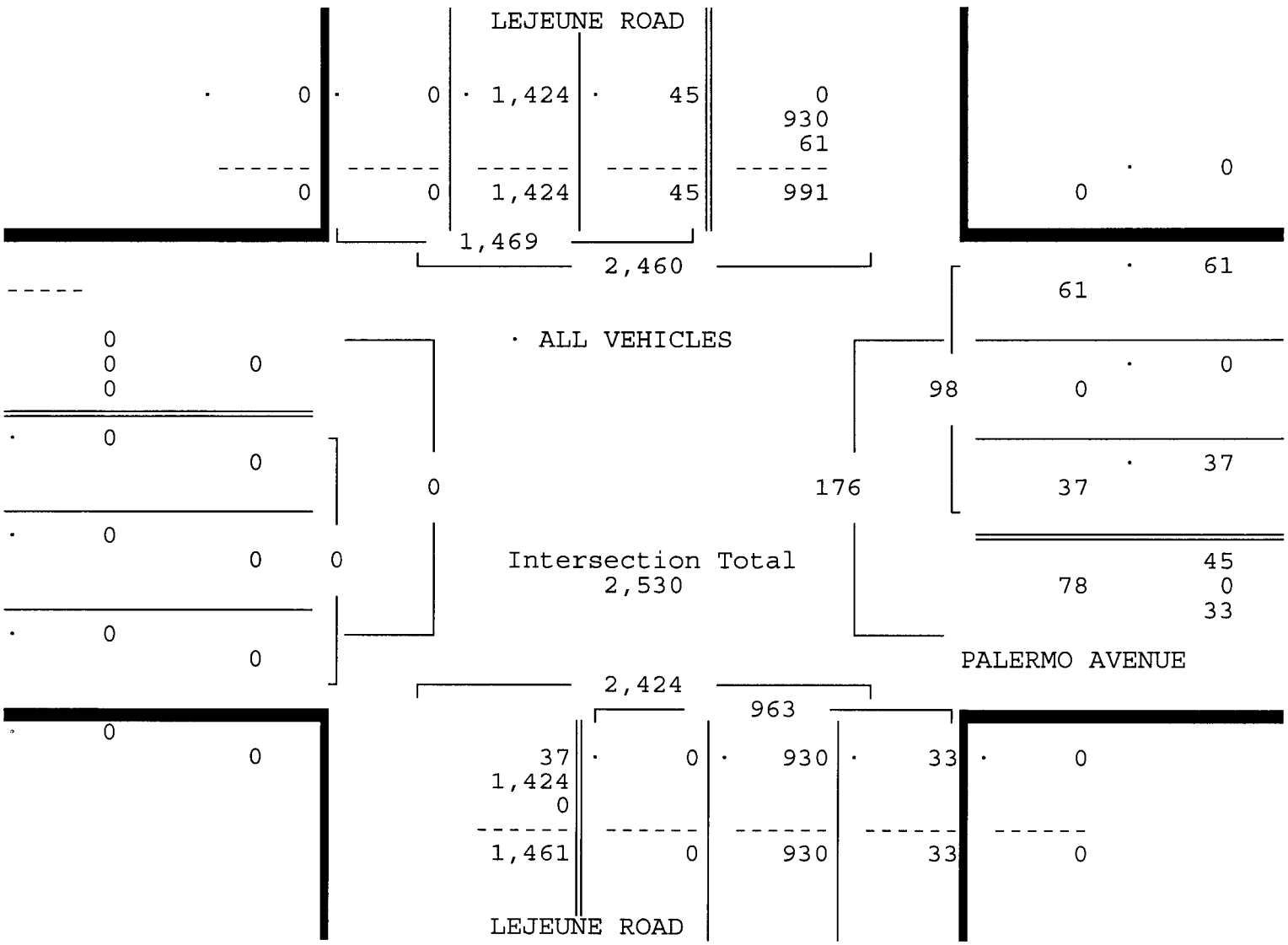
PALERMO AVENUE & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: RALPH ESPADA
NOT SIGNALIZED

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

Site Code : 00140106
Start Date: 05/15/14
File I.D. : PALELEJE
Page : 3

ALL VEHICLES

	LEJEUNE ROAD From North				PALERMO AVENUE From East				LEJEUNE ROAD From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/15/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	2	43	1424	0	2	35	0	61	0	0	930	33	0	0	0	0	
Percent	0%	3%	97%	0%	2%	36%	0%	62%	0%	0%	97%	3%	0%	0%	0%	0%	
Pk total	1469				98				963				0				
Highest	17:45				17:00				17:45				07:00				
Volume	0	9	379	0	0	12	0	23	0	0	244	10	0	0	0	0	
Hi total	388				35				254				0				
PHF	.95				.70				.95				.0				



PALERMO AVENUE & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: RALPH ESPADA
NOT SIGNALIZED

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

Site Code : 00140106
Start Date: 05/15/14
File I.D. : PALELEJE
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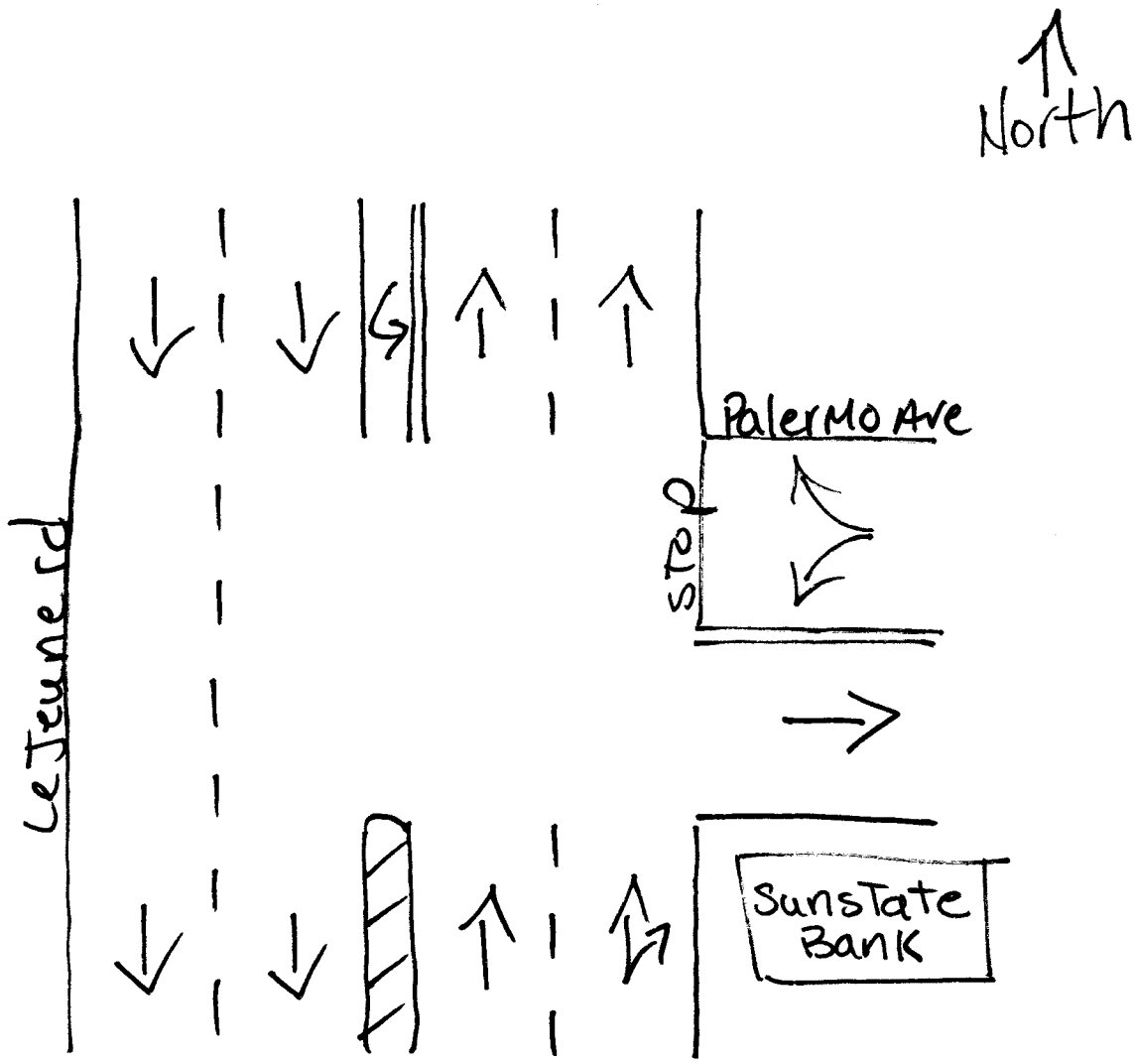
PEDESTRIANS

	LEJEUNE ROAD From North				PALERMO AVENUE From East				LEJEUNE ROAD From South				----- From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 05/15/14																	
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3
TOTAL	0	0	0	0	0	0	0	7	0	0	0	3	0	0	0	0	10



Coral Gables, Florida
May 15, 2014
drawn by: Luis Palomino
NOT Signalized

CATALONIA AVENUE & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: RALPH ESPADA
NOT SIGNALIZED

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

Site Code : 00140106
Start Date: 05/21/14
File I.D. : CATALEJU
Page : 1

ALL VEHICLES

	LEJEUNE ROAD From North				CATALONIA AVENUE From East				LEJEUNE ROAD From South				----- From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 05/21/14																	
07:00	0	287	0	3	2	0	0	1	1	262	0	0	0	0	0	0	556
07:15	0	215	0	12	1	0	0	0	2	302	0	0	0	0	0	0	532
07:30	0	216	0	20	5	0	0	0	4	301	0	0	0	0	0	0	546
07:45	0	268	0	30	3	0	0	0	4	301	0	0	0	0	0	0	606
Hr Total	0	986	0	65	11	0	0	1	11	1166	0	0	0	0	0	0	2240
08:00	0	270	0	24	3	0	0	0	5	328	0	0	0	0	0	0	630
08:15	0	246	0	47	3	0	0	0	7	339	0	0	0	0	0	0	642
08:30	0	238	0	50	4	0	0	2	9	336	0	0	0	0	0	0	639
08:45	0	225	0	40	2	0	0	0	14	347	0	0	0	0	0	0	628
Hr Total	0	979	0	161	12	0	0	2	35	1350	0	0	0	0	0	0	2539
* BREAK *																	
16:00	0	290	0	8	10	0	0	3	1	278	0	0	0	0	0	0	590
16:15	0	293	1	8	7	0	0	2	4	257	0	0	0	0	0	0	572
16:30	0	276	0	5	14	0	0	1	2	257	0	0	0	0	0	0	555
16:45	0	276	0	7	10	0	0	5	1	249	0	0	0	0	0	0	548
Hr Total	0	1135	1	28	41	0	0	11	8	1041	0	0	0	0	0	0	2265
17:00	0	345	1	9	24	0	0	6	7	261	0	0	0	0	0	0	653
17:15	0	335	0	7	32	0	0	3	3	257	0	0	0	0	0	0	637
17:30	0	323	0	9	21	0	0	5	3	264	0	0	0	0	0	0	625
17:45	0	345	0	9	13	0	0	2	0	242	0	0	0	0	0	0	611
Hr Total	0	1348	1	34	90	0	0	16	13	1024	0	0	0	0	0	0	2526
TOTAL	0	4448	2	288	154	0	0	30	67	4581	0	0	0	0	0	0	9570

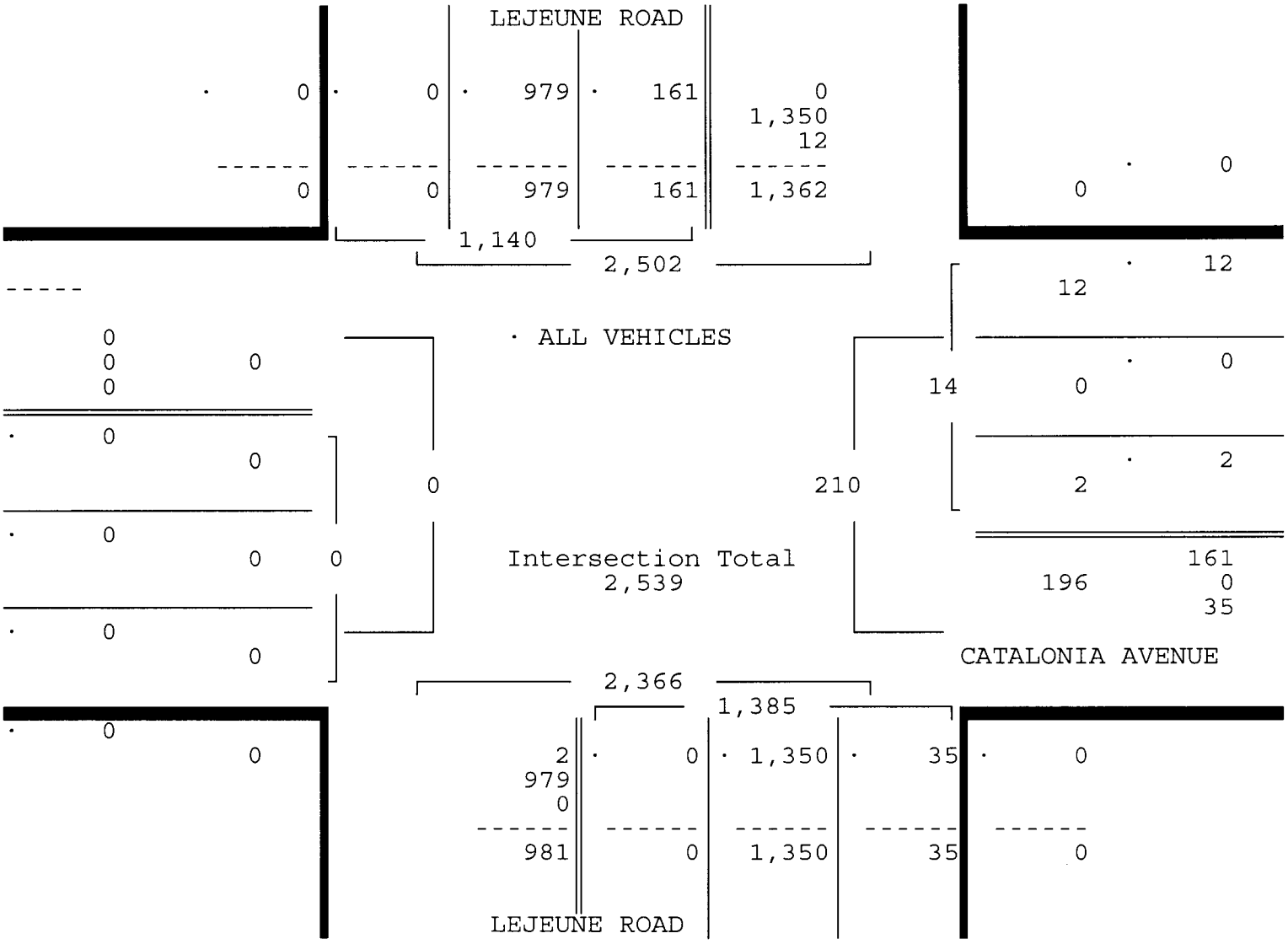
CATALONIA AVENUE & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: RALPH ESPADA
NOT SIGNALIZED

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

Site Code : 00140106
Start Date: 05/21/14
File I.D. : CATALEJU
Page : 2

ALL VEHICLES

	LEJEUNE ROAD From North				CATALONIA AVENUE From East				LEJEUNE ROAD From South				----- From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 05/21/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/21/14																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	979	0	161	12	0	0	2	35	1350	0	0	0	0	0	0	
Percent	0%	86%	0%	14%	86%	0%	0%	14%	3%	97%	0%	0%	0%	0%	0%	0%	
Pk total	1140				14				1385				0				
Highest	08:00				08:30				08:45				07:00				
Volume	0	270	0	24	4	0	0	2	14	347	0	0	0	0	0	0	
Hi total	294				6				361				0				
PHF	.97				.58				.96				.0				



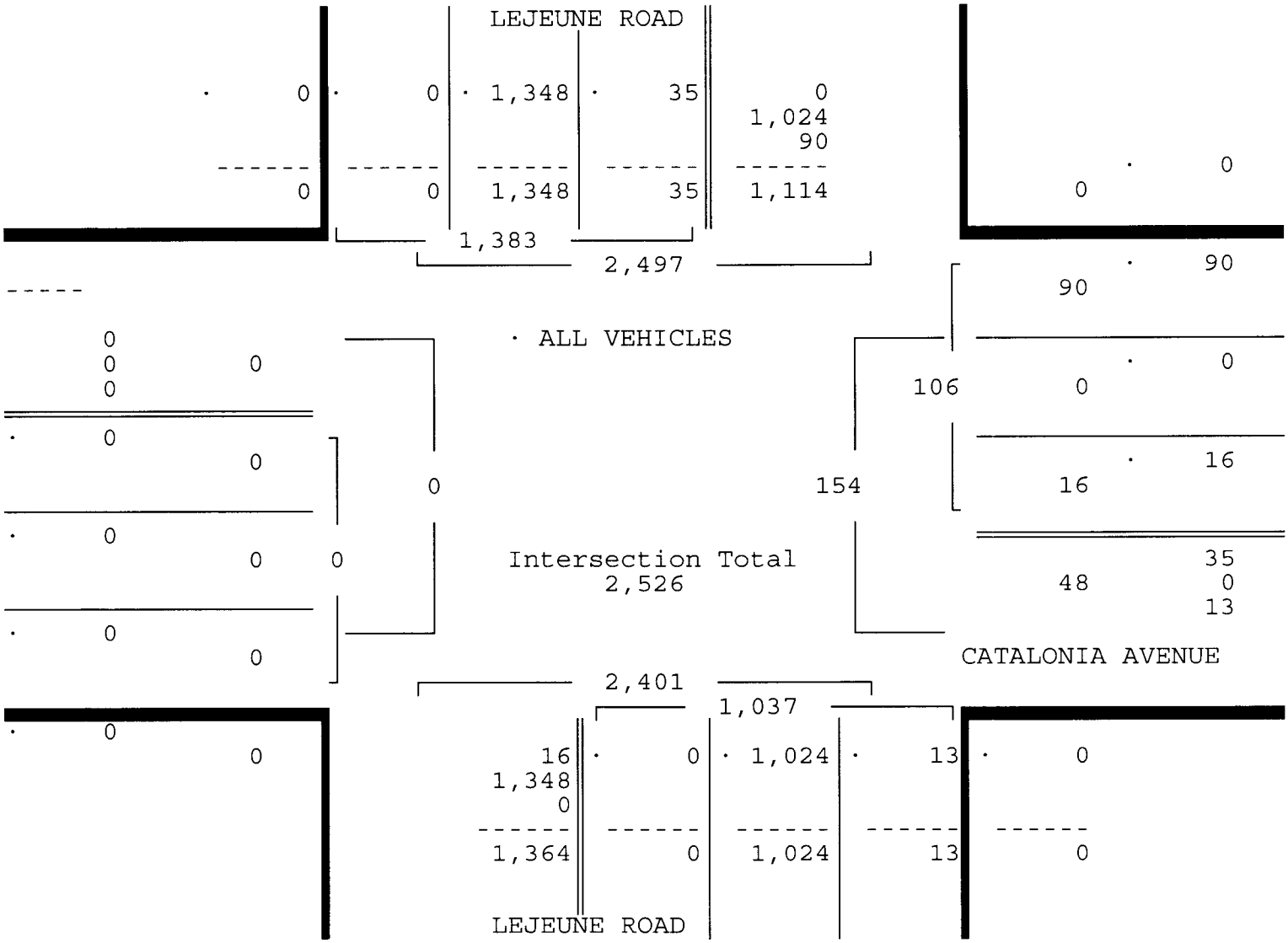
CATALONIA AVENUE & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: RALPH ESPADA
NOT SIGNALIZED

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

Site Code : 00140106
Start Date: 05/21/14
File I.D. : CATALEJU
Page : 3

ALL VEHICLES

	LEJEUNE ROAD From North				CATALONIA AVENUE From East				LEJEUNE ROAD From South				----- From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 05/21/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/21/14																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	1348	1	34	90	0	0	16	13	1024	0	0	0	0	0	0	
Percent	0%	97%	0%	2%	85%	0%	0%	15%	1%	99%	0%	0%	0%	0%	0%	0%	
Pk total	1383				106				1037				0				
Highest	17:00				17:15				17:00				07:00				
Volume	0	345	1	9	32	0	0	3	7	261	0	0	0	0	0	0	
Hi total	355				35				268				0				
PHF	.97				.76				.97				.0				



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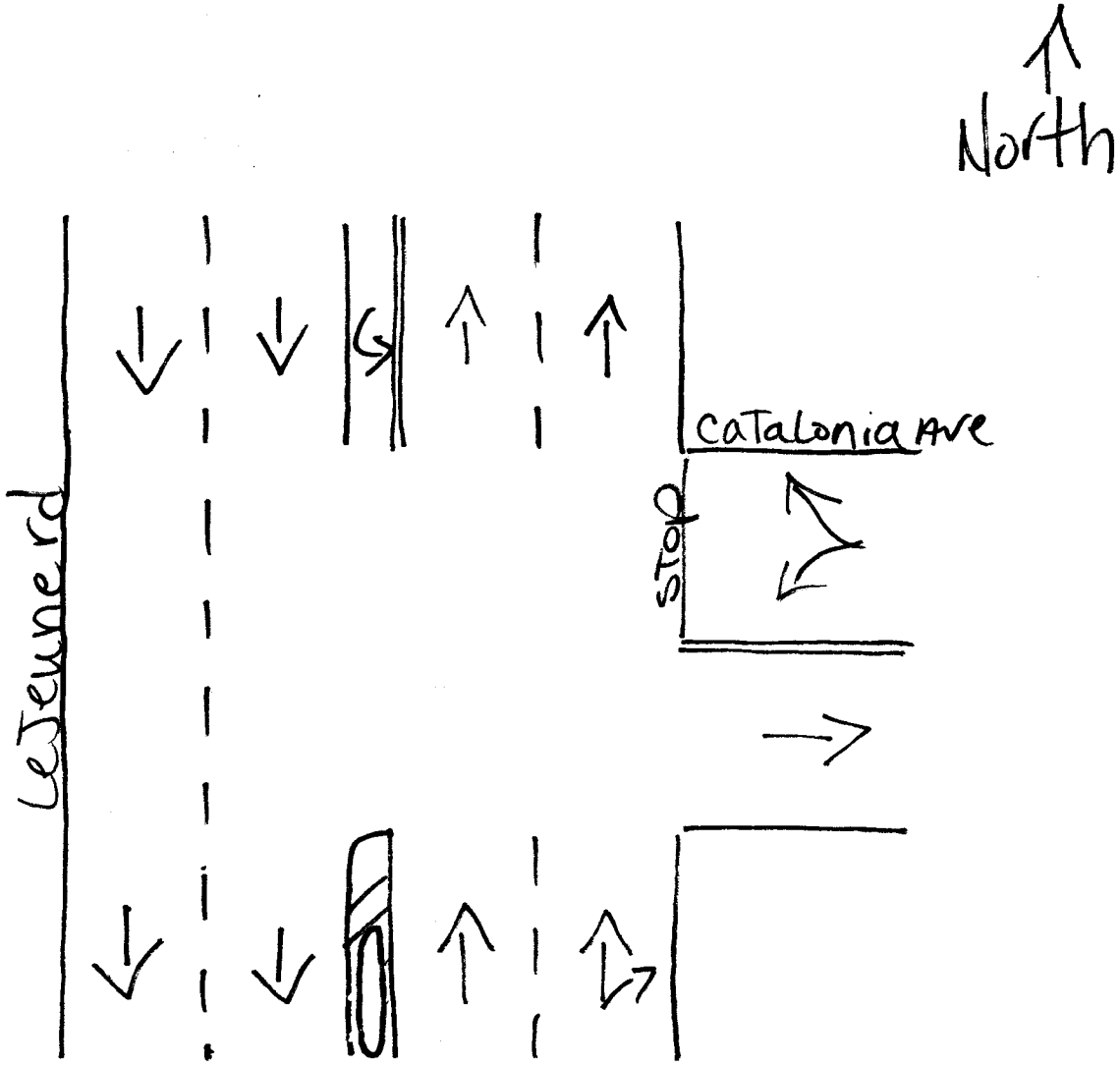
CATALONIA AVENUE & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: RALPH ESPADA
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/21/14
File I.D. : CATALEJU
Page : 1

PEDESTRIANS

	LEJEUNE ROAD From North				CATALONIA AVENUE From East				LEJEUNE ROAD From South				----- From West				
	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Total
Date 05/21/14																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
07:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3
08:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
17:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0	7
TOTAL	0	0	0	0	12	0	0	0	3	0	0	0	0	0	0	0	15



Coral Gable, Florida
May 15, 2014
drawn by: Luis Palomino
NOT Signalized

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ANASTASIA & UNIVERSITY & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: JUANCARLOS PALOMINO &
ISIDRO GONZALEZ, SIGNALIZED

Study Name: UNIVLEJU
Site Code : 00140106
Start Date: 05/15/14
Page : 1

ALL VEHICLES

	LEJEUNE ROAD From North				UNIVERSITY DRIVE From East				LEJEUNE ROAD From South				UNIVERSITY DRIVE From Southwest				ANASTASIA AVENUE From West				
Start Time	Left	Thru	Right UNIV	RIGHT	Left	LEFT UNIV	THRU	RIGHT	LEFT UNIV	LEFT	THRU	RIGHT	HARD LEFT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT UNIV	Intvl Total
05/15/14																					
07:00	3	201	33	1	4	15	2	5	2	2	155	10	0	81	73	2	0	0	0	0	589
07:15	3	154	28	1	5	20	1	2	2	6	178	14	3	91	94	3	0	0	0	0	605
07:30	9	187	25	1	4	28	1	1	1	4	179	14	0	82	94	2	0	0	0	0	632
07:45	10	190	45	6	12	22	3	4	0	2	222	14	5	82	112	4	0	0	0	0	733
Hour	25	732	131	9	25	85	7	12	5	14	734	52	8	336	373	11	0	0	0	0	2559
08:00	14	196	24	4	15	36	2	5	0	1	229	21	3	108	117	8	0	0	0	0	783
08:15	8	230	30	3	11	36	8	0	0	2	257	22	1	99	106	3	0	0	0	0	816
08:30	14	197	24	0	26	35	3	4	4	3	292	38	2	76	109	2	0	0	0	0	829
08:45	16	215	29	3	25	37	5	3	2	1	224	50	0	82	120	4	0	0	0	0	816
Hour	52	838	107	10	77	144	18	12	6	7	1002	131	6	365	452	17	0	0	0	0	3244
[BREAK																					
16:00	6	189	61	7	35	72	7	2	3	2	208	7	8	33	33	6	0	0	0	0	679
16:15	6	169	63	4	39	57	7	9	1	6	185	9	4	30	28	4	0	0	0	0	621
16:30	4	207	72	6	63	86	7	5	3	4	220	5	2	39	39	5	0	0	0	0	767
16:45	5	195	56	4	47	65	10	6	2	6	238	11	1	33	35	7	0	0	0	0	721
Hour	21	760	252	21	184	280	31	22	9	18	851	32	15	135	135	22	0	0	0	0	2788
17:00	8	202	80	7	71	87	26	6	0	14	192	7	3	28	35	12	0	0	0	0	778
17:15	5	217	82	4	75	94	17	5	6	28	212	14	2	32	45	4	0	0	0	0	842
17:30	6	224	93	8	53	90	13	1	3	6	199	12	3	36	39	3	0	0	0	0	789
17:45	5	230	89	8	53	64	12	3	3	8	213	8	8	27	45	5	0	0	0	0	781
Hour	24	873	344	27	252	335	68	15	12	56	816	41	16	123	164	24	0	0	0	0	3190
Total	122	3203	834	67	538	844	124	61	32	95	3403	256	45	959	1124	74	0	0	0	0	11781
% Apr.	2.8	75.7	19.7	1.5	34.3	53.8	7.9	3.8	0.8	2.5	89.8	6.7	2.0	43.5	51.0	3.3	-	-	-	-	-
% Int.	1.0	27.1	7.0	0.5	4.5	7.1	1.0	0.5	0.2	0.8	28.8	2.1	0.3	8.1	9.5	0.6	-	-	-	-	-

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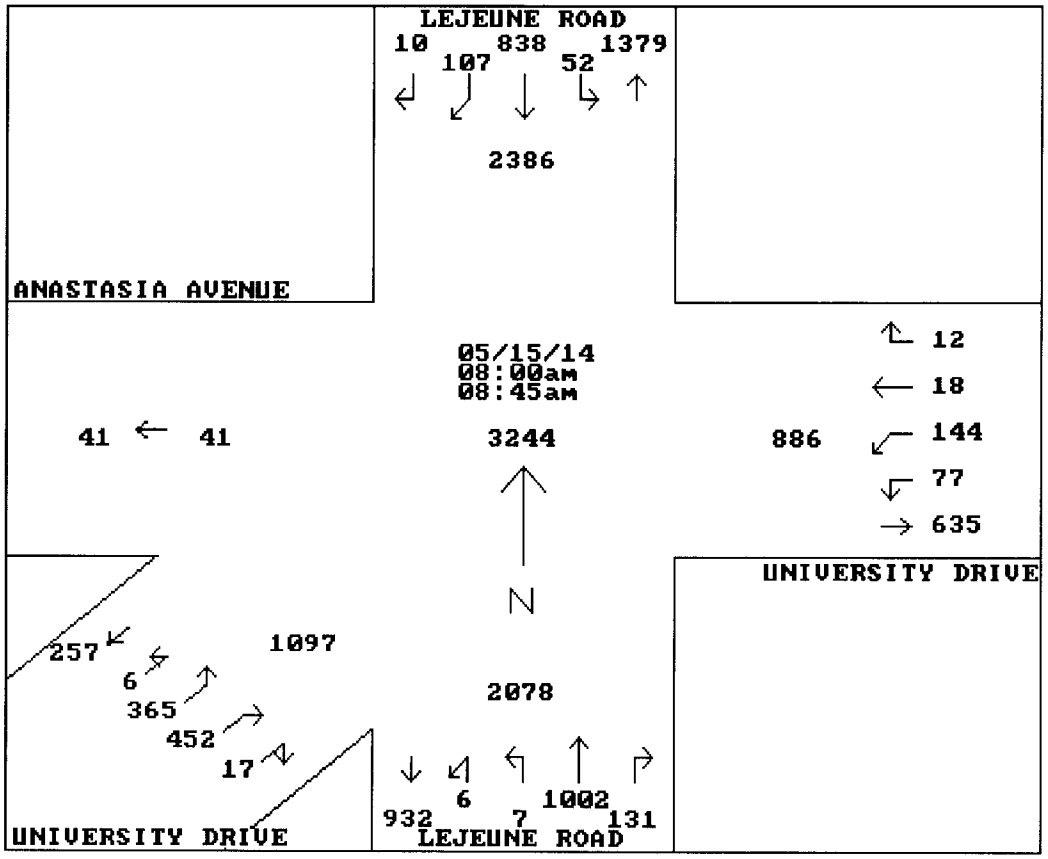
ANASTASIA & UNIVERSITY & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: JUANCARLOS PALOMINO &
ISIDRO GONZALEZ, SIGNALIZED

Study Name: UNIVLEJU
Site Code : 00140106
Start Date: 05/15/14
Page : 2

ALL VEHICLES

	LEJEUNE ROAD From North				UNIVERSITY DRIVE From East				LEJEUNE ROAD From South				UNIVERSITY DRIVE From Southwest				ANASTASIA AVENUE From West				
Start Time	Left	Thru	Right UNIV	RIGHT	Left	LEFT UNIV	THRU	RIGHT	LEFT UNIV	LEFT	THRU	RIGHT	HARD LEFT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT UNIV	Intvl Total
Peak Hour Analysis By Entire Intersection for the Period: 07:00 on 05/15/14 to 08:45 on 05/15/14																					
Time	08:00				08:00				08:00				08:00				08:00				
Vol.	52	838	107	10	77	144	18	12	6	7	1002	131	6	365	452	17	0	0	0	0	
Pct.	5.1	83.2	10.6	0.9	30.6	57.3	7.1	4.7	0.5	0.6	87.4	11.4	0.7	43.4	53.8	2.0	0.0	0.0	0.0	0.0	
Total	1007				251				1146				840				0				
High	08:15				08:45				08:30				08:00				08:00				
Vol.	8	230	30	3	25	37	5	3	4	3	292	38	3	108	117	8	0	0	0	0	
Total	271				70				337				236				0				
PHF	0.929				0.896				0.850				0.890				0.000				



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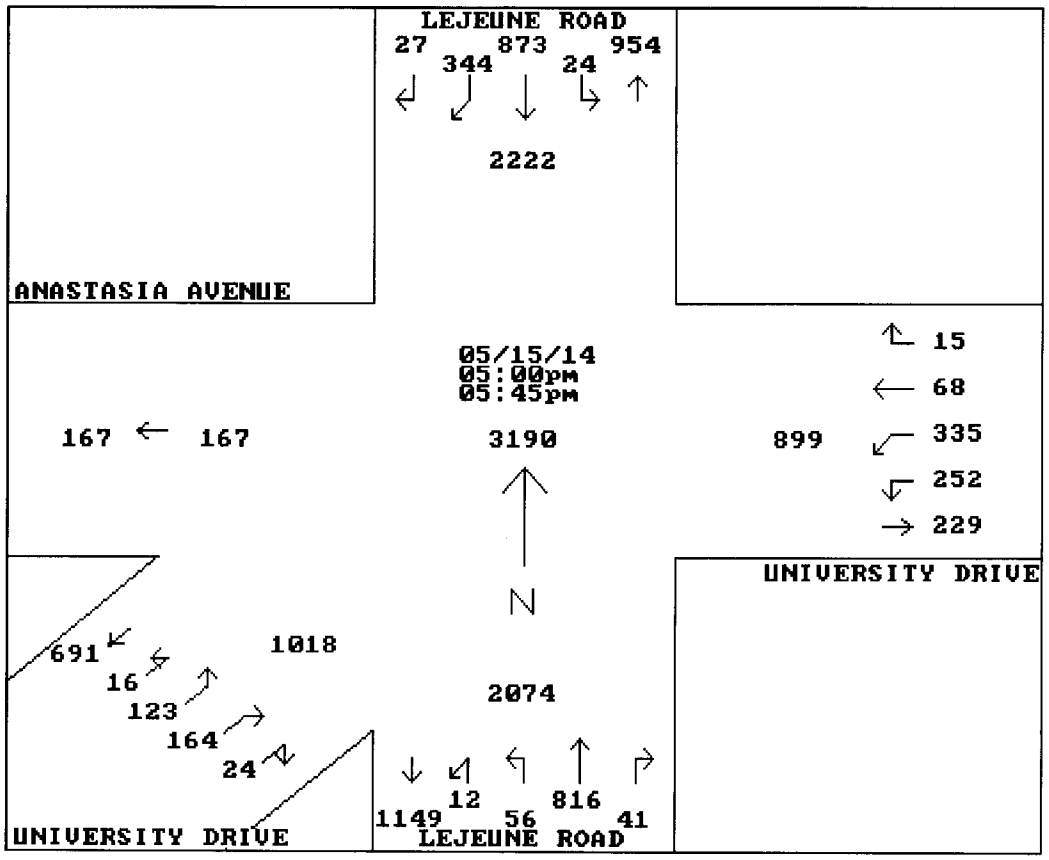
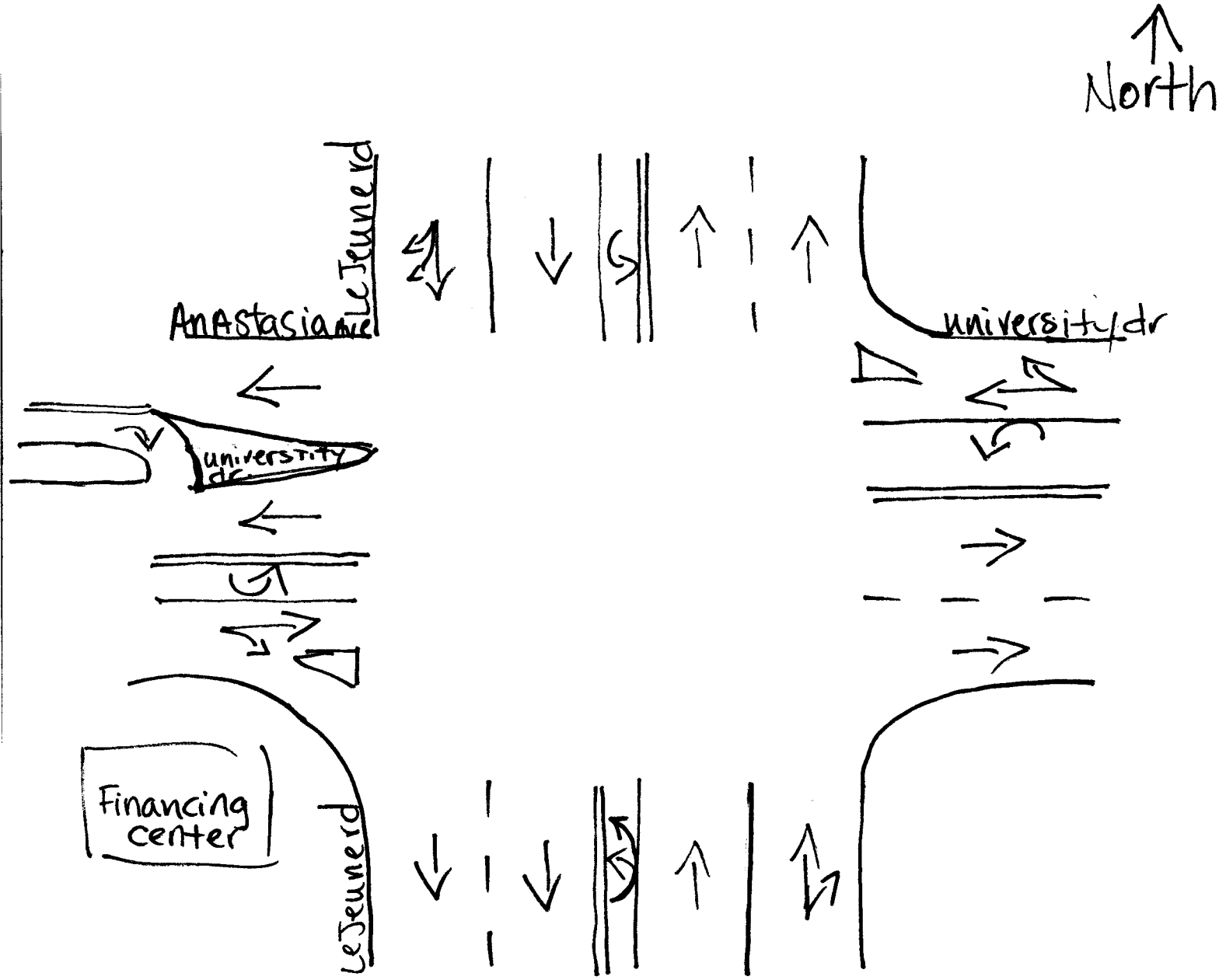
ANASTASIA & UNIVERSITY & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: JUANCARLOS PALOMINO &
ISIDRO GONZALEZ, SIGNALIZED

Study Name: UNIVLEJU
Site Code : 00140106
Start Date: 05/15/14
Page : 3

ALL VEHICLES

	LEJEUNE ROAD From North				UNIVERSITY DRIVE From East				LEJEUNE ROAD From South				UNIVERSITY DRIVE From Southwest				ANASTASIA AVENUE From West				
Start			Right			LEFT			LEFT				HARD							LEFT	Intvl
Time	Left	Thru	UNIV	RIGHT	Left	UNIV	THRU	RIGHT	UNIV	LEFT	THRU	RIGHT	LEFT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	UNIV	Total
Peak Hour Analysis By Entire Intersection for the Period: 16:00 on 05/15/14 to 17:45 on 05/15/14																					
Time	17:00				17:00				17:00				17:00				17:00				
Vol.	24	873	344	27	252	335	68	15	12	56	816	41	16	123	164	24	0	0	0	0	
Pct.	1.8	68.8	27.1	2.1	37.6	50.0	10.1	2.2	1.2	6.0	88.2	4.4	4.8	37.6	50.1	7.3	0.0	0.0	0.0	0.0	
Total	1268				670				925				327				0				
High	17:45				17:15				17:15				17:45				17:45				
Vol.	5	230	89	8	75	94	17	5	6	28	212	14	8	27	45	5	0	0	0	0	
Total	332				191				260				85				0				
PHF	0.955				0.877				0.889				0.962				0.000				





Coral Gables, Florida
May 15, 2014
drawn by: Luis Palomino
Signalized

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

VALENCIA AVENUE & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

Site Code : 00140106
Start Date: 05/15/14
File I.D. : VALEGALI
Page : 1

ALL VEHICLES

	GALIANO STREET From North				VALENCIA AVENUE From East				GALIANO STREET From South				VALENCIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																	
07:00	0	0	6	9	0	1	8	1	0	3	8	0	0	0	0	0	36
07:15	0	0	13	13	0	0	18	9	0	4	9	0	0	0	0	0	66
07:30	0	0	13	11	0	1	26	9	0	4	20	0	0	0	0	0	84
07:45	0	0	13	22	0	2	31	13	0	14	13	0	0	0	0	0	108
Hr Total	0	0	45	55	0	4	83	32	0	25	50	0	0	0	0	0	294
08:00	1	0	15	15	0	1	38	7	0	17	22	0	0	0	0	0	116
08:15	0	0	15	27	0	1	45	12	0	24	28	0	0	0	0	0	152
08:30	0	0	24	28	0	3	37	12	0	18	25	0	0	0	0	0	147
08:45	0	0	28	25	0	2	39	4	0	24	45	0	0	0	0	0	167
Hr Total	1	0	82	95	0	7	159	35	0	83	120	0	0	0	0	0	582
* BREAK *																	
16:00	0	0	26	33	0	6	69	24	0	15	19	0	0	0	0	0	192
16:15	0	0	22	26	0	3	54	16	0	6	18	0	0	0	0	0	145
16:30	0	0	23	34	0	4	87	17	0	6	20	0	0	0	0	0	191
16:45	0	0	27	18	0	6	70	24	0	2	16	0	0	0	0	0	163
Hr Total	0	0	98	111	0	19	280	81	0	29	73	0	0	0	0	0	691
17:00	0	0	40	40	0	13	88	28	0	9	31	0	0	0	0	0	249
17:15	0	0	37	28	0	10	91	18	0	12	29	0	0	0	0	0	225
17:30	0	0	28	34	0	9	90	13	0	6	20	0	0	0	0	0	200
17:45	0	0	32	43	0	8	87	18	0	8	24	0	0	0	0	0	220
Hr Total	0	0	137	145	0	40	356	77	0	35	104	0	0	0	0	0	894
TOTAL	1	0	362	406	0	70	878	225	0	172	347	0	0	0	0	0	2461

VALENCIA AVENUE & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

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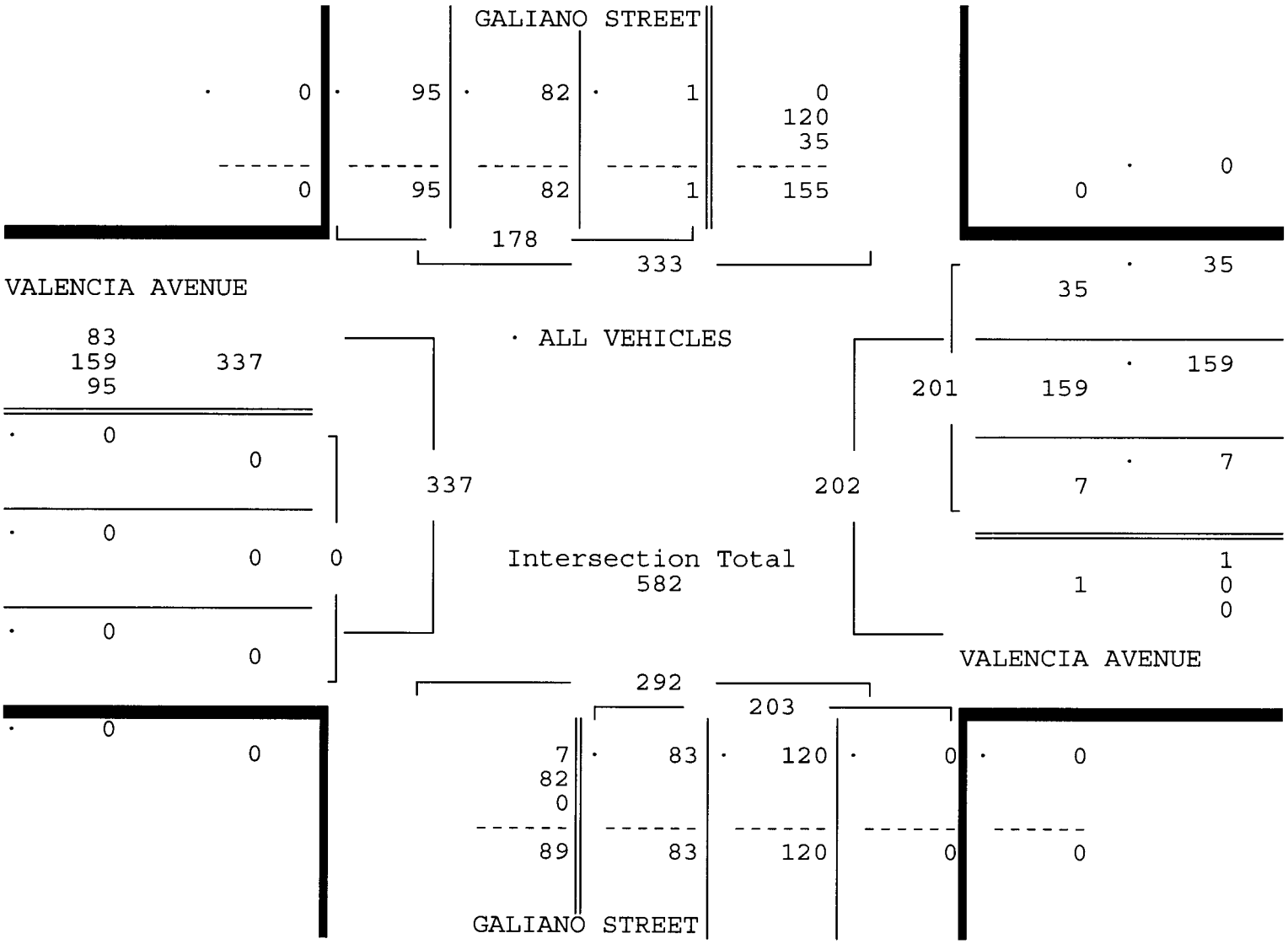
Phone (561) 272-3255

Site Code : 00140106
Start Date: 05/15/14
File I.D. : VALEGALI

ALL VEHICLES

	GALIANO STREET From North				VALENCIA AVENUE From East				GALIANO STREET From South				VALENCIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/15/14																	
Peak start 08:00					08:00				08:00				08:00				
Volume	1	0	82	95	0	7	159	35	0	83	120	0	0	0	0	0	
Percent	1%	0%	46%	53%	0%	3%	79%	17%	0%	41%	59%	0%	0%	0%	0%	0%	
Pk total	178				201				203				0				
Highest	08:45				08:15				08:45				07:00				
Volume	0	0	28	25	0	1	45	12	0	24	45	0	0	0	0	0	
Hi total	53				58				69				0				
PHF	.84				.87				.74				.0				



VALENCIA AVENUE & GALIANO STREET
CORAL GABLES, FLORIDA
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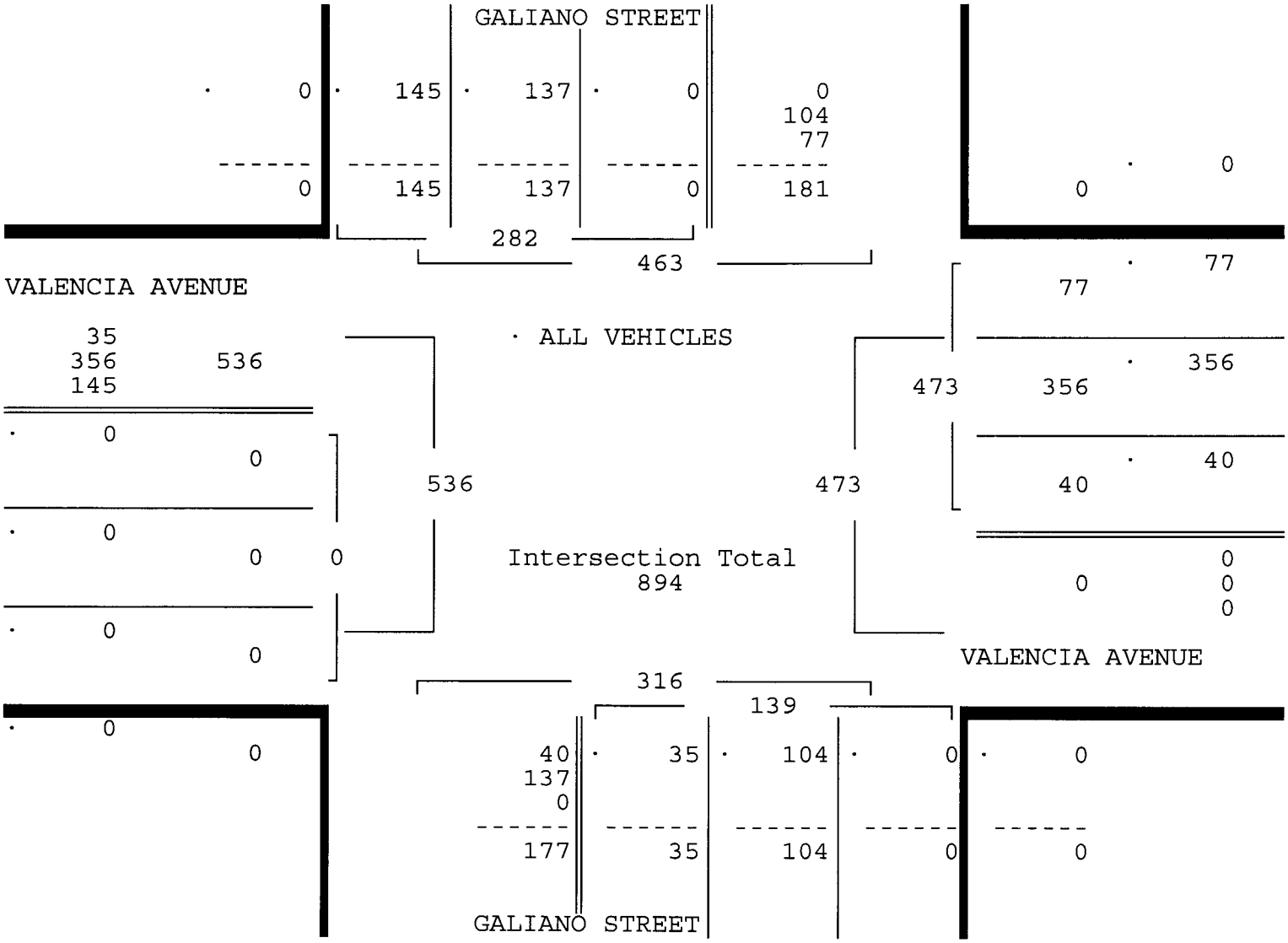
Site Code : 00140106
Start Date: 05/15/14
File I.D. : VALEGALI
Page : 3

ALL VEHICLES

	GALIANO STREET From North				VALENCIA AVENUE From East				GALIANO STREET From South				VALENCIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/15/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	0	137	145	0	40	356	77	0	35	104	0	0	0	0	0	
Percent	0%	0%	49%	51%	0%	8%	75%	16%	0%	25%	75%	0%	0%	0%	0%	0%	
Pk total	282				473				139				0				
Highest	17:00				17:00				17:15				07:00				
Volume	0	0	40	40	0	13	88	28	0	12	29	0	0	0	0	0	
Hi total	80				129				41				0				
PHF	.88				.92				.85				.0				



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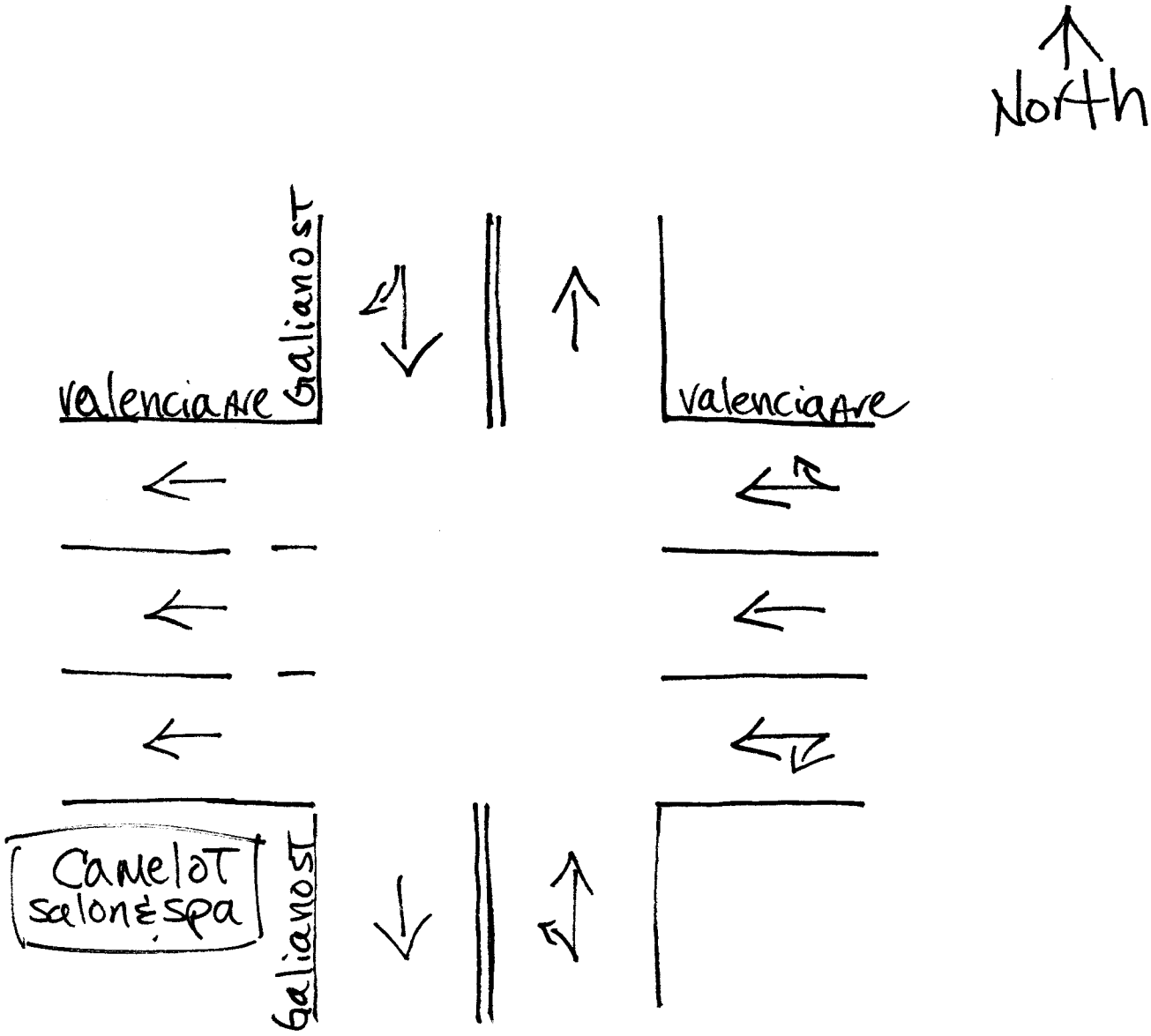
VALENCIA AVENUE & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: MARISA CRUZ
SIGNALIZED

Site Code : 00140106
Start Date: 05/15/14
File I.D. : VALEGALI
Page : 1

PEDESTRIANS

	GALIANO STREET From North				VALENCIA AVENUE From East				GALIANO STREET From South				VALENCIA AVENUE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 05/15/14																	
07:00	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	5	9
07:15	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	3	6
07:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	6
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	2	0	0	0	4	0	0	0	3	0	0	0	12	21
08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	4
08:15	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	1	6
08:30	0	0	0	1	0	0	0	2	0	0	0	4	0	0	0	9	16
08:45	0	0	0	1	0	0	0	3	0	0	0	3	0	0	0	4	11
Hr Total	0	0	0	3	0	0	0	10	0	0	0	7	0	0	0	17	37
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	7
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:30	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	2	6
16:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	2	0	0	0	2	0	0	0	4	0	0	0	7	15
17:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	6
17:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	7
17:30	0	0	0	1	0	0	0	2	0	0	0	3	0	0	0	1	7
17:45	0	0	0	3	0	0	0	1	0	0	0	2	0	0	0	4	10
Hr Total	0	0	0	4	0	0	0	5	0	0	0	8	0	0	0	13	30
TOTAL	0	0	0	11	0	0	0	21	0	0	0	22	0	0	0	49	103



Coral Gables, Florida
May 14, 2014
drawn by: Luis Palomino
signalized

ALMERIA AVENUE & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: RALPH ESPADA
SIGNALIZED

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

Site Code : 00140106
Start Date: 05/22/14
File I.D. : ALMEGALI
Page : 1

ALL VEHICLES

	GALIANO STREET From North				ALMERIA AVENUE From East				GALIANO STREET From South				ALMERIA AVENUE From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 05/22/14																	
07:00	1	3	0	2	0	6	0	0	0	4	0	0	1	16	0	4	37
07:15	0	2	0	15	2	9	0	1	6	8	0	2	0	18	0	4	67
07:30	0	2	0	12	2	15	0	0	5	13	0	2	0	28	0	10	89
07:45	3	6	0	10	3	18	0	0	4	17	0	0	1	40	0	8	110
Hr Total	4	13	0	39	7	48	0	1	15	42	0	4	2	102	0	26	303
08:00	4	6	0	12	5	13	0	3	10	20	0	1	5	36	0	16	131
08:15	4	5	0	7	4	29	0	3	14	23	0	2	2	49	0	20	162
08:30	3	13	0	11	3	30	0	4	6	19	0	2	2	47	0	14	154
08:45	7	15	0	7	5	22	0	1	10	34	0	0	6	52	0	9	168
Hr Total	18	39	0	37	17	94	0	11	40	96	0	5	15	184	0	59	615
* BREAK *																	
16:00	4	17	0	18	7	22	0	4	3	11	0	5	3	19	0	6	119
16:15	7	21	0	7	6	31	0	2	1	10	0	2	2	26	0	7	122
16:30	8	15	0	14	5	29	0	3	0	19	0	2	3	26	0	3	127
16:45	6	14	0	15	5	29	0	2	0	12	0	4	3	21	0	3	114
Hr Total	25	67	0	54	23	111	0	11	4	52	0	13	11	92	0	19	482
17:00	11	31	0	18	3	35	0	1	1	16	0	3	5	36	0	5	165
17:15	7	32	0	18	9	41	0	8	4	21	0	3	2	30	0	9	184
17:30	10	28	0	10	5	42	0	2	1	21	0	7	0	38	0	11	175
17:45	7	27	1	19	6	30	0	3	2	12	0	4	2	36	0	16	165
Hr Total	35	118	1	65	23	148	0	14	8	70	0	17	9	140	0	41	689
TOTAL	82	237	1	195	70	401	0	37	67	260	0	39	37	518	0	145	2089

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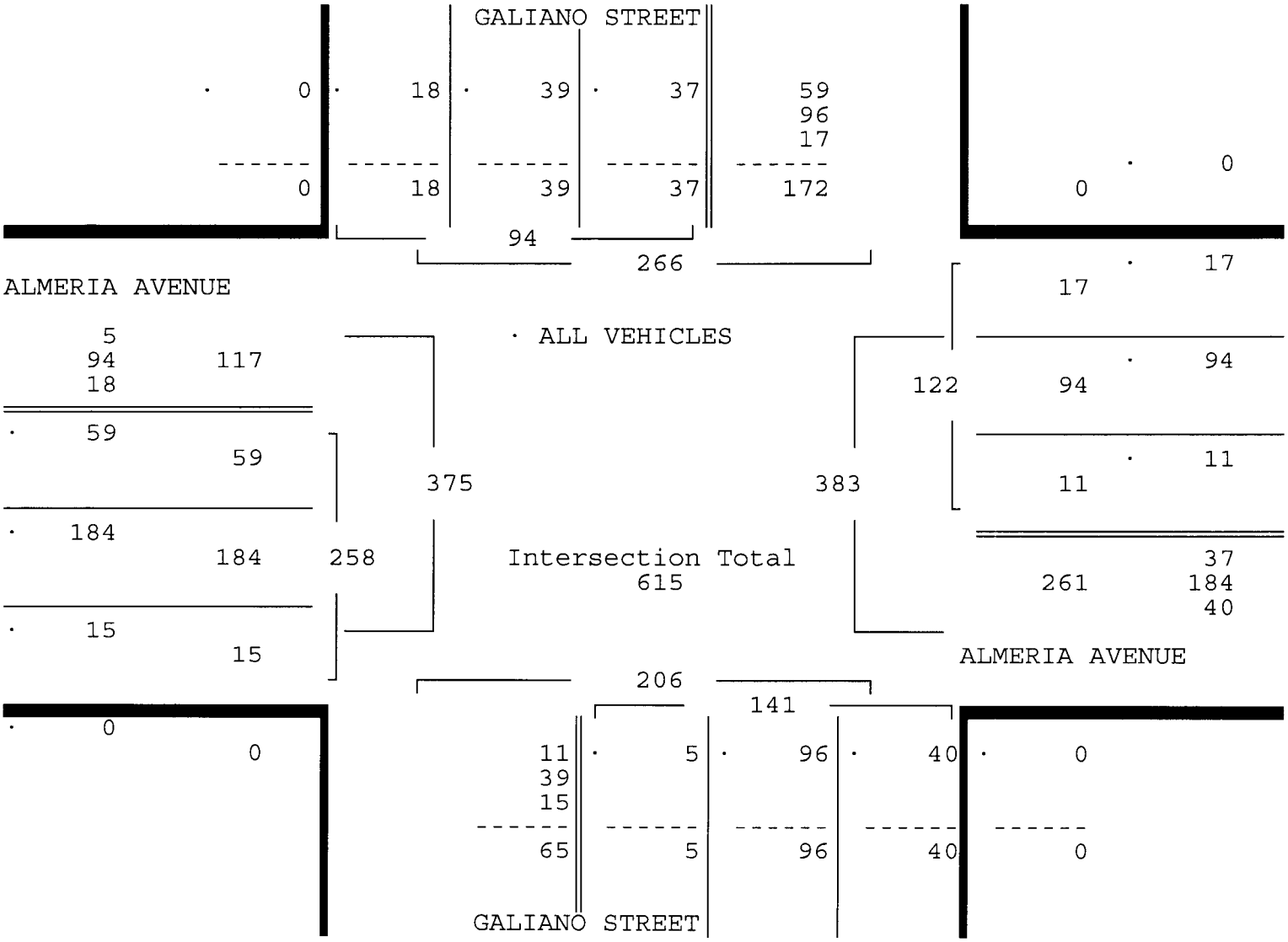
ALMERIA AVENUE & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: RALPH ESPADA
SIGNALIZED

Site Code : 00140106
Start Date: 05/22/14
File I.D. : ALMEGALI
Page : 2

ALL VEHICLES

	GALIANO STREET From North				ALMERIA AVENUE From East				GALIANO STREET From South				ALMERIA AVENUE From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 05/22/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/22/14																	
Peak start	08:00				08:00				08:00				08:00				
Volume	18	39	0	37	17	94	0	11	40	96	0	5	15	184	0	59	
Percent	19%	41%	0%	39%	14%	77%	0%	9%	28%	68%	0%	4%	6%	71%	0%	23%	
Pk total	94				122				141				258				
Highest	08:45				08:30				08:45				08:15				
Volume	7	15	0	7	3	30	0	4	10	34	0	0	2	49	0	20	
Hi total	29				37				44				71				
PHF	.81				.82				.80				.91				



ALMERIA AVENUE & GALIANO STREET
CORAL GABLES, FLORIDA
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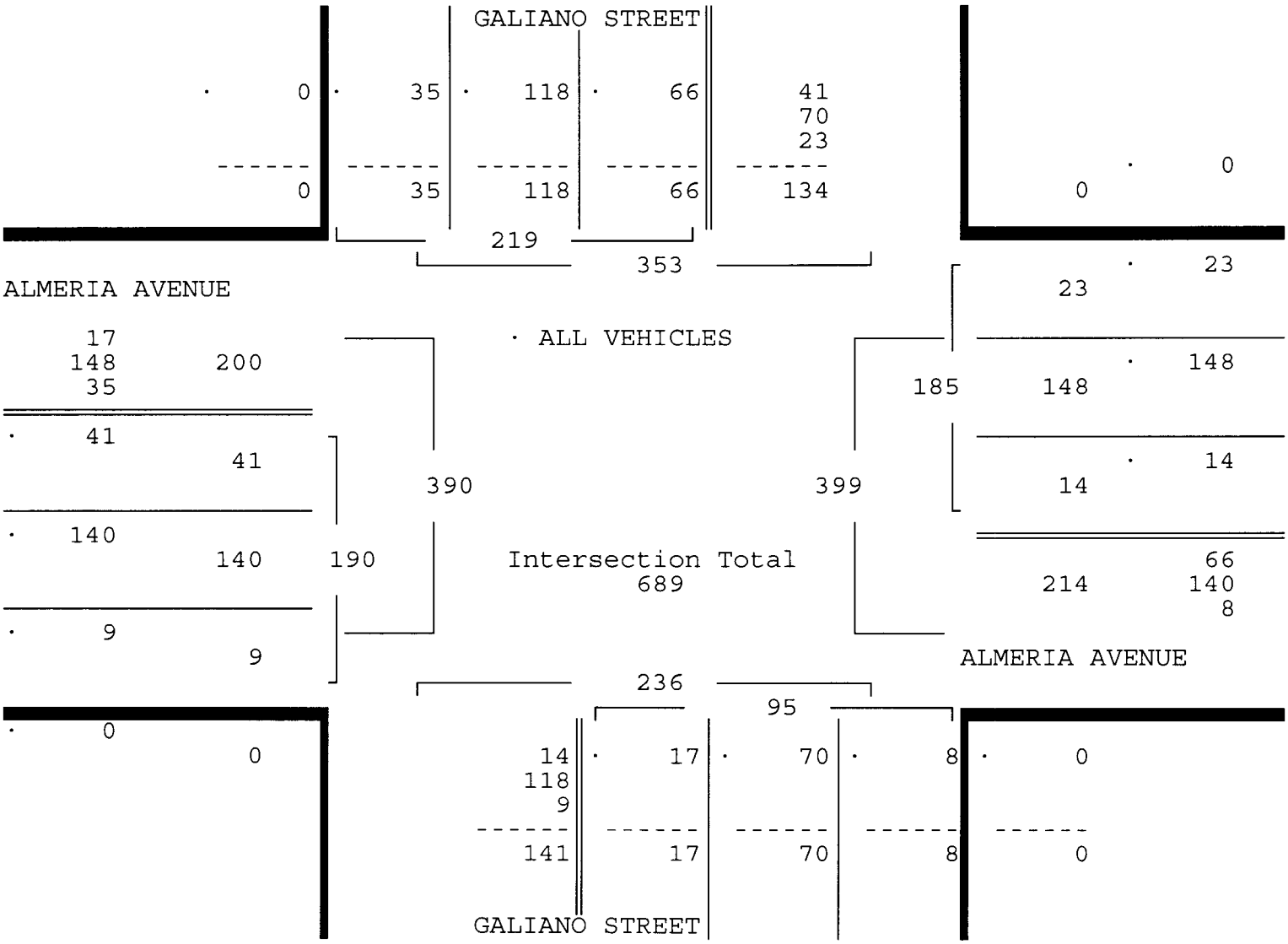
Site Code : 00140106
Start Date: 05/22/14
File I.D. : ALMEGALI
Page : 3

ALL VEHICLES

	GALIANO STREET From North				ALMERIA AVENUE From East				GALIANO STREET From South				ALMERIA AVENUE From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 05/22/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/22/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	35	118	1	65	23	148	0	14	8	70	0	17	9	140	0	41	
Percent	16%	54%	0%	30%	12%	80%	0%	8%	8%	74%	0%	18%	5%	74%	0%	22%	
Pk total	219				185				95				190				
Highest	17:00				17:15				17:30				17:45				
Volume	11	31	0	18	9	41	0	8	1	21	0	7	2	36	0	16	
Hi total	60				58				29				54				
PHF	.91				.80				.82				.88				



ALMERIA AVENUE & GALIANO STREET
CORAL GABLES, FLORIDA
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Site Code : 00140106
Start Date: 05/22/14
File I.D. : ALMEGALI
Page : 1

PEDESTRIANS

	GALIANO STREET From North				ALMERIA AVENUE From East				GALIANO STREET From South				ALMERIA AVENUE From West				
	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Total
Date 05/22/14																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
Hr Total	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	4
08:00	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
08:15	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	7
08:30	0	0	0	0	2	0	0	0	5	0	0	0	1	0	0	0	8
08:45	2	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	6
Hr Total	6	0	0	0	6	0	0	0	7	0	0	0	4	0	0	0	23
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:15	1	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	5
16:30	1	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	5
16:45	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5
Hr Total	6	0	0	0	3	0	0	0	3	0	0	0	4	0	0	0	16
17:00	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	3
17:15	1	0	0	0	7	0	0	0	5	0	0	0	1	0	0	0	14
17:30	1	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	6
17:45	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4
Hr Total	4	0	0	0	14	0	0	0	7	0	0	0	2	0	0	0	27
TOTAL	17	0	0	0	24	0	0	0	19	0	0	0	10	0	0	0	70

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SEVILLA AVENUE & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00130193
Start Date: 11/06/13
File I.D. : SEVIGALI
Page : 1

ALL VEHICLES

	GALIANO STREET From North				SEVILLA AVENUE From East				GALIANO STREET From South				SEVILLA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/06/13																	
07:00	0	0	2	2	0	0	8	0	0	0	4	0	0	5	18	0	39
07:15	0	0	2	2	0	0	5	1	0	0	3	2	0	5	9	0	29
07:30	0	0	4	5	0	0	6	1	0	0	8	0	0	5	11	0	40
07:45	1	0	8	4	0	0	9	1	0	0	14	2	0	10	13	0	62
Hr Total	1	0	16	13	0	0	28	3	0	0	29	4	0	25	51	0	170
08:00	0	1	14	2	0	2	18	1	0	0	11	0	0	17	26	0	92
08:15	0	4	15	4	0	0	15	5	0	0	14	3	0	21	17	0	98
08:30	0	4	10	8	0	1	15	2	0	0	13	1	0	19	20	0	93
08:45	0	5	2	8	0	1	11	3	0	1	17	2	0	17	22	2	91
Hr Total	0	14	41	22	0	4	59	11	0	1	55	6	0	74	85	2	374
* BREAK *																	
16:00	0	3	14	11	0	1	6	1	0	0	7	0	1	6	8	0	58
16:15	0	4	9	7	0	2	9	2	0	0	5	1	0	3	3	0	45
16:30	0	3	23	4	0	0	11	0	1	0	9	1	0	4	8	1	65
16:45	0	4	20	7	0	1	11	3	0	0	13	2	0	4	5	0	70
Hr Total	0	14	66	29	0	4	37	6	1	0	34	4	1	17	24	1	238
17:00	0	4	18	8	0	1	20	5	0	0	15	0	0	2	15	2	90
17:15	0	5	21	16	0	0	7	4	0	0	4	3	0	7	18	1	86
17:30	0	5	21	11	1	2	18	4	0	0	5	1	0	10	15	0	93
17:45	0	4	12	10	0	3	27	4	0	1	6	0	1	7	4	0	79
Hr Total	0	18	72	45	1	6	72	17	0	1	30	4	1	26	52	3	348
TOTAL	1	46	195	109	1	14	196	37	1	2	148	18	2	142	212	6	1130

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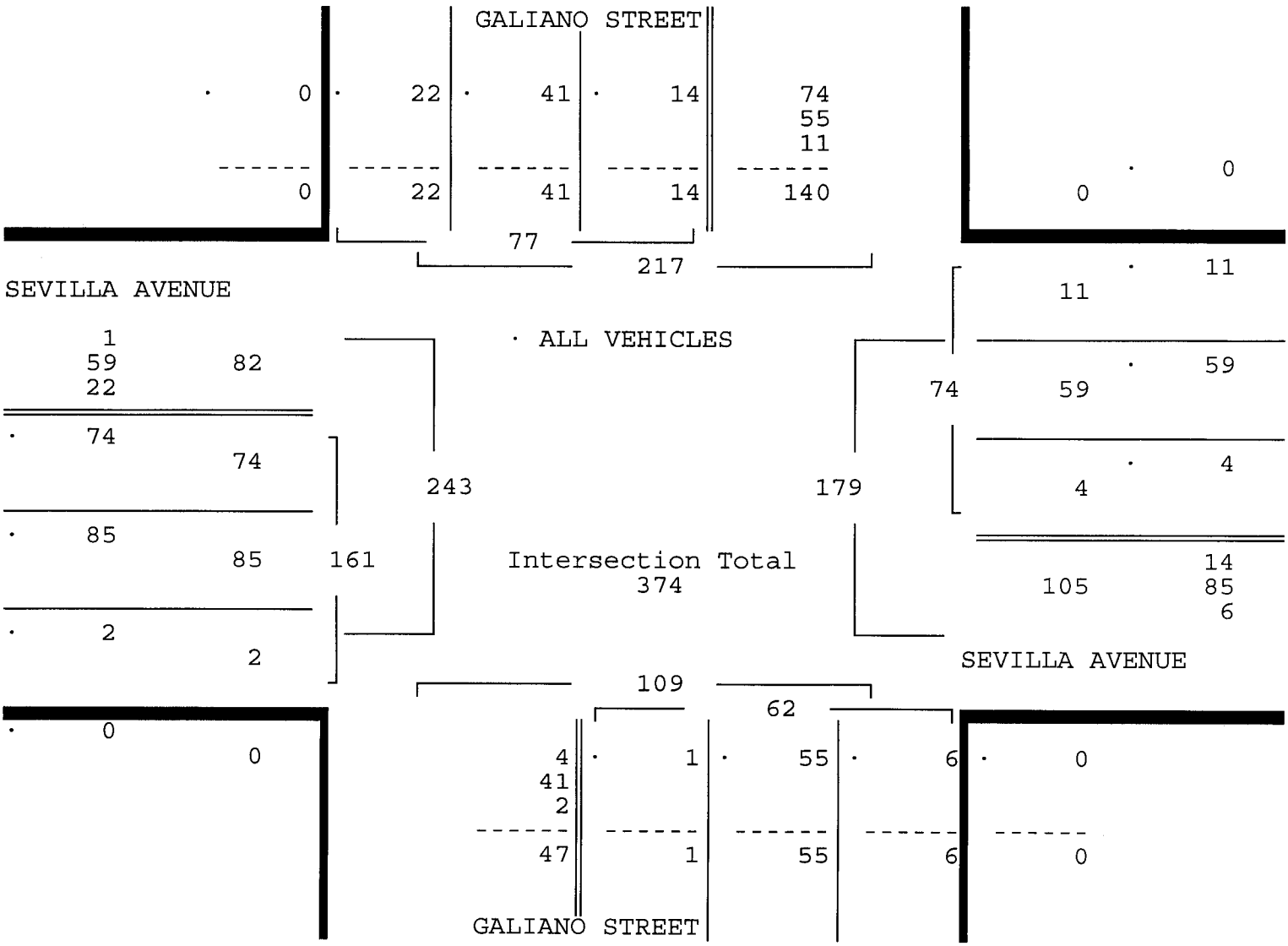
SEVILLA AVENUE & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00130193
Start Date: 11/06/13
File I.D. : SEVIGALI
Page : 2

ALL VEHICLES

	GALIANO STREET From North				SEVILLA AVENUE From East				GALIANO STREET From South				SEVILLA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/06/13																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/06/13																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	14	41	22	0	4	59	11	0	1	55	6	0	74	85	2	
Percent	0%	18%	53%	29%	0%	5%	80%	15%	0%	2%	89%	10%	0%	46%	53%	1%	
Pk total	77				74				62				161				
Highest	08:15				08:00				08:45				08:00				
Volume	0	4	15	4	0	2	18	1	0	1	17	2	0	17	26	0	
Hi total	23				21				20				43				
PHF	.84				.88				.78				.94				



SEVILLA AVENUE & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

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

Site Code : 00130193
Start Date: 11/06/13
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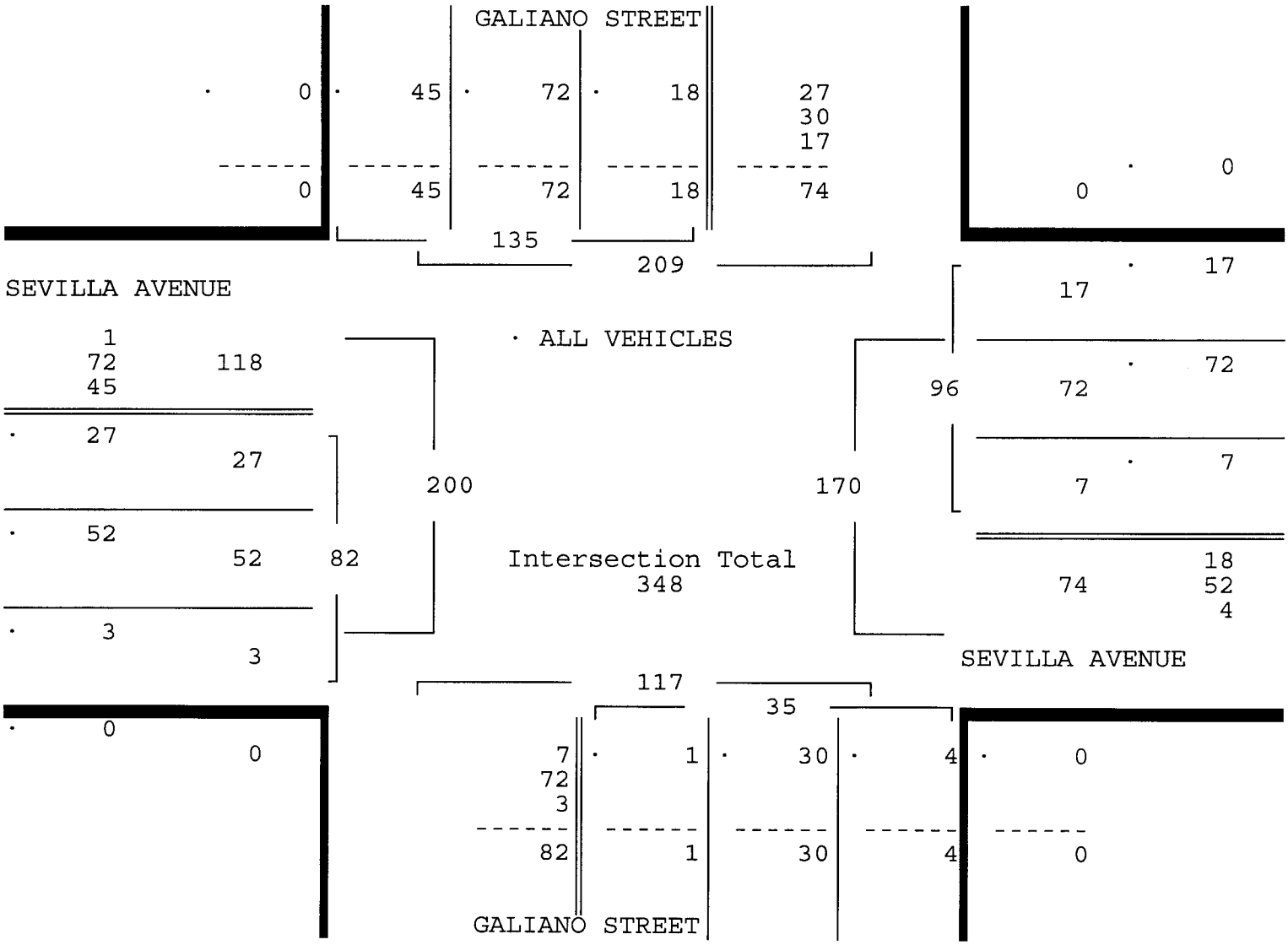
ALL VEHICLES

	GALIANO STREET From North				SEVILLA AVENUE From East				GALIANO STREET From South				SEVILLA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/06/13																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/06/13																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	18	72	45	1	6	72	17	0	1	30	4	1	26	52	3	
Percent	0%	13%	53%	33%	1%	6%	75%	18%	0%	3%	86%	11%	1%	32%	63%	4%	
Pk total	135				96				35				82				
Highest	17:15				17:45				17:00				17:15				
Volume	0	5	21	16	0	3	27	4	0	0	15	0	0	7	18	1	
Hi total	42				34				15				26				
PHF	.80				.71				.58				.79				



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SEVILLA AVENUE & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: MARISA CRUZ
NOT SIGNALIZED

Site Code : 00130193
Start Date: 11/06/13
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PEDESTRIANS

	GALIANO STREET From North				SEVILLA AVENUE From East				GALIANO STREET From South				SEVILLA AVENUE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 11/06/13																	
07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	4
Hr Total	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	1	6
08:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3
08:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	3
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3	6
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Hr Total	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	1	5
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Hr Total	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	3	7
TOTAL	0	0	0	5	0	0	0	4	0	0	0	7	0	0	0	8	24

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PALERMO AVENUE & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

Site Code : 00130193
Start Date: 11/06/13
File I.D. : PALEGALI
Page : 1

ALL VEHICLES

	GALIANO STREET From North				PALERMO AVENUE From East				GALIANO STREET From South				PALERMO AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/06/13																	
07:00	0	0	2	0	0	1	4	0	0	0	4	4	0	0	13	0	28
07:15	0	1	1	0	0	0	1	1	0	0	3	0	0	0	13	0	20
07:30	0	0	4	0	0	1	2	0	0	0	7	7	0	3	11	2	37
07:45	0	1	6	2	0	1	6	1	0	1	12	5	0	1	24	1	61
Hr Total	0	2	13	2	0	3	13	2	0	1	26	16	0	4	61	3	146
08:00	0	1	16	0	0	1	5	2	0	1	8	2	0	1	26	1	64
08:15	0	1	12	0	0	3	6	2	0	1	12	4	0	3	27	1	72
08:30	0	2	11	0	0	0	7	0	0	2	11	2	0	3	37	1	76
08:45	0	1	4	0	0	0	7	3	0	2	15	6	0	2	29	0	69
Hr Total	0	5	43	0	0	4	25	7	0	6	46	14	0	9	119	3	281
---------- * BREAK * ----------																	
16:00	0	2	11	1	0	2	7	2	0	1	6	2	0	0	11	1	46
16:15	0	1	10	1	0	3	7	1	0	1	2	1	1	3	16	0	47
16:30	0	1	22	3	0	2	5	3	0	1	7	3	0	1	7	2	57
16:45	0	1	18	2	0	1	7	4	0	1	7	3	0	1	17	0	62
Hr Total	0	5	61	7	0	8	26	10	0	4	22	9	1	5	51	3	212
17:00	0	0	23	1	0	1	8	5	0	0	7	1	0	3	30	1	80
17:15	0	0	21	1	0	2	6	0	0	1	7	2	0	0	18	3	61
17:30	0	0	24	0	0	2	14	2	0	4	3	3	0	1	21	2	76
17:45	0	2	12	2	0	6	14	3	0	2	4	2	0	1	17	1	66
Hr Total	0	2	80	4	0	11	42	10	0	7	21	8	0	5	86	7	283
TOTAL	0	14	197	13	0	26	106	29	0	18	115	47	1	23	317	16	922

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PALERMO AVENUE & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

Site Code : 00130193
Start Date: 11/06/13
File I.D. : PALEGALI
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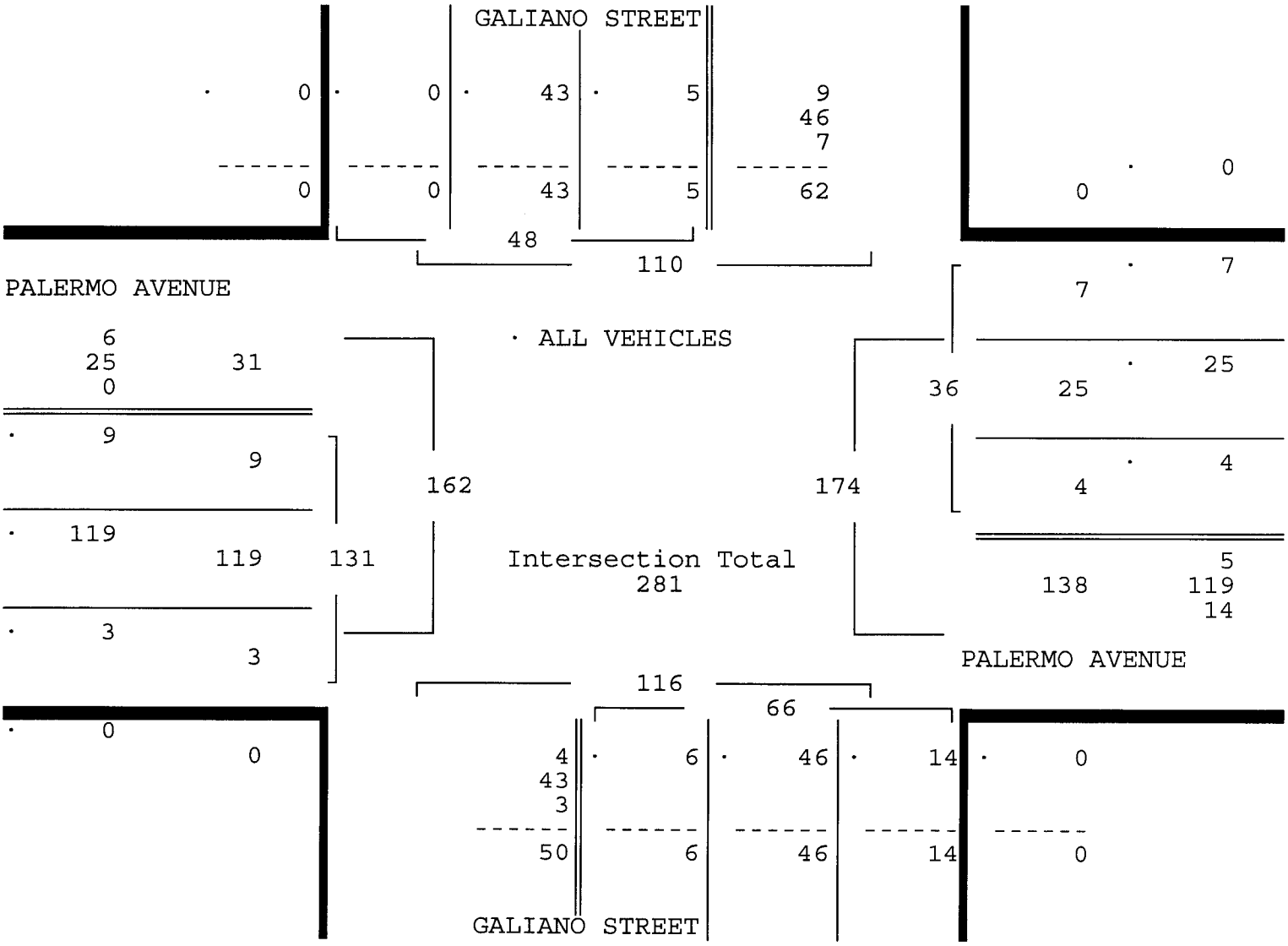
ALL VEHICLES

	GALIANO STREET From North				PALERMO AVENUE From East				GALIANO STREET From South				PALERMO AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/06/13																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/06/13																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	5	43	0	0	4	25	7	0	6	46	14	0	9	119	3	
Percent	0%	10%	90%	0%	0%	11%	69%	19%	0%	9%	70%	21%	0%	7%	91%	2%	
Pk total	48				36				66				131				
Highest	08:00				08:15				08:45				08:30				
Volume	0	1	16	0	0	3	6	2	0	2	15	6	0	3	37	1	
Hi total	17				11				23				41				
PHF	.71				.82				.72				.80				



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COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

Site Code : 00130193
Start Date: 11/06/13
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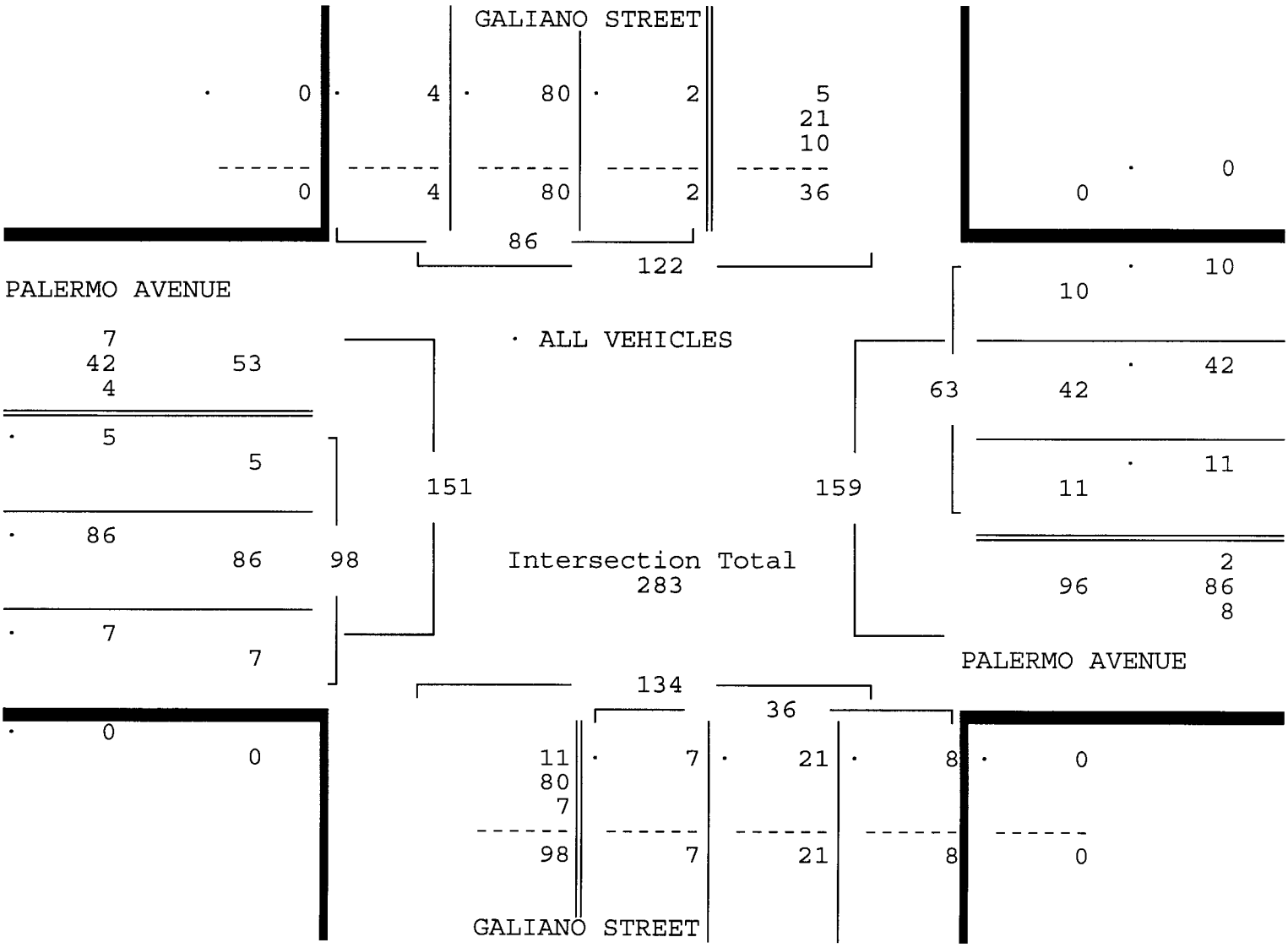
ALL VEHICLES

	GALIANO STREET From North				PALERMO AVENUE From East				GALIANO STREET From South				PALERMO AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/06/13																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/06/13																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	2	80	4	0	11	42	10	0	7	21	8	0	5	86	7	
Percent	0%	2%	93%	5%	0%	17%	67%	16%	0%	19%	58%	22%	0%	5%	88%	7%	
Pk total	86				63				36				98				
Highest	17:00				17:45				17:15				17:00				
Volume	0	0	23	1	0	6	14	3	0	1	7	2	0	3	30	1	
Hi total	24				23				10				34				
PHF	.90				.68				.90				.72				



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Site Code : 00130193
Start Date: 11/06/13
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PEDESTRIANS

	GALIANO STREET From North				PALERMO AVENUE From East				GALIANO STREET From South				PALERMO AVENUE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 11/06/13																	
07:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hr Total	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	3
Hr Total	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0	2	8
---------- * BREAK * ----------																	
16:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	4
17:00	0	0	0	1	0	0	0	3	0	0	0	2	0	0	0	0	6
17:15	0	0	0	3	0	0	0	1	0	0	0	1	0	0	0	0	5
17:30	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3
17:45	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
Hr Total	0	0	0	5	0	0	0	6	0	0	0	5	0	0	0	0	16
TOTAL	0	0	0	7	0	0	0	7	0	0	0	19	0	0	0	2	35

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MALAGA AVENUE & GALIANO STREET
CORAL GABLES, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Site Code : 00130193
Start Date: 11/06/13
File I.D. : MALAGALI
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ALL VEHICLES

	GALIANO STREET From North				MALAGA AVENUE From East				GALIANO STREET From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/06/13																	
07:00	0	0	3	0	0	5	0	2	0	0	6	13	0	0	0	0	29
07:15	0	0	1	0	0	3	0	0	0	0	3	16	0	0	0	0	23
07:30	0	6	1	0	0	2	0	1	0	0	13	13	0	0	0	0	36
07:45	0	0	6	0	0	4	0	1	0	0	18	17	0	0	0	0	46
Hr Total	0	6	11	0	0	14	0	4	0	0	40	59	0	0	0	0	134
08:00	0	1	15	0	0	10	0	2	0	0	9	15	0	0	0	0	52
08:15	0	2	15	0	0	6	0	1	0	0	17	17	0	0	0	0	58
08:30	0	2	11	0	0	5	0	2	0	0	13	21	0	0	0	0	54
08:45	0	1	3	0	0	4	0	1	0	0	23	13	0	0	0	0	45
Hr Total	0	6	44	0	0	25	0	6	0	0	62	66	0	0	0	0	209
---------- * BREAK * ----------																	
16:00	0	0	15	0	0	7	0	0	0	0	7	5	0	0	0	0	34
16:15	0	0	13	0	0	6	0	0	0	0	3	4	0	0	0	0	26
16:30	0	2	23	0	0	2	0	2	0	0	9	6	0	0	0	0	44
16:45	0	0	19	0	0	8	0	0	0	0	11	7	0	0	0	0	45
Hr Total	0	2	70	0	0	23	0	2	0	0	30	22	0	0	0	0	149
17:00	0	4	20	0	0	8	0	1	0	0	6	3	0	0	0	0	42
17:15	0	3	25	0	0	13	0	4	0	0	6	5	0	0	0	0	56
17:30	0	4	24	0	0	8	0	4	0	0	3	7	0	0	0	0	50
17:45	0	1	17	0	0	9	0	2	0	0	6	3	0	0	0	0	38
Hr Total	0	12	86	0	0	38	0	11	0	0	21	18	0	0	0	0	186
TOTAL	0	26	211	0	0	100	0	23	0	0	153	165	0	0	0	0	678

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MALAGA AVENUE & GALIANO STREET
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COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Site Code : 00130193
Start Date: 11/06/13
File I.D. : MALAGALI
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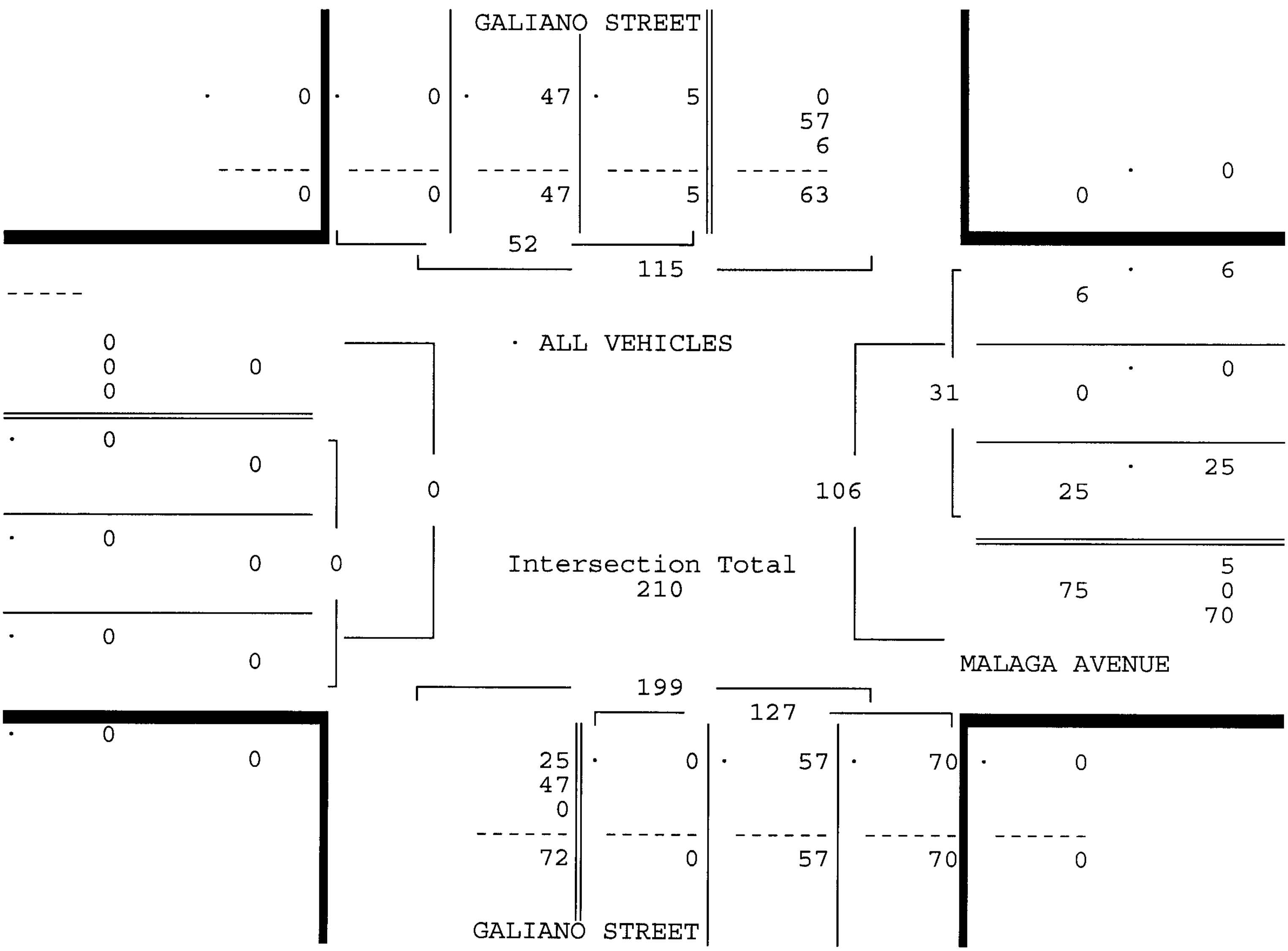
ALL VEHICLES

	GALIANO STREET From North				MALAGA AVENUE From East				GALIANO STREET From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/06/13																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/06/13																	
Peak start	07:45				07:45				07:45				07:45				
Volume	0	5	47	0	0	25	0	6	0	0	57	70	0	0	0	0	
Percent	0%	10%	90%	0%	0%	81%	0%	19%	0%	0%	45%	55%	0%	0%	0%	0%	
Pk total	52				31				127				0				
Highest	08:15				08:00				07:45				07:00				
Volume	0	2	15	0	0	10	0	2	0	0	18	17	0	0	0	0	
Hi total	17				12				35				0				
PHF	.76				.65				.91				.0				



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COUNTED BY: AMBER PALOMINO
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Site Code : 00130193
Start Date: 11/06/13
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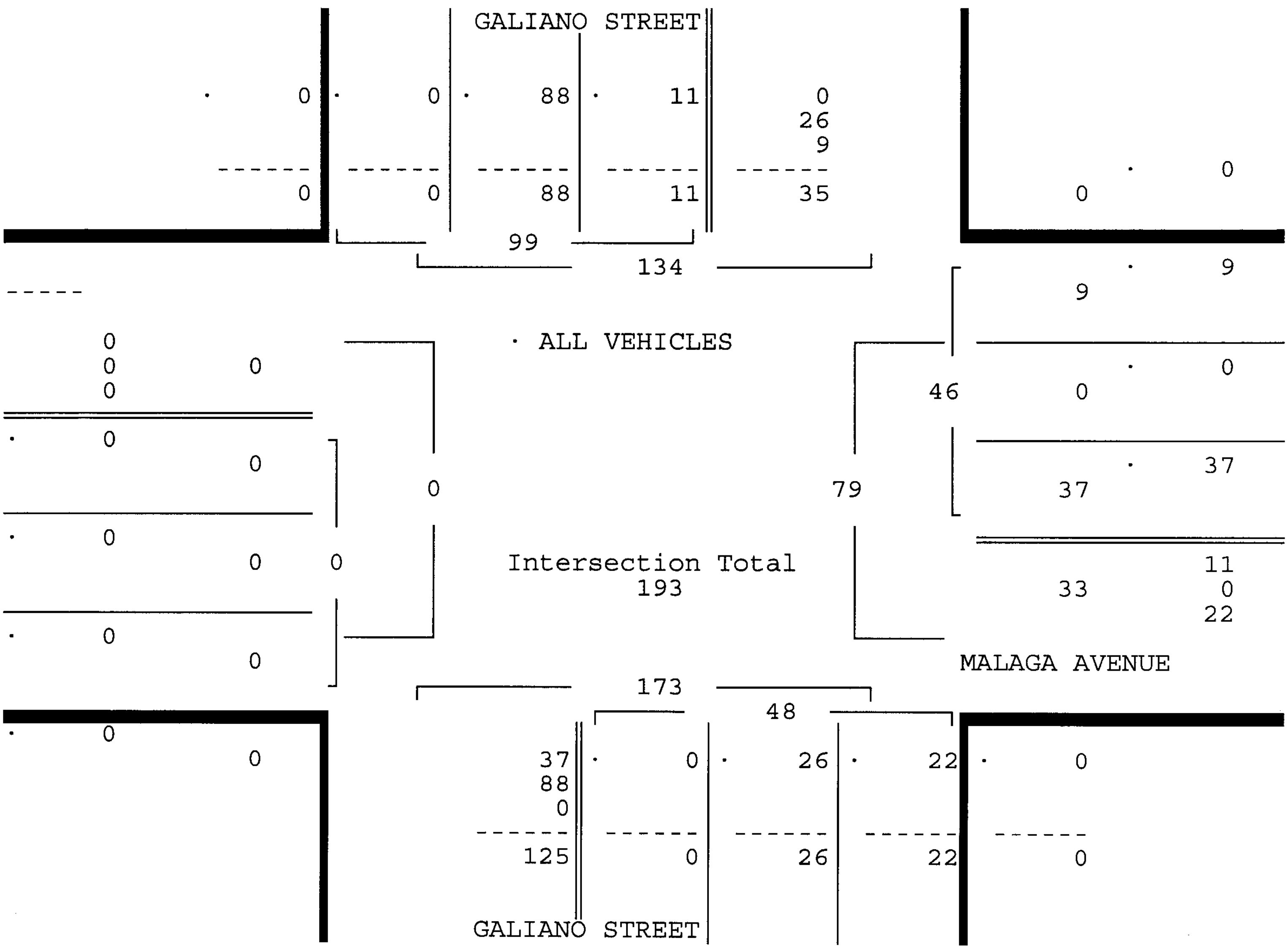
ALL VEHICLES

	GALIANO STREET From North				MALAGA AVENUE From East				GALIANO STREET From South				----- From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/06/13																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/06/13																	
Peak start	16:45				16:45				16:45				16:45				
Volume	0	11	88	0	0	37	0	9	0	0	26	22	0	0	0	0	
Percent	0%	11%	89%	0%	0%	80%	0%	20%	0%	0%	54%	46%	0%	0%	0%	0%	
Pk total	99				46				48				0				
Highest	17:15				17:15				16:45				07:00				
Volume	0	3	25	0	0	13	0	4	0	0	11	7	0	0	0	0	
Hi total	28				17				18				0				
PHF	.88				.68				.67				.0				



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Site Code : 00130193
Start Date: 11/06/13
File I.D. : MALAGALI
Page : 1

PEDESTRIANS

	GALIANO STREET From North				MALAGA AVENUE From East				GALIANO STREET From South				----- From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 11/06/13																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
Hr Total	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
---------- * BREAK * ----------																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	3
17:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	3
TOTAL	0	0	0	5	0	0	0	5	0	0	0	2	0	0	0	0	12

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

MALAGA AVENUE & COCONUT GROVE DRIVE
CORAL GABLES, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
NOT SIGNALIZED

Site Code : 00130193
Start Date: 11/06/13
File I.D. : GALICOCO
Page : 1

ALL VEHICLES

	COCONUT GROVE DRIVE From North				MALAGA AVENUE From East				COCONUT GROVE DRIVE From South				MALAGA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/06/13																	
07:00	0	0	9	0	0	1	7	0	0	10	2	0	0	0	19	32	80
07:15	0	0	8	0	0	0	4	0	0	6	4	0	0	0	20	29	71
07:30	0	0	10	0	0	0	3	0	0	8	5	1	0	0	25	20	72
07:45	0	0	12	0	0	1	6	1	0	8	14	3	1	0	31	19	96
Hr Total	0	0	39	0	0	2	20	1	0	32	25	4	1	0	95	100	319
08:00	0	0	11	0	0	3	20	1	0	14	13	0	1	0	23	26	112
08:15	0	0	15	0	0	4	15	2	0	7	13	2	0	0	31	27	116
08:30	0	0	12	0	0	0	11	4	0	9	10	3	0	2	29	24	104
08:45	0	0	11	0	0	1	6	1	0	11	11	3	0	0	29	21	94
Hr Total	0	0	49	0	0	8	52	8	0	41	47	8	1	2	112	98	426
* BREAK *																	
16:00	0	0	7	0	0	3	17	0	0	19	13	3	0	0	9	13	84
16:15	0	0	8	1	0	1	18	0	0	12	10	1	0	0	6	13	70
16:30	0	0	8	0	0	6	19	0	0	8	10	2	1	0	13	12	79
16:45	0	0	11	0	0	2	23	1	0	11	14	1	0	0	16	17	96
Hr Total	0	0	34	1	0	12	77	1	0	50	47	7	1	0	44	55	329
17:00	0	0	14	0	0	3	22	1	0	28	16	1	0	0	8	21	114
17:15	0	0	12	0	0	2	29	6	0	21	18	1	1	0	10	32	132
17:30	0	0	10	1	0	0	31	1	0	17	18	0	0	0	11	18	107
17:45	0	0	12	0	0	0	24	2	1	20	17	2	0	0	7	22	107
Hr Total	0	0	48	1	0	5	106	10	1	86	69	4	1	0	36	93	460
TOTAL	0	0	170	2	0	27	255	20	1	209	188	23	4	2	287	346	1534

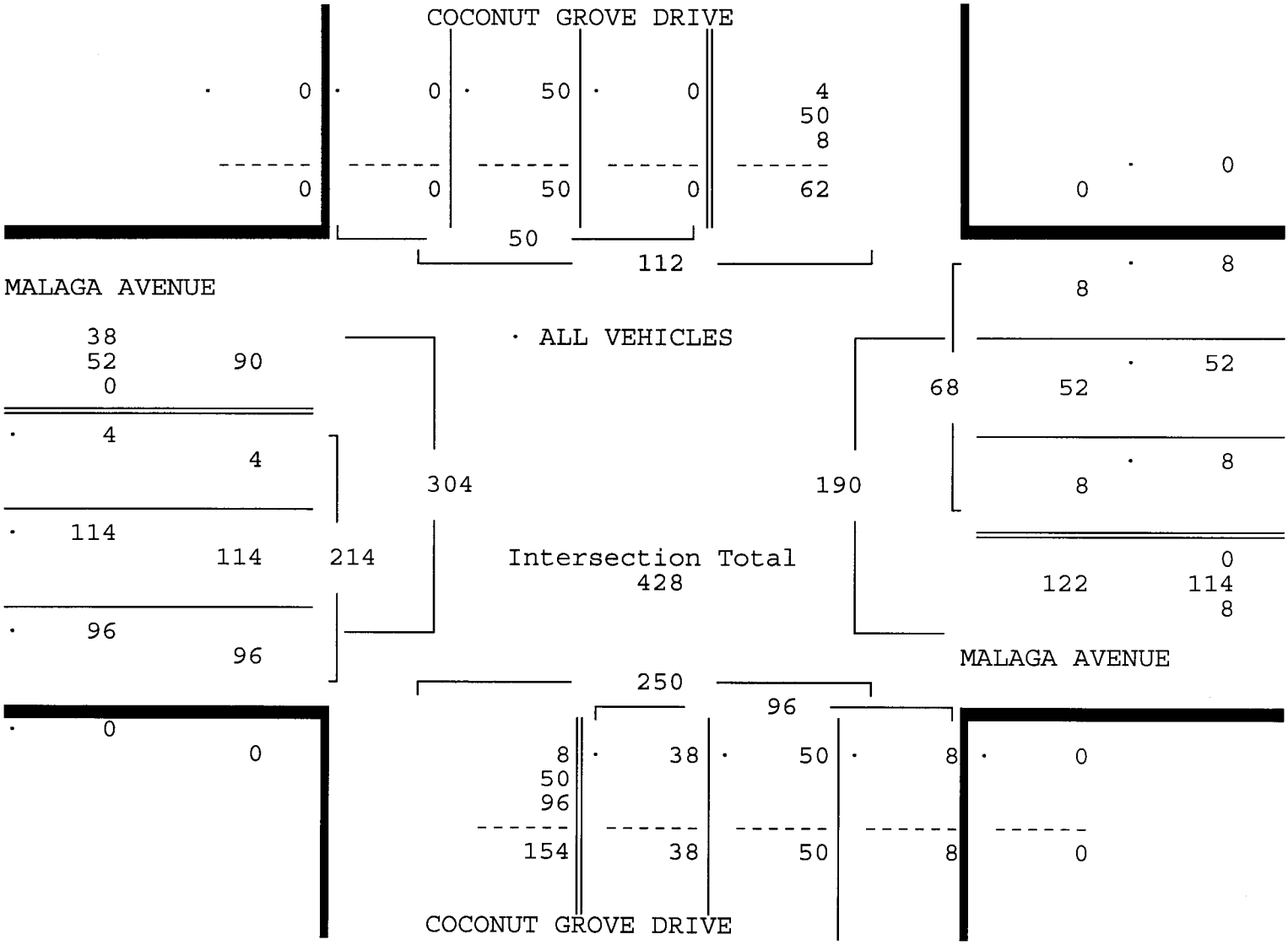
MALAGA AVENUE & COCONUT GROVE DRIVE
CORAL GABLES, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
NOT SIGNALIZED

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

Site Code : 00130193
Start Date: 11/06/13
File I.D. : GALICOCO
Page : 2

ALL VEHICLES

	COCONUT GROVE DRIVE From North				MALAGA AVENUE From East				COCONUT GROVE DRIVE From South				MALAGA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/06/13																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 11/06/13																	
Peak start	07:45				07:45				07:45				07:45				
Volume	0	0	50	0	0	8	52	8	0	38	50	8	2	2	114	96	
Percent	0%	0%	100%	0%	0%	12%	76%	12%	0%	40%	52%	8%	1%	1%	53%	45%	
Pk total	50				68				96				214				
Highest	08:15				08:00				08:00				08:15				
Volume	0	0	15	0	0	3	20	1	0	14	13	0	0	0	31	27	
Hi total	15				24				27				58				
PHF	.83				.71				.89				.92				



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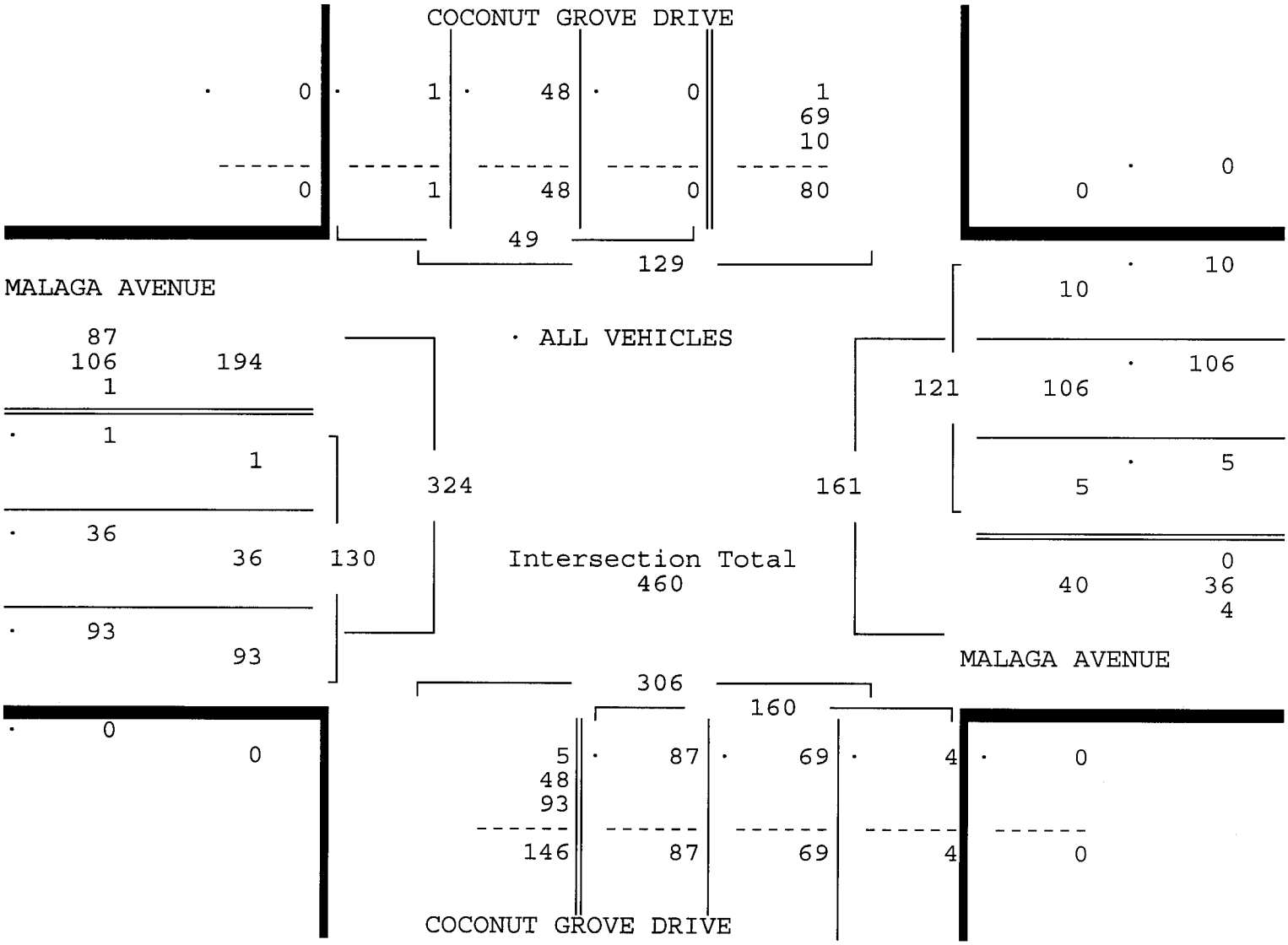
MALAGA AVENUE & COCONUT GROVE DRIVE
CORAL GABLES, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
NOT SIGNALIZED

Site Code : 00130193
Start Date: 11/06/13
File I.D. : GALICOCO
Page : 3

ALL VEHICLES

	COCONUT GROVE DRIVE From North				MALAGA AVENUE From East				COCONUT GROVE DRIVE From South				MALAGA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 11/06/13																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 11/06/13																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	0	48	1	0	5	106	10	1	86	69	4	1	0	36	93	
Percent	0%	0%	98%	2%	0%	4%	88%	8%	1%	54%	43%	2%	1%	0%	28%	72%	
Pk total	49				121				160				130				
Highest	17:00				17:15				17:00				17:15				
Volume	0	0	14	0	0	2	29	6	0	28	16	1	1	0	10	32	
Hi total	14				37				45				43				
PHF	.88				.82				.89				.76				



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MALAGA AVENUE & COCONUT GROVE DRIVE
CORAL GABLES, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
NOT SIGNALIZED

Site Code : 00130193
Start Date: 11/06/13
File I.D. : GALICOCO
Page : 1

PEDESTRIANS

	COCONUT GROVE DRIVE From North				MALAGA AVENUE From East				COCONUT GROVE DRIVE From South				MALAGA AVENUE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 11/06/13																	
* BREAK *																	
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

No pedestrians observed during the study period.

Traffic Survey Specialists, Inc.
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VALENCIA AVENUE & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/15/14
File I.D. : VALE37AV
Page : 1

ALL VEHICLES

	SW 37TH AVENUE From North				SW 23RD STREET From East				SW 37TH AVENUE From South				VALENCIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																	
07:00	0	1	171	9	0	1	0	7	0	7	171	7	0	0	0	0	374
07:15	0	6	195	18	0	3	1	6	0	15	204	13	0	0	0	0	461
07:30	0	8	185	25	0	0	5	4	0	24	216	20	0	0	0	0	487
07:45	0	6	196	50	0	4	0	3	0	38	230	13	0	0	0	0	540
Hr Total	0	21	747	102	0	8	6	20	0	84	821	53	0	0	0	0	1862
08:00	0	8	251	43	0	3	1	11	0	39	220	21	0	0	0	0	597
08:15	0	5	219	40	0	4	5	10	0	38	247	22	0	0	0	0	590
08:30	0	2	251	49	0	3	2	8	0	34	204	17	0	0	0	0	570
08:45	0	6	230	49	0	6	4	3	0	35	246	13	0	0	0	0	592
Hr Total	0	21	951	181	0	16	12	32	0	146	917	73	0	0	0	0	2349
* BREAK *																	
16:00	0	5	202	45	0	2	7	3	0	27	197	17	0	0	0	0	505
16:15	0	12	174	50	0	4	2	6	0	22	190	20	0	0	0	0	480
16:30	0	9	228	46	0	2	5	4	0	28	192	21	0	0	0	0	535
16:45	0	5	221	52	0	4	3	3	0	30	197	21	0	0	0	0	536
Hr Total	0	31	825	193	0	12	17	16	0	107	776	79	0	0	0	0	2056
17:00	0	2	238	46	1	2	6	8	0	26	206	13	0	0	0	0	548
17:15	0	11	259	67	0	2	5	8	0	26	223	17	0	0	0	1	619
17:30	0	12	234	46	0	7	10	10	0	24	228	22	0	0	0	0	593
17:45	0	6	225	52	0	9	7	5	0	33	200	17	0	0	0	0	554
Hr Total	0	31	956	211	1	20	28	31	0	109	857	69	0	0	0	1	2314
TOTAL	0	104	3479	687	1	56	63	99	0	446	3371	274	0	0	0	1	8581

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Delray Beach, Florida 33444
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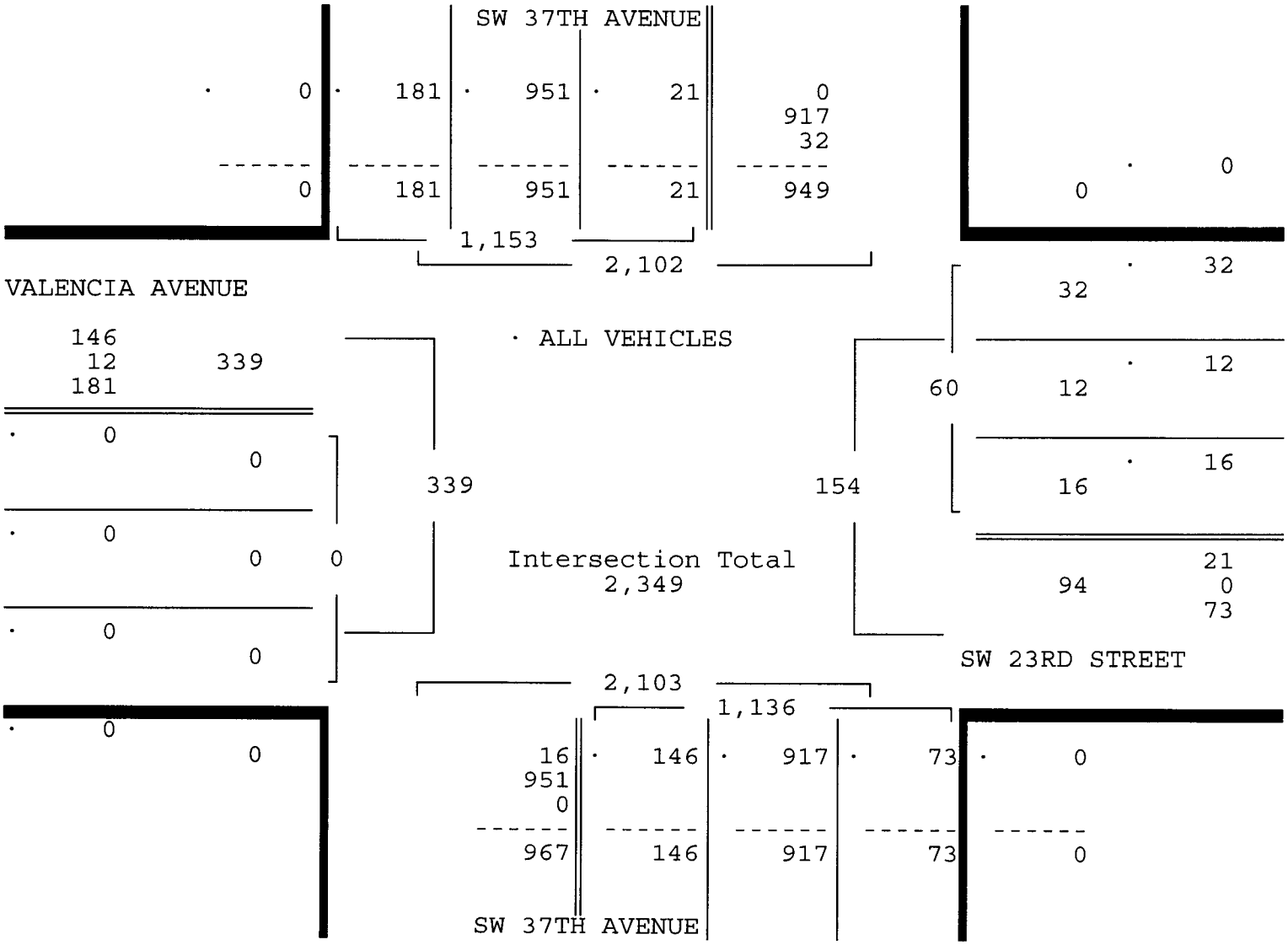
VALENCIA AVENUE & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/15/14
File I.D. : VALE37AV
Page : 2

ALL VEHICLES

	SW 37TH AVENUE From North				SW 23RD STREET From East				SW 37TH AVENUE From South				VALENCIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/15/14																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	21	951	181	0	16	12	32	0	146	917	73	0	0	0	0	
Percent	0%	2%	82%	16%	0%	27%	20%	53%	0%	13%	81%	6%	0%	0%	0%	0%	
Pk total	1153				60				1136				0				
Highest	08:00				08:15				08:15				07:00				
Volume	0	8	251	43	0	4	5	10	0	38	247	22	0	0	0	0	
Hi total	302				19				307				0				
PHF	.95				.79				.93				.0				



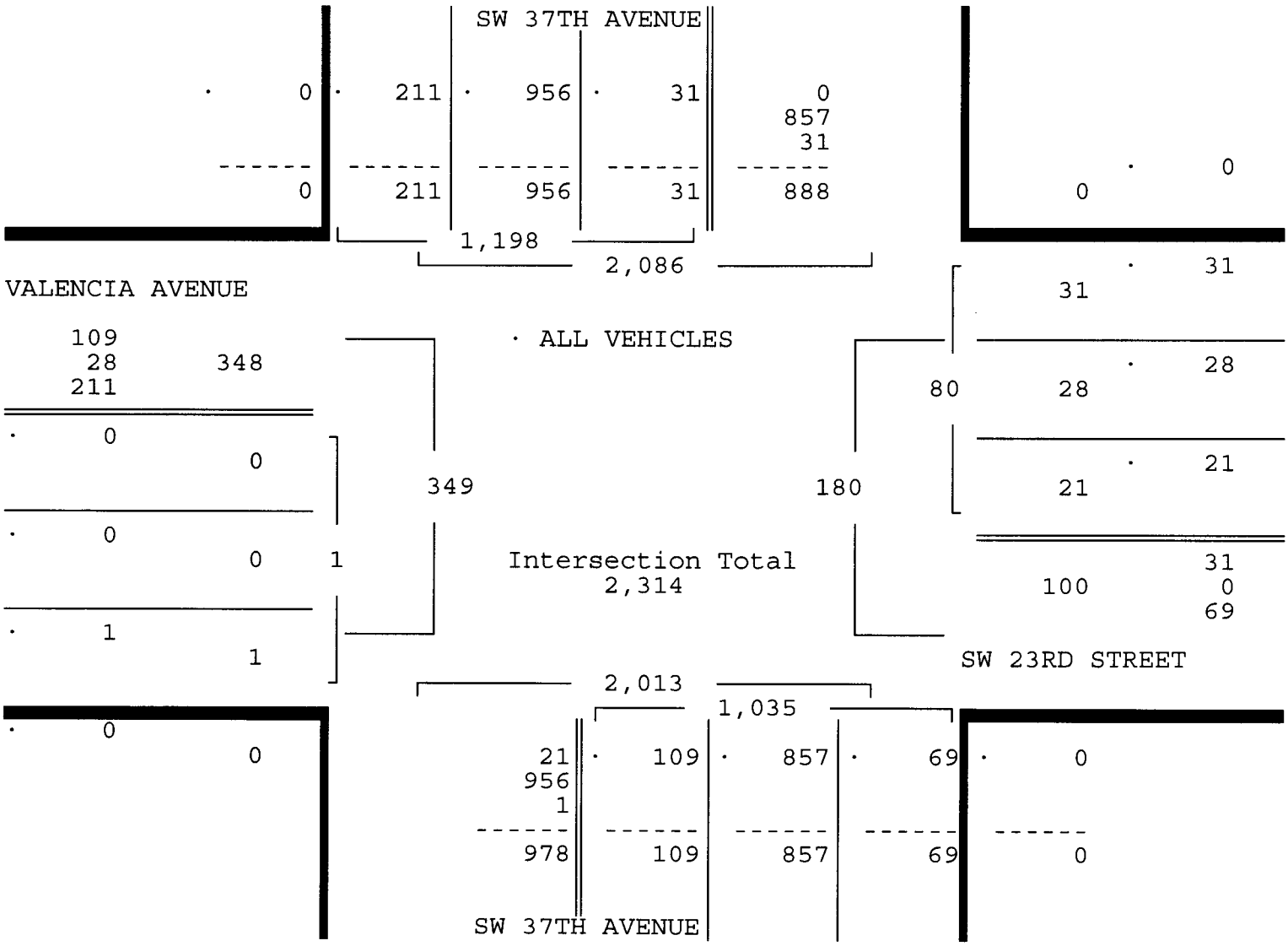
VALENCIA AVENUE & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

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

Site Code : 00140106
Start Date: 05/15/14
File I.D. : VALE37AV
Page : 3

ALL VEHICLES

	SW 37TH AVENUE From North				SW 23RD STREET From East				SW 37TH AVENUE From South				VALENCIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/15/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	31	956	211	1	20	28	31	0	109	857	69	0	0	0	1	
Percent	0%	3%	80%	18%	1%	25%	35%	39%	0%	11%	83%	7%	0%	0%	0%	100%	
Pk total	1198				80				1035				1				
Highest	17:15				17:30				17:30				17:15				
Volume	0	11	259	67	0	7	10	10	0	24	228	22	0	0	0	1	
Hi total	337				27				274				1				
PHF	.89				.74				.94				.25				



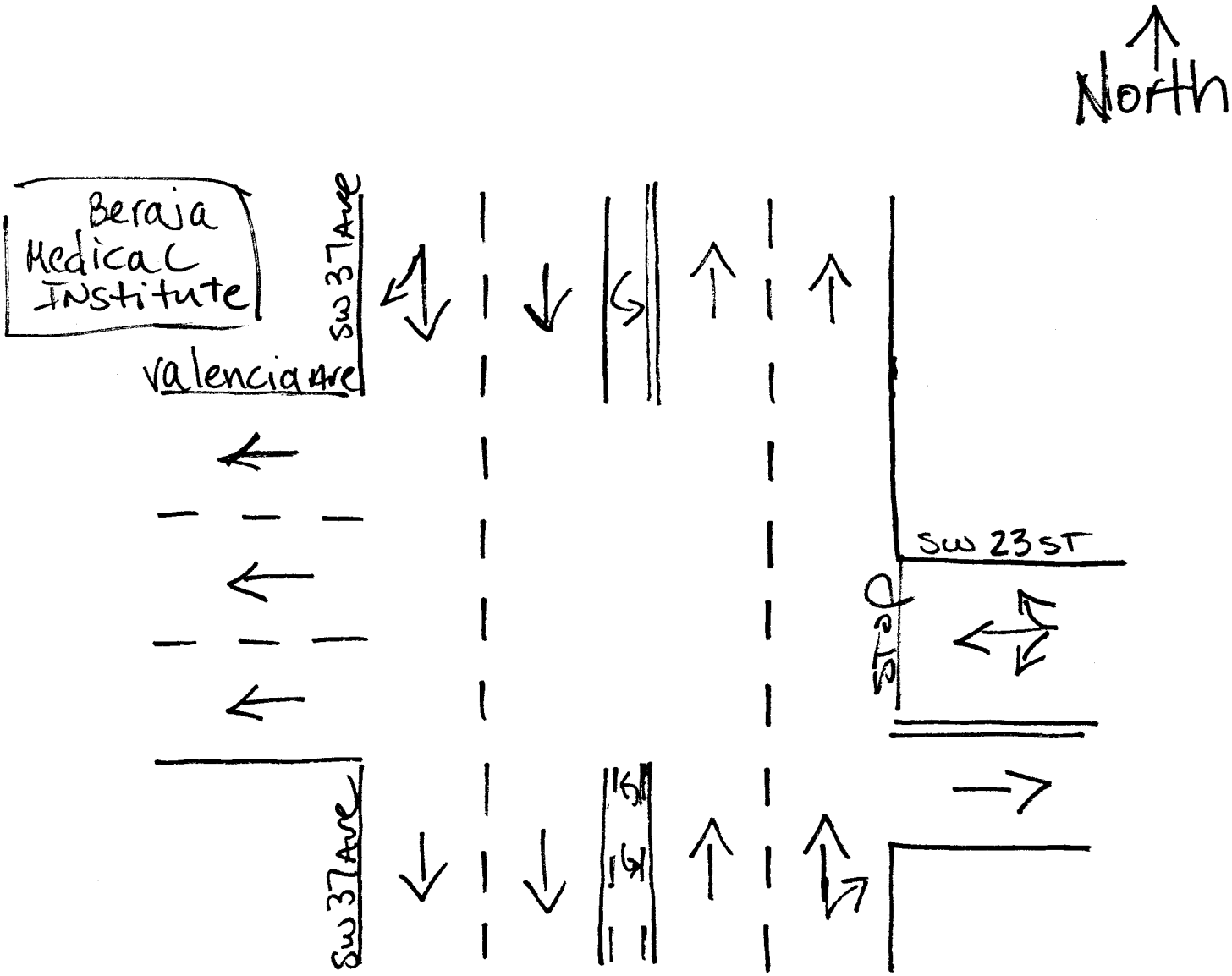
VALENCIA AVENUE & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: LUIS PALOMINO
NOT SIGNALIZED

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

Site Code : 00140106
Start Date: 05/15/14
File I.D. : VALE37AV
Page : 1

PEDESTRIANS

	SW 37TH AVENUE From North				SW 23RD STREET From East				SW 37TH AVENUE From South				VALENCIA AVENUE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 05/15/14																	
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	3
07:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
07:30	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	1	5
07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
Hr Total	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	5	12
08:00	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	5
08:30	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	3	7
08:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Hr Total	0	0	0	1	0	0	0	12	0	0	0	2	0	0	0	4	19
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:30	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	1	5
16:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
Hr Total	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	3	8
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
17:15	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	5	8
17:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	3
17:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
Hr Total	0	0	0	3	0	0	0	2	0	0	0	2	0	0	0	11	18
TOTAL	0	0	0	5	0	0	0	23	0	0	0	6	0	0	0	23	57



Coral Gables, Florida
May 14, 2014
drawn by: Luis Palomino
not signalized

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

ALMERIA AVENUE & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/15/14
File I.D. : ALME37AV
Page : 1

ALL VEHICLES

	SW 37TH AVENUE From North				----- From East				SW 37TH AVENUE From South				ALMERIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																	
07:00	0	0	170	2	0	0	0	0	0	7	173	0	0	5	0	14	371
07:15	0	0	187	5	0	0	0	0	0	13	225	0	0	9	0	23	462
07:30	0	0	184	6	0	0	0	0	0	11	248	0	0	13	0	22	484
07:45	0	0	191	10	0	0	0	0	0	6	267	0	0	4	0	41	519
Hr Total	0	0	732	23	0	0	0	0	0	37	913	0	0	31	0	100	1836
08:00	0	0	238	7	0	0	0	0	0	18	270	0	0	8	0	29	570
08:15	0	0	214	13	0	0	0	0	0	16	293	0	0	10	0	35	581
08:30	0	0	235	10	0	0	0	0	0	18	247	0	0	9	0	29	548
08:45	0	0	231	11	0	0	0	0	1	28	285	0	0	10	0	27	593
Hr Total	0	0	918	41	0	0	0	0	1	80	1095	0	0	37	0	120	2292
---------- * BREAK * ----------																	
16:00	0	0	194	9	0	0	0	0	0	20	234	0	0	15	0	27	499
16:15	0	0	166	7	0	0	0	0	0	16	224	0	0	9	0	21	443
16:30	0	0	217	10	0	0	0	0	0	15	229	0	0	5	0	35	511
16:45	0	0	204	15	0	0	0	0	0	25	247	0	0	5	0	28	524
Hr Total	0	0	781	41	0	0	0	0	0	76	934	0	0	34	0	111	1977
17:00	0	0	230	8	0	0	0	0	0	22	247	0	0	7	0	42	556
17:15	0	0	250	9	0	0	0	0	0	26	262	0	0	6	0	56	609
17:30	0	0	238	8	0	0	0	0	0	23	271	0	0	8	0	44	592
17:45	0	0	226	8	0	0	0	0	1	22	256	0	1	7	0	45	566
Hr Total	0	0	944	33	0	0	0	0	1	93	1036	0	1	28	0	187	2323
TOTAL	0	0	3375	138	0	0	0	0	2	286	3978	0	1	130	0	518	8428

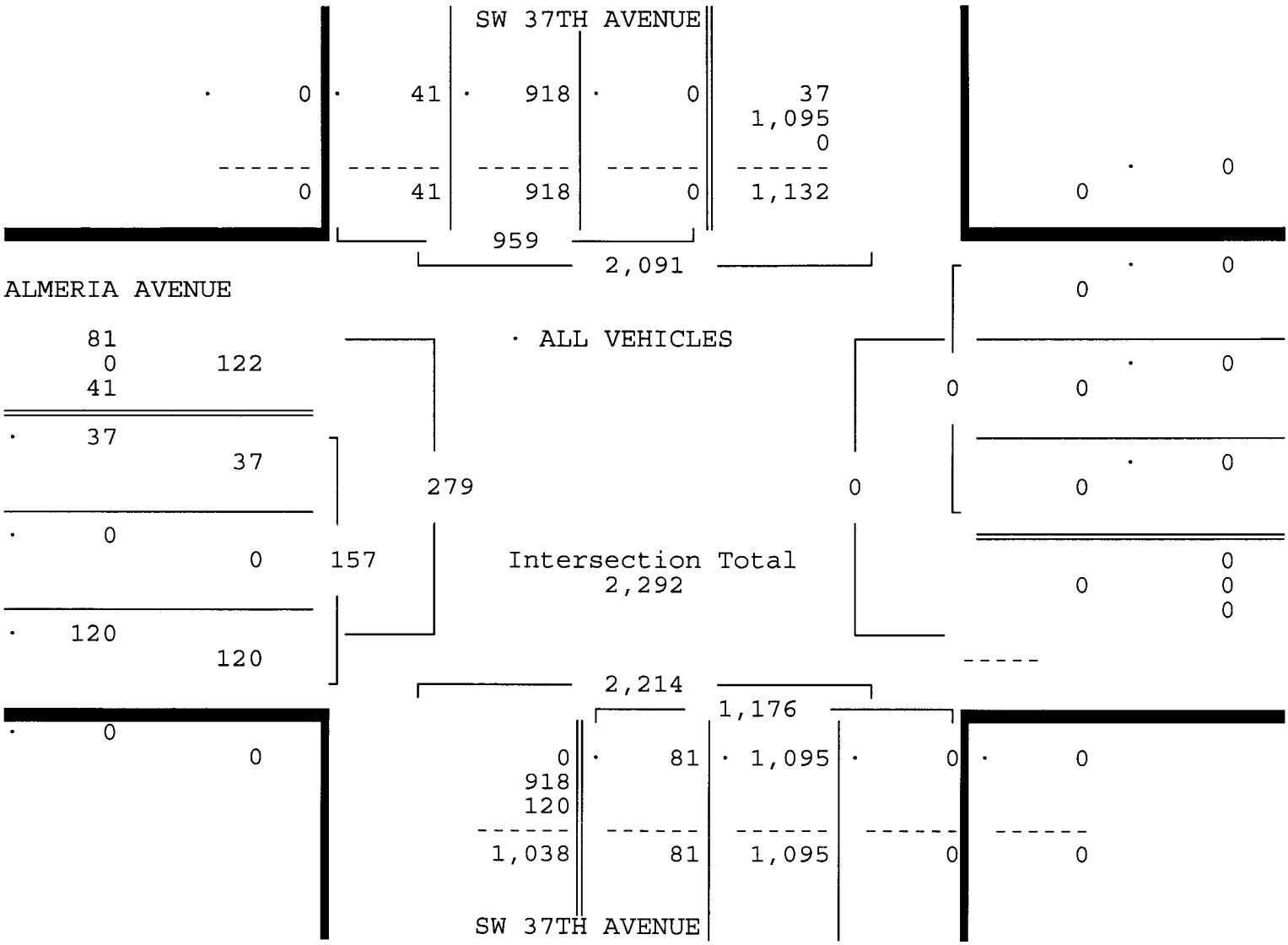
ALMERIA AVENUE & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

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

Site Code : 00140106
Start Date: 05/15/14
File I.D. : ALME37AV

ALL VEHICLES

	SW 37TH AVENUE From North				----- From East				SW 37TH AVENUE From South				ALMERIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/15/14																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	0	918	41	0	0	0	0	1	80	1095	0	0	37	0	120	
Percent	0%	0%	96%	4%	0%	0%	0%	0%	0%	7%	93%	0%	0%	24%	0%	76%	
Pk total	959				0				1176				157				
Highest	08:00				07:00				08:45				08:15				
Volume	0	0	238	7	0	0	0	0	1	28	285	0	0	10	0	35	
Hi total	245				0				314				45				
PHF	.98				.0				.94				.87				

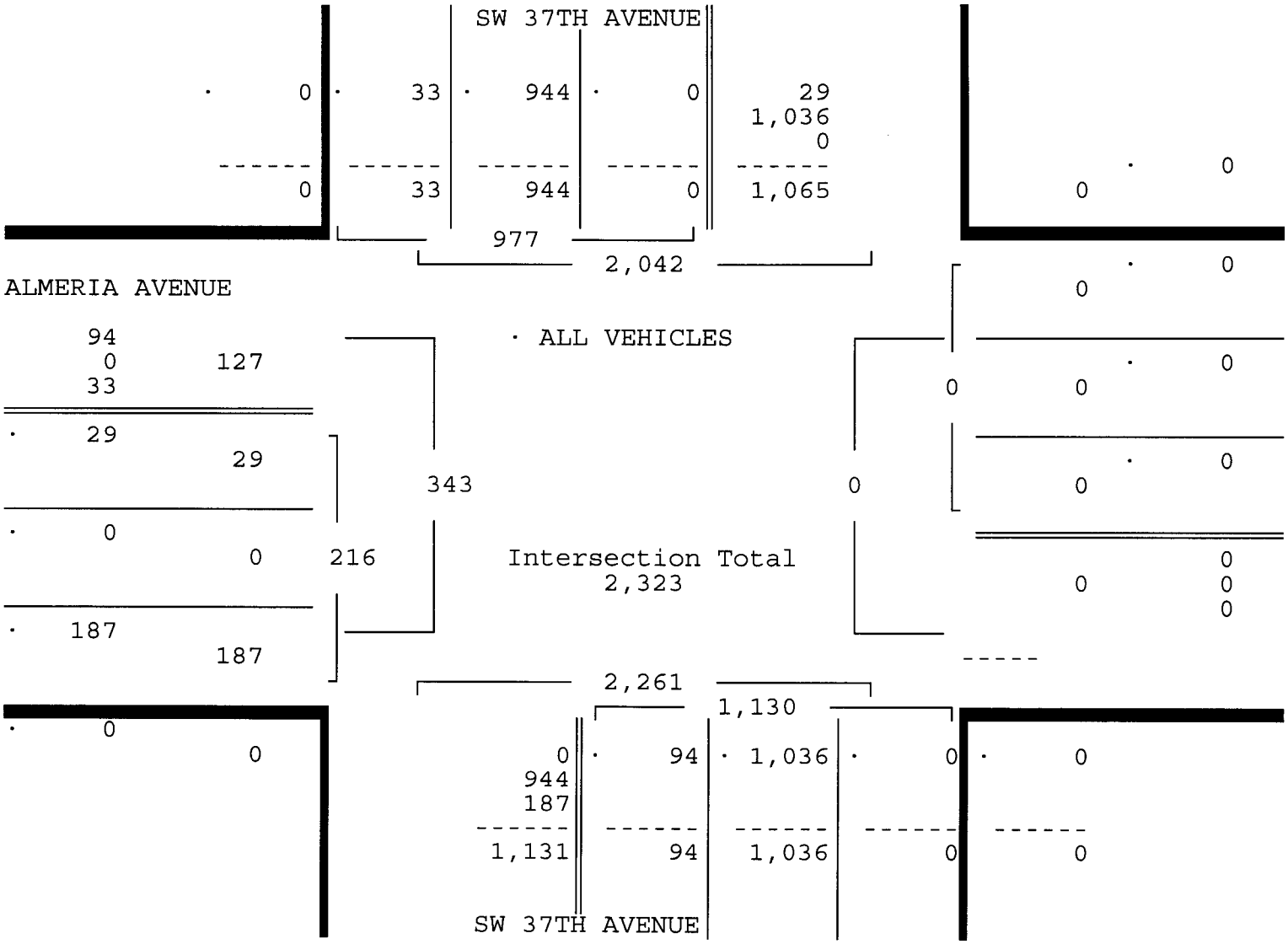


ALMERIA AVENUE & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

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

ALL VEHICLES

	SW 37TH AVENUE From North				----- From East				SW 37TH AVENUE From South				ALMERIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/15/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	0	944	33	0	0	0	0	1	93	1036	0	1	28	0	187	
Percent	0%	0%	97%	3%	0%	0%	0%	0%	0%	8%	92%	0%	0%	13%	0%	87%	
Pk total	977				0				1130				216				
Highest	17:15				07:00				17:30				17:15				
Volume	0	0	250	9	0	0	0	0	0	23	271	0	0	6	0	56	
Hi total	259				0				294				62				
PHF	.94				.0				.96				.87				



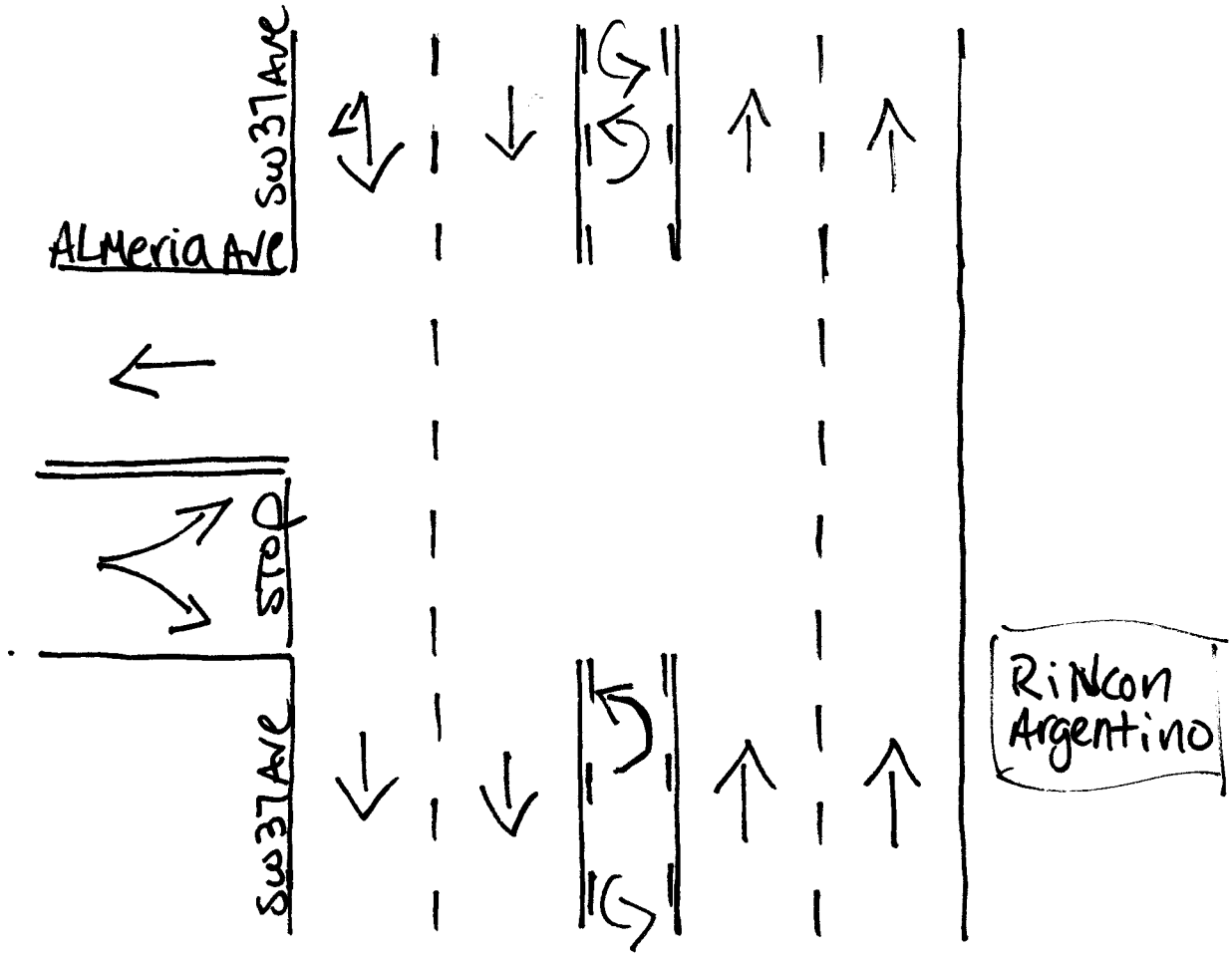
ALMERIA AVENUE & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: AMBER PALOMINO
NOT SIGNALIZED

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

Site Code : 00140106
Start Date: 05/15/14
File I.D. : ALME37AV
Page : 1

PEDESTRIANS

	SW 37TH AVENUE From North				----- From East				SW 37TH AVENUE From South				ALMERIA AVENUE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 05/15/14																	
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	5
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	5
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Hr Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9	10
---------- * BREAK * ----------																	
16:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
16:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	6	10
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
TOTAL	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	22	29



Coral Gables, Florida
May 14, 2014
drawn by: Luis Palomino
not signalized

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

COCONUT GROVE DRIVE & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: EDIE SAPORITTO
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/15/14
File I.D. : COCO37AV
Page : 1

ALL VEHICLES

	SW 37TH AVENUE From North				DRIVEWAY From East				SW 37TH AVENUE From South				COCONT GROVE DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																	
07:00	0	2	177	3	0	0	0	0	0	5	166	1	0	3	0	19	376
07:15	0	2	199	0	0	0	0	0	0	11	190	1	0	2	0	27	432
07:30	0	1	185	1	0	0	0	0	0	11	210	2	0	1	1	19	431
07:45	0	4	210	1	0	0	0	0	0	14	211	5	0	1	0	27	473
Hr Total	0	9	771	5	0	0	0	0	0	41	777	9	0	7	1	92	1712
08:00	0	2	228	1	0	0	0	0	0	15	255	4	0	5	0	26	536
08:15	0	4	211	3	0	0	0	0	0	20	259	1	0	5	1	24	528
08:30	0	6	224	6	0	0	0	0	0	14	230	6	0	4	0	26	516
08:45	0	3	253	2	0	0	0	2	0	33	258	5	0	6	2	22	586
Hr Total	0	15	916	12	0	0	0	2	0	82	1002	16	0	20	3	98	2166
* BREAK *																	
16:00	0	1	197	1	0	4	1	5	0	9	220	2	0	6	0	18	464
16:15	0	3	183	1	0	2	0	8	0	9	198	1	0	1	0	11	417
16:30	0	2	231	1	0	2	0	3	0	11	231	3	0	2	0	13	499
16:45	0	1	198	4	0	2	0	6	0	16	247	0	0	2	0	20	496
Hr Total	0	7	809	7	0	10	1	22	0	45	896	6	0	11	0	62	1876
17:00	0	2	223	6	0	1	0	12	0	38	253	1	0	4	0	24	564
17:15	0	1	252	5	0	2	1	7	0	20	238	0	0	2	0	22	550
17:30	0	0	227	0	0	3	2	6	1	14	247	1	0	2	0	32	535
17:45	0	2	231	3	0	2	1	3	0	21	238	0	0	0	0	33	534
Hr Total	0	5	933	14	0	8	4	28	1	93	976	2	0	8	0	111	2183
TOTAL	0	36	3429	38	0	18	5	52	1	261	3651	33	0	46	4	363	7937

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
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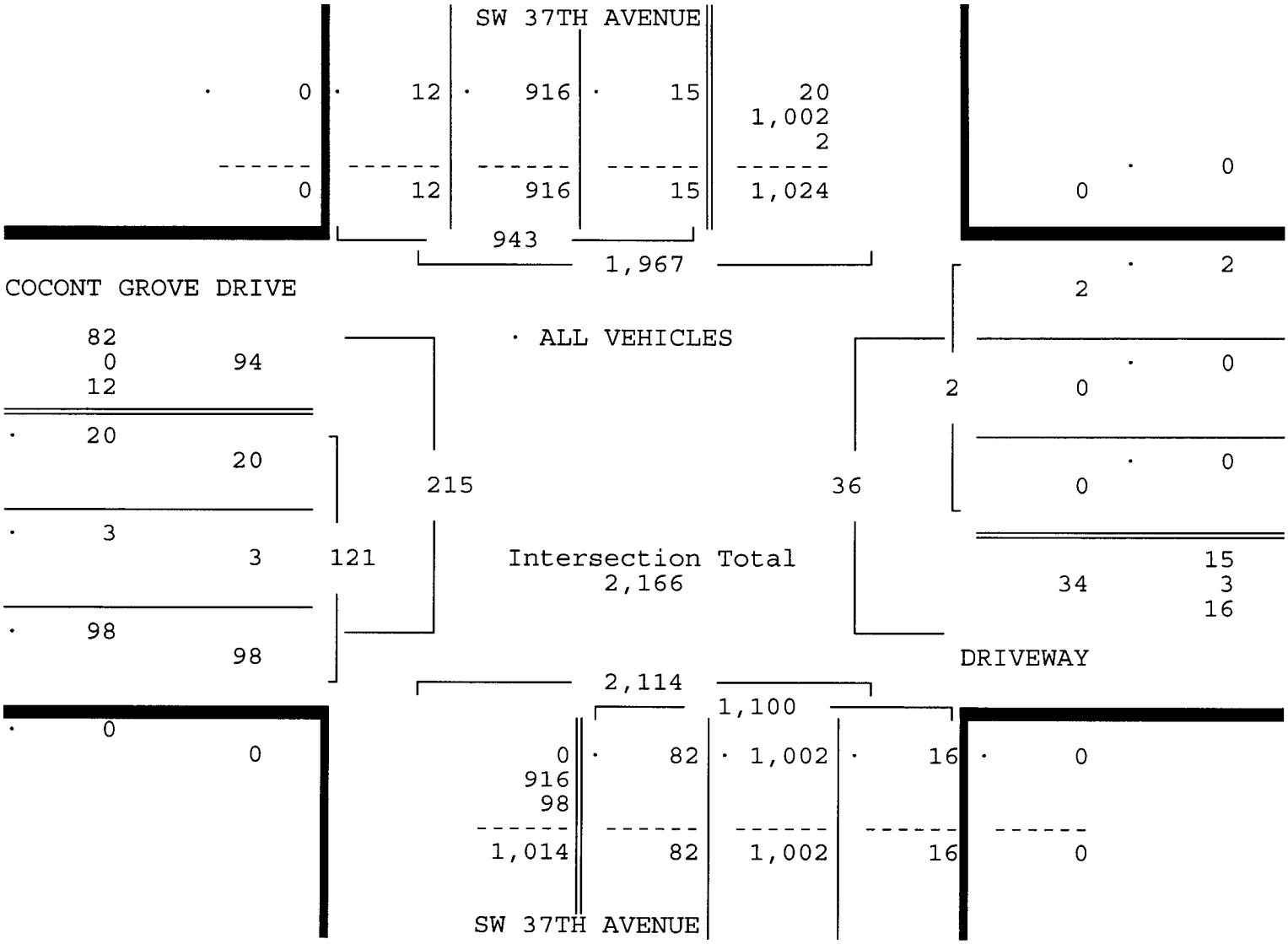
COCONUT GROVE DRIVE & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: EDIE SAPORITTO
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/15/14
File I.D. : COCO37AV
Page : 2

ALL VEHICLES

	SW 37TH AVENUE From North				DRIVEWAY From East				SW 37TH AVENUE From South				COCONT GROVE DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/15/14																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	15	916	12	0	0	0	2	0	82	1002	16	0	20	3	98	
Percent	0%	2%	97%	1%	0%	0%	0%	100%	0%	7%	91%	1%	0%	17%	2%	81%	
Pk total	943				2				1100				121				
Highest	08:45				08:45				08:45				08:00				
Volume	0	3	253	2	0	0	0	2	0	33	258	5	0	5	0	26	
Hi total	258				2				296				31				
PHF	.91				.25				.93				.98				



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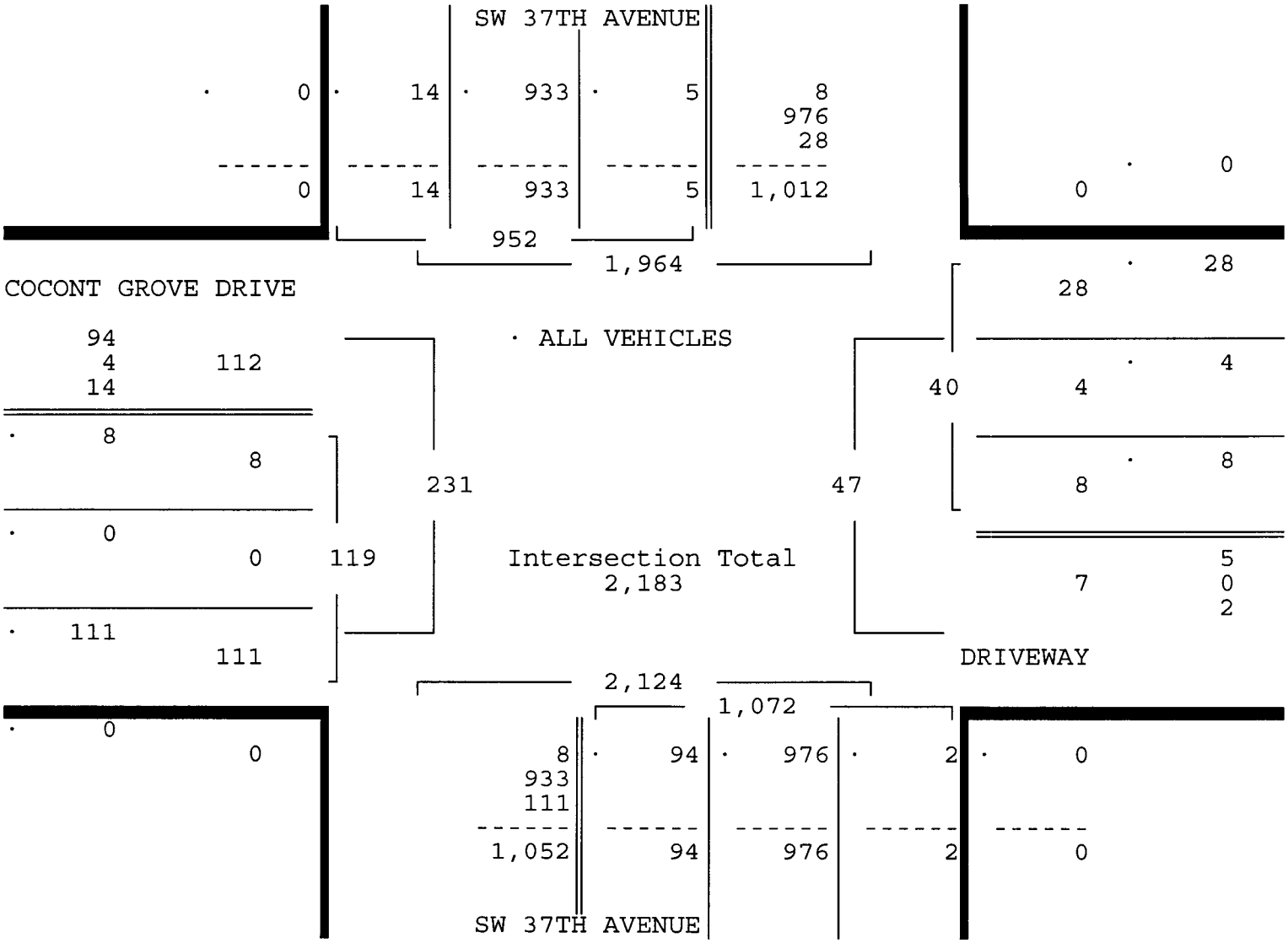
COCONUT GROVE DRIVE & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: EDIE SAPORITTO
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/15/14
File I.D. : COCO37AV
Page : 3

ALL VEHICLES

	SW 37TH AVENUE From North				DRIVEWAY From East				SW 37TH AVENUE From South				COCONT GROVE DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/15/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/15/14																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	5	933	14	0	8	4	28	1	93	976	2	0	8	0	111	
Percent	0%	1%	98%	1%	0%	20%	10%	70%	0%	9%	91%	0%	0%	7%	0%	93%	
Pk total	952				40				1072				119				
Highest	17:15				17:00				17:00				17:30				
Volume	0	1	252	5	0	1	0	12	0	38	253	1	0	2	0	32	
Hi total	258				13				292				34				
PHF	.92				.77				.92				.88				



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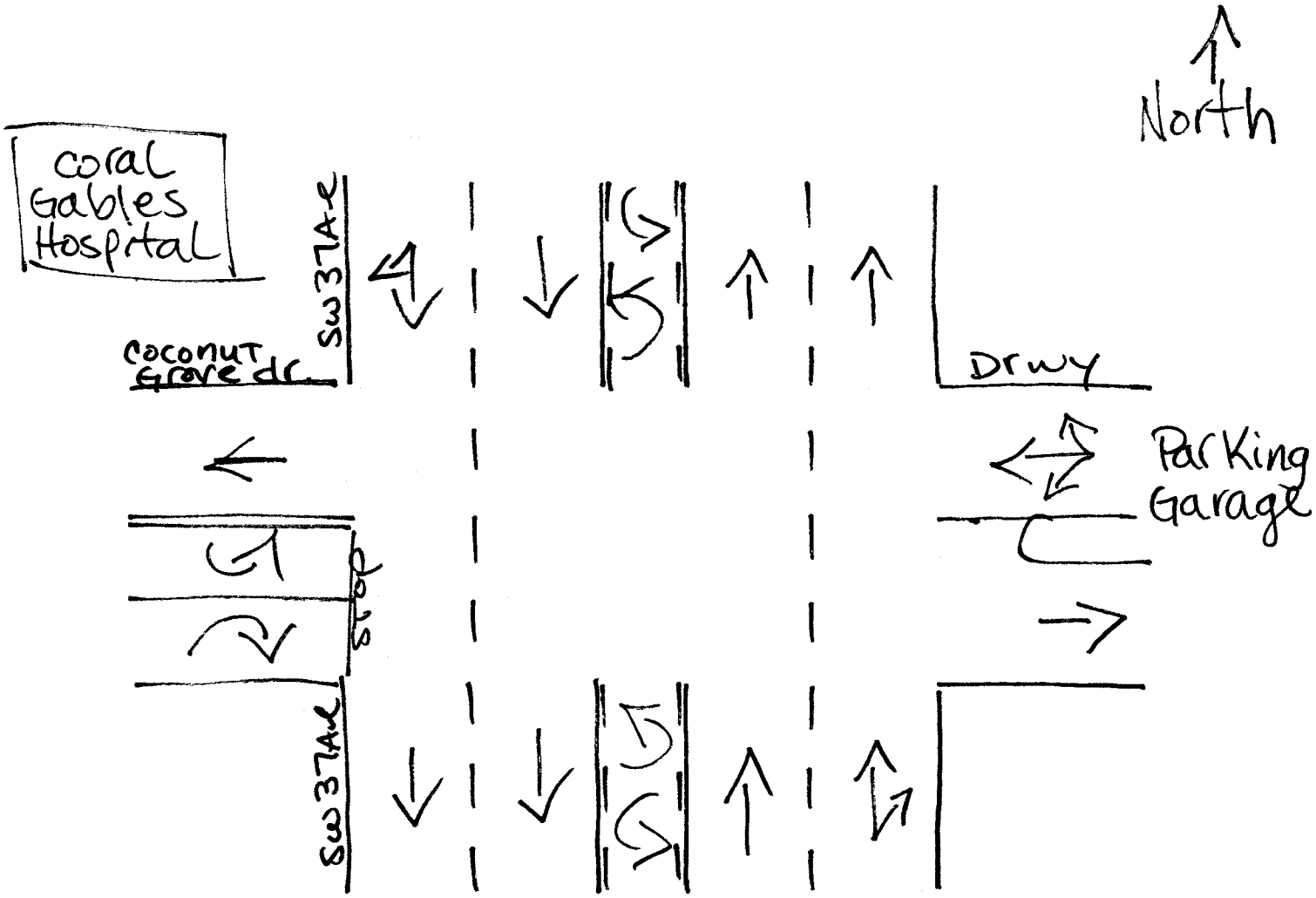
COCONUT GROVE DRIVE & SW 37TH AVENUE
CORAL GABLES, FLORIDA
COUNTED BY: EDIE SAPORITTO
NOT SIGNALIZED

Site Code : 00140106
Start Date: 05/15/14
File I.D. : COCO37AV
Page : 1

PEDESTRIANS

	SW 37TH AVENUE From North				DRIVEWAY From East				SW 37TH AVENUE From South				COCONT GROVE DRIVE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 05/15/14																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
TOTAL	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	8



Coral Gables, Florida
May 14, 2014
drawn by: Luis Palomino
not Signalized

Signal Timings

TOD Schedule Report

for 2589: Almeria Av&Ponce De Leon Blvd

Print Date: 8/9/2014

Print Time: 8:17 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2589	Almeria Av&Ponce De Leon Blvd	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	WBT	-	NBT	-	EBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	7 - 7 - 7	19 - 19 - 19	7 - 7 - 7	2.5 - 2.5 - 2.5	18 - 18 - 18	56 - 26 - 26	4	2.6
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	7 - 7 - 7	19 - 19 - 19	7 - 7 - 7	2.5 - 2.5 - 2.5	18 - 18 - 18	56 - 26 - 26	4	2.6

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 2589: Almeria Av&Ponce De Leon Blvd

Print Date: 8/9/2014

Print Time: 8:17 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	1	90	0	55	0	22	0	55	0	22	0	29
	2	120	0	73	0	34	0	73	0	34	0	63
	3	100	0	63	0	24	0	63	0	24	0	53
	5	180	0	105	0	62	0	105	0	62	0	18
	6	90	0	53	0	24	0	53	0	24	0	25
	7	180	0	103	0	64	0	103	0	64	0	42
	8	80	0	45	0	22	0	45	0	22	0	41
	9	75	0	38	0	24	0	38	0	24	0	21
	10	100	0	63	0	24	0	63	0	24	0	53
	11	120	0	65	0	42	0	65	0	42	0	48
	20	75	0	40	0	22	0	40	0	22	0	25
	23	70	0	35	0	22	0	35	0	22	0	23

Local TOD Schedule

Time	Plan	DOW
0000	20	Su S
0000	23	M T W Th F
0100	23	Su S
0115	Flash	M T W Th F
0230	Flash	Su S
0230	Flash	M T W Th F
0330	Flash	S
0600	20	Su M T W Th F S
0700	5	M T W Th F
0800	9	Su S
0930	2	M T W Th F
1000	6	Su S
1530	7	M T W Th F
1900	8	M T W Th F
2100	9	M T W Th F
2200	20	Su S
2330	23	Su M T W Th

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF 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

No Calendar Defined/Enabled

TOD Schedule Report

for 2614: Coral Way&Ponce De Leon Blvd

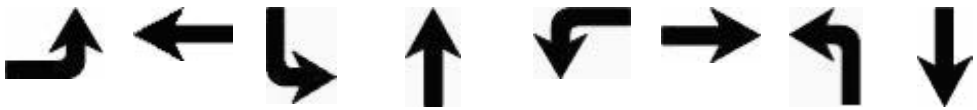
Print Date: 5/4/2014

Print Time: 8:09 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2614	Coral Way&Ponce De Leon Blvd	DOW-1		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 7	9 - 7 - 7	3	0
2	WBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	2.5 - 2.5 - 2.5	50 - 28 - 50	0 - 37 - 50	4	1
3	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 7	9 - 7 - 7	3	0
4	NBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	3.5 - 2.5 - 2.5	20 - 24 - 20	67 - 37 - 37	4	0.8
5	WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 7	9 - 7 - 7	3	0
6	EBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	2.5 - 2.5 - 2.5	50 - 28 - 50	0 - 37 - 50	4	1
7	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 5 - 7	9 - 7 - 7	3	0
8	SBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	3.5 - 2.5 - 2.5	20 - 24 - 20	67 - 37 - 37	4	0.8

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	1	90	6	39	5	24	6	39	5	24	0	73
	2	120	7	54	5	38	7	54	5	38	0	30
	3	100	7	39	5	33	7	39	5	33	0	91
	5	180	8	81	8	67	8	81	8	67	0	105
	6	90	7	38	5	24	7	38	5	24	0	70
	7	180	7	79	5	73	7	79	5	73	0	91
	8	80	7	28	5	24	7	28	5	24	0	48
	9	75	5	24	5	25	5	24	5	25	0	52
	10	100	7	43	5	29	7	43	5	29	0	87
	11	120	8	49	8	39	8	49	8	39	0	3
	20	75	5	24	5	25	5	24	5	25	0	68

Local TOD Schedule

Time	Plan	DOW
0000	20	Su S
0000	Free	M T W Th F
0100	Free	Su S
0115	Free	M T W Th F
0230	Free	Su S
0230	Free	M T W Th F
0330	Free	S
0600	20	Su M T W Th F S
0700	5	M T W Th F
0800	9	Su S
0930	2	M T W Th F
1000	6	Su S
1530	7	M T W Th F
1900	8	M T W Th F
2100	9	M T W Th F
2200	20	Su S
2330	Free	Su M T W Th

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
1100	VEH MAX RECALL	8---4---	M T W ThF
1400	VEH MAX RECALL	8---4---	M T W ThF
1700	VEH MAX RECALL	8---4---	M T W ThF
1730	VEH MAX RECALL	8---4---	M T W ThF

*** 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

No Calendar Defined/Enabled

TOD Schedule Report

for 2627: LeJeune Rd&University Dr

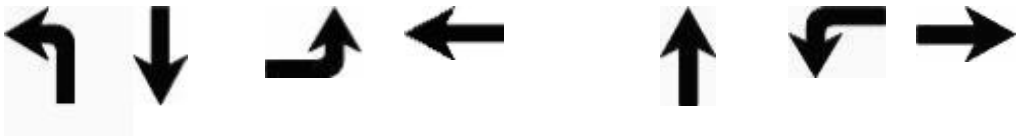
Print Date: 10/4/2014

Print Time: 2:07 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2627	LeJeune Rd&University Dr	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	EBL	WBT	-	NBT	WBL	EBT
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	SBT	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	1 - 1 - 1	34 - 40 - 40	0 - 40 - 40	4	1.6
3	EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 7 - 7	17 - 10 - 10	3	0
4	WBT	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	2.5 - 2.5 - 2.5	18 - 17 - 17	59 - 21 - 21	4	1
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	1 - 1 - 1	34 - 40 - 40	0 - 40 - 40	4	1.6
7	WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 7 - 7	17 - 10 - 10	3	0
8	EBT	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	2.5 - 2.5 - 2.5	18 - 17 - 17	59 - 21 - 21	4	1

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 2627: LeJeune Rd&University Dr

Print Date: 10/4/2014

Print Time: 2:07 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 EBL	4 WBT	5 -	6 NBT	7 WBL	8 EBT	Ring Offset	Offset
	3	90	0	46	9	21	0	46	9	21	0	54
	4	70	0	32	5	19	0	32	5	19	0	45
	5	180	0	91	14	61	0	91	14	61	0	102
	6	120	0	64	16	26	0	64	16	26	0	95
	7	180	0	98	9	59	0	98	9	59	0	179
	8	100	0	58	9	19	0	58	9	19	0	42
	12	80	0	43	4	19	0	43	4	19	0	9
	14	75	0	37	5	19	0	37	5	19	0	37

Local TOD Schedule

Time	Plan	DOW
0000	14	Su M T W Th F S
0030	Free	M T W Th F
0100	Free	Su S
0200	Free	M T W Th F
0300	Free	Su S
0600	14	Su M T W Th F S
0700	5	M T W Th F
0930	6	M T W Th F
1000	6	Su S
1530	7	M T W Th F
1900	12	M T W Th F
2100	14	M T W Th F
2200	14	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
1600	VEH RECALL	-7------	M T W ThF
1830	VEH RECALL	--------	M T W ThF

*** 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

No Calendar Defined/Enabled

TOD Schedule Report

for 2629: Ponce De Leon Blvd&Valencia Av

Print Date: 5/4/2014

Print Time: 8:10 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2629	Ponce De Leon Blvd&Valencia Av	DOW-1		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	WBT	-	NBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	SBT	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	1 - 1 - 1	31 - 31 - 31	0 - 38 - 38	4	0.3
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	7 - 7 - 7	19 - 19 - 19	7 - 7 - 7	2.5 - 2.5 - 2.5	26 - 26 - 26	68 - 38 - 38	4	0.7
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	7 - 7 - 7	11 - 11 - 11	7 - 7 - 7	1 - 1 - 1	31 - 31 - 31	0 - 38 - 38	4	0.3
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4-6--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 -	Ring Offset	Offset
	1	90	0	55	0	26	0	55	0	0	0	38
	2	120	0	65	0	46	0	65	0	0	0	64
	3	100	0	53	0	38	0	53	0	0	0	47
	5	180	0	105	0	66	0	105	0	0	0	41
	6	90	0	45	0	36	0	45	0	0	0	21
	7	180	0	93	0	78	0	93	0	0	0	37
	8	80	0	39	0	32	0	39	0	0	0	27
	9	75	0	34	0	32	0	34	0	0	0	19
	10	100	0	53	0	38	0	53	0	0	0	47
	11	120	0	65	0	46	0	65	0	0	0	53
	20	75	0	40	0	26	0	40	0	0	0	25
	23	70	0	31	0	30	0	31	0	0	0	21

Local TOD Schedule

Time	Plan	DOW
0000	20	Su S
0000	23	M T W Th F
0100	23	Su S
0115	Flash	M T W Th F
0230	Flash	Su S
0230	Flash	M T W Th F
0330	Flash	S
0600	20	Su M T W Th F S
0700	5	M T W Th F
0800	9	Su S
0930	2	M T W Th F
1000	6	Su S
1530	7	M T W Th F
1900	8	M T W Th F
2100	9	M T W Th F
2200	20	Su S
2330	23	Su M T W Th

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF 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

No Calendar Defined/Enabled

TOD Schedule Report

for 3170: Andalusia Av&Ponce De Leon Blvd

Print Date: 5/4/2014

Print Time: 8:16 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3170	Andalusia Av&Ponce De Leon Blvd	DOW-1		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	-	-	NBT	-	EBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	SBT	7 - 7 - 7	9 - 9 - 9	7 - 7 - 7	1 - 1 - 1	29 - 29 - 29	0 - 40 - 40	4	0
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	7 - 7 - 7	9 - 9 - 9	7 - 7 - 7	1 - 1 - 1	29 - 29 - 29	0 - 40 - 40	4	0
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	EBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	2.5 - 2.5 - 2.5	32 - 32 - 32	74 - 40 - 40	4	0.8

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2---6-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 -	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	1	90	0	35	0	0	0	35	0	46	0	21
	2	120	0	67	0	0	0	67	0	44	0	96
	3	100	0	47	0	0	0	47	0	44	0	45
	5	180	0	85	0	0	0	85	0	86	0	8
	6	90	0	47	0	0	0	47	0	34	0	28
	7	180	0	87	0	0	0	87	0	84	0	39
	8	80	0	39	0	0	0	39	0	32	0	21
	9	75	0	32	0	0	0	32	0	34	0	23
	10	100	0	47	0	0	0	47	0	44	0	45
	11	120	0	45	0	0	0	45	0	66	0	51
	20	75	0	34	0	0	0	34	0	32	0	27
	23	70	0	29	0	0	0	29	0	32	0	25

Local TOD Schedule

Time	Plan	DOW
0000	20	Su S
0000	23	M T W Th F
0100	23	Su S
0115	Flash	M T W Th F
0230	Flash	Su S
0230	Flash	M T W Th F
0330	Flash	S
0600	20	Su M T W Th F S
0700	5	M T W Th F
0800	9	Su S
0930	2	M T W Th F
1000	6	Su S
1530	7	M T W Th F
1900	8	M T W Th F
2100	9	M T W Th F
2200	20	Su S
2330	23	Su M T W Th

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T

*** 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

No Calendar Defined/Enabled

TOD Schedule Report

for 3771: Malaga Av&Ponce De Leon Blvd

Print Date: 5/4/2014

Print Time: 8:20 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3771	Malaga Av&Ponce De Leon Blvd	DOW-1		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	EBT	WBT	-	NBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1	-	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	28 - 28 - 28	0 - 28 - 28	4	0.3
3	EBT	7 - 7 - 7	16 - 16 - 16	7 - 7 - 7	2.5 - 2.5 - 2.5	25 - 25 - 25	44 - 25 - 25	4	1
4	WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	10 - 10 - 10	29 - 10 - 10	4	1
5	-	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	28 - 28 - 28	0 - 28 - 28	4	0.3
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-234-6--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 EBT	4 WBT	5 -	6 NBT	7 -	8 -	Ring Offset	Offset
	1	90	0	40	29	7	0	40	0	0	0	10
	2	120	0	65	29	12	0	65	0	0	0	26
	3	100	0	53	24	9	0	53	0	0	0	14
	5	90	0	40	29	7	0	40	0	0	0	39
	6	90	0	45	24	7	0	45	0	0	0	74
	7	90	0	40	26	10	0	40	0	0	0	47
	8	80	0	35	24	7	0	35	0	0	0	53
	9	75	0	28	25	8	0	28	0	0	0	58
	10	100	0	53	24	9	0	53	0	0	0	91
	11	120	0	50	44	12	0	50	0	0	0	17
	20	75	0	28	25	8	0	28	0	0	0	56

Local TOD Schedule

Time	Plan	DOW
0000	20	Su S
0000	Flash	M T W Th F
0100	Flash	Su S
0115	Flash	M T W Th F
0230	Flash	Su S
0230	Flash	M T W Th F
0330	Flash	S
0600	20	Su M T W Th F S
0700	5	M T W Th F
0800	9	Su S
0930	2	M T W Th F
1000	6	Su S
1530	7	M T W Th F
1900	8	M T W Th F
2100	9	M T W Th F
2200	20	Su S
2330	Flash	Su M T W Th

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF 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

No Calendar Defined/Enabled

TOD Schedule Report

for 4181: Galiano St&Valencia Av

Print Date: 5/4/2014

Print Time: 8:23 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4181	Galiano St&Valencia Av	DOW-1		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	WBT	-	NBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	SBT	7 - 7 - 7	9 - 9 - 9	7 - 7 - 7	1 - 1 - 1	30 - 30 - 30	0 - 30 - 38	4	0.1
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	7 - 7 - 7	10 - 10 - 10	7 - 7 - 7	2.5 - 2.5 - 2.5	18 - 15 - 18	78 - 15 - 38	4	0.1
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	7 - 7 - 7	9 - 9 - 9	7 - 7 - 7	1 - 1 - 1	30 - 30 - 30	0 - 30 - 38	4	0.1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4-6--
External Permit 0	-2-4-6--
External Permit 1	-2-4-6--
External Permit 2	-2-4-6--

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	SBT	-	WBT	-	NBT	-	-		
	1	90	0	64	0	18	0	64	0	0	0	26
	2	120	0	66	0	46	0	66	0	0	0	88
	3	100	0	54	0	38	0	54	0	0	0	56
	5	180	0	114	0	58	0	114	0	0	0	36
	6	90	0	56	0	26	0	56	0	0	0	51
	7	180	0	94	0	78	0	94	0	0	0	65
	8	80	0	54	0	18	0	54	0	0	0	57
	9	75	0	33	0	34	0	33	0	0	0	48
	10	100	0	54	0	38	0	54	0	0	0	42
	11	120	0	74	0	38	0	74	0	0	0	87
	20	75	0	47	0	20	0	47	0	0	0	6

Local TOD Schedule

Time	Plan	DOW
0000	20	Su S
0000	Flash	M T W Th F
0100	Flash	Su S
0115	Flash	M T W Th F
0230	Flash	Su S
0230	Flash	M T W Th F
0330	Flash	S
0600	20	Su M T W Th F S
0700	5	M T W Th F
0800	9	Su S
0930	2	M T W Th F
1000	6	Su S
1430	7	W
1530	7	M T Th F
1900	8	M T W Th F
2100	9	M T W Th F
2200	20	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF 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

No Calendar Defined/Enabled

TOD Schedule Report

for 6811: LeJeune Rd&Sevilla Av

Print Date: 5/4/2014

Print Time: 8:36 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6811	LeJeune Rd&Sevilla Av	DOW-1		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	WBT	SBL	NBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	-	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	41 - 41 - 41	0 - 41 - 41	4	0.4
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	WBT	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	70 - 28 - 28	4	0.2
5	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	5 - 5 - 5	12 - 12 - 12	3	0
6	NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	41 - 41 - 41	0 - 41 - 41	4	0.4
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-456--
External Permit 0	--------
External Permit 1	-2-4-6--
External Permit 2	-2-4-6--

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 SBL	6 NBT	7 -	8 -	Ring Offset	Offset
	3	100	0	72	0	20	6	63	0	0	0	4
	4	70	0	42	0	20	6	33	0	0	0	4
	5	180	0	151	0	21	11	137	0	0	0	12
	6	120	0	91	0	21	6	82	0	0	0	115
	7	180	0	144	0	28	9	132	0	0	0	108
	8	100	0	62	0	30	6	53	0	0	0	84
	12	80	0	50	0	22	6	41	0	0	0	39
	14	75	0	46	0	21	6	37	0	0	0	71

Local TOD Schedule

Time	Plan	DOW
0000	14	Su M T W Th F S
0030	Flash	M T W Th F
0100	Flash	Su S
0200	Flash	M T W Th F
0300	Flash	Su S
0600	14	Su M T W Th F S
0700	5	M T W Th F
0930	6	M T W Th F
1000	6	Su S
1530	7	M T W Th F
1900	12	M T W Th F
2100	14	M T W Th F
2200	14	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

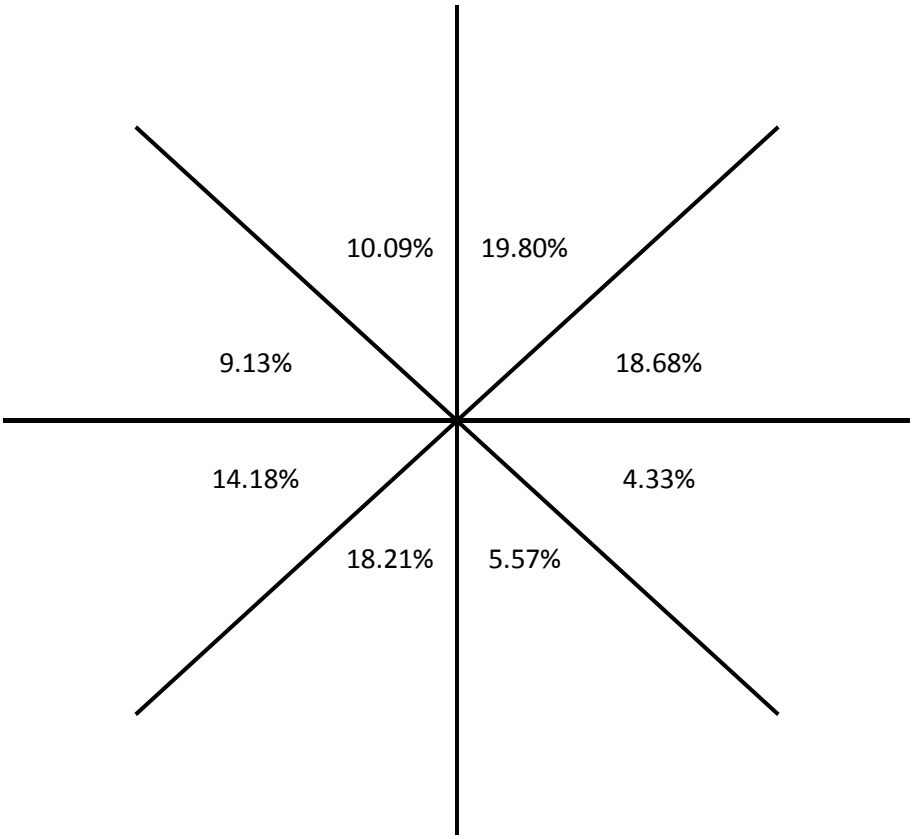
*** Settings**

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

No Calendar Defined/Enabled

Distribution

MIAMI-DADE 2035 DIRECTIONAL DISTRIBUTION SUMMARY											
			CARDINAL DIRECTIONS								
ORIGIN ZONE			NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	TOTAL
		PERCENT	17.2	12.09	0.64	1.72	13.22	21.61	14.39	19.12	
1055	3755	TRIPS	2210	1830	81	253	936	1424	1051	1445	9,230
		PERCENT	23.94	19.83	0.88	2.74	10.14	15.43	11.39	15.66	
1056	3756	TRIPS	1622	1625	203	475	593	1057	870	1114	7,559
		PERCENT	21.46	21.5	2.69	6.28	7.84	13.98	11.51	14.74	
1057	3757	TRIPS	1648	1761	257	575	1266	994	1083	1594	9,178
		PERCENT	17.96	19.19	2.8	6.26	13.79	10.83	11.8	17.37	
1058	3758	TRIPS	2337	2185	755	1163	2296	2156	1049	2603	14,544
		PERCENT	16.07	15.02	5.19	8	15.79	14.82	7.21	17.9	
1059	3759	TRIPS	2686	2755	994	818	2677	2716	1588	2476	16,710
		PERCENT	16.07	16.49	5.95	4.9	16.02	16.25	9.5	14.82	
1060	3760	TRIPS	1356	1033	260	209	1204	1296	902	1324	7,584
		PERCENT	17.88	13.62	3.43	2.76	15.88	17.09	11.89	17.46	
1061	3761	TRIPS	4150	3917	908	1168	3818	2973	1915	2115	20,964
		PERCENT	19.8	18.68	4.33	5.57	18.21	14.18	9.13	10.09	
1062	3762	TRIPS	1541	2387	563	612	1321	1133	953	927	9,437
		PERCENT	16.33	25.29	5.97	6.49	14	12.01	10.1	9.82	
1063	3763	TRIPS	662	1376	752	422	305	242	241	460	4,460
		PERCENT	14.84	30.85	16.86	9.46	6.84	5.43	5.4	10.31	
1064	3764	TRIPS	1605	844	274	231	847	816	1029	1142	6,788
		PERCENT	23.64	12.43	4.04	3.4	12.48	12.02	15.16	16.82	
1065	3765	TRIPS	635	410	207	151	617	384	468	817	3,689
		PERCENT	17.21	11.11	5.61	4.09	16.73	10.41	12.69	22.15	
1066	3766	TRIPS	673	548	250	141	730	789	542	1200	4,873
		PERCENT	13.81	11.25	5.13	2.89	14.98	16.19	11.12	24.63	
1067	3767	TRIPS	332	316	136	86	354	487	413	669	2,793
		PERCENT	11.89	11.31	4.87	3.08	12.67	17.44	14.79	23.95	
1068	3768	TRIPS	939	754	113	359	927	1323	1340	1157	6,912
		PERCENT	13.59	10.91	1.63	5.19	13.41	19.14	19.39	16.74	
1069	3769	TRIPS	902	415	187	0	325	580	453	1015	3,877
		PERCENT	23.27	10.7	4.82	0	8.38	14.96	11.68	26.18	
1070	3770	TRIPS	7275	1615	205	0	2303	7044	4924	7089	30,455
		PERCENT	23.89	5.3	0.67	0	7.56	23.13	16.17	23.28	
1071	3771	TRIPS	5307	2706	160	0	1718	3361	2294	4701	20,247
		PERCENT	26.21	13.36	0.79	0	8.49	16.6	11.33	23.22	
1072	3772	TRIPS	1779	128	12	14	268	358	286	676	3,521
		PERCENT	50.53	3.64	0.34	0.4	7.61	10.17	8.12	19.2	
1073	3773	TRIPS	520	31	4	0	55	128	156	585	1,479
		PERCENT	35.16	2.1	0.27	0	3.72	8.65	10.55	39.55	
1074	3774	TRIPS	850	574	14	38	381	475	242	795	3,369
		PERCENT	25.23	17.04	0.42	1.13	11.31	14.1	7.18	23.6	
1075	3775	TRIPS	767	463	14	0	292	664	331	1203	3,734
		PERCENT	20.54	12.4	0.37	0	7.82	17.78	8.86	32.22	
1076	3776	TRIPS	629	251	57	0	252	328	182	605	2,304
		PERCENT	27.3	10.89	2.47	0	10.94	14.24	7.9	26.26	
1077	3777	TRIPS	800	500	278	199	648	950	602	960	4,937
		PERCENT	16.2	10.13	5.63	4.03	13.13	19.24	12.19	19.45	
1078	3778	TRIPS	930	1020	49	44	301	542	362	1160	4,408
		PERCENT	21.1	23.14	1.11	1	6.83	12.3	8.21	26.32	
1079	3779	TRIPS	1150	935	732	469	1246	1410	536	1406	7,884
		PERCENT	14.59	11.86	9.28	5.95	15.8	17.88	6.8	17.83	
1080	3780	TRIPS	897	597	251	105	739	885	402	780	4,656
		PERCENT	19.27	12.82	5.39	2.26	15.87	19.01	8.63	16.75	
1081	3781	TRIPS	4328	2415	821	760	3038	2502	1290	1933	17,087
		PERCENT	25.33	14.13	4.8	4.45	17.78	14.64	7.55	11.31	
1082	3782	TRIPS	2186	883	33	152	496	698	421	1519	6,388
		PERCENT	34.22	13.82	0.52	2.38	7.76	10.93	6.59	23.78	
1083	3783	TRIPS	1276	466	35	37	304	639	534	818	4,109
		PERCENT	31.05	11.34	0.85	0.9	7.4	15.55	13	19.91	
1084	3784	TRIPS	213	60	2	20	13	30	29	67	434
		PERCENT	49.08	13.82	0.46	4.61	3	6.91	6.68	15.44	
1085	3785	TRIPS	305	207	46	28	31	79	24	84	804
		PERCENT	37.94	25.75	5.72	3.48	3.86	9.83	2.99	10.45	
1086	3786	TRIPS	2787	1004	54	445	2360	4765	1999	1683	15,097
		PERCENT	18.46	6.65	0.36	2.95	15.63	31.56	13.24	11.15	
1087	3787	TRIPS	653	281	32	179	224	284	206	228	2,087
		PERCENT	31.29	13.46	1.53	8.58	10.73	13.61	9.87	10.92	
1088	3788	TRIPS	1774	957	199	608	1053	1196	482	703	6,972

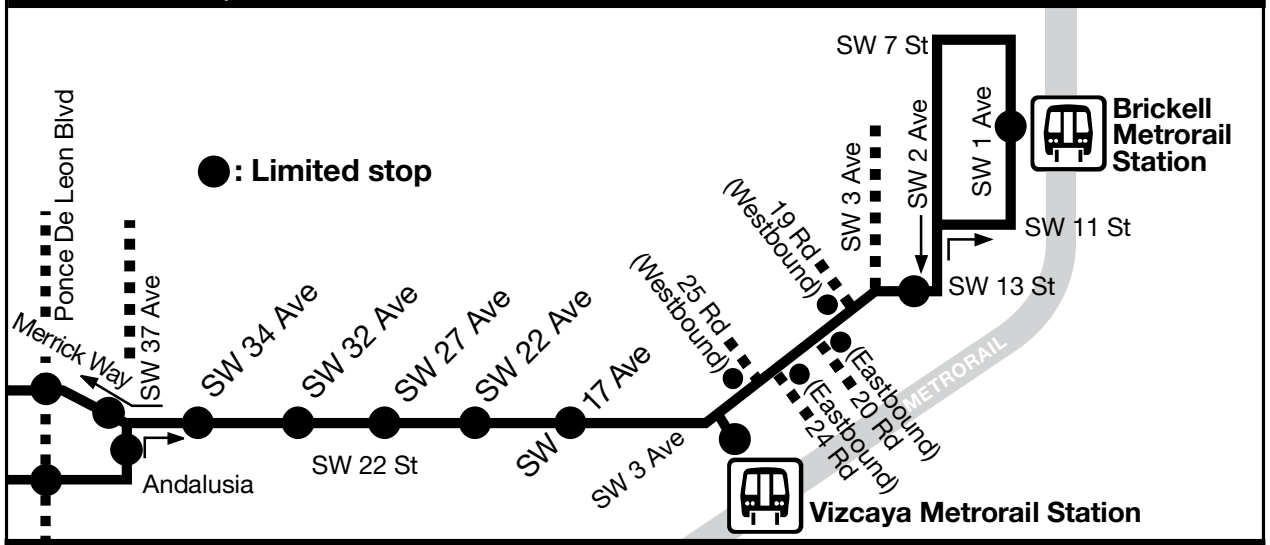

10.09%
19.80%
9.13%
18.68%
14.18%
4.33%
18.21%
5.57%

Transit Data

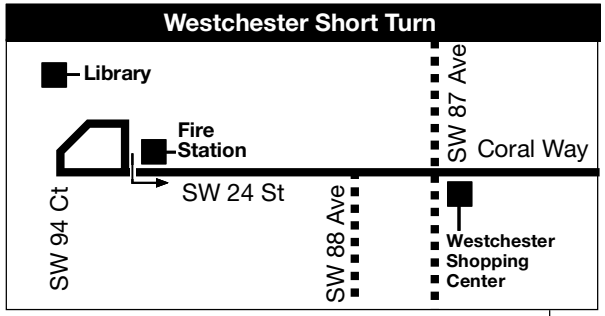
Route 24

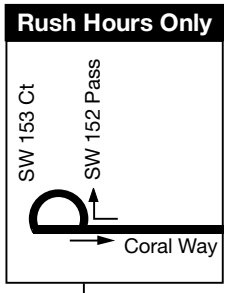
Route 24 Coral Way Limited - Monday through Saturday

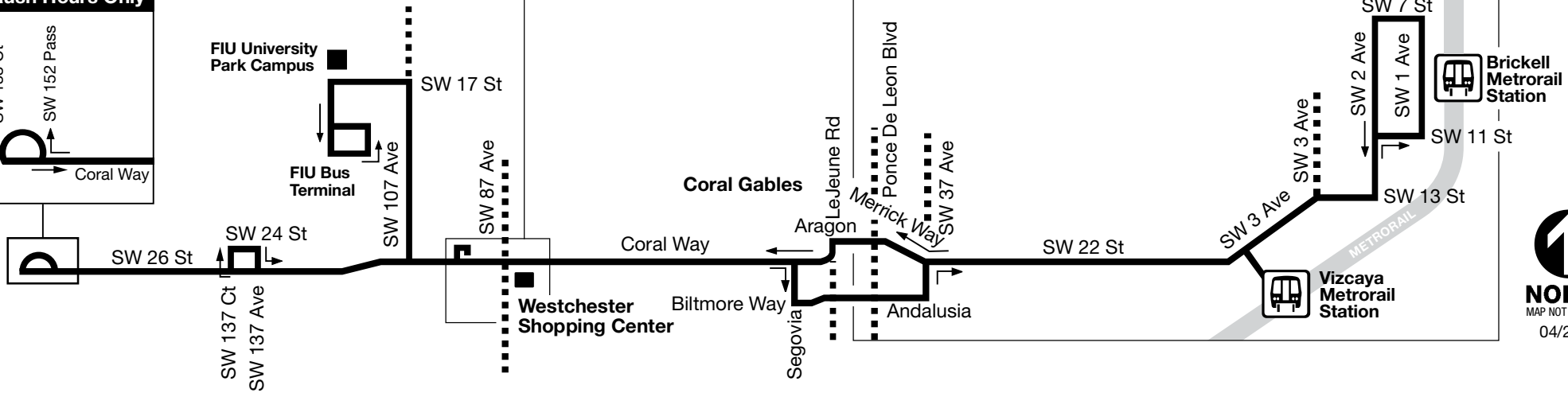
Limited stops between Brickell Metrorail Station and Ponce de Leon Blvd



On Sundays Route 24 makes all local stops







Miami-Dade County Miami-Dade Transit

Routes Schedule

24 Schedule

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Service: Weekday **Direction:** Eastbound

SW 26 ST & SW 147 AV (E/F)	SW 26 ST & SW 137 AV	SW 122 AV & SW 26 ST	FIU UNIV CAMPUS & SW 107 AV-17 ST	SW 24 St & 88 Ave	SW 24 ST & SW 87 AV	SW 24 ST & SW 74 AV	ANDALUSIA AV & LE JEUNE RD	SW 22 ST & SW 27 AV	VIZCAYA METRORAIL STATION	BRICKELL STA & SW 1 AV (WEST SIDE)
-	-	-	-	-	-	-	05:13AM	05:18AM	05:22AM	05:30AM
-	-	-	-	05:26AM	05:29AM	05:32AM	05:41AM	05:46AM	05:50AM	05:58AM
-	05:32AM	05:36AM	05:42AM	-	05:49AM	05:52AM	06:03AM	06:09AM	06:15AM	06:23AM
05:53AM	05:56AM	06:01AM	06:08AM	-	06:17AM	06:21AM	06:33AM	06:39AM	06:45AM	06:53AM
06:22AM	06:28AM	06:33AM	06:40AM	-	06:49AM	06:53AM	07:07AM	07:16AM	07:24AM	07:33AM
-	-	-	-	06:30AM	06:34AM	06:38AM	06:50AM	06:56AM	07:04AM	07:13AM
06:49AM	06:55AM	07:03AM	07:12AM	-	07:25AM	07:32AM	07:47AM	07:56AM	08:04AM	08:14AM
-	-	-	-	-	07:05AM	07:12AM	07:27AM	07:36AM	07:44AM	07:53AM
07:22AM	07:28AM	07:36AM	07:45AM	-	07:58AM	08:10AM	08:26AM	08:36AM	08:44AM	08:54AM
-	-	-	-	-	07:43AM	07:50AM	08:06AM	08:16AM	08:24AM	08:34AM
07:59AM	08:05AM	08:16AM	08:26AM	-	08:38AM	08:50AM	09:06AM	09:16AM	09:24AM	09:34AM
-	-	-	-	08:10AM	08:18AM	08:30AM	08:46AM	08:56AM	09:04AM	09:14AM
-	08:56AM	09:07AM	09:15AM	-	09:27AM	09:33AM	09:46AM	09:56AM	10:04AM	10:14AM
-	-	-	-	08:59AM	09:07AM	09:13AM	09:26AM	09:36AM	09:44AM	09:54AM
-	09:40AM	09:47AM	09:55AM	-	10:07AM	10:13AM	10:26AM	10:36AM	10:44AM	10:54AM
-	-	-	-	09:41AM	09:47AM	09:53AM	10:06AM	10:16AM	10:24AM	10:34AM
-	10:20AM	10:27AM	10:35AM	-	10:47AM	10:53AM	11:06AM	11:16AM	11:24AM	11:34AM
-	-	-	-	10:21AM	10:27AM	10:33AM	10:46AM	10:56AM	11:04AM	11:14AM
-	11:00AM	11:07AM	11:15AM	-	11:27AM	11:33AM	11:46AM	11:56AM	12:04PM	12:14PM
-	-	-	-	11:01AM	11:07AM	11:13AM	11:26AM	11:36AM	11:44AM	11:54AM
-	11:40AM	11:47AM	11:55AM	-	12:07PM	12:13PM	12:26PM	12:36PM	12:44PM	12:54PM
-	-	-	-	11:41AM	11:47AM	11:53AM	12:06PM	12:16PM	12:24PM	12:34PM
-	12:20PM	12:27PM	12:35PM	-	12:47PM	12:53PM	01:06PM	01:16PM	01:24PM	01:34PM
-	-	-	-	12:21PM	12:27PM	12:33PM	12:46PM	12:56PM	01:04PM	01:14PM

-	01:00PM	01:07PM	01:15PM	-	01:27PM	01:33PM	01:46PM	01:56PM	02:04PM	02:14PM
-	-	-	-	01:01PM	01:07PM	01:13PM	01:26PM	01:36PM	01:44PM	01:54PM
-	01:40PM	01:47PM	01:55PM	-	02:07PM	02:13PM	02:26PM	02:36PM	02:44PM	02:54PM
-	-	-	-	01:41PM	01:47PM	01:53PM	02:06PM	02:16PM	02:24PM	02:34PM
-	02:17PM	02:24PM	02:32PM	-	02:44PM	02:50PM	03:04PM	03:15PM	03:24PM	03:34PM
-	-	-	-	02:20PM	02:26PM	02:32PM	02:45PM	02:55PM	03:04PM	03:14PM
-	02:54PM	03:03PM	03:12PM	-	03:24PM	03:30PM	03:44PM	03:55PM	04:04PM	04:14PM
-	-	-	-	02:58PM	03:04PM	03:10PM	03:24PM	03:35PM	03:44PM	03:54PM
-	03:34PM	03:43PM	03:52PM	-	04:04PM	04:10PM	04:24PM	04:35PM	04:44PM	04:54PM
-	-	-	-	03:38PM	03:44PM	03:50PM	04:04PM	04:15PM	04:24PM	04:34PM
-	04:16PM	04:22PM	04:33PM	-	04:45PM	04:51PM	05:05PM	05:15PM	05:24PM	05:34PM
-	-	-	-	04:18PM	04:24PM	04:30PM	04:44PM	04:55PM	05:04PM	05:14PM
-	04:58PM	05:04PM	05:14PM	-	05:26PM	05:31PM	05:45PM	05:55PM	06:04PM	06:14PM
-	-	-	-	05:00PM	05:06PM	05:11PM	05:25PM	05:35PM	05:44PM	05:54PM
05:16PM	05:19PM	05:24PM	05:34PM	-	05:46PM	05:51PM	06:05PM	06:15PM	06:24PM	06:34PM
05:46PM	05:49PM	05:54PM	06:04PM	-	06:16PM	06:21PM	06:35PM	06:45PM	06:54PM	07:04PM
06:26PM	06:29PM	06:34PM	06:44PM	-	06:56PM	07:01PM	07:11PM	07:18PM	07:24PM	07:34PM
07:02PM	07:05PM	07:10PM	07:18PM	-	07:26PM	07:31PM	07:41PM	07:48PM	07:54PM	08:04PM
07:42PM	07:45PM	07:50PM	07:58PM	-	08:06PM	08:11PM	08:21PM	08:28PM	08:34PM	08:44PM
-	08:12PM	08:17PM	08:25PM	-	08:33PM	08:38PM	-	-	-	-
-	09:01PM	09:06PM	09:14PM	-	09:22PM	09:27PM	09:37PM	09:44PM	09:50PM	10:00PM
-	10:11PM	10:15PM	10:22PM	-	10:29PM	10:33PM	10:42PM	10:48PM	10:52PM	11:00PM
-	-	-	11:10PM	-	11:17PM	11:21PM	11:30PM	11:36PM	11:40PM	11:48PM
-	-	-	11:48PM	-	11:55PM	11:59PM	-	-	-	-

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Page Last Edited: Mon Apr 21, 2014 10:25:27 AM

Miami-Dade County Miami-Dade Transit

Routes Schedule

24 Schedule

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Service: Weekday **Direction:** Westbound

BRICKELL STA & SW 1 AV (WEST SIDE)	VIZCAYA METRORAIL STATION	SW 22 ST & SW 27 AV	SW 24 ST & SW 42 AV	SW 24 ST & SW 74 AV	SW 24 St & 88 Ave	FIU Main Campus	SW 122 AV & SW 26 ST	SW 26 ST & SW 137 AV	SW 26 ST & SW 152 AV (W/F)	SW 26 ST & SW 147 AV (E/F)
-	-	-	-	05:22AM	05:26AM	-	-	-	-	-
05:35AM	05:44AM	05:49AM	05:54AM	06:03AM	06:09AM	06:16AM	06:22AM	06:26AM	06:30AM	06:33AM
06:03AM	06:13AM	06:20AM	06:27AM	06:36AM	06:42AM	06:49AM	06:55AM	06:59AM	07:03AM	07:06AM
-	-	-	-	06:24AM	06:30AM	-	-	-	-	-
06:33AM	06:43AM	06:50AM	06:57AM	07:09AM	07:17AM	07:25AM	07:31AM	07:37AM	07:41AM	07:44AM
07:03AM	07:13AM	07:22AM	07:31AM	07:43AM	07:51AM	-	-	-	-	-
07:23AM	07:33AM	07:42AM	07:51AM	08:03AM	08:09AM	08:17AM	08:24AM	08:29AM	-	-
07:43AM	07:53AM	08:03AM	08:12AM	08:24AM	08:30AM	-	-	-	-	-
08:03AM	08:14AM	08:24AM	08:33AM	08:45AM	08:51AM	08:59AM	09:06AM	09:11AM	-	-
08:24AM	08:35AM	08:45AM	08:54AM	09:06AM	09:13AM	-	-	-	-	-
08:44AM	08:55AM	09:05AM	09:14AM	09:25AM	09:32AM	09:40AM	09:46AM	09:51AM	-	-
09:04AM	09:15AM	09:25AM	09:34AM	09:45AM	09:52AM	-	-	-	-	-
09:24AM	09:35AM	09:45AM	09:54AM	10:05AM	10:12AM	10:20AM	10:26AM	10:31AM	-	-
09:44AM	09:55AM	10:05AM	10:14AM	10:25AM	10:32AM	-	-	-	-	-
10:04AM	10:15AM	10:25AM	10:34AM	10:45AM	10:52AM	11:00AM	11:06AM	11:11AM	-	-
10:24AM	10:35AM	10:45AM	10:54AM	11:05AM	11:12AM	-	-	-	-	-
10:44AM	10:55AM	11:05AM	11:14AM	11:25AM	11:32AM	11:40AM	11:46AM	11:51AM	-	-
11:04AM	11:15AM	11:25AM	11:34AM	11:45AM	11:52AM	-	-	-	-	-
11:24AM	11:35AM	11:45AM	11:54AM	12:05PM	12:12PM	12:20PM	12:26PM	12:31PM	-	-
11:44AM	11:55AM	12:05PM	12:14PM	12:25PM	12:32PM	-	-	-	-	-
12:04PM	12:15PM	12:25PM	12:34PM	12:45PM	12:52PM	01:00PM	01:06PM	01:11PM	-	-
12:24PM	12:35PM	12:45PM	12:54PM	01:05PM	01:12PM	-	-	-	-	-
12:44PM	12:55PM	01:05PM	01:14PM	01:25PM	01:32PM	01:40PM	01:46PM	01:51PM	-	-
01:04PM	01:15PM	01:25PM	01:34PM	01:45PM	01:52PM	-	-	-	-	-

01:24PM	01:35PM	01:45PM	01:54PM	02:05PM	02:12PM	02:20PM	02:26PM	02:31PM	-	-
01:44PM	01:55PM	02:05PM	02:14PM	02:25PM	02:32PM	-	-	-	-	-
02:04PM	02:15PM	02:25PM	02:34PM	02:45PM	02:52PM	03:02PM	03:09PM	03:15PM	-	-
02:24PM	02:35PM	02:45PM	02:54PM	03:10PM	03:18PM	-	-	-	-	-
02:44PM	02:55PM	03:08PM	03:18PM	03:34PM	03:42PM	03:52PM	04:00PM	04:06PM	-	-
03:04PM	03:15PM	03:28PM	03:38PM	03:54PM	04:02PM	-	-	-	-	-
03:24PM	03:35PM	03:48PM	03:58PM	04:15PM	04:23PM	04:33PM	04:41PM	04:47PM	04:51PM	04:53PM
03:44PM	03:55PM	04:08PM	04:18PM	04:35PM	04:43PM	-	-	-	-	-
04:04PM	04:15PM	04:26PM	04:36PM	04:53PM	05:01PM	05:10PM	05:18PM	05:23PM	05:27PM	05:29PM
04:24PM	04:35PM	04:46PM	04:56PM	05:14PM	05:20PM	-	-	-	-	-
04:44PM	04:55PM	05:06PM	05:17PM	05:35PM	05:41PM	05:50PM	05:58PM	06:03PM	06:07PM	06:09PM
05:04PM	05:14PM	05:25PM	05:36PM	05:54PM	06:00PM	-	-	-	-	-
05:24PM	05:34PM	05:45PM	05:56PM	06:14PM	06:20PM	06:29PM	06:37PM	06:42PM	06:46PM	06:48PM
05:44PM	05:54PM	06:05PM	06:16PM	06:34PM	06:40PM	-	-	-	-	-
06:04PM	06:14PM	06:25PM	06:36PM	06:54PM	07:00PM	07:07PM	07:14PM	07:18PM	07:21PM	07:23PM
06:24PM	06:34PM	06:45PM	06:56PM	07:11PM	07:16PM	-	-	-	-	-
06:44PM	06:54PM	07:05PM	07:12PM	07:21PM	07:26PM	07:33PM	07:40PM	07:44PM	-	-
07:14PM	07:23PM	07:30PM	07:37PM	07:46PM	07:51PM	-	-	-	-	-
07:44PM	07:53PM	08:00PM	08:07PM	08:16PM	08:21PM	08:28PM	08:35PM	08:39PM	-	-
08:14PM	08:23PM	08:30PM	08:37PM	08:46PM	08:51PM	08:58PM	-	-	-	-
09:03PM	09:12PM	09:19PM	09:26PM	09:35PM	09:40PM	09:47PM	09:54PM	09:58PM	-	-
10:11PM	10:20PM	10:25PM	10:30PM	10:38PM	10:42PM	10:48PM	-	-	-	-
11:11PM	11:20PM	11:25PM	11:30PM	11:38PM	11:42PM	11:48PM	-	-	-	-
12:11AM	12:20AM	12:25AM	12:30AM	12:38AM	-	-	-	-	-	-

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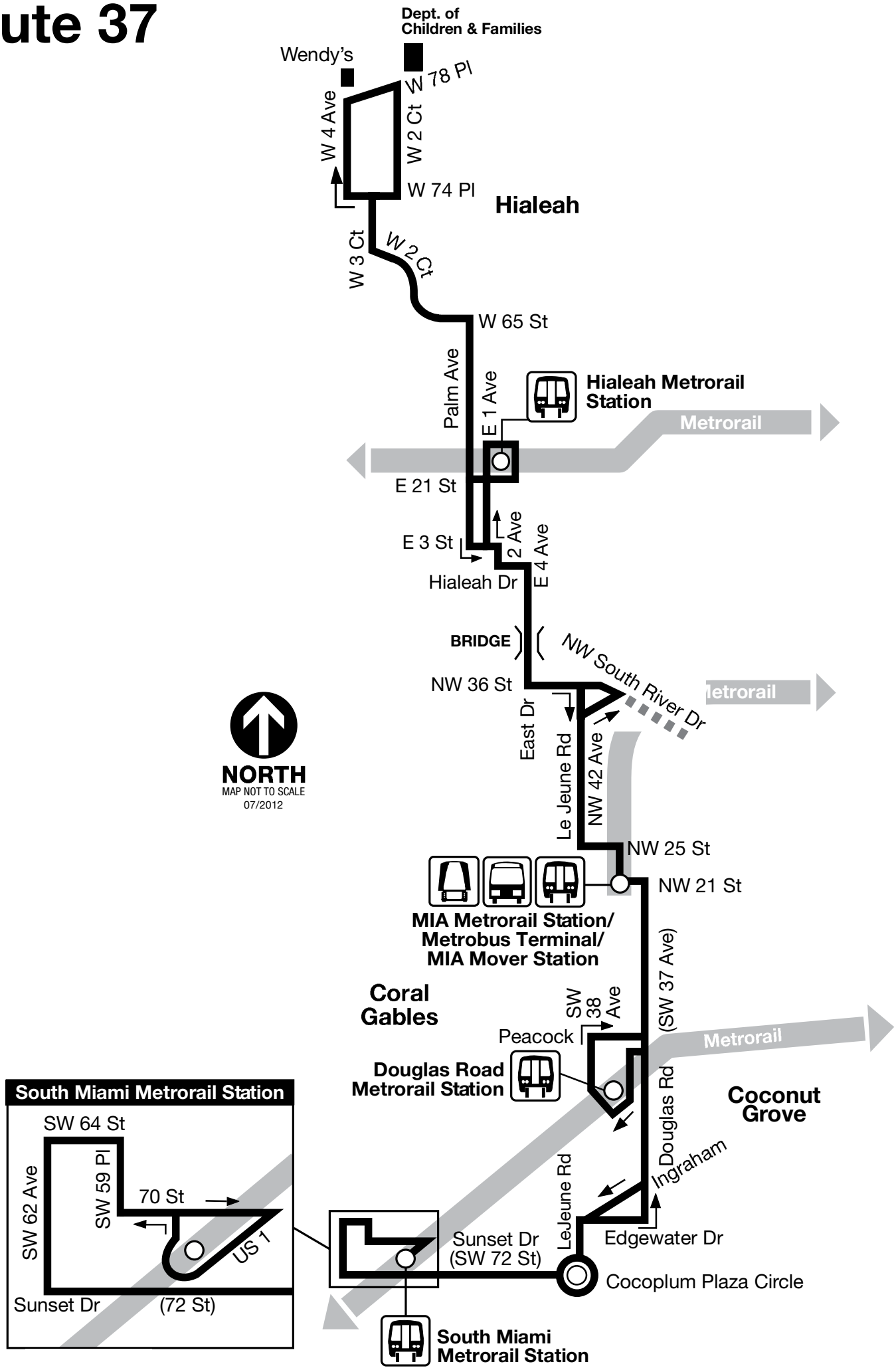
Route 37


Dept. of Children & Families
Wendy's
W 78 Pl
W 4 Ave
W 2 Ct
W 74 Pl
Hialeah
W 3 Ct
W 2 Ct
W 65 St
Palm Ave
E 1 Ave
Hialeah Metrorail Station
Metrorail
E 21 St
E 3 St
2 Ave
E 4 Ave
Hialeah Dr
BRIDGE
NW South River Dr
NW 36 St
Metrorail
East Dr
Le Jeune Rd
NW 42 Ave
NORTH
MAP NOT TO SCALE
07/2012
NW 25 St
NW 21 St
MIA Metrorail Station/ Metrobus Terminal/ MIA Mover Station
Coral Gables
SW 38 Ave
(SW 37 Ave)
Peacock
Metrorail
Douglas Road Metrorail Station
Coconut Grove
Douglas Rd
Ingraham
LeJeune Rd
Edgewater Dr
Sunset Dr (SW 72 St)
Cocoplum Plaza Circle
South Miami Metrorail Station
SW 64 St
SW 62 Ave
SW 59 Pl
70 St
US 1
Sunset Dr
(72 St)
South Miami Metrorail Station

Miami-Dade County Miami-Dade Transit

Routes Schedule

37 Schedule

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Service: Weekday **Direction:** Northbound

SOUTH MIAMI STA & 5949 SW 72 ST	SW 72 ST & OLD CUTLER RD	SW 37 AV & GRAND AV	DOUGLAS RD STATION & 3100 SW 37 AV	SW 37 AV & SW 22 ST	SW 37 AV & W FLAGLER ST	MIAMI INTERNATIONAL AIRPORT STATION & CONCOURSE 'E'	NW 36 ST & COOLIDGE DR	HIALEAH DR & E 4 AV	HIALEAH STA & 115 E 21 ST	PALM AV & E 49 ST	W 3 CT & W 74 PL
04:35AM	04:45AM	04:51AM	04:54AM	05:00AM	05:06AM	05:15AM	05:21AM	05:26AM	05:33AM	05:41AM	05:50AM
05:18AM	05:28AM	05:34AM	05:37AM	05:43AM	05:49AM	05:58AM	06:06AM	06:14AM	06:24AM	06:33AM	06:45AM
05:40AM	05:50AM	05:56AM	05:59AM	06:06AM	06:15AM	06:26AM	06:34AM	06:42AM	06:52AM	07:01AM	07:13AM
06:05AM	06:19AM	06:27AM	06:31AM	06:38AM	06:47AM	06:58AM	07:06AM	07:14AM	07:24AM	07:33AM	07:45AM
06:35AM	06:49AM	06:57AM	07:01AM	07:08AM	07:17AM	07:28AM	07:36AM	07:44AM	07:54AM	08:03AM	08:15AM
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10:20PM	10:30PM	10:36PM	10:39PM	10:45PM	10:51PM	11:00PM	11:06PM	11:11PM	11:18PM	11:26PM	11:35PM

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Miami-Dade County Miami-Dade Transit

Routes Schedule

37 Schedule

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Service: Weekday **Direction:** Southbound

W 3 CT & W 74 PL	PALM AV & W 49 ST	HIALEAH STA & 115 E 21 ST	HIALEAH DR & E 4 AV	NW 42 AV & NW 36 ST	MIAMI INTERNATIONAL AIRPORT STATION & CONCOURSE 'E'	SW 37 AV & W FLAGLER ST	SW 37 AV & CORAL WAY	DOUGLAS RD STATION & 3100 SW 37 AV	SW 37 AV & GRAND AV	SW 72 ST & COCOPLUM PLAZA	SOUTH MIAMI STA & 5949 SW 72 ST
04:58AM	05:04AM	05:12AM	05:21AM	05:28AM	05:34AM	05:44AM	05:51AM	05:57AM	06:02AM	06:11AM	06:27AM
05:38AM	05:44AM	05:52AM	06:04AM	06:13AM	06:20AM	06:32AM	06:41AM	06:49AM	06:54AM	07:03AM	07:19AM
06:00AM	06:08AM	06:19AM	06:31AM	06:40AM	06:47AM	06:59AM	07:08AM	07:16AM	07:21AM	07:30AM	07:46AM
06:30AM	06:38AM	06:49AM	07:01AM	07:10AM	07:17AM	07:29AM	07:38AM	07:46AM	07:51AM	08:00AM	08:16AM
07:00AM	07:08AM	07:19AM	07:31AM	07:40AM	07:47AM	07:59AM	08:08AM	08:16AM	08:21AM	08:30AM	08:46AM
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08:00AM	08:08AM	08:19AM	08:31AM	08:40AM	08:47AM	09:01AM	09:10AM	09:18AM	09:23AM	09:32AM	09:48AM
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01:50PM	01:58PM	02:10PM	02:22PM	02:31PM	02:38PM	02:52PM	03:01PM	03:09PM	03:14PM	03:24PM	03:42PM
02:15PM	02:23PM	02:35PM	02:47PM	02:56PM	03:04PM	03:18PM	03:27PM	03:35PM	03:40PM	03:50PM	04:10PM
02:45PM	02:53PM	03:05PM	03:18PM	03:27PM	03:35PM	03:49PM	03:58PM	04:06PM	04:12PM	04:24PM	04:44PM
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06:15PM	06:23PM	06:35PM	06:48PM	06:57PM	07:05PM	07:17PM	07:26PM	07:32PM	07:36PM	07:45PM	08:01PM

07:10PM	07:17PM	07:26PM	07:36PM	07:44PM	07:51PM	08:03PM	08:12PM	08:18PM	08:22PM	08:31PM	08:47PM
07:40PM	07:47PM	07:56PM	08:06PM	08:14PM	08:21PM	08:33PM	08:42PM	08:48PM	08:52PM	09:01PM	09:14PM
08:35PM	08:42PM	08:51PM	09:01PM	09:08PM	09:14PM	09:24PM	09:31PM	09:37PM	09:41PM	09:48PM	10:01PM
09:45PM	09:51PM	09:59PM	10:08PM	10:15PM	10:21PM	10:31PM	10:38PM	10:44PM	10:48PM	10:55PM	11:08PM

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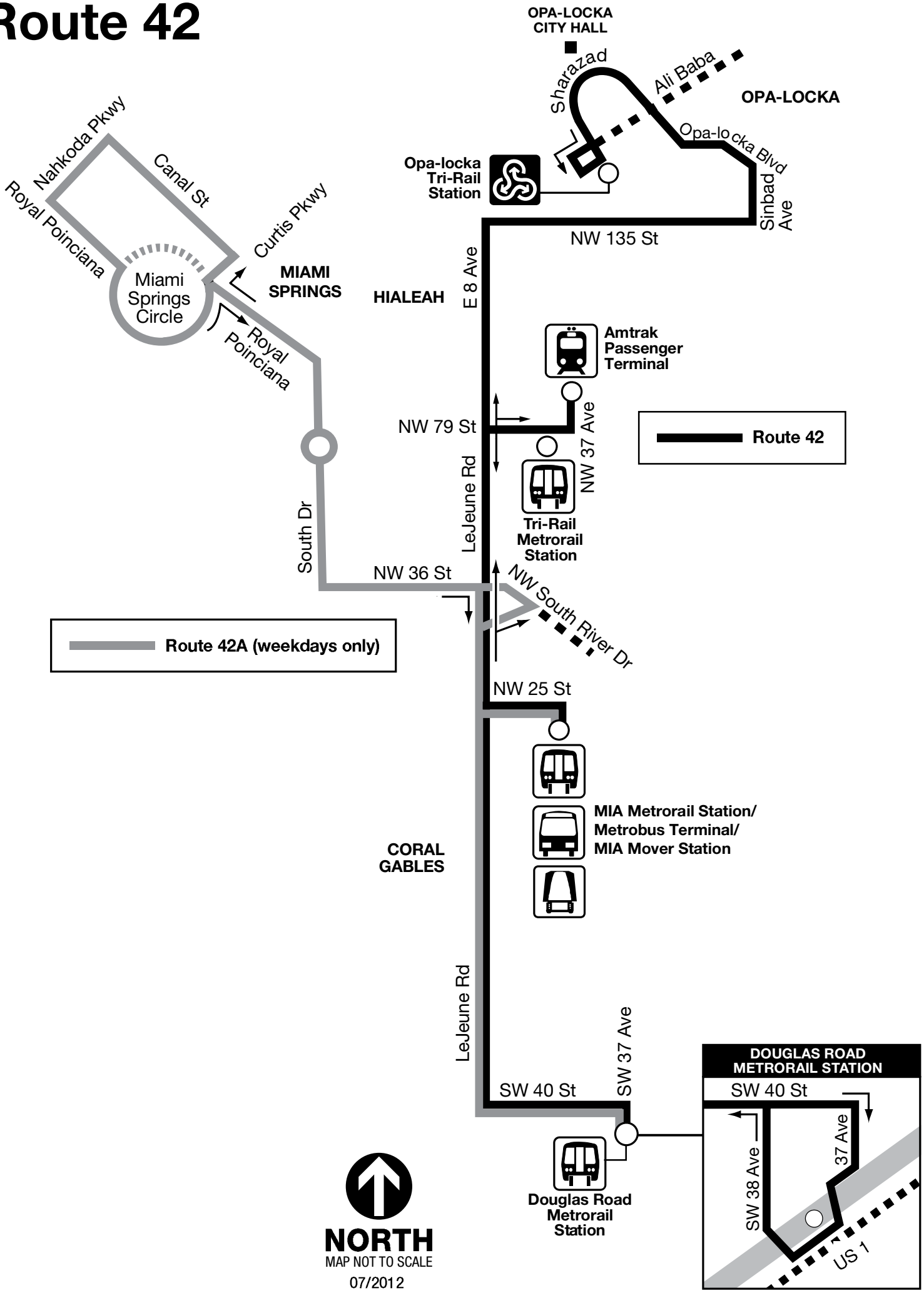
Route 42


OPA-LOCKA CITY HALL
Sharazad
Ali Baba
OPA-LOCKA
Opa-locka Blvd
Sinbad Ave
Opa-locka Tri-Rail Station
NW 135 St
E 8 Ave
HIALEAH
Nahkoda Pkwy
Canal St
Royal Poinciana
Curtis Pkwy
Miami Springs Circle
MIAMI SPRINGS
Royal Poinciana
Amtrak Passenger Terminal
NW 79 St
NW 37 Ave
Route 42
LeJeune Rd
Tri-Rail Metrorail Station
South Dr
NW 36 St
NW South River Dr
Route 42A (weekdays only)
NW 25 St
MIA Metrorail Station/ Metrobus Terminal/ MIA Mover Station
CORAL GABLES
LeJeune Rd
SW 37 Ave
SW 40 St
DOUGLAS ROAD METRORAIL STATION
SW 40 St
SW 38 Ave
37 Ave
US 1
Douglas Road Metrorail Station
NORTH
MAP NOT TO SCALE
07/2012

Miami-Dade County Miami-Dade Transit

Routes Schedule

42 Schedule

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Service: Weekday **Direction:** Northbound

DOUGLAS RD STATION & 3100 SW 37 AV	SW 40 ST & SALZEDO ST	SW 42 AV & CORAL WY	SW 42 AV & W FLAGLER ST	MIAMI INTERNATIONAL AIRPORT STATION & CONCOURSE 'E'	OKEECHOBEE RD & LE JEUNE RD	MIA SPRINGS CIR & N ROYAL POINCIANA	NW 37 AV & # 8303 (AMTRAK)	E 8 AV & E 49 ST	TRI RAIL STATION & #480 ALI BABA AV
05:20AM	05:23AM	05:26AM	05:31AM	05:38AM	05:45AM	-	05:57AM	06:06AM	06:22AM
05:50AM	05:53AM	05:56AM	06:03AM	06:12AM	06:20AM	06:26AM	-	-	-
06:10AM	06:14AM	06:18AM	06:25AM	06:34AM	06:42AM	-	06:57AM	07:06AM	07:22AM
06:30AM	06:34AM	06:38AM	06:45AM	06:54AM	07:02AM	07:08AM	-	-	-
06:50AM	06:54AM	06:58AM	07:05AM	07:14AM	07:22AM	-	07:37AM	07:46AM	08:02AM
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07:30AM	07:34AM	07:38AM	07:45AM	07:54AM	08:02AM	-	08:17AM	08:26AM	08:42AM
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02:40PM	02:44PM	02:49PM	02:57PM	03:08PM	03:17PM	-	03:32PM	03:41PM	03:58PM
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03:55PM	03:59PM	04:04PM	04:14PM	04:25PM	04:34PM	-	04:49PM	04:58PM	05:15PM
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05:25PM	05:29PM	05:34PM	05:44PM	05:55PM	06:04PM	06:12PM	-	-	-
05:40PM	05:44PM	05:49PM	05:59PM	06:10PM	06:19PM	-	06:34PM	06:43PM	07:00PM
06:05PM	06:09PM	06:14PM	06:24PM	06:35PM	06:44PM	06:52PM	-	-	-
06:35PM	06:39PM	06:44PM	06:54PM	07:05PM	07:13PM	-	07:26PM	07:34PM	07:48PM
07:05PM	07:09PM	07:13PM	07:19PM	07:28PM	07:36PM	07:42PM	-	-	-
07:35PM	07:39PM	07:43PM	07:49PM	07:58PM	08:06PM	-	08:19PM	08:27PM	08:41PM
08:18PM	08:22PM	08:26PM	08:32PM	08:41PM	-	-	-	-	-
09:18PM	09:22PM	09:26PM	09:32PM	09:41PM	-	-	-	-	-
10:18PM	10:21PM	10:24PM	10:29PM	10:36PM	-	-	-	-	-
11:18PM	11:21PM	11:24PM	11:29PM	11:36PM	-	-	-	-	-

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Miami-Dade County Miami-Dade Transit

Routes Schedule

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Service: Weekday **Direction:** Southbound

TRI RAIL STATION & #480 ALI BABA AV	E 8 AV & E 49 ST	NW 37 AV & # 8303 (AMTRAK)	MIA SPRINGS CIR & N ROYAL POINCIANA	NW 42 AV & NW 36 ST	MIAMI INTERNATIONAL AIRPORT STATION & CONCOURSE 'E'	SW 42 AV & W FLAGLER ST	SW 42 AV & CORAL WY	SW 40 ST & SW 42 AV	DOUGLAS RD STATION & 3100 SW 37 AV
04:35AM	04:47AM	04:55AM	-	05:07AM	05:11AM	05:21AM	05:26AM	05:30AM	05:33AM
05:23AM	05:35AM	05:43AM	-	05:55AM	06:01AM	06:12AM	06:18AM	06:24AM	06:28AM
05:54AM	06:09AM	06:19AM	-	06:35AM	06:41AM	06:52AM	06:58AM	07:04AM	07:08AM
-	-	-	06:07AM	06:15AM	06:21AM	06:32AM	06:38AM	06:44AM	06:48AM
06:34AM	06:49AM	06:59AM	-	07:15AM	07:21AM	07:32AM	07:38AM	07:44AM	07:48AM
-	-	-	06:47AM	06:55AM	07:01AM	07:12AM	07:18AM	07:24AM	07:28AM
07:14AM	07:29AM	07:39AM	-	07:55AM	08:01AM	08:12AM	08:18AM	08:24AM	08:28AM
-	-	-	07:27AM	07:35AM	07:41AM	07:52AM	07:58AM	08:04AM	08:08AM
07:58AM	08:13AM	08:23AM	-	08:39AM	08:45AM	08:56AM	09:02AM	09:08AM	09:12AM
-	-	-	08:07AM	08:15AM	08:21AM	08:32AM	08:38AM	08:44AM	08:48AM
08:38AM	08:53AM	09:03AM	-	09:19AM	09:25AM	09:37AM	09:43AM	09:49AM	09:53AM
-	-	-	08:46AM	08:54AM	09:00AM	09:12AM	09:18AM	09:24AM	09:28AM
-	-	-	09:35AM	09:44AM	09:50AM	10:02AM	10:08AM	10:14AM	10:18AM
09:38AM	09:53AM	10:03AM	-	10:19AM	10:25AM	10:37AM	10:43AM	10:49AM	10:53AM
10:33AM	10:48AM	10:58AM	-	11:14AM	11:20AM	11:32AM	11:38AM	11:44AM	11:48AM
-	-	-	10:35AM	10:44AM	10:50AM	11:02AM	11:08AM	11:14AM	11:18AM
11:33AM	11:48AM	11:58AM	-	12:14PM	12:20PM	12:32PM	12:38PM	12:44PM	12:48PM
-	-	-	11:35AM	11:44AM	11:50AM	12:02PM	12:08PM	12:14PM	12:18PM
12:33PM	12:48PM	12:58PM	-	01:14PM	01:20PM	01:32PM	01:38PM	01:44PM	01:48PM
-	-	-	12:35PM	12:44PM	12:50PM	01:02PM	01:08PM	01:14PM	01:18PM
01:33PM	01:48PM	01:58PM	-	02:14PM	02:20PM	02:32PM	02:38PM	02:44PM	02:48PM
-	-	-	01:35PM	01:44PM	01:50PM	02:02PM	02:08PM	02:14PM	02:18PM
-	-	-	02:30PM	02:39PM	02:45PM	02:57PM	03:03PM	03:09PM	03:13PM

02:31PM	02:46PM	02:56PM	-	03:12PM	03:19PM	03:32PM	03:38PM	03:44PM	03:48PM
03:10PM	03:26PM	03:36PM	-	03:52PM	03:59PM	04:12PM	04:18PM	04:24PM	04:28PM
-	-	-	03:23PM	03:32PM	03:39PM	03:52PM	03:58PM	04:04PM	04:08PM
03:45PM	04:01PM	04:11PM	-	04:27PM	04:34PM	04:47PM	04:53PM	04:59PM	05:03PM
-	-	-	04:03PM	04:12PM	04:19PM	04:32PM	04:38PM	04:44PM	04:48PM
04:15PM	04:31PM	04:41PM	-	04:57PM	05:04PM	05:17PM	05:23PM	05:29PM	05:33PM
-	-	-	04:33PM	04:42PM	04:49PM	05:02PM	05:08PM	05:14PM	05:18PM
05:05PM	05:21PM	05:31PM	-	05:47PM	05:54PM	06:07PM	06:13PM	06:19PM	06:23PM
-	-	-	05:13PM	05:22PM	05:29PM	05:42PM	05:48PM	05:54PM	05:58PM
05:50PM	06:06PM	06:16PM	-	06:32PM	06:39PM	06:52PM	06:58PM	07:04PM	07:08PM
-	-	-	06:03PM	06:12PM	06:19PM	06:32PM	06:38PM	06:44PM	06:48PM
-	-	-	06:44PM	06:53PM	07:00PM	07:11PM	07:16PM	07:21PM	07:25PM
06:51PM	07:07PM	07:16PM	-	07:29PM	07:35PM	07:46PM	07:51PM	07:56PM	08:00PM
-	-	-	-	-	08:51PM	09:02PM	09:07PM	09:12PM	09:16PM
-	-	-	-	-	09:54PM	10:05PM	10:09PM	10:13PM	10:16PM
-	-	-	-	-	10:54PM	11:04PM	11:08PM	11:12PM	11:15PM

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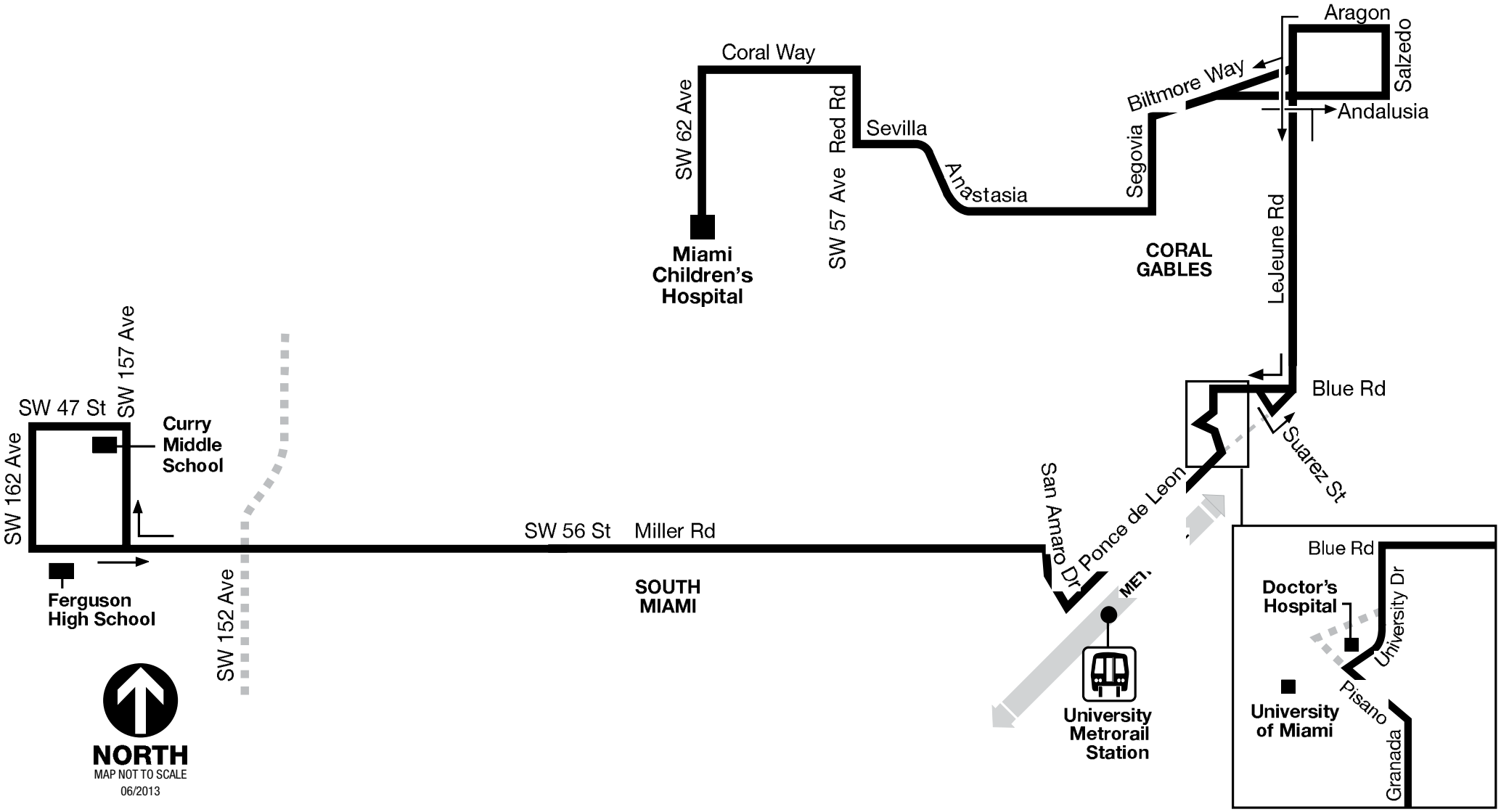
Route 56


Coral Way
SW 62 Ave
Red Rd
SW 57 Ave
Sevilla
Anastasia
Segovia
Biltmore Way
Aragon
Salzedo
Andalusia
Miami Children's Hospital
CORAL GABLES
LeJeune Rd
Blue Rd
Suarez St
SW 47 St
SW 157 Ave
SW 162 Ave
Curry Middle School
Ferguson High School
SW 152 Ave
SW 56 St
Miller Rd
SOUTH MIAMI
San Amaro Dr
Ponce de Leon
University Metrorail Station
Blue Rd
Doctor's Hospital
University Dr
Pisano
Granada
University of Miami
NORTH
MAP NOT TO SCALE
06/2013

Miami-Dade County Miami-Dade Transit

Routes Schedule

56 Schedule

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Service: Weekday **Direction:** Eastbound

SW 56 ST & SW 152 AV	SW 56 ST & SW 147 AV	SW 56 ST & SW 107 AV	SW 56 ST & SW 72 AV	UNIVERSITY STA & 5000 PONCE DE LEON B	ANDALUSIA AV & LE JEUNE RD	MIAMI CHILDRENS HOSP & PAVILLION ENTR
05:25AM	05:26AM	05:36AM	05:44AM	05:51AM	06:04AM	06:18AM
06:06AM	06:07AM	06:19AM	06:30AM	06:39AM	06:52AM	07:10AM
06:46AM	06:47AM	06:59AM	07:12AM	07:22AM	07:40AM	07:58AM
07:26AM	07:28AM	07:48AM	08:01AM	08:11AM	08:29AM	08:47AM
08:03AM	08:05AM	08:25AM	08:38AM	08:48AM	09:06AM	09:21AM
08:43AM	08:45AM	09:05AM	09:15AM	09:23AM	09:36AM	09:51AM
09:32AM	09:34AM	09:44AM	09:54AM	10:02AM	10:15AM	10:30AM
10:39AM	10:41AM	10:51AM	11:01AM	11:09AM	11:22AM	11:38AM
11:34AM	11:36AM	11:46AM	11:56AM	12:04PM	12:17PM	12:33PM
12:34PM	12:36PM	12:46PM	12:56PM	01:04PM	01:17PM	01:33PM
01:34PM	01:36PM	01:46PM	01:56PM	02:04PM	02:17PM	02:40PM
02:44PM	02:46PM	03:00PM	03:11PM	03:20PM	03:36PM	03:59PM
03:42PM	03:44PM	03:58PM	04:09PM	04:18PM	04:34PM	04:57PM
04:22PM	04:24PM	04:38PM	04:49PM	04:58PM	05:14PM	05:37PM
05:02PM	05:04PM	05:18PM	05:29PM	05:38PM	05:54PM	06:17PM
05:47PM	05:49PM	06:03PM	06:14PM	06:23PM	06:39PM	07:02PM

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Miami-Dade County Miami-Dade Transit

Routes Schedule

56 Schedule

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Service: Weekday **Direction:** Westbound

MIAMI CHILDRENS HOSP & PAVILLION ENTR	ANDALUSIA AV & LE JEUNE RD	PONCE DE LEON BD & MERRICK ST	SW 56 ST & SW 72 AV	SW 56 ST & SW 107 AV	SW 56 ST & SW 147 AV	SW 56 ST & SW 162 AV	SW 56 ST & SW 152 AV
-	-	-	-	-	05:17AM	05:22AM	05:25AM
-	-	-	-	-	05:57AM	06:03AM	06:06AM
05:58AM	06:12AM	06:26AM	06:36AM	06:49AM	07:02AM	07:13AM	07:19AM
-	-	-	-	-	06:37AM	06:43AM	06:46AM
06:38AM	06:52AM	07:06AM	07:16AM	07:29AM	07:42AM	07:52AM	07:56AM
07:18AM	07:32AM	07:47AM	07:57AM	08:10AM	08:23AM	08:33AM	08:37AM
07:58AM	08:12AM	08:27AM	08:37AM	08:50AM	09:03AM	09:13AM	09:17AM
08:35AM	08:49AM	09:05AM	09:16AM	09:27AM	09:40AM	09:50AM	09:54AM
09:08AM	09:22AM	09:38AM	09:49AM	10:00AM	10:13AM	10:23AM	10:27AM
10:11AM	10:25AM	10:41AM	10:52AM	11:04AM	11:15AM	11:23AM	11:26AM
11:11AM	11:25AM	11:40AM	11:49AM	12:01PM	12:12PM	12:20PM	12:23PM
12:11PM	12:25PM	12:40PM	12:49PM	01:01PM	01:12PM	01:20PM	01:23PM
01:11PM	01:25PM	01:40PM	01:49PM	02:01PM	02:12PM	02:22PM	02:27PM
02:07PM	02:21PM	02:38PM	02:50PM	03:05PM	03:19PM	03:27PM	03:30PM
02:47PM	03:02PM	03:21PM	03:33PM	03:48PM	04:02PM	04:10PM	04:13PM
03:27PM	03:42PM	04:01PM	04:13PM	04:28PM	04:42PM	04:50PM	04:53PM
04:07PM	04:22PM	04:41PM	04:53PM	05:08PM	05:22PM	05:30PM	05:33PM
04:47PM	05:02PM	05:21PM	05:33PM	05:48PM	06:02PM	06:10PM	06:13PM
05:27PM	05:42PM	06:01PM	06:13PM	06:28PM	06:42PM	06:50PM	06:53PM
06:07PM	06:22PM	06:41PM	06:53PM	07:08PM	07:19PM	07:26PM	07:29PM
06:50PM	07:05PM	07:21PM	07:30PM	07:40PM	07:51PM	07:58PM	08:01PM

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Coral Gables

Trolley Route

& Points of Interest

Trolley Stops & Route

Municipal Parking Garage

Miami-Dade Transit Metrobus Routes
Visit www.miamidade.gov/transit for detailed Metrobus routes and stops

Miami-Dade Metrorail Station
Transfer from the Trolley to the Metrorail to travel to the Miami International Airport, Downtown Miami, University of Miami, Coconut Grove, South Miami or Kendall/Dadeland.

1. Rotary Centenial Park
2. Freedom Plaza
3. Coral Gables Woman's Club
4. Ponce De Leon Park
5. Phillips Park
6. Hotel Place St. Michel
7. Alhambra Plaza
8. Hyatt Regency Hotel
9. Coral Gables Museum
10. Books & Books
11. Coral Gables Art Cinema
12. Westin Colonnade Hotel
13. Coral Gables City Hall
14. Miracle Mile Shops
15. Merrick Park
16. Miracle Theater
17. Coral Gables Police Department
18. Fred B. Hartnett / Ponce Circle Park
19. Coral Gables War Memorial Youth Center
20. French Normandy Village
21. Coral Gables Senior High School
22. Village of Merrick Park Shopping
23. Coral Gables Hospital
24. Douglas Park (Miami-Dade Park)
25. Coral Gables Elementary School

Monday - Friday, 6:30 a.m. - 8 p.m.
First Friday of the Month
is Gallery Night. Ride until 10 p.m.

For more information on the Coral Gables Trolley visit www.coralgables.com or contact us via phone at 305-460-5070 or E-mail at trolley@coralgables.com

City Hall General Inquiries: 305-446-6800

Funding for this program is possible thanks to the Miami-Dade County Half Penny Transportation Surtax, the Florida Department of Transportation and the Metropolitan Planning Organization.

APPENDIX E:
Background Area Growth

FDOT Historical Growth Rate

Historical AADT Growth Rates

Station Number	Location	Historic Growth	
		5-year	10-year
0024	SR 953/LeJeune Road, 200' S of Coral Way/SR 972	-5.76%	-0.64%
0025	SR 953/LeJeune Road, 200' S of S SW 8th St./SR 90	5.79%	-0.98%
0082	SR 976/Bird Road, 200' E. of SW 42nd Avenue	4.70%	-0.09%
1048	SR 976/Bird Road, 200' W. of SW 42nd Avenue	1.76%	-0.98%
2534	SR 972/Coral Way, 200' E of SW 37th Ave.	0.64%	0.26%
	Total	**1.43%**	**-0.49%**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0024 - SR 953/LEJEUNE RD, 200' S CORAL WAY/SR 972

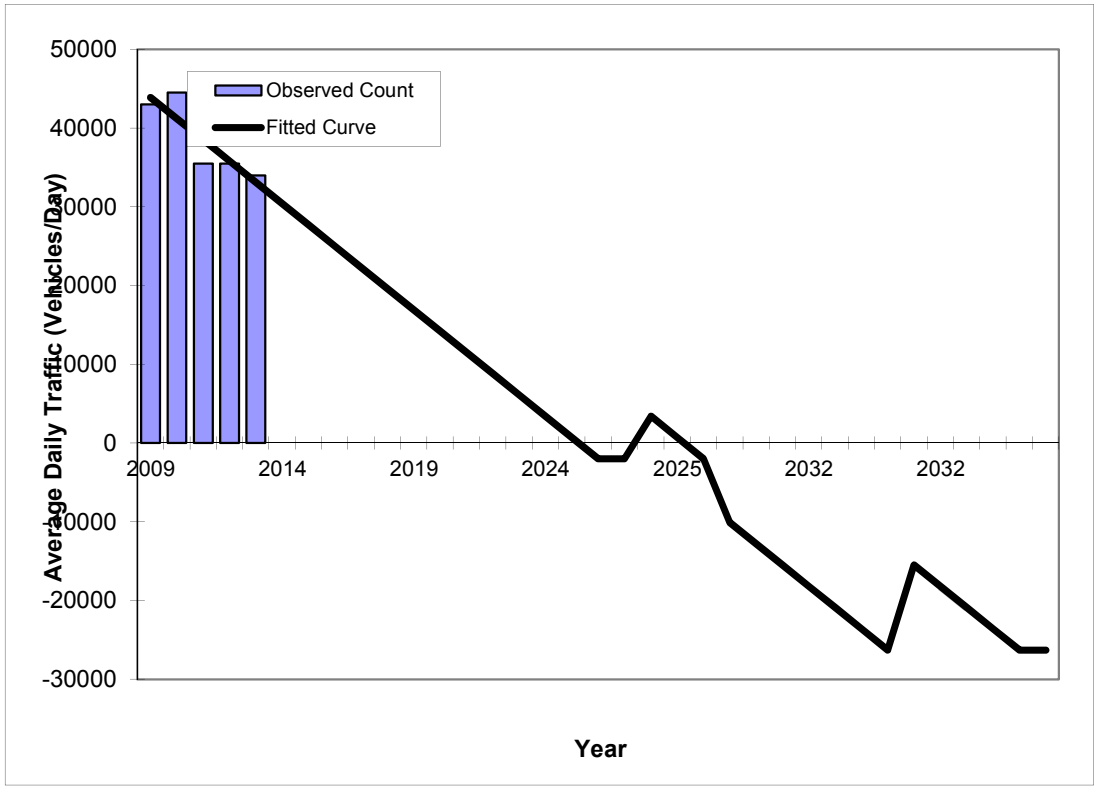
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	34000 C	N 18000	S 16000	9.00	58.90	5.70
2012	35500 C	N 18000	S 17500	9.00	59.70	4.00
2011	35500 C	N 18000	S 17500	9.00	58.20	5.70
2010	44500 C	N 22000	S 22500	7.87	58.27	3.80
2009	43000 C	N 22500	S 20500	7.98	59.96	3.20
2008	45000 C	N 23500	S 21500	8.07	66.31	3.50
2007	42000 C	N 22000	S 20000	7.90	63.12	4.70
2006	34000 C	N 15000	S 19000	7.39	58.66	7.20
2005	48000 F	N 21500	S 26500	7.70	65.70	5.50
2004	41000 C	N 18500	S 22500	8.20	67.10	9.00
2003	37500 C	N 20000	S 17500	8.10	72.30	5.00
2002	39000 C	N 17500	S 21500	9.20	68.00	4.30
2001	39000 C	N 20500	S 18500	8.20	53.50	5.70
2000	40500 C	N 21000	S 19500	8.20	53.10	4.30
1999	49000 C	N 28000	S 21000	9.10	52.70	4.40
1998	41000 C	N 21000	S 20000	9.30	52.70	6.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

TRAFFIC TRENDS

SR 953/LeJeune Road -- 200' E. of Coral Way/SR 972

County:	87
Station #:	24
Highway:	SR 953/LeJeune Road



Year	Traffic (ADT/AADT) Count*	Trend**
2009	43000	43900
2010	44500	41200
2011	35500	38500
2012	35500	35800
2013	34000	33100
2014 Opening Year Trend		
2014	N/A	30400
2017 Mid-Year Trend		
2017	N/A	22300
2026 Design Year Trend		
2026	N/A	-2000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

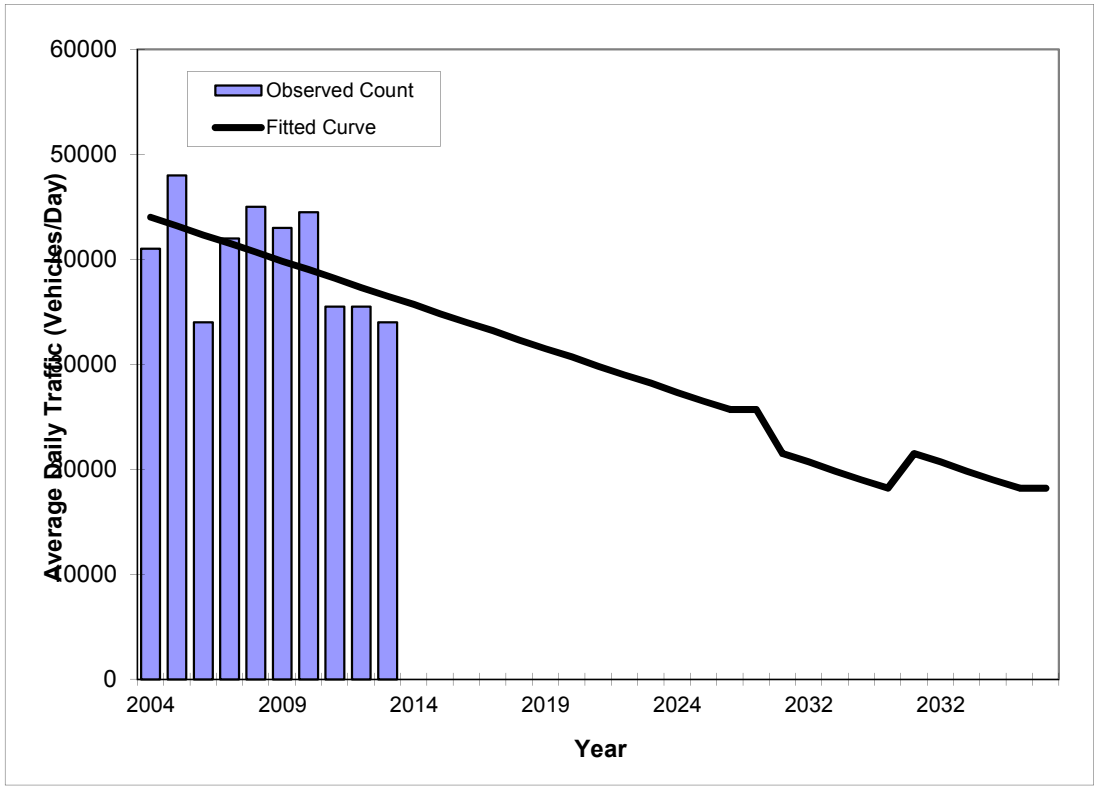
** Annual Trend Increase:	-2,700
Trend R-squared:	77.1%
Trend Annual Historic Growth Rate:	-6.15%
Trend Growth Rate (2013 to Design Year):	-8.16%
Printed:	14-May-14

Straight Line Growth Option

TRAFFIC TRENDS

SR 953/LeJeune Road -- 200' E. of Coral Way/SR 972

County:	87
Station #:	24
Highway:	SR 953/LeJeune Road



Year	Traffic (ADT/AADT) Count*	Trend**
2004	41000	44000
2005	48000	43200
2006	34000	42300
2007	42000	41500
2008	45000	40700
2009	43000	39800
2010	44500	39000
2011	35500	38200
2012	35500	37300
2013	34000	36500
2014 Opening Year Trend		
2014	N/A	35700
2017 Mid-Year Trend		
2017	N/A	33200
2026 Design Year Trend		
2026	N/A	25700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-833
Trend R-squared:	24.4%
Trend Annual Historic Growth Rate:	-1.89%
Trend Growth Rate (2013 to Design Year):	-2.28%
Printed:	14-May-14

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0025 - SR 953/LEJEUNE RD, 200' S SW 8 ST/SR 90

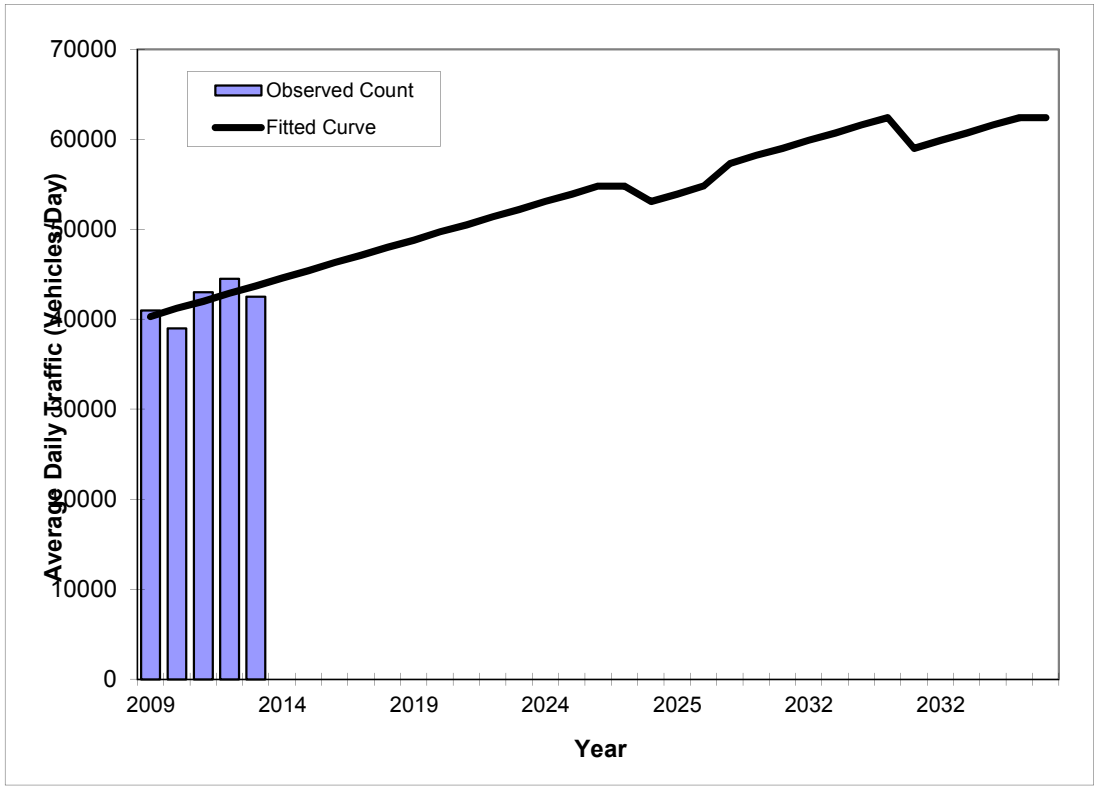
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	42500 C	N 20500	S 22000	9.00	58.90	5.70
2012	44500 C	N 22000	S 22500	9.00	59.70	4.00
2011	43000 C	N 21000	S 22000	9.00	58.20	5.70
2010	39000 C	N 19500	S 19500	7.87	58.27	3.80
2009	41000 C	N 21000	S 20000	7.98	59.96	3.20
2008	35000 C	N 17000	S 18000	8.07	66.31	3.50
2007	38500 C	N 19500	S 19000	7.90	63.12	4.70
2006	25000 C	N 11000	S 14000	7.39	58.66	7.20
2005	56000 F	N 28000	S 28000	7.70	65.70	5.50
2004	48000 C	N 24000	S 24000	8.20	67.10	9.00
2003	44000 C	N 21500	S 22500	8.10	72.30	5.00
2002	43000 C	N 20500	S 22500	9.20	68.00	4.30
2001	42500 C	N 20500	S 22000	8.20	53.50	5.70
2000	62000 C	N 37500	S 24500	8.20	53.10	4.30
1999	49000 C	N 23500	S 25500	9.10	52.70	4.40
1998	45000 C	N 21500	S 23500	9.30	52.70	6.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

TRAFFIC TRENDS

SR 953/LeJeune Road -- 200' S of SW 8th St./SR 90

County:	87
Station #:	25
Highway:	SR 953/LeJeune Road



Year	Traffic (ADT/AADT) Count*	Trend**
2009	41000	40300
2010	39000	41200
2011	43000	42000
2012	44500	42900
2013	42500	43700
2014 Opening Year Trend		
2014	N/A	44600
2017 Mid-Year Trend		
2017	N/A	47100
2026 Design Year Trend		
2026	N/A	54800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

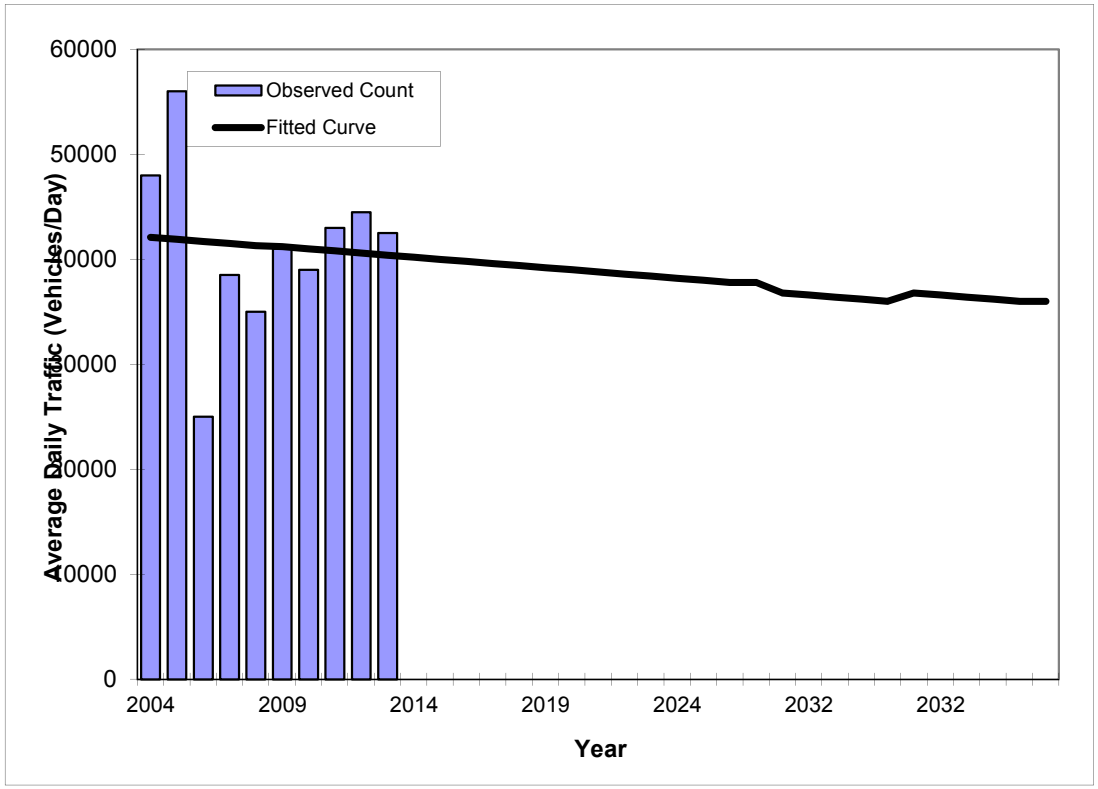
** Annual Trend Increase:	850
Trend R-squared:	41.3%
Trend Annual Historic Growth Rate:	2.11%
Trend Growth Rate (2013 to Design Year):	1.95%
Printed:	14-May-14

Straight Line Growth Option

TRAFFIC TRENDS

SR 953/LeJeune Road -- 200' S of SW 8th St./SR 90

County:	87
Station #:	25
Highway:	SR 953/LeJeune Road



Year	Traffic (ADT/AADT) Count*	Trend**
2004	48000	42100
2005	56000	41900
2006	25000	41700
2007	38500	41500
2008	35000	41300
2009	41000	41200
2010	39000	41000
2011	43000	40800
2012	44500	40600
2013	42500	40400
2015 Opening Year Trend		
2015	N/A	40000
2017 Mid-Year Trend		
2017	N/A	39600
2026 Design Year Trend		
2026	N/A	37800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-197
Trend R-squared:	0.5%
Trend Annual Historic Growth Rate:	-0.45%
Trend Growth Rate (2013 to Design Year):	-0.50%
Printed:	14-May-14

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0082 - SR 976/BIRD RD, 200' E SW 42 AV

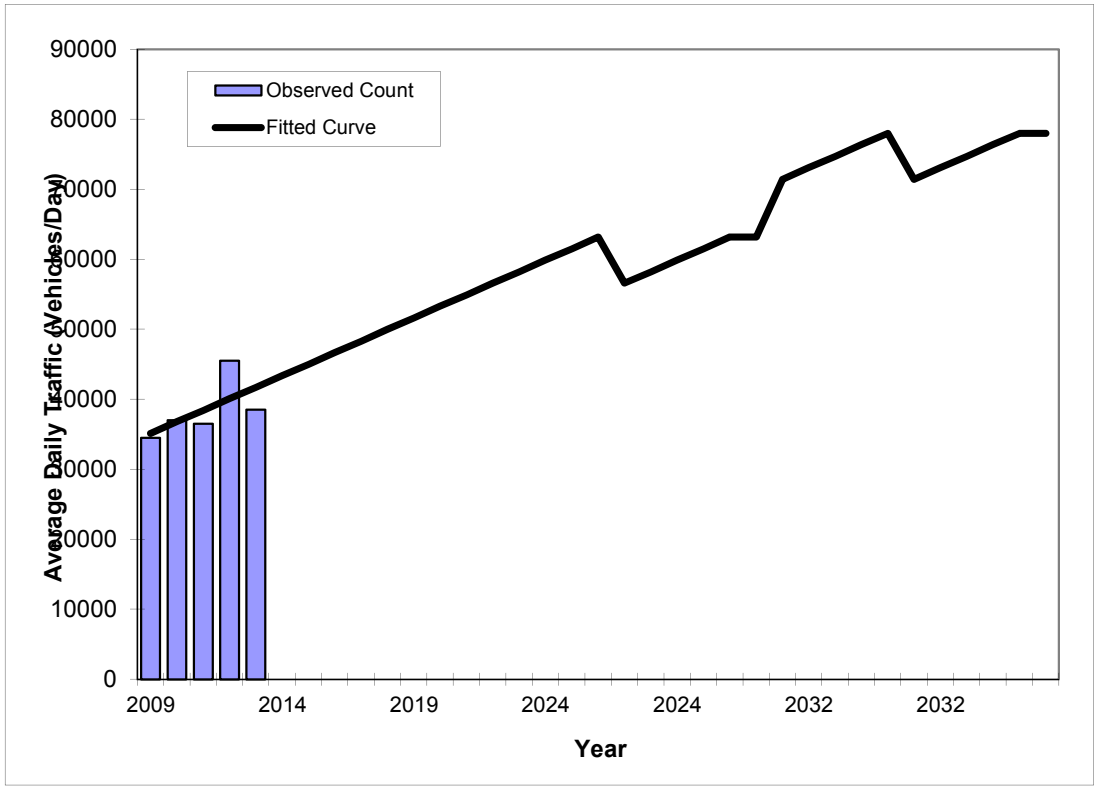
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	38500 C	E 19500	W 19000	9.00	58.90	4.40
2012	45500 C	E 22500	W 23000	9.00	59.70	4.00
2011	36500 C	E 19000	W 17500	9.00	58.20	4.60
2010	37000 C	E 18500	W 18500	7.87	58.27	3.00
2009	34500 C	E 17500	W 17000	7.98	59.96	3.70
2008	35000 C	E 17500	W 17500	8.07	66.31	5.10
2007	39000 C	E 20000	W 19000	7.90	63.12	5.50
2006	38000 C	E 18000	W 20000	7.39	58.66	6.70
2005	39000 C	E 20000	W 19000	7.70	65.70	5.50
2004	42500 C	E 21000	W 21500	8.20	67.10	7.10
2003	42000 C	E 23000	W 19000	8.10	72.30	6.10
2002	44500 C	E 21500	W 23000	9.20	68.00	4.40
2001	45500 C	E 23500	W 22000	8.20	53.50	5.80
2000	44000 C	E 22000	W 22000	8.20	53.10	3.70
1999	44000 C	E 22500	W 21500	9.10	52.70	5.60
1998	41000 C	E 21000	W 20000	9.30	52.70	3.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

TRAFFIC TRENDS

SR 976/Bird Road -- 200' E. of SW 42nd Avenue

County:	87
Station #:	82
Highway:	SR 976/Bird Road



Year	Traffic (ADT/AADT) Count*	Trend**
2009	34500	35100
2010	37000	36800
2011	36500	38400
2012	45500	40100
2013	38500	41700
2015 Opening Year Trend		
2015	N/A	45000
2017 Mid-Year Trend		
2017	N/A	48300
2026 Design Year Trend		
2026	N/A	63200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

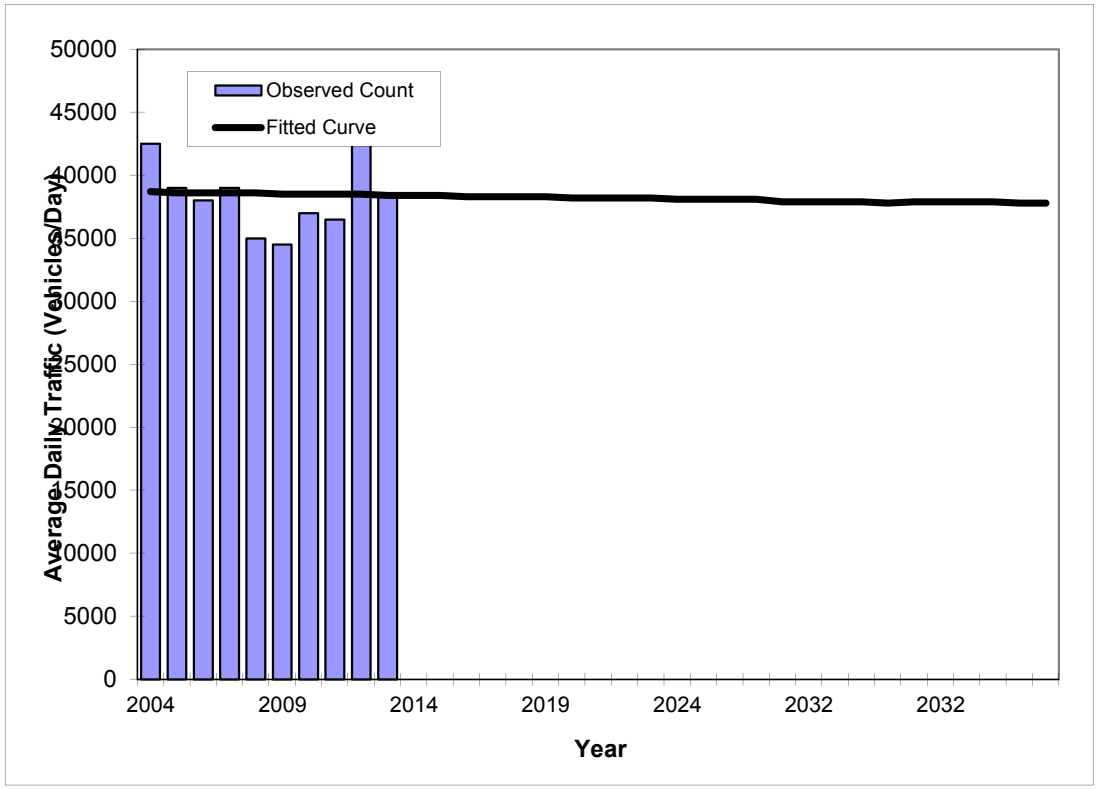
** Annual Trend Increase:	1,650
Trend R-squared:	38.2%
Trend Annual Historic Growth Rate:	4.70%
Trend Growth Rate (2013 to Design Year):	3.97%
Printed:	21-May-14

Straight Line Growth Option

TRAFFIC TRENDS

SR 976/Bird Road -- 200' E. of SW 42nd Avenue

County:	87
Station #:	82
Highway:	SR 976/Bird Road



Year	Traffic (ADT/AADT) Count*	Trend**
2004	42500	38700
2005	39000	38600
2006	38000	38600
2007	39000	38600
2008	35000	38600
2009	34500	38500
2010	37000	38500
2011	36500	38500
2012	45500	38500
2013	38500	38400
2015 Opening Year Trend		
2015	N/A	38400
2017 Mid-Year Trend		
2017	N/A	38300
2026 Design Year Trend		
2026	N/A	38100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-27
Trend R-squared:	0.1%
Trend Annual Historic Growth Rate:	-0.09%
Trend Growth Rate (2013 to Design Year):	-0.06%
Printed:	21-May-14

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1048 - SR 976/BIRD RD, 200' W SW 42 AV

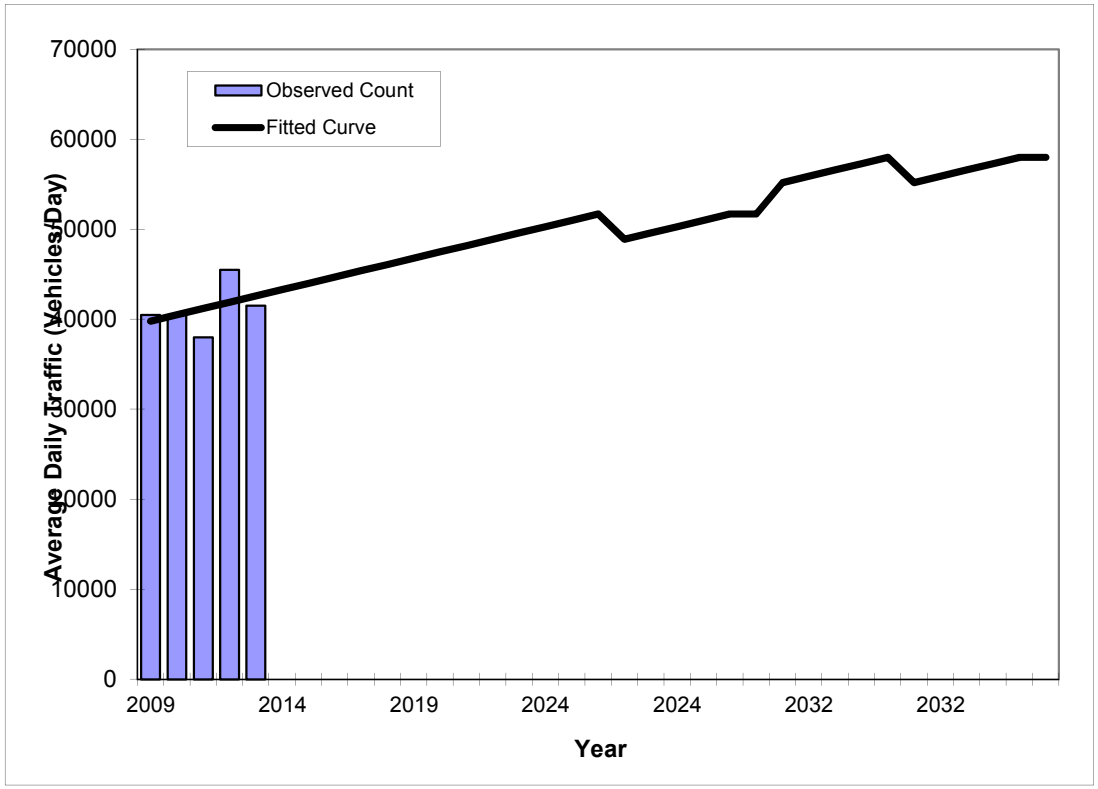
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	41500 C	E 20000	W 21500	9.00	58.90	4.40
2012	45500 C	E 22000	W 23500	9.00	59.70	4.00
2011	38000 C	E 20000	W 18000	9.00	58.20	4.60
2010	40500 C	E 19500	W 21000	7.87	58.27	3.00
2009	40500 C	E 20000	W 20500	7.98	59.96	3.70
2008	38000 C	E 19500	W 18500	8.07	66.31	5.10
2007	40500 C	E 21000	W 19500	7.90	63.12	5.50
2006	41500 C	E 21000	W 20500	7.39	58.66	6.70
2005	51000 F	E 24500	W 26500	7.70	65.70	5.50
2004	43500 C	E 21000	W 22500	8.20	67.10	7.10
2003	40000 C	E 20000	W 20000	8.10	72.30	6.10
2002	45000 C	E 23500	W 21500	9.20	68.00	4.40
2001	47500 C	E 22500	W 25000	8.20	53.50	5.80
2000	44500 C	E 22500	W 22000	8.20	53.10	3.70
1999	47500 C	E 23500	W 24000	9.10	52.70	5.60
1998	43500 C	E 22500	W 21000	9.30	52.70	3.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

TRAFFIC TRENDS

SR 976/Bird Road -- 200' W. of SW 42nd Avenue

County:	87
Station #:	1048
Highway:	SR 976/Bird Road



Year	Traffic (ADT/AADT) Count*	Trend**
2009	40500	39800
2010	40500	40500
2011	38000	41200
2012	45500	41900
2013	41500	42600
2015 Opening Year Trend		
2015	N/A	44000
2017 Mid-Year Trend		
2017	N/A	45400
2026 Design Year Trend		
2026	N/A	51700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

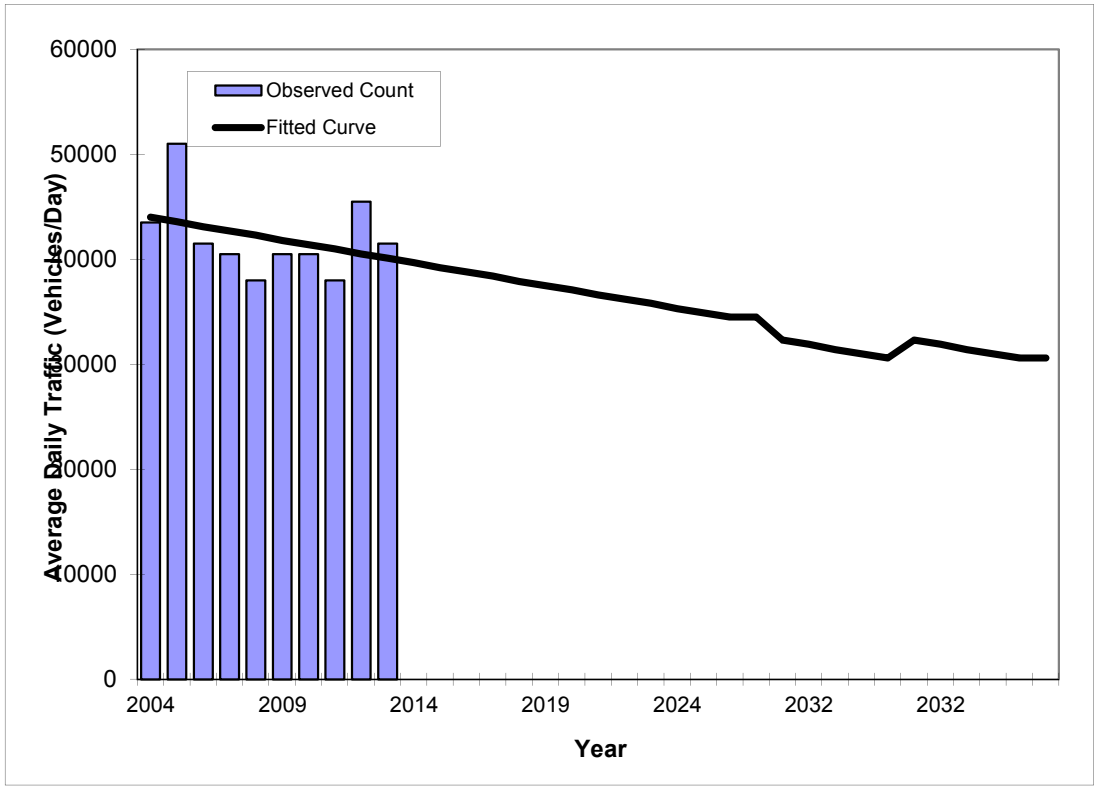
** Annual Trend Increase:	700
Trend R-squared:	16.4%
Trend Annual Historic Growth Rate:	1.76%
Trend Growth Rate (2013 to Design Year):	1.64%
Printed:	21-May-14

Straight Line Growth Option

TRAFFIC TRENDS

SR 976/Bird Road -- 200' W. of SW 42nd Avenue

County:	87
Station #:	1048
Highway:	SR 976/Bird Road



Year	Traffic (ADT/AADT) Count*	Trend**
2004	43500	44000
2005	51000	43600
2006	41500	43100
2007	40500	42700
2008	38000	42300
2009	40500	41800
2010	40500	41400
2011	38000	41000
2012	45500	40500
2013	41500	40100
2015 Opening Year Trend		
2015	N/A	39200
2017 Mid-Year Trend		
2017	N/A	38400
2026 Design Year Trend		
2026	N/A	34500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-433
Trend R-squared:	11.5%
Trend Annual Historic Growth Rate:	-0.98%
Trend Growth Rate (2013 to Design Year):	-1.07%
Printed:	21-May-14

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2534 - SR 972/CORAL WAY, 200' E SW 37 AVENUE

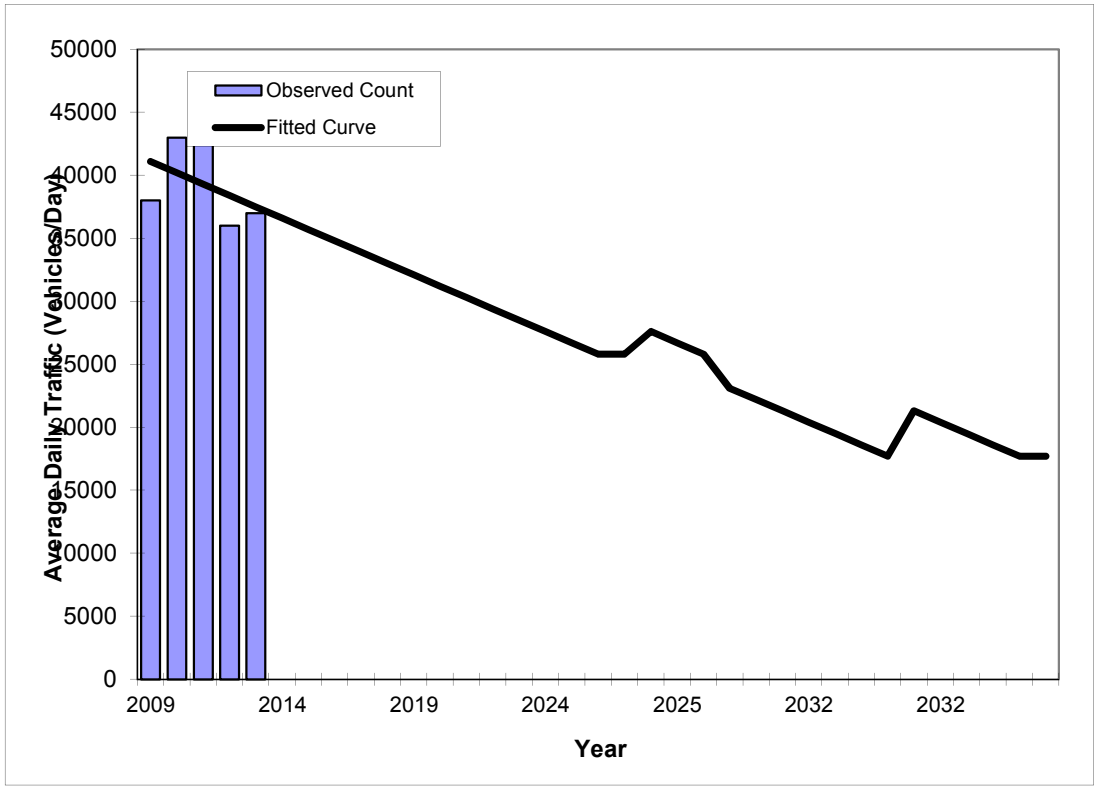
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	37000 C	E 17000	W 20000	9.00	58.90	2.20
2012	36000 C	E 18000	W 18000	9.00	59.70	2.00
2011	42500 C	E 21000	W 21500	9.00	58.20	3.30
2010	43000 C	E 21000	W 22000	7.87	58.27	4.10
2009	38000 C	E 19000	W 19000	7.98	59.96	2.90
2008	37000 C	E 17500	W 19500	8.07	66.31	2.40
2007	40500 C	E 19000	W 21500	7.90	63.12	1.40
2006	40500 C	E 18500	W 22000	7.39	58.66	2.00
2005	44000 C	E 20000	W 24000	7.70	65.70	2.40
2004	43500 C	E 22500	W 21000	8.20	67.10	6.40
2003	31500 C	E 13500	W 18000	8.10	72.30	4.30
2002	36500 C	E 18000	W 18500	9.20	68.00	5.30
2001	34000 C	E 16500	W 17500	8.20	53.50	3.90
2000	31500 C	E 15500	W 16000	8.20	53.10	5.70
1999	26000 C	E 13500	W 12500	9.10	52.70	6.10
1998	27000 C	E 12500	W 14500	9.30	52.70	1.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

TRAFFIC TRENDS

SR 972/Coral Way -- 200' E. of SW 27th Avenue

County:	87
Station #:	2534
Highway:	SR 972/Coral Way



Year	Traffic (ADT/AADT) Count*	Trend**
2009	38000	41100
2010	43000	40200
2011	42500	39300
2012	36000	38400
2013	37000	37500
2015 Opening Year Trend		
2015	N/A	35700
2017 Mid-Year Trend		
2017	N/A	33900
2026 Design Year Trend		
2026	N/A	25800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

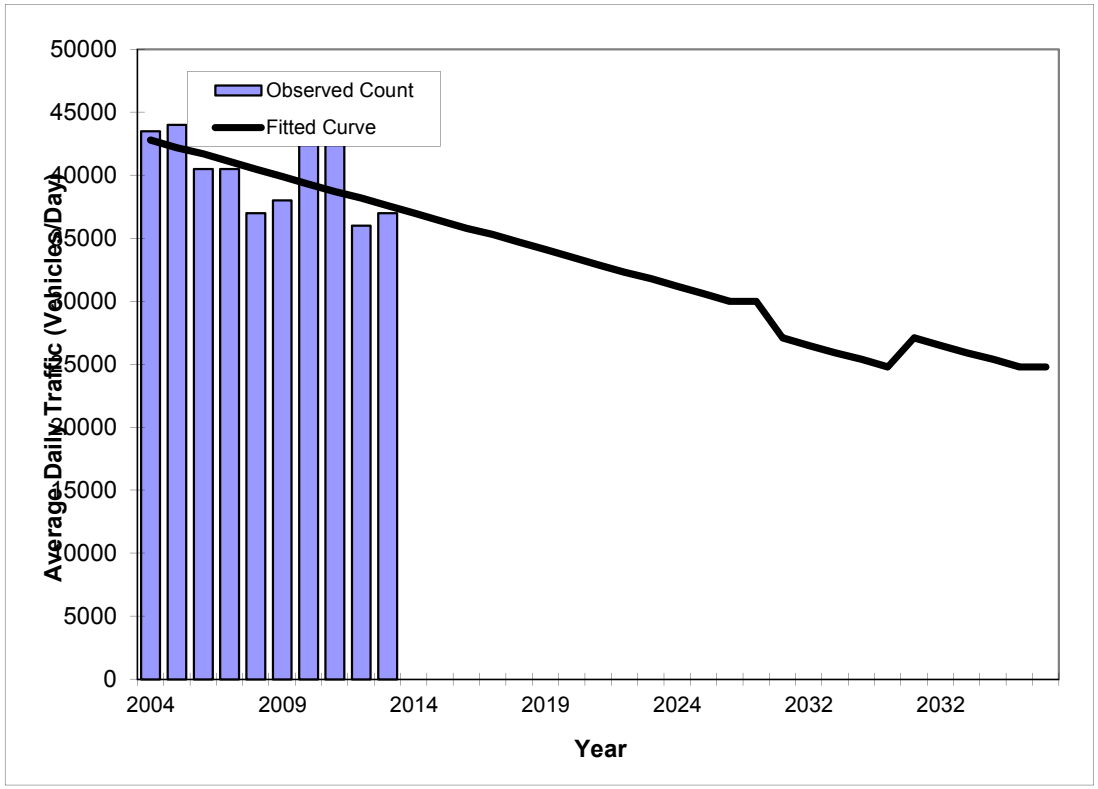
** Annual Trend Increase:	-900
Trend R-squared:	19.4%
Trend Annual Historic Growth Rate:	-2.19%
Trend Growth Rate (2013 to Design Year):	-2.40%
Printed:	14-May-14

Straight Line Growth Option

TRAFFIC TRENDS

SR 972/Coral Way -- 200' E. of SW 27th Avenue

County:	87
Station #:	2534
Highway:	SR 972/Coral Way



Year	Traffic (ADT/AADT) Count*	Trend**
2004	43500	42800
2005	44000	42200
2006	40500	41700
2007	40500	41100
2008	37000	40500
2009	38000	39900
2010	43000	39300
2011	42500	38700
2012	36000	38200
2013	37000	37600
2015 Opening Year Trend		
2015	N/A	36400
2017 Mid-Year Trend		
2017	N/A	35300
2026 Design Year Trend		
2026	N/A	30000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-582
Trend R-squared:	34.2%
Trend Annual Historic Growth Rate:	-1.35%
Trend Growth Rate (2013 to Design Year):	-1.55%
Printed:	14-May-14

Straight Line Growth Option

FSUTMS Model Growth Rate

Growth Rate Calculations from 2005 and 2035 M-D MPO SERPM

Location	Model Volumes			Growth Rate (%)
	2005	2035	Diff	
S. Douglas Road/SW 37th Avenue	37,921	47,825	9,904	0.87%
	36,670	43,129	6,459	0.59%
	32,194	38,706	6,512	0.67%
Ponce De Leon Boulevard	29,138	35,541	6,403	0.73%
	19,419	23,842	4,423	0.76%
	19,777	23,821	4,044	0.68%
Le Jeune Road	43,310	46,691	3,381	0.26%
	31,700	35,580	3,880	0.41%
	34,590	41,071	6,481	0.62%
	33,400	40,967	7,567	0.76%
University Drive	16,070	22,005	5,935	1.23%
SW 22nd Street	30,946	36,663	5,717	0.62%
Total	**365,135**	**435,841**	**70,706**	**0.65%**

APPENDIX F:
Volume Development Worksheets

With Non-Restrictive Measures

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 22nd Street/Coral Way and Ponce De Leon Boulevard
COUNT DATE: May 15, 2014
AM PEAK HOUR FACTOR: 0.951
PM PEAK HOUR FACTOR: 0.993

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		128	747	67		168	667	69		27	338	63		37	343	43
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		**131**	**762**	**68**		**171**	**680**	**70**		**28**	**345**	**64**		**38**	**350**	**44**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		69	489	50		105	797	65		73	450	130		108	437	79
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		**70**	**499**	**51**		**107**	**813**	**66**		**74**	**459**	**133**		**110**	**446**	**81**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		6	33	3		7	30	3		1	15	3		2	15	2
AM NON-PROJECT TRAFFIC		**137**	**795**	**71**		**178**	**710**	**73**		**29**	**360**	**67**		**40**	**365**	**46**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		3	22	2		5	35	3		3	20	6		5	19	4
PM NON-PROJECT TRAFFIC		**73**	**521**	**53**		**112**	**848**	**69**		**77**	**479**	**139**		**115**	**465**	**85**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering			2.0%	5.0%		9.0%									12.0%	
Distribution	Exiting							4.0%			5.0%	12.0%	9.0%				

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			13	31		56	10			12	29	22			74	
AM TOTAL PROJECT TRAFFIC			**0**	**13**	**31**		**56**	**10**	**0**		**12**	**29**	**22**		**0**	**74**	**0**
AM TRAFFIC REASSIGNMENT												**-19**					
AM TOTAL TRAFFIC			**137**	**808**	**102**		**234**	**720**	**73**		**41**	**370**	**89**		**40**	**439**	**46**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			13	31		56	34			42	102	76			74	
PM TOTAL PROJECT TRAFFIC				**13**	**31**		**56**	**34**			**42**	**102**	**76**			**74**	
PM TRAFFIC REASSIGNMENT												**-32**					
PM TOTAL TRAFFIC			**73**	**534**	**84**		**168**	**882**	**69**		**119**	**549**	**215**		**115**	**539**	**85**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Andalusia Avenue and Ponce De Leon Boulevard
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.924
PM PEAK HOUR FACTOR: 0.964

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		60	595	86							393	120		82	490	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		**61**	**607**	**88**							**401**	**122**		**84**	**500**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		66	409	114							606	107		57	584	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		**67**	**417**	**116**							**618**	**109**		**58**	**596**	

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0							0	0		0	0	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		3	26	4							17	5		4	22	
AM NON-PROJECT TRAFFIC		**64**	**633**	**92**							**418**	**127**		**88**	**522**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0							0	0		0	0	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		3	18	5							27	5		3	26	
PM NON-PROJECT TRAFFIC		**70**	**435**	**121**							**645**	**114**		**61**	**622**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering			2.0%												26.0%	
Distribution	Exiting											26.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			12								63				161	
AM TOTAL PROJECT TRAFFIC			**0**	**12**	**0**							**63**	**0**		**0**	**161**	
AM TRAFFIC REASSIGNMENT												**-19**					
AM TOTAL TRAFFIC			**64**	**645**	**92**							**462**	**127**		**88**	**683**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			12								220				161	
PM TOTAL PROJECT TRAFFIC				**12**								**220**				**161**	
PM TRAFFIC REASSIGNMENT												**-32**					
PM TOTAL TRAFFIC			**70**	**447**	**121**							**833**	**114**		**61**	**783**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Valencia Avenue and Ponce De Leon Boulevard
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.902
PM PEAK HOUR FACTOR: 0.916

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						39	151	30		28	491				466	119
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS						**40**	**154**	**31**		**29**	**501**				**475**	**121**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						107	586	120		78	639				552	148
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS						**109**	**598**	**122**		**80**	**652**				**563**	**151**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0	0	0		0	0				0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH						2	7	1		1	22				21	5
AM NON-PROJECT TRAFFIC						**42**	**161**	**32**		**30**	**523**				**496**	**126**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0	0	0		0	0				0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH						5	26	5		3	28				24	7
PM NON-PROJECT TRAFFIC						**114**	**624**	**127**		**83**	**680**				**587**	**158**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering															26.0%	
Distribution	Exiting											26.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											63				161	
AM TOTAL PROJECT TRAFFIC							**0**	**0**	**0**		**0**	**63**				**161**	**0**
AM TRAFFIC REASSIGNMENT												**-19**					
AM TOTAL TRAFFIC							**42**	**161**	**32**		**30**	**567**				**657**	**126**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											220				161	
PM TOTAL PROJECT TRAFFIC												**220**				**161**	
PM TRAFFIC REASSIGNMENT												**-32**					
PM TOTAL TRAFFIC							**114**	**624**	**127**		**83**	**868**				**748**	**158**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Almeria Avenue and Ponce De Leon Boulevard
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.952
PM PEAK HOUR FACTOR: 0.933

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		25	188	16		25	68	16		28	484	67		31	457	11
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		**26**	**192**	**16**		**26**	**69**	**16**		**29**	**494**	**68**		**32**	**466**	**11**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		17	97	14		46	132	19		37	630	51		43	608	11
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		**17**	**99**	**14**		**47**	**135**	**19**		**38**	**643**	**52**		**44**	**620**	**11**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		1	8	1		1	3	1		1	21	3		1	20	0
AM NON-PROJECT TRAFFIC		**27**	**200**	**17**		**27**	**72**	**17**		**30**	**515**	**71**		**33**	**486**	**11**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		1	4	1		2	6	1		2	28	2		2	27	0
PM NON-PROJECT TRAFFIC		**18**	**103**	**15**		**49**	**141**	**20**		**40**	**671**	**54**		**46**	**647**	**11**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering			1.0%											5.0%	21.0%	
Distribution	Exiting							1.0%	3.0%			23.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			6				2	7			56			31	130	
AM TOTAL PROJECT TRAFFIC			**0**	**6**	**0**		**0**	**2**	**7**		**0**	**56**	**0**		**31**	**130**	**0**
AM TRAFFIC REASSIGNMENT												**-19**					
AM TOTAL TRAFFIC			**27**	**206**	**17**		**27**	**74**	**24**		**30**	**552**	**71**		**64**	**616**	**11**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			6				9	25			195			31	130	
PM TOTAL PROJECT TRAFFIC				**6**				**9**	**25**			**195**			**31**	**130**	
PM TRAFFIC REASSIGNMENT												**-32**					
PM TOTAL TRAFFIC			**18**	**109**	**15**		**49**	**150**	**45**		**40**	**834**	**54**		**77**	**777**	**11**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sevilla Avenue and Ponce De Leon Boulevard (Southbound)
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.934
PM PEAK HOUR FACTOR: 0.953

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements				105											499	188
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS				**107**											**509**	**192**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements				144											791	136
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS				**147**											**807**	**139**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC				0											0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH				5											22	8
AM NON-PROJECT TRAFFIC				**112**											**531**	**200**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC				0											0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH				6											35	6
PM NON-PROJECT TRAFFIC				**153**											**842**	**145**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting															55.0%	
Net New	Entering															21.0%	
Distribution	Exiting															12.0%	2.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By															25	
Trips	Net New															159	5
AM TOTAL PROJECT TRAFFIC					**0**											**184**	**5**
AM TOTAL TRAFFIC					**112**											**715**	**205**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By															108	
Trips	Net New															232	17
PM TOTAL PROJECT TRAFFIC																**340**	**17**
PM TOTAL TRAFFIC					**153**											**1,182**	**162**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sevilla Avenue and Ponce De Leon Boulevard (Northbound)
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.953
PM PEAK HOUR FACTOR: 0.901

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements								75			687	183				
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS								**77**			**701**	**187**				

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements								137			836	97				
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS								**140**			**853**	**99**				

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC								0			0	0				
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH								3			31	8				
AM NON-PROJECT TRAFFIC								**80**			**732**	**195**				

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC								0			0	0				
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH								6			37	4				
PM NON-PROJECT TRAFFIC								**146**			**890**	**103**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering												20.0%				
Distribution	Exiting								20.0%			35.0%					
Net New	Entering												8.0%				
Distribution	Exiting								16.0%			21.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By								9			16	9				
Trips	Net New								39			51	50				
AM TOTAL PROJECT TRAFFIC									**48**			**67**	**59**				
AM TRAFFIC REASSIGNMENT												**-19**					
AM TOTAL TRAFFIC									**128**			**780**	**254**				

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By								39			69	39				
Trips	Net New								136			178	50				
PM TOTAL PROJECT TRAFFIC									**175**			**247**	**89**				
PM TRAFFIC REASSIGNMENT												**-32**					
PM TOTAL TRAFFIC									**321**			**1,105**	**192**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Palermo Avenue and Ponce De Leon Boulevard (Southbound)
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.916
PM PEAK HOUR FACTOR: 0.923

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements				160											561	45
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS				**163**											**572**	**46**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements				176											885	43
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS				**180**											**903**	**44**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC				0											0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH				7											25	2
AM NON-PROJECT TRAFFIC				**170**											**597**	**48**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC				0											0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH				8											39	2
PM NON-PROJECT TRAFFIC				**188**											**942**	**46**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting															55.0%	
Net New	Entering				2.0%											21.0%	
Distribution	Exiting															12.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By															25	
Trips	Net New				13											159	
AM TOTAL PROJECT TRAFFIC					**13**											**184**	**0**
AM TOTAL TRAFFIC					**183**											**781**	**48**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By															108	
Trips	Net New				13											232	
PM TOTAL PROJECT TRAFFIC					**13**											**340**	
PM TOTAL TRAFFIC					**201**											**1,282**	**46**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Palermo Avenue and Ponce De Leon Boulevard (Northbound)
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.922
PM PEAK HOUR FACTOR: 0.889

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements								91			819	189				
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS								**93**			**835**	**193**				

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements								150			819	155				
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS								**153**			**835**	**158**				

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC								0			0	0				
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH								4			36	8				
AM NON-PROJECT TRAFFIC								**97**			**871**	**201**				

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC								0			0	0				
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH								7			36	7				
PM NON-PROJECT TRAFFIC								**160**			**871**	**165**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering											15.0%	40.0%				
Distribution	Exiting								40.0%								
Net New	Entering											8.0%	16.0%				
Distribution	Exiting								10.0%			11.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By								18			7	18				
Trips	Net New								24			77	99				
AM TOTAL PROJECT TRAFFIC									**42**			**84**	**117**				
AM TRAFFIC REASSIGNMENT												**-19**					
AM TOTAL TRAFFIC									**139**			**936**	**318**				

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By								78			29	78				
Trips	Net New								85			143	99				
PM TOTAL PROJECT TRAFFIC									**163**			**172**	**177**				
PM TRAFFIC REASSIGNMENT												**-32**					
PM TOTAL TRAFFIC									**323**			**1,011**	**342**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Catalonia Avenue and Ponce De Leon Boulevard
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.927
PM PEAK HOUR FACTOR: 0.956

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		46	3	39		1	0	1		43	685	7		4	449	23
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		**47**	**3**	**40**		**1**	**0**	**1**		**44**	**699**	**7**		**4**	**458**	**23**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		46	0	45		6	4	3		28	692	2		2	796	24
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		**47**	**0**	**46**		**6**	**4**	**3**		**29**	**706**	**2**		**2**	**812**	**24**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		2	0	2		0	0	0		2	30	0		0	20	1
AM NON-PROJECT TRAFFIC		**49**	**3**	**42**		**1**	**0**	**1**		**46**	**729**	**7**		**4**	**478**	**24**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		2	0	2		0	0	0		1	31	0		0	35	1
PM NON-PROJECT TRAFFIC		**49**	**0**	**48**		**6**	**4**	**3**		**30**	**737**	**2**		**2**	**847**	**25**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											9.0%				8.0%	
Distribution	Exiting											3.0%				12.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											63				79	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**63**	**0**		**0**	**79**	**0**
AM TRAFFIC REASSIGNMENT			**-49**	**-3**	**13**		**-1**	**0**	**-1**		**-46**	**30**	**-7**		**-4**	**4**	
AM TOTAL TRAFFIC			**0**	**0**	**55**		**0**	**0**	**0**		**0**	**822**	**0**		**0**	**561**	**24**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											81				152	
PM TOTAL PROJECT TRAFFIC												**81**				**152**	
PM TRAFFIC REASSIGNMENT			**-49**	**0**	**12**		**-6**	**-4**	**-3**		**-30**	**17**	**-2**		**-2**	**2**	
PM TOTAL TRAFFIC			**0**	**0**	**60**		**0**	**0**	**0**		**0**	**835**	**0**		**0**	**1,001**	**25**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: University Drive and Ponce De Leon Boulevard
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.927
PM PEAK HOUR FACTOR: 0.949

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements										13	759				384	104
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS										**13**	**774**				**392**	**106**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements										18	719				578	293
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS										**18**	**733**				**590**	**299**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC										0	0				0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH										1	34				17	5
AM NON-PROJECT TRAFFIC										**14**	**808**				**409**	**111**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC										0	0				0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH										1	32				26	13
PM NON-PROJECT TRAFFIC										**19**	**765**				**616**	**312**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											17.0%				8.0%	
Distribution	Exiting											3.0%				4.0%	8.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											112				60	19
AM TOTAL PROJECT TRAFFIC											**0**	**112**				**60**	**19**
AM TRAFFIC REASSIGNMENT											**-14**	**-23**				**17**	
AM TOTAL TRAFFIC											**0**	**897**				**486**	**130**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											131				84	68
PM TOTAL PROJECT TRAFFIC												**131**				**84**	**68**
PM TRAFFIC REASSIGNMENT											**-19**	**-15**				**14**	
PM TOTAL TRAFFIC											**0**	**881**				**714**	**380**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Malaga Avenue and Ponce De Leon Boulevard
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.953
PM PEAK HOUR FACTOR: 0.937

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		184	152	23		34	35	25		15	559	45		20	357	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		**188**	**155**	**23**		**35**	**36**	**26**		**15**	**570**	**46**		**20**	**364**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		124	79	17		45	104	25		20	584	41		26	532	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		**126**	**81**	**17**		**46**	**106**	**26**		**20**	**596**	**42**		**27**	**543**	

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		8	7	1		2	2	1		1	25	2		1	16	
AM NON-PROJECT TRAFFIC		**196**	**162**	**24**		**37**	**38**	**27**		**16**	**595**	**48**		**21**	**380**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		5	4	1		2	5	1		1	26	2		1	24	
PM NON-PROJECT TRAFFIC		**131**	**85**	**18**		**48**	**111**	**27**		**21**	**622**	**44**		**28**	**567**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering											-35.0%	35.0%		5.0%	-5.0%	
Distribution	Exiting						5.0%		35.0%								
Net New	Entering		10.0%	1.0%								2.0%	16.0%	5.0%	3.0%		
Distribution	Exiting						14.0%	3.0%	3.0%							4.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By						2		16			-16	16		2	-2	
Trips	Net New		62	6			34	8	7			12	99	31	19	10	
AM TOTAL PROJECT TRAFFIC			**62**	**6**	**0**		**36**	**8**	**23**		**0**	**-4**	**115**	**31**	**21**	**8**	
AM TRAFFIC REASSIGNMENT											**37**	**-37**				**17**	
AM TOTAL TRAFFIC			**258**	**168**	**24**		**73**	**46**	**50**		**53**	**554**	**163**	**31**	**42**	**405**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By						10		69			-69	69		10	-10	
Trips	Net New		62	6			119	25	25			13	99	31	19	34	
PM TOTAL PROJECT TRAFFIC			**62**	**6**			**129**	**25**	**94**			**-56**	**168**	**31**	**29**	**24**	
PM TRAFFIC REASSIGNMENT											**34**	**-34**				**14**	
PM TOTAL TRAFFIC			**193**	**91**	**18**		**177**	**136**	**121**		**55**	**532**	**212**	**31**	**57**	**605**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sevilla Avenue and Le Jeune Road
COUNT DATE: May 15, 2014
AM PEAK HOUR FACTOR: 0.981
PM PEAK HOUR FACTOR: 0.967

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						7		40			1,187	56		250	1,050	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS						**7**		**41**			**1,211**	**57**		**255**	**1,071**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						143		156			970	27		56	1,290	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS						**146**		**159**			**989**	**28**		**57**	**1,316**	

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0		0			0	0		0	0	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH						0		2			53	2		11	47	
AM NON-PROJECT TRAFFIC						**7**		**43**			**1,264**	**59**		**266**	**1,118**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0		0			0	0		0	0	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH						6		7			43	1		2	57	
PM NON-PROJECT TRAFFIC						**152**		**166**			**1,032**	**29**		**59**	**1,373**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering																
Distribution	Exiting						2.0%										

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New						5										
AM TOTAL PROJECT TRAFFIC							**5**		**0**			**0**	**0**		**0**	**0**	
AM TRAFFIC REASSIGNMENT												**16**				**-20**	
AM TOTAL TRAFFIC							**12**		**43**			**1,280**	**59**		**266**	**1,098**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New						17										
PM TOTAL PROJECT TRAFFIC							**17**										
PM TRAFFIC REASSIGNMENT												**7**				**-30**	
PM TOTAL TRAFFIC							**169**		**166**			**1,039**	**29**		**59**	**1,343**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Palermo Avenue and Le Jeune Road
COUNT DATE: May 15, 2014
AM PEAK HOUR FACTOR: 0.97
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						10		18			1,227	99		210	995	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS						**10**		**18**			**1,252**	**101**		**214**	**1,015**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						37		61			930	33		45	1,424	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS						**38**		**62**			**949**	**34**		**46**	**1,452**	

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0		0			0	0		0	0	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH						0		1			54	4		9	44	
AM NON-PROJECT TRAFFIC						**10**		**19**			**1,306**	**105**		**223**	**1,059**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0		0			0	0		0	0	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH						2		3			41	1		2	63	
PM NON-PROJECT TRAFFIC						**40**		**65**			**990**	**35**		**48**	**1,515**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering												2.0%				
Distribution	Exiting															2.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New												13			5	
AM TOTAL PROJECT TRAFFIC							**0**		**0**			**0**	**13**		**0**	**5**	
AM TRAFFIC REASSIGNMENT												**16**				**-20**	
AM TOTAL TRAFFIC							**10**		**19**			**1,322**	**118**		**223**	**1,044**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New												13			17	
PM TOTAL PROJECT TRAFFIC													**13**			**17**	
PM TRAFFIC REASSIGNMENT												**7**				**-30**	
PM TOTAL TRAFFIC							**40**		**65**			**997**	**48**		**48**	**1,502**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Catalonia Avenue and Le Jeune Road
COUNT DATE: May 21, 2014
AM PEAK HOUR FACTOR: 0.989
PM PEAK HOUR FACTOR: 0.967

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						2		12			1,350	35		161	979	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS						**2**		**12**			**1,377**	**36**		**164**	**999**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						16		90			1,024	13		35	1,348	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS						**16**		**92**			**1,044**	**13**		**36**	**1,375**	

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0		0			0	0		0	0	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH						0		1			60	2		7	43	
AM NON-PROJECT TRAFFIC						**2**		**13**			**1,437**	**38**		**171**	**1,042**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0		0			0	0		0	0	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH						1		4			45	1		2	60	
PM NON-PROJECT TRAFFIC						**17**		**96**			**1,089**	**14**		**38**	**1,435**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											2.0%					
Distribution	Exiting															2.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											13				5	
AM TOTAL PROJECT TRAFFIC							**0**		**0**			**13**	**0**		**0**	**5**	
AM TRAFFIC REASSIGNMENT												**16**	**-16**		**-20**		
AM TOTAL TRAFFIC							**2**		**13**			**1,466**	**22**		**151**	**1,047**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											13				17	
PM TOTAL PROJECT TRAFFIC												**13**				**17**	
PM TRAFFIC REASSIGNMENT												**7**	**-7**		**-30**		
PM TOTAL TRAFFIC							**17**		**96**			**1,109**	**7**		**8**	**1,452**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: University Drive and Le Jeune Road
COUNT DATE: May 15, 2014
AM PEAK HOUR FACTOR: 0.978
PM PEAK HOUR FACTOR: 0.947

"AM EXISTING TRAFFIC"	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
AM Raw Turning Movements	6	365	452	17	77	144	18	12	6	7	1,002	131	52	838	107	10
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS	**6**	**372**	**461**	**17**	**79**	**147**	**18**	**12**	**6**	**7**	**1,022**	**134**	**53**	**855**	**109**	**10**

"PM EXISTING TRAFFIC"	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
PM Raw Turning Movements	16	123	164	24	252	335	68	15	12	56	816	41	24	873	344	27
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS	**16**	**125**	**167**	**24**	**257**	**342**	**69**	**15**	**12**	**57**	**832**	**42**	**24**	**890**	**351**	**28**

"AM BACKGROUND TRAFFIC"	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH	0	16	20	1	3	6	1	1	0	0	44	6	2	37	5	0
AM NON-PROJECT TRAFFIC	**6**	**388**	**481**	**18**	**82**	**153**	**19**	**13**	**6**	**7**	**1,066**	**140**	**55**	**892**	**114**	**10**

"PM BACKGROUND TRAFFIC"	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
TOTAL "VESTED" TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH	1	5	7	1	11	15	3	1	1	2	36	2	1	39	15	1
PM NON-PROJECT TRAFFIC	**17**	**130**	**174**	**25**	**268**	**357**	**72**	**16**	**13**	**59**	**868**	**44**	**25**	**929**	**366**	**29**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering			5.0%								2.0%	5.0%				
Distribution	Exiting					5.0%	5.0%								2.0%		

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
Project	Pass - By																
Trips	Net New			31		12	12					13	31		5		
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**31**	**0**	**12**	**12**	**0**	**0**	**0**	**0**	**13**	**31**	**0**	**5**	**0**	**0**
AM TOTAL TRAFFIC		**6**	**388**	**512**	**18**	**94**	**165**	**19**	**13**	**6**	**7**	**1,079**	**171**	**55**	**897**	**114**	**10**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
Project	Pass - By																
Trips	Net New			31		42	43					13	31		17		
PM TOTAL PROJECT TRAFFIC				**31**		**42**	**43**					**13**	**31**		**17**		
PM TOTAL TRAFFIC		**17**	**130**	**205**	**25**	**310**	**400**	**72**	**16**	**13**	**59**	**881**	**75**	**25**	**946**	**366**	**29**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Valencia Avenue and Galiano Street
COUNT DATE: May 15, 2014
AM PEAK HOUR FACTOR: 0.871
PM PEAK HOUR FACTOR: 0.898

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						7	159	35		83	120				82	95
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS						**7**	**162**	**36**		**85**	**122**				**84**	**97**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						40	356	77		35	104				137	145
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS						**41**	**363**	**79**		**36**	**106**				**140**	**148**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0	0	0		0	0				0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH						0	7	2		4	5				4	4
AM NON-PROJECT TRAFFIC						**7**	**169**	**38**		**89**	**127**				**88**	**101**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0	0	0		0	0				0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH						2	16	3		2	5				6	6
PM NON-PROJECT TRAFFIC						**43**	**379**	**82**		**38**	**111**				**146**	**154**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering															12.0%	
	Exiting											12.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New											30				74	
AM TOTAL PROJECT TRAFFIC							**0**	**0**	**0**		**0**	**30**				**74**	**0**
AM TOTAL TRAFFIC							**7**	**169**	**38**		**89**	**157**				**162**	**101**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New											102				74	
PM TOTAL PROJECT TRAFFIC												**102**				**74**	
PM TOTAL TRAFFIC							**43**	**379**	**82**		**38**	**213**				**220**	**154**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Almeria Avenue and Galiano Street
COUNT DATE: May 22, 2014
AM PEAK HOUR FACTOR: 0.915
PM PEAK HOUR FACTOR: 0.936

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		59	184	15		11	94	17		5	96	40		37	39	18
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		**60**	**188**	**15**		**11**	**96**	**17**		**5**	**98**	**41**		**38**	**40**	**18**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		41	140	9		14	148	23		17	70	8		66	118	35
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		**42**	**143**	**9**		**14**	**151**	**23**		**17**	**71**	**8**		**67**	**120**	**36**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		3	8	1		0	4	1		0	4	2		2	2	1
AM NON-PROJECT TRAFFIC		**63**	**196**	**16**		**11**	**100**	**18**		**5**	**102**	**43**		**40**	**42**	**19**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		2	6	0		1	7	1		1	3	0		3	5	2
PM NON-PROJECT TRAFFIC		**44**	**149**	**9**		**15**	**158**	**24**		**18**	**74**	**8**		**70**	**125**	**38**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering				6.0%											12.0%	
Distribution	Exiting										4.0%	12.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New				37						9	30				74	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**37**		**0**	**0**	**0**		**9**	**30**	**0**		**0**	**74**	**0**
AM TOTAL TRAFFIC			**63**	**196**	**53**		**11**	**100**	**18**		**14**	**132**	**43**		**40**	**116**	**19**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New				37						34	102				74	
PM TOTAL PROJECT TRAFFIC					**37**						**34**	**102**				**74**	
PM TOTAL TRAFFIC			**44**	**149**	**46**		**15**	**158**	**24**		**52**	**176**	**8**		**70**	**199**	**38**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sevilla Avenue and Galiano Street
COUNT DATE: November 6, 2013
AM PEAK HOUR FACTOR: 0.954
PM PEAK HOUR FACTOR: 0.935

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		74	85	2		4	59	11		1	55	6		14	41	22
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS		**75**	**86**	**2**		**4**	**60**	**11**		**1**	**56**	**6**		**14**	**41**	**22**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		27	52	3		7	72	17		1	30	4		18	72	45
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS		**27**	**53**	**3**		**7**	**73**	**17**		**1**	**30**	**4**		**18**	**73**	**45**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		4	5	0		0	4	1		0	3	0		1	2	1
AM NON-PROJECT TRAFFIC		**79**	**91**	**2**		**4**	**64**	**12**		**1**	**59**	**6**		**15**	**43**	**23**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		2	3	0		0	4	1		0	2	0		1	4	3
PM NON-PROJECT TRAFFIC		**29**	**56**	**3**		**7**	**77**	**18**		**1**	**32**	**4**		**19**	**77**	**48**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering						1.0%	9.0%			2.0%					8.0%	10.0%
Distribution	Exiting		8.0%	10.0%	3.0%							8.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		19	25	8		6	56			12	20				49	62
AM TOTAL PROJECT TRAFFIC			**19**	**25**	**8**		**6**	**56**	**0**		**12**	**20**	**0**		**0**	**49**	**62**
AM TOTAL TRAFFIC			**98**	**116**	**10**		**10**	**120**	**12**		**13**	**79**	**6**		**15**	**92**	**85**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		68	85	25		6	56			12	68				49	62
PM TOTAL PROJECT TRAFFIC			**68**	**85**	**25**		**6**	**56**			**12**	**68**				**49**	**62**
PM TOTAL TRAFFIC			**97**	**141**	**28**		**13**	**133**	**18**		**13**	**100**	**4**		**19**	**126**	**110**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Palermo Avenue and Galiano Street
COUNT DATE: November 6, 2013
AM PEAK HOUR FACTOR: 0.924
PM PEAK HOUR FACTOR: 0.884

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		9	119	3		4	25	7		6	46	14		5	43	0
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS		**9**	**120**	**3**		**4**	**25**	**7**		**6**	**46**	**14**		**5**	**43**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		5	86	7		11	42	10		7	21	8		2	80	4
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS		**5**	**87**	**7**		**11**	**42**	**10**		**7**	**21**	**8**		**2**	**81**	**4**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		1	7	0		0	1	0		0	3	1		0	3	0
AM NON-PROJECT TRAFFIC		**10**	**127**	**3**		**4**	**26**	**7**		**6**	**49**	**15**		**5**	**46**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		0	5	0		1	2	1		0	1	0		0	5	0
PM NON-PROJECT TRAFFIC		**5**	**92**	**7**		**12**	**44**	**11**		**7**	**22**	**8**		**2**	**86**	**4**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering						1.0%	13.0%			3.0%	2.0%				2.0%	7.0%
Distribution	Exiting		8.0%	14.0%	3.0%											3.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		20	34	7		6	81			19	12				20	43
AM TOTAL PROJECT TRAFFIC			**20**	**34**	**7**		**6**	**81**	**0**		**19**	**12**	**0**		**0**	**20**	**43**
AM TRAFFIC REASSIGNMENT											**58**						**8**
AM TOTAL TRAFFIC			**30**	**161**	**10**		**10**	**107**	**7**		**83**	**61**	**15**		**5**	**66**	**51**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New		68	119	25		6	81			19	12				37	43
PM TOTAL PROJECT TRAFFIC			**68**	**119**	**25**		**6**	**81**			**19**	**12**				**37**	**43**
PM TRAFFIC REASSIGNMENT											**75**						**11**
PM TOTAL TRAFFIC			**73**	**211**	**32**		**18**	**125**	**11**		**101**	**34**	**8**		**2**	**123**	**58**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Malaga Avenue and Galiano Street
COUNT DATE: November 6, 2013
AM PEAK HOUR FACTOR: 0.905
PM PEAK HOUR FACTOR: 0.862

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						25		6			57	70		5	47	
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS						**25**		**6**			**58**	**71**		**5**	**47**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						37		9			26	22		11	88	
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS						**37**		**9**			**26**	**22**		**11**	**89**	

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0		0			0	0		0	0	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH						1		0			3	4		0	3	
AM NON-PROJECT TRAFFIC						**26**		**6**			**61**	**75**		**5**	**50**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0		0			0	0		0	0	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH						2		1			2	1		1	5	
PM NON-PROJECT TRAFFIC						**39**		**10**			**28**	**23**		**12**	**94**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											5.0%				3.0%	
Distribution	Exiting															6.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											31				34	
AM TOTAL PROJECT TRAFFIC							**0**		**0**			**31**	**0**		**0**	**34**	
AM TRAFFIC REASSIGNMENT												**58**				**-8**	
AM TOTAL TRAFFIC							**26**		**6**			**150**	**75**		**5**	**76**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											31				69	
PM TOTAL PROJECT TRAFFIC												**31**				**69**	
PM TRAFFIC REASSIGNMENT												**75**				**-11**	
PM TOTAL TRAFFIC							**39**		**10**			**134**	**23**		**12**	**152**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Coconut Grove Drive and Malaga Avenue
COUNT DATE: November 6, 2013
AM PEAK HOUR FACTOR: 0.922
PM PEAK HOUR FACTOR: 0.871

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	50	0		38	50	8		4	114	96		8	52	8
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS		**0**	**51**	**0**		**38**	**51**	**8**		**4**	**115**	**97**		**8**	**53**	**8**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	48	1		87	69	4		1	36	93		5	106	10
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS		**0**	**48**	**1**		**88**	**70**	**4**		**1**	**36**	**94**		**5**	**107**	**10**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		0	3	0		2	3	0		0	7	6		0	3	0
AM NON-PROJECT TRAFFIC		**0**	**54**	**0**		**40**	**54**	**8**		**4**	**122**	**103**		**8**	**56**	**8**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		0	3	0		5	4	0		0	2	5		0	6	1
PM NON-PROJECT TRAFFIC		**0**	**51**	**1**		**93**	**74**	**4**		**1**	**38**	**99**		**5**	**113**	**11**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering				2.0%		1.0%		5.0%							3.0%	
Distribution	Exiting														6.0%		

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New				12		6		31						15	19	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**12**		**6**	**0**	**31**		**0**	**0**	**0**		**15**	**19**	**0**
AM TRAFFIC REASSIGNMENT								**-54**	**54**		**-4**	**4**					**-8**
AM TOTAL TRAFFIC			**0**	**54**	**12**		**46**	**0**	**93**		**0**	**126**	**103**		**23**	**75**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New				12		6		31						50	19	
PM TOTAL PROJECT TRAFFIC					**12**		**6**		**31**						**50**	**19**	
PM TRAFFIC REASSIGNMENT								**-74**	**74**		**-1**	**1**					**-11**
PM TOTAL TRAFFIC			**0**	**51**	**13**		**99**	**0**	**109**		**0**	**39**	**99**		**55**	**132**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Valencia Avenue and SW 37th Avenue/Douglas Road
COUNT DATE: May 15, 2014
AM PEAK HOUR FACTOR: 0.984
PM PEAK HOUR FACTOR: 0.935

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						16	12	32		146	917	73		21	951	181
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS						**16**	**12**	**33**		**149**	**935**	**74**		**21**	**970**	**185**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						21	28	31		109	857	69		31	956	211
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS						**21**	**29**	**32**		**111**	**874**	**70**		**32**	**975**	**215**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH						1	1	1		6	41	3		1	42	8
AM NON-PROJECT TRAFFIC						**17**	**13**	**34**		**155**	**976**	**77**		**22**	**1,012**	**193**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC						0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH						1	1	1		5	38	3		1	42	9
PM NON-PROJECT TRAFFIC						**22**	**30**	**33**		**116**	**912**	**73**		**33**	**1,017**	**224**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering															20.0%	
Distribution	Exiting											20.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											49				124	
AM TOTAL PROJECT TRAFFIC							**0**	**0**	**0**		**0**	**49**	**0**		**0**	**124**	**0**
AM TOTAL TRAFFIC							**17**	**13**	**34**		**155**	**1,025**	**77**		**22**	**1,136**	**193**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											170				124	
PM TOTAL PROJECT TRAFFIC												**170**				**124**	
PM TOTAL TRAFFIC							**22**	**30**	**33**		**116**	**1,082**	**73**		**33**	**1,141**	**224**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Almeria Avenue and SW 37th Avenue/Douglas Road
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.966
PM PEAK HOUR FACTOR: 0.954

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		37		120						81	1,095				918	41
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		**38**		**122**						**83**	**1,117**				**936**	**42**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		29		187						94	1,036				944	33
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		**30**		**191**						**96**	**1,057**				**963**	**34**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0		0						0	0				0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		2		5						4	49				41	2
AM NON-PROJECT TRAFFIC		**40**		**127**						**87**	**1,166**				**977**	**44**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0		0						0	0				0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		1		8						4	46				42	1
PM NON-PROJECT TRAFFIC		**31**		**199**						**100**	**1,103**				**1,005**	**35**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering															20.0%	
Distribution	Exiting											20.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											49				124	
AM TOTAL PROJECT TRAFFIC			**0**		**0**						**0**	**49**				**124**	**0**
AM TOTAL TRAFFIC			**40**		**127**						**87**	**1,215**				**1,101**	**44**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											170				124	
PM TOTAL PROJECT TRAFFIC												**170**				**124**	
PM TOTAL TRAFFIC			**31**		**199**						**100**	**1,273**				**1,129**	**35**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Coconut Grove Drive and SW 37th Avenue/Douglas Road
COUNT DATE: May 15, 2014
AM PEAK HOUR FACTOR: 0.924
PM PEAK HOUR FACTOR: 0.968

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		20	3	98		0	0	2		82	1,002	16		15	916	12
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		**20**	**3**	**100**		**0**	**0**	**2**		**84**	**1,022**	**16**		**15**	**934**	**12**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		8	0	111		8	4	28		94	976	2		5	933	14
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		**8**	**0**	**113**		**8**	**4**	**29**		**96**	**996**	**2**		**5**	**952**	**14**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		1	0	4		0	0	0		4	44	1		1	41	1
AM NON-PROJECT TRAFFIC		**21**	**3**	**104**		**0**	**0**	**2**		**88**	**1,066**	**17**		**16**	**975**	**13**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		0	0	5		0	0	1		4	43	0		0	41	1
PM NON-PROJECT TRAFFIC		**8**	**0**	**118**		**8**	**4**	**30**		**100**	**1,039**	**2**		**5**	**993**	**15**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering										6.0%	4.0%					
Distribution	Exiting				6.0%											4.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New				15						37	25				10	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**15**		**0**	**0**	**0**		**37**	**25**	**0**		**0**	**10**	**0**
AM TOTAL TRAFFIC			**21**	**3**	**119**		**0**	**0**	**2**		**125**	**1,091**	**17**		**16**	**985**	**13**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New				50						37	25				34	
PM TOTAL PROJECT TRAFFIC					**50**						**37**	**25**				**34**	
PM TOTAL TRAFFIC			**8**	**0**	**168**		**8**	**4**	**30**		**137**	**1,064**	**2**		**5**	**1,027**	**15**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sevilla Avenue and North Driveway
COUNT DATE: May 13, 2014
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[1]	EBR	WBU	WBL	WBT[1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			172				79									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS			**175**				**81**									

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			90				128									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS			**92**				**131**									

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH			8				4									
AM NON-PROJECT TRAFFIC			**183**				**85**									

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH			4				6									
PM NON-PROJECT TRAFFIC			**96**				**137**									

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering				20.0%												
Distribution	Exiting										20.0%						
Net New	Entering				8.0%		21.0%										
Distribution	Exiting										16.0%		21.0%				

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By				9						9						
Trips	Net New				50		130				39		52				
AM TOTAL PROJECT TRAFFIC				**0**	**59**		**130**	**0**			**48**		**52**				
AM TOTAL TRAFFIC				**183**	**59**		**130**	**85**			**48**		**52**				

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By				39						39						
Trips	Net New				50		130				136		178				
PM TOTAL PROJECT TRAFFIC					**89**		**130**				**175**		**178**				
PM TOTAL TRAFFIC				**96**	**89**		**130**	**137**			**175**		**178**				

(1) Eastbound and westbound through volumes were developed using the average of the turning movements counts at the intersections of Sevilla Avenue at Ponce De Leon Boulevard and Galiano Street

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sevilla Avenue and Residential Driveway
COUNT DATE: May 13, 2014
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[1]	EBR	WBU	WBL	WBT[1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			172				79									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS			**175**				**81**									

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			90				128									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS			**92**				**131**									

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH			8				4									
AM NON-PROJECT TRAFFIC			**183**				**85**									

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH			4				6									
PM NON-PROJECT TRAFFIC			**96**				**137**									

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							21.0%									
Distribution	Exiting			21.0%													

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			51				130									
AM TOTAL PROJECT TRAFFIC				**51**				**130**									
AM TOTAL TRAFFIC				**234**				**215**									

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			178				130									
PM TOTAL PROJECT TRAFFIC				**178**				**130**									
PM TOTAL TRAFFIC				**274**				**267**									

(1) Eastbound and westbound through volumes were developed using the average of the turning movements counts at the intersections of Sevilla Avenue at Ponce De Leon Boulevard and Galiano Street

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Palermo Avenue and Internal Driveway
COUNT DATE: May 13, 2014
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[1]	EBR	WBU	WBL	WBT[1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			160				61									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS			163				62									

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			253				102									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS			258				104									

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH			7				3									
AM NON-PROJECT TRAFFIC			170				65									

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH			11				5									
PM NON-PROJECT TRAFFIC			269				109									

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering			40.0%													
Distribution	Exiting							40.0%									
Net New	Entering			14.0%	2.0%												
Distribution	Exiting							10.0%									

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By			18				18									
Trips	Net New			87	12			24									
AM TOTAL PROJECT TRAFFIC				105	12			42									
AM TRAFFIC REASSIGNMENT								66									
AM TOTAL TRAFFIC				275	12			173									

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By			78				78									
Trips	Net New			87	12			85									
PM TOTAL PROJECT TRAFFIC				165	12			163									
PM TRAFFIC REASSIGNMENT								86									
PM TOTAL TRAFFIC				434	12			358									

(1) Eastbound and westbound through volumes were developed using the average of the turning movements counts at the intersections of Palermo Avenue at Ponce De Leon Boulevard and Galiano Street

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Palermo Avenue and North Driveway
COUNT DATE: May 13, 2014
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[1]	EBR	WBU	WBL	WBT[1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			160				61									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS			**163**				**62**									

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			253				102									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS			**258**				**104**									

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH			7				3									
AM NON-PROJECT TRAFFIC			**170**				**65**									

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH			11				5									
PM NON-PROJECT TRAFFIC			**269**				**109**									

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering		40.0%														
Distribution	Exiting																40.0%
Net New	Entering		14.0%						22.0%								
Distribution	Exiting														24.0%		10.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By		18														18
Trips	Net New		87						136						59		24
AM TOTAL PROJECT TRAFFIC			**105**	**0**				**0**	**136**						**59**		**42**
AM TRAFFIC REASSIGNMENT								**66**									
AM TOTAL TRAFFIC			**105**	**170**				**131**	**136**						**59**		**42**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By		78														78
Trips	Net New		87						136						204		85
PM TOTAL PROJECT TRAFFIC			**165**						**136**						**204**		**163**
PM TRAFFIC REASSIGNMENT								**86**									
PM TOTAL TRAFFIC			**165**	**269**				**195**	**136**						**204**		**163**

(1) Eastbound and westbound through volumes were developed using the average of the turning movements counts at the intersections of Palermo Avenue at Ponce De Leon Boulevard and Galiano Street

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Palermo Avenue and Residential Driveway
COUNT DATE: May 13, 2014
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[1]	EBR	WBU	WBL	WBT[1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			160				61									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS			**163**				**62**									

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			253				102									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS			**258**				**104**									

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH			7				3									
AM NON-PROJECT TRAFFIC			**170**				**65**									

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH			11				5									
PM NON-PROJECT TRAFFIC			**269**				**109**									

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering						1.0%	22.0%									
Distribution	Exiting			24.0%									1.0%				

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			59			6	136					2				
AM TOTAL PROJECT TRAFFIC				**59**			**6**	**136**					**2**				
AM TRAFFIC REASSIGNMENT								**66**									
AM TOTAL TRAFFIC				**229**			**6**	**267**					**2**				

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			204			6	136					8				
PM TOTAL PROJECT TRAFFIC				**204**			**6**	**136**					**8**				
PM TRAFFIC REASSIGNMENT								**86**									
PM TOTAL TRAFFIC				**473**			**6**	**331**					**8**				

(1) Eastbound and westbound through volumes were developed using the average of the turning movements counts at the intersections of Palermo Avenue at Ponce De Leon Boulevard and Galiano Street

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Ponce De Leon Boulevard and West Driveway (Inbound)
COUNT DATE: May 13, 2014
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT(1)	NBR	SBU	SBL	SBT(1)	SBR
AM Raw Turning Movements											735				489	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS											**750**				**499**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements											722				847	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS											**736**				**864**	

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC											0				0	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH											33				22	
AM NON-PROJECT TRAFFIC											**783**				**521**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC											0				0	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH											32				38	
PM NON-PROJECT TRAFFIC											**768**				**902**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											9.0%	8.0%			8.0%	
Distribution	Exiting											3.0%				12.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											63	49			79	
AM TOTAL PROJECT TRAFFIC												**63**	**49**			**79**	
AM TRAFFIC REASSIGNMENT												**-23**				**17**	
AM TOTAL TRAFFIC												**823**	**49**			**617**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											81	50			152	
PM TOTAL PROJECT TRAFFIC												**81**	**50**			**152**	
PM TRAFFIC REASSIGNMENT												**-15**				**14**	
PM TOTAL TRAFFIC												**834**	**50**			**1,068**	

(1) Northbound and southbound through volumes were developed from turning movement counts at Catalonia Avenue and Ponce De Leon Blvd.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Ponce De Leon Boulevard and West Driveway (Outbound)
COUNT DATE: May 13, 2014
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT(1)	NBR	SBU	SBL	SBT(1)	SBR
AM Raw Turning Movements											732				476	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS											**747**				**486**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements											741				822	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS											**756**				**838**	

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC											0				0	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH											33				21	
AM NON-PROJECT TRAFFIC											**780**				**507**	

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC											0				0	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH											33				36	
PM NON-PROJECT TRAFFIC											**789**				**874**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											9.0%				8.0%	
Distribution	Exiting								8.0%			3.0%				12.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New								20			63				79	
AM TOTAL PROJECT TRAFFIC									**20**			**63**				**79**	
AM TRAFFIC REASSIGNMENT												**-19**					
AM TOTAL TRAFFIC									**20**			**824**				**586**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New								68			81				152	
PM TOTAL PROJECT TRAFFIC									**68**			**81**				**152**	
PM TRAFFIC REASSIGNMENT												**-32**					
PM TOTAL TRAFFIC									**68**			**838**				**1,026**	

(1) Northbound and southbound through volumes were developed from turning movement counts at Catalonia Avenue and Ponce De Leon Blvd.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Internal Driveway and Residential Driveway
COUNT DATE: May 13, 2014
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements																
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS																

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements																
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS																

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC																
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH																
AM NON-PROJECT TRAFFIC																

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC																
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH																
PM NON-PROJECT TRAFFIC																

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering			2.0%													
Distribution	Exiting																

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			12													
AM TOTAL PROJECT TRAFFIC				12													
AM TOTAL TRAFFIC				12													

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			12													
PM TOTAL PROJECT TRAFFIC				12													
PM TOTAL TRAFFIC				12													

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Malaga Avenue and South Driveway
COUNT DATE: May 13, 2014
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[1]	EBR	WBU	WBL	WBT[1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			216				92									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS			**220**				**94**									

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			134				149									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS			**137**				**152**									

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH			10				4									
AM NON-PROJECT TRAFFIC			**230**				**98**									

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH			6				7									
PM NON-PROJECT TRAFFIC			**143**				**159**									

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering		40.0%														
Distribution	Exiting																40.0%
Net New	Entering		20.0%						6.0%								
Distribution	Exiting																20.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By		18														18
Trips	Net New		124						37								49
AM TOTAL PROJECT TRAFFIC			**142**	**0**				**0**	**37**								**67**
AM TOTAL TRAFFIC			**142**	**230**				**98**	**37**								**67**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By		78														78
Trips	Net New		124						37								169
PM TOTAL PROJECT TRAFFIC			**202**						**37**								**247**
PM TOTAL TRAFFIC			**202**	**143**				**159**	**37**								**247**

(1) Eastbound and westbound through volumes were developed using the average of the turning movements counts at the intersections of Malaga Avenue at Ponce De Leon Boulevard and Coconut Grove Drive

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Malaga Avenue and Residential Driveway
COUNT DATE: May 13, 2014
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[1]	EBR	WBU	WBL	WBT[1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			216				92									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS			220				94									

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			134				149									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS			137				152									

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH			10				4									
AM NON-PROJECT TRAFFIC			230				98									

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC			0				0									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH			6				7									
PM NON-PROJECT TRAFFIC			143				159									

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							6.0%									
Distribution	Exiting																

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New							37									
AM TOTAL PROJECT TRAFFIC				0				37									
AM TOTAL TRAFFIC				230				135									

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New							37									
PM TOTAL PROJECT TRAFFIC								37									
PM TOTAL TRAFFIC				143				196									

(1) Eastbound and westbound through volumes were developed using the average of the turning movements counts at the intersections of Malaga Avenue at Ponce De Leon Boulevard and Coconut Grove Drive

With Restrictive Measures

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 22nd Street/Coral Way and Ponce De Leon Boulevard
COUNT DATE: May 15, 2014
AM PEAK HOUR FACTOR: 0.951
PM PEAK HOUR FACTOR: 0.993

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		128	747	67		168	667	69		27	338	63		37	343	43
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		**131**	**762**	**68**		**171**	**680**	**70**		**28**	**345**	**64**		**38**	**350**	**44**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		69	489	50		105	797	65		73	450	130		108	437	79
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		**70**	**499**	**51**		**107**	**813**	**66**		**74**	**459**	**133**		**110**	**446**	**81**

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion																
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		6	33	3		7	30	3		1	15	3		2	15	2
AM NON-PROJECT TRAFFIC w/ DIVERSION		**137**	**795**	**71**		**178**	**710**	**73**		**29**	**360**	**67**		**40**	**365**	**46**

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion																
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		3	22	2		5	35	3		3	20	6		5	19	4
PM NON-PROJECT TRAFFIC w/ DIVERSION		**73**	**521**	**53**		**112**	**848**	**69**		**77**	**479**	**139**		**115**	**465**	**85**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering			2.0%	5.0%		9.0%									12.0%	
	Exiting							4.0%			5.0%	12.0%	14.0%				

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			12	31		56	10			12	29	35			75	
AM TOTAL PROJECT TRAFFIC			**0**	**12**	**31**		**56**	**10**	**0**		**12**	**29**	**35**		**0**	**75**	**0**
AM TRAFFIC REASSIGNMENT												**-19**					
AM TOTAL TRAFFIC			**137**	**807**	**102**		**234**	**720**	**73**		**41**	**370**	**102**		**40**	**440**	**46**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			13	31		56	34			42	102	119			74	
PM TOTAL PROJECT TRAFFIC				**13**	**31**		**56**	**34**			**42**	**102**	**119**			**74**	
PM TRAFFIC REASSIGNMENT												**-32**					
PM TOTAL TRAFFIC			**73**	**534**	**84**		**168**	**882**	**69**		**119**	**549**	**258**		**115**	**539**	**85**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Andalusia Avenue and Ponce De Leon Boulevard
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.924
PM PEAK HOUR FACTOR: 0.964

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		60	595	86							393	120		82	490	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		**61**	**607**	**88**							**401**	**122**		**84**	**500**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		66	409	114							606	107		57	584	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		**67**	**417**	**116**							**618**	**109**		**58**	**596**	

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion												72				
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		3	26	4							17	5		4	22	
AM NON-PROJECT TRAFFIC w/ DIVERSION		**64**	**633**	**92**							**418**	**199**		**88**	**522**	

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion												51				
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		3	18	5							27	5		3	26	
PM NON-PROJECT TRAFFIC w/ DIVERSION		**70**	**435**	**121**							**645**	**165**		**61**	**622**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering			2.0%												26.0%	
	Exiting											31.0%	17.0%				

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			13								76	42			162	
AM TOTAL PROJECT TRAFFIC			**0**	**13**	**0**							**76**	**42**		**0**	**162**	
AM TRAFFIC REASSIGNMENT												**-19**					
AM TOTAL TRAFFIC			**64**	**646**	**92**							**475**	**241**		**88**	**684**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			12								263	144			161	
PM TOTAL PROJECT TRAFFIC				**12**								**263**	**144**			**161**	
PM TRAFFIC REASSIGNMENT												**-32**					
PM TOTAL TRAFFIC			**70**	**447**	**121**							**876**	**309**		**61**	**783**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Valencia Avenue and Ponce De Leon Boulevard
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.902
PM PEAK HOUR FACTOR: 0.916

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						39	151	30		28	491				466	119
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS						**40**	**154**	**31**		**29**	**501**				**475**	**121**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						107	586	120		78	639				552	148
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS						**109**	**598**	**122**		**80**	**652**				**563**	**151**

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion											72					
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH						2	7	1		1	22				21	5
AM NON-PROJECT TRAFFIC w/ DIVERSION						**42**	**161**	**32**		**30**	**595**				**496**	**126**

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion											51					
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH						5	26	5		3	28				24	7
PM NON-PROJECT TRAFFIC w/ DIVERSION						**114**	**624**	**127**		**83**	**731**				**587**	**158**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering															26.0%	
	Exiting											48.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New											118				162	
AM TOTAL PROJECT TRAFFIC							**0**	**0**	**0**		**0**	**118**				**162**	**0**
AM TRAFFIC REASSIGNMENT												**-19**					
AM TOTAL TRAFFIC							**42**	**161**	**32**		**30**	**694**				**658**	**126**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New											407				161	
PM TOTAL PROJECT TRAFFIC												**407**				**161**	
PM TRAFFIC REASSIGNMENT												**-32**					
PM TOTAL TRAFFIC							**114**	**624**	**127**		**83**	**1,106**				**748**	**158**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Almeria Avenue and Ponce De Leon Boulevard
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.952
PM PEAK HOUR FACTOR: 0.933

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		25	188	16		25	68	16		28	484	67		31	457	11
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		**26**	**192**	**16**		**26**	**69**	**16**		**29**	**494**	**68**		**32**	**466**	**11**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		17	97	14		46	132	19		37	630	51		43	608	11
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		**17**	**99**	**14**		**47**	**135**	**19**		**38**	**643**	**52**		**44**	**620**	**11**

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion						46		41			31	50				
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		1	8	1		1	3	1		1	21	3		1	20	0
AM NON-PROJECT TRAFFIC w/ DIVERSION		**27**	**200**	**17**		**73**	**72**	**58**		**30**	**546**	**121**		**33**	**486**	**11**

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion						69		57			-6	28				
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		1	4	1		2	6	1		2	28	2		2	27	0
PM NON-PROJECT TRAFFIC w/ DIVERSION		**18**	**103**	**15**		**118**	**141**	**77**		**40**	**665**	**82**		**46**	**647**	**11**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering			1.0%											5.0%	21.0%	
	Exiting										1.0%	48.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			6							3	118			31	131	
AM TOTAL PROJECT TRAFFIC			**0**	**6**	**0**		**0**	**0**	**0**		**3**	**118**	**0**		**31**	**131**	**0**
AM TRAFFIC REASSIGNMENT												**-19**					
AM TOTAL TRAFFIC			**27**	**206**	**17**		**73**	**72**	**58**		**33**	**645**	**121**		**64**	**617**	**11**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			6							8	407			31	130	
PM TOTAL PROJECT TRAFFIC				**6**							**8**	**407**			**31**	**130**	
PM TRAFFIC REASSIGNMENT												**-32**					
PM TOTAL TRAFFIC			**18**	**109**	**15**		**118**	**141**	**77**		**48**	**1,040**	**82**		**77**	**777**	**11**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sevilla Avenue and Ponce De Leon Boulevard (Southbound)
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.934
PM PEAK HOUR FACTOR: 0.953

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements				105											499	188
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS				**107**											**509**	**192**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements				144											791	136
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS				**147**											**807**	**139**

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion															1	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH				5											22	8
AM NON-PROJECT TRAFFIC w/ DIVERSION				**112**											**532**	**200**

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion															9	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH				6											35	6
PM NON-PROJECT TRAFFIC w/ DIVERSION				**153**											**851**	**145**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting															55.0%	
Net New Distribution	Entering															21.0%	
	Exiting															10.0%	2.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By															26	
	Net New															155	5
AM TOTAL PROJECT TRAFFIC					**0**											**181**	**5**
AM TOTAL TRAFFIC					**112**											**713**	**205**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By															108	
	Net New															215	17
PM TOTAL PROJECT TRAFFIC																**323**	**17**
PM TOTAL TRAFFIC					**153**											**1,174**	**162**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sevilla Avenue and Ponce De Leon Boulevard (Northbound)
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.953
PM PEAK HOUR FACTOR: 0.901

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements								75			687	183				
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS								**77**			**701**	**187**				

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements								137			836	97				
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS								**140**			**853**	**99**				

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion								-15			51	-45				
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH								3			31	8				
AM NON-PROJECT TRAFFIC w/ DIVERSION								**65**			**783**	**150**				

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion								-17			-21	-28				
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH								6			37	4				
PM NON-PROJECT TRAFFIC w/ DIVERSION								**129**			**869**	**75**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering												20.0%				
	Exiting								20.0%			35.0%					
Net New Distribution	Entering												8.0%				
	Exiting								19.0%			42.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By								10			16	10				
	Net New								47			103	50				
AM TOTAL PROJECT TRAFFIC									**57**			**119**	**60**				
AM TRAFFIC REASSIGNMENT												**-19**					
AM TOTAL TRAFFIC									**122**			**883**	**210**				

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By								39			69	39				
	Net New								161			356	50				
PM TOTAL PROJECT TRAFFIC									**200**			**425**	**89**				
PM TRAFFIC REASSIGNMENT												**-32**					
PM TOTAL TRAFFIC									**329**			**1,262**	**164**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Palermo Avenue and Ponce De Leon Boulevard (Southbound)
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.916
PM PEAK HOUR FACTOR: 0.923

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements				160											561	45
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS				**163**											**572**	**46**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements				176											885	43
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS				**180**											**903**	**44**

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion															1	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH				7											25	2
AM NON-PROJECT TRAFFIC w/ DIVERSION				**170**											**598**	**48**

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion															9	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH				8											39	2
PM NON-PROJECT TRAFFIC w/ DIVERSION				**188**											**951**	**46**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting															55.0%	
Net New Distribution	Entering				2.0%											21.0%	
	Exiting															10.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By															26	
	Net New				12											155	
AM TOTAL PROJECT TRAFFIC					**12**											**181**	**0**
AM TOTAL TRAFFIC					**182**											**779**	**48**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By															108	
	Net New				12											215	
PM TOTAL PROJECT TRAFFIC					**12**											**323**	
PM TOTAL TRAFFIC					**200**											**1,274**	**46**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Palermo Avenue and Ponce De Leon Boulevard (Northbound)
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.922
PM PEAK HOUR FACTOR: 0.889

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements								91			819	189				
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS								**93**			**835**	**193**				

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements								150			819	155				
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS								**153**			**835**	**158**				

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion								-98			104	-103				
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH								4			36	8				
AM NON-PROJECT TRAFFIC w/ DIVERSION								**-1**			**975**	**98**				

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion								-137			88	-73				
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH								7			36	7				
PM NON-PROJECT TRAFFIC w/ DIVERSION								**23**			**959**	**92**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering											15.0%	40.0%				
	Exiting								40.0%								
Net New Distribution	Entering											8.0%	20.0%				
	Exiting								31.0%			11.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By								19			7	19				
	Net New								76			77	123				
AM TOTAL PROJECT TRAFFIC									**95**			**84**	**142**				
AM TRAFFIC REASSIGNMENT												**-19**					
AM TOTAL TRAFFIC									**94**			**1,040**	**240**				

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By								78			29	78				
	Net New								263			143	124				
PM TOTAL PROJECT TRAFFIC									**341**			**172**	**202**				
PM TRAFFIC REASSIGNMENT												**-32**					
PM TOTAL TRAFFIC									**364**			**1,099**	**294**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Catalonia Avenue and Ponce De Leon Boulevard
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.927
PM PEAK HOUR FACTOR: 0.956

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		46	3	39		1	0	1		43	685	7		4	449	23
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		**47**	**3**	**40**		**1**	**0**	**1**		**44**	**699**	**7**		**4**	**458**	**23**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		46	0	45		6	4	3		28	692	2		2	796	24
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		**47**	**0**	**46**		**6**	**4**	**3**		**29**	**706**	**2**		**2**	**812**	**24**

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion															1	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		2	0	2		0	0	0		2	30	0		0	20	1
AM NON-PROJECT TRAFFIC w/ DIVERSION		**49**	**3**	**42**		**1**	**0**	**1**		**46**	**729**	**7**		**4**	**479**	**24**

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion											15				9	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		2	0	2		0	0	0		1	31	0		0	35	1
PM NON-PROJECT TRAFFIC w/ DIVERSION		**49**	**0**	**48**		**6**	**4**	**3**		**30**	**752**	**2**		**2**	**856**	**25**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering											13.0%				8.0%	
	Exiting											3.0%				10.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New											87				74	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**87**	**0**		**0**	**74**	**0**
AM TRAFFIC REASSIGNMENT			**-49**	**-3**	**13**		**-1**	**0**	**-1**		**-46**	**30**	**-7**		**-4**	**4**	
AM TOTAL TRAFFIC			**0**	**0**	**55**		**0**	**0**	**0**		**0**	**846**	**0**		**0**	**557**	**24**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New											106				134	
PM TOTAL PROJECT TRAFFIC												**106**				**134**	
PM TRAFFIC REASSIGNMENT			**-49**	**0**	**12**		**-6**	**-4**	**-3**		**-30**	**17**	**-2**		**-2**	**2**	
PM TOTAL TRAFFIC			**0**	**0**	**60**		**0**	**0**	**0**		**0**	**875**	**0**		**0**	**992**	**25**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: University Drive and Ponce De Leon Boulevard
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.927
PM PEAK HOUR FACTOR: 0.949

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements										13	759				384	104
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS										**13**	**774**				**392**	**106**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements										18	719				578	293
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS										**18**	**733**				**590**	**299**

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion															1	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH										1	34				17	5
AM NON-PROJECT TRAFFIC w/ DIVERSION										**14**	**808**				**410**	**111**

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion											15				9	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH										1	32				26	13
PM NON-PROJECT TRAFFIC w/ DIVERSION										**19**	**780**				**625**	**312**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering											21.0%				8.0%	
	Exiting											3.0%				2.0%	8.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New											137				55	19
AM TOTAL PROJECT TRAFFIC											**0**	**137**				**55**	**19**
AM TRAFFIC REASSIGNMENT											**-14**	**-23**				**17**	
AM TOTAL TRAFFIC											**0**	**922**				**482**	**130**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New											156				67	67
PM TOTAL PROJECT TRAFFIC												**156**				**67**	**67**
PM TRAFFIC REASSIGNMENT											**-19**	**-15**				**14**	
PM TOTAL TRAFFIC											**0**	**921**				**706**	**379**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Malaga Avenue and Ponce De Leon Boulevard
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.953
PM PEAK HOUR FACTOR: 0.937

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		184	152	23		34	35	25		15	559	45		20	357	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		**188**	**155**	**23**		**35**	**36**	**26**		**15**	**570**	**46**		**20**	**364**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		124	79	17		45	104	25		20	584	41		26	532	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		**126**	**81**	**17**		**46**	**106**	**26**		**20**	**596**	**42**		**27**	**543**	

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion						-1		27			-26	26			1	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		8	7	1		2	2	1		1	25	2		1	16	
AM NON-PROJECT TRAFFIC w/ DIVERSION		**196**	**162**	**24**		**36**	**38**	**54**		**16**	**569**	**74**		**21**	**381**	

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion						-9		37			-22	22			9	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		5	4	1		2	5	1		1	26	2		1	24	
PM NON-PROJECT TRAFFIC w/ DIVERSION		**131**	**85**	**18**		**39**	**111**	**64**		**21**	**600**	**66**		**28**	**576**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering											-35.0%	35.0%		5.0%	-5.0%	
	Exiting						5.0%		35.0%								
Net New Distribution	Entering		10.0%	1.0%								6.0%	12.0%	5.0%	3.0%		
	Exiting						16.0%	3.0%	3.0%							2.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By						2		17			-17	17		2	-2	
	Net New		62	6			39	7	7			37	74	31	19	5	
AM TOTAL PROJECT TRAFFIC			**62**	**6**	**0**		**41**	**7**	**24**		**0**	**20**	**91**	**31**	**21**	**3**	
AM TRAFFIC REASSIGNMENT											**37**	**-37**				**17**	
AM TOTAL TRAFFIC			**258**	**168**	**24**		**77**	**45**	**78**		**53**	**552**	**165**	**31**	**42**	**401**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By						10		69			-69	69		10	-10	
	Net New		62	6			136	26	25			38	74	31	19	17	
PM TOTAL PROJECT TRAFFIC			**62**	**6**			**146**	**26**	**94**			**-31**	**143**	**31**	**29**	**7**	
PM TRAFFIC REASSIGNMENT											**34**	**-34**				**14**	
PM TOTAL TRAFFIC			**193**	**91**	**18**		**185**	**137**	**158**		**55**	**535**	**209**	**31**	**57**	**597**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sevilla Avenue and Le Jeune Road
COUNT DATE: May 15, 2014
AM PEAK HOUR FACTOR: 0.981
PM PEAK HOUR FACTOR: 0.967

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						7		40			1,187	56		250	1,050	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS						**7**		**41**			**1,211**	**57**		**255**	**1,071**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						143		156			970	27		56	1,290	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS						**146**		**159**			**989**	**28**		**57**	**1,316**	

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion																
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH						0		2			53	2		11	47	
AM NON-PROJECT TRAFFIC w/ DIVERSION						**7**		**43**			**1,264**	**59**		**266**	**1,118**	

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion																
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH						6		7			43	1		2	57	
PM NON-PROJECT TRAFFIC w/ DIVERSION						**152**		**166**			**1,032**	**29**		**59**	**1,373**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering																
	Exiting						2.0%										

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New						5										
AM TOTAL PROJECT TRAFFIC							**5**		**0**			**0**	**0**		**0**	**0**	
AM TRAFFIC REASSIGNMENT												**16**				**-20**	
AM TOTAL TRAFFIC							**12**		**43**			**1,280**	**59**		**266**	**1,098**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New						17										
PM TOTAL PROJECT TRAFFIC							**17**										
PM TRAFFIC REASSIGNMENT												**7**				**-30**	
PM TOTAL TRAFFIC							**169**		**166**			**1,039**	**29**		**59**	**1,343**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Palermo Avenue and Le Jeune Road
COUNT DATE: May 15, 2014
AM PEAK HOUR FACTOR: 0.97
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						10		18			1,227	99		210	995	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS						**10**		**18**			**1,252**	**101**		**214**	**1,015**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						37		61			930	33		45	1,424	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS						**38**		**62**			**949**	**34**		**46**	**1,452**	

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion																
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH						0		1			54	4		9	44	
AM NON-PROJECT TRAFFIC w/ DIVERSION						**10**		**19**			**1,306**	**105**		**223**	**1,059**	

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion																
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH						2		3			41	1		2	63	
PM NON-PROJECT TRAFFIC w/ DIVERSION						**40**		**65**			**990**	**35**		**48**	**1,515**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering												2.0%				
	Exiting															2.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New												12			5	
AM TOTAL PROJECT TRAFFIC							**0**		**0**			**0**	**12**		**0**	**5**	
AM TRAFFIC REASSIGNMENT												**16**				**-20**	
AM TOTAL TRAFFIC							**10**		**19**			**1,322**	**117**		**223**	**1,044**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New												12			17	
PM TOTAL PROJECT TRAFFIC													**12**			**17**	
PM TRAFFIC REASSIGNMENT												**7**				**-30**	
PM TOTAL TRAFFIC							**40**		**65**			**997**	**47**		**48**	**1,502**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Catalonia Avenue and Le Jeune Road
COUNT DATE: May 21, 2014
AM PEAK HOUR FACTOR: 0.989
PM PEAK HOUR FACTOR: 0.967

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						2		12			1,350	35		161	979	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS						**2**		**12**			**1,377**	**36**		**164**	**999**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						16		90			1,024	13		35	1,348	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS						**16**		**92**			**1,044**	**13**		**36**	**1,375**	

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion																
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH						0		1			60	2		7	43	
AM NON-PROJECT TRAFFIC w/ DIVERSION						**2**		**13**			**1,437**	**38**		**171**	**1,042**	

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion																
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH						1		4			45	1		2	60	
PM NON-PROJECT TRAFFIC w/ DIVERSION						**17**		**96**			**1,089**	**14**		**38**	**1,435**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering											2.0%					
	Exiting															2.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New											12				5	
AM TOTAL PROJECT TRAFFIC							**0**		**0**			**12**	**0**		**0**	**5**	
AM TRAFFIC REASSIGNMENT												**16**	**-16**		**-20**		
AM TOTAL TRAFFIC							**2**		**13**			**1,465**	**22**		**151**	**1,047**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New											12				17	
PM TOTAL PROJECT TRAFFIC												**12**				**17**	
PM TRAFFIC REASSIGNMENT												**7**	**-7**		**-30**		
PM TOTAL TRAFFIC							**17**		**96**			**1,108**	**7**		**8**	**1,452**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: University Drive and Le Jeune Road
COUNT DATE: May 15, 2014
AM PEAK HOUR FACTOR: 0.978
PM PEAK HOUR FACTOR: 0.947

"AM EXISTING TRAFFIC"	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
AM Raw Turning Movements	6	365	452	17	77	144	18	12	6	7	1,002	131	52	838	107	10
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS	**6**	**372**	**461**	**17**	**79**	**147**	**18**	**12**	**6**	**7**	**1,022**	**134**	**53**	**855**	**109**	**10**

"PM EXISTING TRAFFIC"	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
PM Raw Turning Movements	16	123	164	24	252	335	68	15	12	56	816	41	24	873	344	27
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS	**16**	**125**	**167**	**24**	**257**	**342**	**69**	**15**	**12**	**57**	**832**	**42**	**24**	**890**	**351**	**28**

"AM TRAFFIC CALMING DIVERSION"	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
Traffic Diversion																
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH	0	16	20	1	3	6	1	1	0	0	44	6	2	37	5	0
AM NON-PROJECT TRAFFIC w/ DIVERSION	**6**	**388**	**481**	**18**	**82**	**153**	**19**	**13**	**6**	**7**	**1,066**	**140**	**55**	**892**	**114**	**10**

"PM TRAFFIC CALMING DIVERSION"	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
Traffic Diversion																
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH	1	5	7	1	11	15	3	1	1	2	36	2	1	39	15	1
PM NON-PROJECT TRAFFIC w/ DIVERSION	**17**	**130**	**174**	**25**	**268**	**357**	**72**	**16**	**13**	**59**	**868**	**44**	**25**	**929**	**366**	**29**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering			5.0%								2.0%	5.0%				
	Exiting					5.0%	5.0%								2.0%		

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
Project Trips	Pass - By																
	Net New			31		12	12					12	31		5		
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**31**	**0**	**12**	**12**	**0**	**0**	**0**	**0**	**12**	**31**	**0**	**5**	**0**	**0**
AM TOTAL TRAFFIC		**6**	**388**	**512**	**18**	**94**	**165**	**19**	**13**	**6**	**7**	**1,078**	**171**	**55**	**897**	**114**	**10**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBHL	EBL	EBT	EBR	WBL	WBT	WBR	WBHR	NBHL	NBL	NBT	NBR	SBL	SBT	SBR	SBHR
Project Trips	Pass - By																
	Net New			31		42	42					12	31		17		
PM TOTAL PROJECT TRAFFIC				**31**		**42**	**42**					**12**	**31**		**17**		
PM TOTAL TRAFFIC		**17**	**130**	**205**	**25**	**310**	**399**	**72**	**16**	**13**	**59**	**880**	**75**	**25**	**946**	**366**	**29**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Valencia Avenue and Galiano Street
COUNT DATE: May 15, 2014
AM PEAK HOUR FACTOR: 0.871
PM PEAK HOUR FACTOR: 0.898

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						7	159	35		83	120				82	95
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS						**7**	**162**	**36**		**85**	**122**				**84**	**97**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						40	356	77		35	104				137	145
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS						**41**	**363**	**79**		**36**	**106**				**140**	**148**

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion											13					
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH						0	7	2		4	5				4	4
AM NON-PROJECT TRAFFIC w/ DIVERSION						**7**	**169**	**38**		**89**	**140**				**88**	**101**

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion											9					
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH						2	16	3		2	5				6	6
PM NON-PROJECT TRAFFIC w/ DIVERSION						**43**	**379**	**82**		**38**	**120**				**146**	**154**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering						12.0%									12.0%	
	Exiting											8.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New						75					20				75	
AM TOTAL PROJECT TRAFFIC							**75**	**0**	**0**		**0**	**20**				**75**	**0**
AM TOTAL TRAFFIC							**82**	**169**	**38**		**89**	**160**				**163**	**101**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New						75					68				74	
PM TOTAL PROJECT TRAFFIC							**75**					**68**				**74**	
PM TOTAL TRAFFIC							**118**	**379**	**82**		**38**	**188**				**220**	**154**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Almeria Avenue and Galiano Street
COUNT DATE: May 22, 2014
AM PEAK HOUR FACTOR: 0.915
PM PEAK HOUR FACTOR: 0.936

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		59	184	15		11	94	17		5	96	40		37	39	18
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		**60**	**188**	**15**		**11**	**96**	**17**		**5**	**98**	**41**		**38**	**40**	**18**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		41	140	9		14	148	23		17	70	8		66	118	35
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		**42**	**143**	**9**		**14**	**151**	**23**		**17**	**71**	**8**		**67**	**120**	**36**

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion			40				53			34	13			25	-25	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		3	8	1		0	4	1		0	4	2		2	2	1
AM NON-PROJECT TRAFFIC w/ DIVERSION		**63**	**236**	**16**		**11**	**153**	**18**		**39**	**115**	**43**		**65**	**17**	**19**

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion			28				75			51	9			33	-33	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		2	6	0		1	7	1		1	3	0		3	5	2
PM NON-PROJECT TRAFFIC w/ DIVERSION		**44**	**177**	**9**		**15**	**233**	**24**		**69**	**83**	**8**		**103**	**92**	**38**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering				6.0%		10.0%									24.0%	
	Exiting											8.0%	6.0%				

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New				37		62					20	15			150	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**37**		**62**	**0**	**0**		**0**	**20**	**15**		**0**	**150**	**0**
AM TOTAL TRAFFIC			**63**	**236**	**53**		**73**	**153**	**18**		**39**	**135**	**58**		**65**	**167**	**19**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New				37		63					68	51			149	
PM TOTAL PROJECT TRAFFIC					**37**		**63**					**68**	**51**			**149**	
PM TOTAL TRAFFIC			**44**	**177**	**46**		**78**	**233**	**24**		**69**	**151**	**59**		**103**	**241**	**38**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sevilla Avenue and Galiano Street
COUNT DATE: November 6, 2013
AM PEAK HOUR FACTOR: 0.954
PM PEAK HOUR FACTOR: 0.935

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		74	85	2		4	59	11		1	55	6		14	41	22
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS		**75**	**86**	**2**		**4**	**60**	**11**		**1**	**56**	**6**		**14**	**41**	**22**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		27	52	3		7	72	17		1	30	4		18	72	45
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS		**27**	**53**	**3**		**7**	**73**	**17**		**1**	**30**	**4**		**18**	**73**	**45**

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion		23	-91	23		-4	-64	17		41	7			-15	-18	8
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		4	5	0		0	4	1		0	3	0		1	2	1
AM NON-PROJECT TRAFFIC w/ DIVERSION		**102**	**0**	**25**		**0**	**0**	**29**		**42**	**66**	**6**		**0**	**25**	**31**

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion		14	-56	14		-7	-77	21		49	7			-19	-25	11
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		2	3	0		0	4	1		0	2	0		1	4	3
PM NON-PROJECT TRAFFIC w/ DIVERSION		**43**	**0**	**17**		**0**	**0**	**39**		**50**	**39**	**4**		**0**	**52**	**59**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering										6.0%					24.0%	16.0%
	Exiting		14.0%		3.0%												

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New		35		7						37					150	99
AM TOTAL PROJECT TRAFFIC			**35**	**0**	**7**		**0**	**0**	**0**		**37**	**0**	**0**		**0**	**150**	**99**
AM TOTAL TRAFFIC			**137**	**0**	**32**		**0**	**0**	**29**		**79**	**66**	**6**		**0**	**175**	**130**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New		119		25						37					150	99
PM TOTAL PROJECT TRAFFIC			**119**		**25**						**37**					**150**	**99**
PM TOTAL TRAFFIC			**162**	**0**	**42**		**0**	**0**	**39**		**87**	**39**	**4**		**0**	**202**	**158**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Palermo Avenue and Galiano Street
COUNT DATE: November 6, 2013
AM PEAK HOUR FACTOR: 0.924
PM PEAK HOUR FACTOR: 0.884

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		9	119	3		4	25	7		6	46	14		5	43	0
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS		**9**	**120**	**3**		**4**	**25**	**7**		**6**	**46**	**14**		**5**	**43**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		5	86	7		11	42	10		7	21	8		2	80	4
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS		**5**	**87**	**7**		**11**	**42**	**10**		**7**	**21**	**8**		**2**	**81**	**4**

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion		-10	-127	34		-4	-26	8		-6	50			-5	6	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		1	7	0		0	1	0		0	3	1		0	3	0
AM NON-PROJECT TRAFFIC w/ DIVERSION		**0**	**0**	**37**		**0**	**0**	**15**		**0**	**99**	**15**		**0**	**52**	**0**

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion		-5	-92	24		-12	-44	14		-7	65			-2	-16	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		0	5	0		1	2	1		0	1	0		0	5	0
PM NON-PROJECT TRAFFIC w/ DIVERSION		**0**	**0**	**31**		**0**	**0**	**25**		**0**	**87**	**8**		**0**	**70**	**4**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering											6.0%				4.0%	20.0%
	Exiting				3.0%											3.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New				7							37				33	124
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**7**		**0**	**0**	**0**		**0**	**37**	**0**		**0**	**33**	**124**
AM TOTAL TRAFFIC			**0**	**0**	**44**		**0**	**0**	**15**		**0**	**136**	**15**		**0**	**85**	**124**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New				25							37				51	124
PM TOTAL PROJECT TRAFFIC					**25**							**37**				**51**	**124**
PM TOTAL TRAFFIC			**0**	**0**	**56**		**0**	**0**	**25**		**0**	**124**	**8**		**0**	**121**	**128**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Malaga Avenue and Galiano Street
COUNT DATE: November 6, 2013
AM PEAK HOUR FACTOR: 0.905
PM PEAK HOUR FACTOR: 0.862

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						25		6			57	70		5	47	
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS						**25**		**6**			**58**	**71**		**5**	**47**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						37		9			26	22		11	88	
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS						**37**		**9**			**26**	**22**		**11**	**89**	

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion						-26		7			37			-5	41	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH						1		0			3	4		0	3	
AM NON-PROJECT TRAFFIC w/ DIVERSION						**0**		**13**			**98**	**75**		**0**	**91**	

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion						-39		10			55			-12	8	
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH						2		1			2	1		1	5	
PM NON-PROJECT TRAFFIC w/ DIVERSION						**0**		**20**			**83**	**23**		**0**	**102**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering								2.0%			4.0%				4.0%	
	Exiting															6.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New								12			25				40	
AM TOTAL PROJECT TRAFFIC							**0**		**12**			**25**	**0**		**0**	**40**	
AM TOTAL TRAFFIC							**0**		**25**			**123**	**75**		**0**	**131**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New								12			25				76	
PM TOTAL PROJECT TRAFFIC									**12**			**25**				**76**	
PM TOTAL TRAFFIC							**0**		**32**			**108**	**23**		**0**	**178**	

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Coconut Grove Drive and Malaga Avenue
COUNT DATE: November 6, 2013
AM PEAK HOUR FACTOR: 0.922
PM PEAK HOUR FACTOR: 0.871

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	50	0		38	50	8		4	114	96		8	52	8
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
AM EXISTING CONDITIONS		**0**	**51**	**0**		**38**	**51**	**8**		**4**	**115**	**97**		**8**	**53**	**8**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	48	1		87	69	4		1	36	93		5	106	10
Peak Season Correction Factor	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010
PM EXISTING CONDITIONS		**0**	**48**	**1**		**88**	**70**	**4**		**1**	**36**	**94**		**5**	**107**	**10**

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion						60	-54	33		-4	4			57	-34	-8
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		0	3	0		2	3	0		0	7	6		0	3	0
AM NON-PROJECT TRAFFIC w/ DIVERSION		**0**	**54**	**0**		**100**	**0**	**41**		**0**	**126**	**103**		**65**	**22**	**0**

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion						86	-74	47		-1	1	22		38	-58	-11
Years To Buildout	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		0	3	0		5	4	0		0	2	5		0	6	1
PM NON-PROJECT TRAFFIC w/ DIVERSION		**0**	**51**	**1**		**179**	**0**	**51**		**0**	**39**	**121**		**43**	**55**	**0**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering				2.0%		2.0%		4.0%							4.0%	
	Exiting														6.0%		

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New				12		12		25						15	25	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**12**		**12**	**0**	**25**		**0**	**0**	**0**		**15**	**25**	**0**
AM TOTAL TRAFFIC			**0**	**54**	**12**		**112**	**0**	**66**		**0**	**126**	**103**		**80**	**47**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New				12		12		25						51	25	
PM TOTAL PROJECT TRAFFIC					**12**		**12**		**25**						**51**	**25**	
PM TOTAL TRAFFIC			**0**	**51**	**13**		**191**	**0**	**76**		**0**	**39**	**121**		**94**	**80**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Valencia Avenue and SW 37th Avenue/Douglas Road
COUNT DATE: May 15, 2014
AM PEAK HOUR FACTOR: 0.984
PM PEAK HOUR FACTOR: 0.935

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements						16	12	32		146	917	73		21	951	181
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS						**16**	**12**	**33**		**149**	**935**	**74**		**21**	**970**	**185**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements						21	28	31		109	857	69		31	956	211
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS						**21**	**29**	**32**		**111**	**874**	**70**		**32**	**975**	**215**

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion											-83					
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH						1	1	1		6	41	3		1	42	8
AM NON-PROJECT TRAFFIC w/ DIVERSION						**17**	**13**	**34**		**155**	**893**	**77**		**22**	**1,012**	**193**

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion											-60					
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH						1	1	1		5	38	3		1	42	9
PM NON-PROJECT TRAFFIC w/ DIVERSION						**22**	**30**	**33**		**116**	**852**	**73**		**33**	**1,017**	**224**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering															8.0%	12.0%
	Exiting											2.0%					

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New											5				50	75
AM TOTAL PROJECT TRAFFIC							**0**	**0**	**0**		**0**	**5**	**0**		**0**	**50**	**75**
AM TOTAL TRAFFIC							**17**	**13**	**34**		**155**	**898**	**77**		**22**	**1,062**	**268**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New											17				50	75
PM TOTAL PROJECT TRAFFIC												**17**				**50**	**75**
PM TOTAL TRAFFIC							**22**	**30**	**33**		**116**	**869**	**73**		**33**	**1,067**	**299**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Almeria Avenue and SW 37th Avenue/Douglas Road
COUNT DATE: May 14, 2014
AM PEAK HOUR FACTOR: 0.966
PM PEAK HOUR FACTOR: 0.954

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		37		120						81	1,095				918	41
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		**38**		**122**						**83**	**1,117**				**936**	**42**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		29		187						94	1,036				944	33
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		**30**		**191**						**96**	**1,057**				**963**	**34**

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion		39		36							-122				-47	47
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		2		5						4	49				41	2
AM NON-PROJECT TRAFFIC w/ DIVERSION		**79**		**163**						**87**	**1,044**				**930**	**91**

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion		31		30						7	-91				-68	68
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		1		8						4	46				42	1
PM NON-PROJECT TRAFFIC w/ DIVERSION		**62**		**229**						**107**	**1,012**				**937**	**103**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering										2.0%						8.0%
	Exiting		2.0%		4.0%												

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New		5		10						12						50
AM TOTAL PROJECT TRAFFIC			**5**		**10**						**12**	**0**				**0**	**50**
AM TOTAL TRAFFIC			**84**		**173**						**99**	**1,044**				**930**	**141**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New		17		34						13						50
PM TOTAL PROJECT TRAFFIC			**17**		**34**						**13**						**50**
PM TOTAL TRAFFIC			**79**		**263**						**120**	**1,012**				**937**	**153**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Coconut Grove Drive and SW 37th Avenue/Douglas Road
COUNT DATE: May 15, 2014
AM PEAK HOUR FACTOR: 0.924
PM PEAK HOUR FACTOR: 0.968

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		20	3	98		0	0	2		82	1,002	16		15	916	12
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS		**20**	**3**	**100**		**0**	**0**	**2**		**84**	**1,022**	**16**		**15**	**934**	**12**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		8	0	111		8	4	28		94	976	2		5	933	14
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS		**8**	**0**	**113**		**8**	**4**	**29**		**96**	**996**	**2**		**5**	**952**	**14**

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion				83						39	-39				-83	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH		1	0	4		0	0	0		4	44	1		1	41	1
AM NON-PROJECT TRAFFIC w/ DIVERSION		**21**	**3**	**187**		**0**	**0**	**2**		**127**	**1,027**	**17**		**16**	**892**	**13**

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion				60						59	-59				-60	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH		0	0	5		0	0	1		4	43	0		0	41	1
PM NON-PROJECT TRAFFIC w/ DIVERSION		**8**	**0**	**178**		**8**	**4**	**30**		**159**	**980**	**2**		**5**	**933**	**15**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering										6.0%	4.0%					
	Exiting				6.0%											4.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New				15						37	24				10	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**15**		**0**	**0**	**0**		**37**	**24**	**0**		**0**	**10**	**0**
AM TOTAL TRAFFIC			**21**	**3**	**202**		**0**	**0**	**2**		**164**	**1,051**	**17**		**16**	**902**	**13**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New				51						37	25				34	
PM TOTAL PROJECT TRAFFIC					**51**						**37**	**25**				**34**	
PM TOTAL TRAFFIC			**8**	**0**	**229**		**8**	**4**	**30**		**196**	**1,005**	**2**		**5**	**967**	**15**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sevilla Avenue and North Driveway
COUNT DATE: May 13, 2014
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[1]	EBR	WBU	WBL	WBT[1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			172				79									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS			**175**				**81**									

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			90				128									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS			**92**				**131**									

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion			-45				-15									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH			8				4									
AM NON-PROJECT TRAFFIC w/ DIVERSION			**138**				**70**									

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion			-28				-17									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH			4				6									
PM NON-PROJECT TRAFFIC w/ DIVERSION			**68**				**120**									

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering				20.0%												
Distribution	Exiting										20.0%						
Net New	Entering				8.0%		22.0%										
Distribution	Exiting										19.0%		17.0%				

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By				10						10						
Trips	Net New				50		136				47		42				
AM TOTAL PROJECT TRAFFIC				**0**	**60**		**136**	**0**			**57**		**42**				
AM TOTAL TRAFFIC				**138**	**60**		**136**	**70**			**57**		**42**				

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By				39						39						
Trips	Net New				50		136				161		144				
PM TOTAL PROJECT TRAFFIC					**89**		**136**				**200**		**144**				
PM TOTAL TRAFFIC				**68**	**89**		**136**	**120**			**200**		**144**				

(1) Eastbound and westbound through volumes were developed using the average of the turning movements counts at the intersections of Sevilla Avenue at Ponce De Leon Boulevard and Galiano Street

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Sevilla Avenue and Residential Driveway
COUNT DATE: May 13, 2014
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[1]	EBR	WBU	WBL	WBT[1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			172				79									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS			**175**				**81**									

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			90				128									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS			**92**				**131**									

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion			-45				-15									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH			8				4									
AM NON-PROJECT TRAFFIC w/ DIVERSION			**138**				**70**									

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion			-28				-17									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH			4				6									
PM NON-PROJECT TRAFFIC w/ DIVERSION			**68**				**120**									

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							22.0%									
Distribution	Exiting			17.0%													

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			42				136									
AM TOTAL PROJECT TRAFFIC				**42**				**136**									
AM TOTAL TRAFFIC				**180**				**206**									

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			144				136									
PM TOTAL PROJECT TRAFFIC				**144**				**136**									
PM TOTAL TRAFFIC				**212**				**256**									

(1) Eastbound and westbound through volumes were developed using the average of the turning movements counts at the intersections of Sevilla Avenue at Ponce De Leon Boulevard and Galiano Street

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Palermo Avenue and Internal Driveway
COUNT DATE: May 13, 2014
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[1]	EBR	WBU	WBL	WBT[1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			160				61									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS			**163**				**62**									

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			127				102									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS			**129**				**104**									

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion			-103				-32									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH			7				3									
AM NON-PROJECT TRAFFIC w/ DIVERSION			**67**				**33**									

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion			-73				-51									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH			6				5									
PM NON-PROJECT TRAFFIC w/ DIVERSION			**62**				**58**									

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering			40.0%													
Distribution	Exiting							40.0%									
Net New	Entering			18.0%	2.0%												
Distribution	Exiting							31.0%									

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By			19				19									
Trips	Net New			111	12			76									
AM TOTAL PROJECT TRAFFIC				**130**	**12**			**95**									
AM TOTAL TRAFFIC				**197**	**12**			**128**									

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By			78				78									
Trips	Net New			112	12			263									
PM TOTAL PROJECT TRAFFIC				**190**	**12**			**341**									
PM TOTAL TRAFFIC				**252**	**12**			**399**									

(1) Eastbound and westbound through volumes were developed using the average of the turning movements counts at the intersections of Palermo Avenue at Ponce De Leon Boulevard and Galiano Street

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Palermo Avenue and North Driveway
COUNT DATE: May 13, 2014
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[1]	EBR	WBU	WBL	WBT[1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			160				61									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS			**163**				**62**									

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			127				102									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS			**130**				**104**									

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion			-103				-32									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH			7				3									
AM NON-PROJECT TRAFFIC w/ DIVERSION			**67**				**33**									

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion			-73				-51									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH			6				5									
PM NON-PROJECT TRAFFIC w/ DIVERSION			**63**				**58**									

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering		40.0%														
Distribution	Exiting																40.0%
Net New	Entering		18.0%						19.0%								
Distribution	Exiting														2.0%		31.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By		19														19
Trips	Net New		111						118						5		76
AM TOTAL PROJECT TRAFFIC			**130**	**0**				**0**	**118**						**5**		**95**
AM TOTAL TRAFFIC			**130**	**67**				**33**	**118**						**5**		**95**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By		78														78
Trips	Net New		112						118						17		263
PM TOTAL PROJECT TRAFFIC			**190**						**118**						**17**		**341**
PM TOTAL TRAFFIC			**190**	**63**				**58**	**118**						**17**		**341**

(1) Eastbound and westbound through volumes were developed using the average of the turning movements counts at the intersections of Palermo Avenue at Ponce De Leon Boulevard and Galiano Street

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Palermo Avenue and Residential Driveway
COUNT DATE: May 13, 2014
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[1]	EBR	WBU	WBL	WBT[1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			160				61									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS			**163**				**62**									

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			127				102									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS			**130**				**104**									

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion			-103				-32									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH			7				3									
AM NON-PROJECT TRAFFIC w/ DIVERSION			**67**				**33**									

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion			-73				-51									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH			6				5									
PM NON-PROJECT TRAFFIC w/ DIVERSION			**63**				**58**									

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering						1.0%	19.0%									
Distribution	Exiting			2.0%									1.0%				

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			5			6	118					2				
AM TOTAL PROJECT TRAFFIC				**5**			**6**	**118**					**2**				
AM TOTAL TRAFFIC				**72**			**6**	**151**					**2**				

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New			17			6	118					8				
PM TOTAL PROJECT TRAFFIC				**17**			**6**	**118**					**8**				
PM TRAFFIC REASSIGNMENT																	
PM TOTAL TRAFFIC			**80**			**6**	**176**					**8**				

(1) Eastbound and westbound through volumes were developed using the average of the turning movements counts at the intersections of Palermo Avenue at Ponce De Leon Boulevard and Galiano Street

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Ponce De Leon Boulevard and West Driveway (Inbound)
COUNT DATE: May 13, 2014
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT[1]	NBR	SBU	SBL	SBT[1]	SBR
AM Raw Turning Movements											735				489	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS											**750**				**499**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements											722				847	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS											**736**				**864**	

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion											1				1	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH											33				22	
AM NON-PROJECT TRAFFIC w/ DIVERSION											**784**				**522**	

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion											15				9	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH											32				38	
PM NON-PROJECT TRAFFIC w/ DIVERSION											**783**				**911**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											13.0%	8.0%			8.0%	
Distribution	Exiting											3.0%				12.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											87	50			74	
AM TOTAL PROJECT TRAFFIC												**87**	**50**			**74**	
AM TRAFFIC REASSIGNMENT												**-23**				**17**	
AM TOTAL TRAFFIC												**848**	**50**			**613**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New											106	50			134	
PM TOTAL PROJECT TRAFFIC												**106**	**50**			**134**	
PM TRAFFIC REASSIGNMENT												**-15**				**14**	
PM TOTAL TRAFFIC												**874**	**50**			**1,059**	

(1) Northbound and southbound through volumes were developed from turning movement counts at Catalonia Avenue and Ponce De Leon Blvd.

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Ponce De Leon Boulevard and West Driveway (Outbound)
COUNT DATE: May 13, 2014
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT(1)	NBR	SBU	SBL	SBT(1)	SBR
AM Raw Turning Movements											732				476	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS											**747**				**486**	

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements											741				822	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS											**756**				**838**	

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion											1				1	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH											33				21	
AM NON-PROJECT TRAFFIC w/ DIVERSION											**781**				**508**	

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion											15				9	
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH											33				36	
PM NON-PROJECT TRAFFIC w/ DIVERSION											**804**				**883**	

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering											13.0%				8.0%	
Distribution	Exiting								8.0%			3.0%				12.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New								20			87				74	
AM TOTAL PROJECT TRAFFIC									**20**			**87**				**74**	
AM TRAFFIC REASSIGNMENT												**-19**					
AM TOTAL TRAFFIC									**20**			**849**				**582**	

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New								68			106				134	
PM TOTAL PROJECT TRAFFIC									**68**			**106**				**134**	
PM TRAFFIC REASSIGNMENT												**-32**					
PM TOTAL TRAFFIC									**68**			**878**				**1,017**	

(1) Northbound and southbound through volumes were developed using the average of the turning movement counts at the intersections of Ponce De Leon Boulevard at University Drive and Catalonia Avenue

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Internal Driveway and Residential Driveway
COUNT DATE: May 13, 2014
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements																
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS																

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements																
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS																

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion																
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH																
AM NON-PROJECT TRAFFIC w/ DIVERSION																

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion																
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH																
PM NON-PROJECT TRAFFIC w/ DIVERSION																

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering			2.0%													
	Exiting																

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			12													
AM TOTAL PROJECT TRAFFIC				12													
AM TOTAL TRAFFIC				12													

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New			12													
PM TOTAL PROJECT TRAFFIC				12													
PM TOTAL TRAFFIC				12													

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Malaga Avenue and South Driveway
COUNT DATE: May 13, 2014
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[1]	EBR	WBU	WBL	WBT[1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			216				92									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS			**220**				**94**									

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			134				149									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS			**137**				**152**									

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion			26				26									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH			10				4									
AM NON-PROJECT TRAFFIC w/ DIVERSION			**256**				**124**									

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion			22				28									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH			6				7									
PM NON-PROJECT TRAFFIC w/ DIVERSION			**165**				**187**									

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering		40.0%														
Distribution	Exiting																40.0%
Net New	Entering		16.0%						8.0%								
Distribution	Exiting																22.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By		19														19
Trips	Net New		99						49								53
AM TOTAL PROJECT TRAFFIC			**118**	**0**				**0**	**49**								**72**
AM TOTAL TRAFFIC			**118**	**256**				**124**	**49**								**72**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By		79														79
Trips	Net New		99						49								187
PM TOTAL PROJECT TRAFFIC			**178**						**49**								**266**
PM TOTAL TRAFFIC			**178**	**165**				**187**	**49**								**266**

(1) Eastbound and westbound through volumes were developed using the average of the turning movements counts at the intersections of Malaga Avenue at Ponce De Leon Boulevard and Coconut Grove Drive

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Malaga Avenue and Residential Driveway
COUNT DATE: May 13, 2014
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[1]	EBR	WBU	WBL	WBT[1]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements			216				92									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
AM EXISTING CONDITIONS			**220**				**94**									

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements			134				149									
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
PM EXISTING CONDITIONS			**137**				**152**									

"AM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion			26				26									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
AM BACKGROUND TRAFFIC GROWTH			10				4									
AM NON-PROJECT TRAFFIC w/ DIVERSION			**256**				**124**									

"PM TRAFFIC CALMING DIVERSION"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Traffic Diversion			22				28									
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
PM BACKGROUND TRAFFIC GROWTH			6				7									
PM NON-PROJECT TRAFFIC w/ DIVERSION			**165**				**187**									

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering							8.0%									
Distribution	Exiting																

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New							49									
AM TOTAL PROJECT TRAFFIC				**0**				**49**									
AM TOTAL TRAFFIC				**256**				**173**									

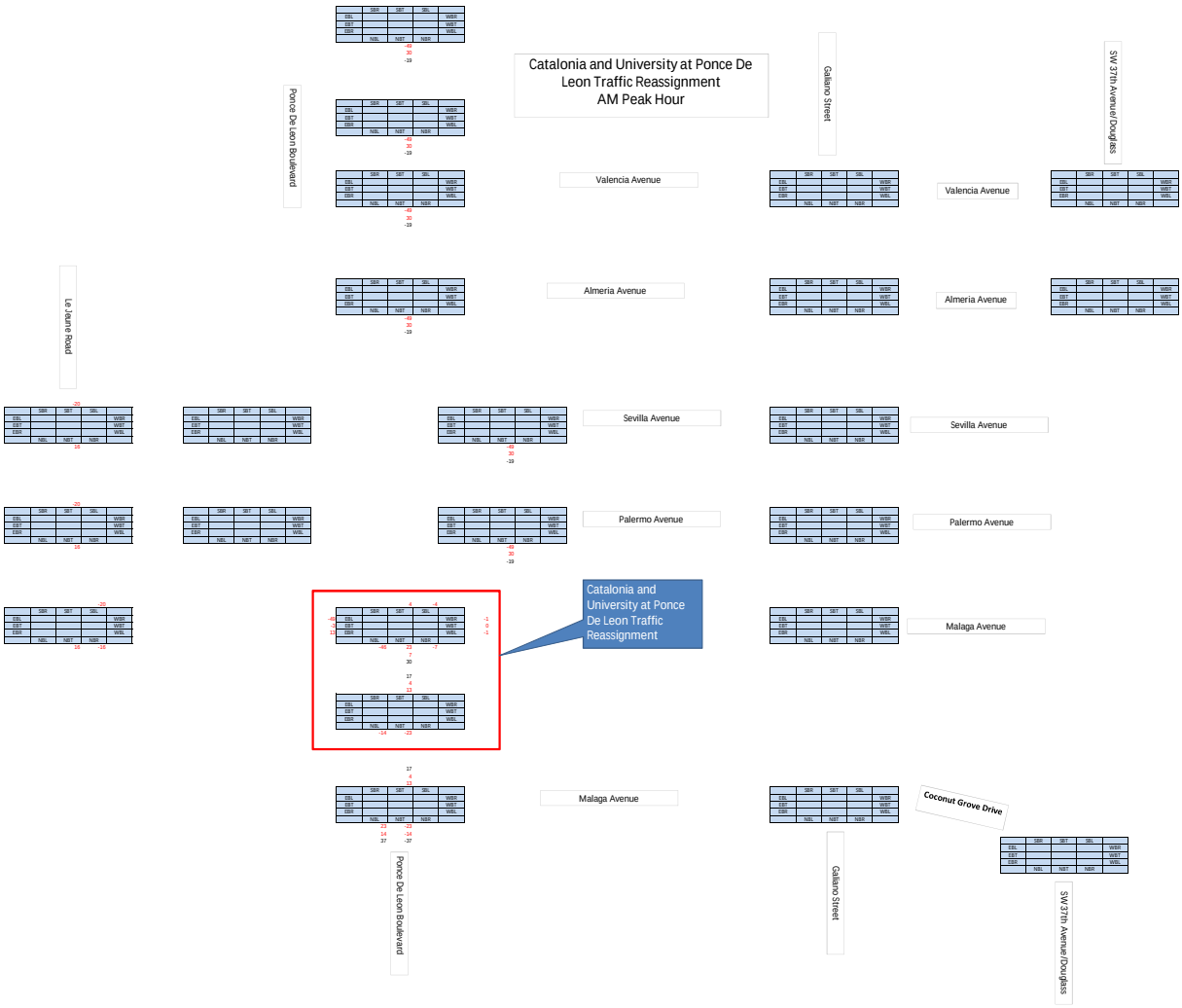
"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project	Pass - By																
Trips	Net New							49									
PM TOTAL PROJECT TRAFFIC								**49**									
PM TOTAL TRAFFIC				**165**				**236**									

(1) Eastbound and westbound through volumes were developed using the average of the turning movements counts at the intersections of Malaga Avenue at Ponce De Leon Boulevard and Coconut Grove Drive

Ponce De Leon Boulevard at Catalonia Avenue and University Drive Traffic Reassignment

Catalonia and University at Ponce De Leon Traffic Reassignment
AM Peak Hour



Catalonia and University at Ponce De Leon Traffic Reassignment
PM Peak Hour

Ponce De Leon Boulevard

Galiano Street

SW 37th Avenue/Douglass

Valencia Avenue

Almeria Avenue

Le Jeune Road

Sevilla Avenue

Palermo Avenue

Catalonia and University at Ponce De Leon Traffic Reassignment

Malaga Avenue

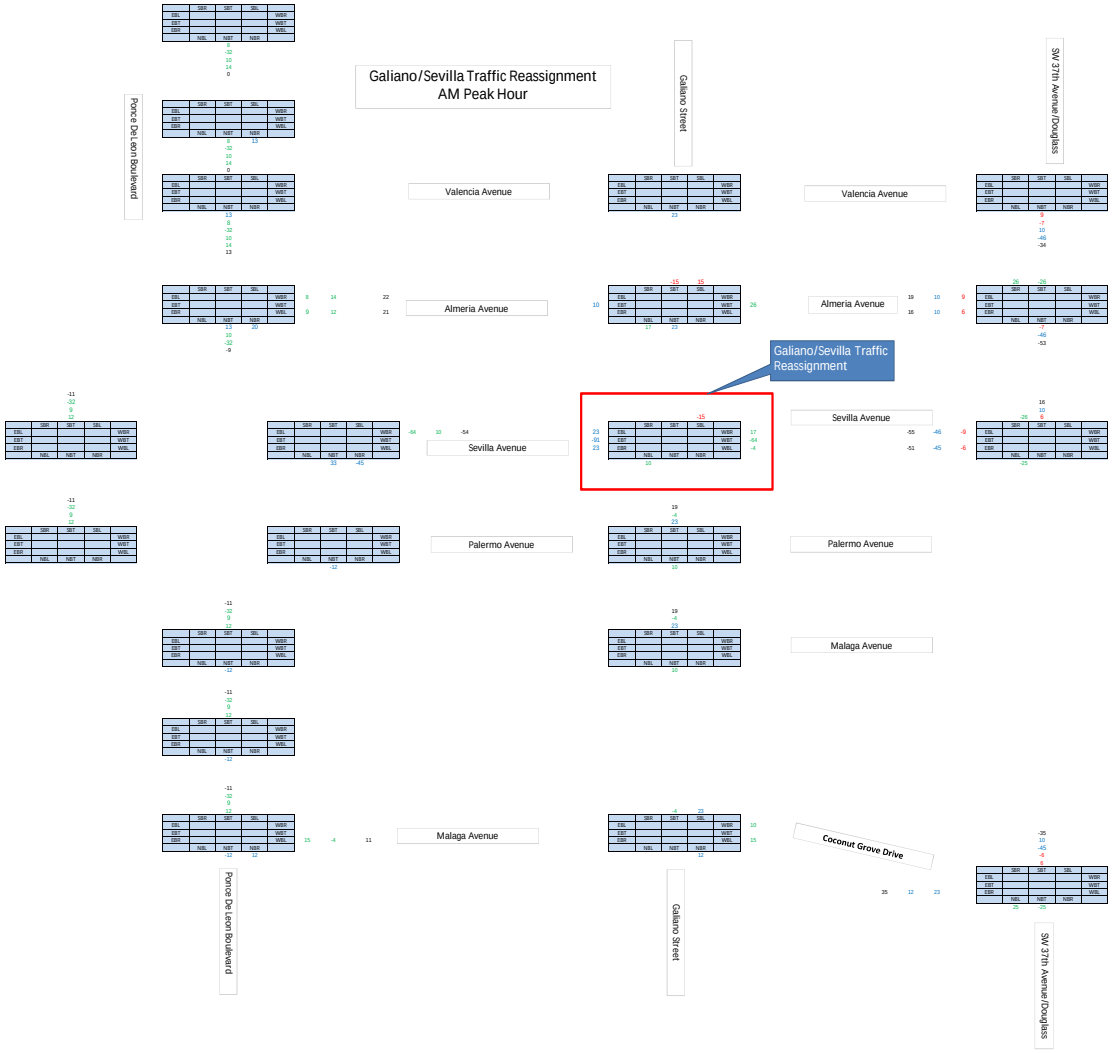
Coconut Grove Drive

Traffic Calming - Traffic Reassignment

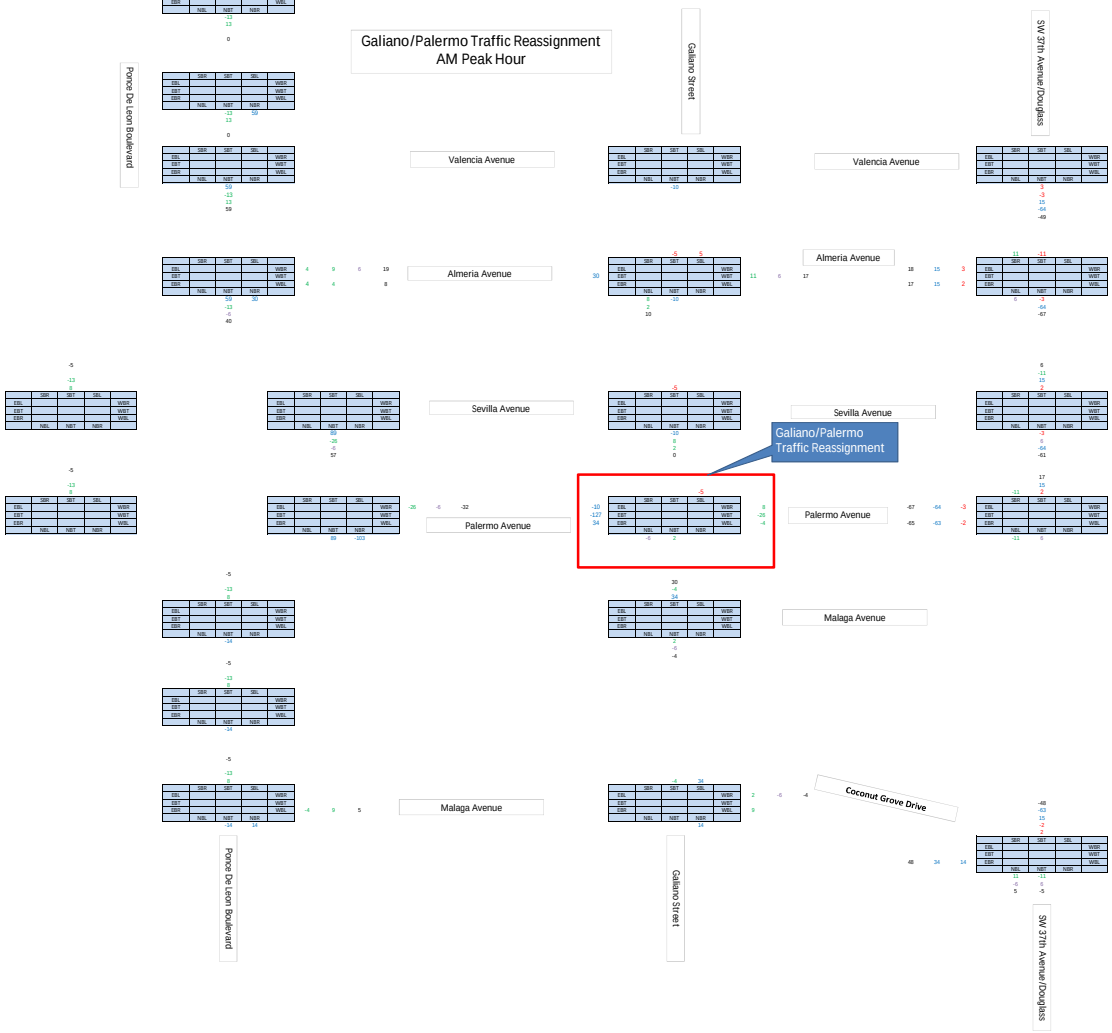
(Galiano Street at Sevilla Avenue, Galiano Street at Palermo Avenue, Galiano Street at Malaga Avenue, Malaga Avenue at Coconut Grove Drive, and Total Traffic Reassignment)

AM Peak Hour

Galiano/Sevilla Traffic Reassignment
AM Peak Hour

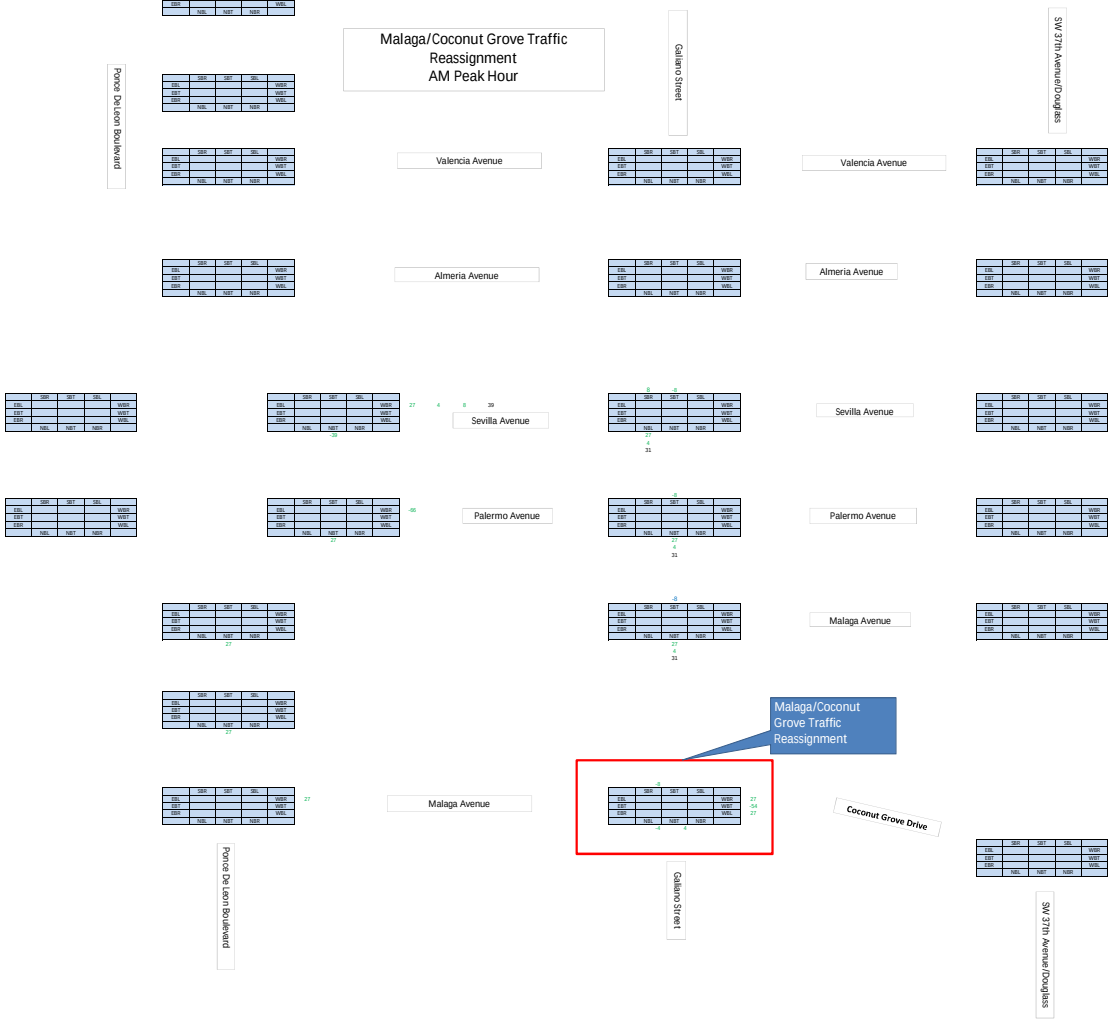


Galiano/Palermo Traffic Reassignment
AM Peak Hour

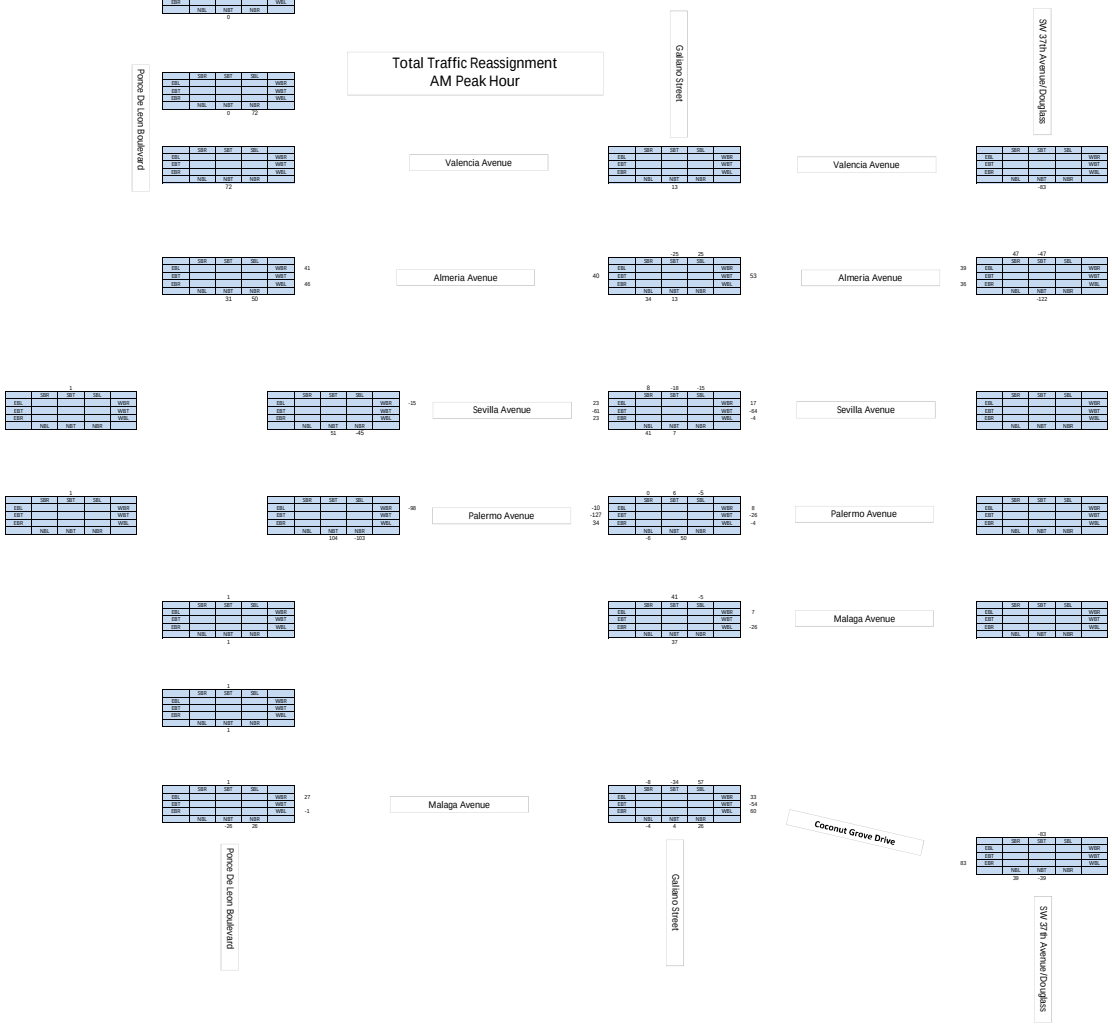


Galiano/Malaga Traffic Reassignment
AM Peak Hour

Malaga/Coconut Grove Traffic Reassignment AM Peak Hour

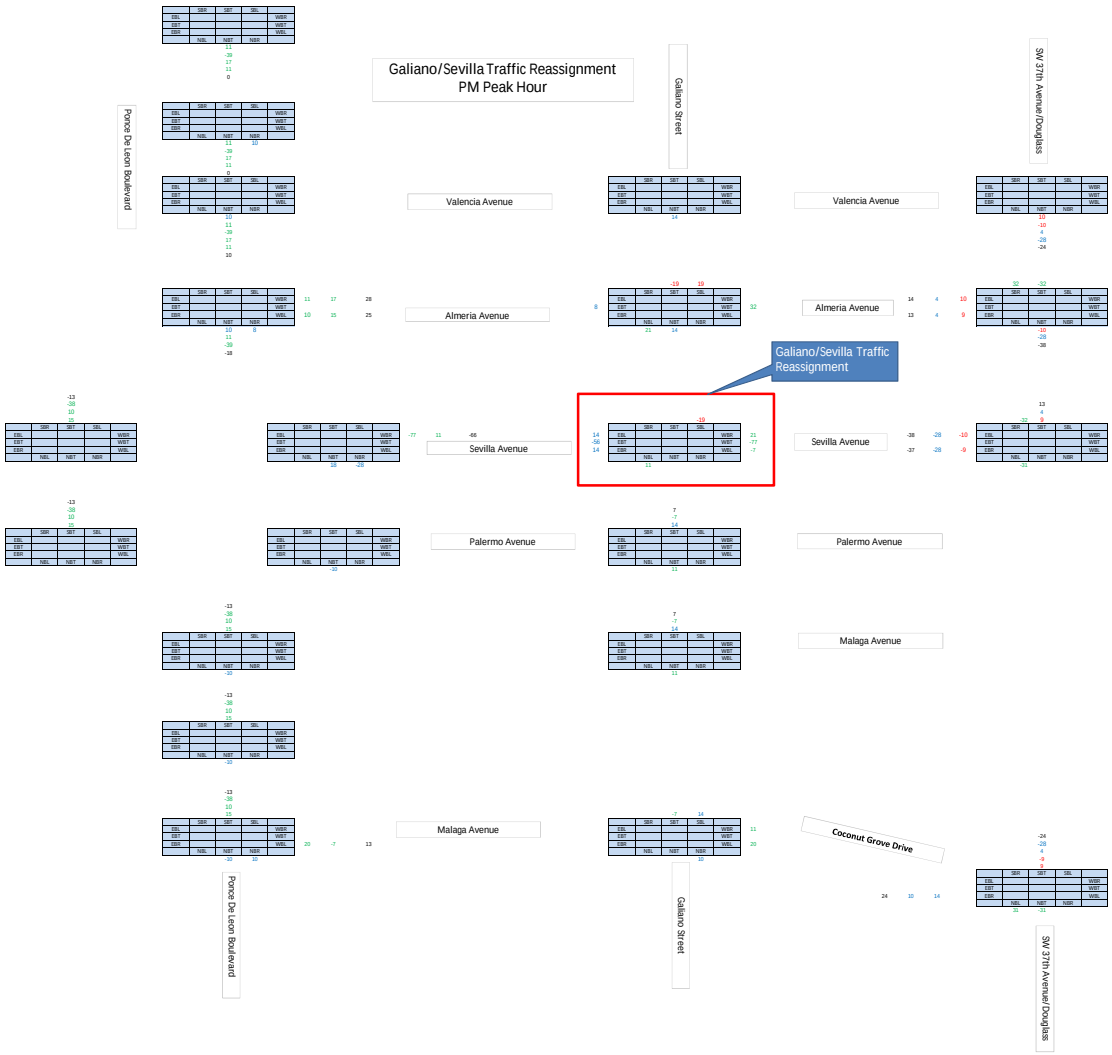


Total Traffic Reassignment
AM Peak Hour

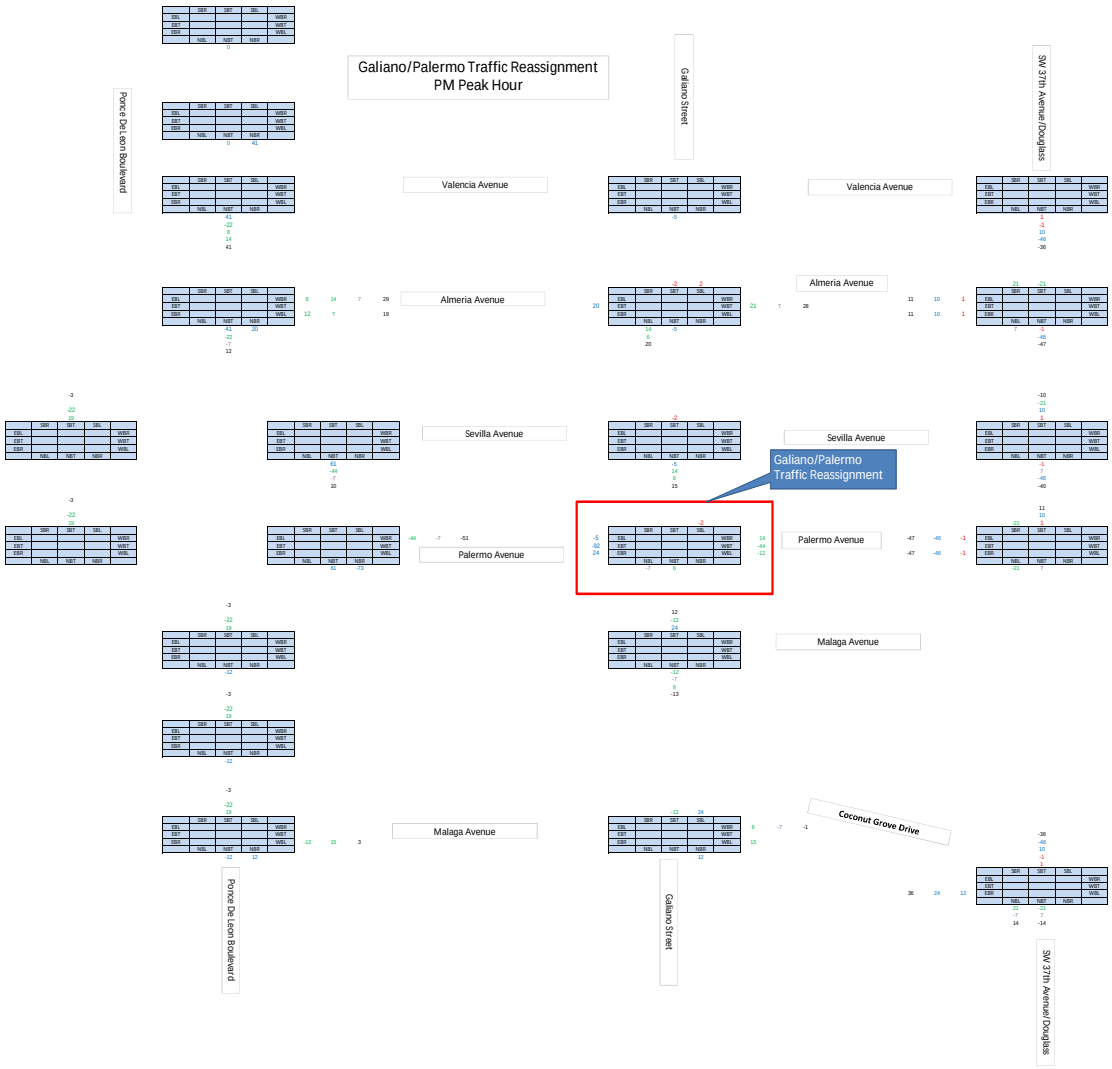


PM Peak Hour

Galiano/Sevilla Traffic Reassignment
PM Peak Hour

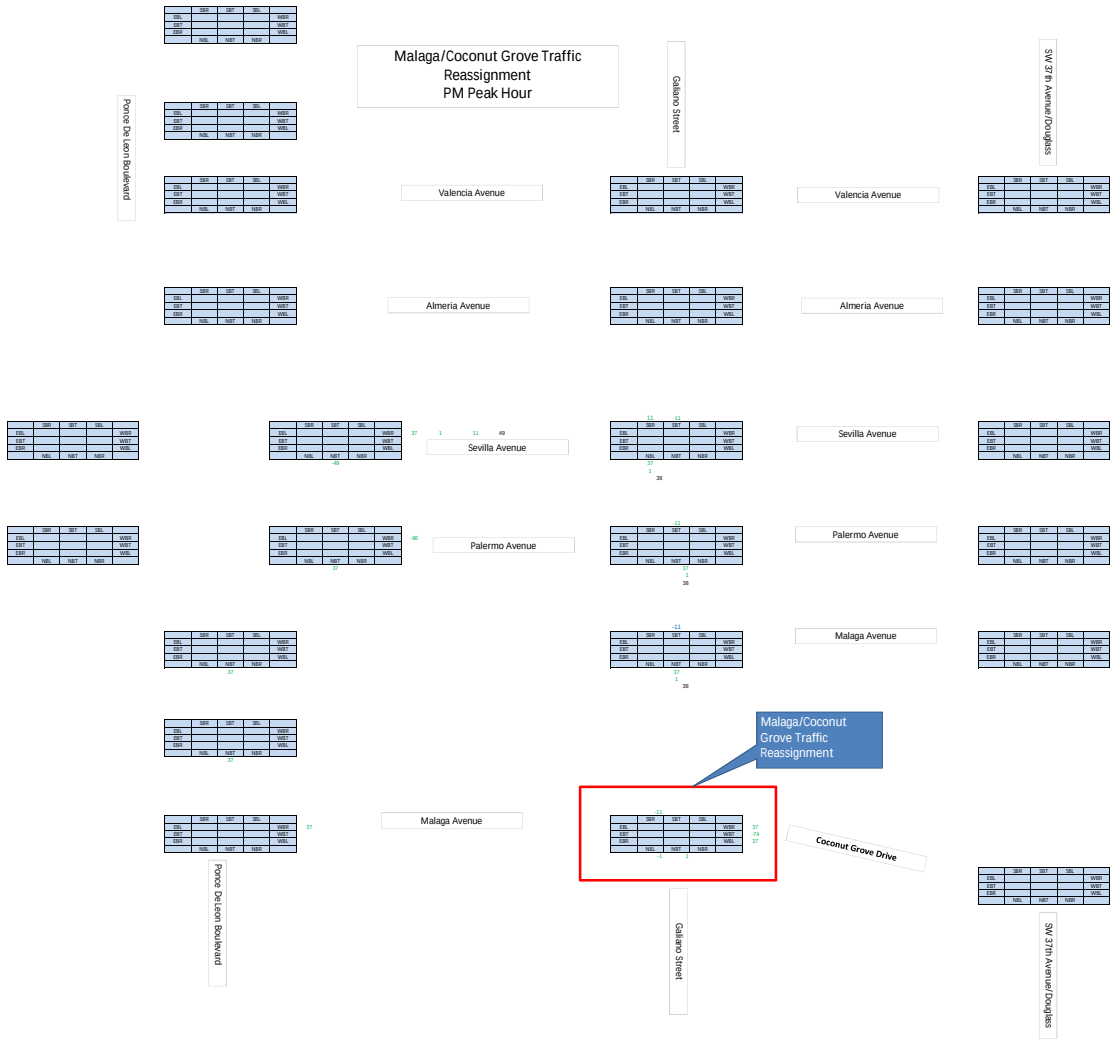


Galiano/Palermo Traffic Reassignment
PM Peak Hour

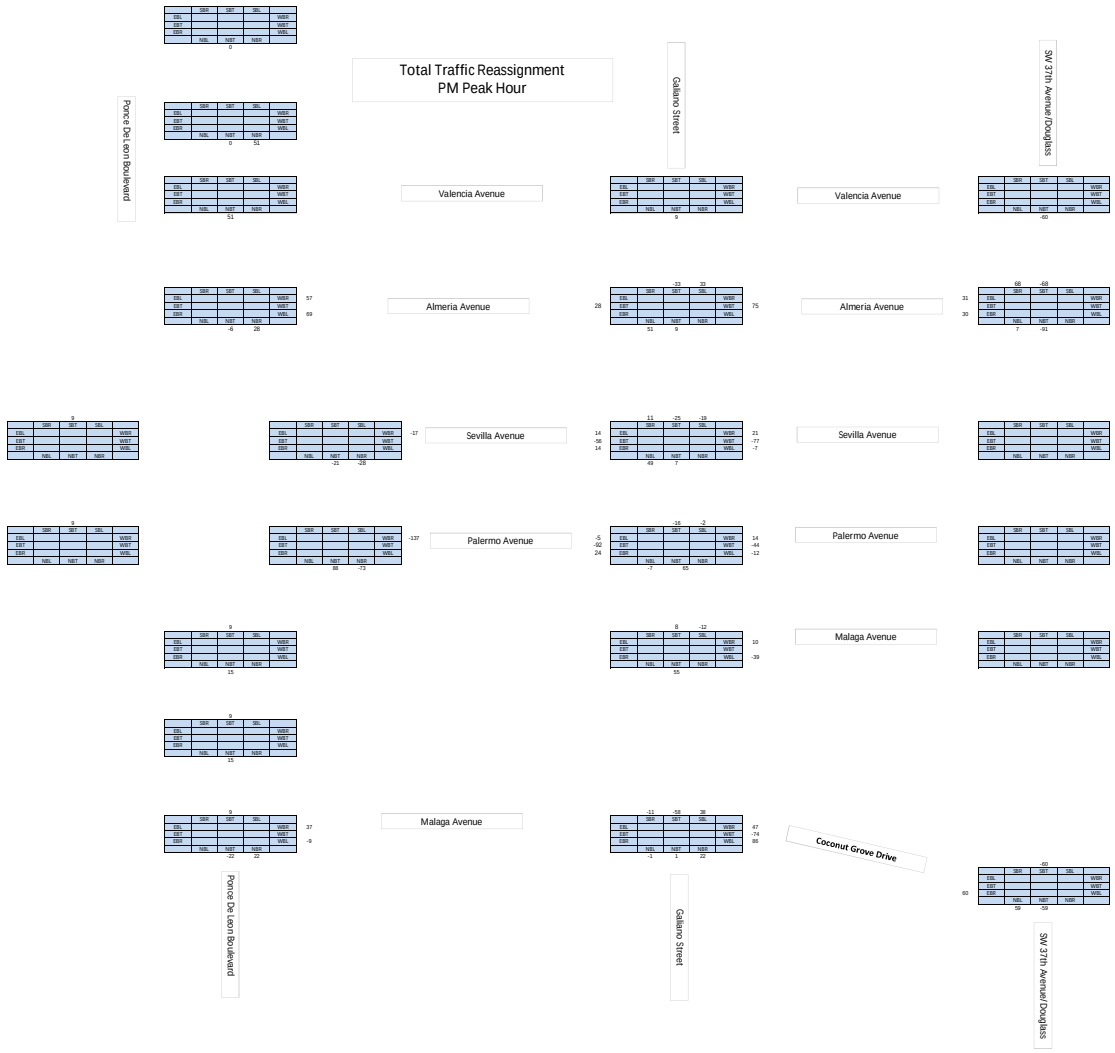


Galiano/Malaga Traffic Reassignment
PM Peak Hour

Malaga/Coconut Grove Traffic Reassignment PM Peak Hour



Total Traffic Reassignment
PM Peak Hour



APPENDIX G:
Intersection Capacity Analyses

Existing Conditions

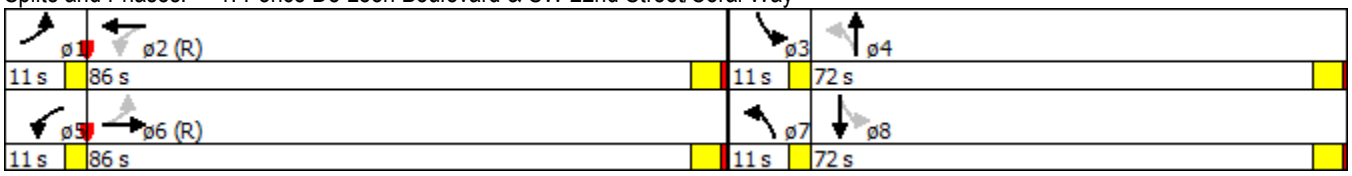
AM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	131	762	171	680	28	345	38	350
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.0	28.0	9.0	28.0	9.0	27.8	9.0	27.8
Total Split (s)	11.0	86.0	11.0	86.0	11.0	72.0	11.0	72.0
Total Split (%)	6.1%	47.8%	6.1%	47.8%	6.1%	40.0%	6.1%	40.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	0.8	0.0	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0	3.0	4.8	3.0	4.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 105 (58%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & SW 22nd Street/Coral Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	131	762	68	171	680	70	28	345	64	38	350	44
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.93	0.99		0.93	0.96		0.91	0.96		0.91
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	190.0
Adj Flow Rate, veh/h	138	802	65	180	716	66	29	363	53	40	368	37
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	380	1218	99	367	1256	116	347	902	130	347	972	97
Arrive On Green	0.09	0.49	0.49	0.12	0.51	0.51	0.03	0.29	0.29	0.04	0.30	0.30
Sat Flow, veh/h	1774	3295	267	1774	3255	300	1774	3061	441	1774	3218	321
Grp Volume(v), veh/h	138	431	436	180	389	393	29	208	208	40	201	204
Grp Sat Flow(s),veh/h/ln	1774	1770	1793	1774	1770	1785	1774	1770	1733	1774	1770	1769
Q Serve(g_s), s	3.5	13.7	13.7	4.6	11.3	11.3	0.8	7.0	7.2	1.2	6.7	6.8
Cycle Q Clear(g_c), s	3.5	13.7	13.7	4.6	11.3	11.3	0.8	7.0	7.2	1.2	6.7	6.8
Prop In Lane	1.00		0.15	1.00		0.17	1.00		0.25	1.00		0.18
Lane Grp Cap(c), veh/h	380	654	663	367	683	689	347	521	510	347	534	534
V/C Ratio(X)	0.36	0.66	0.66	0.49	0.57	0.57	0.08	0.40	0.41	0.12	0.38	0.38
Avail Cap(c_a), veh/h	445	1919	1944	404	1919	1936	483	1592	1559	470	1592	1592
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	15.4	15.4	13.5	13.9	13.9	17.6	21.1	21.1	17.4	20.5	20.6
Incr Delay (d2), s/veh	0.2	5.1	5.1	0.4	3.4	3.4	0.0	0.6	0.6	0.1	0.5	0.5
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 BackOfQ(50%),veh/ln	1.7	7.5	7.6	2.2	6.0	6.1	0.4	3.5	3.5	0.6	3.3	3.4
LnGrp Delay(d),s/veh	13.4	20.6	20.5	13.9	17.3	17.3	17.6	21.6	21.7	17.5	21.1	21.1
LnGrp LOS	B	C	C	B	B	B	B	C	C	B	C	C
Approach Vol, veh/h		1005			962			445			445	
Approach Delay, s/veh		19.6			16.7			21.4			20.8	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	139.1	5.8	26.8	9.5	137.9	5.3	27.4
Change Period (Y+Rc), s	3.0	5.0	3.0	3.8000002	3.0	5.0	3.0	3.8000002
Max Green Setting (Gmax), s	8.0	81.0	8.0	27.199997	8.0	81.0	8.0	27.199997
Max Q Clear Time (g_c+I1), s	5.5	13.3	3.2	9.2	6.6	15.7	2.8	8.8
Green Ext Time (p_c), s	0.0	12.0	0.0	7.1	0.0	11.9	0.0	7.1

Intersection Summary	
HCM 2010 Ctrl Delay	19.1
HCM 2010 LOS	B

Notes

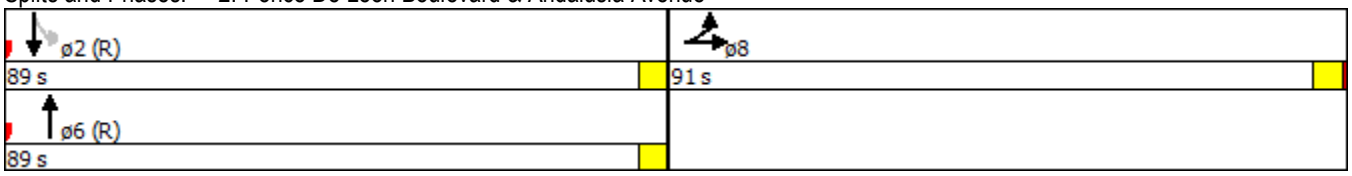
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	61	607	401	84	500
Turn Type	Split	NA	NA	Perm	NA
Protected Phases	8	8	6		2
Permitted Phases				2	
Detector Phase	8	8	6	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.8	27.8	22.0	22.0	22.0
Total Split (s)	91.0	91.0	89.0	89.0	89.0
Total Split (%)	50.6%	50.6%	49.4%	49.4%	49.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.0	4.0	4.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 8 (4%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: Ponce De Leon Boulevard & Andalusia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	61	607	88	0	0	0	0	401	122	84	500	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.96	0.98		1.00
Parking Bus, Adj	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				0.0	186.3	190.0	186.3	186.3	0.0
Adj Flow Rate, veh/h	66	660	83				0	436	100	91	543	0
Adj No. of Lanes	1	2	0				0	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	581	1034	130				0	1121	254	484	1397	0
Arrive On Green	0.33	0.33	0.33				0.00	0.52	0.52	0.52	0.52	0.00
Sat Flow, veh/h	1774	3158	397				0	2933	645	849	3632	0
Grp Volume(v), veh/h	66	369	374				0	270	266	91	543	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1785				0	1770	1715	849	1770	0
Q Serve(g_s), s	0.8	5.6	5.6				0.0	2.9	2.9	2.4	2.9	0.0
Cycle Q Clear(g_c), s	0.8	5.6	5.6				0.0	2.9	2.9	5.3	2.9	0.0
Prop In Lane	1.00		0.22				0.00		0.38	1.00		0.00
Lane Grp Cap(c), veh/h	581	579	584				0	698	677	484	1397	0
V/C Ratio(X)	0.11	0.64	0.64				0.00	0.39	0.39	0.19	0.39	0.00
Avail Cap(c_a), veh/h	4830	4818	4860				0	4751	4603	2429	9502	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.99	0.99	0.73	0.73	0.00
Uniform Delay (d), s/veh	7.4	9.1	9.1				0.0	5.2	5.2	6.8	5.2	0.0
Incr Delay (d2), s/veh	0.1	0.9	0.9				0.0	1.6	1.7	0.6	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.8	2.8				0.0	1.6	1.6	0.6	1.4	0.0
LnGrp Delay(d),s/veh	7.5	9.9	9.9				0.0	6.8	6.9	7.5	5.8	0.0
LnGrp LOS	A	A	A					A	A	A	A	
Approach Vol, veh/h		809						536			634	
Approach Delay, s/veh		9.7						6.9			6.1	
Approach LOS		A						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		164.8				164.8		15.2
Change Period (Y+Rc), s		4.0				4.0		4.8
Max Green Setting (Gmax), s		85.0				85.0		86.2
Max Q Clear Time (g_c+I1), s		7.3				4.9		7.6
Green Ext Time (p_c), s		2.9				2.9		1.7

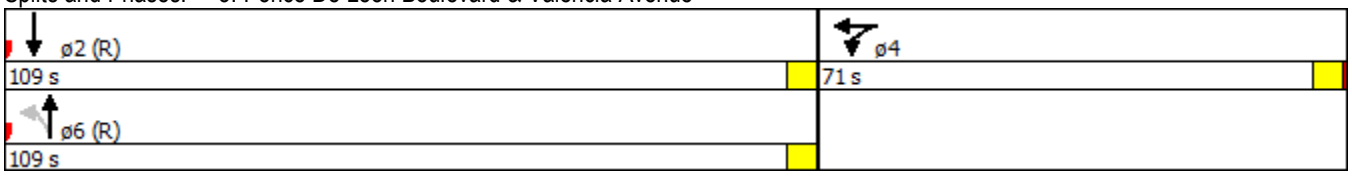
Intersection Summary	
HCM 2010 Ctrl Delay	7.8
HCM 2010 LOS	A

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	154	29	501	475
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.7	22.3	22.3	22.3
Total Split (s)	71.0	109.0	109.0	109.0
Total Split (%)	39.4%	60.6%	60.6%	60.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.7	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	4.3	4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 41 (23%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 3: Ponce De Leon Boulevard & Valencia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	40	154	31	29	501	0	0	475	121
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				190.0	186.3	190.0	186.3	186.3	0.0	0.0	186.3	190.0
Adj Flow Rate, veh/h				44	171	13	32	557	0	0	528	101
Adj No. of Lanes				0	3	0	1	2	0	0	2	0
Peak Hour Factor				0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				234	986	76	509	1333	0	0	1116	213
Arrive On Green				0.08	0.08	0.08	0.50	0.50	0.00	0.00	0.50	0.50
Sat Flow, veh/h				961	4044	311	792	3632	0	0	3057	565
Grp Volume(v), veh/h				83	69	76	32	557	0	0	314	315
Grp Sat Flow(s),veh/h/ln				1815	1695	1806	792	1770	0	0	1770	1759
Q Serve(g_s), s				1.0	0.9	0.9	0.7	2.4	0.0	0.0	2.8	2.8
Cycle Q Clear(g_c), s				1.0	0.9	0.9	3.4	2.4	0.0	0.0	2.8	2.8
Prop In Lane				0.53		0.17	1.00		0.00	0.00		0.32
Lane Grp Cap(c), veh/h				443	413	440	509	1333	0	0	666	662
V/C Ratio(X)				0.19	0.17	0.17	0.06	0.42	0.00	0.00	0.47	0.48
Avail Cap(c_a), veh/h				5074	4740	5050	3708	15628	0	0	7814	7767
HCM Platoon Ratio				0.33	0.33	0.33	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				0.73	0.73	0.73	0.97	0.97	0.00	0.00	0.98	0.98
Uniform Delay (d), s/veh				8.7	8.7	8.7	5.5	4.3	0.0	0.0	4.4	4.4
Incr Delay (d2), s/veh				0.1	0.1	0.1	0.2	0.9	0.0	0.0	2.3	2.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.5	0.4	0.5	0.2	1.2	0.0	0.0	1.7	1.7
LnGrp Delay(d),s/veh				8.8	8.8	8.8	5.7	5.2	0.0	0.0	6.7	6.8
LnGrp LOS				A	A	A	A	A			A	A
Approach Vol, veh/h					228			589			629	
Approach Delay, s/veh					8.8			5.2			6.8	
Approach LOS					A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		169.5		10.5		169.5		
Change Period (Y+Rc), s	* 4.3000002		* 4.6999998		* 4.3000002			
Max Green Setting (Gmax), s		* 104.7	* 66.300003			* 104.7		
Max Q Clear Time (g_c+I1), s		4.8		3.0		5.4		
Green Ext Time (p_c), s		3.0		0.0		3.0		

Intersection Summary	
HCM 2010 Ctrl Delay	6.5
HCM 2010 LOS	A

Notes

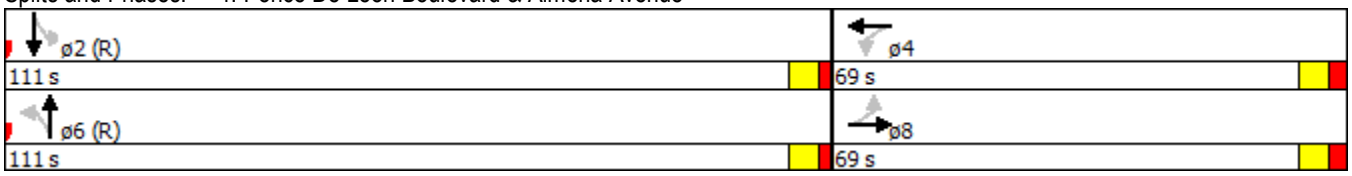
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	26	192	26	69	29	494	32	466
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	32.6	32.6	32.6	32.6	24.0	24.0	24.0	24.0
Total Split (s)	69.0	69.0	69.0	69.0	111.0	111.0	111.0	111.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	61.7%	61.7%	61.7%	61.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 18 (10%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: Ponce De Leon Boulevard & Almeria Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	192	16	26	69	16	29	494	68	32	466	11
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)	0.99		0.99	0.99		0.99	0.99		0.98	0.99		0.98
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	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	27	202	15	27	73	12	31	520	57	34	491	10
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	427	30	198	355	49	152	984	106	394	1162	24
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	103	1584	110	203	1317	182	79	3005	323	828	3546	72
Grp Volume(v), veh/h	244	0	0	112	0	0	320	0	288	34	245	256
Grp Sat Flow(s),veh/h/ln	1797	0	0	1703	0	0	1776	0	1632	828	1770	1849
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1	1.0	3.0	3.0
Cycle Q Clear(g_c), s	3.5	0.0	0.0	1.5	0.0	0.0	3.9	0.0	4.1	5.1	3.0	3.0
Prop In Lane	0.11		0.06	0.24		0.11	0.10		0.20	1.00		0.04
Lane Grp Cap(c), veh/h	612	0	0	602	0	0	708	0	534	394	580	606
V/C Ratio(X)	0.40	0.00	0.00	0.19	0.00	0.00	0.45	0.00	0.54	0.09	0.42	0.42
Avail Cap(c_a), veh/h	3645	0	0	3352	0	0	5808	0	5478	2902	5941	6206
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	9.6	0.0	0.0	8.9	0.0	0.0	7.0	0.0	7.1	9.0	6.8	6.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	0.0	2.1	0.0	3.9	0.4	2.2	2.1
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 BackOfQ(50%),veh/ln	1.8	0.0	0.0	0.8	0.0	0.0	2.3	0.0	2.3	0.3	1.7	1.8
LnGrp Delay(d),s/veh	9.9	0.0	0.0	9.0	0.0	0.0	9.1	0.0	10.9	9.4	9.0	8.9
LnGrp LOS	A			A			A		B	A	A	A
Approach Vol, veh/h		244			112			608			535	
Approach Delay, s/veh		9.9			9.0			10.0			9.0	
Approach LOS		A			A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		165.0		15.0		165.0		15.0
Change Period (Y+Rc), s		6.0		6.6		6.0		6.6
Max Green Setting (Gmax), s		105.0		62.4		105.0		62.4
Max Q Clear Time (g_c+I1), s		7.1		3.5		6.1		5.5
Green Ext Time (p_c), s		2.5		1.8		2.5		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	9.5
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	107	0	0	509	192
Conflicting Peds, #/hr	0	8	0	0	0	9
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	2	2	2	2	2
Mvmt Flow	0	115	0	0	547	206

Major/Minor	Minor2		Major2	
Conflicting Flow All	659	384	-	0
Stage 1	659	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	349	614	-	-
Stage 1	419	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	344	610	-	-
Mov Cap-2 Maneuver	344	-	-	-
Stage 1	416	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	12.3	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	610	-	-
HCM Lane V/C Ratio	0.189	-	-
HCM Control Delay (s)	12.3	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.7	-	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	77	701	187	0	0
Conflicting Peds, #/hr	0	1	0	5	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	81	738	197	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	837	467	0	0
Stage 1	837	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	259	542	-	-
Stage 1	327	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	258	542	-	-
Mov Cap-2 Maneuver	258	-	-	-
Stage 1	327	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	12.8	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	542
HCM Lane V/C Ratio	-	-	0.15
HCM Control Delay (s)	-	-	12.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.5

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	163	0	0	572	46
Conflicting Peds, #/hr	0	0	0	0	0	9
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	177	0	0	622	50

Major/Minor	Minor2		Major2	
Conflicting Flow All	647	335	-	0
Stage 1	647	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	356	661	-	-
Stage 1	426	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	356	661	-	-
Mov Cap-2 Maneuver	356	-	-	-
Stage 1	426	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	12.4	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	661	-	-
HCM Lane V/C Ratio	0.268	-	-
HCM Control Delay (s)	12.4	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	1.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	93	835	193	0	0
Conflicting Peds, #/hr	0	12	0	11	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	101	908	210	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	1025	570	0	0
Stage 1	1025	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	189	465	-	-
Stage 1	252	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	185	460	-	-
Mov Cap-2 Maneuver	185	-	-	-
Stage 1	249	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	15	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	460
HCM Lane V/C Ratio	-	-	0.22
HCM Control Delay (s)	-	-	15
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.8

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	47	3	40	1	0	1	44	699	7
Conflicting Peds, #/hr	2	0	1	1	0	2	6	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	3	43	1	0	1	47	752	8

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	987	1371	267	1110	1380	388	519	0	0
Stage 1	515	515	-	852	852	-	-	-	-
Stage 2	472	856	-	258	528	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	202	145	731	164	143	611	1043	-	-
Stage 1	511	533	-	321	374	-	-	-	-
Stage 2	542	373	-	724	526	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	187	132	726	141	130	607	1038	-	-
Mov Cap-2 Maneuver	187	132	-	141	130	-	-	-	-
Stage 1	470	528	-	295	344	-	-	-	-
Stage 2	496	343	-	669	521	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	25.3	20.9	0.8
HCM LOS	D	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1038	-	-	273	229	843	-	-
HCM Lane V/C Ratio	0.046	-	-	0.354	0.009	0.005	-	-
HCM Control Delay (s)	8.6	0.3	-	25.3	20.9	9.3	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.5	0	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	4	458	23
Conflicting Peds, #/hr	3	0	6
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	93	93	93
Heavy Vehicles, %	2	2	2
Mvmt Flow	4	492	25

Major/Minor	Major2		
Conflicting Flow All	761	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	847	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	843	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.1
HCM LOS	

Minor Lane/Major Mvmt

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	13	774	392	106
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	14	832	422	114
Pedestrians	6					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				129		
pX, platoon unblocked	0.91					
vC, conflicting volume	929	274	541			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	712	274	541			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	99			
cM capacity (veh/h)	328	724	1023			

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	291	555	281	254
Volume Left	14	0	0	0
Volume Right	0	0	0	114
cSH	1023	1700	1700	1700
Volume to Capacity	0.01	0.33	0.17	0.15
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	0.5	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	0.2		0.0	
Approach LOS				

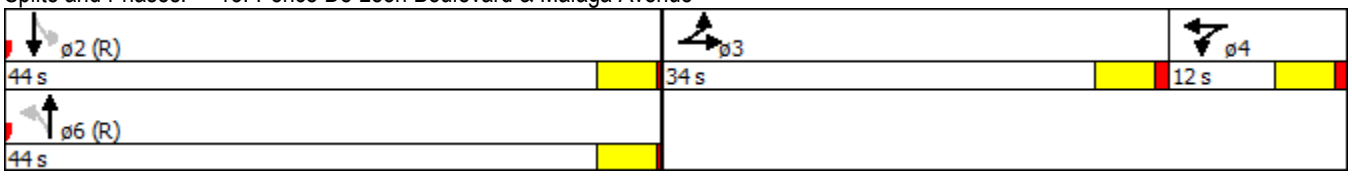
Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	34.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Volume (vph)	188	155	36	15	570	20	364
Turn Type	Split	NA	NA	Perm	NA	Perm	NA
Protected Phases	3	3	4		6		2
Permitted Phases				6		2	
Detector Phase	3	3	4	6	6	2	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0
Minimum Split (s)	28.0	28.0	12.0	20.5	20.5	20.5	20.5
Total Split (s)	34.0	34.0	12.0	44.0	44.0	44.0	44.0
Total Split (%)	37.8%	37.8%	13.3%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.0	5.0	5.0		4.3		4.3
Lead/Lag	Lead	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 39 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	188	155	23	35	36	26	15	570	46	20	364	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			4.3			4.3	
Lane Util. Factor	0.95	0.95			1.00			0.95			0.95	
Frpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	
Flpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	0.98			0.96			0.99			1.00	
Flt Protected	0.95	1.00			0.98			1.00			1.00	
Satd. Flow (prot)	1681	1728			1764			3490			3530	
Flt Permitted	0.95	1.00			0.98			0.94			0.91	
Satd. Flow (perm)	1681	1728			1764			3293			3219	
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)	198	163	24	37	38	27	16	600	48	21	383	0
RTOR Reduction (vph)	0	7	0	0	14	0	0	5	0	0	0	0
Lane Group Flow (vph)	178	200	0	0	88	0	0	659	0	0	404	0
Confl. Peds. (#/hr)			1	1			6		4	4		6
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	3	3		4	4			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)	15.5	15.5			8.5			51.7			51.7	
Effective Green, g (s)	15.5	15.5			8.5			51.7			51.7	
Actuated g/C Ratio	0.17	0.17			0.09			0.57			0.57	
Clearance Time (s)	5.0	5.0			5.0			4.3			4.3	
Vehicle Extension (s)	2.5	2.5			2.5			1.0			1.0	
Lane Grp Cap (vph)	289	297			166			1891			1849	
v/s Ratio Prot	0.11	c0.12			c0.05							
v/s Ratio Perm								c0.20			0.13	
v/c Ratio	0.62	0.67			0.53			0.35			0.22	
Uniform Delay, d1	34.5	34.9			38.8			10.2			9.3	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	3.3	5.4			2.3			0.5			0.3	
Delay (s)	37.8	40.3			41.1			10.7			9.6	
Level of Service	D	D			D			B			A	
Approach Delay (s)		39.1			41.1			10.7			9.6	
Approach LOS		D			D			B			A	

Intersection Summary

HCM 2000 Control Delay	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.3
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		

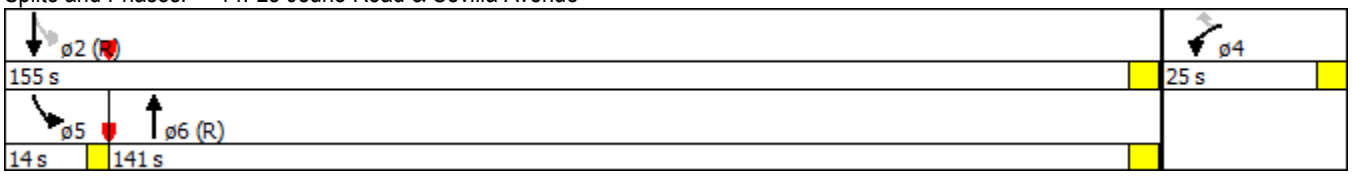
c Critical Lane Group

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	7	41	1211	255	1071
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	4		6	5	2
Permitted Phases		4		2	
Detector Phase	4	4	6	5	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	16.0	5.0	16.0
Minimum Split (s)	24.2	24.2	20.5	9.0	20.5
Total Split (s)	25.0	25.0	141.0	14.0	155.0
Total Split (%)	13.9%	13.9%	78.3%	7.8%	86.1%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.2	0.2	0.4	0.0	0.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.4	3.0	4.4
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 12 (7%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 14: Le Jeune Road & Sevilla Avenue



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	7	41	1211	57	255	1071
Number	7	14	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	190.0	186.3	186.3
Adj Flow Rate, veh/h	7	0	1236	50	260	1093
Adj No. of Lanes	1	1	2	0	1	2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	23	21	1762	71	587	2615
Arrive On Green	0.01	0.00	0.68	0.68	0.19	0.98
Sat Flow, veh/h	1774	1583	3560	140	1774	3632
Grp Volume(v), veh/h	7	0	630	656	260	1093
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1838	1774	1770
Q Serve(g_s), s	0.1	0.0	7.6	7.6	1.7	0.3
Cycle Q Clear(g_c), s	0.1	0.0	7.6	7.6	1.7	0.3
Prop In Lane	1.00	1.00		0.08	1.00	
Lane Grp Cap(c), veh/h	23	21	899	934	587	2615
V/C Ratio(X)	0.30	0.00	0.70	0.70	0.44	0.42
Avail Cap(c_a), veh/h	1064	950	6971	7240	894	15372
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	4.0	4.0	4.5	0.1
Incr Delay (d2), s/veh	5.2	0.0	4.5	4.4	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.5	4.6	1.3	0.3
LnGrp Delay(d),s/veh	22.2	0.0	8.5	8.4	4.7	0.6
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	7		1286			1353
Approach Delay, s/veh	22.2		8.5			1.4
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		175.3		4.7	8.0	167.3		
Change Period (Y+Rc), s	* 4.4000001		* 4.1999998		3.0	4.4000001		
Max Green Setting (Gmax), s	* 150.60001		* 20.799999		11.0	136.60001		
Max Q Clear Time (g_c+I1), s		2.3		2.1	3.7	9.6		
Green Ext Time (p_c), s		8.0		0.0	0.2	8.0		

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	10	18	1252	101	214	1015
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	19	1291	104	221	1046

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2307	700	0	0	1395	0
Stage 1	1343	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	32	382	-	-	486	-
Stage 1	208	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	17	381	-	-	485	-
Mov Cap-2 Maneuver	96	-	-	-	-	-
Stage 1	208	-	-	-	-	-
Stage 2	180	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28	0	3.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	185	485	-
HCM Lane V/C Ratio	-	-	0.156	0.455	-
HCM Control Delay (s)	-	-	28	18.5	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	0.5	2.3	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	12	1377	36	164	999
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	12	1391	36	166	1009

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2245	716	0	0	1427	0
Stage 1	1409	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	35	373	-	-	473	-
Stage 1	192	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	23	372	-	-	472	-
Mov Cap-2 Maneuver	109	-	-	-	-	-
Stage 1	192	-	-	-	-	-
Stage 2	250	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.7	0	2.4
HCM LOS	C		

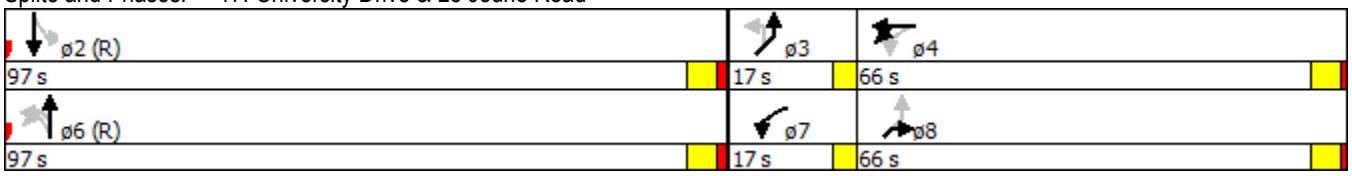
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	277	472	-
HCM Lane V/C Ratio	-	-	0.051	0.351	-
HCM Control Delay (s)	-	-	18.7	16.7	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.2	1.6	-

Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL2	NEL	NER
Lane Configurations											
Volume (vph)	79	147	18	6	7	1022	53	855	6	372	461
Turn Type	pm+pt	custom	NA	Perm	Perm	NA	Perm	NA	Perm	pm+pt	Prot
Protected Phases	7	4	4			6		2		3	8
Permitted Phases	4	4	4	6	6	6	2	2	3	8	8
Detector Phase	7	4	4	6	6	6	2	2	3	3	8
Switch Phase											
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	7.0
Minimum Split (s)	11.0	23.0	23.0	25.6	25.6	25.6	25.6	25.6	8.0	8.0	23.0
Total Split (s)	17.0	66.0	66.0	97.0	97.0	97.0	97.0	97.0	17.0	17.0	66.0
Total Split (%)	9.4%	36.7%	36.7%	53.9%	53.9%	53.9%	53.9%	53.9%	9.4%	9.4%	36.7%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.6	1.6	1.6	1.6	1.6	0.0	0.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.0		5.0		5.6	5.6	5.6	5.6		3.0	5.0
Lead/Lag	Lead	Lag	Lag						Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 91 (51%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 17: University Drive & Le Jeune Road



Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Volume (vph)	79	147	18	12	6	7	1022	134	53	855	109	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	0.99		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		0.99			1.00	0.98		1.00	0.98		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1681		1678			1770	3462		1770	3429		
Flt Permitted	0.24		0.96			0.21	1.00		0.15	1.00		
Satd. Flow (perm)	417		1678			387	3462		278	3429		
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	81	150	18	12	6	7	1043	137	54	872	111	10
RTOR Reduction (vph)	0	0	2	0	0	0	5	0	0	0	0	0
Lane Group Flow (vph)	73	0	186	0	0	13	1175	0	54	993	0	0
Confl. Peds. (#/hr)	10	10		10	10	10		10	10		10	10
Turn Type	pm+pt	custom	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7	4	4				6			2		
Permitted Phases	4	4	4		6	6	6		2	2		
Actuated Green, G (s)	45.9		36.0			98.7	98.7		98.7	98.7		
Effective Green, g (s)	45.9		36.0			98.7	98.7		98.7	98.7		
Actuated g/C Ratio	0.25		0.20			0.55	0.55		0.55	0.55		
Clearance Time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Vehicle Extension (s)	2.0		2.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	175		335			212	1898		152	1880		
v/s Ratio Prot	0.02		0.11				c0.34			0.29		
v/s Ratio Perm	0.08					0.03			0.19			
v/c Ratio	0.42		0.56			0.06	0.62		0.36	0.53		
Uniform Delay, d1	53.3		64.8			19.0	27.8		22.8	25.8		
Progression Factor	1.00		1.00			1.00	1.00		0.98	0.98		
Incremental Delay, d2	0.6		1.6			0.6	1.5		6.3	1.0		
Delay (s)	53.8		66.4			19.6	29.3		28.7	26.3		
Level of Service	D		E			B	C		C	C		
Approach Delay (s)			62.9				29.2			26.4		
Approach LOS			E				C			C		

Intersection Summary

HCM 2000 Control Delay	39.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	96.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	NEL2	NEL	NER	NER2
Lane Configurations				
Volume (vph)	6	372	461	17
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	
Lane Util. Factor		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	
Flpb, ped/bikes		0.98	1.00	
Frt		1.00	0.85	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1730	1583	
Flt Permitted		0.76	1.00	
Satd. Flow (perm)		1379	1583	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98
Adj. Flow (vph)	6	380	470	17
RTOR Reduction (vph)	0	0	23	0
Lane Group Flow (vph)	0	386	464	0
Confl. Peds. (#/hr)		10	10	10
Turn Type	Perm	pm+pt	Prot	
Protected Phases		3	8	
Permitted Phases	3	8	8	
Actuated Green, G (s)		70.7	57.8	
Effective Green, g (s)		70.7	57.8	
Actuated g/C Ratio		0.39	0.32	
Clearance Time (s)		3.0	5.0	
Vehicle Extension (s)		2.0	2.5	
Lane Grp Cap (vph)		603	508	
v/s Ratio Prot		c0.11	c0.29	
v/s Ratio Perm		0.14		
v/c Ratio		0.64	0.91	
Uniform Delay, d1		42.7	58.7	
Progression Factor		1.00	1.00	
Incremental Delay, d2		1.7	20.8	
Delay (s)		44.5	79.5	
Level of Service		D	E	
Approach Delay (s)		64.0		
Approach LOS		E		

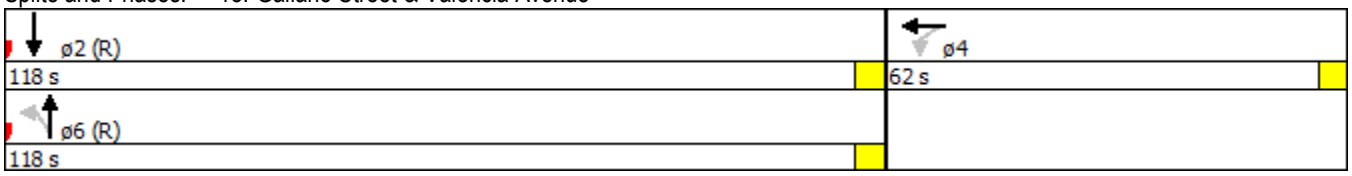
Intersection Summary

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	162	85	122	84
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases	4	6	6	2
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	22.1	22.1	22.1	22.1
Total Split (s)	62.0	118.0	118.0	118.0
Total Split (%)	34.4%	65.6%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.1		4.1	4.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 36 (20%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 18: Galiano Street & Valencia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	7	162	36	85	122	0	0	84	97
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	0.98		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				190.0	186.3	190.0	190.0	186.3	0.0	0.0	186.3	190.0
Adj Flow Rate, veh/h				8	186	10	98	140	0	0	97	40
Adj No. of Lanes				0	3	0	0	1	0	0	1	0
Peak Hour Factor				0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				48	1187	65	406	438	0	0	462	190
Arrive On Green				0.24	0.24	0.24	0.49	0.49	0.00	0.00	0.49	0.49
Sat Flow, veh/h				199	4893	268	448	1181	0	0	1245	513
Grp Volume(v), veh/h				75	62	68	238	0	0	0	0	137
Grp Sat Flow(s),veh/h/ln				1853	1695	1812	1629	0	0	0	0	1758
Q Serve(g_s), s				0.7	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.9
Cycle Q Clear(g_c), s				0.7	0.6	0.6	1.7	0.0	0.0	0.0	0.0	0.9
Prop In Lane				0.11		0.15	0.41		0.00	0.00		0.29
Lane Grp Cap(c), veh/h				450	411	440	844	0	0	0	0	652
V/C Ratio(X)				0.17	0.15	0.15	0.28	0.00	0.00	0.00	0.00	0.21
Avail Cap(c_a), veh/h				5055	4624	4943	8506	0	0	0	0	9434
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				6.3	6.3	6.3	3.8	0.0	0.0	0.0	0.0	3.6
Incr Delay (d2), s/veh				0.1	0.1	0.1	0.8	0.0	0.0	0.0	0.0	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
%ile BackOfQ(50%),veh/ln				0.3	0.3	0.3	1.0	0.0	0.0	0.0	0.0	0.6
LnGrp Delay(d),s/veh				6.5	6.4	6.4	4.6	0.0	0.0	0.0	0.0	4.3
LnGrp LOS				A	A	A	A					A
Approach Vol, veh/h					204			238			137	
Approach Delay, s/veh					6.5			4.6			4.3	
Approach LOS					A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		170.8		9.2		170.8		
Change Period (Y+Rc), s		* 4.0999999		* 4.0999999		* 4.0999999		
Max Green Setting (Gmax), s		* 113.9		* 57.900002		* 113.9		
Max Q Clear Time (g_c+I1), s		2.9		2.7		3.7		
Green Ext Time (p_c), s		0.8		0.0		0.8		

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	60	188	15	0	11	96	17	0	5	98	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	65	204	16	0	12	104	18	0	5	107	45
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.7	9	9.3
HCM LOS	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	23%	9%	40%
Vol Thru, %	68%	71%	77%	42%
Vol Right, %	28%	6%	14%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	144	263	124	96
LT Vol	98	188	96	40
Through Vol	41	15	17	18
RT Vol	5	60	11	38
Lane Flow Rate	157	286	135	104
Geometry Grp	1	1	1	1
Degree of Util (X)	0.214	0.378	0.182	0.148
Departure Headway (Hd)	4.918	4.759	4.871	5.119
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	725	752	731	695
Service Time	2.988	2.819	2.943	3.195
HCM Lane V/C Ratio	0.217	0.38	0.185	0.15
HCM Control Delay	9.3	10.7	9	9.1
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.8	1.8	0.7	0.5

Intersection

Intersection Delay, s/veh
Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	38	40	18
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	41	43	20
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.1
HCM LOS	A

Lane

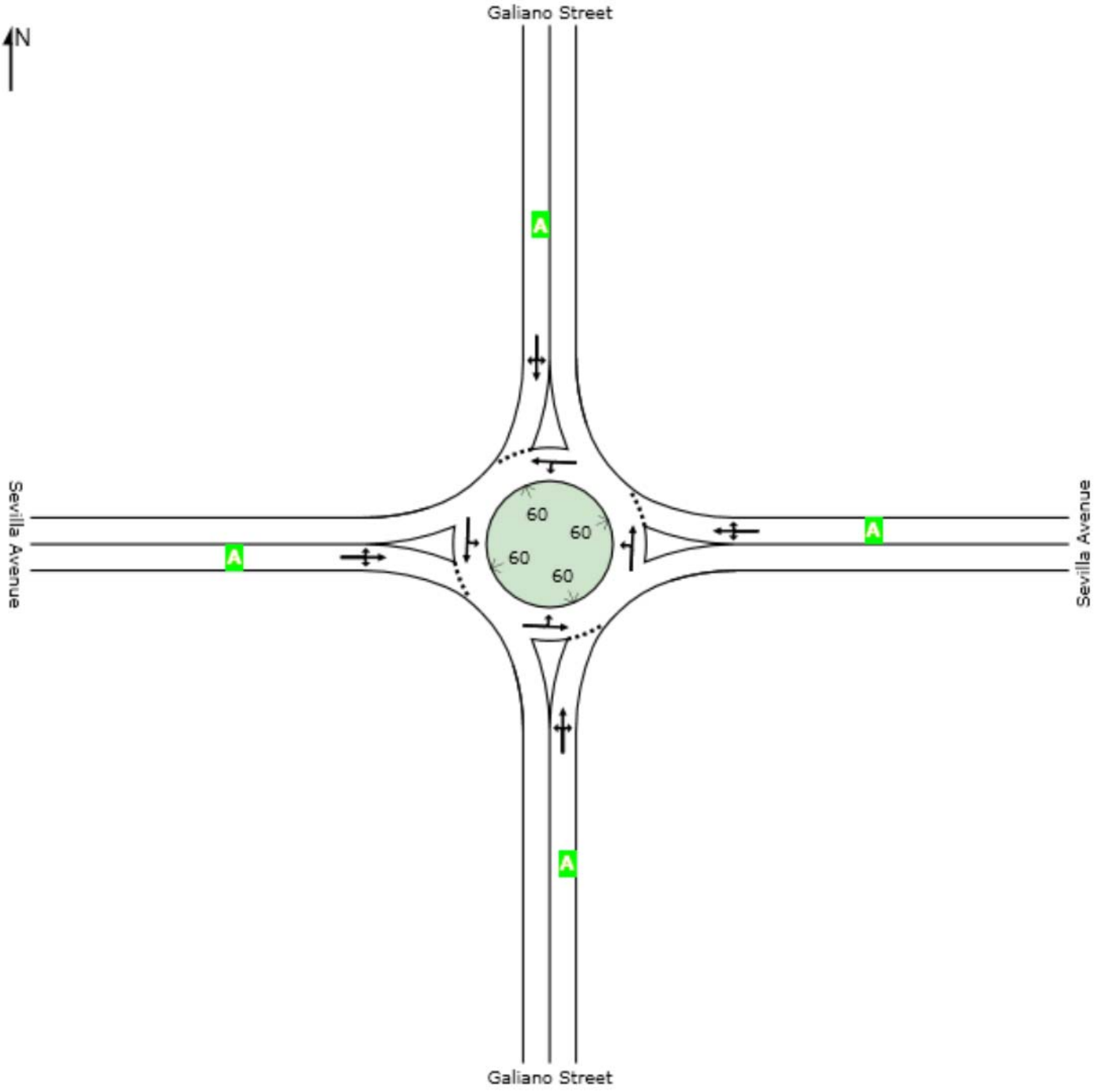
LEVEL OF SERVICE

Site: Sevilla Avenue and Galiano Street

Existing AM
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	A	A	A	A	A



Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY

Site: Sevilla Avenue and Galiano Street

Existing AM
Roundabout

Lane Use and Performance													
	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Galiano Street													
Lane 1[d]	68	3.0	902	0.076	100	4.7	LOS A	0.3	6.7	Full	1600	0.0	0.0
Approach	68	3.0		0.076		4.7	LOS A	0.3	6.7				
East: Sevilla Avenue													
Lane 1[d]	82	3.0	946	0.086	100	4.6	LOS A	0.3	7.7	Full	1600	0.0	0.0
Approach	82	3.0		0.086		4.6	LOS A	0.3	7.7				
North: Galiano Street													
Lane 1[d]	84	3.0	1020	0.082	100	4.3	LOS A	0.3	7.4	Full	1600	0.0	0.0
Approach	84	3.0		0.082		4.3	LOS A	0.3	7.4				
West: Sevilla Avenue													
Lane 1[d]	177	3.0	1027	0.173	100	5.1	LOS A	0.7	17.1	Full	1600	0.0	0.0
Approach	177	3.0		0.173		5.1	LOS A	0.7	17.1				
Intersection	411	3.0		0.173		4.8	LOS A	0.7	17.1				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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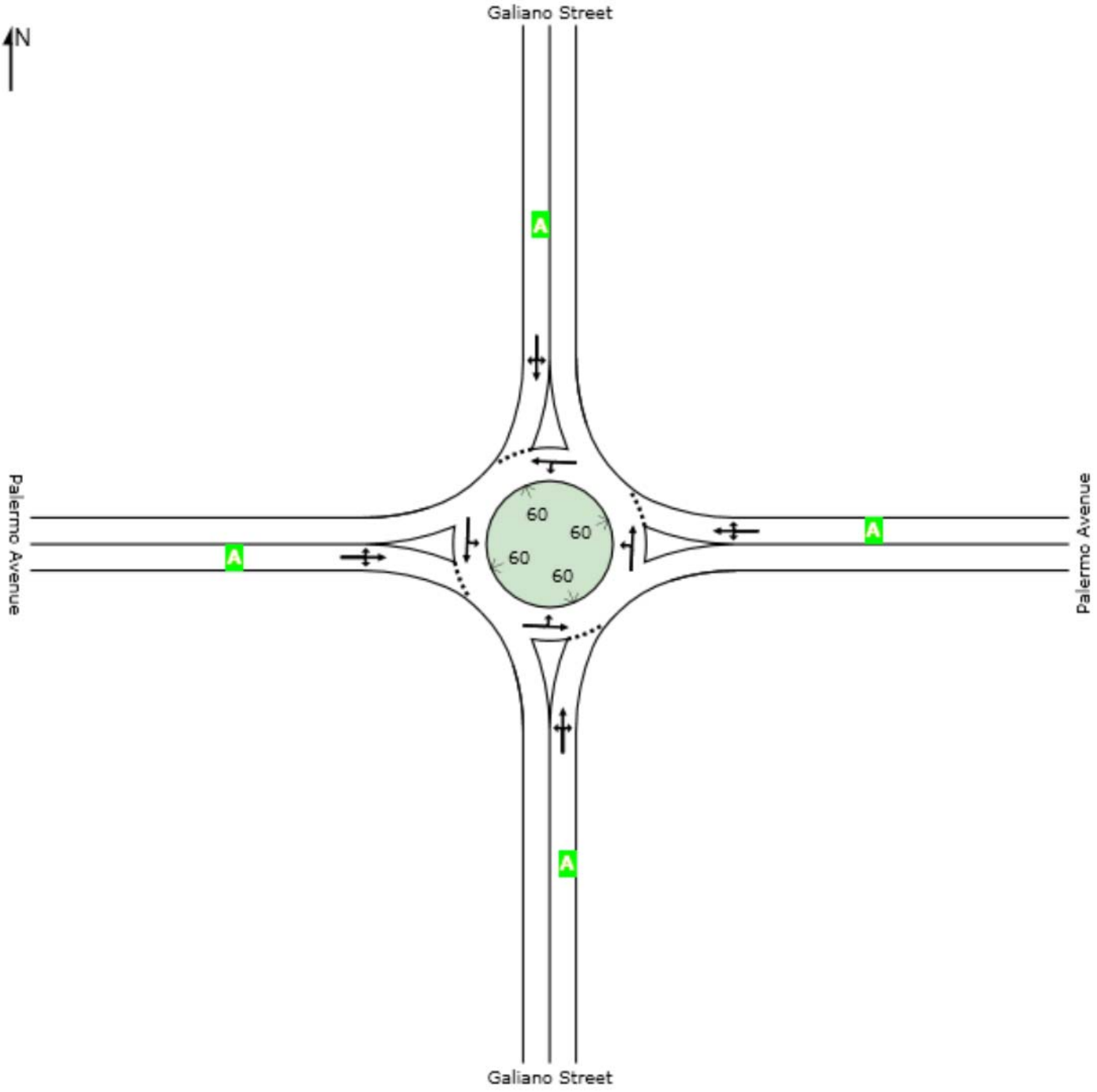
LEVEL OF SERVICE

Site: Palermo Avenue and Galiano Street

Existing AM
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	A	A	A	A	A



Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY

Site: Palermo Avenue and Galiano Street

Existing AM
Roundabout

Lane Use and Performance													
	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Galiano Street													
Lane 1[d]	72	3.0	944	0.076	100	4.5	LOS A	0.3	6.7	Full	1600	0.0	0.0
Approach	72	3.0		0.076		4.5	LOS A	0.3	6.7				
East: Palermo Avenue													
Lane 1[d]	39	3.0	1025	0.038	100	3.8	LOS A	0.1	3.3	Full	1600	0.0	0.0
Approach	39	3.0		0.038		3.8	LOS A	0.1	3.3				
North: Galiano Street													
Lane 1[d]	53	3.0	1055	0.050	100	3.8	LOS A	0.2	4.4	Full	1600	0.0	0.0
Approach	53	3.0		0.050		3.8	LOS A	0.2	4.4				
West: Palermo Avenue													
Lane 1[d]	143	3.0	1035	0.139	100	4.7	LOS A	0.5	13.3	Full	1600	0.0	0.0
Approach	143	3.0		0.139		4.7	LOS A	0.5	13.3				
Intersection	308	3.0		0.139		4.4	LOS A	0.5	13.3				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	25	6	58	71	5	47
Conflicting Peds, #/hr	0	3	0	3	3	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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	7	64	78	5	52

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	169	109	0	0	145	0
Stage 1	106	-	-	-	-	-
Stage 2	63	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	821	945	-	-	1437	-
Stage 1	918	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	814	940	-	-	1433	-
Mov Cap-2 Maneuver	814	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	954	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	836	1433	-
HCM Lane V/C Ratio	-	-	0.041	0.004	-
HCM Control Delay (s)	-	-	9.5	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

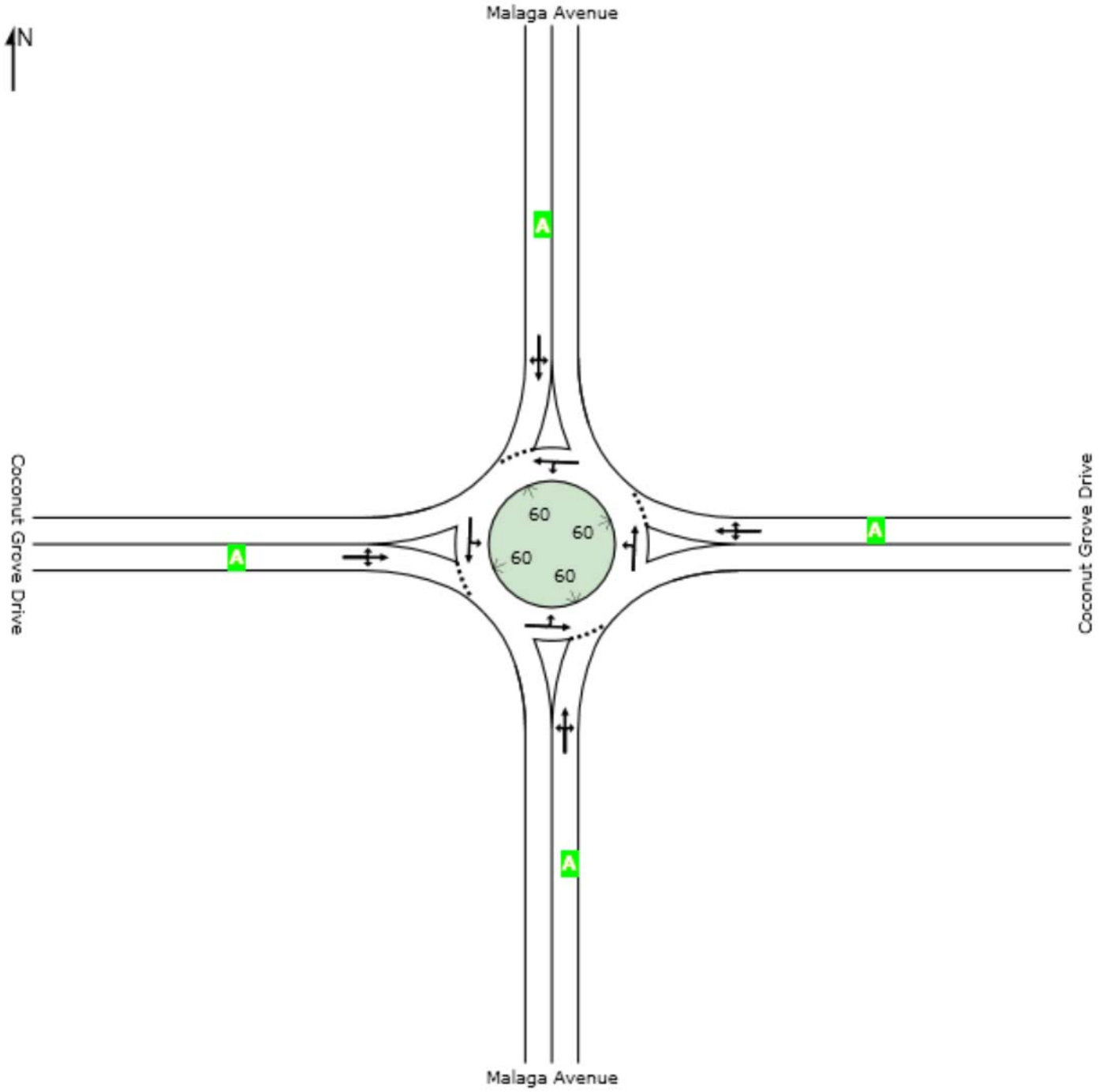
LEVEL OF SERVICE

Site: Coconut Grove Drive and Malaga Avenue

Existing AM
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	A	A	A	A	A



Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY

Site: Coconut Grove Drive and Malaga Avenue

Existing AM
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Malaga Avenue													
Lane 1[d]	235	3.0	1026	0.229	100	5.7	LOS A	0.9	24.1	Full	1600	0.0	0.0
Approach	235	3.0		0.229		5.7	LOS A	0.9	24.1				
East: Coconut Grove Drive													
Lane 1[d]	105	3.0	959	0.110	100	4.8	LOS A	0.4	10.1	Full	1600	0.0	0.0
Approach	105	3.0		0.110		4.8	LOS A	0.4	10.1				
North: Malaga Avenue													
Lane 1[d]	75	3.0	989	0.076	100	4.3	LOS A	0.3	6.8	Full	1600	0.0	0.0
Approach	75	3.0		0.076		4.3	LOS A	0.3	6.8				
West: Coconut Grove Drive													
Lane 1[d]	58	3.0	982	0.059	100	4.2	LOS A	0.2	5.1	Full	1600	0.0	0.0
Approach	58	3.0		0.059		4.2	LOS A	0.2	5.1				
Intersection	473	3.0		0.229		5.1	LOS A	0.9	24.1				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	16	12	33	149	935	74
Conflicting Peds, #/hr	1	0	2	2	0	1	4	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	16	12	34	152	954	76

Major/Minor	Minor1			Major1		
Conflicting Flow All	1836	2519	529	1179	0	0
Stage 1	1298	1298	-	-	-	-
Stage 2	538	1221	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	67	28	494	588	-	-
Stage 1	220	230	-	-	-	-
Stage 2	549	251	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	47	0	488	582	-	-
Mov Cap-2 Maneuver	121	0	-	-	-	-
Stage 1	162	0	-	-	-	-
Stage 2	526	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	24.6	1.7
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	582	-	-	245	662	-	-
HCM Lane V/C Ratio	0.261	-	-	0.254	0.032	-	-
HCM Control Delay (s)	13.4	-	-	24.6	10.6	-	-
HCM Lane LOS	B	-	-	C	B	-	-
HCM 95th %tile Q(veh)	1	-	-	1	0.1	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	21	970	185
Conflicting Peds, #/hr	12	0	4
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	75	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	98	98	98
Heavy Vehicles, %	2	2	2
Mvmt Flow	21	990	189

Major/Minor	Major2		
Conflicting Flow All	1032	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	669	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	662	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.2
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	38	122	83	1117	936	42
Conflicting Peds, #/hr	1	0	9	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	126	86	1152	965	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1735	514	1009	0	-	0
Stage 1	988	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	79	505	683	-	-	-
Stage 1	321	-	-	-	-	-
Stage 2	429	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	69	501	678	-	-	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	321	-	-	-	-	-
Stage 2	374	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.2	0.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	678	-	360	-	-
HCM Lane V/C Ratio	0.126	-	0.458	-	-
HCM Control Delay (s)	11.1	-	23.2	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	2.3	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	20	3	100	0	0	2	84	1022	16
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	3	109	0	0	2	91	1111	17

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1792	2365	515	1844	2363	565	1028	0	0
Stage 1	1054	1054	-	1302	1302	-	-	-	-
Stage 2	738	1311	-	542	1061	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	51	35	505	46	35	468	671	-	-
Stage 1	242	301	-	170	229	-	-	-	-
Stage 2	376	227	-	492	299	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	45	29	505	31	29	468	670	-	-
Mov Cap-2 Maneuver	133	114	-	101	104	-	-	-	-
Stage 1	209	293	-	147	198	-	-	-	-
Stage 2	323	196	-	372	291	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	19	12.7	0.8
HCM LOS	C	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	670	-	-	133	459	468	614	-	-
HCM Lane V/C Ratio	0.136	-	-	0.163	0.244	0.005	0.027	-	-
HCM Control Delay (s)	11.2	-	-	37.3	15.4	12.7	11	-	-
HCM Lane LOS	B	-	-	E	C	B	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.6	0.9	0	0.1	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	15	934	12
Conflicting Peds, #/hr	0	0	1
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	100	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	16	1015	13

Major/Minor	Major2		
Conflicting Flow All	1128	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	615	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	614	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.2
HCM LOS	

Minor Lane/Major Mvmt

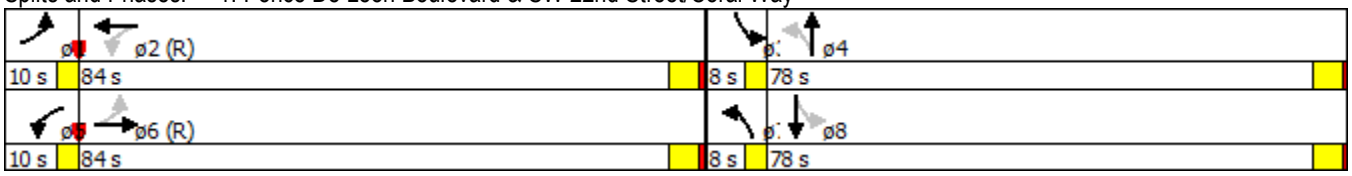
PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	70	499	107	813	74	459	110	446
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.0	28.0	9.0	28.0	8.0	27.8	8.0	27.8
Total Split (s)	10.0	84.0	10.0	84.0	8.0	78.0	8.0	78.0
Total Split (%)	5.6%	46.7%	5.6%	46.7%	4.4%	43.3%	4.4%	43.3%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	0.8	0.0	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0	3.0	4.8	3.0	4.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 91 (51%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & SW 22nd Street/Coral Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	70	499	51	107	813	66	74	459	133	110	446	81
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.90	0.96		0.90	0.98		0.94	0.98		0.94
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	190.0
Adj Flow Rate, veh/h	71	504	44	108	821	61	75	464	109	111	451	68
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	289	1126	98	405	1172	87	370	885	206	354	988	148
Arrive On Green	0.07	0.46	0.46	0.08	0.47	0.47	0.05	0.31	0.31	0.06	0.32	0.32
Sat Flow, veh/h	1774	3262	283	1774	3312	246	1774	2813	655	1774	3060	458
Grp Volume(v), veh/h	71	272	276	108	439	443	75	290	283	111	259	260
Grp Sat Flow(s),veh/h/ln	1774	1770	1776	1774	1770	1788	1774	1770	1698	1774	1770	1748
Q Serve(g_s), s	1.8	7.6	7.7	2.8	14.2	14.2	2.0	9.8	10.0	3.0	8.5	8.6
Cycle Q Clear(g_c), s	1.8	7.6	7.7	2.8	14.2	14.2	2.0	9.8	10.0	3.0	8.5	8.6
Prop In Lane	1.00		0.16	1.00		0.14	1.00		0.39	1.00		0.26
Lane Grp Cap(c), veh/h	289	611	613	405	626	633	370	557	534	354	571	564
V/C Ratio(X)	0.25	0.45	0.45	0.27	0.70	0.70	0.20	0.52	0.53	0.31	0.45	0.46
Avail Cap(c_a), veh/h	367	1923	1930	467	1923	1943	397	1782	1710	366	1782	1760
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	14.9	15.0	13.8	16.2	16.2	15.6	20.4	20.5	15.9	19.5	19.6
Incr Delay (d2), s/veh	0.2	2.3	2.4	0.1	6.4	6.4	0.1	0.9	1.0	0.2	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 BackOfQ(50%),veh/ln	0.9	4.1	4.2	1.3	7.9	8.0	1.0	4.9	4.8	1.5	4.2	4.2
LnGrp Delay(d),s/veh	15.1	17.3	17.3	13.9	22.6	22.6	15.7	21.3	21.4	16.1	20.2	20.3
LnGrp LOS	B	B	B	B	C	C	B	C	C	B	C	C
Approach Vol, veh/h		619			990			648			630	
Approach Delay, s/veh		17.0			21.6			20.7			19.5	
Approach LOS		B			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	138.0	7.5	27.7	7.4	137.4	6.9	28.3
Change Period (Y+Rc), s	3.0	5.0	3.0	3.8000002	3.0	5.0	3.0	3.8000002
Max Green Setting (Gmax), s	7.0	79.0	5.0	23.199997	7.0	79.0	5.0	23.199997
Max Q Clear Time (g_c+I1), s	3.8	16.2	5.0	12.0	4.8	9.7	4.0	10.6
Green Ext Time (p_c), s	0.0	9.5	0.0	10.6	0.0	9.5	0.0	10.6

Intersection Summary	
HCM 2010 Ctrl Delay	20.0
HCM 2010 LOS	B

Notes

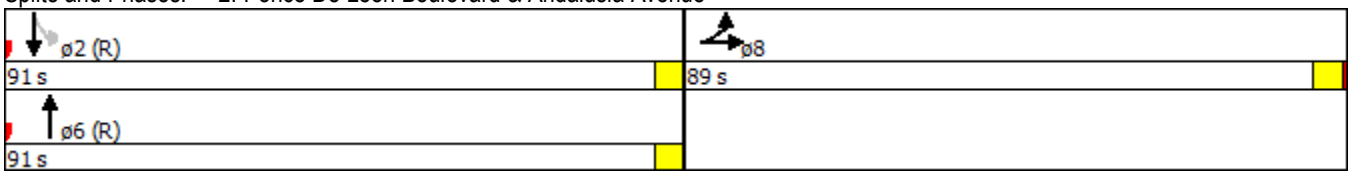
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	67	417	618	58	596
Turn Type	Split	NA	NA	Perm	NA
Protected Phases	8	8	6		2
Permitted Phases				2	
Detector Phase	8	8	6	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.8	27.8	22.0	22.0	22.0
Total Split (s)	89.0	89.0	91.0	91.0	91.0
Total Split (%)	49.4%	49.4%	50.6%	50.6%	50.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.0	4.0	4.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 39 (22%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: Ponce De Leon Boulevard & Andalusia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	67	417	116	0	0	0	0	618	109	58	596	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96				1.00		0.95	0.99		1.00
Parking Bus, Adj	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				0.0	186.3	190.0	186.3	186.3	0.0
Adj Flow Rate, veh/h	70	434	93				0	644	98	60	621	0
Adj No. of Lanes	1	2	0				0	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	545	886	188				0	1290	196	428	1492	0
Arrive On Green	0.31	0.31	0.31				0.00	0.56	0.56	0.56	0.56	0.00
Sat Flow, veh/h	1774	2882	612				0	3152	465	705	3632	0
Grp Volume(v), veh/h	70	265	262				0	372	370	60	621	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1724				0	1770	1754	705	1770	0
Q Serve(g_s), s	0.9	4.0	4.0				0.0	4.2	4.2	1.9	3.3	0.0
Cycle Q Clear(g_c), s	0.9	4.0	4.0				0.0	4.2	4.2	6.1	3.3	0.0
Prop In Lane	1.00		0.35				0.00		0.26	1.00		0.00
Lane Grp Cap(c), veh/h	545	544	530				0	746	740	428	1492	0
V/C Ratio(X)	0.13	0.49	0.49				0.00	0.50	0.50	0.14	0.42	0.00
Avail Cap(c_a), veh/h	4600	4589	4471				0	4741	4700	2019	9483	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.97	0.97	0.75	0.75	0.00
Uniform Delay (d), s/veh	8.1	9.2	9.2				0.0	5.0	5.0	6.9	4.8	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.5				0.0	2.3	2.3	0.5	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.0	2.0				0.0	2.4	2.4	0.4	1.6	0.0
LnGrp Delay(d),s/veh	8.2	9.7	9.7				0.0	7.3	7.4	7.4	5.5	0.0
LnGrp LOS	A	A	A					A	A	A	A	
Approach Vol, veh/h		597						742			681	
Approach Delay, s/veh		9.5						7.4			5.7	
Approach LOS		A						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		165.2				165.2		14.8
Change Period (Y+Rc), s		4.0				4.0		4.8
Max Green Setting (Gmax), s		87.0				87.0		84.2
Max Q Clear Time (g_c+I1), s		8.1				6.2		6.0
Green Ext Time (p_c), s		3.7				3.7		1.2

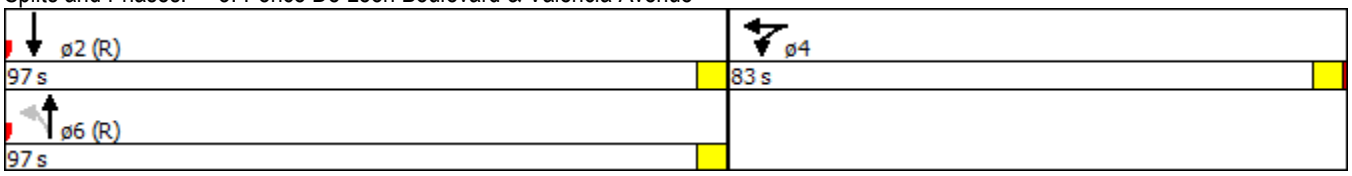
Intersection Summary	
HCM 2010 Ctrl Delay	7.4
HCM 2010 LOS	A

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	598	80	652	563
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.7	22.3	22.3	22.3
Total Split (s)	83.0	97.0	97.0	97.0
Total Split (%)	46.1%	53.9%	53.9%	53.9%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.7	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	4.3	4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 37 (21%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 3: Ponce De Leon Boulevard & Valencia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	109	598	122	80	652	0	0	563	151
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.95	0.99		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				190.0	186.3	190.0	186.3	186.3	0.0	0.0	186.3	190.0
Adj Flow Rate, veh/h				118	650	107	87	709	0	0	612	134
Adj No. of Lanes				0	3	0	1	2	0	0	2	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				227	1333	224	395	1491	0	0	1209	264
Arrive On Green				0.11	0.11	0.11	0.56	0.56	0.00	0.00	0.56	0.56
Sat Flow, veh/h				666	3909	656	705	3632	0	0	2963	627
Grp Volume(v), veh/h				324	273	278	87	709	0	0	377	369
Grp Sat Flow(s),veh/h/ln				1829	1695	1707	705	1770	0	0	1770	1727
Q Serve(g_s), s				6.3	5.7	5.8	3.4	4.5	0.0	0.0	4.9	5.0
Cycle Q Clear(g_c), s				6.3	5.7	5.8	8.4	4.5	0.0	0.0	4.9	5.0
Prop In Lane				0.36		0.38	1.00		0.00	0.00		0.36
Lane Grp Cap(c), veh/h				624	578	582	395	1491	0	0	745	727
V/C Ratio(X)				0.52	0.47	0.48	0.22	0.48	0.00	0.00	0.51	0.51
Avail Cap(c_a), veh/h				3785	3507	3531	1824	8669	0	0	4335	4231
HCM Platoon Ratio				0.33	0.33	0.33	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				0.55	0.55	0.55	0.95	0.95	0.00	0.00	0.98	0.98
Uniform Delay (d), s/veh				13.9	13.6	13.6	8.5	5.8	0.0	0.0	5.9	5.9
Incr Delay (d2), s/veh				0.3	0.2	0.2	1.2	1.0	0.0	0.0	2.4	2.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.3	2.7	2.8	0.8	2.4	0.0	0.0	2.8	2.8
LnGrp Delay(d),s/veh				14.1	13.8	13.9	9.7	6.9	0.0	0.0	8.3	8.4
LnGrp LOS				B	B	B	A	A			A	A
Approach Vol, veh/h					875			796			746	
Approach Delay, s/veh					14.0			7.2			8.3	
Approach LOS					B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		162.4		17.6		162.4		
Change Period (Y+Rc), s		* 4.3000002		* 4.6999998		* 4.3000002		
Max Green Setting (Gmax), s		* 92.699997		* 78.300003		* 92.699997		
Max Q Clear Time (g_c+I1), s		7.0		8.3		10.4		
Green Ext Time (p_c), s		4.2		0.0		4.2		

Intersection Summary	
HCM 2010 Ctrl Delay	10.0
HCM 2010 LOS	A

Notes

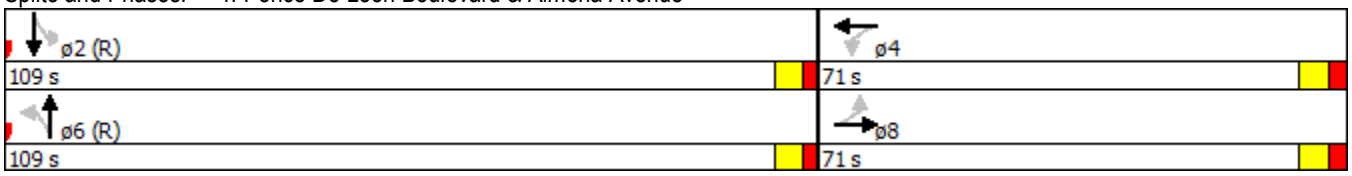
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	17	99	47	135	38	643	44	620
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	32.6	32.6	32.6	32.6	24.0	24.0	24.0	24.0
Total Split (s)	71.0	71.0	71.0	71.0	109.0	109.0	109.0	109.0
Total Split (%)	39.4%	39.4%	39.4%	39.4%	60.6%	60.6%	60.6%	60.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 42 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: Ponce De Leon Boulevard & Almeria Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	17	99	14	47	135	19	38	643	52	44	620	11
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		0.99	1.00		0.99	0.99		0.97	0.99		0.97
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	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	18	106	11	51	145	17	41	691	48	47	667	10
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	354	34	194	305	32	150	1222	83	383	1408	21
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	114	1517	145	266	1310	137	84	3096	211	711	3568	53
Grp Volume(v), veh/h	135	0	0	213	0	0	404	0	376	47	331	346
Grp Sat Flow(s),veh/h/ln	1775	0	0	1712	0	0	1739	0	1651	711	1770	1852
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	5.3	1.7	4.0	4.0
Cycle Q Clear(g_c), s	2.1	0.0	0.0	3.5	0.0	0.0	4.9	0.0	5.3	6.9	4.0	4.0
Prop In Lane	0.13		0.08	0.24		0.08	0.10		0.13	1.00		0.03
Lane Grp Cap(c), veh/h	534	0	0	531	0	0	804	0	652	383	698	731
V/C Ratio(X)	0.25	0.00	0.00	0.40	0.00	0.00	0.50	0.00	0.58	0.12	0.47	0.47
Avail Cap(c_a), veh/h	3397	0	0	3287	0	0	5093	0	5023	2266	5384	5633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	10.7	0.0	0.0	11.3	0.0	0.0	6.0	0.0	6.1	8.5	5.8	5.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.0	0.0	2.2	0.0	3.7	0.6	2.2	2.1
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 BackOfQ(50%),veh/ln	1.0	0.0	0.0	1.8	0.0	0.0	2.8	0.0	3.0	0.4	2.3	2.4
LnGrp Delay(d),s/veh	10.9	0.0	0.0	11.6	0.0	0.0	8.3	0.0	9.8	9.1	8.0	7.9
LnGrp LOS	B			B			A		A	A	A	A
Approach Vol, veh/h		135			213			780			724	
Approach Delay, s/veh		10.9			11.6			9.0			8.0	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		165.5		14.5		165.5		14.5
Change Period (Y+Rc), s		6.0		6.6		6.0		6.6
Max Green Setting (Gmax), s		103.0		64.4		103.0		64.4
Max Q Clear Time (g_c+I1), s		8.9		5.5		7.3		4.1
Green Ext Time (p_c), s		3.6		1.8		3.6		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	9.1
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	147	0	0	807	139
Conflicting Peds, #/hr	0	5	0	0	0	15
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	155	0	0	849	146

Major/Minor	Minor2		Major2	
Conflicting Flow All	928	502	-	0
Stage 1	928	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	223	515	-	-
Stage 1	288	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	221	513	-	-
Mov Cap-2 Maneuver	221	-	-	-
Stage 1	287	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	15	0
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	513	-	-
HCM Lane V/C Ratio	0.302	-	-
HCM Control Delay (s)	15	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1.3	-	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	140	853	99	0	0
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	156	948	110	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	1003	528	0	0
Stage 1	1003	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	196	495	-	-
Stage 1	259	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	195	495	-	-
Mov Cap-2 Maneuver	195	-	-	-
Stage 1	259	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	15.6	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	495
HCM Lane V/C Ratio	-	-	0.314
HCM Control Delay (s)	-	-	15.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.3

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	180	0	0	903	44
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	196	0	0	982	48

Major/Minor	Minor2		Major2	
Conflicting Flow All	1005	514	-	0
Stage 1	1005	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	196	505	-	-
Stage 1	259	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	196	505	-	-
Mov Cap-2 Maneuver	196	-	-	-
Stage 1	259	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	16.6	0
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	505	-	-
HCM Lane V/C Ratio	0.387	-	-
HCM Control Delay (s)	16.6	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1.8	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	153	835	158	0	0
Conflicting Peds, #/hr	0	11	0	21	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	172	938	178	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	1038	568	0	0
Stage 1	1038	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	185	466	-	-
Stage 1	247	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	180	462	-	-
Mov Cap-2 Maneuver	180	-	-	-
Stage 1	245	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	17.3	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	462
HCM Lane V/C Ratio	-	-	0.372
HCM Control Delay (s)	-	-	17.3
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.7

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	47	0	46	6	4	3	29	706	2
Conflicting Peds, #/hr	4	0	0	0	0	4	7	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	0	48	6	4	3	30	735	2

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1301	1669	446	1232	1680	380	875	0	0
Stage 1	867	867	-	801	801	-	-	-	-
Stage 2	434	802	-	431	879	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	118	95	560	133	94	618	767	-	-
Stage 1	314	368	-	344	395	-	-	-	-
Stage 2	570	395	-	573	363	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	106	88	555	114	87	612	763	-	-
Mov Cap-2 Maneuver	106	88	-	114	87	-	-	-	-
Stage 1	292	365	-	320	367	-	-	-	-
Stage 2	520	367	-	518	360	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	47.5	37	0.7
HCM LOS	E	E	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	763	-	-	177	126	856	-	-
HCM Lane V/C Ratio	0.04	-	-	0.547	0.107	0.002	-	-
HCM Control Delay (s)	9.9	0.3	-	47.5	37	9.2	0	-
HCM Lane LOS	A	A	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.8	0.4	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	2	812	24
Conflicting Peds, #/hr	4	0	7
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	96	96	96
Heavy Vehicles, %	2	2	2
Mvmt Flow	2	846	25

Major/Minor	Major2		
Conflicting Flow All	742	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	861	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	856	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0
HCM LOS	

Minor Lane/Major Mvmt

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	18	733	590	299
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	19	772	621	315
Pedestrians	8					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				129		
pX, platoon unblocked	0.88					
vC, conflicting volume	1210	476	944			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	970	476	944			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	97			
cM capacity (veh/h)	215	535	723			

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	276	514	414	522
Volume Left	19	0	0	0
Volume Right	0	0	0	315
cSH	723	1700	1700	1700
Volume to Capacity	0.03	0.30	0.24	0.31
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	1.0	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	0.3		0.0	
Approach LOS				

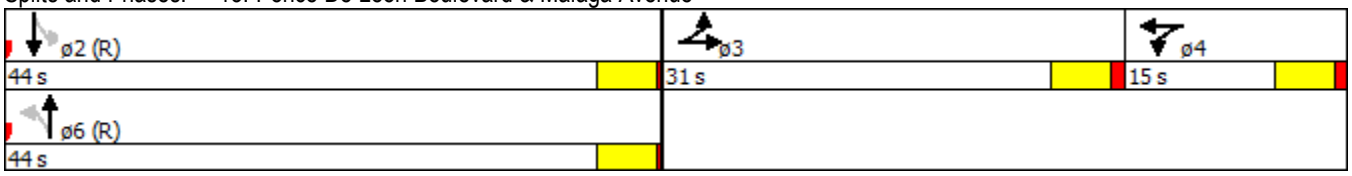
Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	36.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Volume (vph)	126	81	106	20	596	27	543
Turn Type	Split	NA	NA	Perm	NA	Perm	NA
Protected Phases	3	3	4		6		2
Permitted Phases				6		2	
Detector Phase	3	3	4	6	6	2	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0
Minimum Split (s)	28.0	28.0	12.0	20.5	20.5	20.5	20.5
Total Split (s)	31.0	31.0	15.0	44.0	44.0	44.0	44.0
Total Split (%)	34.4%	34.4%	16.7%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.0	5.0	5.0		4.3		4.3
Lead/Lag	Lead	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 47 (52%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	126	81	17	46	106	26	20	596	42	27	543	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			4.3			4.3	
Lane Util. Factor	0.95	0.95			1.00			0.95			0.95	
Frpb, ped/bikes	1.00	0.99			1.00			1.00			1.00	
Flpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	0.98			0.98			0.99			1.00	
Flt Protected	0.95	0.99			0.99			1.00			1.00	
Satd. Flow (prot)	1681	1709			1802			3492			3530	
Flt Permitted	0.95	0.99			0.99			0.93			0.90	
Satd. Flow (perm)	1681	1709			1802			3248			3188	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	134	86	18	49	113	28	21	634	45	29	578	0
RTOR Reduction (vph)	0	8	0	0	7	0	0	5	0	0	0	0
Lane Group Flow (vph)	118	112	0	0	183	0	0	695	0	0	607	0
Confl. Peds. (#/hr)			20	20			7		14	14		7
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	3	3		4	4			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)	14.7	14.7			15.4			45.6			45.6	
Effective Green, g (s)	14.7	14.7			15.4			45.6			45.6	
Actuated g/C Ratio	0.16	0.16			0.17			0.51			0.51	
Clearance Time (s)	5.0	5.0			5.0			4.3			4.3	
Vehicle Extension (s)	2.5	2.5			2.5			1.0			1.0	
Lane Grp Cap (vph)	274	279			308			1645			1615	
v/s Ratio Prot	c0.07	0.07			c0.10							
v/s Ratio Perm								c0.21			0.19	
v/c Ratio	0.43	0.40			0.60			0.42			0.38	
Uniform Delay, d1	33.9	33.7			34.4			13.9			13.5	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	0.8	0.7			2.6			0.8			0.7	
Delay (s)	34.7	34.4			37.0			14.7			14.2	
Level of Service	C	C			D			B			B	
Approach Delay (s)		34.5			37.0			14.7			14.2	
Approach LOS		C			D			B			B	

Intersection Summary

HCM 2000 Control Delay	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.3
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		

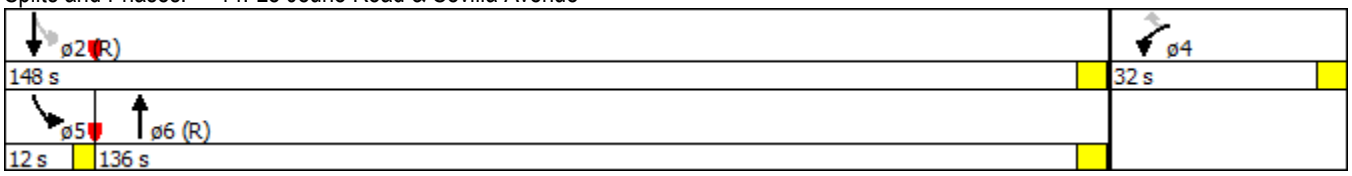
c Critical Lane Group

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	146	159	989	57	1316
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	4		6	5	2
Permitted Phases		4		2	
Detector Phase	4	4	6	5	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	16.0	5.0	16.0
Minimum Split (s)	24.2	24.2	20.5	9.0	20.5
Total Split (s)	32.0	32.0	136.0	12.0	148.0
Total Split (%)	17.8%	17.8%	75.6%	6.7%	82.2%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.2	0.2	0.4	0.0	0.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.4	3.0	4.4
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 108 (60%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 14: Le Jeune Road & Sevilla Avenue



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	146	159	989	28	57	1316
Number	7	14	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	190.0	186.3	186.3
Adj Flow Rate, veh/h	155	87	1052	26	61	1400
Adj No. of Lanes	1	1	2	0	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	298	266	1657	41	445	2157
Arrive On Green	0.17	0.17	0.62	0.62	0.08	0.81
Sat Flow, veh/h	1774	1583	3623	87	1774	3632
Grp Volume(v), veh/h	155	87	527	551	61	1400
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1847	1774	1770
Q Serve(g_s), s	3.1	1.9	7.2	7.2	0.6	6.1
Cycle Q Clear(g_c), s	3.1	1.9	7.2	7.2	0.6	6.1
Prop In Lane	1.00	1.00		0.05	1.00	
Lane Grp Cap(c), veh/h	298	266	831	867	445	2157
V/C Ratio(X)	0.52	0.33	0.63	0.63	0.14	0.65
Avail Cap(c_a), veh/h	1278	1140	6034	6299	748	13168
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	14.1	5.2	5.2	4.6	2.0
Incr Delay (d2), s/veh	1.0	0.5	3.7	3.5	0.1	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.7	4.2	4.4	0.3	3.2
LnGrp Delay(d),s/veh	15.7	14.7	8.9	8.7	4.6	3.5
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	242		1078			1461
Approach Delay, s/veh	15.3		8.8			3.6
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		169.3		10.7	5.4	163.9		
Change Period (Y+Rc), s	* 4.4000001		* 4.1999998		3.0	4.4000001		
Max Green Setting (Gmax), s	* 143.60001		* 27.799999		9.0	31.60001		
Max Q Clear Time (g_c+I1), s		8.1		5.1	2.6	9.2		
Green Ext Time (p_c), s		9.0		0.5	0.0	9.0		

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	38	62	949	34	46	1452
Conflicting Peds, #/hr	1	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	64	978	35	47	1497

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1840	510	0	0	1014	0
Stage 1	997	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	67	509	-	-	680	-
Stage 1	318	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	62	508	-	-	679	-
Mov Cap-2 Maneuver	181	-	-	-	-	-
Stage 1	318	-	-	-	-	-
Stage 2	355	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.1	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	301	679	-
HCM Lane V/C Ratio	-	-	0.343	0.07	-
HCM Control Delay (s)	-	-	23.1	10.7	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	1.5	0.2	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	16	92	1044	13	36	1375
Conflicting Peds, #/hr	1	0	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	96	1088	14	38	1432

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1886	558	0	0	1102	0
Stage 1	1095	-	-	-	-	-
Stage 2	791	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	62	473	-	-	629	-
Stage 1	282	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	58	470	-	-	626	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	282	-	-	-	-	-
Stage 2	380	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.7	0	0.3
HCM LOS	C		

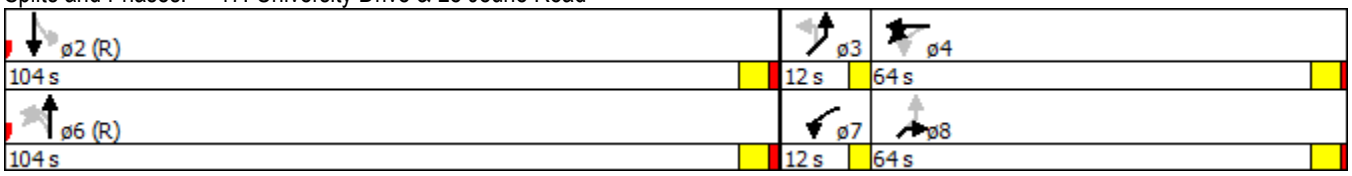
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	375	626	-
HCM Lane V/C Ratio	-	-	0.3	0.06	-
HCM Control Delay (s)	-	-	18.7	11.1	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	1.2	0.2	-

Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL2	NEL	NER
Lane Configurations											
Volume (vph)	257	342	69	12	57	832	24	890	16	125	167
Turn Type	pm+pt	custom	NA	Perm	Perm	NA	Perm	NA	Perm	pm+pt	Prot
Protected Phases	7	4	4			6		2		3	8
Permitted Phases	4	4	4	6	6	6	2	2	3	8	8
Detector Phase	7	4	4	6	6	6	2	2	3	3	8
Switch Phase											
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	7.0
Minimum Split (s)	11.0	23.0	23.0	25.6	25.6	25.6	25.6	25.6	8.0	8.0	23.0
Total Split (s)	12.0	64.0	64.0	104.0	104.0	104.0	104.0	104.0	12.0	12.0	64.0
Total Split (%)	6.7%	35.6%	35.6%	57.8%	57.8%	57.8%	57.8%	57.8%	6.7%	6.7%	35.6%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.6	1.6	1.6	1.6	1.6	0.0	0.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.0		5.0		5.6	5.6	5.6	5.6		3.0	5.0
Lead/Lag	Lead	Lag	Lag						Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 179 (99%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 17: University Drive & Le Jeune Road



Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Volume (vph)	257	342	69	15	12	57	832	42	24	890	351	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	0.97		
Flpb, ped/bikes	0.99		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		0.99			1.00	0.99		1.00	0.96		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1671		1690			1770	3507		1770	3272		
Flt Permitted	0.46		0.96			0.11	1.00		0.24	1.00		
Satd. Flow (perm)	808		1690			213	3507		445	3272		
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)	271	360	73	16	13	60	876	44	25	937	369	29
RTOR Reduction (vph)	0	0	1	0	0	0	2	0	0	1	0	0
Lane Group Flow (vph)	244	0	475	0	0	73	918	0	25	1334	0	0
Confl. Peds. (#/hr)	10	10		10	10	10		10	10		10	10
Turn Type	pm+pt	custom	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7	4	4				6			2		
Permitted Phases	4	4	4		6	6	6		2	2		
Actuated Green, G (s)	68.1		54.2			101.3	101.3		101.3	101.3		
Effective Green, g (s)	68.1		54.2			101.3	101.3		101.3	101.3		
Actuated g/C Ratio	0.38		0.30			0.56	0.56		0.56	0.56		
Clearance Time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Vehicle Extension (s)	2.0		2.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	379		508			119	1973		250	1841		
v/s Ratio Prot	c0.05		c0.28				0.26			c0.41		
v/s Ratio Perm	0.19					0.34			0.06			
v/c Ratio	0.64		0.94			0.61	0.47		0.10	0.72		
Uniform Delay, d1	43.8		61.2			26.3	23.3		18.2	29.1		
Progression Factor	1.00		1.00			1.00	1.00		1.06	1.08		
Incremental Delay, d2	2.8		24.7			21.4	0.8		0.7	2.3		
Delay (s)	46.6		85.9			47.7	24.1		20.1	33.5		
Level of Service	D		F			D	C		C	C		
Approach Delay (s)			72.6				25.8			33.3		
Approach LOS			E				C			C		

Intersection Summary

HCM 2000 Control Delay	41.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	92.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	NEL2	NEL	NER	NER2
Lane Configurations				
Volume (vph)	16	125	167	24
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	
Lane Util. Factor		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	
Flpb, ped/bikes		0.98	1.00	
Frt		1.00	0.85	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1730	1583	
Flt Permitted		0.76	1.00	
Satd. Flow (perm)		1379	1583	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	132	176	25
RTOR Reduction (vph)	0	0	25	0
Lane Group Flow (vph)	0	149	176	0
Confl. Peds. (#/hr)		10	10	10
Turn Type	Perm	pm+pt	Prot	
Protected Phases		3	8	
Permitted Phases	3	8	8	
Actuated Green, G (s)		60.6	49.7	
Effective Green, g (s)		60.6	49.7	
Actuated g/C Ratio		0.34	0.28	
Clearance Time (s)		3.0	5.0	
Vehicle Extension (s)		2.0	2.5	
Lane Grp Cap (vph)		485	437	
v/s Ratio Prot		0.02	0.11	
v/s Ratio Perm		0.08		
v/c Ratio		0.31	0.40	
Uniform Delay, d1		43.3	53.1	
Progression Factor		1.00	1.00	
Incremental Delay, d2		0.1	0.4	
Delay (s)		43.5	53.5	
Level of Service		D	D	
Approach Delay (s)		49.2		
Approach LOS		D		

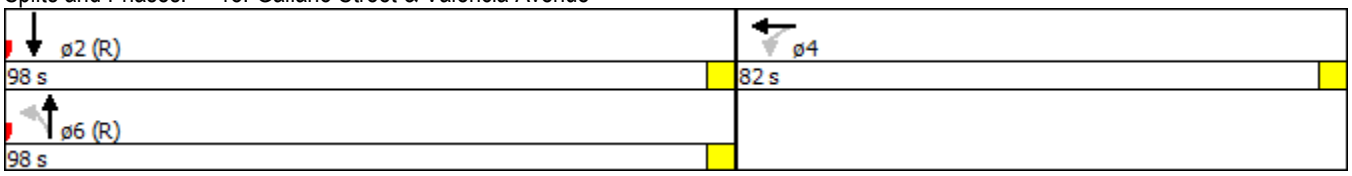
Intersection Summary

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	363	36	106	140
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases	4	6	6	2
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	22.1	22.1	22.1	22.1
Total Split (s)	82.0	98.0	98.0	98.0
Total Split (%)	45.6%	54.4%	54.4%	54.4%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.1		4.1	4.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 65 (36%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 18: Galiano Street & Valencia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	41	363	79	36	106	0	0	140	148
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	0.99		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				190.0	186.3	190.0	190.0	186.3	0.0	0.0	186.3	190.0
Adj Flow Rate, veh/h				46	403	57	40	118	0	0	156	115
Adj No. of Lanes				0	3	0	0	1	0	0	1	0
Peak Hour Factor				0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				139	1287	185	273	499	0	0	333	246
Arrive On Green				0.30	0.30	0.30	0.45	0.45	0.00	0.00	0.45	0.45
Sat Flow, veh/h				454	4222	605	225	1478	0	0	989	729
Grp Volume(v), veh/h				186	155	164	158	0	0	0	0	271
Grp Sat Flow(s),veh/h/ln				1840	1695	1746	1703	0	0	0	0	1717
Q Serve(g_s), s				1.8	1.6	1.7	0.0	0.0	0.0	0.0	0.0	2.5
Cycle Q Clear(g_c), s				1.8	1.6	1.7	1.2	0.0	0.0	0.0	0.0	2.5
Prop In Lane				0.25		0.35	0.25		0.00	0.00		0.42
Lane Grp Cap(c), veh/h				561	517	532	771	0	0	0	0	579
V/C Ratio(X)				0.33	0.30	0.31	0.20	0.00	0.00	0.00	0.00	0.47
Avail Cap(c_a), veh/h				6256	5763	5938	6714	0	0	0	0	7038
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				6.2	6.1	6.1	4.5	0.0	0.0	0.0	0.0	4.9
Incr Delay (d2), s/veh				0.3	0.2	0.2	0.6	0.0	0.0	0.0	0.0	2.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.9	0.8	0.8	0.7	0.0	0.0	0.0	0.0	1.6
LnGrp Delay(d),s/veh				6.4	6.3	6.4	5.1	0.0	0.0	0.0	0.0	7.6
LnGrp LOS				A	A	A	A					A
Approach Vol, veh/h					506			158			271	
Approach Delay, s/veh					6.4			5.1			7.6	
Approach LOS					A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		168.9		11.1		168.9		
Change Period (Y+Rc), s		* 4.0999999		* 4.0999999		* 4.0999999		
Max Green Setting (Gmax), s		* 93.900002		* 77.900002		* 93.900002		
Max Q Clear Time (g_c+I1), s		4.5		3.8		3.2		
Green Ext Time (p_c), s		0.9		0.0		0.9		

Intersection Summary	
HCM 2010 Ctrl Delay	6.5
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	42	143	9	0	14	151	23	0	17	71	8
Peak Hour Factor	0.92	0.94	0.94	0.94	0.92	0.94	0.94	0.94	0.92	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	45	152	10	0	15	161	24	0	18	76	9
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.3	10.1	9.3
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	22%	7%	30%
Vol Thru, %	74%	74%	80%	54%
Vol Right, %	8%	5%	12%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	194	188	223
LT Vol	71	143	151	120
Through Vol	8	9	23	36
RT Vol	17	42	14	67
Lane Flow Rate	102	206	200	237
Geometry Grp	1	1	1	1
Degree of Util (X)	0.152	0.29	0.278	0.332
Departure Headway (Hd)	5.362	5.067	5.006	5.037
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	673	700	708	705
Service Time	3.362	3.167	3.106	3.131
HCM Lane V/C Ratio	0.152	0.294	0.282	0.336
HCM Control Delay	9.3	10.3	10.1	10.7
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.5	1.2	1.1	1.5

Intersection

Intersection Delay, s/veh
Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	67	120	36
Peak Hour Factor	0.92	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	71	128	38
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.7
HCM LOS	B

Lane

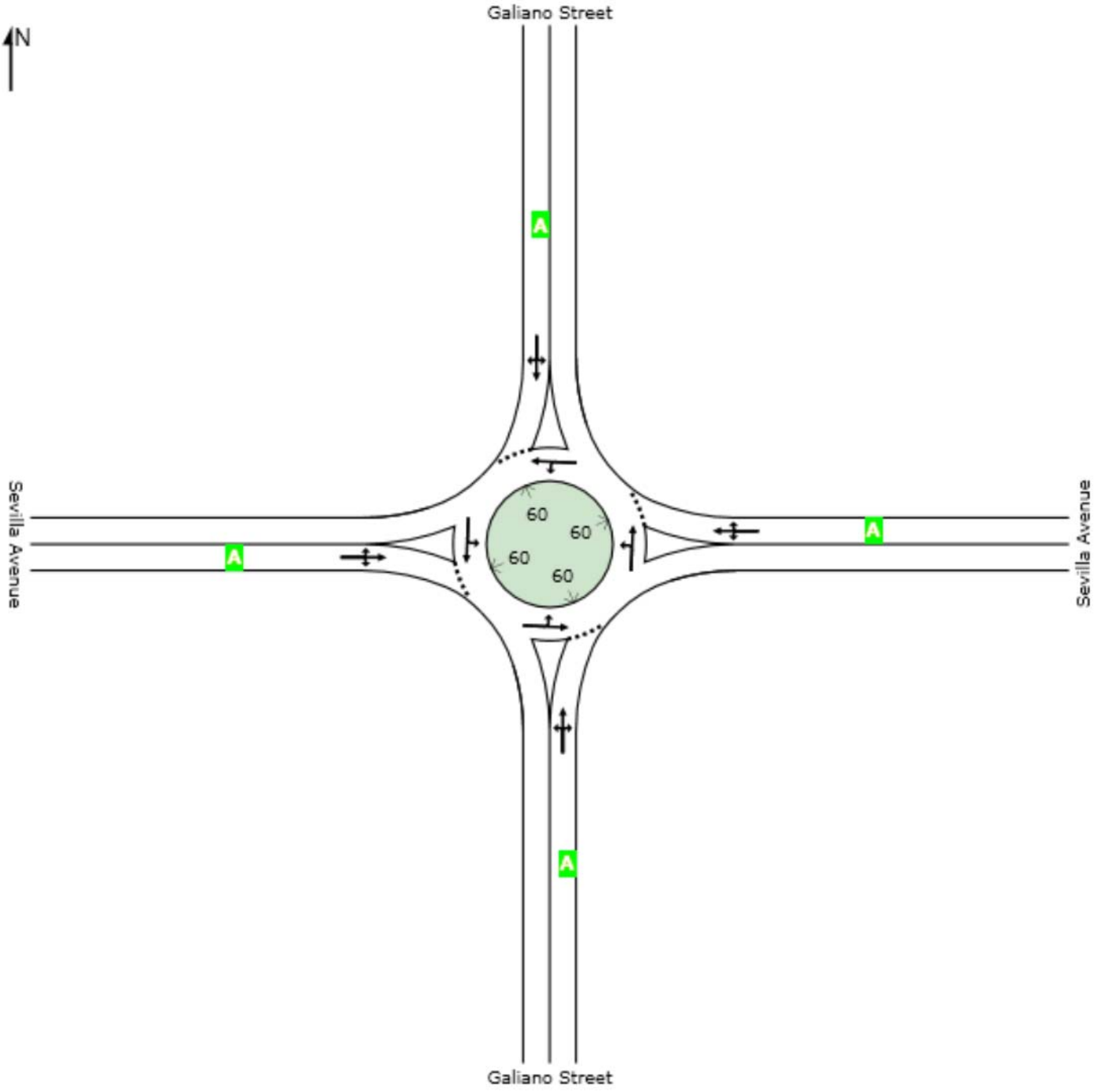
LEVEL OF SERVICE

Site: Sevilla Avenue and Galiano Street

Existing PM
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	A	A	A	A	A



Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY

Site: Sevilla Avenue and Galiano Street

Existing PM
Roundabout

Lane Use and Performance													
	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Galiano Street													
Lane 1[d]	38	3.0	983	0.039	100	4.0	LOS A	0.1	3.3	Full	1600	0.0	0.0
Approach	38	3.0		0.039		4.0	LOS A	0.1	3.3				
East: Sevilla Avenue													
Lane 1[d]	105	3.0	1028	0.103	100	4.4	LOS A	0.4	9.4	Full	1600	0.0	0.0
Approach	105	3.0		0.103		4.4	LOS A	0.4	9.4				
North: Galiano Street													
Lane 1[d]	148	3.0	1002	0.148	100	5.0	LOS A	0.6	14.1	Full	1600	0.0	0.0
Approach	148	3.0		0.148		5.0	LOS A	0.6	14.1				
West: Sevilla Avenue													
Lane 1[d]	90	3.0	983	0.092	100	4.5	LOS A	0.3	8.3	Full	1600	0.0	0.0
Approach	90	3.0		0.092		4.5	LOS A	0.3	8.3				
Intersection	382	3.0		0.148		4.6	LOS A	0.6	14.1				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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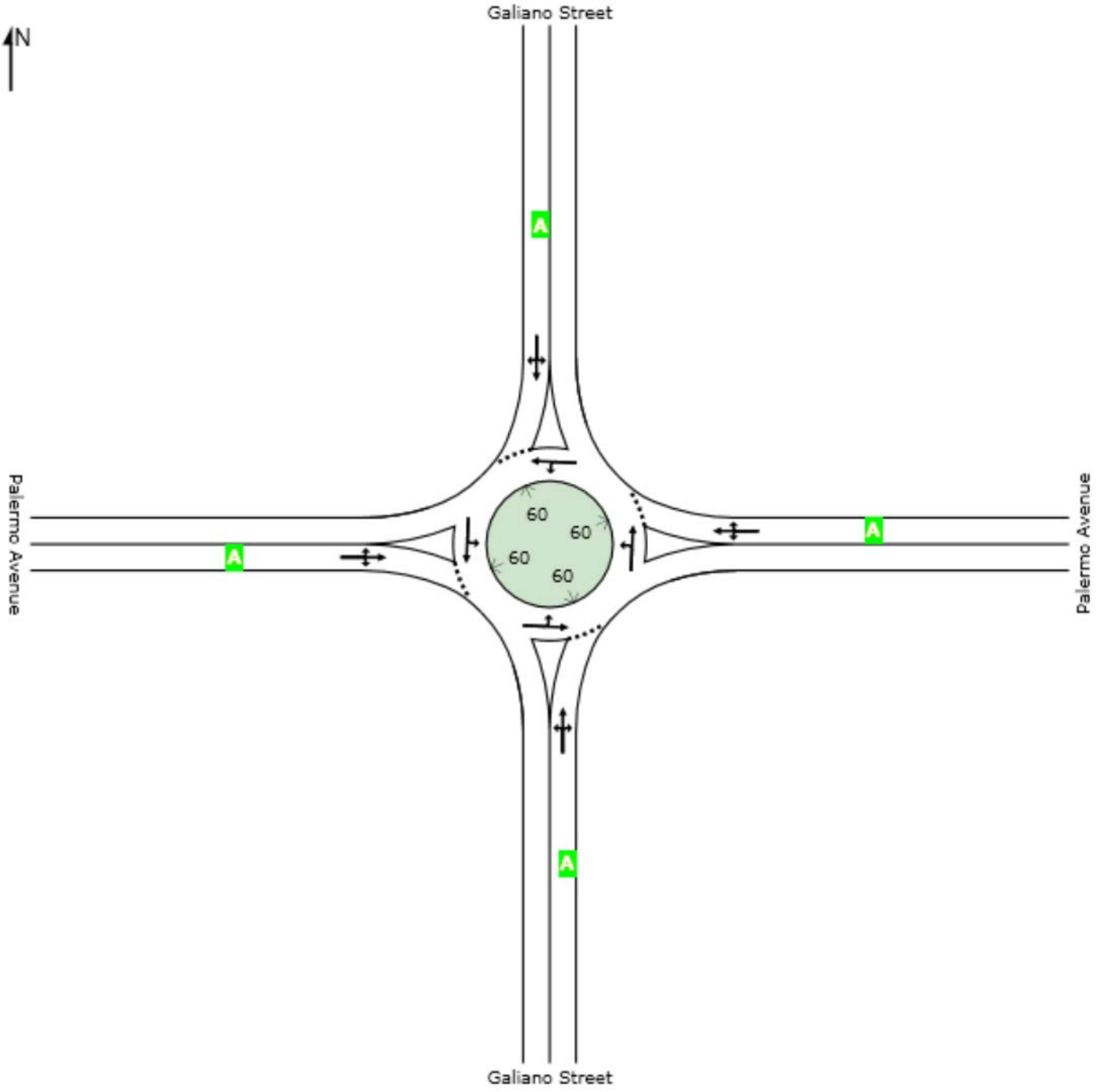
LEVEL OF SERVICE

Site: Palermo Avenue and Galiano Street

Existing PM
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	A	A	A	A	A



Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY

Site: Palermo Avenue and Galiano Street

Existing PM
Roundabout

Lane Use and Performance													
	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Galiano Street													
Lane 1[d]	39	3.0	987	0.040	100	4.0	LOS A	0.1	3.4	Full	1600	0.0	0.0
Approach	39	3.0		0.040		4.0	LOS A	0.1	3.4				
East: Palermo Avenue													
Lane 1[d]	68	3.0	1056	0.065	100	4.0	LOS A	0.2	5.8	Full	1600	0.0	0.0
Approach	68	3.0		0.065		4.0	LOS A	0.2	5.8				
North: Galiano Street													
Lane 1[d]	95	3.0	1025	0.092	100	4.3	LOS A	0.3	8.4	Full	1600	0.0	0.0
Approach	95	3.0		0.092		4.3	LOS A	0.3	8.4				
West: Palermo Avenue													
Lane 1[d]	108	3.0	987	0.109	100	4.6	LOS A	0.4	10.0	Full	1600	0.0	0.0
Approach	108	3.0		0.109		4.6	LOS A	0.4	10.0				
Intersection	310	3.0		0.109		4.3	LOS A	0.4	10.0				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	37	9	26	22	11	89
Conflicting Peds, #/hr	0	1	0	1	1	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	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	10	30	26	13	103

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	173	45	0	0	57	0
Stage 1	44	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	817	1025	-	-	1547	-
Stage 1	978	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	808	1023	-	-	1546	-
Mov Cap-2 Maneuver	808	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	888	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	843	1546	-
HCM Lane V/C Ratio	-	-	0.063	0.008	-
HCM Control Delay (s)	-	-	9.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

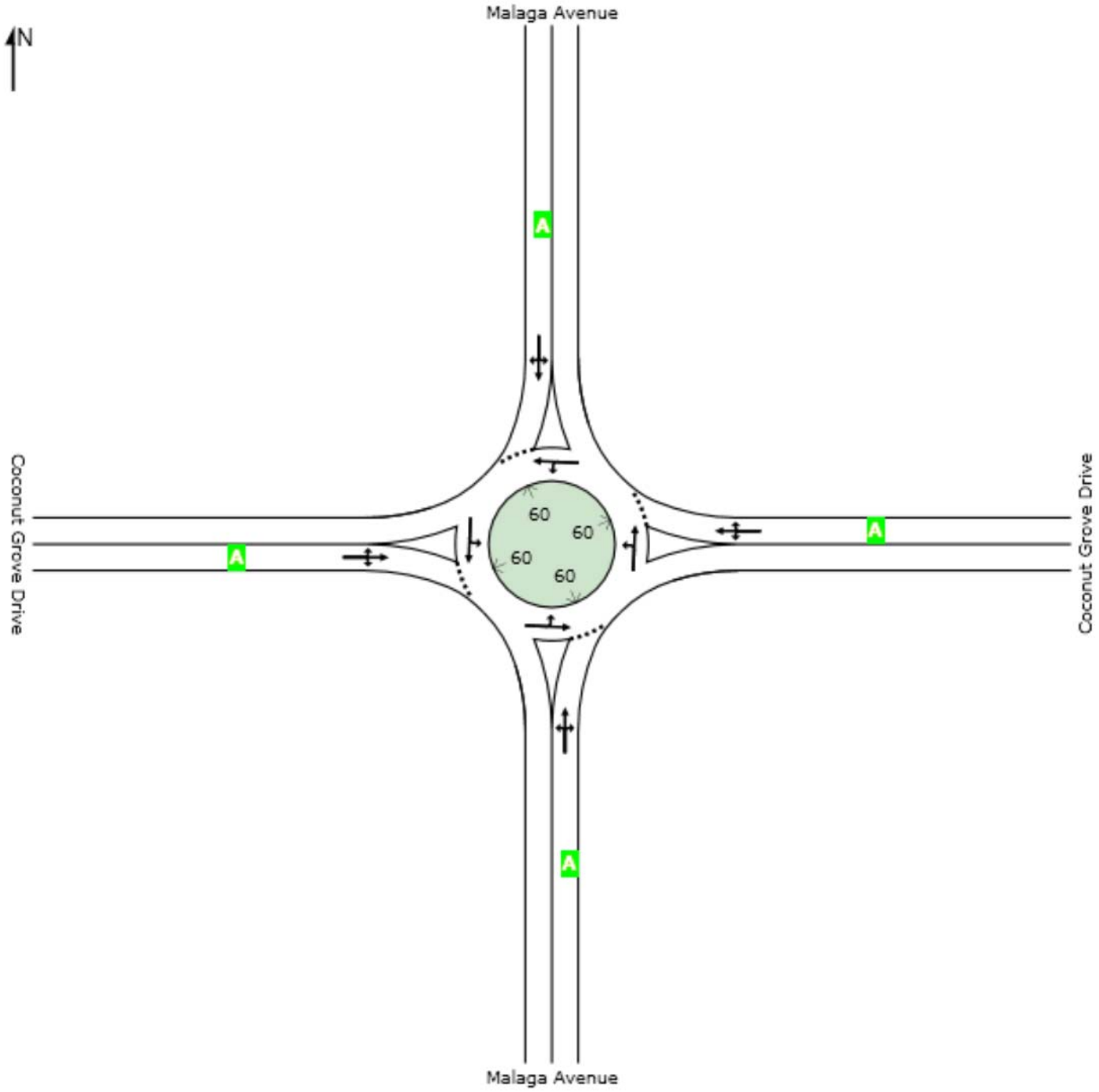
LEVEL OF SERVICE

Site: Coconut Grove Drive and Malaga Avenue

Existing PM
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	A	A	A	A	A



Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY

Site: Coconut Grove Drive and Malaga Avenue

Existing PM
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Malaga Avenue													
Lane 1[d]	142	3.0	1033	0.138	100	4.7	LOS A	0.5	13.2	Full	1600	0.0	0.0
Approach	142	3.0		0.138		4.7	LOS A	0.5	13.2				
East: Coconut Grove Drive													
Lane 1[d]	176	3.0	1051	0.167	100	4.9	LOS A	0.6	16.6	Full	1600	0.0	0.0
Approach	176	3.0		0.167		4.9	LOS A	0.6	16.6				
North: Malaga Avenue													
Lane 1[d]	133	3.0	918	0.144	100	5.3	LOS A	0.5	13.5	Full	1600	0.0	0.0
Approach	133	3.0		0.144		5.3	LOS A	0.5	13.5				
West: Coconut Grove Drive													
Lane 1[d]	54	3.0	877	0.062	100	4.7	LOS A	0.2	5.4	Full	1600	0.0	0.0
Approach	54	3.0		0.062		4.7	LOS A	0.2	5.4				
Intersection	505	3.0		0.167		5.0	LOS A	0.6	16.6				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	21	29	32	111	874	70
Conflicting Peds, #/hr	3	0	2	2	0	3	11	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	23	31	34	119	940	75

Major/Minor	Minor1			Major1		
Conflicting Flow All	1812	2567	522	1280	0	0
Stage 1	1219	1219	-	-	-	-
Stage 2	593	1348	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	70	~ 26	499	538	-	-
Stage 1	242	251	-	-	-	-
Stage 2	515	218	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	51	0	493	533	-	-
Mov Cap-2 Maneuver	134	0	-	-	-	-
Stage 1	188	0	-	-	-	-
Stage 2	484	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	28.6	1.4
HCM LOS	D	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	533	-	-	239	671	-	-
HCM Lane V/C Ratio	0.224	-	-	0.369	0.051	-	-
HCM Control Delay (s)	13.7	-	-	28.6	10.7	-	-
HCM Lane LOS	B	-	-	D	B	-	-
HCM 95th %tile Q(veh)	0.9	-	-	1.6	0.2	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	32	975	215
Conflicting Peds, #/hr	2	0	11
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	75	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	93	93	93
Heavy Vehicles, %	2	2	2
Mvmt Flow	34	1048	231

Major/Minor	Major2		
Conflicting Flow All	1018	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	677	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	671	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	30	191	96	1057	963	34
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	201	101	1113	1014	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1790	529	1049	0	-	0
Stage 1	1032	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	72	494	659	-	-	-
Stage 1	304	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	61	492	657	-	-	-
Mov Cap-2 Maneuver	178	-	-	-	-	-
Stage 1	304	-	-	-	-	-
Stage 2	358	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.1	1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	657	-	397	-	-
HCM Lane V/C Ratio	0.154	-	0.586	-	-
HCM Control Delay (s)	11.5	-	26.1	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.5	-	3.6	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	8	0	113	8	4	29	96	996	2
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	116	8	4	30	99	1027	2

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1714	2228	500	1729	2234	516	997	0	0
Stage 1	1000	1000	-	1227	1227	-	-	-	-
Stage 2	714	1228	-	502	1007	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	58	42	516	57	42	504	690	-	-
Stage 1	261	319	-	189	249	-	-	-	-
Stage 2	388	249	-	520	317	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	47	36	515	39	36	503	689	-	-
Mov Cap-2 Maneuver	138	130	-	112	114	-	-	-	-
Stage 1	223	316	-	162	213	-	-	-	-
Stage 2	306	213	-	399	314	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	15.2	22.3	1
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	689	-	-	138	515	250	669	-	-
HCM Lane V/C Ratio	0.144	-	-	0.06	0.226	0.169	0.008	-	-
HCM Control Delay (s)	11.1	-	-	32.7	14	22.3	10.4	-	-
HCM Lane LOS	B	-	-	D	B	C	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.2	0.9	0.6	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	5	952	14
Conflicting Peds, #/hr	0	0	1
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	100	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	97	97	97
Heavy Vehicles, %	2	2	2
Mvmt Flow	5	981	14

Major/Minor	Major2		
Conflicting Flow All	1030	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	670	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	669	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.1
HCM LOS	

Minor Lane/Major Mvmt

Future Background Conditions

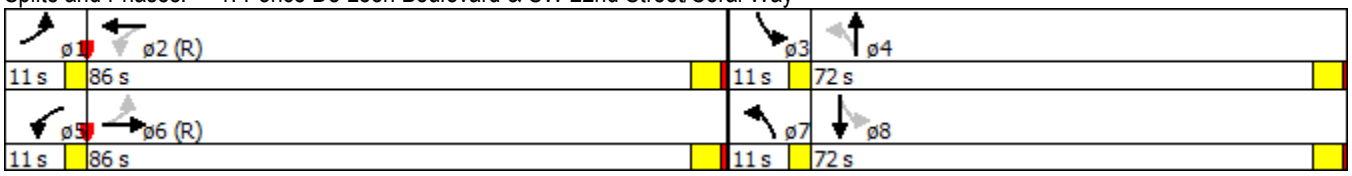
AM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	137	795	178	710	29	360	40	365
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.0	28.0	9.0	28.0	9.0	27.8	9.0	27.8
Total Split (s)	11.0	86.0	11.0	86.0	11.0	72.0	11.0	72.0
Total Split (%)	6.1%	47.8%	6.1%	47.8%	6.1%	40.0%	6.1%	40.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	0.8	0.0	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0	3.0	4.8	3.0	4.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 105 (58%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & SW 22nd Street/Coral Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	137	795	71	178	710	73	29	360	67	40	365	46
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.93	0.99		0.94	0.96		0.91	0.96		0.91
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	190.0
Adj Flow Rate, veh/h	144	837	68	187	747	69	31	379	56	42	384	39
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	379	1258	102	365	1294	119	331	879	128	330	947	95
Arrive On Green	0.10	0.51	0.51	0.12	0.53	0.53	0.03	0.29	0.29	0.04	0.29	0.29
Sat Flow, veh/h	1774	3295	268	1774	3255	300	1774	3054	446	1774	3213	323
Grp Volume(v), veh/h	144	449	456	187	406	410	31	218	217	42	210	213
Grp Sat Flow(s),veh/h/ln	1774	1770	1793	1774	1770	1786	1774	1770	1730	1774	1770	1767
Q Serve(g_s), s	3.7	14.6	14.6	4.8	12.0	12.0	0.9	7.7	7.9	1.3	7.3	7.5
Cycle Q Clear(g_c), s	3.7	14.6	14.6	4.8	12.0	12.0	0.9	7.7	7.9	1.3	7.3	7.5
Prop In Lane	1.00		0.15	1.00		0.17	1.00		0.26	1.00		0.18
Lane Grp Cap(c), veh/h	379	675	684	365	704	710	331	509	498	330	522	521
V/C Ratio(X)	0.38	0.67	0.67	0.51	0.58	0.58	0.09	0.43	0.44	0.13	0.40	0.41
Avail Cap(c_a), veh/h	436	1857	1882	394	1857	1874	459	1541	1506	446	1541	1539
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	15.3	15.3	13.6	13.8	13.8	18.5	22.3	22.4	18.4	21.8	21.8
Incr Delay (d2), s/veh	0.2	5.1	5.1	0.4	3.4	3.4	0.0	0.7	0.7	0.1	0.6	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 BackOfQ(50%),veh/ln	1.8	7.9	8.0	2.4	6.5	6.6	0.5	3.8	3.8	0.6	3.6	3.7
LnGrp Delay(d),s/veh	13.4	20.5	20.4	14.0	17.2	17.2	18.6	23.0	23.1	18.4	22.4	22.4
LnGrp LOS	B	C	C	B	B	B	B	C	C	B	C	C
Approach Vol, veh/h		1049			1003			466			465	
Approach Delay, s/veh		19.5			16.6			22.7			22.1	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	138.5	6.0	27.0	9.7	137.3	5.4	27.6
Change Period (Y+Rc), s	3.0	5.0	3.0	3.8000002	3.0	5.0	3.0	3.8000002
Max Green Setting (Gmax), s	8.0	81.0	8.0	27.199997	8.0	81.0	8.0	27.199997
Max Q Clear Time (g_c+I1), s	5.7	14.0	3.3	9.9	6.8	16.6	2.9	9.5
Green Ext Time (p_c), s	0.0	12.9	0.0	7.5	0.0	12.9	0.0	7.5

Intersection Summary	
HCM 2010 Ctrl Delay	19.4
HCM 2010 LOS	B

Notes

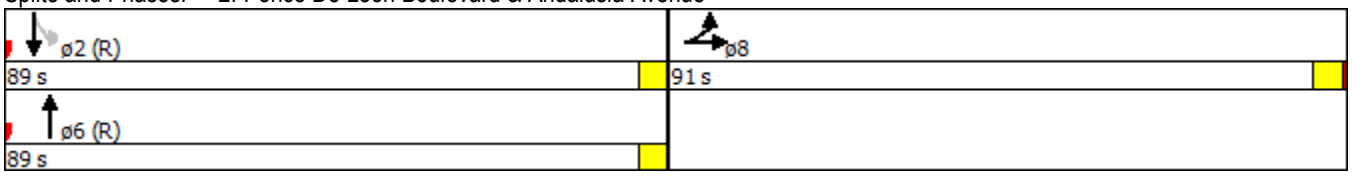
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	64	633	418	88	522
Turn Type	Split	NA	NA	Perm	NA
Protected Phases	8	8	6		2
Permitted Phases				2	
Detector Phase	8	8	6	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.8	27.8	22.0	22.0	22.0
Total Split (s)	91.0	91.0	89.0	89.0	89.0
Total Split (%)	50.6%	50.6%	49.4%	49.4%	49.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.0	4.0	4.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 8 (4%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: Ponce De Leon Boulevard & Andalusia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	64	633	92	0	0	0	0	418	127	88	522	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98				1.00		0.96	0.98		1.00
Parking Bus, Adj	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				0.0	186.3	190.0	186.3	186.3	0.0
Adj Flow Rate, veh/h	70	688	87				0	454	105	96	567	0
Adj No. of Lanes	1	2	0				0	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	591	1052	133				0	1126	258	470	1406	0
Arrive On Green	0.33	0.33	0.33				0.00	0.53	0.53	0.53	0.53	0.00
Sat Flow, veh/h	1774	3156	399				0	2927	649	832	3632	0
Grp Volume(v), veh/h	70	386	389				0	282	277	96	567	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1785				0	1770	1714	832	1770	0
Q Serve(g_s), s	0.9	6.1	6.1				0.0	3.1	3.2	2.7	3.1	0.0
Cycle Q Clear(g_c), s	0.9	6.1	6.1				0.0	3.1	3.2	5.8	3.1	0.0
Prop In Lane	1.00		0.22				0.00		0.38	1.00		0.00
Lane Grp Cap(c), veh/h	591	590	595				0	703	681	470	1406	0
V/C Ratio(X)	0.12	0.65	0.65				0.00	0.40	0.41	0.20	0.40	0.00
Avail Cap(c_a), veh/h	4682	4671	4710				0	4606	4460	2306	9211	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.99	0.99	0.71	0.71	0.00
Uniform Delay (d), s/veh	7.6	9.3	9.3				0.0	5.4	5.4	7.1	5.4	0.0
Incr Delay (d2), s/veh	0.1	0.9	0.9				0.0	1.7	1.8	0.7	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.0	3.1				0.0	1.8	1.8	0.7	1.6	0.0
LnGrp Delay(d),s/veh	7.6	10.2	10.2				0.0	7.1	7.2	7.8	6.0	0.0
LnGrp LOS	A	B	B					A	A	A	A	
Approach Vol, veh/h		845						559			663	
Approach Delay, s/veh		10.0						7.1			6.3	
Approach LOS		A						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		164.3				164.3		15.7
Change Period (Y+Rc), s		4.0				4.0		4.8
Max Green Setting (Gmax), s		85.0				85.0		86.2
Max Q Clear Time (g_c+I1), s		7.8				5.2		8.1
Green Ext Time (p_c), s		3.0				3.0		1.8

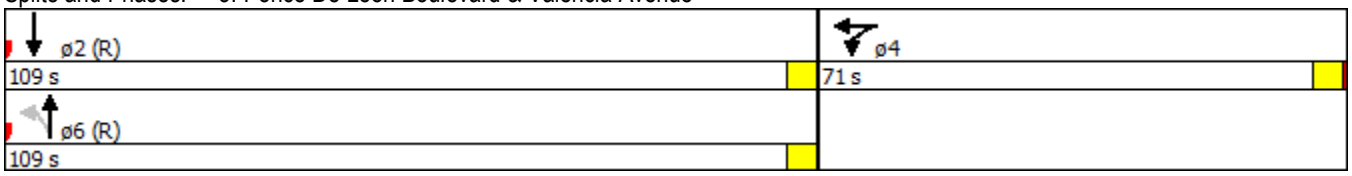
Intersection Summary	
HCM 2010 Ctrl Delay	8.0
HCM 2010 LOS	A

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	161	30	523	496
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.7	22.3	22.3	22.3
Total Split (s)	71.0	109.0	109.0	109.0
Total Split (%)	39.4%	60.6%	60.6%	60.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.7	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	4.3	4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 41 (23%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 3: Ponce De Leon Boulevard & Valencia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	42	161	32	30	523	0	0	496	126
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				190.0	186.3	190.0	186.3	186.3	0.0	0.0	186.3	190.0
Adj Flow Rate, veh/h				47	179	15	33	581	0	0	551	107
Adj No. of Lanes				0	3	0	1	2	0	0	2	0
Peak Hour Factor				0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				238	983	83	498	1359	0	0	1135	220
Arrive On Green				0.08	0.08	0.08	0.51	0.51	0.00	0.00	0.51	0.51
Sat Flow, veh/h				970	4001	339	771	3632	0	0	3048	572
Grp Volume(v), veh/h				88	73	80	33	581	0	0	329	329
Grp Sat Flow(s),veh/h/ln				1814	1695	1801	771	1770	0	0	1770	1758
Q Serve(g_s), s				1.1	1.0	1.0	0.7	2.5	0.0	0.0	2.9	3.0
Cycle Q Clear(g_c), s				1.1	1.0	1.0	3.7	2.5	0.0	0.0	2.9	3.0
Prop In Lane				0.53		0.19	1.00		0.00	0.00		0.33
Lane Grp Cap(c), veh/h				446	417	443	498	1359	0	0	679	675
V/C Ratio(X)				0.20	0.18	0.18	0.07	0.43	0.00	0.00	0.48	0.49
Avail Cap(c_a), veh/h				4949	4624	4913	3524	15247	0	0	7623	7572
HCM Platoon Ratio				0.33	0.33	0.33	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				0.71	0.71	0.71	0.97	0.97	0.00	0.00	0.98	0.98
Uniform Delay (d), s/veh				8.9	8.9	8.9	5.6	4.3	0.0	0.0	4.4	4.4
Incr Delay (d2), s/veh				0.1	0.1	0.1	0.2	1.0	0.0	0.0	2.4	2.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.6	0.5	0.5	0.2	1.4	0.0	0.0	1.8	1.8
LnGrp Delay(d),s/veh				9.0	9.0	9.0	5.8	5.2	0.0	0.0	6.8	6.8
LnGrp LOS				A	A	A	A	A			A	A
Approach Vol, veh/h					241			614			658	
Approach Delay, s/veh					9.0			5.3			6.8	
Approach LOS					A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		169.3		10.7		169.3		
Change Period (Y+Rc), s		* 4.3000002		* 4.6999998		* 4.3000002		
Max Green Setting (Gmax), s		* 104.7		* 66.300003		* 104.7		
Max Q Clear Time (g_c+I1), s		5.0		3.1		5.7		
Green Ext Time (p_c), s		3.2		0.0		3.2		

Intersection Summary	
HCM 2010 Ctrl Delay	6.5
HCM 2010 LOS	A

Notes

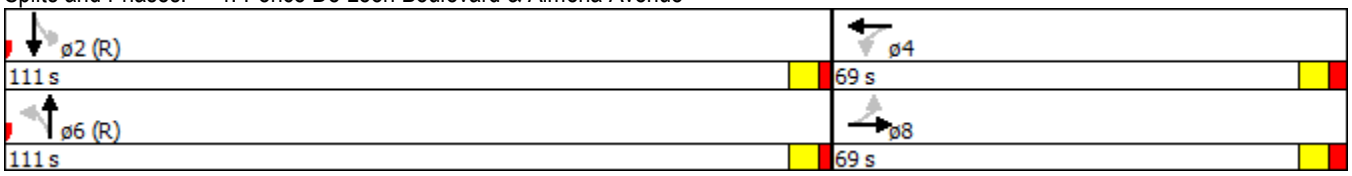
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	27	200	27	72	30	515	33	486
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	32.6	32.6	32.6	32.6	24.0	24.0	24.0	24.0
Total Split (s)	69.0	69.0	69.0	69.0	111.0	111.0	111.0	111.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	61.7%	61.7%	61.7%	61.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 18 (10%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: Ponce De Leon Boulevard & Almeria Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	27	200	17	27	72	17	30	515	71	33	486	11
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)	0.99		0.99	0.99		0.99	0.99		0.98	0.99		0.98
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	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	28	211	16	28	76	13	32	542	61	35	512	10
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	435	31	194	360	52	149	1000	110	384	1185	23
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	102	1582	113	201	1311	189	79	2995	330	809	3549	69
Grp Volume(v), veh/h	255	0	0	117	0	0	334	0	301	35	255	267
Grp Sat Flow(s),veh/h/ln	1797	0	0	1701	0	0	1773	0	1630	809	1770	1849
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4	1.1	3.2	3.2
Cycle Q Clear(g_c), s	3.8	0.0	0.0	1.6	0.0	0.0	4.2	0.0	4.4	5.5	3.2	3.2
Prop In Lane	0.11		0.06	0.24		0.11	0.10		0.20	1.00		0.04
Lane Grp Cap(c), veh/h	618	0	0	606	0	0	714	0	544	384	591	617
V/C Ratio(X)	0.41	0.00	0.00	0.19	0.00	0.00	0.47	0.00	0.55	0.09	0.43	0.43
Avail Cap(c_a), veh/h	3539	0	0	3249	0	0	5629	0	5315	2749	5769	6028
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	9.8	0.0	0.0	9.0	0.0	0.0	7.1	0.0	7.2	9.2	6.9	6.9
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	0.0	2.2	0.0	4.0	0.5	2.3	2.2
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 BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.8	0.0	0.0	2.5	0.0	2.5	0.3	1.9	1.9
LnGrp Delay(d),s/veh	10.2	0.0	0.0	9.2	0.0	0.0	9.3	0.0	11.2	9.7	9.1	9.0
LnGrp LOS	B			A			A		B	A	A	A
Approach Vol, veh/h		255			117			635			557	
Approach Delay, s/veh		10.2			9.2			10.2			9.1	
Approach LOS		B			A			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		164.5		15.5		164.5		15.5
Change Period (Y+Rc), s		6.0		6.6		6.0		6.6
Max Green Setting (Gmax), s		105.0		62.4		105.0		62.4
Max Q Clear Time (g_c+I1), s		7.5		3.6		6.4		5.8
Green Ext Time (p_c), s		2.6		1.9		2.6		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	9.7
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	112	0	0	531	200
Conflicting Peds, #/hr	0	8	0	0	0	9
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	2	2	2	2	2
Mvmt Flow	0	120	0	0	571	215

Major/Minor	Minor2		Major2	
Conflicting Flow All	686	400	-	0
Stage 1	686	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	334	600	-	-
Stage 1	404	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	330	596	-	-
Mov Cap-2 Maneuver	330	-	-	-
Stage 1	401	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	12.6	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	596	-	-
HCM Lane V/C Ratio	0.202	-	-
HCM Control Delay (s)	12.6	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.8	-	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	80	732	195	0	0
Conflicting Peds, #/hr	0	1	0	5	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	84	771	205	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	874	488	0	0
Stage 1	874	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	244	526	-	-
Stage 1	311	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	243	526	-	-
Mov Cap-2 Maneuver	243	-	-	-
Stage 1	311	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	13.1	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	526
HCM Lane V/C Ratio	-	-	0.16
HCM Control Delay (s)	-	-	13.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.6

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	170	0	0	597	48
Conflicting Peds, #/hr	0	0	0	0	0	9
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	185	0	0	649	52

Major/Minor	Minor2		Major2	
Conflicting Flow All	675	350	-	0
Stage 1	675	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	340	646	-	-
Stage 1	410	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	340	646	-	-
Mov Cap-2 Maneuver	340	-	-	-
Stage 1	410	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	12.8	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	646	-	-
HCM Lane V/C Ratio	0.286	-	-
HCM Control Delay (s)	12.8	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	1.2	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	97	871	201	0	0
Conflicting Peds, #/hr	0	12	0	11	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	105	947	218	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	1068	594	0	0
Stage 1	1068	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	176	448	-	-
Stage 1	237	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	173	444	-	-
Mov Cap-2 Maneuver	173	-	-	-
Stage 1	235	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	15.6	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	444
HCM Lane V/C Ratio	-	-	0.237
HCM Control Delay (s)	-	-	15.6
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.9

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	49	3	42	1	0	1	46	729	7
Conflicting Peds, #/hr	2	0	1	1	0	2	6	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	3	45	1	0	1	49	784	8

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1030	1429	278	1158	1439	404	542	0	0
Stage 1	537	537	-	889	889	-	-	-	-
Stage 2	493	892	-	269	550	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	188	134	719	151	132	596	1023	-	-
Stage 1	496	521	-	304	360	-	-	-	-
Stage 2	526	358	-	713	514	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	173	121	714	128	119	592	1018	-	-
Mov Cap-2 Maneuver	173	121	-	128	119	-	-	-	-
Stage 1	453	516	-	277	328	-	-	-	-
Stage 2	477	327	-	656	510	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	27.9	22.3	0.8
HCM LOS	D	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1018	-	-	256	210	820	-	-
HCM Lane V/C Ratio	0.049	-	-	0.395	0.01	0.005	-	-
HCM Control Delay (s)	8.7	0.3	-	27.9	22.3	9.4	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.8	0	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	4	478	24
Conflicting Peds, #/hr	3	0	6
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	93	93	93
Heavy Vehicles, %	2	2	2
Mvmt Flow	4	514	26

Major/Minor	Major2		
Conflicting Flow All	793	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	824	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	820	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.1
HCM LOS	

Minor Lane/Major Mvmt

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	14	808	409	111
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	15	869	440	119
Pedestrians	6					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				129		
pX, platoon unblocked	0.89					
vC, conflicting volume	970	286	565			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	728	286	565			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	98			
cM capacity (veh/h)	315	711	1003			

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	305	579	293	266
Volume Left	15	0	0	0
Volume Right	0	0	0	119
cSH	1003	1700	1700	1700
Volume to Capacity	0.02	0.34	0.17	0.16
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	0.6	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	0.2		0.0	
Approach LOS				

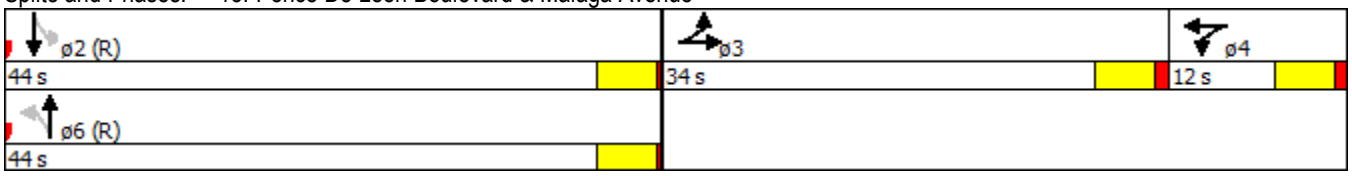
Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	35.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Volume (vph)	196	162	38	16	595	21	380
Turn Type	Split	NA	NA	Perm	NA	Perm	NA
Protected Phases	3	3	4		6		2
Permitted Phases				6		2	
Detector Phase	3	3	4	6	6	2	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0
Minimum Split (s)	28.0	28.0	12.0	20.5	20.5	20.5	20.5
Total Split (s)	34.0	34.0	12.0	44.0	44.0	44.0	44.0
Total Split (%)	37.8%	37.8%	13.3%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.0	5.0	5.0		4.3		4.3
Lead/Lag	Lead	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 39 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	196	162	24	37	38	27	16	595	48	21	380	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			4.3			4.3	
Lane Util. Factor	0.95	0.95			1.00			0.95			0.95	
Frpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	
Flpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	0.98			0.96			0.99			1.00	
Flt Protected	0.95	1.00			0.98			1.00			1.00	
Satd. Flow (prot)	1681	1728			1765			3490			3530	
Flt Permitted	0.95	1.00			0.98			0.94			0.91	
Satd. Flow (perm)	1681	1728			1765			3288			3206	
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)	206	171	25	39	40	28	17	626	51	22	400	0
RTOR Reduction (vph)	0	7	0	0	13	0	0	5	0	0	0	0
Lane Group Flow (vph)	185	210	0	0	94	0	0	689	0	0	422	0
Confl. Peds. (#/hr)			1	1			6		4	4		6
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	3	3		4	4			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)	16.0	16.0			10.2			49.5			49.5	
Effective Green, g (s)	16.0	16.0			10.2			49.5			49.5	
Actuated g/C Ratio	0.18	0.18			0.11			0.55			0.55	
Clearance Time (s)	5.0	5.0			5.0			4.3			4.3	
Vehicle Extension (s)	2.5	2.5			2.5			1.0			1.0	
Lane Grp Cap (vph)	298	307			200			1808			1763	
v/s Ratio Prot	0.11	c0.12			c0.05							
v/s Ratio Perm								c0.21			0.13	
v/c Ratio	0.62	0.69			0.47			0.38			0.24	
Uniform Delay, d1	34.2	34.6			37.4			11.5			10.5	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	3.5	5.7			1.3			0.6			0.3	
Delay (s)	37.6	40.3			38.6			12.1			10.8	
Level of Service	D	D			D			B			B	
Approach Delay (s)		39.1			38.6			12.1			10.8	
Approach LOS		D			D			B			B	

Intersection Summary

HCM 2000 Control Delay	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.3
Intersection Capacity Utilization	58.1%	ICU Level of Service	B
Analysis Period (min)	15		

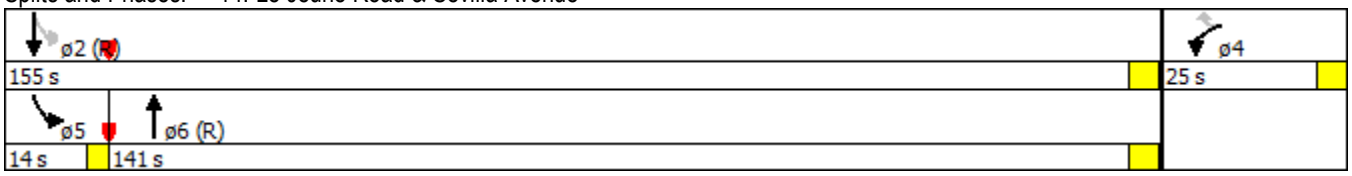
c Critical Lane Group

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	7	43	1264	266	1118
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	4		6	5	2
Permitted Phases		4		2	
Detector Phase	4	4	6	5	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	16.0	5.0	16.0
Minimum Split (s)	24.2	24.2	20.5	9.0	20.5
Total Split (s)	25.0	25.0	141.0	14.0	155.0
Total Split (%)	13.9%	13.9%	78.3%	7.8%	86.1%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.2	0.2	0.4	0.0	0.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.4	3.0	4.4
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 12 (7%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 14: Le Jeune Road & Sevilla Avenue



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	7	43	1264	59	266	1118
Number	7	14	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	190.0	186.3	186.3
Adj Flow Rate, veh/h	7	0	1290	52	271	1141
Adj No. of Lanes	1	1	2	0	1	2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	23	21	1702	69	658	2559
Arrive On Green	0.01	0.00	0.98	0.98	0.19	0.96
Sat Flow, veh/h	1774	1583	3561	140	1774	3632
Grp Volume(v), veh/h	7	0	658	684	271	1141
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1838	1774	1770
Q Serve(g_s), s	0.1	0.0	0.9	0.9	1.8	0.7
Cycle Q Clear(g_c), s	0.1	0.0	0.9	0.9	1.8	0.7
Prop In Lane	1.00	1.00		0.08	1.00	
Lane Grp Cap(c), veh/h	23	21	869	902	658	2559
V/C Ratio(X)	0.30	0.00	0.76	0.76	0.41	0.45
Avail Cap(c_a), veh/h	1132	1010	7415	7701	1008	16350
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	0.0	0.2	0.2	2.1	0.2
Incr Delay (d2), s/veh	5.2	0.0	6.1	5.9	0.2	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.6	1.6	0.8	0.4
LnGrp Delay(d),s/veh	21.1	0.0	6.3	6.1	2.2	0.8
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	7		1342			1412
Approach Delay, s/veh	21.1		6.2			1.0
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		175.4		4.6	7.6	167.8		
Change Period (Y+Rc), s	* 4.4000001		* 4.1999998		3.0	4.4000001		
Max Green Setting (Gmax), s	* 150.60001		* 20.799999		11.0	136.60001		
Max Q Clear Time (g_c+I1), s		2.7		2.1	3.8	2.9		
Green Ext Time (p_c), s		8.7		0.0	0.2	8.7		

Intersection Summary	
HCM 2010 Ctrl Delay	3.6
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	10	19	1306	105	223	1059
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	20	1346	108	230	1092

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2407	730	0	0	1455	0
Stage 1	1401	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	27	365	-	-	461	-
Stage 1	194	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	13	364	-	-	460	-
Mov Cap-2 Maneuver	85	-	-	-	-	-
Stage 1	194	-	-	-	-	-
Stage 2	157	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.5	0	3.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	171	460	-
HCM Lane V/C Ratio	-	-	0.175	0.5	-
HCM Control Delay (s)	-	-	30.5	20.4	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	0.6	2.7	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	13	1437	38	171	1042
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	13	1452	38	173	1053

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2343	747	0	0	1490	0
Stage 1	1471	-	-	-	-	-
Stage 2	872	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	30	355	-	-	447	-
Stage 1	177	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	18	354	-	-	446	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	177	-	-	-	-	-
Stage 2	225	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.5	0	2.5
HCM LOS	C		

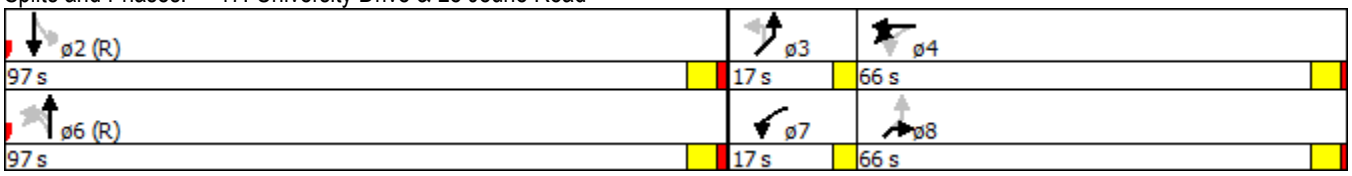
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	264	446	-
HCM Lane V/C Ratio	-	-	0.057	0.387	-
HCM Control Delay (s)	-	-	19.5	18.1	-
HCM Lane LOS	-	-	C	C	-
HCM 95th %tile Q(veh)	-	-	0.2	1.8	-

Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL2	NEL	NER
Lane Configurations											
Volume (vph)	82	153	19	6	7	1066	55	892	6	388	481
Turn Type	pm+pt	custom	NA	Perm	Perm	NA	Perm	NA	Perm	pm+pt	Prot
Protected Phases	7	4	4			6		2		3	8
Permitted Phases	4	4	4	6	6	6	2	2	3	8	8
Detector Phase	7	4	4	6	6	6	2	2	3	3	8
Switch Phase											
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	7.0
Minimum Split (s)	11.0	23.0	23.0	25.6	25.6	25.6	25.6	25.6	8.0	8.0	23.0
Total Split (s)	17.0	66.0	66.0	97.0	97.0	97.0	97.0	97.0	17.0	17.0	66.0
Total Split (%)	9.4%	36.7%	36.7%	53.9%	53.9%	53.9%	53.9%	53.9%	9.4%	9.4%	36.7%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.6	1.6	1.6	1.6	1.6	0.0	0.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.0		5.0		5.6	5.6	5.6	5.6		3.0	5.0
Lead/Lag	Lead	Lag	Lag						Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 91 (51%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 17: University Drive & Le Jeune Road



Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Volume (vph)	82	153	19	13	6	7	1066	140	55	892	114	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	0.99		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		0.99			1.00	0.98		1.00	0.98		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1681		1677			1770	3462		1770	3429		
Flt Permitted	0.19		0.96			0.19	1.00		0.13	1.00		
Satd. Flow (perm)	343		1677			354	3462		245	3429		
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	84	156	19	13	6	7	1088	143	56	910	116	10
RTOR Reduction (vph)	0	0	2	0	0	0	6	0	0	0	0	0
Lane Group Flow (vph)	76	0	194	0	0	13	1225	0	56	1036	0	0
Confl. Peds. (#/hr)	10	10		10	10	10		10	10		10	10
Turn Type	pm+pt	custom	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7	4	4				6			2		
Permitted Phases	4	4	4		6	6	6		2	2		
Actuated Green, G (s)	50.5		40.4			97.2	97.2		97.2	97.2		
Effective Green, g (s)	50.5		40.4			97.2	97.2		97.2	97.2		
Actuated g/C Ratio	0.28		0.22			0.54	0.54		0.54	0.54		
Clearance Time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Vehicle Extension (s)	2.0		2.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	171		376			191	1869		132	1851		
v/s Ratio Prot	0.02		0.12				c0.35			0.30		
v/s Ratio Perm	0.10					0.04			0.23			
v/c Ratio	0.44		0.52			0.07	0.66		0.42	0.56		
Uniform Delay, d1	50.5		61.2			19.8	29.5		24.7	27.3		
Progression Factor	1.00		1.00			1.00	1.00		0.98	0.98		
Incremental Delay, d2	0.7		0.9			0.7	1.8		9.5	1.2		
Delay (s)	51.2		62.1			20.5	31.3		33.8	27.8		
Level of Service	D		E			C	C		C	C		
Approach Delay (s)			59.1				31.2			28.1		
Approach LOS			E				C			C		

Intersection Summary

HCM 2000 Control Delay	41.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	99.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	NEL2	NEL	NER	NER2
Lane Configurations				
Volume (vph)	6	388	481	18
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	
Lane Util. Factor		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	
Flpb, ped/bikes		0.98	1.00	
Frt		1.00	0.85	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1730	1583	
Flt Permitted		0.76	1.00	
Satd. Flow (perm)		1379	1583	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98
Adj. Flow (vph)	6	396	491	18
RTOR Reduction (vph)	0	0	23	0
Lane Group Flow (vph)	0	402	486	0
Confl. Peds. (#/hr)		10	10	10
Turn Type	Perm	pm+pt	Prot	
Protected Phases		3	8	
Permitted Phases	3	8	8	
Actuated Green, G (s)		72.2	59.1	
Effective Green, g (s)		72.2	59.1	
Actuated g/C Ratio		0.40	0.33	
Clearance Time (s)		3.0	5.0	
Vehicle Extension (s)		2.0	2.5	
Lane Grp Cap (vph)		609	519	
v/s Ratio Prot		c0.11	c0.31	
v/s Ratio Perm		0.16		
v/c Ratio		0.66	0.94	
Uniform Delay, d1		42.1	58.6	
Progression Factor		1.00	1.00	
Incremental Delay, d2		2.1	24.5	
Delay (s)		44.2	83.1	
Level of Service		D	F	
Approach Delay (s)		66.0		
Approach LOS		E		

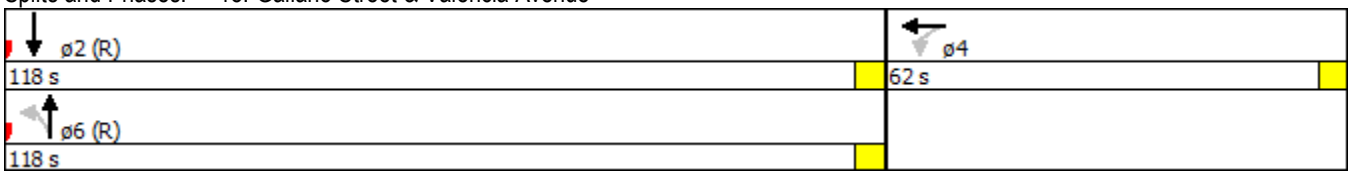
Intersection Summary

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	169	89	127	88
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases	4	6	6	2
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	22.1	22.1	22.1	22.1
Total Split (s)	62.0	118.0	118.0	118.0
Total Split (%)	34.4%	65.6%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.1		4.1	4.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 36 (20%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 18: Galiano Street & Valencia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	7	169	38	89	127	0	0	88	101
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	0.98		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				190.0	186.3	190.0	190.0	186.3	0.0	0.0	186.3	190.0
Adj Flow Rate, veh/h				8	194	12	102	146	0	0	101	44
Adj No. of Lanes				0	3	0	0	1	0	0	1	0
Peak Hour Factor				0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				47	1202	76	405	431	0	0	451	196
Arrive On Green				0.25	0.25	0.25	0.49	0.49	0.00	0.00	0.49	0.49
Sat Flow, veh/h				189	4858	306	452	1170	0	0	1222	532
Grp Volume(v), veh/h				78	65	71	248	0	0	0	0	145
Grp Sat Flow(s),veh/h/ln				1853	1695	1805	1622	0	0	0	0	1754
Q Serve(g_s), s				0.7	0.6	0.7	0.0	0.0	0.0	0.0	0.0	1.0
Cycle Q Clear(g_c), s				0.7	0.6	0.7	1.8	0.0	0.0	0.0	0.0	1.0
Prop In Lane				0.10		0.17	0.41		0.00	0.00		0.30
Lane Grp Cap(c), veh/h				458	419	446	836	0	0	0	0	647
V/C Ratio(X)				0.17	0.15	0.16	0.30	0.00	0.00	0.00	0.00	0.22
Avail Cap(c_a), veh/h				5022	4594	4891	8421	0	0	0	0	9351
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				6.3	6.3	6.3	3.9	0.0	0.0	0.0	0.0	3.7
Incr Delay (d2), s/veh				0.1	0.1	0.1	0.9	0.0	0.0	0.0	0.0	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.4	0.3	0.3	1.1	0.0	0.0	0.0	0.0	0.6
LnGrp Delay(d),s/veh				6.4	6.4	6.4	4.8	0.0	0.0	0.0	0.0	4.5
LnGrp LOS				A	A	A	A					A
Approach Vol, veh/h					214			248			145	
Approach Delay, s/veh					6.4			4.8			4.5	
Approach LOS					A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		170.6		9.4		170.6		
Change Period (Y+Rc), s		* 4.0999999		* 4.0999999		* 4.0999999		
Max Green Setting (Gmax), s		* 113.9		* 57.900002		* 113.9		
Max Q Clear Time (g_c+I1), s		3.0		2.7		3.8		
Green Ext Time (p_c), s		0.8		0.0		0.8		

Intersection Summary	
HCM 2010 Ctrl Delay	5.3
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	63	196	16	0	11	100	18	0	5	102	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	68	213	17	0	12	109	20	0	5	111	47
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	11.1	9.2	9.5
HCM LOS	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	23%	9%	40%
Vol Thru, %	68%	71%	78%	42%
Vol Right, %	29%	6%	14%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	275	129	101
LT Vol	102	196	100	42
Through Vol	43	16	18	19
RT Vol	5	63	11	40
Lane Flow Rate	163	299	140	110
Geometry Grp	1	1	1	1
Degree of Util (X)	0.225	0.399	0.192	0.158
Departure Headway (Hd)	4.975	4.802	4.924	5.18
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	714	744	721	685
Service Time	3.056	2.87	3.006	3.268
HCM Lane V/C Ratio	0.228	0.402	0.194	0.161
HCM Control Delay	9.5	11.1	9.2	9.3
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.9	1.9	0.7	0.6

Intersection

Intersection Delay, s/veh
Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	40	42	19
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	43	46	21
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.3
HCM LOS	A

Lane

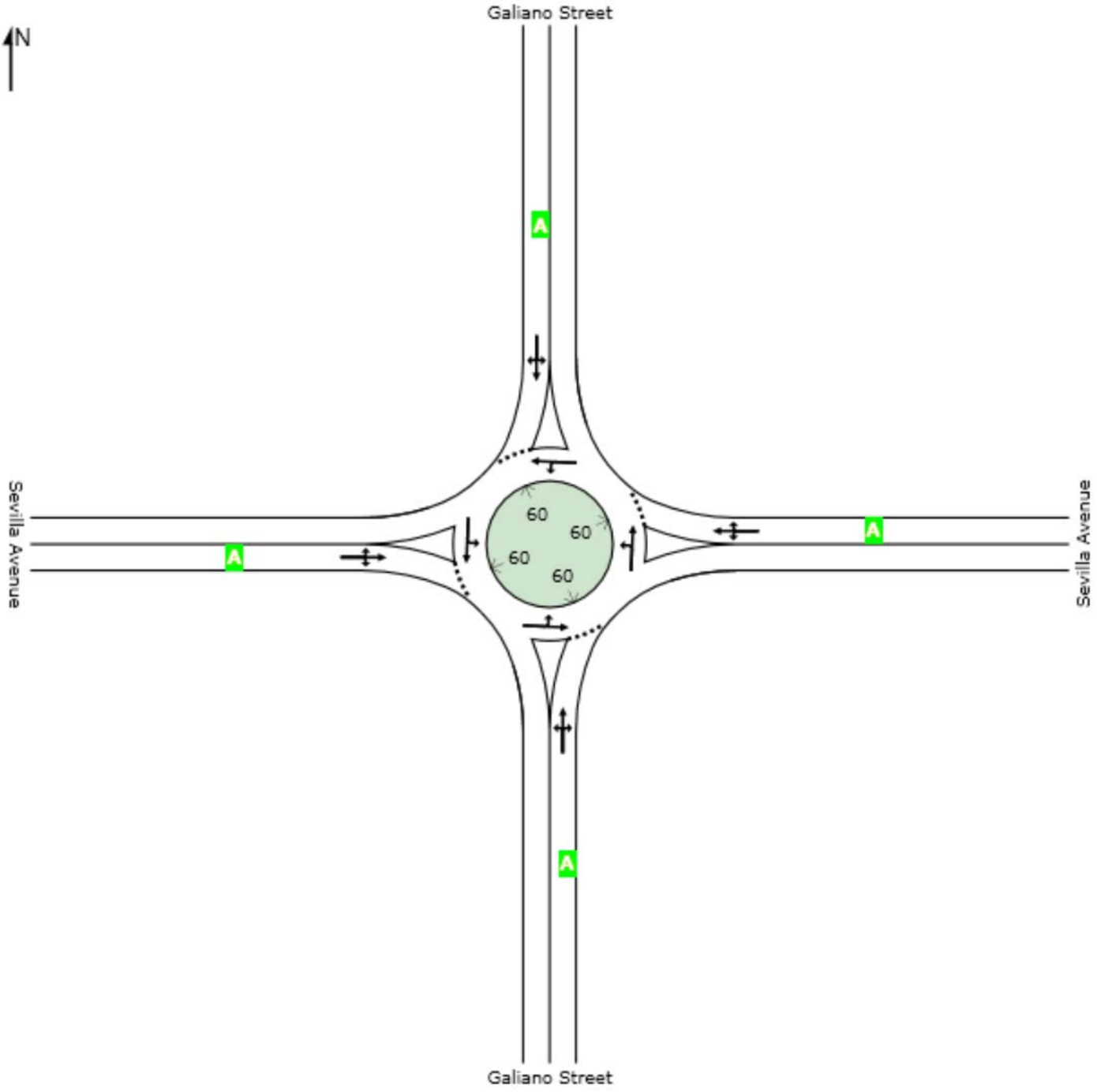
LEVEL OF SERVICE

Site: Sevilla Avenue and Galiano Street

Background AM
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	A	A	A	A	A



Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY

Site: Sevilla Avenue and Galiano Street

Background AM
Roundabout

Lane Use and Performance													
	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Galiano Street													
Lane 1[d]	72	3.0	892	0.080	100	4.8	LOS A	0.3	7.1	Full	1600	0.0	0.0
Approach	72	3.0		0.080		4.8	LOS A	0.3	7.1				
East: Sevilla Avenue													
Lane 1[d]	87	3.0	939	0.093	100	4.7	LOS A	0.3	8.3	Full	1600	0.0	0.0
Approach	87	3.0		0.093		4.7	LOS A	0.3	8.3				
North: Galiano Street													
Lane 1[d]	88	3.0	1015	0.087	100	4.3	LOS A	0.3	7.8	Full	1600	0.0	0.0
Approach	88	3.0		0.087		4.3	LOS A	0.3	7.8				
West: Sevilla Avenue													
Lane 1[d]	187	3.0	1023	0.183	100	5.2	LOS A	0.7	18.3	Full	1600	0.0	0.0
Approach	187	3.0		0.183		5.2	LOS A	0.7	18.3				
Intersection	434	3.0		0.183		4.9	LOS A	0.7	18.3				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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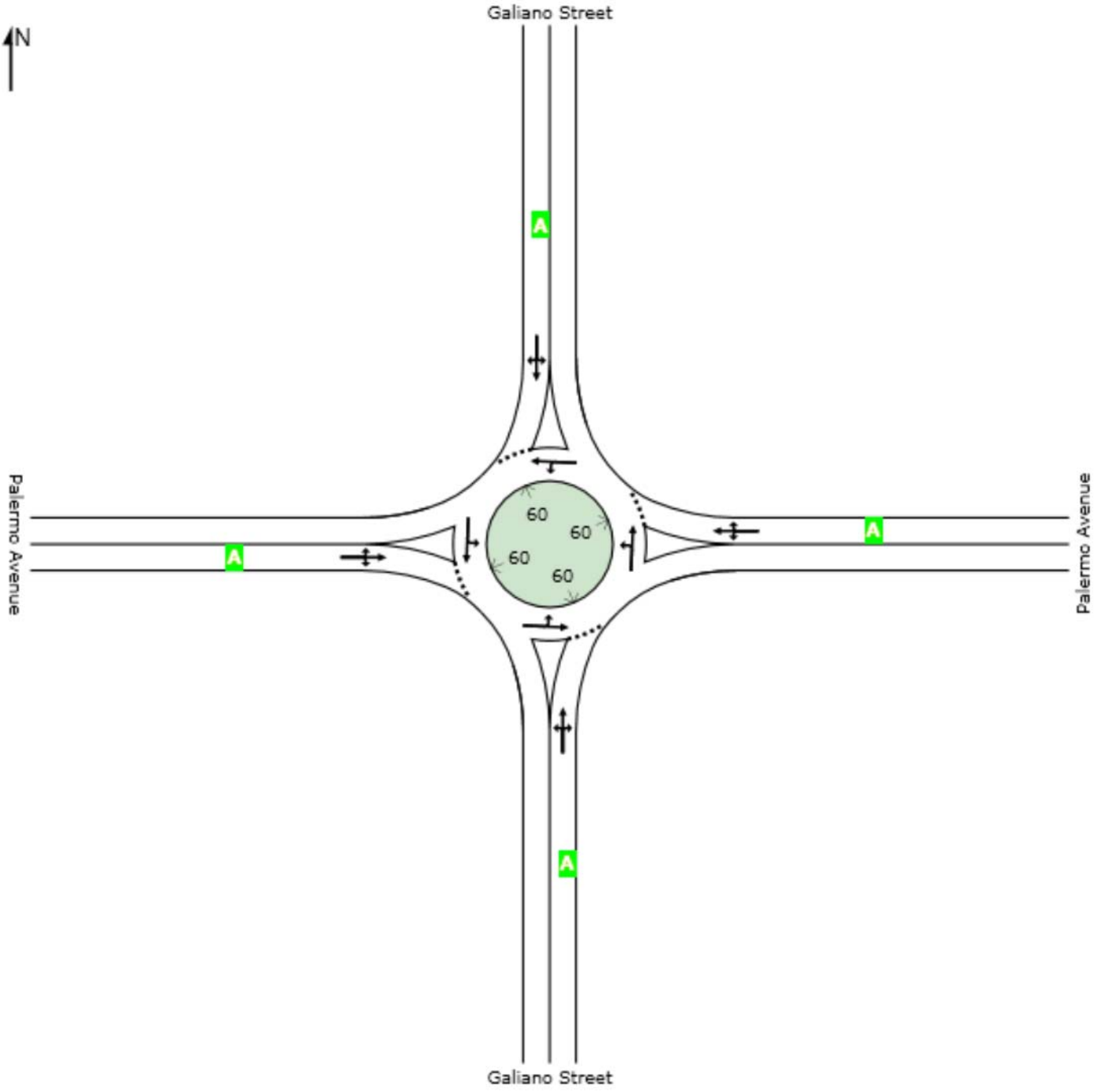
LEVEL OF SERVICE

Site: Palermo Avenue and Galiano Street

Background AM
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	A	A	A	A	A



Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY

Site: Palermo Avenue and Galiano Street

Background AM
Roundabout

Lane Use and Performance													
	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Galiano Street													
Lane 1[d]	76	3.0	935	0.081	100	4.6	LOS A	0.3	7.2	Full	1600	0.0	0.0
Approach	76	3.0		0.081		4.6	LOS A	0.3	7.2				
East: Palermo Avenue													
Lane 1[d]	40	3.0	1020	0.039	100	3.9	LOS A	0.1	3.4	Full	1600	0.0	0.0
Approach	40	3.0		0.039		3.9	LOS A	0.1	3.4				
North: Galiano Street													
Lane 1[d]	57	3.0	1054	0.054	100	3.9	LOS A	0.2	4.7	Full	1600	0.0	0.0
Approach	57	3.0		0.054		3.9	LOS A	0.2	4.7				
West: Palermo Avenue													
Lane 1[d]	152	3.0	1031	0.148	100	4.8	LOS A	0.6	14.2	Full	1600	0.0	0.0
Approach	152	3.0		0.148		4.8	LOS A	0.6	14.2				
Intersection	325	3.0		0.148		4.5	LOS A	0.6	14.2				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	26	6	61	75	5	50
Conflicting Peds, #/hr	0	3	0	3	3	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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	7	67	82	5	55

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	177	114	0	0	152	0
Stage 1	111	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	813	939	-	-	1429	-
Stage 1	914	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	806	934	-	-	1425	-
Mov Cap-2 Maneuver	806	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	951	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	827	1425	-
HCM Lane V/C Ratio	-	-	0.043	0.004	-
HCM Control Delay (s)	-	-	9.5	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

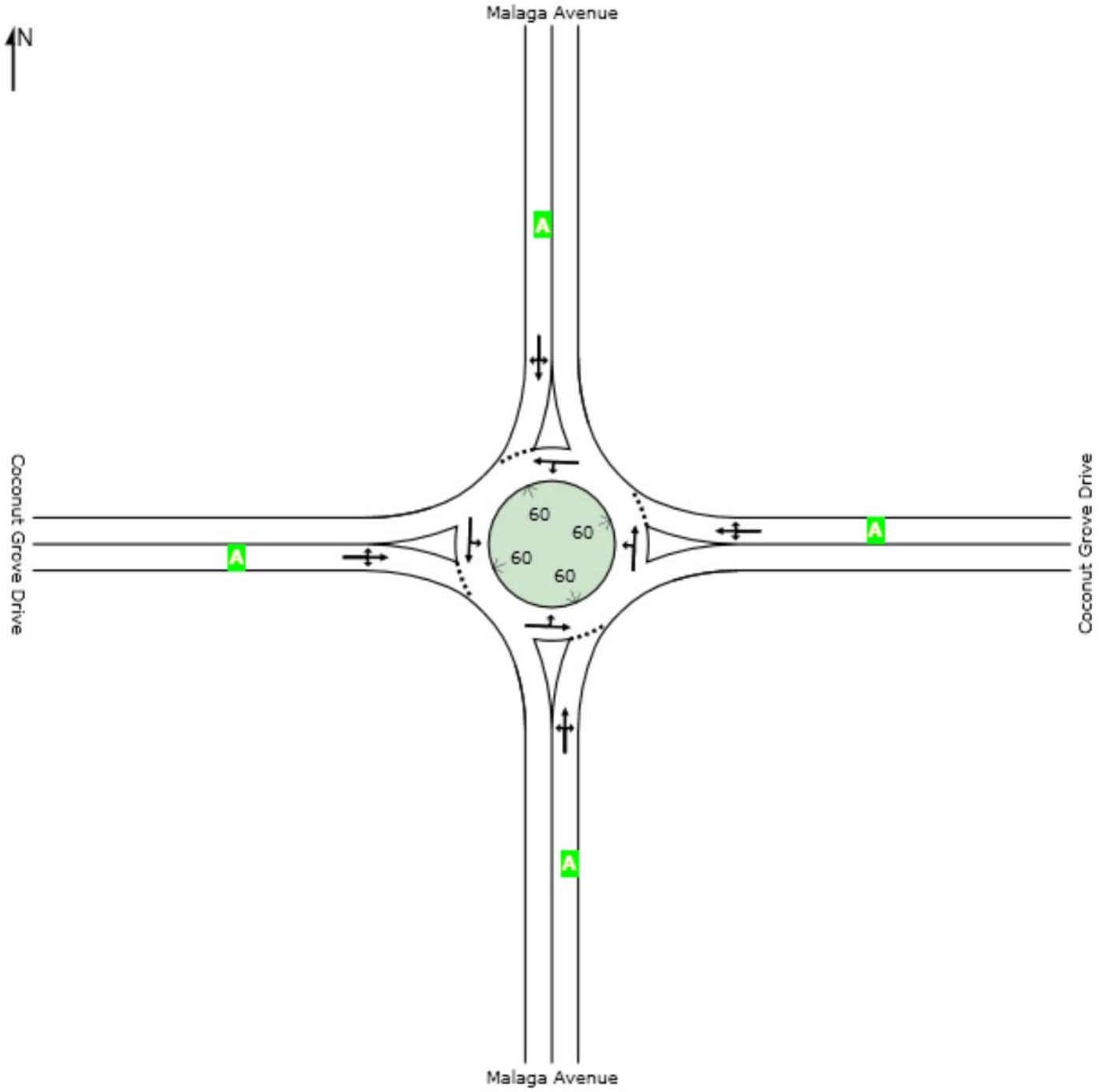
LEVEL OF SERVICE

Site: Coconut Grove Drive and Malaga Avenue

Background AM
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	A	A	A	A	A



Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY

Site: Coconut Grove Drive and Malaga Avenue

Background AM
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Malaga Avenue													
Lane 1[d]	249	3.0	1022	0.243	100	5.9	LOS A	1.0	26.0	Full	1600	0.0	0.0
Approach	249	3.0		0.243		5.9	LOS A	1.0	26.0				
East: Coconut Grove Drive													
Lane 1[d]	111	3.0	952	0.116	100	4.9	LOS A	0.4	10.7	Full	1600	0.0	0.0
Approach	111	3.0		0.116		4.9	LOS A	0.4	10.7				
North: Malaga Avenue													
Lane 1[d]	78	3.0	983	0.080	100	4.4	LOS A	0.3	7.1	Full	1600	0.0	0.0
Approach	78	3.0		0.080		4.4	LOS A	0.3	7.1				
West: Coconut Grove Drive													
Lane 1[d]	61	3.0	977	0.062	100	4.2	LOS A	0.2	5.5	Full	1600	0.0	0.0
Approach	61	3.0		0.062		4.2	LOS A	0.2	5.5				
Intersection	499	3.0		0.243		5.2	LOS A	1.0	26.0				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	17	13	34	155	976	77
Conflicting Peds, #/hr	1	0	2	2	0	1	4	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	17	13	35	158	996	79

Major/Minor	Minor1			Major1		
Conflicting Flow All	1915	2628	551	1230	0	0
Stage 1	1354	1354	-	-	-	-
Stage 2	561	1274	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	59	23	478	562	-	-
Stage 1	205	216	-	-	-	-
Stage 2	535	236	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	40	0	472	556	-	-
Mov Cap-2 Maneuver	109	0	-	-	-	-
Stage 1	147	0	-	-	-	-
Stage 2	511	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	27.6	1.8
HCM LOS	D	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	556	-	-	224	638	-	-
HCM Lane V/C Ratio	0.284	-	-	0.292	0.035	-	-
HCM Control Delay (s)	14	-	-	27.6	10.8	-	-
HCM Lane LOS	B	-	-	D	B	-	-
HCM 95th %tile Q(veh)	1.2	-	-	1.2	0.1	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	22	1012	193
Conflicting Peds, #/hr	12	0	4
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	75	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	98	98	98
Heavy Vehicles, %	2	2	2
Mvmt Flow	22	1033	197

Major/Minor	Major2		
Conflicting Flow All	1076	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	644	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	638	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.2
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	40	127	87	1166	977	44
Conflicting Peds, #/hr	1	0	9	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	131	90	1202	1007	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1811	536	1054	0	-	0
Stage 1	1031	-	-	-	-	-
Stage 2	780	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	70	489	656	-	-	-
Stage 1	305	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	60	485	651	-	-	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	305	-	-	-	-	-
Stage 2	355	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.7	0.8	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	651	-	342	-	-
HCM Lane V/C Ratio	0.138	-	0.503	-	-
HCM Control Delay (s)	11.4	-	25.7	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.5	-	2.7	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	21	3	104	0	0	2	88	1066	17
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	3	113	0	0	2	96	1159	18

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1873	2470	538	1925	2468	590	1074	0	0
Stage 1	1102	1102	-	1359	1359	-	-	-	-
Stage 2	771	1368	-	566	1109	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	44	30	488	40	30	451	645	-	-
Stage 1	226	286	-	157	215	-	-	-	-
Stage 2	359	213	-	476	283	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	38	25	488	26	25	451	644	-	-
Mov Cap-2 Maneuver	122	105	-	91	94	-	-	-	-
Stage 1	192	278	-	134	183	-	-	-	-
Stage 2	304	181	-	351	275	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	20.1	13	0.9
HCM LOS	C	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	644	-	-	122	443	451	589	-	-
HCM Lane V/C Ratio	0.149	-	-	0.187	0.263	0.005	0.03	-	-
HCM Control Delay (s)	11.6	-	-	41.2	16	13	11.3	-	-
HCM Lane LOS	B	-	-	E	C	B	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.7	1	0	0.1	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	16	975	13
Conflicting Peds, #/hr	0	0	1
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	100	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	17	1060	14

Major/Minor	Major2		
Conflicting Flow All	1177	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	589	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	589	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.2
HCM LOS	

Minor Lane/Major Mvmt

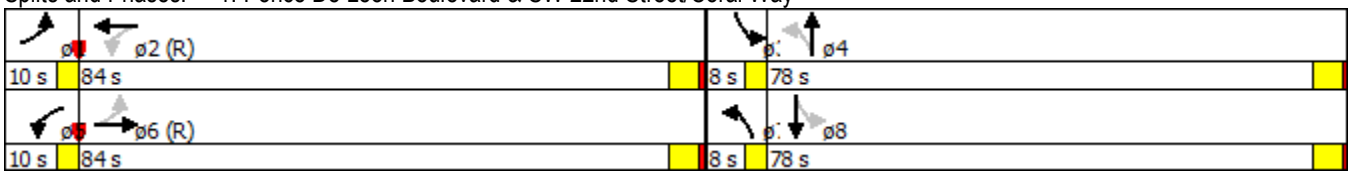
PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	73	521	112	848	77	479	115	465
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.0	28.0	9.0	28.0	8.0	27.8	8.0	27.8
Total Split (s)	10.0	84.0	10.0	84.0	8.0	78.0	8.0	78.0
Total Split (%)	5.6%	46.7%	5.6%	46.7%	4.4%	43.3%	4.4%	43.3%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	0.8	0.0	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0	3.0	4.8	3.0	4.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 91 (51%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & SW 22nd Street/Coral Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	73	521	53	112	848	69	77	479	139	115	465	85
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.90	0.97		0.91	0.98		0.94	0.98		0.94
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	190.0
Adj Flow Rate, veh/h	74	526	46	113	857	64	78	484	115	116	470	72
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	280	1155	101	399	1201	90	359	889	209	345	1000	152
Arrive On Green	0.07	0.47	0.47	0.08	0.48	0.48	0.05	0.32	0.32	0.06	0.33	0.33
Sat Flow, veh/h	1774	3262	284	1774	3311	247	1774	2805	661	1774	3053	464
Grp Volume(v), veh/h	74	284	288	113	458	463	78	304	295	116	271	271
Grp Sat Flow(s),veh/h/ln	1774	1770	1777	1774	1770	1789	1774	1770	1697	1774	1770	1747
Q Serve(g_s), s	2.0	8.3	8.4	3.1	15.7	15.7	2.2	10.9	11.1	3.3	9.4	9.5
Cycle Q Clear(g_c), s	2.0	8.3	8.4	3.1	15.7	15.7	2.2	10.9	11.1	3.3	9.4	9.5
Prop In Lane	1.00		0.16	1.00		0.14	1.00		0.39	1.00		0.27
Lane Grp Cap(c), veh/h	280	626	629	399	642	649	359	561	537	345	580	572
V/C Ratio(X)	0.26	0.45	0.46	0.28	0.71	0.71	0.22	0.54	0.55	0.34	0.47	0.47
Avail Cap(c_a), veh/h	349	1818	1825	453	1818	1837	381	1684	1615	347	1684	1663
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	15.3	15.4	14.3	16.8	16.8	16.5	21.7	21.7	16.7	20.5	20.6
Incr Delay (d2), s/veh	0.2	2.4	2.4	0.1	6.6	6.6	0.1	0.9	1.0	0.2	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 BackOfQ(50%),veh/ln	1.0	4.4	4.4	1.5	8.8	8.9	1.1	5.5	5.3	1.6	4.6	4.7
LnGrp Delay(d),s/veh	15.8	17.7	17.8	14.5	23.4	23.3	16.6	22.6	22.8	16.9	21.2	21.3
LnGrp LOS	B	B	B	B	C	C	B	C	C	B	C	C
Approach Vol, veh/h		646			1034			677			658	
Approach Delay, s/veh		17.5			22.4			22.0			20.5	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	136.0	7.9	29.2	7.6	135.3	7.1	30.0
Change Period (Y+Rc), s	3.0	5.0	3.0	3.8000002	3.0	5.0	3.0	3.8000002
Max Green Setting (Gmax), s	7.0	79.0	5.0	23.199997	7.0	79.0	5.0	23.199997
Max Q Clear Time (g_c+I1), s	4.0	17.7	5.3	13.1	5.1	10.4	4.2	11.5
Green Ext Time (p_c), s	0.0	10.2	0.0	11.3	0.0	10.2	0.0	11.3

Intersection Summary

HCM 2010 Ctrl Delay	20.8
HCM 2010 LOS	C

Notes

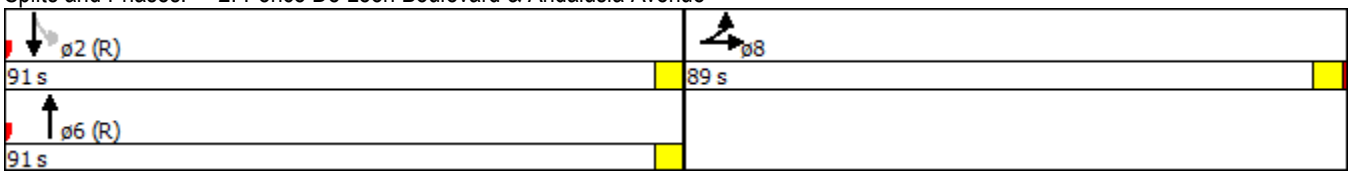
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	70	435	645	61	622
Turn Type	Split	NA	NA	Perm	NA
Protected Phases	8	8	6		2
Permitted Phases				2	
Detector Phase	8	8	6	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.8	27.8	22.0	22.0	22.0
Total Split (s)	89.0	89.0	91.0	91.0	91.0
Total Split (%)	49.4%	49.4%	50.6%	50.6%	50.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.0	4.0	4.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 39 (22%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: Ponce De Leon Boulevard & Andalusia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	70	435	121	0	0	0	0	645	114	61	622	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96				1.00		0.95	0.99		1.00
Parking Bus, Adj	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				0.0	186.3	190.0	186.3	186.3	0.0
Adj Flow Rate, veh/h	73	453	99				0	672	102	64	648	0
Adj No. of Lanes	1	2	0				0	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	552	893	193				0	1301	197	414	1505	0
Arrive On Green	0.31	0.31	0.31				0.00	0.57	0.57	0.57	0.57	0.00
Sat Flow, veh/h	1774	2870	622				0	3154	464	684	3632	0
Grp Volume(v), veh/h	73	278	274				0	388	386	64	648	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1722				0	1770	1755	684	1770	0
Q Serve(g_s), s	1.0	4.3	4.4				0.0	4.5	4.5	2.2	3.5	0.0
Cycle Q Clear(g_c), s	1.0	4.3	4.4				0.0	4.5	4.5	6.7	3.5	0.0
Prop In Lane	1.00		0.36				0.00		0.26	1.00		0.00
Lane Grp Cap(c), veh/h	552	550	536				0	752	746	414	1505	0
V/C Ratio(X)	0.13	0.50	0.51				0.00	0.52	0.52	0.15	0.43	0.00
Avail Cap(c_a), veh/h	4478	4466	4347				0	4615	4576	1908	9230	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.97	0.97	0.74	0.74	0.00
Uniform Delay (d), s/veh	8.3	9.4	9.4				0.0	5.1	5.1	7.2	4.9	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.6				0.0	2.4	2.5	0.6	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.2	2.1				0.0	2.6	2.6	0.5	1.8	0.0
LnGrp Delay(d),s/veh	8.3	9.9	10.0				0.0	7.6	7.6	7.8	5.6	0.0
LnGrp LOS	A	A	A					A	A	A	A	
Approach Vol, veh/h		625						774			712	
Approach Delay, s/veh		9.8						7.6			5.8	
Approach LOS		A						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		164.8				164.8		15.2
Change Period (Y+Rc), s		4.0				4.0		4.8
Max Green Setting (Gmax), s		87.0				87.0		84.2
Max Q Clear Time (g_c+I1), s		8.7				6.5		6.4
Green Ext Time (p_c), s		4.0				4.0		1.3

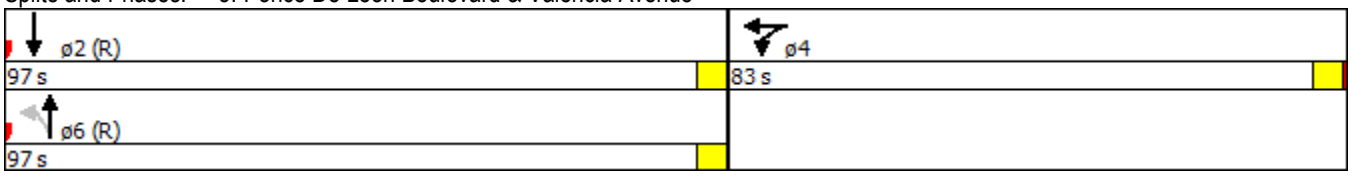
Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	624	83	680	587
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.7	22.3	22.3	22.3
Total Split (s)	83.0	97.0	97.0	97.0
Total Split (%)	46.1%	53.9%	53.9%	53.9%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.7	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	4.3	4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 37 (21%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 3: Ponce De Leon Boulevard & Valencia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	114	624	127	83	680	0	0	587	158
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.95	0.99		1.00	1.00		0.97
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				190.0	186.3	190.0	186.3	186.3	0.0	0.0	186.3	190.0
Adj Flow Rate, veh/h				124	678	112	90	739	0	0	638	142
Adj No. of Lanes				0	3	0	1	2	0	0	2	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				230	1340	226	382	1508	0	0	1219	271
Arrive On Green				0.11	0.11	0.11	0.57	0.57	0.00	0.00	0.57	0.57
Sat Flow, veh/h				670	3903	658	683	3632	0	0	2953	635
Grp Volume(v), veh/h				339	285	290	90	739	0	0	394	386
Grp Sat Flow(s),veh/h/ln				1829	1695	1707	683	1770	0	0	1770	1726
Q Serve(g_s), s				6.8	6.2	6.2	3.8	4.9	0.0	0.0	5.4	5.4
Cycle Q Clear(g_c), s				6.8	6.2	6.2	9.2	4.9	0.0	0.0	5.4	5.4
Prop In Lane				0.37		0.39	1.00		0.00	0.00		0.37
Lane Grp Cap(c), veh/h				628	582	586	382	1508	0	0	754	735
V/C Ratio(X)				0.54	0.49	0.50	0.24	0.49	0.00	0.00	0.52	0.52
Avail Cap(c_a), veh/h				3669	3400	3423	1713	8405	0	0	4203	4098
HCM Platoon Ratio				0.33	0.33	0.33	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				0.54	0.54	0.54	0.94	0.94	0.00	0.00	0.98	0.98
Uniform Delay (d), s/veh				14.4	14.1	14.1	8.9	5.9	0.0	0.0	6.0	6.0
Incr Delay (d2), s/veh				0.3	0.3	0.3	1.4	1.1	0.0	0.0	2.5	2.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.5	2.9	3.0	0.9	2.6	0.0	0.0	3.0	3.0
LnGrp Delay(d),s/veh				14.7	14.4	14.4	10.2	7.0	0.0	0.0	8.5	8.6
LnGrp LOS				B	B	B	B	A			A	A
Approach Vol, veh/h					914			829			780	
Approach Delay, s/veh					14.5			7.3			8.6	
Approach LOS					B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		161.9		18.1		161.9		
Change Period (Y+Rc), s		* 4.3000002		* 4.6999998		* 4.3000002		
Max Green Setting (Gmax), s		* 92.699997		* 78.300003		* 92.699997		
Max Q Clear Time (g_c+I1), s		7.4		8.8		11.2		
Green Ext Time (p_c), s		4.5		0.0		4.5		

Intersection Summary	
HCM 2010 Ctrl Delay	10.3
HCM 2010 LOS	B

Notes

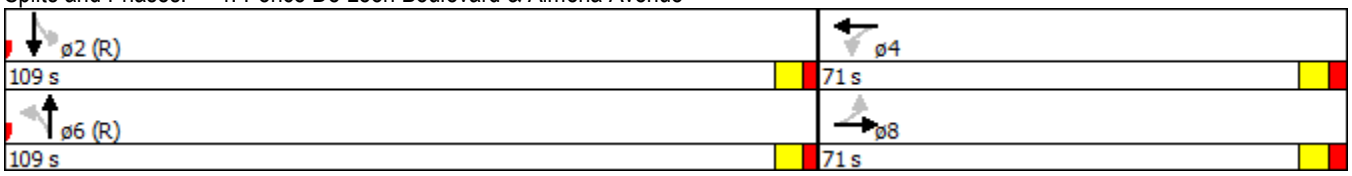
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	18	103	49	141	40	671	46	647
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	32.6	32.6	32.6	32.6	24.0	24.0	24.0	24.0
Total Split (s)	71.0	71.0	71.0	71.0	109.0	109.0	109.0	109.0
Total Split (%)	39.4%	39.4%	39.4%	39.4%	60.6%	60.6%	60.6%	60.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 42 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: Ponce De Leon Boulevard & Almeria Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	103	15	49	141	20	40	671	54	46	647	11
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		0.99	1.00		0.99	0.99		0.97	0.99		0.97
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	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	19	111	12	53	152	19	43	722	50	49	696	10
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	361	36	189	311	35	147	1242	84	370	1436	21
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	114	1510	150	262	1303	145	85	3088	209	690	3570	51
Grp Volume(v), veh/h	142	0	0	224	0	0	421	0	394	49	345	361
Grp Sat Flow(s),veh/h/ln	1773	0	0	1710	0	0	1731	0	1652	690	1770	1852
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	5.7	1.9	4.3	4.3
Cycle Q Clear(g_c), s	2.2	0.0	0.0	3.8	0.0	0.0	5.3	0.0	5.7	7.6	4.3	4.3
Prop In Lane	0.13		0.08	0.24		0.08	0.10		0.13	1.00		0.03
Lane Grp Cap(c), veh/h	540	0	0	535	0	0	809	0	664	370	712	745
V/C Ratio(X)	0.26	0.00	0.00	0.42	0.00	0.00	0.52	0.00	0.59	0.13	0.48	0.48
Avail Cap(c_a), veh/h	3269	0	0	3165	0	0	4881	0	4844	2116	5190	5432
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	11.0	0.0	0.0	11.6	0.0	0.0	6.1	0.0	6.2	8.8	5.9	5.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.0	0.0	2.4	0.0	3.9	0.7	2.2	2.1
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 BackOfQ(50%),veh/ln	1.1	0.0	0.0	1.9	0.0	0.0	3.1	0.0	3.2	0.4	2.4	2.5
LnGrp Delay(d),s/veh	11.2	0.0	0.0	12.0	0.0	0.0	8.5	0.0	10.1	9.5	8.1	8.0
LnGrp LOS	B			B			A		B	A	A	A
Approach Vol, veh/h		142			224			815			755	
Approach Delay, s/veh		11.2			12.0			9.3			8.2	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		165.0		15.0		165.0		15.0
Change Period (Y+Rc), s		6.0		6.6		6.0		6.6
Max Green Setting (Gmax), s		103.0		64.4		103.0		64.4
Max Q Clear Time (g_c+I1), s		9.6		5.8		7.7		4.2
Green Ext Time (p_c), s		3.9		1.9		3.9		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	153	0	0	842	145
Conflicting Peds, #/hr	0	5	0	0	0	15
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	161	0	0	886	153

Major/Minor	Minor2		Major2	
Conflicting Flow All	968	523	-	0
Stage 1	968	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	208	499	-	-
Stage 1	273	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	206	497	-	-
Mov Cap-2 Maneuver	206	-	-	-
Stage 1	272	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	15.7	0
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	497	-	-
HCM Lane V/C Ratio	0.324	-	-
HCM Control Delay (s)	15.7	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1.4	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	146	890	103	0	0
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	162	989	114	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	1046	551	0	0
Stage 1	1046	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	183	478	-	-
Stage 1	244	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	182	478	-	-
Mov Cap-2 Maneuver	182	-	-	-
Stage 1	244	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	16.4	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	478
HCM Lane V/C Ratio	-	-	0.339
HCM Control Delay (s)	-	-	16.4
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.5

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	188	0	0	942	46
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	204	0	0	1024	50

Major/Minor	Minor2		Major2	
Conflicting Flow All	1049	536	-	0
Stage 1	1049	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	182	489	-	-
Stage 1	243	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	182	489	-	-
Mov Cap-2 Maneuver	182	-	-	-
Stage 1	243	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	17.5	0
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	489	-	-
HCM Lane V/C Ratio	0.418	-	-
HCM Control Delay (s)	17.5	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	2	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	160	871	165	0	0
Conflicting Peds, #/hr	0	11	0	21	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	180	979	185	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	1082	592	0	0
Stage 1	1082	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	7.54	6.94	-	-
Critical Hdwy Stg 1	6.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-
Pot Cap-1 Maneuver	172	449	-	-
Stage 1	232	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	167	445	-	-
Mov Cap-2 Maneuver	167	-	-	-
Stage 1	230	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	18.5	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	445
HCM Lane V/C Ratio	-	-	0.404
HCM Control Delay (s)	-	-	18.5
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.9

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	49	0	48	6	4	3	30	737	2
Conflicting Peds, #/hr	4	0	0	0	0	4	7	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	0	50	6	4	3	31	768	2

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1355	1739	465	1284	1752	396	912	0	0
Stage 1	903	903	-	835	835	-	-	-	-
Stage 2	452	836	-	449	917	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	108	86	544	122	85	603	743	-	-
Stage 1	299	354	-	328	381	-	-	-	-
Stage 2	557	381	-	559	349	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	96	79	539	103	78	597	739	-	-
Mov Cap-2 Maneuver	96	79	-	103	78	-	-	-	-
Stage 1	276	351	-	303	352	-	-	-	-
Stage 2	505	352	-	502	346	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	58.3	41.2	0.7
HCM LOS	F	E	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	739	-	-	162	113	832	-	-
HCM Lane V/C Ratio	0.042	-	-	0.624	0.12	0.003	-	-
HCM Control Delay (s)	10.1	0.3	-	58.3	41.2	9.3	0	-
HCM Lane LOS	B	A	-	F	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.4	0.4	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	2	847	25
Conflicting Peds, #/hr	4	0	7
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	96	96	96
Heavy Vehicles, %	2	2	2
Mvmt Flow	2	882	26

Major/Minor	Major2		
Conflicting Flow All	774	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	837	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	832	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0
HCM LOS	

Minor Lane/Major Mvmt

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	19	765	616	312
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	20	805	648	328
Pedestrians	8					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				129		
pX, platoon unblocked	0.88					
vC, conflicting volume	1263	496	985			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1029	496	985			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	97			
cM capacity (veh/h)	196	519	697			

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	288	537	432	545
Volume Left	20	0	0	0
Volume Right	0	0	0	328
cSH	697	1700	1700	1700
Volume to Capacity	0.03	0.32	0.25	0.32
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	1.0	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	0.4		0.0	
Approach LOS				

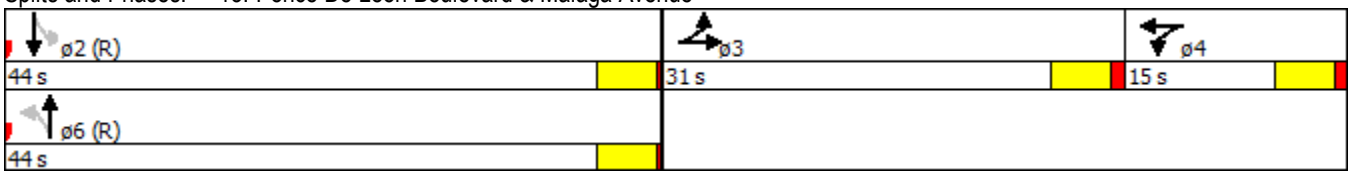
Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	38.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Volume (vph)	131	85	111	21	622	28	567
Turn Type	Split	NA	NA	Perm	NA	Perm	NA
Protected Phases	3	3	4		6		2
Permitted Phases				6		2	
Detector Phase	3	3	4	6	6	2	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0
Minimum Split (s)	28.0	28.0	12.0	20.5	20.5	20.5	20.5
Total Split (s)	31.0	31.0	15.0	44.0	44.0	44.0	44.0
Total Split (%)	34.4%	34.4%	16.7%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	5.0	5.0	5.0		4.3		4.3
Lead/Lag	Lead	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 47 (52%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	131	85	18	48	111	27	21	622	44	28	567	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			4.3			4.3	
Lane Util. Factor	0.95	0.95			1.00			0.95			0.95	
Frpb, ped/bikes	1.00	0.99			1.00			1.00			1.00	
Flpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	0.98			0.98			0.99			1.00	
Flt Protected	0.95	0.99			0.99			1.00			1.00	
Satd. Flow (prot)	1681	1709			1803			3492			3530	
Flt Permitted	0.95	0.99			0.99			0.93			0.90	
Satd. Flow (perm)	1681	1709			1803			3242			3179	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	139	90	19	51	118	29	22	662	47	30	603	0
RTOR Reduction (vph)	0	9	0	0	7	0	0	5	0	0	0	0
Lane Group Flow (vph)	122	117	0	0	191	0	0	726	0	0	633	0
Confl. Peds. (#/hr)			20	20			7		14	14		7
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	3	3		4	4			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)	11.5	11.5			16.3			47.9			47.9	
Effective Green, g (s)	11.5	11.5			16.3			47.9			47.9	
Actuated g/C Ratio	0.13	0.13			0.18			0.53			0.53	
Clearance Time (s)	5.0	5.0			5.0			4.3			4.3	
Vehicle Extension (s)	2.5	2.5			2.5			1.0			1.0	
Lane Grp Cap (vph)	214	218			326			1725			1691	
v/s Ratio Prot	c0.07	0.07			c0.11							
v/s Ratio Perm								c0.22			0.20	
v/c Ratio	0.57	0.54			0.59			0.42			0.37	
Uniform Delay, d1	36.9	36.8			33.8			12.7			12.3	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	3.0	2.0			2.2			0.8			0.6	
Delay (s)	39.9	38.7			36.0			13.4			12.9	
Level of Service	D	D			D			B			B	
Approach Delay (s)		39.3			36.0			13.4			12.9	
Approach LOS		D			D			B			B	

Intersection Summary

HCM 2000 Control Delay	19.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.3
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

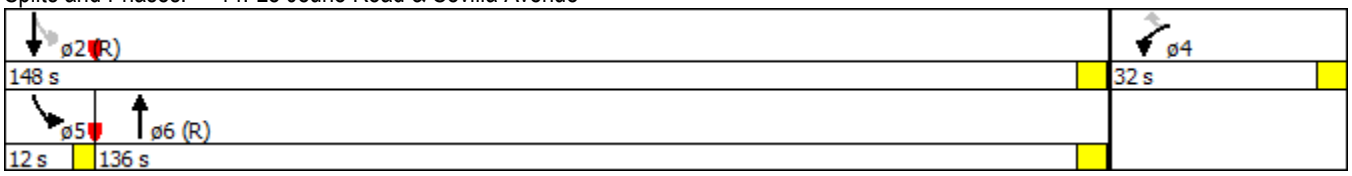
c Critical Lane Group

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	152	166	1032	59	1373
Turn Type	Prot	Perm	NA	pm+pt	NA
Protected Phases	4		6	5	2
Permitted Phases		4		2	
Detector Phase	4	4	6	5	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	16.0	5.0	16.0
Minimum Split (s)	24.2	24.2	20.5	9.0	20.5
Total Split (s)	32.0	32.0	136.0	12.0	148.0
Total Split (%)	17.8%	17.8%	75.6%	6.7%	82.2%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.2	0.2	0.4	0.0	0.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.4	3.0	4.4
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 108 (60%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 14: Le Jeune Road & Sevilla Avenue



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Volume (veh/h)	152	166	1032	29	59	1373		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	190.0	186.3	186.3		
Adj Flow Rate, veh/h	162	94	1098	27	63	1461		
Adj No. of Lanes	1	1	2	0	1	2		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	292	260	1706	42	438	2198		
Arrive On Green	0.16	0.16	0.64	0.64	0.08	0.83		
Sat Flow, veh/h	1774	1583	3623	87	1774	3632		
Grp Volume(v), veh/h	162	94	550	575	63	1461		
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1847	1774	1770		
Q Serve(g_s), s	3.4	2.1	7.6	7.6	0.6	6.4		
Cycle Q Clear(g_c), s	3.4	2.1	7.6	7.6	0.6	6.4		
Prop In Lane	1.00	1.00		0.05	1.00			
Lane Grp Cap(c), veh/h	292	260	855	893	438	2198		
V/C Ratio(X)	0.56	0.36	0.64	0.64	0.14	0.66		
Avail Cap(c_a), veh/h	1230	1098	5809	6064	724	12677		
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	15.4	14.9	5.1	5.1	4.6	1.9		
Incr Delay (d2), s/veh	1.2	0.6	3.7	3.6	0.1	1.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.7	2.0	4.3	4.5	0.3	3.2		
LnGrp Delay(d),s/veh	16.6	15.5	8.8	8.6	4.7	3.5		
LnGrp LOS	B	B	A	A	A	A		
Approach Vol, veh/h	256		1125			1524		
Approach Delay, s/veh	16.2		8.7			3.5		
Approach LOS	B		A			A		

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		169.2		10.8	5.5	163.7		
Change Period (Y+Rc), s	* 4.4000001		* 4.1999998		3.0	4.4000001		
Max Green Setting (Gmax), s	* 143.60001		* 27.799999		9.0	31.60001		
Max Q Clear Time (g_c+I1), s		8.4		5.4	2.6	9.6		
Green Ext Time (p_c), s		9.8		0.5	0.0	9.8		

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	40	65	990	35	48	1515
Conflicting Peds, #/hr	1	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	67	1021	36	49	1562

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1920	531	0	0	1058	0
Stage 1	1040	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	59	493	-	-	654	-
Stage 1	302	-	-	-	-	-
Stage 2	366	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	54	492	-	-	653	-
Mov Cap-2 Maneuver	170	-	-	-	-	-
Stage 1	302	-	-	-	-	-
Stage 2	338	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.1	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	286	653	-
HCM Lane V/C Ratio	-	-	0.378	0.076	-
HCM Control Delay (s)	-	-	25.1	11	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	1.7	0.2	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	17	96	1089	14	38	1435
Conflicting Peds, #/hr	1	0	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	100	1134	15	40	1495

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1970	581	0	0	1150	0
Stage 1	1143	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	55	457	-	-	603	-
Stage 1	266	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	51	454	-	-	600	-
Mov Cap-2 Maneuver	163	-	-	-	-	-
Stage 1	266	-	-	-	-	-
Stage 2	362	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.9	0	0.3
HCM LOS	C		

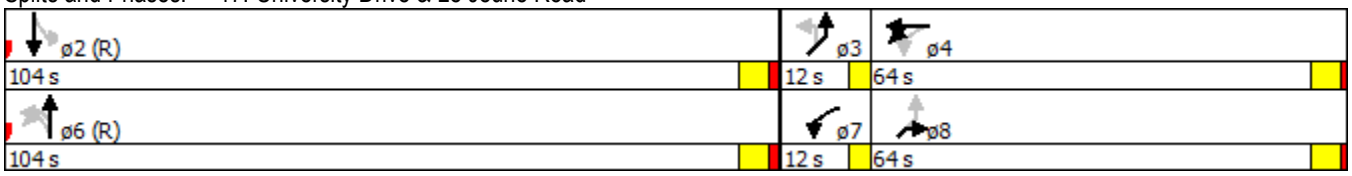
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	358	600	-
HCM Lane V/C Ratio	-	-	0.329	0.066	-
HCM Control Delay (s)	-	-	19.9	11.4	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	1.4	0.2	-

Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL2	NEL	NER
Lane Configurations											
Volume (vph)	268	357	72	13	59	868	25	929	17	130	174
Turn Type	pm+pt	custom	NA	Perm	Perm	NA	Perm	NA	Perm	pm+pt	Prot
Protected Phases	7	4	4			6		2		3	8
Permitted Phases	4	4	4	6	6	6	2	2	3	8	8
Detector Phase	7	4	4	6	6	6	2	2	3	3	8
Switch Phase											
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	7.0
Minimum Split (s)	11.0	23.0	23.0	25.6	25.6	25.6	25.6	25.6	8.0	8.0	23.0
Total Split (s)	12.0	64.0	64.0	104.0	104.0	104.0	104.0	104.0	12.0	12.0	64.0
Total Split (%)	6.7%	35.6%	35.6%	57.8%	57.8%	57.8%	57.8%	57.8%	6.7%	6.7%	35.6%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.6	1.6	1.6	1.6	1.6	0.0	0.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.0		5.0		5.6	5.6	5.6	5.6		3.0	5.0
Lead/Lag	Lead	Lag	Lag						Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 179 (99%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 17: University Drive & Le Jeune Road



Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Volume (vph)	268	357	72	16	13	59	868	44	25	929	366	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	0.97		
Flpb, ped/bikes	0.99		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		0.99			1.00	0.99		1.00	0.96		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1671		1689			1770	3507		1770	3272		
Flt Permitted	0.46		0.96			0.10	1.00		0.22	1.00		
Satd. Flow (perm)	814		1689			185	3507		416	3272		
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)	282	376	76	17	14	62	914	46	26	978	385	31
RTOR Reduction (vph)	0	0	1	0	0	0	2	0	0	1	0	0
Lane Group Flow (vph)	254	0	496	0	0	76	958	0	26	1393	0	0
Confl. Peds. (#/hr)	10	10		10	10	10		10	10		10	10
Turn Type	pm+pt	custom	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7	4	4				6			2		
Permitted Phases	4	4	4		6	6	6		2	2		
Actuated Green, G (s)	68.6		55.7			100.7	100.7		100.7	100.7		
Effective Green, g (s)	68.6		55.7			100.7	100.7		100.7	100.7		
Actuated g/C Ratio	0.38		0.31			0.56	0.56		0.56	0.56		
Clearance Time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Vehicle Extension (s)	2.0		2.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	371		522			103	1961		232	1830		
v/s Ratio Prot	c0.05		c0.29				0.27			c0.43		
v/s Ratio Perm	0.21					0.41			0.06			
v/c Ratio	0.68		0.95			0.74	0.49		0.11	0.76		
Uniform Delay, d1	46.1		60.8			29.7	24.0		18.6	30.4		
Progression Factor	1.00		1.00			1.00	1.00		1.09	1.11		
Incremental Delay, d2	4.1		27.4			37.4	0.9		0.9	2.7		
Delay (s)	50.2		88.2			67.1	24.9		21.3	36.6		
Level of Service	D		F			E	C		C	D		
Approach Delay (s)			75.4				28.0			36.4		
Approach LOS			E				C			D		

Intersection Summary

HCM 2000 Control Delay	43.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	95.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	NEL2	NEL	NER	NER2
Lane Configurations				
Volume (vph)	17	130	174	25
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	
Lane Util. Factor		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	
Flpb, ped/bikes		0.98	1.00	
Frt		1.00	0.85	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1730	1583	
Flt Permitted		0.76	1.00	
Satd. Flow (perm)		1379	1583	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95
Adj. Flow (vph)	18	137	183	26
RTOR Reduction (vph)	0	0	24	0
Lane Group Flow (vph)	0	155	185	0
Confl. Peds. (#/hr)		10	10	10
Turn Type	Perm	pm+pt	Prot	
Protected Phases		3	8	
Permitted Phases	3	8	8	
Actuated Green, G (s)		62.8	52.8	
Effective Green, g (s)		62.8	52.8	
Actuated g/C Ratio		0.35	0.29	
Clearance Time (s)		3.0	5.0	
Vehicle Extension (s)		2.0	2.5	
Lane Grp Cap (vph)		500	464	
v/s Ratio Prot		0.02	0.12	
v/s Ratio Perm		0.09		
v/c Ratio		0.31	0.40	
Uniform Delay, d1		41.9	50.9	
Progression Factor		1.00	1.00	
Incremental Delay, d2		0.1	0.4	
Delay (s)		42.1	51.3	
Level of Service		D	D	
Approach Delay (s)		47.4		
Approach LOS		D		

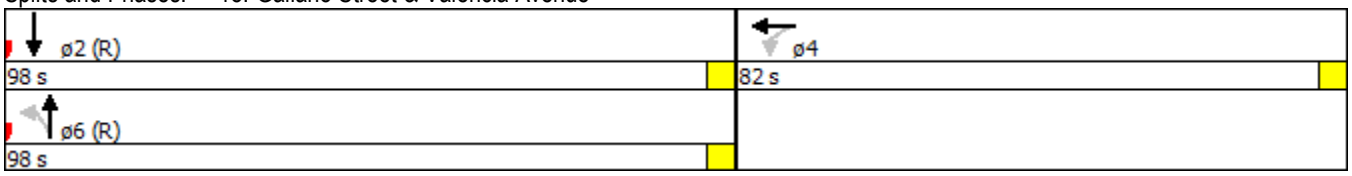
Intersection Summary

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	379	38	111	146
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases	4	6	6	2
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	22.1	22.1	22.1	22.1
Total Split (s)	82.0	98.0	98.0	98.0
Total Split (%)	45.6%	54.4%	54.4%	54.4%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.1		4.1	4.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 65 (36%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 18: Galiano Street & Valencia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	43	379	82	38	111	0	0	146	154
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	0.99		1.00	1.00		0.98
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				190.0	186.3	190.0	190.0	186.3	0.0	0.0	186.3	190.0
Adj Flow Rate, veh/h				48	421	60	42	123	0	0	162	122
Adj No. of Lanes				0	3	0	0	1	0	0	1	0
Peak Hour Factor				0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				139	1290	187	274	494	0	0	330	248
Arrive On Green				0.31	0.31	0.31	0.45	0.45	0.00	0.00	0.45	0.45
Sat Flow, veh/h				453	4217	610	229	1468	0	0	979	737
Grp Volume(v), veh/h				195	162	172	165	0	0	0	0	284
Grp Sat Flow(s),veh/h/ln				1840	1695	1746	1697	0	0	0	0	1716
Q Serve(g_s), s				1.9	1.7	1.7	0.0	0.0	0.0	0.0	0.0	2.7
Cycle Q Clear(g_c), s				1.9	1.7	1.7	1.3	0.0	0.0	0.0	0.0	2.7
Prop In Lane				0.25		0.35	0.25		0.00	0.00		0.43
Lane Grp Cap(c), veh/h				563	519	534	768	0	0	0	0	578
V/C Ratio(X)				0.35	0.31	0.32	0.21	0.00	0.00	0.00	0.00	0.49
Avail Cap(c_a), veh/h				6245	5753	5925	6670	0	0	0	0	7019
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				6.2	6.1	6.1	4.6	0.0	0.0	0.0	0.0	4.9
Incr Delay (d2), s/veh				0.3	0.3	0.3	0.6	0.0	0.0	0.0	0.0	3.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.0	0.8	0.8	0.8	0.0	0.0	0.0	0.0	1.7
LnGrp Delay(d),s/veh				6.5	6.4	6.4	5.2	0.0	0.0	0.0	0.0	7.9
LnGrp LOS				A	A	A	A					A
Approach Vol, veh/h					529			165			284	
Approach Delay, s/veh					6.4			5.2			7.9	
Approach LOS					A			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		168.9		11.1		168.9		
Change Period (Y+Rc), s		* 4.0999999		* 4.0999999		* 4.0999999		
Max Green Setting (Gmax), s		* 93.900002		* 77.900002		* 93.900002		
Max Q Clear Time (g_c+I1), s		4.7		3.9		3.3		
Green Ext Time (p_c), s		1.0		0.0		1.0		

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	44	149	9	0	15	158	24	0	18	74	8
Peak Hour Factor	0.92	0.94	0.94	0.94	0.92	0.94	0.94	0.94	0.92	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	47	159	10	0	16	168	26	0	19	79	9
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.6	10.4	9.5
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	22%	8%	30%
Vol Thru, %	74%	74%	80%	54%
Vol Right, %	8%	4%	12%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	202	197	231
LT Vol	74	149	158	125
Through Vol	8	9	24	36
RT Vol	18	44	15	70
Lane Flow Rate	106	215	210	246
Geometry Grp	1	1	1	1
Degree of Util (X)	0.161	0.312	0.301	0.355
Departure Headway (Hd)	5.449	5.23	5.166	5.202
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	659	688	696	693
Service Time	3.482	3.258	3.195	3.229
HCM Lane V/C Ratio	0.161	0.313	0.302	0.355
HCM Control Delay	9.5	10.6	10.4	11.1
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.6	1.3	1.3	1.6

Intersection

Intersection Delay, s/veh
Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	70	125	36
Peak Hour Factor	0.92	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	74	133	38
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.1
HCM LOS	B

Lane

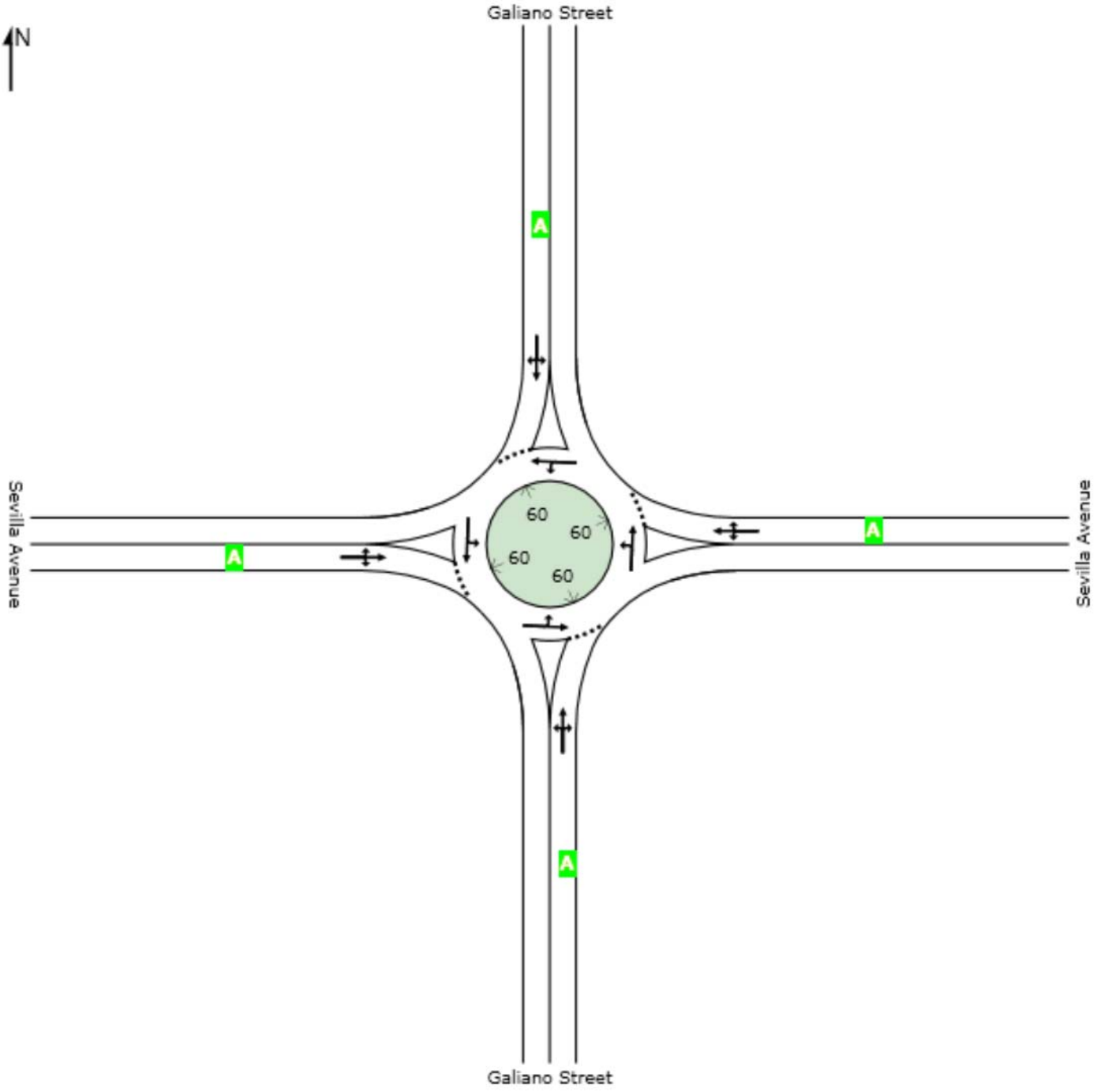
LEVEL OF SERVICE

Site: Sevilla Avenue and Galiano Street

Background PM
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	A	A	A	A	A



Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY

Site: Sevilla Avenue and Galiano Street

Background PM
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Galiano Street													
Lane 1[d]	40	3.0	977	0.041	100	4.1	LOS A	0.1	3.6	Full	1600	0.0	0.0
Approach	40	3.0		0.041		4.1	LOS A	0.1	3.6				
East: Sevilla Avenue													
Lane 1[d]	111	3.0	1023	0.108	100	4.5	LOS A	0.4	10.0	Full	1600	0.0	0.0
Approach	111	3.0		0.108		4.5	LOS A	0.4	10.0				
North: Galiano Street													
Lane 1[d]	157	3.0	997	0.157	100	5.1	LOS A	0.6	15.2	Full	1600	0.0	0.0
Approach	157	3.0		0.157		5.1	LOS A	0.6	15.2				
West: Sevilla Avenue													
Lane 1[d]	96	3.0	977	0.098	100	4.6	LOS A	0.3	8.9	Full	1600	0.0	0.0
Approach	96	3.0		0.098		4.6	LOS A	0.3	8.9				
Intersection	403	3.0		0.157		4.7	LOS A	0.6	15.2				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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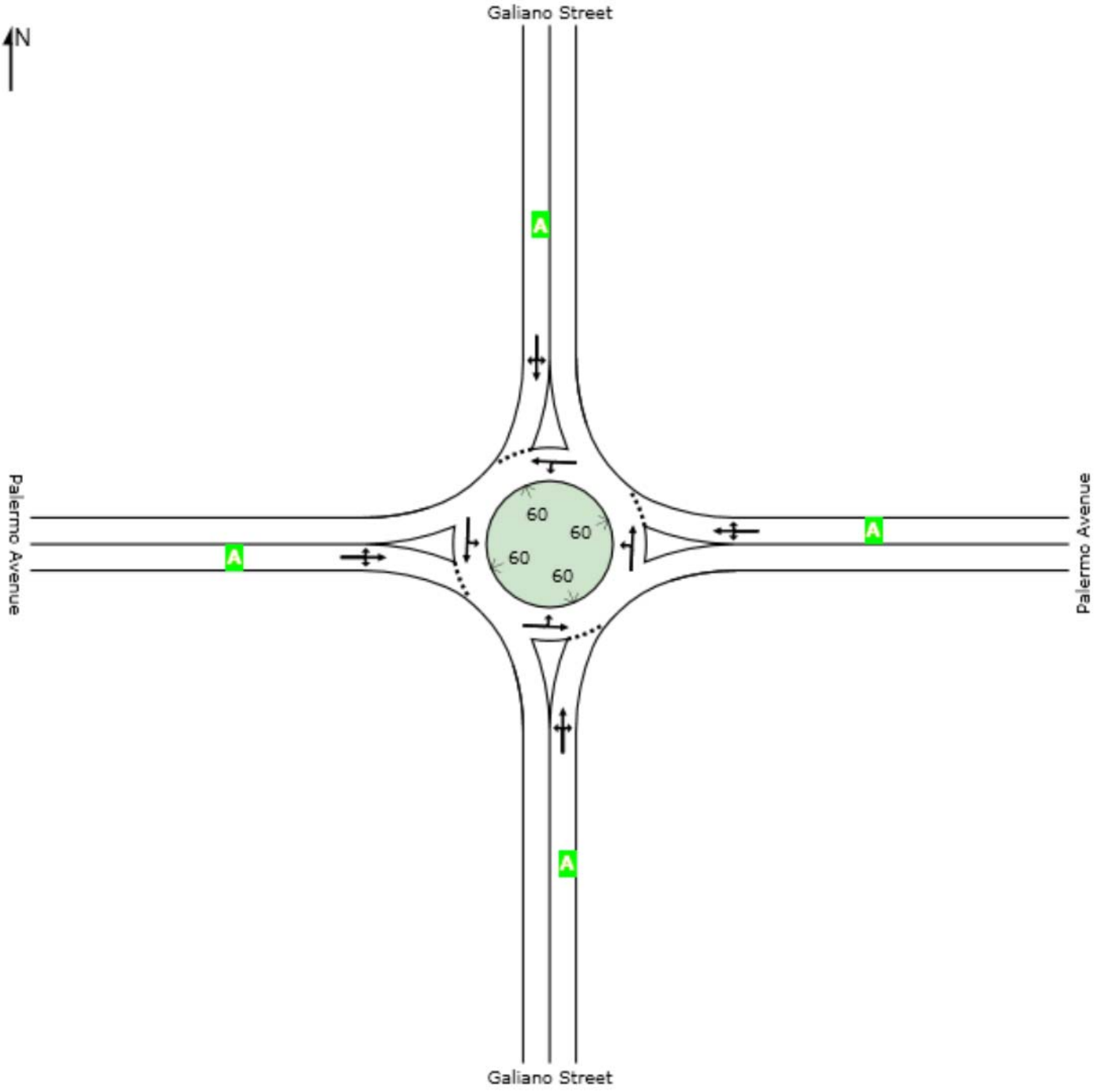
LEVEL OF SERVICE

Site: Palermo Avenue and Galiano Street

Background PM
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	A	A	A	A	A



Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY

Site: Palermo Avenue and Galiano Street

Background PM
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Galiano Street													
Lane 1[d]	40	3.0	981	0.041	100	4.0	LOS A	0.1	3.5	Full	1600	0.0	0.0
Approach	40	3.0		0.041		4.0	LOS A	0.1	3.5				
East: Palermo Avenue													
Lane 1[d]	73	3.0	1055	0.069	100	4.0	LOS A	0.2	6.2	Full	1600	0.0	0.0
Approach	73	3.0		0.069		4.0	LOS A	0.2	6.2				
North: Galiano Street													
Lane 1[d]	100	3.0	1022	0.098	100	4.4	LOS A	0.3	8.9	Full	1600	0.0	0.0
Approach	100	3.0		0.098		4.4	LOS A	0.3	8.9				
West: Palermo Avenue													
Lane 1[d]	113	3.0	981	0.115	100	4.7	LOS A	0.4	10.7	Full	1600	0.0	0.0
Approach	113	3.0		0.115		4.7	LOS A	0.4	10.7				
Intersection	326	3.0		0.115		4.4	LOS A	0.4	10.7				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	39	10	28	23	12	94
Conflicting Peds, #/hr	0	1	0	1	1	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	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	12	33	27	14	109

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	184	48	0	0	60	0
Stage 1	47	-	-	-	-	-
Stage 2	137	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	805	1021	-	-	1544	-
Stage 1	975	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	796	1019	-	-	1543	-
Mov Cap-2 Maneuver	796	-	-	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	880	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	833	1543	-
HCM Lane V/C Ratio	-	-	0.068	0.009	-
HCM Control Delay (s)	-	-	9.6	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

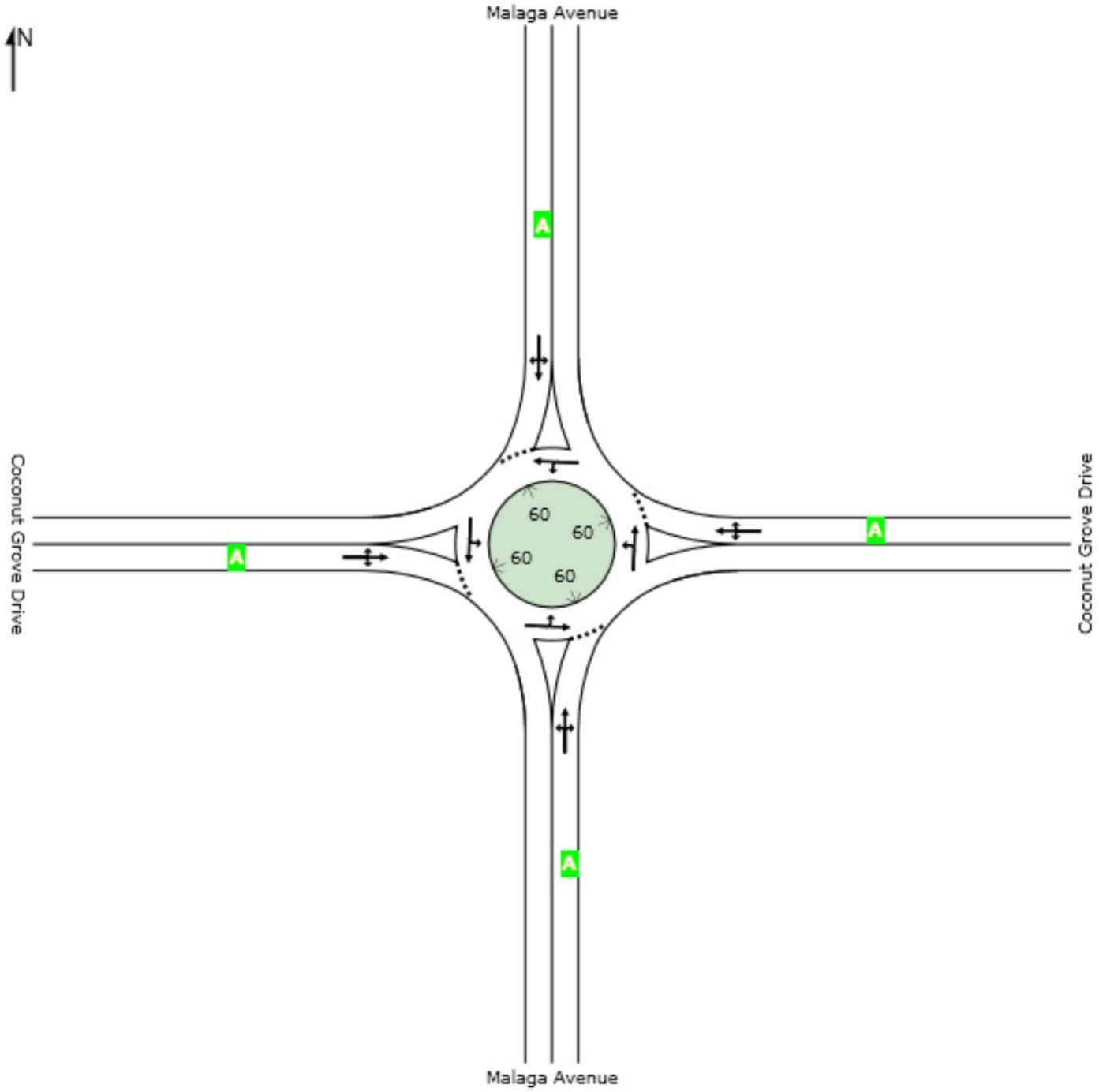
LEVEL OF SERVICE

Site: Coconut Grove Drive and Malaga Avenue

Background PM
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	A	A	A	A	A



Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY

Site: Coconut Grove Drive and Malaga Avenue

Background PM
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Malaga Avenue													
Lane 1[d]	150	3.0	1029	0.146	100	4.8	LOS A	0.5	14.0	Full	1600	0.0	0.0
Approach	150	3.0		0.146		4.8	LOS A	0.5	14.0				
East: Coconut Grove Drive													
Lane 1[d]	186	3.0	1049	0.177	100	5.1	LOS A	0.7	17.7	Full	1600	0.0	0.0
Approach	186	3.0		0.177		5.1	LOS A	0.7	17.7				
North: Malaga Avenue													
Lane 1[d]	140	3.0	909	0.154	100	5.5	LOS A	0.6	14.6	Full	1600	0.0	0.0
Approach	140	3.0		0.154		5.5	LOS A	0.6	14.6				
West: Coconut Grove Drive													
Lane 1[d]	58	3.0	866	0.067	100	4.8	LOS A	0.2	5.8	Full	1600	0.0	0.0
Approach	58	3.0		0.067		4.8	LOS A	0.2	5.8				
Intersection	534	3.0		0.177		5.1	LOS A	0.7	17.7				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	0	0	0	22	30	33	116	912	73
Conflicting Peds, #/hr	3	0	2	2	0	3	11	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	24	32	35	125	981	78

Major/Minor	Minor1			Major1		
Conflicting Flow All	1890	2677	544	1334	0	0
Stage 1	1272	1272	-	-	-	-
Stage 2	618	1405	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	62	~ 22	483	513	-	-
Stage 1	227	237	-	-	-	-
Stage 2	500	204	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	44	0	477	508	-	-
Mov Cap-2 Maneuver	122	0	-	-	-	-
Stage 1	171	0	-	-	-	-
Stage 2	469	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	32.5	1.5
HCM LOS	D	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	508	-	-	220	646	-	-
HCM Lane V/C Ratio	0.246	-	-	0.415	0.055	-	-
HCM Control Delay (s)	14.4	-	-	32.5	10.9	-	-
HCM Lane LOS	B	-	-	D	B	-	-
HCM 95th %tile Q(veh)	1	-	-	1.9	0.2	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	33	1017	224
Conflicting Peds, #/hr	2	0	11
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	75	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	93	93	93
Heavy Vehicles, %	2	2	2
Mvmt Flow	35	1094	241

Major/Minor	Major2		
Conflicting Flow All	1062	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	652	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	646	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.3
HCM LOS	

Minor Lane/Major Mvmt

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	31	199	100	1103	1005	35
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	209	105	1161	1058	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1867	551	1095	0	-	0
Stage 1	1076	-	-	-	-	-
Stage 2	791	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	64	478	633	-	-	-
Stage 1	289	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	53	476	631	-	-	-
Mov Cap-2 Maneuver	166	-	-	-	-	-
Stage 1	289	-	-	-	-	-
Stage 2	339	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.7	1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	631	-	380	-	-
HCM Lane V/C Ratio	0.167	-	0.637	-	-
HCM Control Delay (s)	11.8	-	29.7	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.6	-	4.2	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	8	0	118	8	4	30	100	1039	2
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	122	8	4	31	103	1071	2

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1788	2323	522	1802	2329	539	1040	0	0
Stage 1	1043	1043	-	1279	1279	-	-	-	-
Stage 2	745	1280	-	523	1050	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-
Pot Cap-1 Maneuver	51	37	499	50	37	487	664	-	-
Stage 1	245	305	-	176	235	-	-	-	-
Stage 2	372	235	-	505	302	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	41	31	498	33	31	486	663	-	-
Mov Cap-2 Maneuver	127	121	-	102	104	-	-	-	-
Stage 1	207	302	-	149	198	-	-	-	-
Stage 2	288	198	-	378	299	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	15.9	23.7	1
HCM LOS	C	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	663	-	-	127	498	235	644	-	-
HCM Lane V/C Ratio	0.155	-	-	0.065	0.244	0.184	0.008	-	-
HCM Control Delay (s)	11.4	-	-	35.3	14.6	23.7	10.6	-	-
HCM Lane LOS	B	-	-	E	B	C	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.2	1	0.7	0	-	-

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	5	993	15
Conflicting Peds, #/hr	0	0	1
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	100	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	97	97	97
Heavy Vehicles, %	2	2	2
Mvmt Flow	5	1024	15

Major/Minor	Major2		
Conflicting Flow All	1074	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.14	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.22	-	-
Pot Cap-1 Maneuver	645	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	644	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SB
HCM Control Delay, s	0.1
HCM LOS	

Minor Lane/Major Mvmt

Future Total Conditions
With Non-Restrictive Measures

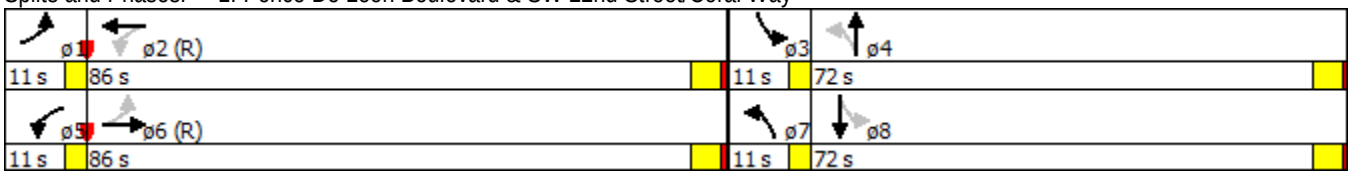
AM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	137	808	234	720	41	370	40	439
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.0	28.0	9.0	28.0	9.0	27.8	9.0	27.8
Total Split (s)	11.0	86.0	11.0	86.0	11.0	72.0	11.0	72.0
Total Split (%)	6.1%	47.8%	6.1%	47.8%	6.1%	40.0%	6.1%	40.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	0.8	0.0	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0	3.0	4.8	3.0	4.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 105 (58%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & SW 22nd Street/Coral Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	137	808	102	234	720	73	41	370	89	40	439	46
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.94	0.99		0.94	0.96		0.90	0.96		0.90
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	190.0
Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Cap, veh/h	390	1262	145	377	1393	127	297	833	162	306	935	82
Arrive On Green	0.09	0.52	0.52	0.13	0.55	0.55	0.04	0.28	0.28	0.04	0.28	0.28
Sat Flow, veh/h	1774	3254	375	1774	3344	304	1774	2972	579	1774	3342	295
Grp Volume(v), veh/h	144	487	462	246	422	405	43	241	225	42	256	247
Grp Sat Flow(s),veh/h/ln	1774	1863	1766	1774	1863	1786	1774	1863	1688	1774	1863	1774
Q Serve(g_s), s	3.9	15.7	15.7	6.2	11.7	11.7	1.4	8.7	8.9	1.3	9.3	9.4
Cycle Q Clear(g_c), s	3.9	15.7	15.7	6.2	11.7	11.7	1.4	8.7	8.9	1.3	9.3	9.4
Prop In Lane	1.00		0.21	1.00		0.17	1.00		0.34	1.00		0.17
Lane Grp Cap(c), veh/h	390	723	685	377	776	744	297	522	473	306	521	496
V/C Ratio(X)	0.37	0.67	0.67	0.65	0.54	0.54	0.14	0.46	0.47	0.14	0.49	0.50
Avail Cap(c_a), veh/h	440	1864	1767	377	1864	1787	405	1546	1401	415	1546	1472
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	15.8	15.8	13.7	13.2	13.2	19.8	24.1	24.2	19.8	24.3	24.4
Incr Delay (d2), s/veh	0.2	5.0	5.2	3.2	2.7	2.9	0.1	0.7	0.9	0.1	0.9	0.9
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	1.6	7.3	6.9	2.6	5.0	4.9	0.6	4.1	3.8	0.6	4.4	4.2
Lane Grp Delay (d), s/veh	13.5	20.8	21.0	16.9	15.9	16.0	19.9	24.8	25.0	19.9	25.2	25.3
Lane Grp LOS	B	C	C	B	B	B	B	C	C	B	C	C
Approach Vol, veh/h		1093			1073			509			545	
Approach Delay, s/veh		19.9			16.2			24.5			24.8	
Approach LOS		B			B			C			C	

Timer												
Assigned Phs	1	6		5	2		7	4		3	8	
Phs Duration (G+Y+Rc), s	8.7	36.4		11.0	38.7		6.1	27.5		6.1	27.5	
Change Period (Y+Rc), s	3.0	5.0		3.0	5.0		3.0	4.8		3.0	4.8	
Max Green Setting (Gmax), s	8.0	81.0		8.0	81.0		8.0	67.2		8.0	67.2	
Max Q Clear Time (g_c+I1), s	5.9	17.7		8.2	13.7		3.4	10.9		3.3	11.4	
Green Ext Time (p_c), s	0.0	13.7		0.0	13.8		0.0	8.8		0.0	8.8	

Intersection Summary	
HCM 2010 Ctrl Delay	20.2
HCM 2010 LOS	C

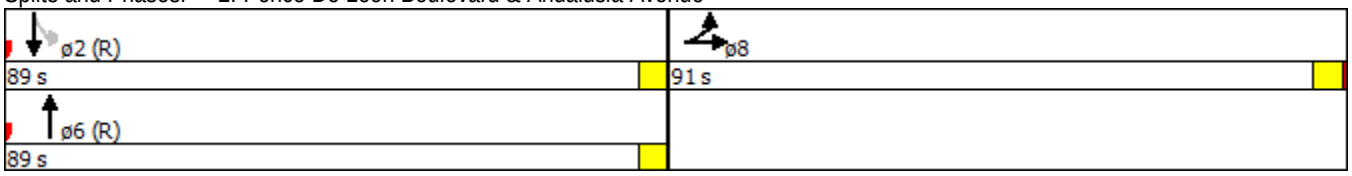
Notes

Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	64	645	462	88	683
Turn Type	Split	NA	NA	Perm	NA
Protected Phases	8	8	6		2
Permitted Phases				2	
Detector Phase	8	8	6	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.8	27.8	22.0	22.0	22.0
Total Split (s)	91.0	91.0	89.0	89.0	89.0
Total Split (%)	50.6%	50.6%	49.4%	49.4%	49.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.0	4.0	4.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 8 (4%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: Ponce De Leon Boulevard & Andalusia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	64	645	92	0	0	0	0	462	127	88	683	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.96	0.98		1.00
Parking Bus Adj	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				0.0	186.3	190.0	186.3	186.3	0.0
Lanes	1	2	0				0	2	0	1	2	0
Cap, veh/h	666	1217	153				0	1129	252	414	1440	0
Arrive On Green	0.38	0.38	0.38				0.00	0.51	0.51	0.51	0.51	0.00
Sat Flow, veh/h	1774	3240	406				0	2922	653	791	3725	0
Grp Volume(v), veh/h	70	403	386				0	319	296	96	742	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1784				0	1863	1712	791	1863	0
Q Serve(g_s), s	0.9	6.4	6.4				0.0	4.0	4.0	3.4	4.9	0.0
Cycle Q Clear(g_c), s	0.9	6.4	6.4				0.0	4.0	4.0	7.4	4.9	0.0
Prop In Lane	1.00		0.23				0.00		0.38	1.00		0.00
Lane Grp Cap(c), veh/h	666	700	670				0	720	662	414	1440	0
V/C Ratio(X)	0.11	0.58	0.58				0.00	0.44	0.45	0.23	0.52	0.00
Avail Cap(c_a), veh/h	4134	4341	4157				0	4280	3934	1926	8561	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.99	0.99	0.64	0.64	0.00
Uniform Delay (d), s/veh	7.5	9.2	9.2				0.0	6.5	6.5	8.8	6.7	0.0
Incr Delay (d2), s/veh	0.1	0.6	0.6				0.0	1.9	2.2	0.8	0.8	0.0
Initial Q Delay(d3),s/veh	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	0.3	2.5	2.4				0.0	1.7	1.6	0.6	1.6	0.0
Lane Grp Delay (d), s/veh	7.6	9.8	9.8				0.0	8.4	8.7	9.7	7.5	0.0
Lane Grp LOS	A	A	A					A	A	A	A	
Approach Vol, veh/h		859						615			838	
Approach Delay, s/veh		9.6						8.5			7.8	
Approach LOS		A						A			A	

Timer												
Assigned Phs		8						6			2	
Phs Duration (G+Y+Rc), s		18.7						18.3			18.3	
Change Period (Y+Rc), s		4.8						4.0			4.0	
Max Green Setting (Gmax), s		86.2						85.0			85.0	
Max Q Clear Time (g_c+I1), s		8.4						6.0			9.4	
Green Ext Time (p_c), s		4.6						3.5			3.5	

Intersection Summary												
HCM 2010 Ctrl Delay			8.7									
HCM 2010 LOS			A									

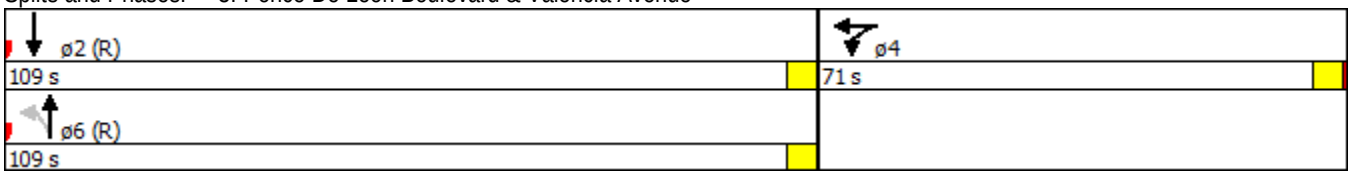
Notes

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	161	30	567	657
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.7	22.3	22.3	22.3
Total Split (s)	71.0	109.0	109.0	109.0
Total Split (%)	39.4%	60.6%	60.6%	60.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.7	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	4.3	4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 41 (23%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 3: Ponce De Leon Boulevard & Valencia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	42	161	32	30	567	0	0	657	126
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	186.3	186.3	0.0	0.0	186.3	190.0
Lanes				0	3	0	1	2	0	0	2	0
Cap, veh/h				239	987	94	446	1568	0	0	1316	213
Arrive On Green				0.08	0.08	0.08	0.56	0.56	0.00	0.00	0.56	0.56
Sat Flow, veh/h				990	4085	390	646	3725	0	0	3127	505
Grp Volume(v), veh/h				86	79	78	33	630	0	0	435	413
Grp Sat Flow(s),veh/h/ln				1813	1863	1790	646	1863	0	0	1863	1769
Q Serve(g_s), s				1.2	1.1	1.1	0.9	2.6	0.0	0.0	4.0	4.0
Cycle Q Clear(g_c), s				1.2	1.1	1.1	4.9	2.6	0.0	0.0	4.0	4.0
Prop In Lane				0.55		0.22	1.00		0.00	0.00		0.29
Lane Grp Cap(c), veh/h				438	450	432	446	1568	0	0	784	745
V/C Ratio(X)				0.20	0.18	0.18	0.07	0.40	0.00	0.00	0.55	0.56
Avail Cap(c_a), veh/h				4509	4632	4450	2710	14629	0	0	7314	6947
HCM Platoon Ratio				0.33	0.33	0.33	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				0.71	0.71	0.71	0.96	0.96	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				9.8	9.8	9.8	5.8	4.0	0.0	0.0	4.3	4.3
Incr Delay (d2), s/veh				0.1	0.1	0.1	0.3	0.7	0.0	0.0	2.7	2.9
Initial Q Delay(d3),s/veh				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				0.4	0.4	0.4	0.1	0.8	0.0	0.0	1.5	1.5
Lane Grp Delay (d), s/veh				10.0	9.9	9.9	6.2	4.7	0.0	0.0	7.0	7.1
Lane Grp LOS				A	A	A	A	A			A	A
Approach Vol, veh/h					243			663			848	
Approach Delay, s/veh					9.9			4.8			7.1	
Approach LOS					A			A			A	

Timer	
Assigned Phs	4 6 2
Phs Duration (G+Y+Rc), s	11.1 15.5 15.5
Change Period (Y+Rc), s	4.7 4.3 4.3
Max Green Setting (Gmax), s	66.3 104.7 104.7
Max Q Clear Time (g_c+I1), s	3.2 6.9 6.0
Green Ext Time (p_c), s	1.2 3.8 3.8

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

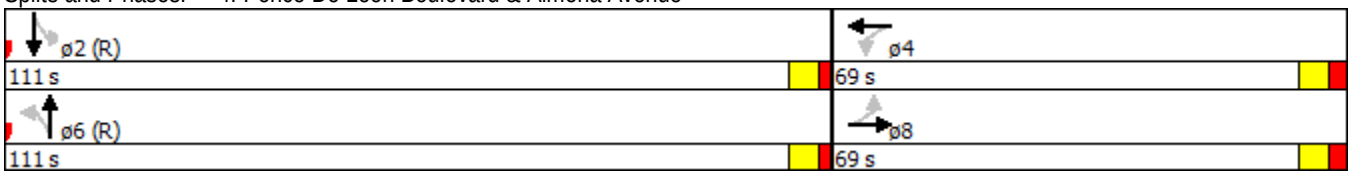
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	27	206	27	74	30	552	64	616
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	32.6	32.6	32.6	32.6	24.0	24.0	24.0	24.0
Total Split (s)	69.0	69.0	69.0	69.0	111.0	111.0	111.0	111.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	61.7%	61.7%	61.7%	61.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 18 (10%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: Ponce De Leon Boulevard & Almeria Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	27	206	17	27	74	24	30	552	71	64	616	11
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)	0.99		0.99	0.99		0.99	0.99		0.98	0.99		0.98
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	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	186.3	186.3	190.0
Lanes	0	1	0	0	1	0	0	2	0	1	2	0
Cap, veh/h	142	433	30	179	344	67	139	1090	116	383	1327	20
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	99	1588	110	189	1261	246	71	3005	319	779	3658	56
Grp Volume(v), veh/h	261	0	0	124	0	0	354	0	322	67	330	328
Grp Sat Flow(s),veh/h/ln	1797	0	0	1696	0	0	1762	0	1633	779	1863	1852
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	2.4	4.1	4.1
Cycle Q Clear(g_c), s	4.2	0.0	0.0	1.8	0.0	0.0	4.5	0.0	4.8	7.1	4.1	4.1
Prop In Lane	0.11		0.06	0.23		0.15	0.09		0.20	1.00		0.03
Lane Grp Cap(c), veh/h	605	0	0	590	0	0	753	0	592	383	676	672
V/C Ratio(X)	0.43	0.00	0.00	0.21	0.00	0.00	0.47	0.00	0.54	0.17	0.49	0.49
Avail Cap(c_a), veh/h	3301	0	0	3028	0	0	5170	0	4964	2468	5662	5629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	10.7	0.0	0.0	9.8	0.0	0.0	6.9	0.0	6.9	9.4	6.8	6.8
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.1	0.0	0.0	2.1	0.0	3.6	1.0	2.4	2.4
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	1.7	0.0	0.0	0.7	0.0	0.0	1.9	0.0	2.0	0.4	1.8	1.8
Lane Grp Delay (d), s/veh	11.0	0.0	0.0	9.9	0.0	0.0	9.0	0.0	10.5	10.4	9.2	9.2
Lane Grp LOS	B			A			A		B	B	A	A
Approach Vol, veh/h		261			124			676			725	
Approach Delay, s/veh		11.0			9.9			9.7			9.3	
Approach LOS		B			A			A			A	

Timer				
Assigned Phs	8	4	6	2
Phs Duration (G+Y+Rc), s	16.0	16.0	18.5	18.5
Change Period (Y+Rc), s	6.6	6.6	6.0	6.0
Max Green Setting (Gmax), s	62.4	62.4	105.0	105.0
Max Q Clear Time (g_c+I1), s	6.2	3.8	6.8	9.1
Green Ext Time (p_c), s	1.9	1.9	2.9	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

Notes

Intersection	
Intersection Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	112	0	0	715	205
Conflicting Peds, #/hr	0	8	0	0	0	9
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	2	2	2	2	2
Mvmt Flow	0	120	0	0	769	220

Major/Minor	Minor2		Major2	
Conflicting Flow All	887	502	-	0
Stage 1	887	-	-	-
Stage 2	0	-	-	-
Follow-up Headway	3.52	3.32	-	-
Pot Capacity-1 Maneuver	239	515	-	-
Stage 1	305	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %			-	-
Mov Capacity-1 Maneuver	236	512	-	-
Mov Capacity-2 Maneuver	236	-	-	-
Stage 1	303	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	14.2	0
HCM LOS	B	

Minor Lane / Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	512	-	-
HCM Lane V/C Ratio	0.235	-	-
HCM Control Delay (s)	14.2	-	-
HCM Lane LOS	B		
HCM 95th %tile Q(veh)	0.906	-	-

Notes

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

Intersection	
Intersection Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	128	780	254	0	0
Conflicting Peds, #/hr	0	1	0	5	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	135	821	267	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	956	544	0	0
Stage 1	956	-	-	-
Stage 2	0	-	-	-
Follow-up Headway	3.52	3.32	-	-
Pot Capacity-1 Maneuver	213	483	-	-
Stage 1	277	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %			-	-
Mov Capacity-1 Maneuver	212	483	-	-
Mov Capacity-2 Maneuver	212	-	-	-
Stage 1	277	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	15.3	0
HCM LOS	C	

Minor Lane / Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	483
HCM Lane V/C Ratio	-	-	0.279
HCM Control Delay (s)	-	-	15.3
HCM Lane LOS			C
HCM 95th %tile Q(veh)	-	-	1.131

Notes

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

Intersection	
Intersection Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	183	0	0	781	48
Conflicting Peds, #/hr	0	0	0	0	0	9
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	199	0	0	849	52

Major/Minor	Minor2		Major2	
Conflicting Flow All	875	450	-	0
Stage 1	875	-	-	-
Stage 2	0	-	-	-
Follow-up Headway	3.52	3.32	-	-
Pot Capacity-1 Maneuver	243	556	-	-
Stage 1	310	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %			-	-
Mov Capacity-1 Maneuver	243	556	-	-
Mov Capacity-2 Maneuver	243	-	-	-
Stage 1	310	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	15	0
HCM LOS	C	

Minor Lane / Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	556	-	-
HCM Lane V/C Ratio	0.358	-	-
HCM Control Delay (s)	15	-	-
HCM Lane LOS	C		
HCM 95th %tile Q(veh)	1.613	-	-

Notes

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

Intersection	
Intersection Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	139	936	318	0	0
Conflicting Peds, #/hr	0	12	0	11	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	151	1017	346	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	1202	693	0	0
Stage 1	1202	-	-	-
Stage 2	0	-	-	-
Follow-up Headway	3.52	3.32	-	-
Pot Capacity-1 Maneuver	140	386	-	-
Stage 1	196	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %			-	-
Mov Capacity-1 Maneuver	137	382	-	-
Mov Capacity-2 Maneuver	137	-	-	-
Stage 1	194	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	20.5	0
HCM LOS	C	

Minor Lane / Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	382
HCM Lane V/C Ratio	-	-	0.396
HCM Control Delay (s)	-	-	20.5
HCM Lane LOS			C
HCM 95th %tile Q(veh)	-	-	1.845

Notes

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

Intersection	
Intersection Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	55	0	822	561	24
Conflicting Peds, #/hr	2	1	6	0	0	6
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	2	2	2	2	2
Mvmt Flow	0	59	0	884	603	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1060	323	631	0	-	0
Stage 1	618	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Follow-up Headway	3.52	3.32	2.22	-	-	-
Pot Capacity-1 Maneuver	219	673	947	-	-	-
Stage 1	500	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	218	669	942	-	-	-
Mov Capacity-2 Maneuver	218	-	-	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	614	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	942	-	669	-	-
HCM Lane V/C Ratio	-	-	0.088	-	-
HCM Control Delay (s)	0	-	10.9	-	-
HCM Lane LOS	A		B		
HCM 95th %tile Q(veh)	0	-	0.29	-	-

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	0	897	486	130
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	0	965	523	140
Pedestrians	6					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				129		
pX, platoon unblocked	0.85					
vC, conflicting volume	1081	337	668			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	749	337	668			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	296	659	917			

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	482	482	348	314
Volume Left	0	0	0	0
Volume Right	0	0	0	140
cSH	1700	1700	1700	1700
Volume to Capacity	0.28	0.28	0.20	0.18
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

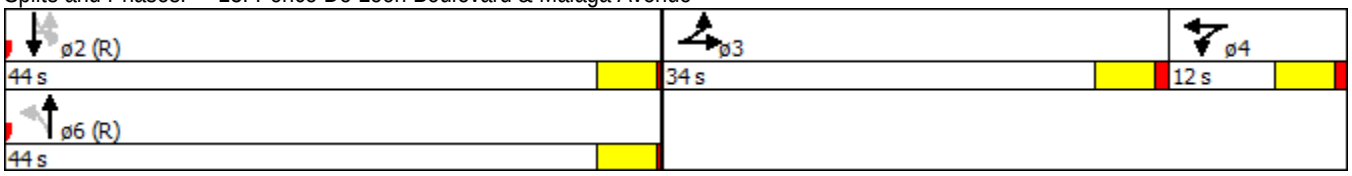
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	28.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations								
Volume (vph)	258	168	46	53	554	31	42	405
Turn Type	Split	NA	NA	Perm	NA	Perm	Perm	NA
Protected Phases	3	3	4		6			2
Permitted Phases				6		2	2	
Detector Phase	3	3	4	6	6	2	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	28.0	28.0	12.0	20.5	20.5	20.5	20.5	20.5
Total Split (s)	34.0	34.0	12.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	37.8%	37.8%	13.3%	48.9%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0
Total Lost Time (s)	5.0	5.0	5.0		4.3			4.3
Lead/Lag	Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 39 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	258	168	24	73	46	50	53	554	163	31	42	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			4.3				4.3
Lane Util. Factor	0.95	0.95			1.00			0.95				0.95
Frpb, ped/bikes	1.00	1.00			1.00			0.99				1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00				1.00
Frt	1.00	0.98			0.96			0.97				1.00
Flt Protected	0.95	0.99			0.98			1.00				0.99
Satd. Flow (prot)	1681	1726			1750			3397				3511
Flt Permitted	0.95	0.99			0.98			0.88				0.70
Satd. Flow (perm)	1681	1726			1750			2998				2474
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95
Adj. Flow (vph)	272	177	25	77	48	53	56	583	172	34	44	426
RTOR Reduction (vph)	0	6	0	0	15	0	0	26	0	0	0	0
Lane Group Flow (vph)	234	234	0	0	163	0	0	785	0	0	0	504
Confl. Peds. (#/hr)			1	1			6		4		4	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	Perm	NA
Protected Phases	3	3		4	4			6				2
Permitted Phases							6			2	2	
Actuated Green, G (s)	17.9	17.9			16.6			41.2				41.2
Effective Green, g (s)	17.9	17.9			16.6			41.2				41.2
Actuated g/C Ratio	0.20	0.20			0.18			0.46				0.46
Clearance Time (s)	5.0	5.0			5.0			4.3				4.3
Vehicle Extension (s)	2.5	2.5			2.5			1.0				1.0
Lane Grp Cap (vph)	334	343			322			1372				1132
v/s Ratio Prot	c0.14	0.14			c0.09							
v/s Ratio Perm								c0.26				0.20
v/c Ratio	0.70	0.68			0.51			0.57				0.45
Uniform Delay, d1	33.6	33.4			33.0			17.9				16.6
Progression Factor	1.00	1.00			1.00			1.00				1.00
Incremental Delay, d2	6.0	5.1			0.9			1.7				1.3
Delay (s)	39.6	38.5			33.9			19.7				17.9
Level of Service	D	D			C			B				B
Approach Delay (s)		39.0			33.9			19.7				17.9
Approach LOS		D			C			B				B

Intersection Summary

HCM 2000 Control Delay	25.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.3
Intersection Capacity Utilization	73.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

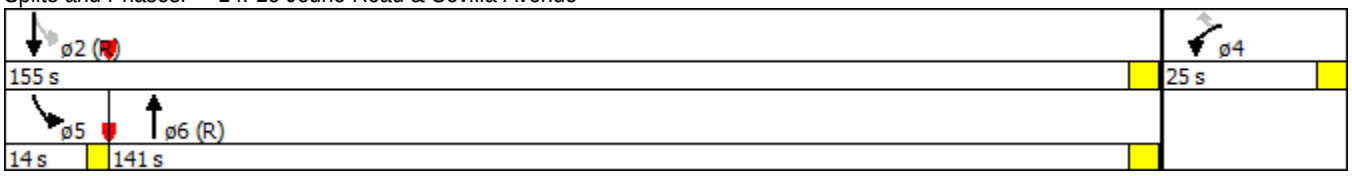
Movement	SBR
Lane Configurations	
Volume (vph)	0
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	6
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	12	43	1280	266	1098
Turn Type	NA	Perm	NA	pm+pt	NA
Protected Phases	4		6	5	2
Permitted Phases		4		2	
Detector Phase	4	4	6	5	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	16.0	5.0	16.0
Minimum Split (s)	24.2	24.2	20.5	9.0	20.5
Total Split (s)	25.0	25.0	141.0	14.0	155.0
Total Split (%)	13.9%	13.9%	78.3%	7.8%	86.1%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.2	0.2	0.4	0.0	0.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.4	3.0	4.4
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 12 (7%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 14: Le Jeune Road & Sevilla Avenue



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	12	43	1280	59	266	1098
Number	7	14	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	190.0	186.3	186.3
Lanes	1	1	2	0	1	2
Cap, veh/h	42	38	1851	74	553	2738
Arrive On Green	0.02	0.02	0.69	0.69	0.17	0.98
Sat Flow, veh/h	1774	1583	3559	142	1774	3725
Grp Volume(v), veh/h	12	1	683	675	271	1120
Grp Sat Flow(s),veh/h/ln	1774	1583	1863	1837	1774	1863
Q Serve(g_s), s	0.2	0.0	7.9	7.9	1.9	0.4
Cycle Q Clear(g_c), s	0.2	0.0	7.9	7.9	1.9	0.4
Prop In Lane	1.00	1.00		0.08	1.00	
Lane Grp Cap(c), veh/h	42	38	969	956	553	2738
V/C Ratio(X)	0.29	0.03	0.70	0.71	0.49	0.41
Avail Cap(c_a), veh/h	1036	924	7141	7044	869	15745
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	17.0	3.8	3.9	5.0	0.1
Incr Delay (d2), s/veh	2.7	0.2	4.3	4.4	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.1	0.0	2.9	2.9	0.6	0.2
Lane Grp Delay (d), s/veh	19.8	17.2	8.2	8.2	5.3	0.6
Lane Grp LOS	B	B	A	A	A	A
Approach Vol, veh/h	13		1358			1391
Approach Delay, s/veh	19.6		8.2			1.5
Approach LOS	B		A			A

Timer						
Assigned Phs			6		5	2
Phs Duration (G+Y+Rc), s			22.9		7.7	30.6
Change Period (Y+Rc), s			4.4		3.0	4.4
Max Green Setting (Gmax), s			136.6		11.0	150.6
Max Q Clear Time (g_c+I1), s			9.9		3.9	2.4
Green Ext Time (p_c), s			8.6		0.2	8.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

Intersection	
Intersection Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	10	19	1322	118	223	1044
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	20	1363	122	230	1076

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2422	745	0	0	1485	0
Stage 1	1424	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Follow-up Headway	3.52	3.32	-	-	2.22	-
Pot Capacity-1 Maneuver	27	357	-	-	449	-
Stage 1	188	-	-	-	-	-
Stage 2	317	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	13	356	-	-	448	-
Mov Capacity-2 Maneuver	83	-	-	-	-	-
Stage 1	188	-	-	-	-	-
Stage 2	154	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.2	0	3.7
HCM LOS	D		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	167	448	-
HCM Lane V/C Ratio	-	-	0.179	0.513	-
HCM Control Delay (s)	-	-	31.2	21.202	-
HCM Lane LOS			D	C	
HCM 95th %tile Q(veh)	-	-	0.631	2.862	-

Notes

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

Intersection	
Intersection Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	13	1466	22	151	1047
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	13	1481	22	153	1058

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2326	754	0	0	1503	0
Stage 1	1492	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Follow-up Headway	3.52	3.32	-	-	2.22	-
Pot Capacity-1 Maneuver	31	352	-	-	442	-
Stage 1	173	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	20	351	-	-	441	-
Mov Capacity-2 Maneuver	102	-	-	-	-	-
Stage 1	173	-	-	-	-	-
Stage 2	252	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.4	0	2.2
HCM LOS	C		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	265	441	-
HCM Lane V/C Ratio	-	-	0.057	0.346	-
HCM Control Delay (s)	-	-	19.4	17.418	-
HCM Lane LOS			C	C	
HCM 95th %tile Q(veh)	-	-	0.181	1.522	-

Notes

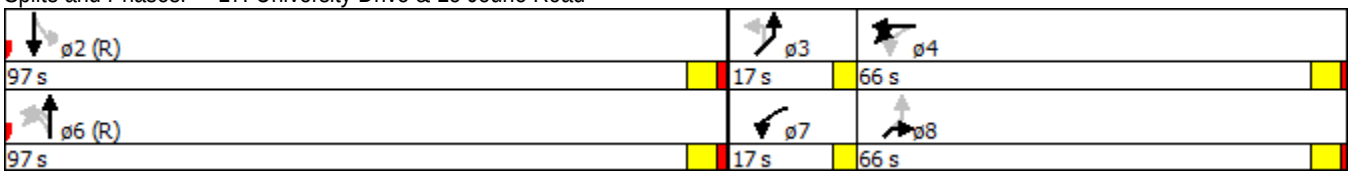
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL2	NEL	NER
Lane Configurations											
Volume (vph)	94	165	19	6	7	1079	55	897	6	388	512
Turn Type	pm+pt	custom	NA	Perm	Perm	NA	Perm	NA	Perm	NA	custom
Protected Phases	7	4	4			6		2		3	8
Permitted Phases	4	4	4	6	6	6	2	2	3	8	8
Detector Phase	7	4	4	6	6	6	2	2	3	3	8
Switch Phase											
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	7.0
Minimum Split (s)	11.0	23.0	23.0	25.6	25.6	25.6	25.6	25.6	8.0	8.0	23.0
Total Split (s)	17.0	66.0	66.0	97.0	97.0	97.0	97.0	97.0	17.0	17.0	66.0
Total Split (%)	9.4%	36.7%	36.7%	53.9%	53.9%	53.9%	53.9%	53.9%	9.4%	9.4%	36.7%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.6	1.6	1.6	1.6	1.6	0.0	0.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.0		5.0		5.6	5.6	5.6	5.6		3.0	5.0
Lead/Lag	Lead	Lag	Lag						Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 102 (57%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 17: University Drive & Le Jeune Road



Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Volume (vph)	94	165	19	13	6	7	1079	171	55	897	114	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	0.99		1.00	0.99		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		0.99			1.00	0.98		1.00	0.98		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1681		1678			1770	3449		1770	3429		
Flt Permitted	0.18		0.96			0.18	1.00		0.11	1.00		
Satd. Flow (perm)	318		1678			330	3449		201	3429		
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	96	168	19	13	6	7	1101	174	56	915	116	10
RTOR Reduction (vph)	0	0	1	0	0	0	7	0	0	0	0	0
Lane Group Flow (vph)	86	0	209	0	0	13	1268	0	56	1041	0	0
Confl. Peds. (#/hr)	10	10		10	10	10		10	10		10	10
Turn Type	pm+pt	custom	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7	4	4				6			2		
Permitted Phases	4	4	4		6	6	6		2	2		
Actuated Green, G (s)	58.2		47.4			92.2	92.2		92.2	92.2		
Effective Green, g (s)	58.2		47.4			92.2	92.2		92.2	92.2		
Actuated g/C Ratio	0.32		0.26			0.51	0.51		0.51	0.51		
Clearance Time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Vehicle Extension (s)	2.0		2.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	184		441			169	1766		102	1756		
v/s Ratio Prot	0.03		0.12				c0.37			0.30		
v/s Ratio Perm	0.12					0.04			0.28			
v/c Ratio	0.47		0.47			0.08	0.72		0.55	0.59		
Uniform Delay, d1	46.0		55.8			22.3	33.9		29.8	30.7		
Progression Factor	1.00		1.00			1.00	1.00		0.99	0.98		
Incremental Delay, d2	0.7		0.6			0.9	2.5		19.2	1.5		
Delay (s)	46.7		56.4			23.2	36.4		48.6	31.6		
Level of Service	D		E			C	D		D	C		
Approach Delay (s)			53.6				36.3			32.4		
Approach LOS			D				D			C		

Intersection Summary

HCM 2000 Control Delay	43.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	103.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	NEL2	NEL	NER	NER2
Lane Configurations				
Volume (vph)	6	388	512	18
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	
Lane Util. Factor		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	
Flpb, ped/bikes		0.98	1.00	
Frt		1.00	0.85	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1730	1583	
Flt Permitted		0.76	1.00	
Satd. Flow (perm)		1379	1583	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98
Adj. Flow (vph)	6	396	522	18
RTOR Reduction (vph)	0	0	22	0
Lane Group Flow (vph)	0	402	518	0
Confl. Peds. (#/hr)		10	10	10
Turn Type	Perm	NA	custom	
Protected Phases		3	8	
Permitted Phases	3	8	8	
Actuated Green, G (s)		77.2	63.4	
Effective Green, g (s)		77.2	63.4	
Actuated g/C Ratio		0.43	0.35	
Clearance Time (s)		3.0	5.0	
Vehicle Extension (s)		2.0	2.5	
Lane Grp Cap (vph)		643	557	
v/s Ratio Prot		c0.09	c0.33	
v/s Ratio Perm		0.17		
v/c Ratio		0.63	0.93	
Uniform Delay, d1		38.3	56.2	
Progression Factor		1.00	1.00	
Incremental Delay, d2		1.4	22.0	
Delay (s)		39.7	78.2	
Level of Service		D	E	
Approach Delay (s)		61.7		
Approach LOS		E		

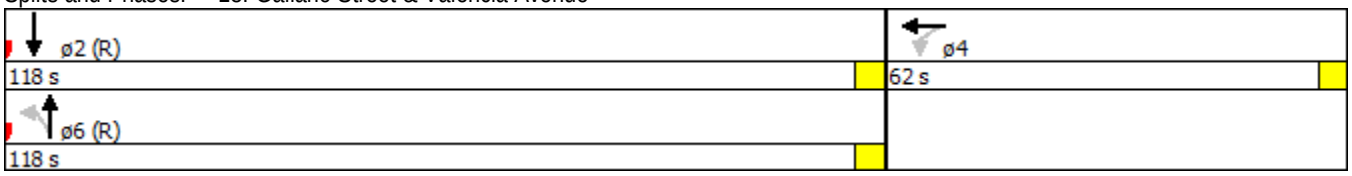
Intersection Summary

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	169	89	157	162
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases	4	6	6	2
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	22.1	22.1	22.1	22.1
Total Split (s)	62.0	118.0	118.0	118.0
Total Split (%)	34.4%	65.6%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.1		4.1	4.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 36 (20%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 18: Galiano Street & Valencia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	7	169	38	89	157	0	0	162	101
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	0.99		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	190.0	186.3	0.0	0.0	186.3	190.0
Lanes				0	3	0	0	1	0	0	1	0
Cap, veh/h				48	1221	102	372	444	0	0	455	193
Arrive On Green				0.25	0.25	0.25	0.49	0.49	0.00	0.00	0.49	0.49
Sat Flow, veh/h				191	4901	409	388	1206	0	0	1236	525
Grp Volume(v), veh/h				78	71	70	282	0	0	0	0	265
Grp Sat Flow(s),veh/h/ln				1853	1863	1785	1594	0	0	0	0	1761
Q Serve(g_s), s				0.7	0.6	0.7	0.0	0.0	0.0	0.0	0.0	2.1
Cycle Q Clear(g_c), s				0.7	0.6	0.7	2.1	0.0	0.0	0.0	0.0	2.1
Prop In Lane				0.10		0.23	0.36		0.00	0.00		0.30
Lane Grp Cap(c), veh/h				462	464	445	815	0	0	0	0	648
V/C Ratio(X)				0.17	0.15	0.16	0.35	0.00	0.00	0.00	0.00	0.41
Avail Cap(c_a), veh/h				5009	5035	4826	8188	0	0	0	0	9366
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				6.3	6.3	6.3	4.0	0.0	0.0	0.0	0.0	4.0
Incr Delay (d2), s/veh				0.1	0.1	0.1	1.2	0.0	0.0	0.0	0.0	1.9
Initial Q Delay(d3),s/veh				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				0.2	0.2	0.2	0.7	0.0	0.0	0.0	0.0	0.8
Lane Grp Delay (d), s/veh				6.4	6.4	6.4	5.1	0.0	0.0	0.0	0.0	5.9
Lane Grp LOS				A	A	A	A					A
Approach Vol, veh/h					218			282			265	
Approach Delay, s/veh					6.4			5.1			5.9	
Approach LOS					A			A			A	

Timer												
Assigned Phs					4			6			2	
Phs Duration (G+Y+Rc), s					9.4			12.0			12.0	
Change Period (Y+Rc), s					4.1			4.1			4.1	
Max Green Setting (Gmax), s					57.9			113.9			113.9	
Max Q Clear Time (g_c+I1), s					2.7			4.1			4.1	
Green Ext Time (p_c), s					1.0			1.1			1.1	

Intersection Summary		
HCM 2010 Ctrl Delay		5.8
HCM 2010 LOS		A

Notes

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	63	196	53	11	100	18	14	132	43	40	116	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	213	58	12	109	20	15	143	47	43	126	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.2	10.1	10.9	10.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	20%	9%	23%
Vol Thru, %	70%	63%	78%	66%
Vol Right, %	23%	17%	14%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	189	312	129	175
LT Vol	132	196	100	116
Through Vol	43	53	18	19
RT Vol	14	63	11	40
Lane Flow Rate	205	339	140	190
Geometry Grp	1	1	1	1
Degree of Util (X)	0.311	0.491	0.215	0.294
Departure Headway (Hd)	5.442	5.21	5.521	5.565
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	659	692	648	645
Service Time	3.487	3.249	3.571	3.612
HCM Lane V/C Ratio	0.311	0.49	0.216	0.295
HCM Control Delay	10.9	13.2	10.1	10.9
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.3	2.7	0.8	1.2

Notes

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

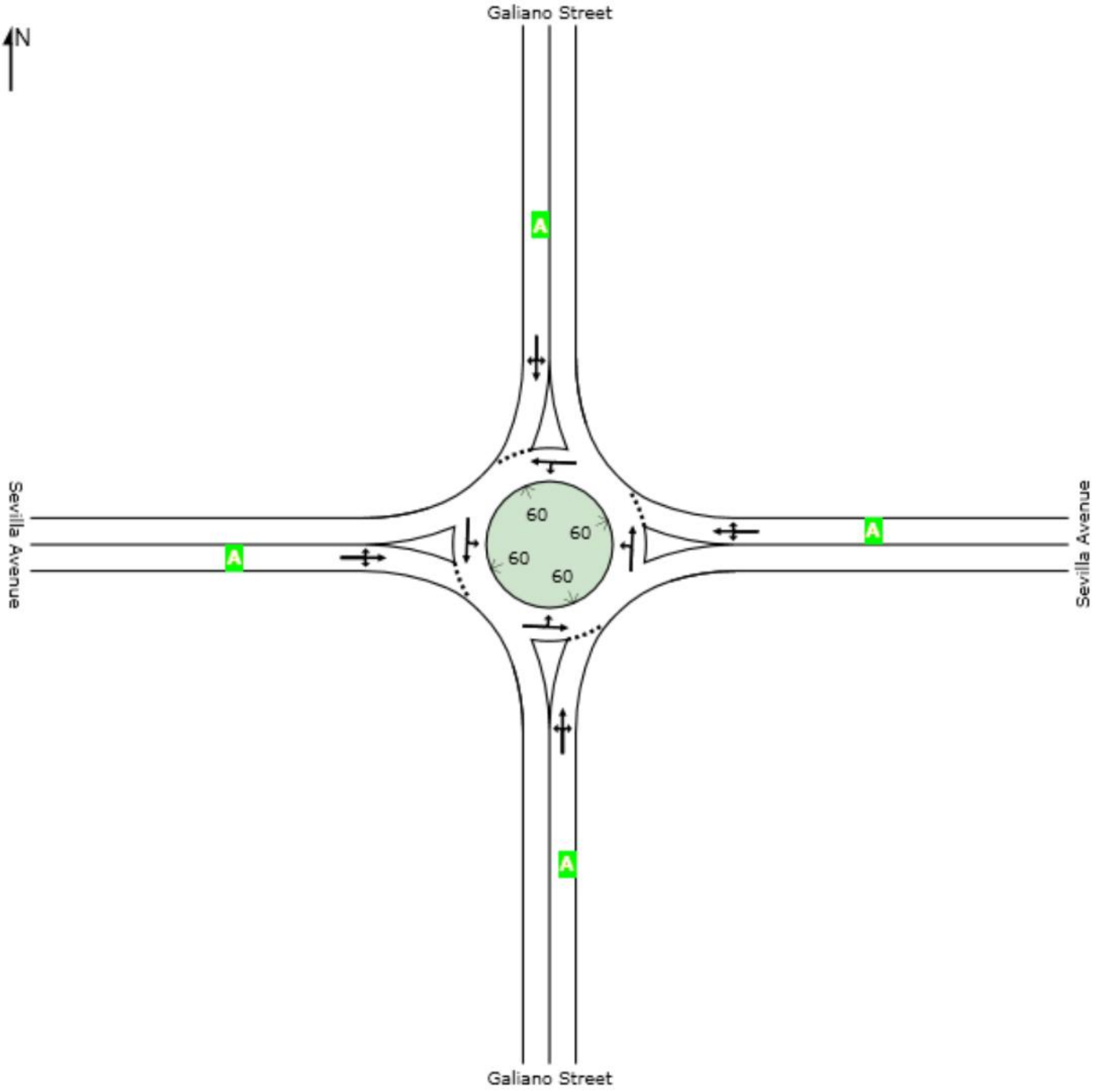
LEVEL OF SERVICE

Site: Sevilla Avenue and Galiano Street

Future Total AM
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	A	A	A	A	A



Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY

Site: Sevilla Avenue and Galiano Street

Future Total AM
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Galiano Street													
Lane 1[d]	107	3.0	849	0.125	100	5.5	LOS A	0.4	11.4	Full	1600	0.0	0.0
Approach	107	3.0		0.125		5.5	LOS A	0.4	11.4				
East: Sevilla Avenue													
Lane 1[d]	154	3.0	887	0.174	100	5.8	LOS A	0.7	16.6	Full	1600	0.0	0.0
Approach	154	3.0		0.174		5.8	LOS A	0.7	16.6				
North: Galiano Street													
Lane 1[d]	209	3.0	935	0.223	100	6.1	LOS A	0.9	22.7	Full	1600	0.0	0.0
Approach	209	3.0		0.223		6.1	LOS A	0.9	22.7				
West: Sevilla Avenue													
Lane 1[d]	243	3.0	962	0.253	100	6.3	LOS A	1.0	26.8	Full	1600	0.0	0.0
Approach	243	3.0		0.253		6.3	LOS A	1.0	26.8				
Intersection	713	3.0		0.253		6.0	LOS A	1.0	26.8				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	98	116	10	10	120	12	13	79	6	15	92	85
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	103	122	11	11	126	13	14	83	6	16	97	89
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.4	9.3	9.1	9.6
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	44%	7%	8%
Vol Thru, %	81%	52%	85%	48%
Vol Right, %	6%	4%	8%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	98	224	142	192
LT Vol	79	116	120	92
Through Vol	6	10	12	85
RT Vol	13	98	10	15
Lane Flow Rate	103	236	149	202
Geometry Grp	1	1	1	1
Degree of Util (X)	0.147	0.323	0.205	0.267
Departure Headway (Hd)	5.131	4.925	4.943	4.764
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	692	724	719	748
Service Time	3.214	2.995	3.021	2.836
HCM Lane V/C Ratio	0.149	0.326	0.207	0.27
HCM Control Delay	9.1	10.4	9.3	9.6
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.5	1.4	0.8	1.1

Notes

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

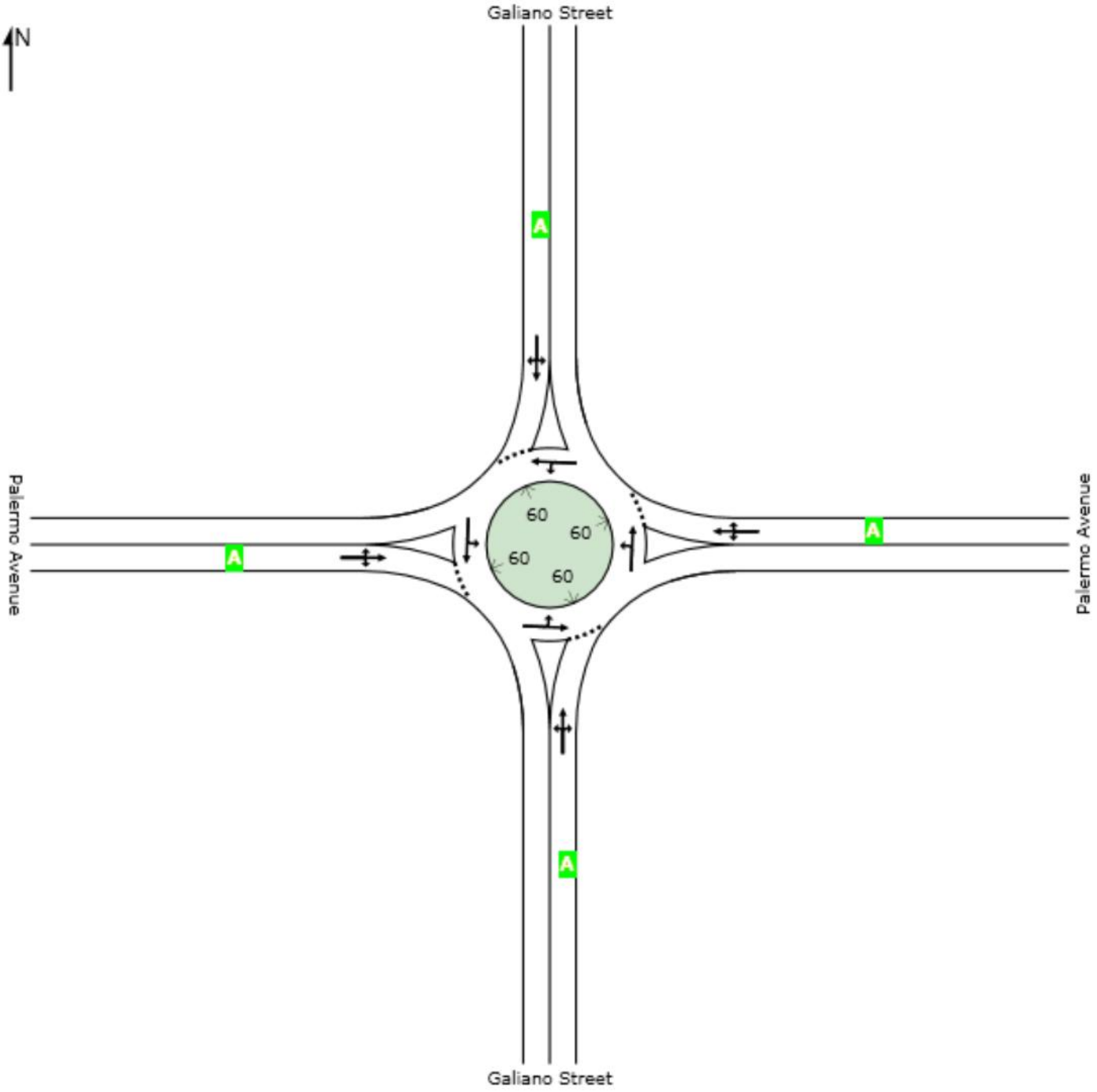
LEVEL OF SERVICE

Site: Palermo Avenue and Galiano Street

Future Total AM
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	A	A	A	A	A



Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY

Site: Palermo Avenue and Galiano Street

Future Total AM
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Galiano Street													
Lane 1[d]	173	3.0	881	0.196	100	6.1	LOS A	0.7	19.1	Full	1600	0.0	0.0
Approach	173	3.0		0.196		6.1	LOS A	0.7	19.1				
East: Palermo Avenue													
Lane 1[d]	135	3.0	903	0.149	100	5.4	LOS A	0.5	14.0	Full	1600	0.0	0.0
Approach	135	3.0		0.149		5.4	LOS A	0.5	14.0				
North: Galiano Street													
Lane 1[d]	133	3.0	877	0.151	100	5.6	LOS A	0.6	14.1	Full	1600	0.0	0.0
Approach	133	3.0		0.151		5.6	LOS A	0.6	14.1				
West: Palermo Avenue													
Lane 1[d]	218	3.0	1002	0.218	100	5.7	LOS A	0.9	22.5	Full	1600	0.0	0.0
Approach	218	3.0		0.218		5.7	LOS A	0.9	22.5				
Intersection	659	3.0		0.218		5.7	LOS A	0.9	22.5				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	30	161	10	10	107	7	83	61	15	5	66	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	175	11	11	116	8	90	66	16	5	72	55
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	9.1	9.7	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	52%	15%	8%	4%
Vol Thru, %	38%	80%	86%	54%
Vol Right, %	9%	5%	6%	42%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	201	124	122
LT Vol	61	161	107	66
Through Vol	15	10	7	51
RT Vol	83	30	10	5
Lane Flow Rate	173	218	135	133
Geometry Grp	1	1	1	1
Degree of Util (X)	0.24	0.295	0.185	0.176
Departure Headway (Hd)	5.008	4.853	4.943	4.781
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	712	736	720	744
Service Time	3.078	2.916	3.014	2.855
HCM Lane V/C Ratio	0.243	0.296	0.188	0.179
HCM Control Delay	9.7	10	9.1	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	1.2	0.7	0.6

Notes

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

Intersection	
Intersection Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	26	6	150	75	5	76
Conflicting Peds, #/hr	0	3	0	3	3	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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	7	165	82	5	84

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	304	212	0	0	250	0
Stage 1	209	-	-	-	-	-
Stage 2	95	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	688	828	-	-	1316	-
Stage 1	826	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	682	824	-	-	1313	-
Mov Capacity-2 Maneuver	682	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	923	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.5
HCM LOS	B		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	705	1313	-
HCM Lane V/C Ratio	-	-	0.05	0.004	-
HCM Control Delay (s)	-	-	10.4	7.753	0
HCM Lane LOS			B	A	A
HCM 95th %tile Q(veh)	-	-	0.157	0.013	-

Notes

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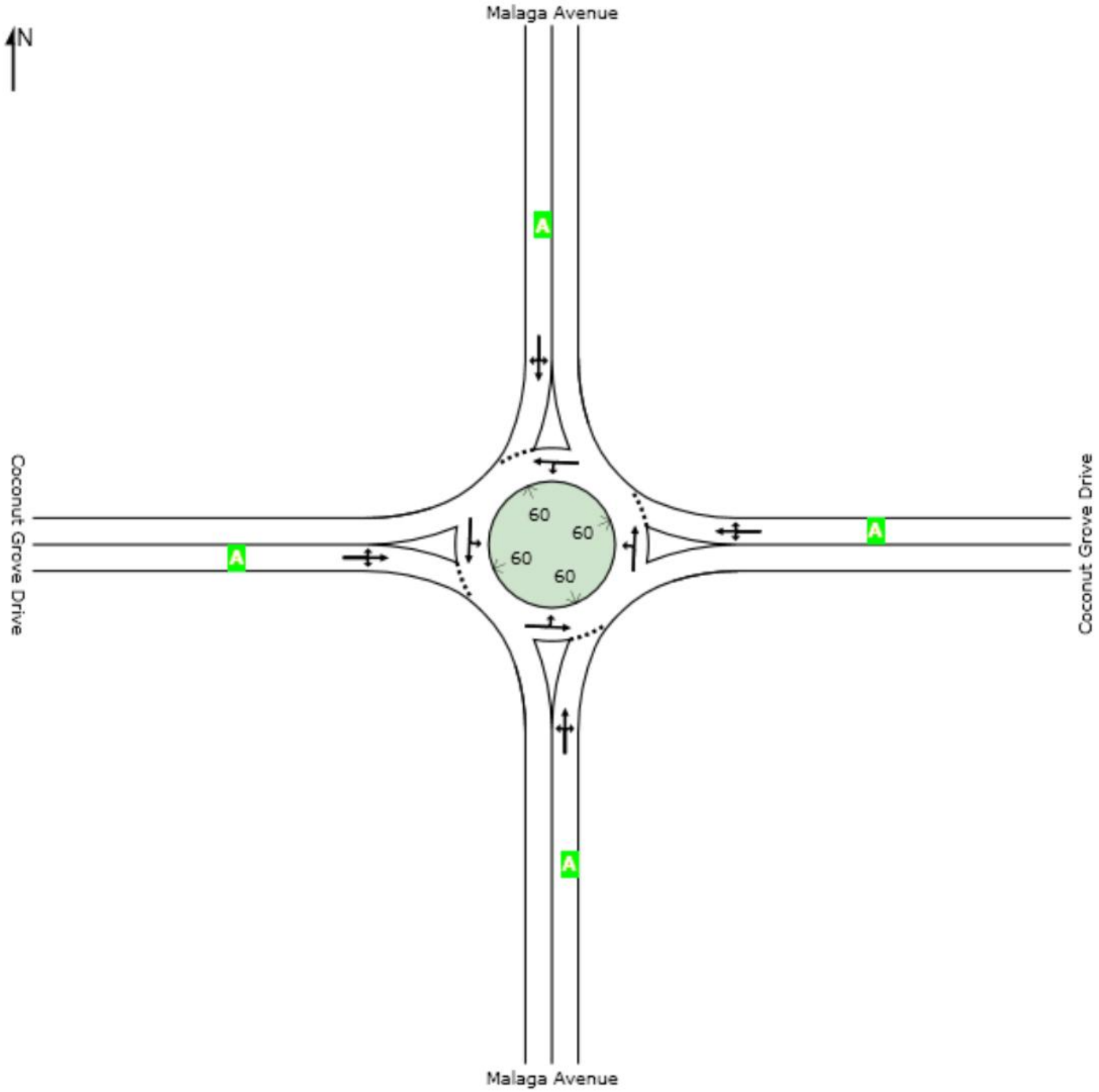
LEVEL OF SERVICE

Site: Coconut Grove Drive and Malaga Avenue

Future Total AM
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	A	A	A	A	A



Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY

Site: Coconut Grove Drive and Malaga Avenue

Future Total AM
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Malaga Avenue													
Lane 1[d]	250	3.0	1005	0.249	100	6.0	LOS A	1.0	26.6	Full	1600	0.0	0.0
Approach	250	3.0		0.249		6.0	LOS A	1.0	26.6				
East: Coconut Grove Drive													
Lane 1[d]	152	3.0	951	0.160	100	5.3	LOS A	0.6	15.4	Full	1600	0.0	0.0
Approach	152	3.0		0.160		5.3	LOS A	0.6	15.4				
North: Malaga Avenue													
Lane 1[d]	108	3.0	1040	0.104	100	4.4	LOS A	0.4	9.6	Full	1600	0.0	0.0
Approach	108	3.0		0.104		4.4	LOS A	0.4	9.6				
West: Coconut Grove Drive													
Lane 1[d]	73	3.0	934	0.078	100	4.6	LOS A	0.3	6.9	Full	1600	0.0	0.0
Approach	73	3.0		0.078		4.6	LOS A	0.3	6.9				
Intersection	583	3.0		0.249		5.3	LOS A	1.0	26.6				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	54	12	46	0	93	0	126	103	23	75	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	59	13	50	0	101	0	137	112	25	82	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.6	9.2	8.6
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	33%	0%	23%
Vol Thru, %	55%	0%	82%	77%
Vol Right, %	45%	67%	18%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	229	139	66	98
LT Vol	126	0	54	75
Through Vol	103	93	12	0
RT Vol	0	46	0	23
Lane Flow Rate	249	151	72	107
Geometry Grp	1	1	1	1
Degree of Util (X)	0.298	0.188	0.096	0.141
Departure Headway (Hd)	4.311	4.491	4.811	4.776
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	831	796	743	749
Service Time	2.344	2.53	2.856	2.816
HCM Lane V/C Ratio	0.3	0.19	0.097	0.143
HCM Control Delay	9.2	8.6	8.4	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.3	0.7	0.3	0.5

Notes

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

Intersection

Intersection Delay, s/veh 1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	17	13	34	155	1025	77	22	1136	193
Conflicting Peds, #/hr	1	0	2	2	0	1	4	0	12	12	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	17	13	35	158	1046	79	22	1159	197

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	2028	2805	576	1356	0	0	1126	0	0
Stage 1	1404	1404	-	-	-	-	-	-	-
Stage 2	624	1401	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	50	18	460	503	-	-	616	-	-
Stage 1	193	204	-	-	-	-	-	-	-
Stage 2	496	205	-	-	-	-	-	-	-
Time blocked-Platoon, %					-	-		-	-
Mov Capacity-1 Maneuver	33	# 0	455	498	-	-	610	-	-
Mov Capacity-2 Maneuver	97	# 0	-	-	-	-	-	-	-
Stage 1	132	# 0	-	-	-	-	-	-	-
Stage 2	473	# 0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.7	1.9	0.2
HCM LOS	D		

Minor Lane / Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	498	-	-	204	610	-	-
HCM Lane V/C Ratio	0.318	-	-	0.32	0.037	-	-
HCM Control Delay (s)	15.557	-	-	30.7	11.127	-	-
HCM Lane LOS	C			D	B		
HCM 95th %tile Q(veh)	1.353	-	-	1.313	0.114	-	-

Notes

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

Intersection	
Intersection Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	40	127	87	1215	1101	44
Conflicting Peds, #/hr	1	0	9	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	131	90	1253	1135	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1965	600	1181	0	-	0
Stage 1	1159	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Follow-up Headway	3.52	3.32	2.22	-	-	-
Pot Capacity-1 Maneuver	55	444	587	-	-	-
Stage 1	261	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	46	440	583	-	-	-
Mov Capacity-2 Maneuver	155	-	-	-	-	-
Stage 1	261	-	-	-	-	-
Stage 2	338	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.1	0.8	0
HCM LOS	D		

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	583	-	305	-	-
HCM Lane V/C Ratio	0.154	-	0.564	-	-
HCM Control Delay (s)	12.294	-	31.1	-	-
HCM Lane LOS	B		D		
HCM 95th %tile Q(veh)	0.541	-	3.252	-	-

Notes

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

Intersection

Intersection Delay, s/veh 2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	21	3	119	0	0	2	125	1091	17	16	985	13
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	3	129	0	0	2	136	1186	18	17	1071	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1978	2589	543	2039	2587	603	1085	0	0	1204	0	0
Stage 1	1113	1113	-	1467	1467	-	-	-	-	-	-	-
Stage 2	865	1476	-	572	1120	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	37	25	484	33	25	442	639	-	-	575	-	-
Stage 1	222	282	-	134	190	-	-	-	-	-	-	-
Stage 2	315	189	-	472	280	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	30	19	484	19	19	442	638	-	-	575	-	-
Mov Capacity-2 Maneuver	104	89	-	70	74	-	-	-	-	-	-	-
Stage 1	175	274	-	105	149	-	-	-	-	-	-	-
Stage 2	246	149	-	331	272	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.9	13.2	1.2	0.2
HCM LOS	C	B		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	638	-	-	104	372	442	575	-	-
HCM Lane V/C Ratio	0.213	-	-	0.146	0.377	0.005	0.03	-	-
HCM Control Delay (s)	12.163	-	-	45.5	20.4	13.2	11.456	-	-
HCM Lane LOS	B			E	C	B	B		
HCM 95th %tile Q(veh)	0.802	-	-	0.492	1.714	0.015	0.093	-	-

Notes

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

Intersection

Intersection Delay, s/veh 4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	183	59	130	85	48	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	199	64	141	92	52	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	263	0	606	231
Stage 1	-	-	-	-	231	-
Stage 2	-	-	-	-	375	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1301	-	460	808
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	695	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1301	-	408	808
Mov Capacity-2 Maneuver	-	-	-	-	408	-
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	616	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.9	13.2
HCM LOS			B

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	549	-	-	1301	-
HCM Lane V/C Ratio	0.198	-	-	0.109	-
HCM Control Delay (s)	13.2	-	-	8.104	0
HCM Lane LOS	B			A	A
HCM 95th %tile Q(veh)	0.731	-	-	0.365	-

Notes

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

Intersection	
Intersection Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	234	0	0	215	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	254	0	0	234	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	254	0	488	254
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	234	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1311	-	539	785
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	805	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1311	-	539	785
Mov Capacity-2 Maneuver	-	-	-	-	539	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	805	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	0	-	-	1311	-
HCM Lane V/C Ratio	+	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A			A	
HCM 95th %tile Q(veh)	+	-	-	0	-

Notes

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	275	12	0	173	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	299	13	0	188	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			312		493	305
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			312		493	305
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1248		535	734

Direction, Lane #	EB 1	WB 1
Volume Total	312	188
Volume Left	0	0
Volume Right	13	0
cSH	1700	1248
Volume to Capacity	0.18	0.00
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	18.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	105	170	131	136	59	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	185	142	148	64	46

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	290	0	-	0	629	216
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	413	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1272	-	-	-	446	824
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	668	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1272	-	-	-	401	824
Mov Capacity-2 Maneuver	-	-	-	-	401	-
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	601	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	14
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1272	-	-	-	510
HCM Lane V/C Ratio	0.09	-	-	-	0.215
HCM Control Delay (s)	8.109	0	-	-	14
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.295	-	-	-	0.81

Notes

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

Intersection	
Intersection Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	229	0	6	267	0	0	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	249	0	7	290	0	0	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	290	0	0	249	0	0	552	552	249	553	552	290
Stage 1	-	-	-	-	-	-	249	249	-	303	303	-
Stage 2	-	-	-	-	-	-	303	303	-	250	249	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1272	-	-	1317	-	-	444	442	790	444	442	749
Stage 1	-	-	-	-	-	-	755	701	-	706	664	-
Stage 2	-	-	-	-	-	-	706	664	-	754	701	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1272	-	-	1317	-	-	442	439	790	441	439	749
Mov Capacity-2 Maneuver	-	-	-	-	-	-	442	439	-	441	439	-
Stage 1	-	-	-	-	-	-	755	701	-	706	660	-
Stage 2	-	-	-	-	-	-	702	660	-	752	701	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	9.6	0
HCM LOS			A	A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	790	1272	-	-	1317	-	-	0
HCM Lane V/C Ratio	0.003	-	-	-	0.005	-	-	+
HCM Control Delay (s)	9.6	0	-	-	7.747	0	-	0
HCM Lane LOS	A	A			A	A		A
HCM 95th %tile Q(veh)	0.008	0	-	-	0.015	-	-	+

Notes

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	822	49	0	616
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	893	53	0	670
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			185			
pX, platoon unblocked	0.86	0.86			0.86	
vC, conflicting volume	1255	473			947	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	976	69			618	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	214	844			826	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	596	351	335	335
Volume Left	0	0	0	0
Volume Right	0	53	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.35	0.21	0.20	0.20
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	27.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	20	822	0	0	585
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	893	0	0	636

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1211	447	0	0	893	0
Stage 1	893	-	-	-	-	-
Stage 2	318	-	-	-	-	-
Follow-up Headway	3.52	3.32	-	-	2.22	-
Pot Capacity-1 Maneuver	175	559	-	-	755	-
Stage 1	360	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	175	559	-	-	755	-
Mov Capacity-2 Maneuver	175	-	-	-	-	-
Stage 1	360	-	-	-	-	-
Stage 2	710	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0
HCM LOS	B		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	559	755	-
HCM Lane V/C Ratio	-	-	0.039	-	-
HCM Control Delay (s)	-	-	11.7	0	-
HCM Lane LOS			B	A	
HCM 95th %tile Q(veh)	-	-	0.121	0	-

Notes

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

Intersection	
Intersection Delay, s/veh	0

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	12	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	0	0	0	0	0	0	0	0	0	0

Major/Minor	Major1					Minor1			Minor2		
Conflicting Flow All	0	0	0			13	13	13	13	13	0
Stage 1	-	-	-			13	13	-	0	0	-
Stage 2	-	-	-			0	0	-	13	13	-
Follow-up Headway	-	-	-			3.518	4.018	3.318	3.518	4.018	-
Pot Capacity-1 Maneuver	-	-	-			1006	881	1067	1006	881	-
Stage 1	-	-	-			1010	885	-	-	-	-
Stage 2	-	-	-			-	-	-	1010	885	-
Time blocked-Platoon, %		-	-								
Mov Capacity-1 Maneuver	-	-	-			1006	0	1067	1006	0	-
Mov Capacity-2 Maneuver	-	-	-			1006	0	-	1006	0	-
Stage 1	-	-	-			1010	0	-	-	0	-
Stage 2	-	-	-			-	0	-	1010	0	-

Approach	SE	NE	SW
HCM Control Delay, s	0	0	0
HCM LOS		A	A

Minor Lane / Major Mvmt	NELn1	SEL	SET	SER	SWLn1
Capacity (veh/h)	0	-	-	-	+
HCM Lane V/C Ratio	+	-	-	-	+
HCM Control Delay (s)	0	0	-	-	0
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	+	-	-	-	+

Notes

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

Intersection	
Intersection Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	142	230	98	37	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	154	250	107	40	0	73

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	147	0	-	0	686	127
Stage 1	-	-	-	-	127	-
Stage 2	-	-	-	-	559	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1435	-	-	-	413	923
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	572	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1435	-	-	-	361	923
Mov Capacity-2 Maneuver	-	-	-	-	361	-
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	501	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	9.2
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1435	-	-	-	923
HCM Lane V/C Ratio	0.108	-	-	-	0.079
HCM Control Delay (s)	7.811	0	-	-	9.2
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.361	-	-	-	0.256

Notes

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

Intersection	
Intersection Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	230	135	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	250	147	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	147	0	-	0	397	147
Stage 1	-	-	-	-	147	-
Stage 2	-	-	-	-	250	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1435	-	-	-	608	900
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	792	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1435	-	-	-	608	900
Mov Capacity-2 Maneuver	-	-	-	-	608	-
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1435	-	-	-	0
HCM Lane V/C Ratio	-	-	-	-	+
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A				A
HCM 95th %tile Q(veh)	0	-	-	-	+

Notes

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

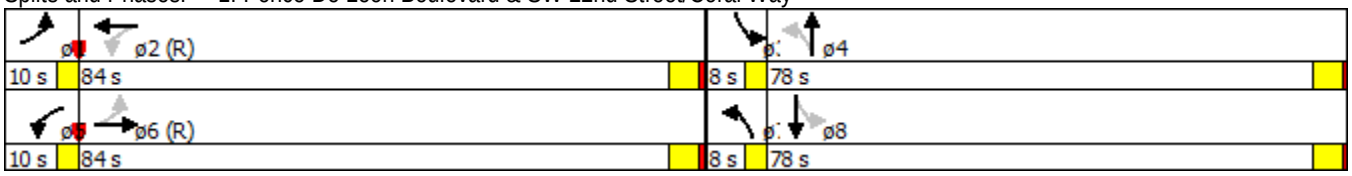
PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	73	534	168	882	119	549	115	539
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.0	28.0	9.0	28.0	8.0	27.8	8.0	27.8
Total Split (s)	10.0	84.0	10.0	84.0	8.0	78.0	8.0	78.0
Total Split (%)	5.6%	46.7%	5.6%	46.7%	4.4%	43.3%	4.4%	43.3%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	0.8	0.0	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0	3.0	4.8	3.0	4.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 91 (51%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & SW 22nd Street/Coral Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	73	534	84	168	882	69	119	549	215	115	539	85
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.90	0.97		0.90	0.98		0.95	0.99		0.95
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	190.0
Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Cap, veh/h	250	1032	139	379	1219	88	361	954	311	316	1147	155
Arrive On Green	0.06	0.43	0.43	0.11	0.48	0.48	0.06	0.36	0.36	0.06	0.36	0.36
Sat Flow, veh/h	1774	3165	426	1774	3407	245	1774	2651	865	1774	3189	432
Grp Volume(v), veh/h	74	316	296	170	487	468	120	389	348	116	317	301
Grp Sat Flow(s),veh/h/ln	1774	1863	1729	1774	1863	1789	1774	1863	1654	1774	1863	1758
Q Serve(g_s), s	2.4	11.0	11.1	5.1	18.6	18.6	3.7	15.0	15.1	3.6	11.6	11.7
Cycle Q Clear(g_c), s	2.4	11.0	11.1	5.1	18.6	18.6	3.7	15.0	15.1	3.6	11.6	11.7
Prop In Lane	1.00		0.25	1.00		0.14	1.00		0.52	1.00		0.25
Lane Grp Cap(c), veh/h	250	607	563	379	666	640	361	670	595	316	670	632
V/C Ratio(X)	0.30	0.52	0.53	0.45	0.73	0.73	0.33	0.58	0.58	0.37	0.47	0.48
Avail Cap(c_a), veh/h	306	1664	1544	379	1664	1598	361	1542	1369	316	1542	1455
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	20.0	20.0	15.7	19.8	19.8	17.1	22.9	23.0	17.7	21.8	21.9
Incr Delay (d2), s/veh	0.2	3.2	3.5	0.3	6.9	7.2	0.2	0.9	1.0	0.3	0.6	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	1.0	5.2	4.9	2.1	8.8	8.5	1.6	7.0	6.3	1.6	5.4	5.1
Lane Grp Delay (d), s/veh	19.7	23.2	23.5	16.0	26.7	27.0	17.3	23.8	24.0	17.9	22.5	22.6
Lane Grp LOS	B	C	C	B	C	C	B	C	C	B	C	C
Approach Vol, veh/h		686			1125			857			734	
Approach Delay, s/veh		22.9			25.2			23.0			21.8	
Approach LOS		C			C			C			C	

Timer												
Assigned Phs	1	6		5	2		7	4		3	8	
Phs Duration (G+Y+Rc), s	7.2	33.8		10.0	36.6		8.0	36.6		8.0	36.6	
Change Period (Y+Rc), s	3.0	5.0		3.0	5.0		3.0	4.8		3.0	4.8	
Max Green Setting (Gmax), s	7.0	79.0		7.0	79.0		5.0	73.2		5.0	73.2	
Max Q Clear Time (g_c+I1), s	4.4	13.1		7.1	20.6		5.7	17.1		5.6	13.7	
Green Ext Time (p_c), s	0.0	11.1		0.0	11.0		0.0	14.7		0.0	14.9	

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

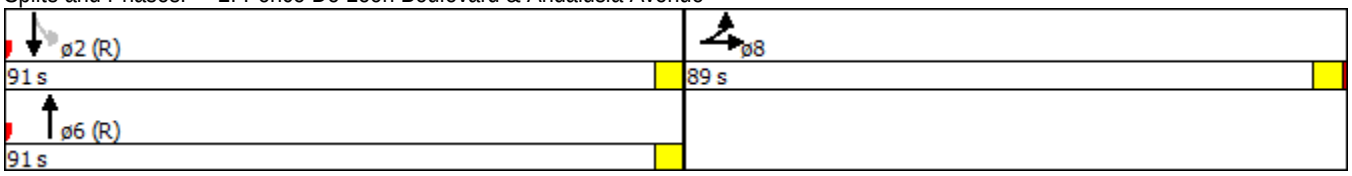
Notes

Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	70	447	833	61	783
Turn Type	Split	NA	NA	Perm	NA
Protected Phases	8	8	6		2
Permitted Phases				2	
Detector Phase	8	8	6	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.8	27.8	22.0	22.0	22.0
Total Split (s)	89.0	89.0	91.0	91.0	91.0
Total Split (%)	49.4%	49.4%	50.6%	50.6%	50.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.0	4.0	4.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 39 (22%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 2: Ponce De Leon Boulevard & Andalusia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	70	447	121	0	0	0	0	833	114	61	783	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96				1.00		0.96	0.99		1.00
Parking Bus Adj	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				0.0	186.3	190.0	186.3	186.3	0.0
Lanes	1	2	0				0	2	0	1	2	0
Cap, veh/h	585	974	207				0	1424	177	340	1642	0
Arrive On Green	0.33	0.33	0.33				0.00	0.59	0.59	0.59	0.59	0.00
Sat Flow, veh/h	1774	2956	629				0	3231	402	569	3725	0
Grp Volume(v), veh/h	73	292	274				0	500	476	64	816	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1722				0	1863	1770	569	1863	0
Q Serve(g_s), s	1.1	4.8	4.9				0.0	6.6	6.6	3.3	4.9	0.0
Cycle Q Clear(g_c), s	1.1	4.8	4.9				0.0	6.6	6.6	9.9	4.9	0.0
Prop In Lane	1.00		0.37				0.00		0.23	1.00		0.00
Lane Grp Cap(c), veh/h	585	614	568				0	821	780	340	1642	0
V/C Ratio(X)	0.12	0.48	0.48				0.00	0.61	0.61	0.19	0.50	0.00
Avail Cap(c_a), veh/h	3896	4090	3782				0	4226	4016	1380	8453	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.93	0.93	0.77	0.77	0.00
Uniform Delay (d), s/veh	9.0	10.2	10.2				0.0	5.8	5.8	9.0	5.4	0.0
Incr Delay (d2), s/veh	0.1	0.4	0.5				0.0	3.1	3.3	0.9	0.8	0.0
Initial Q Delay(d3),s/veh	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	0.4	1.9	1.7				0.0	2.6	2.5	0.4	1.6	0.0
Lane Grp Delay (d), s/veh	9.1	10.6	10.7				0.0	8.9	9.1	9.9	6.3	0.0
Lane Grp LOS	A	B	B					A	A	A	A	
Approach Vol, veh/h		639						976			880	
Approach Delay, s/veh		10.5						9.0			6.5	
Approach LOS		B						A			A	

Timer												
Assigned Phs		8						6			2	
Phs Duration (G+Y+Rc), s		17.4						20.9			20.9	
Change Period (Y+Rc), s		4.8						4.0			4.0	
Max Green Setting (Gmax), s		84.2						87.0			87.0	
Max Q Clear Time (g_c+I1), s		6.9						8.6			11.9	
Green Ext Time (p_c), s		3.1						5.0			5.0	

Intersection Summary												
HCM 2010 Ctrl Delay			8.5									
HCM 2010 LOS			A									

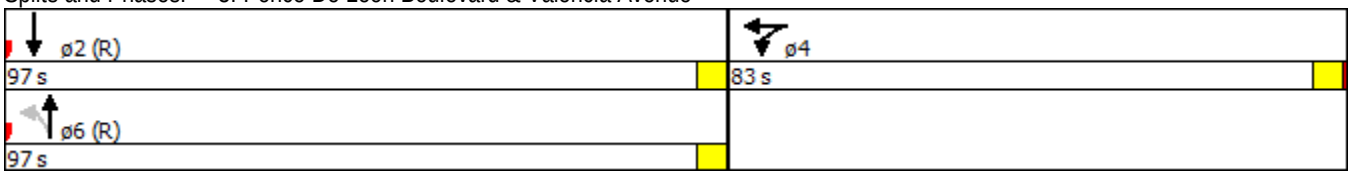
Notes

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	624	83	868	748
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.7	22.3	22.3	22.3
Total Split (s)	83.0	97.0	97.0	97.0
Total Split (%)	46.1%	53.9%	53.9%	53.9%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.7	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	4.3	4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 37 (21%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 3: Ponce De Leon Boulevard & Valencia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	114	624	127	83	868	0	0	748	158
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.96	0.99		1.00	1.00		0.97
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	186.3	186.3	0.0	0.0	186.3	190.0
Lanes				0	3	0	1	2	0	0	2	0
Cap, veh/h				260	1517	260	301	1657	0	0	1352	251
Arrive On Green				0.12	0.12	0.12	0.59	0.59	0.00	0.00	0.59	0.59
Sat Flow, veh/h				688	4018	689	577	3725	0	0	3040	565
Grp Volume(v), veh/h				329	305	282	90	943	0	0	498	466
Grp Sat Flow(s),veh/h/ln				1828	1863	1703	577	1863	0	0	1863	1742
Q Serve(g_s), s				8.5	7.7	7.8	6.3	7.9	0.0	0.0	8.6	8.6
Cycle Q Clear(g_c), s				8.5	7.7	7.8	14.9	7.9	0.0	0.0	8.6	8.6
Prop In Lane				0.38		0.40	1.00		0.00	0.00		0.32
Lane Grp Cap(c), veh/h				690	703	643	301	1657	0	0	828	775
V/C Ratio(X)				0.48	0.43	0.44	0.30	0.57	0.00	0.00	0.60	0.60
Avail Cap(c_a), veh/h				2828	2881	2635	1100	6822	0	0	3411	3189
HCM Platoon Ratio				0.33	0.33	0.33	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				0.54	0.54	0.54	0.89	0.89	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				17.5	17.1	17.2	12.2	7.4	0.0	0.0	7.5	7.5
Incr Delay (d2), s/veh				0.2	0.2	0.2	2.3	1.3	0.0	0.0	3.1	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
%ile Back of Q (50%), veh/ln				4.2	3.8	3.6	0.9	2.9	0.0	0.0	3.5	3.3
Lane Grp Delay (d), s/veh				17.7	17.3	17.4	14.5	8.6	0.0	0.0	10.6	10.8
Lane Grp LOS				B	B	B	B	A			B	B
Approach Vol, veh/h					916			1033			964	
Approach Delay, s/veh					17.5			9.1			10.7	
Approach LOS					B			A			B	

Timer	
Assigned Phs	4 6 2
Phs Duration (G+Y+Rc), s	23.8 26.8 26.8
Change Period (Y+Rc), s	4.7 4.3 4.3
Max Green Setting (Gmax), s	78.3 92.7 92.7
Max Q Clear Time (g_c+I1), s	10.5 16.9 10.6
Green Ext Time (p_c), s	5.2 5.6 5.6

Intersection Summary	
HCM 2010 Ctrl Delay	12.3
HCM 2010 LOS	B

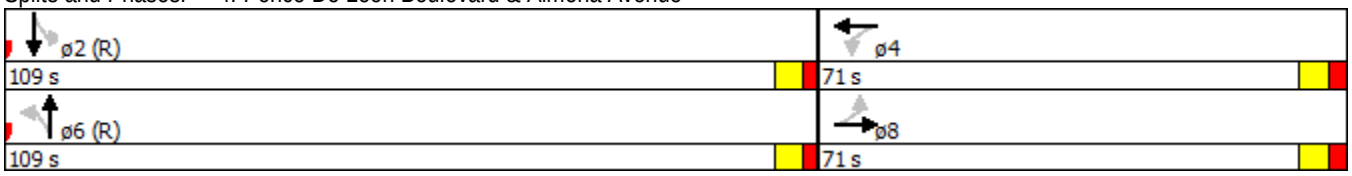
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	18	109	49	150	40	834	77	777
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	32.6	32.6	32.6	32.6	24.0	24.0	24.0	24.0
Total Split (s)	71.0	71.0	71.0	71.0	109.0	109.0	109.0	109.0
Total Split (%)	39.4%	39.4%	39.4%	39.4%	60.6%	60.6%	60.6%	60.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 42 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: Ponce De Leon Boulevard & Almeria Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	109	15	49	150	45	40	834	54	77	777	11
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		0.99	1.00		0.99	0.99		0.98	1.00		0.98
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	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	186.3	186.3	190.0
Lanes	0	1	0	0	1	0	0	2	0	1	2	0
Cap, veh/h	122	375	35	159	295	67	125	1427	81	327	1667	22
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	105	1526	144	227	1200	274	71	3139	178	586	3667	48
Grp Volume(v), veh/h	148	0	0	255	0	0	509	0	483	83	424	422
Grp Sat Flow(s),veh/h/ln	1775	0	0	1701	0	0	1729	0	1659	586	1863	1853
Q Serve(g_s), s	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	7.9	4.7	5.4	5.4
Cycle Q Clear(g_c), s	2.8	0.0	0.0	5.4	0.0	0.0	7.1	0.0	7.9	12.6	5.4	5.4
Prop In Lane	0.13		0.08	0.21		0.16	0.08		0.11	1.00		0.03
Lane Grp Cap(c), veh/h	533	0	0	521	0	0	879	0	754	327	847	842
V/C Ratio(X)	0.28	0.00	0.00	0.49	0.00	0.00	0.58	0.00	0.64	0.25	0.50	0.50
Avail Cap(c_a), veh/h	2729	0	0	2639	0	0	4083	0	4063	1496	4563	4539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	13.0	0.0	0.0	14.0	0.0	0.0	5.9	0.0	6.1	10.2	5.6	5.6
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	0.0	2.8	0.0	4.2	1.7	1.9	1.9
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	1.1	0.0	0.0	2.1	0.0	0.0	2.6	0.0	2.8	0.7	2.1	2.1
Lane Grp Delay (d), s/veh	13.2	0.0	0.0	14.5	0.0	0.0	8.7	0.0	10.2	11.9	7.5	7.6
Lane Grp LOS	B			B			A		B	B	A	A
Approach Vol, veh/h		148			255			992			929	
Approach Delay, s/veh		13.2			14.5			9.5			7.9	
Approach LOS		B			B			A			A	

Timer				
Assigned Phs	8	4	6	2
Phs Duration (G+Y+Rc), s	16.9	16.9	25.1	25.1
Change Period (Y+Rc), s	6.6	6.6	6.0	6.0
Max Green Setting (Gmax), s	64.4	64.4	103.0	103.0
Max Q Clear Time (g_c+I1), s	4.8	7.4	9.9	14.6
Green Ext Time (p_c), s	2.1	2.0	4.5	4.5

Intersection Summary	
HCM 2010 Ctrl Delay	9.6
HCM 2010 LOS	A

Notes

Intersection	
Intersection Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	153	0	0	1182	162
Conflicting Peds, #/hr	0	5	0	0	0	15
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	161	0	0	1244	171

Major/Minor	Minor2		Major2	
Conflicting Flow All	1334	711	-	0
Stage 1	1334	-	-	-
Stage 2	0	-	-	-
Follow-up Headway	3.52	3.32	-	-
Pot Capacity-1 Maneuver	112	375	-	-
Stage 1	162	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %			-	-
Mov Capacity-1 Maneuver	111	373	-	-
Mov Capacity-2 Maneuver	111	-	-	-
Stage 1	161	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	21.8	0
HCM LOS	C	

Minor Lane / Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	373	-	-
HCM Lane V/C Ratio	0.432	-	-
HCM Control Delay (s)	21.8	-	-
HCM Lane LOS	C		
HCM 95th %tile Q(veh)	2.111	-	-

Notes

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

Intersection	
Intersection Delay, s/veh	14.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	321	1105	192	0	0
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	357	1228	213	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	1334	720	0	0
Stage 1	1334	-	-	-
Stage 2	0	-	-	-
Follow-up Headway	3.52	3.32	-	-
Pot Capacity-1 Maneuver	112	370	-	-
Stage 1	162	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %			-	-
Mov Capacity-1 Maneuver	111	370	-	-
Mov Capacity-2 Maneuver	111	-	-	-
Stage 1	162	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	72.1	0
HCM LOS	F	

Minor Lane / Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	370
HCM Lane V/C Ratio	-	-	0.964
HCM Control Delay (s)	-	-	72.1
HCM Lane LOS			F
HCM 95th %tile Q(veh)	-	-	10.762

Notes

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

Intersection	
Intersection Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	201	0	0	1282	46
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	218	0	0	1393	50

Major/Minor	Minor2		Major2	
Conflicting Flow All	1418	721	-	0
Stage 1	1418	-	-	-
Stage 2	0	-	-	-
Follow-up Headway	3.52	3.32	-	-
Pot Capacity-1 Maneuver	97	370	-	-
Stage 1	144	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %			-	-
Mov Capacity-1 Maneuver	97	370	-	-
Mov Capacity-2 Maneuver	97	-	-	-
Stage 1	144	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	27.8	0
HCM LOS	D	

Minor Lane / Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	370	-	-
HCM Lane V/C Ratio	0.59	-	-
HCM Control Delay (s)	27.8	-	-
HCM Lane LOS	D		
HCM 95th %tile Q(veh)	3.63	-	-

Notes

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

Intersection	
Intersection Delay, s/veh	20

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	323	1011	342	0	0
Conflicting Peds, #/hr	0	11	0	21	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	363	1136	384	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	1339	770	0	0
Stage 1	1339	-	-	-
Stage 2	0	-	-	-
Follow-up Headway	3.52	3.32	-	-
Pot Capacity-1 Maneuver	111	# 343	-	-
Stage 1	161	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %			-	-
Mov Capacity-1 Maneuver	108	# 340	-	-
Mov Capacity-2 Maneuver	108	-	-	-
Stage 1	160	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	103.7	0
HCM LOS	F	

Minor Lane / Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	340
HCM Lane V/C Ratio	-	-	1.067
HCM Control Delay (s)	-	-	103.7
HCM Lane LOS			F
HCM 95th %tile Q(veh)	-	-	13.186

Notes

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

Intersection	
Intersection Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	60	0	835	1001	25
Conflicting Peds, #/hr	4	0	7	0	0	7
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	62	0	870	1043	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1495	545	1073	0	-	0
Stage 1	1060	-	-	-	-	-
Stage 2	435	-	-	-	-	-
Follow-up Headway	3.52	3.32	2.22	-	-	-
Pot Capacity-1 Maneuver	114	482	645	-	-	-
Stage 1	294	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	113	478	641	-	-	-
Mov Capacity-2 Maneuver	113	-	-	-	-	-
Stage 1	293	-	-	-	-	-
Stage 2	618	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	0	0
HCM LOS	B		

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	641	-	478	-	-
HCM Lane V/C Ratio	-	-	0.131	-	-
HCM Control Delay (s)	0	-	13.7	-	-
HCM Lane LOS	A		B		
HCM 95th %tile Q(veh)	0	-	0.447	-	-

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	0	897	714	380
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	944	752	400
Pedestrians	8					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				129		
pX, platoon unblocked	0.82					
vC, conflicting volume	1432	584	1160			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1081	584	1160			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	174	455	598			

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	472	472	501	651
Volume Left	0	0	0	0
Volume Right	0	0	0	400
cSH	1700	1700	1700	1700
Volume to Capacity	0.28	0.28	0.29	0.38
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

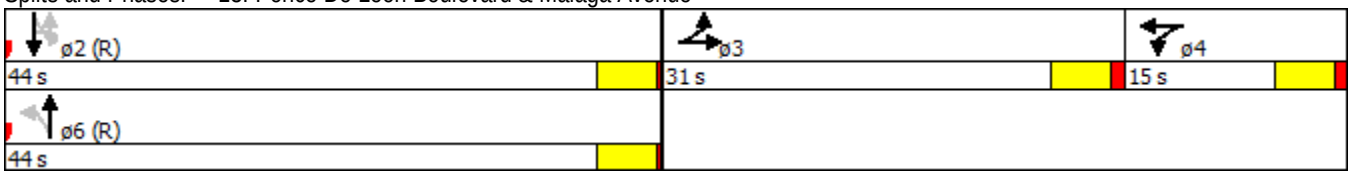
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	35.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations								
Volume (vph)	193	91	136	55	532	31	57	605
Turn Type	Split	NA	NA	Perm	NA	Perm	Perm	NA
Protected Phases	3	3	4		6			2
Permitted Phases				6		2	2	
Detector Phase	3	3	4	6	6	2	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	28.0	28.0	12.0	20.5	20.5	20.5	20.5	20.5
Total Split (s)	31.0	31.0	15.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	34.4%	34.4%	16.7%	48.9%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0
Total Lost Time (s)	5.0	5.0	5.0		4.3			4.3
Lead/Lag	Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 47 (52%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	193	91	18	177	136	121	55	532	212	31	57	605
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			4.3				4.3
Lane Util. Factor	0.95	0.95			1.00			0.95				0.95
Frpb, ped/bikes	1.00	1.00			1.00			0.99				1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00				1.00
Frt	1.00	0.98			0.96			0.96				1.00
Flt Protected	0.95	0.99			0.98			1.00				0.99
Satd. Flow (prot)	1681	1707			1757			3351				3515
Flt Permitted	0.95	0.99			0.98			0.78				0.61
Satd. Flow (perm)	1681	1707			1757			2612				2173
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.94	0.94
Adj. Flow (vph)	205	97	19	188	145	129	59	566	226	34	61	644
RTOR Reduction (vph)	0	7	0	0	11	0	0	46	0	0	0	0
Lane Group Flow (vph)	160	154	0	0	451	0	0	805	0	0	0	739
Confl. Peds. (#/hr)			20	20			7		14		14	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	Perm	NA
Protected Phases	3	3		4	4			6				2
Permitted Phases							6			2	2	
Actuated Green, G (s)	13.6	13.6			29.3			32.8				32.8
Effective Green, g (s)	13.6	13.6			29.3			32.8				32.8
Actuated g/C Ratio	0.15	0.15			0.33			0.36				0.36
Clearance Time (s)	5.0	5.0			5.0			4.3				4.3
Vehicle Extension (s)	2.5	2.5			2.5			1.0				1.0
Lane Grp Cap (vph)	254	257			572			951				791
v/s Ratio Prot	c0.10	0.09			c0.26							
v/s Ratio Perm								0.31				c0.34
v/c Ratio	0.63	0.60			0.79			0.85				0.93
Uniform Delay, d1	35.8	35.7			27.5			26.3				27.6
Progression Factor	1.00	1.00			1.00			1.00				1.00
Incremental Delay, d2	4.2	3.3			6.8			9.2				19.5
Delay (s)	40.0	39.0			34.4			35.5				47.1
Level of Service	D	D			C			D				D
Approach Delay (s)		39.5			34.4			35.5				47.1
Approach LOS		D			C			D				D

Intersection Summary

HCM 2000 Control Delay	39.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.3
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

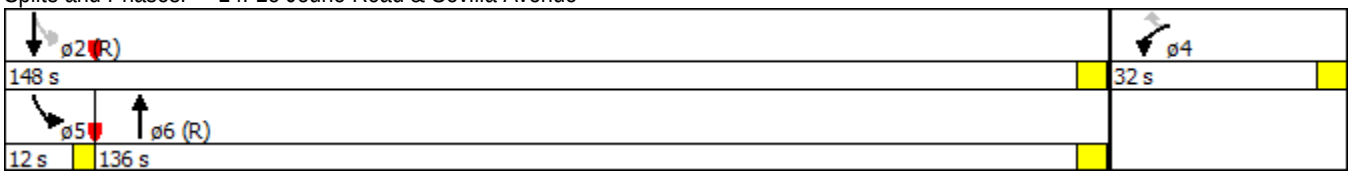
Movement	SBR
Lane Configurations	
Volume (vph)	0
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	7
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	169	166	1039	59	1343
Turn Type	NA	Perm	NA	pm+pt	NA
Protected Phases	4		6	5	2
Permitted Phases		4		2	
Detector Phase	4	4	6	5	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	16.0	5.0	16.0
Minimum Split (s)	24.2	24.2	20.5	9.0	20.5
Total Split (s)	32.0	32.0	136.0	12.0	148.0
Total Split (%)	17.8%	17.8%	75.6%	6.7%	82.2%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.2	0.2	0.4	0.0	0.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.4	3.0	4.4
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 108 (60%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 14: Le Jeune Road & Sevilla Avenue



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	169	166	1039	29	59	1343
Number	7	14	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	190.0	186.3	186.3
Lanes	1	1	2	0	1	2
Cap, veh/h	299	267	1729	42	436	2294
Arrive On Green	0.17	0.17	0.63	0.63	0.08	0.82
Sat Flow, veh/h	1774	1583	3621	88	1774	3725
Grp Volume(v), veh/h	180	106	568	564	63	1429
Grp Sat Flow(s),veh/h/ln	1774	1583	1863	1847	1774	1863
Q Serve(g_s), s	3.7	2.4	7.5	7.5	0.6	5.6
Cycle Q Clear(g_c), s	3.7	2.4	7.5	7.5	0.6	5.6
Prop In Lane	1.00	1.00		0.05	1.00	
Lane Grp Cap(c), veh/h	299	267	889	882	436	2294
V/C Ratio(X)	0.60	0.40	0.64	0.64	0.14	0.62
Avail Cap(c_a), veh/h	1238	1105	6155	6104	725	13433
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	14.8	5.2	5.2	4.6	1.9
Incr Delay (d2), s/veh	1.5	0.7	3.5	3.5	0.1	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.6	0.1	2.7	2.7	0.2	1.3
Lane Grp Delay (d), s/veh	16.8	15.5	8.7	8.7	4.7	3.2
Lane Grp LOS	B	B	A	A	A	A
Approach Vol, veh/h	286		1132			1492
Approach Delay, s/veh	16.3		8.7			3.2
Approach LOS	B		A			A

Timer						
Assigned Phs			6		5	2
Phs Duration (G+Y+Rc), s			23.4		5.5	28.9
Change Period (Y+Rc), s			4.4		3.0	4.4
Max Green Setting (Gmax), s			131.6		9.0	143.6
Max Q Clear Time (g_c+I1), s			9.5		2.6	7.6
Green Ext Time (p_c), s			9.5		0.0	9.5

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

Notes

Intersection	
Intersection Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	40	65	997	48	48	1502
Conflicting Peds, #/hr	1	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	67	1028	49	49	1548

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1927	542	0	0	1078	0
Stage 1	1054	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Follow-up Headway	3.52	3.32	-	-	2.22	-
Pot Capacity-1 Maneuver	58	485	-	-	643	-
Stage 1	296	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	53	484	-	-	642	-
Mov Capacity-2 Maneuver	168	-	-	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	340	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.5	0	0.3
HCM LOS	D		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	282	642	-
HCM Lane V/C Ratio	-	-	0.384	0.077	-
HCM Control Delay (s)	-	-	25.5	11.075	-
HCM Lane LOS			D	B	
HCM 95th %tile Q(veh)	-	-	1.731	0.25	-

Notes

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

Intersection	
Intersection Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	17	96	1109	7	8	1452
Conflicting Peds, #/hr	1	0	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	100	1155	7	8	1512

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1933	588	0	0	1164	0
Stage 1	1160	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Follow-up Headway	3.52	3.32	-	-	2.22	-
Pot Capacity-1 Maneuver	58	452	-	-	596	-
Stage 1	260	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	57	449	-	-	593	-
Mov Capacity-2 Maneuver	169	-	-	-	-	-
Stage 1	260	-	-	-	-	-
Stage 2	408	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.8	0	0.1
HCM LOS	C		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	359	593	-
HCM Lane V/C Ratio	-	-	0.328	0.014	-
HCM Control Delay (s)	-	-	19.8	11.157	-
HCM Lane LOS			C	B	
HCM 95th %tile Q(veh)	-	-	1.399	0.043	-

Notes

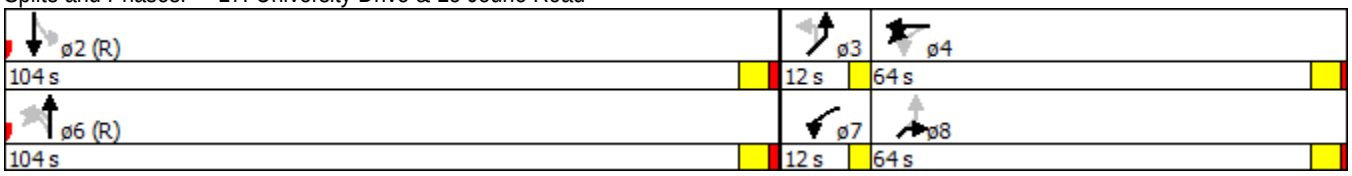
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL2	NEL	NER
Lane Configurations											
Volume (vph)	310	400	72	13	59	881	25	946	17	130	205
Turn Type	pm+pt	custom	NA	Perm	Perm	NA	Perm	NA	Perm	NA	custom
Protected Phases	7	4	4			6		2		3	8
Permitted Phases	4	4	4	6	6	6	2	2	3	8	8
Detector Phase	7	4	4	6	6	6	2	2	3	3	8
Switch Phase											
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	7.0
Minimum Split (s)	11.0	23.0	23.0	25.6	25.6	25.6	25.6	25.6	8.0	8.0	23.0
Total Split (s)	12.0	64.0	64.0	104.0	104.0	104.0	104.0	104.0	12.0	12.0	64.0
Total Split (%)	6.7%	35.6%	35.6%	57.8%	57.8%	57.8%	57.8%	57.8%	6.7%	6.7%	35.6%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.6	1.6	1.6	1.6	1.6	0.0	0.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.0		5.0		5.6	5.6	5.6	5.6		3.0	5.0
Lead/Lag	Lead	Lag	Lag						Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 179 (99%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 17: University Drive & Le Jeune Road



Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Volume (vph)	310	400	72	16	13	59	881	75	25	946	366	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	0.97		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		1.00			1.00	0.99		1.00	0.96		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1674		1689			1770	3487		1770	3275		
Flt Permitted	0.43		0.96			0.08	1.00		0.20	1.00		
Satd. Flow (perm)	761		1689			158	3487		369	3275		
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)	326	421	76	17	14	62	927	79	26	996	385	31
RTOR Reduction (vph)	0	0	1	0	0	0	4	0	0	1	0	0
Lane Group Flow (vph)	293	0	546	0	0	76	1002	0	26	1411	0	0
Confl. Peds. (#/hr)	10	10		10	10	10		10	10		10	10
Turn Type	pm+pt	custom	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7	4	4				6			2		
Permitted Phases	4	4	4		6	6	6		2	2		
Actuated Green, G (s)	73.1		60.3			96.3	96.3		96.3	96.3		
Effective Green, g (s)	73.1		60.3			96.3	96.3		96.3	96.3		
Actuated g/C Ratio	0.41		0.33			0.53	0.53		0.53	0.53		
Clearance Time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Vehicle Extension (s)	2.0		2.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	379		565			84	1865		197	1752		
v/s Ratio Prot	c0.06		c0.32				0.29			0.43		
v/s Ratio Perm	0.25					c0.48			0.07			
v/c Ratio	0.77		0.97			0.90	0.54		0.13	0.81		
Uniform Delay, d1	45.9		58.9			37.7	27.3		20.9	34.2		
Progression Factor	1.00		1.00			1.00	1.00		0.89	0.85		
Incremental Delay, d2	8.7		29.3			74.4	1.1		1.2	3.6		
Delay (s)	54.6		88.2			112.1	28.4		19.9	32.6		
Level of Service	D		F			F	C		B	C		
Approach Delay (s)			76.5				34.3			32.3		
Approach LOS			E				C			C		

Intersection Summary

HCM 2000 Control Delay	44.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	100.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	NEL2	NEL	NER	NER2
Lane Configurations				
Volume (vph)	17	130	205	25
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	
Lane Util. Factor		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	
Flpb, ped/bikes		0.98	1.00	
Frt		1.00	0.85	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1730	1583	
Flt Permitted		0.76	1.00	
Satd. Flow (perm)		1379	1583	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95
Adj. Flow (vph)	18	137	216	26
RTOR Reduction (vph)	0	0	23	0
Lane Group Flow (vph)	0	155	219	0
Confl. Peds. (#/hr)		10	10	10
Turn Type	Perm	NA	custom	
Protected Phases		3	8	
Permitted Phases	3	8	8	
Actuated Green, G (s)		66.1	56.3	
Effective Green, g (s)		66.1	56.3	
Actuated g/C Ratio		0.37	0.31	
Clearance Time (s)		3.0	5.0	
Vehicle Extension (s)		2.0	2.5	
Lane Grp Cap (vph)		525	495	
v/s Ratio Prot		0.02	0.14	
v/s Ratio Perm		0.09		
v/c Ratio		0.30	0.44	
Uniform Delay, d1		39.6	49.3	
Progression Factor		1.00	1.00	
Incremental Delay, d2		0.1	0.5	
Delay (s)		39.7	49.8	
Level of Service		D	D	
Approach Delay (s)		45.8		
Approach LOS		D		

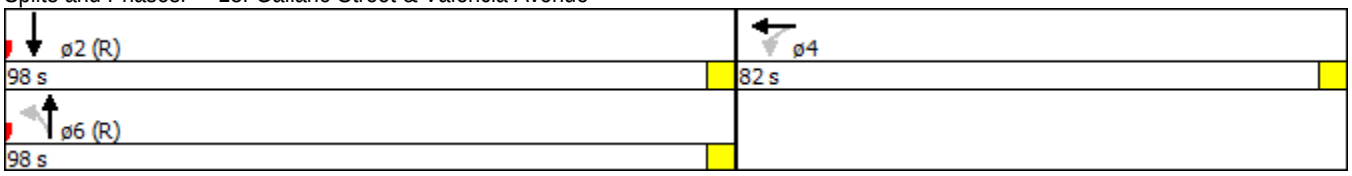
Intersection Summary

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	379	38	213	220
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases	4	6	6	2
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	22.1	22.1	22.1	22.1
Total Split (s)	82.0	98.0	98.0	98.0
Total Split (%)	45.6%	54.4%	54.4%	54.4%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.1		4.1	4.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 65 (36%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 18: Galiano Street & Valencia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	43	379	82	38	213	0	0	220	154
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	190.0	186.3	0.0	0.0	186.3	190.0
Lanes				0	3	0	0	1	0	0	1	0
Cap, veh/h				140	1302	197	222	537	0	0	386	221
Arrive On Green				0.30	0.30	0.30	0.46	0.46	0.00	0.00	0.46	0.46
Sat Flow, veh/h				464	4321	654	129	1542	0	0	1107	635
Grp Volume(v), veh/h				190	174	167	279	0	0	0	0	384
Grp Sat Flow(s),veh/h/ln				1840	1863	1737	1671	0	0	0	0	1742
Q Serve(g_s), s				1.9	1.7	1.7	0.1	0.0	0.0	0.0	0.0	3.9
Cycle Q Clear(g_c), s				1.9	1.7	1.7	4.0	0.0	0.0	0.0	0.0	3.9
Prop In Lane				0.25		0.38	0.15		0.00	0.00		0.36
Lane Grp Cap(c), veh/h				554	561	523	759	0	0	0	0	607
V/C Ratio(X)				0.34	0.31	0.32	0.37	0.00	0.00	0.00	0.00	0.63
Avail Cap(c_a), veh/h				6126	6203	5784	6787	0	0	0	0	6993
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				6.4	6.3	6.3	4.7	0.0	0.0	0.0	0.0	5.1
Incr Delay (d2), s/veh				0.3	0.2	0.3	1.4	0.0	0.0	0.0	0.0	5.0
Initial Q Delay(d3),s/veh				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				0.6	0.6	0.5	0.9	0.0	0.0	0.0	0.0	1.7
Lane Grp Delay (d), s/veh				6.6	6.5	6.6	6.1	0.0	0.0	0.0	0.0	10.1
Lane Grp LOS				A	A	A	A					B
Approach Vol, veh/h					532			279			384	
Approach Delay, s/veh					6.6			6.1			10.1	
Approach LOS					A			A			B	

Timer												
Assigned Phs					4			6			2	
Phs Duration (G+Y+Rc), s					11.1			12.2			12.2	
Change Period (Y+Rc), s					4.1			4.1			4.1	
Max Green Setting (Gmax), s					77.9			93.9			93.9	
Max Q Clear Time (g_c+I1), s					3.9			6.0			5.9	
Green Ext Time (p_c), s					2.7			1.4			1.4	

Intersection Summary		
HCM 2010 Ctrl Delay		7.6
HCM 2010 LOS		A

Notes

Intersection	
Intersection Delay, s/veh	13.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	44	149	46	15	158	24	52	176	8	70	199	38
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	159	49	16	168	26	55	187	9	74	212	40
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.5	12.6	13.4	15.2
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	18%	8%	23%
Vol Thru, %	75%	62%	80%	65%
Vol Right, %	3%	19%	12%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	236	239	197	307
LT Vol	176	149	158	199
Through Vol	8	46	24	38
RT Vol	52	44	15	70
Lane Flow Rate	251	254	210	327
Geometry Grp	1	1	1	1
Degree of Util (X)	0.416	0.428	0.36	0.524
Departure Headway (Hd)	6.091	6.06	6.179	5.894
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	595	598	585	617
Service Time	4.091	4.069	4.189	3.894
HCM Lane V/C Ratio	0.422	0.425	0.359	0.53
HCM Control Delay	13.4	13.5	12.6	15.2
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	2	2.1	1.6	3

Notes

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

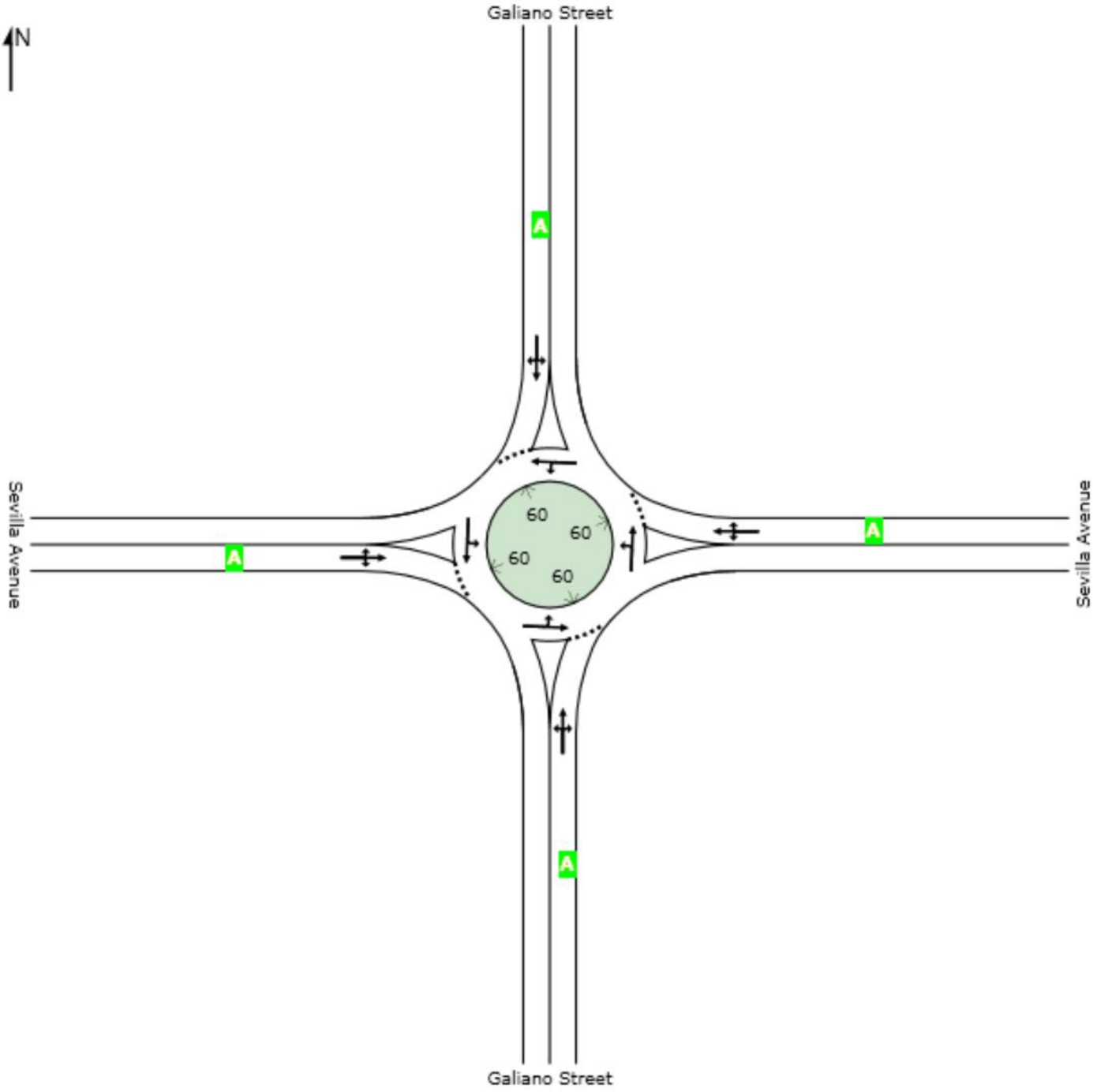
LEVEL OF SERVICE

Site: Sevilla Avenue and Galiano Street

Future Total PM
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	A	A	A	A	A



Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY

Site: Sevilla Avenue and Galiano Street

Future Total PM
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Galiano Street													
Lane 1[d]	127	3.0	823	0.155	100	5.9	LOS A	0.6	14.3	Full	1600	0.0	0.0
Approach	127	3.0		0.155		5.9	LOS A	0.6	14.3				
East: Sevilla Avenue													
Lane 1[d]	178	3.0	867	0.206	100	6.3	LOS A	0.8	20.1	Full	1600	0.0	0.0
Approach	178	3.0		0.206		6.3	LOS A	0.8	20.1				
North: Galiano Street													
Lane 1[d]	277	3.0	918	0.302	100	7.1	LOS A	1.3	33.1	Full	1600	0.0	0.0
Approach	277	3.0		0.302		7.1	LOS A	1.3	33.1				
West: Sevilla Avenue													
Lane 1[d]	289	3.0	919	0.315	100	7.3	LOS A	1.4	35.0	Full	1600	0.0	0.0
Approach	289	3.0		0.315		7.3	LOS A	1.4	35.0				
Intersection	872	3.0		0.315		6.8	LOS A	1.4	35.0				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	97	141	28	13	133	18	13	100	4	19	126	110
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	103	150	30	14	141	19	14	106	4	20	134	117
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.1	10.4	10	11.4
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	36%	8%	7%
Vol Thru, %	85%	53%	81%	49%
Vol Right, %	3%	11%	11%	43%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	117	266	164	255
LT Vol	100	141	133	126
Through Vol	4	28	18	110
RT Vol	13	97	13	19
Lane Flow Rate	124	283	174	271
Geometry Grp	1	1	1	1
Degree of Util (X)	0.194	0.417	0.262	0.388
Departure Headway (Hd)	5.624	5.299	5.413	5.144
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	637	679	663	700
Service Time	3.67	3.337	3.456	3.182
HCM Lane V/C Ratio	0.195	0.417	0.262	0.387
HCM Control Delay	10	12.1	10.4	11.4
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.7	2.1	1	1.8

Notes

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

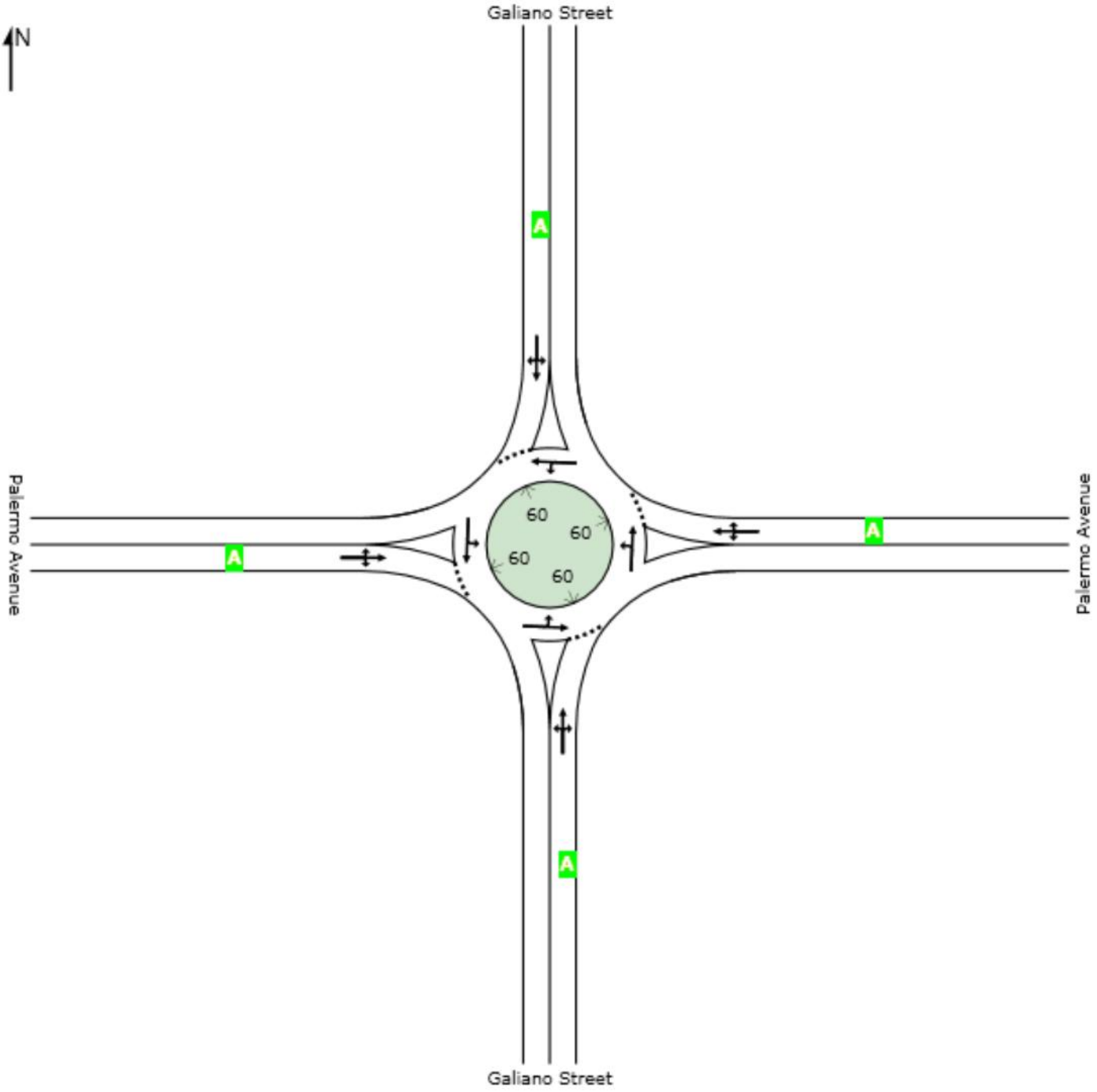
LEVEL OF SERVICE

Site: Palermo Avenue and Galiano Street

Future Total PM
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	A	A	A	A	A



Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY

Site: Palermo Avenue and Galiano Street

Future Total PM
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Galiano Street													
Lane 1[d]	155	3.0	796	0.195	100	6.6	LOS A	0.7	18.5	Full	1600	0.0	0.0
Approach	155	3.0		0.195		6.6	LOS A	0.7	18.5				
East: Palermo Avenue													
Lane 1[d]	167	3.0	869	0.193	100	6.1	LOS A	0.7	18.6	Full	1600	0.0	0.0
Approach	167	3.0		0.193		6.1	LOS A	0.7	18.6				
North: Galiano Street													
Lane 1[d]	199	3.0	835	0.238	100	6.8	LOS A	0.9	23.8	Full	1600	0.0	0.0
Approach	199	3.0		0.238		6.8	LOS A	0.9	23.8				
West: Palermo Avenue													
Lane 1[d]	343	3.0	934	0.368	100	7.9	LOS A	1.7	43.8	Full	1600	0.0	0.0
Approach	343	3.0		0.368		7.9	LOS A	1.7	43.8				
Intersection	865	3.0		0.368		7.1	LOS A	1.7	43.8				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	73	211	32	18	125	11	101	34	8	2	123	58
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	83	240	36	20	142	12	115	39	9	2	140	66
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.1	10.7	11	11.1
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	71%	23%	12%	1%
Vol Thru, %	24%	67%	81%	67%
Vol Right, %	6%	10%	7%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	143	316	154	183
LT Vol	34	211	125	123
Through Vol	8	32	11	58
RT Vol	101	73	18	2
Lane Flow Rate	162	359	175	208
Geometry Grp	1	1	1	1
Degree of Util (X)	0.265	0.526	0.27	0.318
Departure Headway (Hd)	5.869	5.275	5.559	5.502
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	609	682	644	651
Service Time	3.925	3.32	3.614	3.554
HCM Lane V/C Ratio	0.266	0.526	0.272	0.32
HCM Control Delay	11	14.1	10.7	11.1
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.1	3.1	1.1	1.4

Notes

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

Intersection	
Intersection Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	39	10	134	23	12	152
Conflicting Peds, #/hr	0	1	0	1	1	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	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	12	156	27	14	177

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	375	171	0	0	184	0
Stage 1	170	-	-	-	-	-
Stage 2	205	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	626	873	-	-	1391	-
Stage 1	860	-	-	-	-	-
Stage 2	829	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	618	872	-	-	1390	-
Mov Capacity-2 Maneuver	618	-	-	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	819	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0.6
HCM LOS	B		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	657	1390	-
HCM Lane V/C Ratio	-	-	0.087	0.01	-
HCM Control Delay (s)	-	-	11	7.616	0
HCM Lane LOS			B	A	A
HCM 95th %tile Q(veh)	-	-	0.284	0.03	-

Notes

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

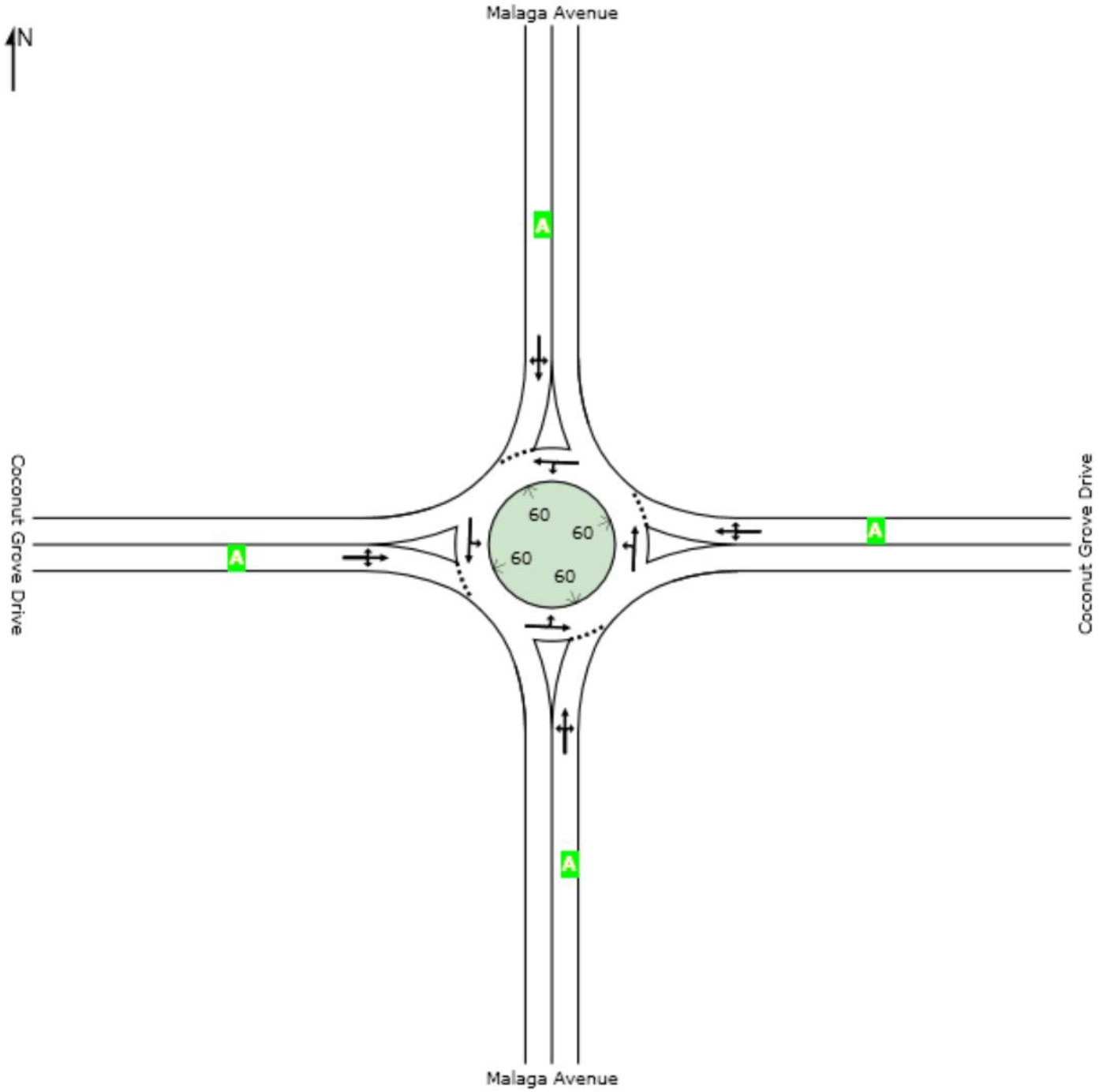
LEVEL OF SERVICE

Site: Coconut Grove Drive and Malaga Avenue

Future Total PM
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	A	A	A	A	A



Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY

Site: Coconut Grove Drive and Malaga Avenue

Future Total PM
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Malaga Avenue													
Lane 1[d]	151	3.0	973	0.155	100	5.2	LOS A	0.6	14.9	Full	1600	0.0	0.0
Approach	151	3.0		0.155		5.2	LOS A	0.6	14.9				
East: Coconut Grove Drive													
Lane 1[d]	227	3.0	1048	0.217	100	5.5	LOS A	0.9	22.7	Full	1600	0.0	0.0
Approach	227	3.0		0.217		5.5	LOS A	0.9	22.7				
North: Malaga Avenue													
Lane 1[d]	204	3.0	980	0.209	100	5.7	LOS A	0.8	21.2	Full	1600	0.0	0.0
Approach	204	3.0		0.209		5.7	LOS A	0.8	21.2				
West: Coconut Grove Drive													
Lane 1[d]	71	3.0	796	0.089	100	5.4	LOS A	0.3	7.7	Full	1600	0.0	0.0
Approach	71	3.0		0.089		5.4	LOS A	0.3	7.7				
Intersection	653	3.0		0.217		5.5	LOS A	0.9	22.7				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	51	13	99	0	109	0	39	99	55	132	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	59	15	114	0	125	0	45	114	63	152	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	9.9	8.7	10.1
HCM LOS	A	A	A	B

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	48%	0%	29%
Vol Thru, %	28%	0%	80%	71%
Vol Right, %	72%	52%	20%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	138	208	64	187
LT Vol	39	0	51	132
Through Vol	99	109	13	0
RT Vol	0	99	0	55
Lane Flow Rate	159	239	74	215
Geometry Grp	1	1	1	1
Degree of Util (X)	0.2	0.312	0.102	0.294
Departure Headway (Hd)	4.528	4.692	5.005	4.926
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	785	760	709	724
Service Time	2.596	2.753	3.083	2.992
HCM Lane V/C Ratio	0.203	0.314	0.104	0.297
HCM Control Delay	8.7	9.9	8.7	10.1
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.7	1.3	0.3	1.2

Notes

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

Intersection

Intersection Delay, s/veh 2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	22	30	33	116	1082	73	33	1141	224
Conflicting Peds, #/hr	3	0	2	2	0	3	11	0	2	2	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	24	32	35	125	1163	78	35	1227	241

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	2139	2994	635	1468	0	0	1245	0	0
Stage 1	1455	1455	-	-	-	-	-	-	-
Stage 2	684	1539	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	42	# 13	421	456	-	-	555	-	-
Stage 1	181	193	-	-	-	-	-	-	-
Stage 2	462	176	-	-	-	-	-	-	-
Time blocked-Platoon, %					-	-		-	-
Mov Capacity-1 Maneuver	28	# 0	416	452	-	-	550	-	-
Mov Capacity-2 Maneuver	94	# 0	-	-	-	-	-	-	-
Stage 1	131	# 0	-	-	-	-	-	-	-
Stage 2	429	# 0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	45.7	1.5	0.3
HCM LOS	E		

Minor Lane / Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	452	-	-	176	550	-	-
HCM Lane V/C Ratio	0.276	-	-	0.519	0.065	-	-
HCM Control Delay (s)	15.972	-	-	45.7	11.996	-	-
HCM Lane LOS	C			E	B		
HCM 95th %tile Q(veh)	1.113	-	-	2.601	0.206	-	-

Notes

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

Intersection	
Intersection Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	31	199	100	1273	1129	35
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	209	105	1340	1188	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2088	617	1225	0	-	0
Stage 1	1207	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Follow-up Headway	3.52	3.32	2.22	-	-	-
Pot Capacity-1 Maneuver	45	433	565	-	-	-
Stage 1	246	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	37	432	563	-	-	-
Mov Capacity-2 Maneuver	140	-	-	-	-	-
Stage 1	246	-	-	-	-	-
Stage 2	297	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	38.7	0.9	0
HCM LOS	E		

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	563	-	337	-	-
HCM Lane V/C Ratio	0.187	-	0.718	-	-
HCM Control Delay (s)	12.859	-	38.7	-	-
HCM Lane LOS	B		E		
HCM 95th %tile Q(veh)	0.682	-	5.293	-	-

Notes

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

Intersection	
Intersection Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	8	0	168	8	4	30	137	1064	2	5	1027	15
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	173	8	4	31	141	1097	2	5	1059	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1912	2460	539	1922	2467	551	1075	0	0	1100	0	0
Stage 1	1078	1078	-	1381	1381	-	-	-	-	-	-	-
Stage 2	834	1382	-	541	1086	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	41	30	487	40	30	478	644	-	-	630	-	-
Stage 1	233	293	-	152	210	-	-	-	-	-	-	-
Stage 2	329	210	-	493	291	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	30	23	486	21	23	477	643	-	-	629	-	-
Mov Capacity-2 Maneuver	106	103	-	74	81	-	-	-	-	-	-	-
Stage 1	182	290	-	119	164	-	-	-	-	-	-	-
Stage 2	234	164	-	315	288	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.3	29.3	1.4	0.1
HCM LOS	C	D		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	643	-	-	106	460	191	629	-	-
HCM Lane V/C Ratio	0.22	-	-	0.052	0.382	0.227	0.008	-	-
HCM Control Delay (s)	12.168	-	-	40.8	17.6	29.3	10.771	-	-
HCM Lane LOS	B			E	C	D	B		
HCM 95th %tile Q(veh)	0.833	-	-	0.162	1.77	0.841	0.025	-	-

Notes

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

Intersection

Intersection Delay, s/veh 11.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	96	89	130	137	175	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	104	97	141	149	190	193

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	201	0	585	153
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	432	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1371	-	473	893
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	655	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1371	-	420	893
Mov Capacity-2 Maneuver	-	-	-	-	420	-
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	582	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.9	23.1
HCM LOS			C

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	573	-	-	1371	-
HCM Lane V/C Ratio	0.67	-	-	0.103	-
HCM Control Delay (s)	23.1	-	-	7.927	0
HCM Lane LOS	C			A	A
HCM 95th %tile Q(veh)	5.017	-	-	0.344	-

Notes

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

Intersection	
Intersection Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	274	0	0	267	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	298	0	0	290	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	298	0	588	298
Stage 1	-	-	-	-	298	-
Stage 2	-	-	-	-	290	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1263	-	471	741
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	759	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1263	-	471	741
Mov Capacity-2 Maneuver	-	-	-	-	471	-
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	759	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	0	-	-	1263	-
HCM Lane V/C Ratio	+	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A			A	
HCM 95th %tile Q(veh)	+	-	-	0	-

Notes

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	434	12	0	358	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	472	13	0	389	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			485		867	478
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			485		867	478
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1078		323	587

Direction, Lane #	EB 1	WB 1
Volume Total	485	389
Volume Left	0	0
Volume Right	13	0
cSH	1700	1078
Volume to Capacity	0.29	0.00
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	26.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	43.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	165	269	195	130	204	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	179	292	212	141	222	177

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	353	0	-	0	934	283
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	651	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1206	-	-	-	295	756
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	519	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1206	-	-	-	243	756
Mov Capacity-2 Maneuver	-	-	-	-	243	-
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	427	-

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	128.4
HCM LOS			F

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1206	-	-	-	348
HCM Lane V/C Ratio	0.149	-	-	-	1.146
HCM Control Delay (s)	8.506	0	-	-	128.4
HCM Lane LOS	A	A			F
HCM 95th %tile Q(veh)	0.522	-	-	-	15.82

Notes

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

Intersection	
Intersection Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	473	0	6	331	0	0	0	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	514	0	7	360	0	0	0	9	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	360	0	0	514	0	0	887	887	514	891	887	360
Stage 1	-	-	-	-	-	-	514	514	-	373	373	-
Stage 2	-	-	-	-	-	-	373	373	-	518	514	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1199	-	-	1052	-	-	265	283	560	263	283	684
Stage 1	-	-	-	-	-	-	543	535	-	648	618	-
Stage 2	-	-	-	-	-	-	648	618	-	541	535	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1199	-	-	1052	-	-	263	281	560	257	281	684
Mov Capacity-2 Maneuver	-	-	-	-	-	-	263	281	-	257	281	-
Stage 1	-	-	-	-	-	-	543	535	-	648	613	-
Stage 2	-	-	-	-	-	-	643	613	-	533	535	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	11.5	0
HCM LOS			B	A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	560	1199	-	-	1052	-	-	0
HCM Lane V/C Ratio	0.016	-	-	-	0.006	-	-	+
HCM Control Delay (s)	11.5	0	-	-	8.443	0	-	0
HCM Lane LOS	B	A			A	A		A
HCM 95th %tile Q(veh)	0.047	0	-	-	0.019	-	-	+

Notes

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	835	50	0	1061
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	908	54	0	1153
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			187			
pX, platoon unblocked	0.83	0.83			0.83	
vC, conflicting volume	1511	481			962	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1201	0			537	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	147	897			850	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	605	357	577	577
Volume Left	0	0	0	0
Volume Right	0	54	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.36	0.21	0.34	0.34
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	32.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	68	835	0	0	1026
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	74	908	0	0	1115

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1466	454	0	0	908	0
Stage 1	908	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Follow-up Headway	3.52	3.32	-	-	2.22	-
Pot Capacity-1 Maneuver	119	553	-	-	745	-
Stage 1	354	-	-	-	-	-
Stage 2	537	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	119	553	-	-	745	-
Mov Capacity-2 Maneuver	119	-	-	-	-	-
Stage 1	354	-	-	-	-	-
Stage 2	537	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0
HCM LOS	B		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	553	745	-
HCM Lane V/C Ratio	-	-	0.134	-	-
HCM Control Delay (s)	-	-	12.5	0	-
HCM Lane LOS			B	A	
HCM 95th %tile Q(veh)	-	-	0.459	0	-

Notes

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

Intersection	
Intersection Delay, s/veh	0

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	12	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	0	0	0	0	0	0	0	0	0	0

Major/Minor	Major1					Minor1			Minor2		
Conflicting Flow All	0	0	0			13	13	13	13	13	0
Stage 1	-	-	-			13	13	-	0	0	-
Stage 2	-	-	-			0	0	-	13	13	-
Follow-up Headway	-	-	-			3.518	4.018	3.318	3.518	4.018	-
Pot Capacity-1 Maneuver	-	-	-			1006	881	1067	1006	881	-
Stage 1	-	-	-			1010	885	-	-	-	-
Stage 2	-	-	-			-	-	-	1010	885	-
Time blocked-Platoon, %		-	-								
Mov Capacity-1 Maneuver	-	-	-			1006	0	1067	1006	0	-
Mov Capacity-2 Maneuver	-	-	-			1006	0	-	1006	0	-
Stage 1	-	-	-			1010	0	-	-	0	-
Stage 2	-	-	-			-	0	-	1010	0	-

Approach	SE	NE	SW
HCM Control Delay, s	0	0	0
HCM LOS		A	A

Minor Lane / Major Mvmt	NELn1	SEL	SET	SER	SWLn1
Capacity (veh/h)	0	-	-	-	+
HCM Lane V/C Ratio	+	-	-	-	+
HCM Control Delay (s)	0	0	-	-	0
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	+	-	-	-	+

Notes

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

Intersection	
Intersection Delay, s/veh	5.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	202	143	159	37	0	247
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	220	155	173	40	0	268

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	213	0	-	0	788	193
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	595	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1357	-	-	-	360	849
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	551	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1357	-	-	-	296	849
Mov Capacity-2 Maneuver	-	-	-	-	296	-
Stage 1	-	-	-	-	840	-
Stage 2	-	-	-	-	453	-

Approach	EB	WB	SB
HCM Control Delay, s	4.8	0	11.2
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1357	-	-	-	849
HCM Lane V/C Ratio	0.162	-	-	-	0.316
HCM Control Delay (s)	8.164	0	-	-	11.2
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.577	-	-	-	1.362

Notes

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

Intersection	
Intersection Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	143	196	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	155	213	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	213	0	-	0	368	213
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	155	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1357	-	-	-	632	827
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	873	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1357	-	-	-	632	827
Mov Capacity-2 Maneuver	-	-	-	-	632	-
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	873	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1357	-	-	-	0
HCM Lane V/C Ratio	-	-	-	-	+
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A				A
HCM 95th %tile Q(veh)	0	-	-	-	+

Notes

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

Future Total Conditions
With Restrictive Measures

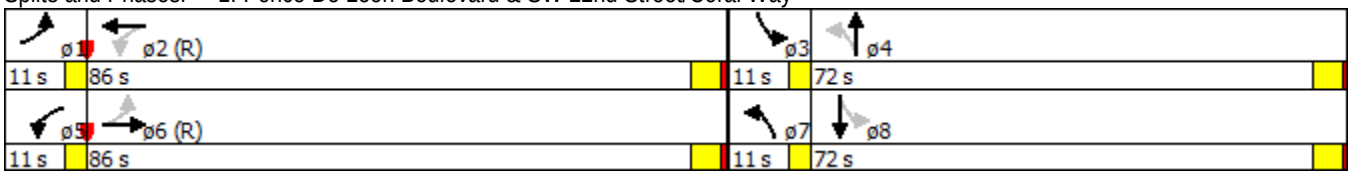
AM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	137	807	234	720	41	370	40	440
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.0	28.0	9.0	28.0	9.0	27.8	9.0	27.8
Total Split (s)	11.0	86.0	11.0	86.0	11.0	72.0	11.0	72.0
Total Split (%)	6.1%	47.8%	6.1%	47.8%	6.1%	40.0%	6.1%	40.0%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	0.8	0.0	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0	3.0	4.8	3.0	4.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 105 (58%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & SW 22nd Street/Coral Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	137	807	102	234	720	73	41	370	102	40	440	46
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.93	0.99		0.94	0.96		0.90	0.96		0.90
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	190.0
Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Cap, veh/h	389	1260	145	377	1391	127	297	807	183	301	937	82
Arrive On Green	0.09	0.52	0.52	0.13	0.55	0.55	0.04	0.28	0.28	0.04	0.28	0.28
Sat Flow, veh/h	1774	3253	375	1774	3344	304	1774	2875	653	1774	3343	294
Grp Volume(v), veh/h	144	486	461	246	422	405	43	250	229	42	257	247
Grp Sat Flow(s),veh/h/ln	1774	1863	1766	1774	1863	1786	1774	1863	1666	1774	1863	1774
Q Serve(g_s), s	3.9	15.7	15.7	6.2	11.7	11.7	1.4	9.0	9.3	1.3	9.3	9.4
Cycle Q Clear(g_c), s	3.9	15.7	15.7	6.2	11.7	11.7	1.4	9.0	9.3	1.3	9.3	9.4
Prop In Lane	1.00		0.21	1.00		0.17	1.00		0.39	1.00		0.17
Lane Grp Cap(c), veh/h	389	722	684	377	775	743	297	523	468	301	522	497
V/C Ratio(X)	0.37	0.67	0.67	0.65	0.54	0.55	0.14	0.48	0.49	0.14	0.49	0.50
Avail Cap(c_a), veh/h	440	1865	1767	377	1865	1788	405	1547	1383	410	1547	1473
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	15.8	15.8	13.7	13.2	13.2	19.8	24.2	24.3	19.8	24.3	24.4
Incr Delay (d2), s/veh	0.2	5.0	5.2	3.2	2.7	2.9	0.1	0.8	0.9	0.1	0.9	0.9
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	1.6	7.2	6.9	2.6	5.1	4.9	0.6	4.3	3.9	0.6	4.4	4.2
Lane Grp Delay (d), s/veh	13.5	20.8	21.1	16.9	15.9	16.1	19.9	24.9	25.2	19.9	25.2	25.3
Lane Grp LOS	B	C	C	B	B	B	B	C	C	B	C	C
Approach Vol, veh/h		1091			1073			522			546	
Approach Delay, s/veh		20.0			16.2			24.6			24.8	
Approach LOS		B			B			C			C	

Timer

Assigned Phs	1	6		5	2		7	4		3	8	
Phs Duration (G+Y+Rc), s	8.7	36.3		11.0	38.6		6.1	27.5		6.1	27.5	
Change Period (Y+Rc), s	3.0	5.0		3.0	5.0		3.0	4.8		3.0	4.8	
Max Green Setting (Gmax), s	8.0	81.0		8.0	81.0		8.0	67.2		8.0	67.2	
Max Q Clear Time (g_c+I1), s	5.9	17.7		8.2	13.7		3.4	11.3		3.3	11.4	
Green Ext Time (p_c), s	0.0	13.7		0.0	13.7		0.0	9.0		0.0	9.0	

Intersection Summary

HCM 2010 Ctrl Delay	20.3
HCM 2010 LOS	C

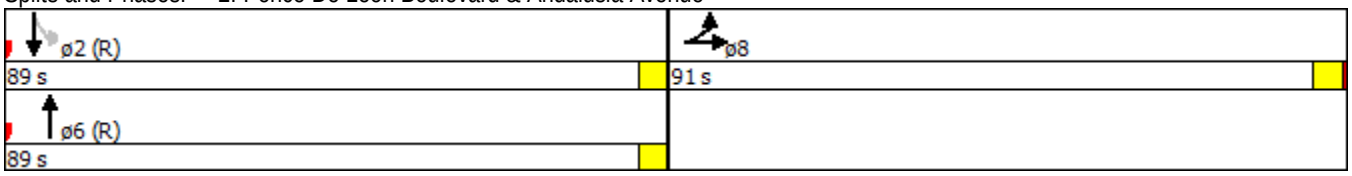
Notes

Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	64	646	475	88	684
Turn Type	Split	NA	NA	Perm	NA
Protected Phases	8	8	6		2
Permitted Phases				2	
Detector Phase	8	8	6	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.8	27.8	22.0	22.0	22.0
Total Split (s)	91.0	91.0	89.0	89.0	89.0
Total Split (%)	50.6%	50.6%	49.4%	49.4%	49.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.0	4.0	4.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 8 (4%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

Splits and Phases: 2: Ponce De Leon Boulevard & Andalusia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	64	646	92	0	0	0	0	475	241	88	684	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.96	0.99		1.00
Parking Bus Adj	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				0.0	186.3	190.0	186.3	186.3	0.0
Lanes	1	2	0				0	2	0	1	2	0
Cap, veh/h	653	1192	149				0	970	443	371	1515	0
Arrive On Green	0.37	0.37	0.37				0.00	0.54	0.54	0.54	0.54	0.00
Sat Flow, veh/h	1774	3241	406				0	2386	1090	699	3725	0
Grp Volume(v), veh/h	70	403	387				0	402	351	96	743	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1784				0	1863	1614	699	1863	0
Q Serve(g_s), s	1.0	6.8	6.8				0.0	5.4	5.5	4.2	4.9	0.0
Cycle Q Clear(g_c), s	1.0	6.8	6.8				0.0	5.4	5.5	9.7	4.9	0.0
Prop In Lane	1.00		0.23				0.00		0.68	1.00		0.00
Lane Grp Cap(c), veh/h	653	685	656				0	757	656	371	1515	0
V/C Ratio(X)	0.11	0.59	0.59				0.00	0.53	0.53	0.26	0.49	0.00
Avail Cap(c_a), veh/h	3920	4116	3942				0	4059	3517	1609	8118	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.98	0.98	0.64	0.64	0.00
Uniform Delay (d), s/veh	8.1	9.9	10.0				0.0	6.6	6.6	9.7	6.4	0.0
Incr Delay (d2), s/veh	0.1	0.6	0.6				0.0	2.6	3.0	1.1	0.7	0.0
Initial Q Delay(d3),s/veh	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	0.4	2.6	2.5				0.0	2.3	2.1	0.6	1.8	0.0
Lane Grp Delay (d), s/veh	8.2	10.5	10.6				0.0	9.2	9.6	10.8	7.2	0.0
Lane Grp LOS	A	B	B					A	A	B	A	
Approach Vol, veh/h		860						753			839	
Approach Delay, s/veh		10.4						9.4			7.6	
Approach LOS		B						A			A	

Timer												
Assigned Phs		8						6			2	
Phs Duration (G+Y+Rc), s		19.1						19.9			19.9	
Change Period (Y+Rc), s		4.8						4.0			4.0	
Max Green Setting (Gmax), s		86.2						85.0			85.0	
Max Q Clear Time (g_c+I1), s		8.8						7.5			11.7	
Green Ext Time (p_c), s		4.6						4.0			4.0	

Intersection Summary	
HCM 2010 Ctrl Delay	9.1
HCM 2010 LOS	A

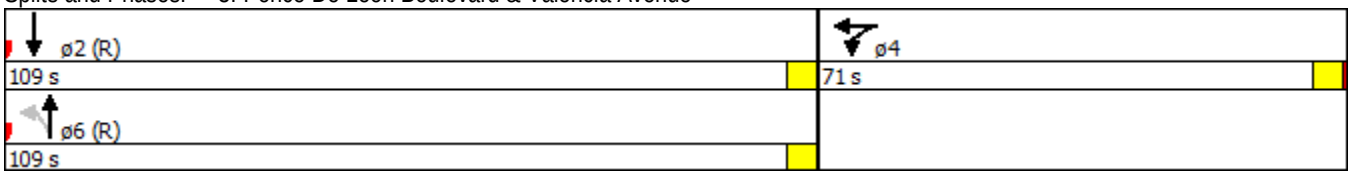
Notes

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	161	30	694	658
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.7	22.3	22.3	22.3
Total Split (s)	71.0	109.0	109.0	109.0
Total Split (%)	39.4%	60.6%	60.6%	60.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.7	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	4.3	4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 41 (23%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 3: Ponce De Leon Boulevard & Valencia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	42	161	32	30	694	0	0	658	126
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	186.3	186.3	0.0	0.0	186.3	190.0
Lanes				0	3	0	1	2	0	0	2	0
Cap, veh/h				236	975	93	449	1604	0	0	1347	217
Arrive On Green				0.08	0.08	0.08	0.57	0.57	0.00	0.00	0.57	0.57
Sat Flow, veh/h				990	4085	390	645	3725	0	0	3128	505
Grp Volume(v), veh/h				86	79	78	33	771	0	0	435	414
Grp Sat Flow(s),veh/h/ln				1813	1863	1790	645	1863	0	0	1863	1770
Q Serve(g_s), s				1.2	1.1	1.1	0.9	3.3	0.0	0.0	3.9	3.9
Cycle Q Clear(g_c), s				1.2	1.1	1.1	4.9	3.3	0.0	0.0	3.9	3.9
Prop In Lane				0.55		0.22	1.00		0.00	0.00		0.29
Lane Grp Cap(c), veh/h				433	445	427	449	1604	0	0	802	762
V/C Ratio(X)				0.20	0.18	0.18	0.07	0.48	0.00	0.00	0.54	0.54
Avail Cap(c_a), veh/h				4418	4539	4360	2654	14335	0	0	7168	6809
HCM Platoon Ratio				0.33	0.33	0.33	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				0.63	0.63	0.63	0.93	0.93	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				10.1	10.0	10.1	5.7	4.0	0.0	0.0	4.2	4.2
Incr Delay (d2), s/veh				0.1	0.1	0.1	0.3	1.0	0.0	0.0	2.5	2.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln				0.4	0.4	0.4	0.1	1.0	0.0	0.0	1.5	1.4
Lane Grp Delay (d), s/veh				10.2	10.1	10.1	6.0	5.0	0.0	0.0	6.7	6.8
Lane Grp LOS				B	B	B	A	A			A	A
Approach Vol, veh/h					243			804			849	
Approach Delay, s/veh					10.2			5.0			6.7	
Approach LOS					B			A			A	

Timer	
Assigned Phs	4	6	2
Phs Duration (G+Y+Rc), s	11.2	16.0	16.0
Change Period (Y+Rc), s	4.7	4.3	4.3
Max Green Setting (Gmax), s	66.3	104.7	104.7
Max Q Clear Time (g_c+I1), s	3.2	6.9	5.9
Green Ext Time (p_c), s	1.2	4.3	4.3

Intersection Summary	
HCM 2010 Ctrl Delay	6.5
HCM 2010 LOS	A

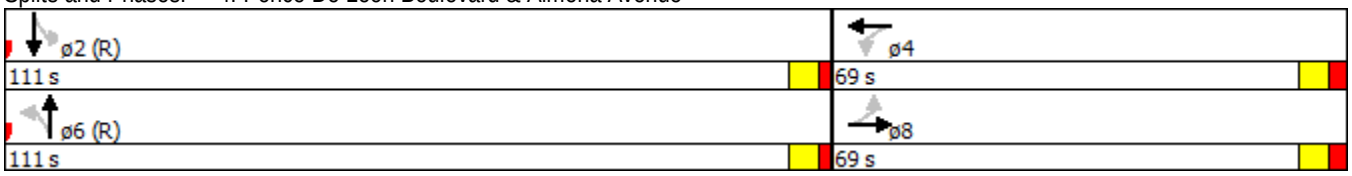
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	27	206	73	72	33	645	64	617
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	32.6	32.6	32.6	32.6	24.0	24.0	24.0	24.0
Total Split (s)	69.0	69.0	69.0	69.0	111.0	111.0	111.0	111.0
Total Split (%)	38.3%	38.3%	38.3%	38.3%	61.7%	61.7%	61.7%	61.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 18 (10%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 4: Ponce De Leon Boulevard & Almeria Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	27	206	17	73	72	58	33	645	121	64	617	11
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)	0.99		0.99	0.99		0.99	1.00		0.99	1.00		0.99
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	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	186.3	186.3	190.0
Lanes	0	1	0	0	1	0	0	2	0	1	2	0
Cap, veh/h	131	436	30	242	212	115	127	1126	187	341	1450	22
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	98	1586	110	413	773	418	65	2839	471	678	3658	56
Grp Volume(v), veh/h	261	0	0	207	0	0	437	0	392	67	330	329
Grp Sat Flow(s),veh/h/ln	1794	0	0	1603	0	0	1770	0	1604	678	1863	1852
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.6	3.1	4.2	4.2
Cycle Q Clear(g_c), s	4.6	0.0	0.0	3.6	0.0	0.0	6.2	0.0	6.6	9.6	4.2	4.2
Prop In Lane	0.11		0.06	0.37		0.26	0.08		0.29	1.00		0.03
Lane Grp Cap(c), veh/h	597	0	0	570	0	0	803	0	636	341	739	734
V/C Ratio(X)	0.44	0.00	0.00	0.36	0.00	0.00	0.54	0.00	0.62	0.20	0.45	0.45
Avail Cap(c_a), veh/h	2963	0	0	2527	0	0	4719	0	4393	1929	5101	5071
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	11.7	0.0	0.0	11.4	0.0	0.0	6.9	0.0	7.0	10.4	6.5	6.5
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.3	0.0	0.0	2.6	0.0	4.4	1.2	1.9	1.9
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	1.8	0.0	0.0	1.4	0.0	0.0	2.5	0.0	2.6	0.5	1.8	1.7
Lane Grp Delay (d), s/veh	12.1	0.0	0.0	11.7	0.0	0.0	9.6	0.0	11.4	11.6	8.4	8.4
Lane Grp LOS	B			B			A		B	B	A	A
Approach Vol, veh/h		261			207			829			726	
Approach Delay, s/veh		12.1			11.7			10.5			8.7	
Approach LOS		B			B			B			A	

Timer				
Assigned Phs	8	4	6	2
Phs Duration (G+Y+Rc), s	17.1	17.1	21.2	21.2
Change Period (Y+Rc), s	6.6	6.6	6.0	6.0
Max Green Setting (Gmax), s	62.4	62.4	105.0	105.0
Max Q Clear Time (g_c+I1), s	6.6	5.6	8.6	11.6
Green Ext Time (p_c), s	2.4	2.4	3.4	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	10.2
HCM 2010 LOS	B

Notes

Intersection	
Intersection Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	112	0	0	713	205
Conflicting Peds, #/hr	0	8	0	0	0	9
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	2	2	2	2	2
Mvmt Flow	0	120	0	0	767	220

Major/Minor	Minor2		Major2	
Conflicting Flow All	885	501	-	0
Stage 1	885	-	-	-
Stage 2	0	-	-	-
Follow-up Headway	3.52	3.32	-	-
Pot Capacity-1 Maneuver	239	515	-	-
Stage 1	306	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %			-	-
Mov Capacity-1 Maneuver	236	512	-	-
Mov Capacity-2 Maneuver	304	-	-	-
Stage 1	304	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	14.2	0
HCM LOS	B	

Minor Lane / Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	512	-	-
HCM Lane V/C Ratio	0.235	-	-
HCM Control Delay (s)	14.2	-	-
HCM Lane LOS	B		
HCM 95th %tile Q(veh)	0.906	-	-

Notes

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

Intersection	
Intersection Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	122	883	210	0	0
Conflicting Peds, #/hr	0	1	0	5	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	128	929	221	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	1041	575	0	0
Stage 1	1041	-	-	-
Stage 2	0	-	-	-
Follow-up Headway	3.52	3.32	-	-
Pot Capacity-1 Maneuver	184	461	-	-
Stage 1	246	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %			-	-
Mov Capacity-1 Maneuver	183	461	-	-
Mov Capacity-2 Maneuver	246	-	-	-
Stage 1	246	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	15.8	0
HCM LOS	C	

Minor Lane / Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	461
HCM Lane V/C Ratio	-	-	0.279
HCM Control Delay (s)	-	-	15.8
HCM Lane LOS			C
HCM 95th %tile Q(veh)	-	-	1.128

Notes

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

Intersection	
Intersection Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	182	0	0	779	48
Conflicting Peds, #/hr	0	0	0	0	0	9
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	198	0	0	847	52

Major/Minor	Minor2		Major2	
Conflicting Flow All	873	448	-	0
Stage 1	873	-	-	-
Stage 2	0	-	-	-
Follow-up Headway	3.52	3.32	-	-
Pot Capacity-1 Maneuver	244	558	-	-
Stage 1	311	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %			-	-
Mov Capacity-1 Maneuver	244	558	-	-
Mov Capacity-2 Maneuver	311	-	-	-
Stage 1	311	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	15	0
HCM LOS	C	

Minor Lane / Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	558	-	-
HCM Lane V/C Ratio	0.355	-	-
HCM Control Delay (s)	15	-	-
HCM Lane LOS	C		
HCM 95th %tile Q(veh)	1.591	-	-

Notes

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

Intersection	
Intersection Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	94	1040	240	0	0
Conflicting Peds, #/hr	0	12	0	11	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	102	1130	261	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	1273	707	0	0
Stage 1	1273	-	-	-
Stage 2	0	-	-	-
Follow-up Headway	3.52	3.32	-	-
Pot Capacity-1 Maneuver	124	378	-	-
Stage 1	177	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %			-	-
Mov Capacity-1 Maneuver	122	374	-	-
Mov Capacity-2 Maneuver	175	-	-	-
Stage 1	175	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	18.2	0
HCM LOS	C	

Minor Lane / Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	374
HCM Lane V/C Ratio	-	-	0.273
HCM Control Delay (s)	-	-	18.2
HCM Lane LOS			C
HCM 95th %tile Q(veh)	-	-	1.093

Notes

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

Intersection	
Intersection Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	55	0	846	557	24
Conflicting Peds, #/hr	2	1	6	0	0	6
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	2	2	2	2	2
Mvmt Flow	0	59	0	910	599	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1069	320	627	0	-	0
Stage 1	614	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Follow-up Headway	3.52	3.32	2.22	-	-	-
Pot Capacity-1 Maneuver	216	676	951	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	215	671	946	-	-	-
Mov Capacity-2 Maneuver	215	-	-	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	605	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	946	-	671	-	-
HCM Lane V/C Ratio	-	-	0.088	-	-
HCM Control Delay (s)	0	-	10.9	-	-
HCM Lane LOS	A		B		
HCM 95th %tile Q(veh)	0	-	0.289	-	-

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	0	922	482	130
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	0	991	518	140
Pedestrians	6					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				129		
pX, platoon unblocked	0.84					
vC, conflicting volume	1090	335	664			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	733	335	664			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	300	661	921			

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	496	496	346	313
Volume Left	0	0	0	0
Volume Right	0	0	0	140
cSH	1700	1700	1700	1700
Volume to Capacity	0.29	0.29	0.20	0.18
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

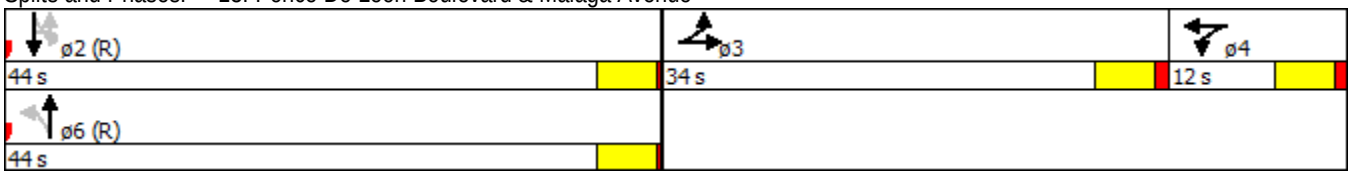
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations								
Volume (vph)	258	168	45	53	552	31	42	401
Turn Type	Split	NA	NA	Perm	NA	Perm	Perm	NA
Protected Phases	3	3	4		6			2
Permitted Phases				6		2	2	
Detector Phase	3	3	4	6	6	2	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	28.0	28.0	12.0	20.5	20.5	20.5	20.5	20.5
Total Split (s)	34.0	34.0	12.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	37.8%	37.8%	13.3%	48.9%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0
Total Lost Time (s)	5.0	5.0	5.0		4.3			4.3
Lead/Lag	Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 39 (43%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	258	168	24	77	45	78	53	552	165	31	42	401
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			4.3				4.3
Lane Util. Factor	0.95	0.95			1.00			0.95				0.95
Frpb, ped/bikes	1.00	1.00			1.00			0.99				1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00				1.00
Frt	1.00	0.98			0.95			0.97				1.00
Flt Protected	0.95	0.99			0.98			1.00				0.99
Satd. Flow (prot)	1681	1726			1731			3395				3511
Flt Permitted	0.95	0.99			0.98			0.88				0.68
Satd. Flow (perm)	1681	1726			1731			2997				2415
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95
Adj. Flow (vph)	272	177	25	81	47	82	56	581	174	34	44	422
RTOR Reduction (vph)	0	6	0	0	22	0	0	28	0	0	0	0
Lane Group Flow (vph)	234	234	0	0	188	0	0	783	0	0	0	500
Confl. Peds. (#/hr)			1	1			6		4		4	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	Perm	NA
Protected Phases	3	3		4	4			6				2
Permitted Phases							6			2	2	
Actuated Green, G (s)	17.9	17.9			19.5			38.3				38.3
Effective Green, g (s)	17.9	17.9			19.5			38.3				38.3
Actuated g/C Ratio	0.20	0.20			0.22			0.43				0.43
Clearance Time (s)	5.0	5.0			5.0			4.3				4.3
Vehicle Extension (s)	2.5	2.5			2.5			1.0				1.0
Lane Grp Cap (vph)	334	343			375			1275				1027
v/s Ratio Prot	c0.14	0.14			c0.11							
v/s Ratio Perm								c0.26				0.21
v/c Ratio	0.70	0.68			0.50			0.61				0.49
Uniform Delay, d1	33.6	33.4			31.0			20.1				18.7
Progression Factor	1.00	1.00			1.00			1.00				1.00
Incremental Delay, d2	6.0	5.1			0.8			2.2				1.7
Delay (s)	39.6	38.5			31.7			22.3				20.4
Level of Service	D	D			C			C				C
Approach Delay (s)		39.0			31.7			22.3				20.4
Approach LOS		D			C			C				C

Intersection Summary

HCM 2000 Control Delay	26.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.3
Intersection Capacity Utilization	74.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

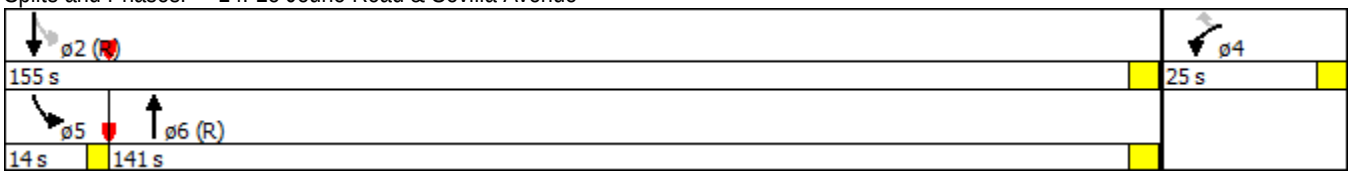
Movement	SBR
Lane Configurations	
Volume (vph)	0
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	6
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	12	43	1280	266	1098
Turn Type	NA	Perm	NA	pm+pt	NA
Protected Phases	4		6	5	2
Permitted Phases		4		2	
Detector Phase	4	4	6	5	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	16.0	5.0	16.0
Minimum Split (s)	24.2	24.2	20.5	9.0	20.5
Total Split (s)	25.0	25.0	141.0	14.0	155.0
Total Split (%)	13.9%	13.9%	78.3%	7.8%	86.1%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.2	0.2	0.4	0.0	0.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.4	3.0	4.4
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 12 (7%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 14: Le Jeune Road & Sevilla Avenue



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	12	43	1280	59	266	1098
Number	7	14	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	190.0	186.3	186.3
Lanes	1	1	2	0	1	2
Cap, veh/h	42	38	1851	74	553	2738
Arrive On Green	0.02	0.02	0.69	0.69	0.17	0.98
Sat Flow, veh/h	1774	1583	3559	142	1774	3725
Grp Volume(v), veh/h	12	1	683	675	271	1120
Grp Sat Flow(s),veh/h/ln	1774	1583	1863	1837	1774	1863
Q Serve(g_s), s	0.2	0.0	7.9	7.9	1.9	0.4
Cycle Q Clear(g_c), s	0.2	0.0	7.9	7.9	1.9	0.4
Prop In Lane	1.00	1.00		0.08	1.00	
Lane Grp Cap(c), veh/h	42	38	969	956	553	2738
V/C Ratio(X)	0.29	0.03	0.70	0.71	0.49	0.41
Avail Cap(c_a), veh/h	1036	924	7141	7044	869	15745
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	17.0	3.8	3.9	5.0	0.1
Incr Delay (d2), s/veh	2.7	0.2	4.3	4.4	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	0.1	0.0	2.9	2.9	0.6	0.2
Lane Grp Delay (d), s/veh	19.8	17.2	8.2	8.2	5.3	0.6
Lane Grp LOS	B	B	A	A	A	A
Approach Vol, veh/h	13		1358			1391
Approach Delay, s/veh	19.6		8.2			1.5
Approach LOS	B		A			A

Timer						
Assigned Phs			6		5	2
Phs Duration (G+Y+Rc), s			22.9		7.7	30.6
Change Period (Y+Rc), s			4.4		3.0	4.4
Max Green Setting (Gmax), s			136.6		11.0	150.6
Max Q Clear Time (g_c+I1), s			9.9		3.9	2.4
Green Ext Time (p_c), s			8.6		0.2	8.6

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

Intersection	
Intersection Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	10	19	1322	117	223	1044
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	20	1363	121	230	1076

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2421	745	0	0	1484	0
Stage 1	1423	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Follow-up Headway	3.52	3.32	-	-	2.22	-
Pot Capacity-1 Maneuver	27	357	-	-	449	-
Stage 1	188	-	-	-	-	-
Stage 2	317	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	13	356	-	-	448	-
Mov Capacity-2 Maneuver	83	-	-	-	-	-
Stage 1	188	-	-	-	-	-
Stage 2	154	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.2	0	3.7
HCM LOS	D		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	167	448	-
HCM Lane V/C Ratio	-	-	0.179	0.513	-
HCM Control Delay (s)	-	-	31.2	21.202	-
HCM Lane LOS			D	C	
HCM 95th %tile Q(veh)	-	-	0.631	2.862	-

Notes

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

Intersection	
Intersection Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	13	1465	22	151	1047
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	13	1480	22	153	1058

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2325	753	0	0	1502	0
Stage 1	1491	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Follow-up Headway	3.52	3.32	-	-	2.22	-
Pot Capacity-1 Maneuver	31	352	-	-	442	-
Stage 1	173	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	20	351	-	-	441	-
Mov Capacity-2 Maneuver	102	-	-	-	-	-
Stage 1	173	-	-	-	-	-
Stage 2	252	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.4	0	2.2
HCM LOS	C		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	265	441	-
HCM Lane V/C Ratio	-	-	0.057	0.346	-
HCM Control Delay (s)	-	-	19.4	17.418	-
HCM Lane LOS			C	C	
HCM 95th %tile Q(veh)	-	-	0.181	1.522	-

Notes

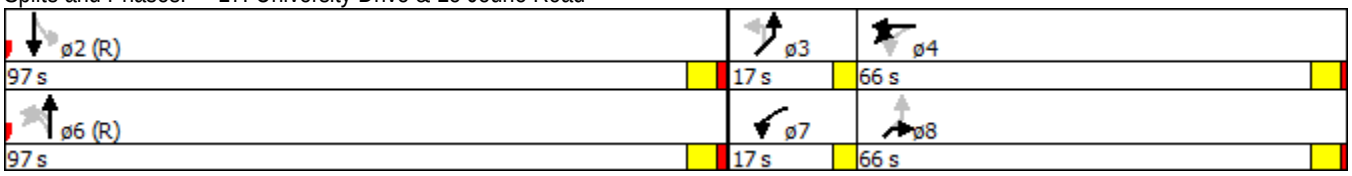
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL2	NEL	NER
Lane Configurations											
Volume (vph)	94	165	19	6	7	1078	55	897	6	388	512
Turn Type	pm+pt	custom	NA	Perm	Perm	NA	Perm	NA	Perm	NA	custom
Protected Phases	7	4	4			6		2		3	8
Permitted Phases	4	4	4	6	6	6	2	2	3	8	8
Detector Phase	7	4	4	6	6	6	2	2	3	3	8
Switch Phase											
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	7.0
Minimum Split (s)	11.0	23.0	23.0	25.6	25.6	25.6	25.6	25.6	8.0	8.0	23.0
Total Split (s)	17.0	66.0	66.0	97.0	97.0	97.0	97.0	97.0	17.0	17.0	66.0
Total Split (%)	9.4%	36.7%	36.7%	53.9%	53.9%	53.9%	53.9%	53.9%	9.4%	9.4%	36.7%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.6	1.6	1.6	1.6	1.6	0.0	0.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.0		5.0		5.6	5.6	5.6	5.6		3.0	5.0
Lead/Lag	Lead	Lag	Lag						Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 102 (57%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 17: University Drive & Le Jeune Road



Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Volume (vph)	94	165	19	13	6	7	1078	171	55	897	114	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	0.99		1.00	0.99		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		0.99			1.00	0.98		1.00	0.98		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1681		1678			1770	3448		1770	3429		
Flt Permitted	0.18		0.96			0.18	1.00		0.11	1.00		
Satd. Flow (perm)	318		1678			330	3448		201	3429		
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	96	168	19	13	6	7	1100	174	56	915	116	10
RTOR Reduction (vph)	0	0	1	0	0	0	7	0	0	0	0	0
Lane Group Flow (vph)	86	0	209	0	0	13	1267	0	56	1041	0	0
Confl. Peds. (#/hr)	10	10		10	10	10		10	10		10	10
Turn Type	pm+pt	custom	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7	4	4				6			2		
Permitted Phases	4	4	4		6	6	6		2	2		
Actuated Green, G (s)	58.2		47.4			92.2	92.2		92.2	92.2		
Effective Green, g (s)	58.2		47.4			92.2	92.2		92.2	92.2		
Actuated g/C Ratio	0.32		0.26			0.51	0.51		0.51	0.51		
Clearance Time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Vehicle Extension (s)	2.0		2.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	184		441			169	1766		102	1756		
v/s Ratio Prot	0.03		0.12				c0.37			0.30		
v/s Ratio Perm	0.12					0.04			0.28			
v/c Ratio	0.47		0.47			0.08	0.72		0.55	0.59		
Uniform Delay, d1	46.0		55.8			22.3	33.9		29.8	30.7		
Progression Factor	1.00		1.00			1.00	1.00		0.99	0.98		
Incremental Delay, d2	0.7		0.6			0.9	2.5		19.2	1.5		
Delay (s)	46.7		56.4			23.2	36.4		48.6	31.6		
Level of Service	D		E			C	D		D	C		
Approach Delay (s)			53.6				36.3			32.4		
Approach LOS			D				D			C		

Intersection Summary

HCM 2000 Control Delay	43.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	103.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	NEL2	NEL	NER	NER2
Lane Configurations				
Volume (vph)	6	388	512	18
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	
Lane Util. Factor		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	
Flpb, ped/bikes		0.98	1.00	
Frt		1.00	0.85	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1730	1583	
Flt Permitted		0.76	1.00	
Satd. Flow (perm)		1379	1583	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98
Adj. Flow (vph)	6	396	522	18
RTOR Reduction (vph)	0	0	22	0
Lane Group Flow (vph)	0	402	518	0
Confl. Peds. (#/hr)		10	10	10
Turn Type	Perm	NA	custom	
Protected Phases		3	8	
Permitted Phases	3	8	8	
Actuated Green, G (s)		77.2	63.4	
Effective Green, g (s)		77.2	63.4	
Actuated g/C Ratio		0.43	0.35	
Clearance Time (s)		3.0	5.0	
Vehicle Extension (s)		2.0	2.5	
Lane Grp Cap (vph)		643	557	
v/s Ratio Prot		c0.09	c0.33	
v/s Ratio Perm		0.17		
v/c Ratio		0.63	0.93	
Uniform Delay, d1		38.3	56.2	
Progression Factor		1.00	1.00	
Incremental Delay, d2		1.4	22.0	
Delay (s)		39.7	78.2	
Level of Service		D	E	
Approach Delay (s)		61.7		
Approach LOS		E		

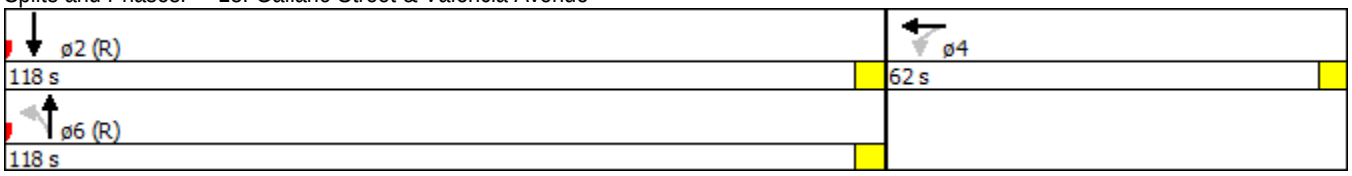
Intersection Summary

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	169	89	160	163
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases	4	6	6	2
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	22.1	22.1	22.1	22.1
Total Split (s)	62.0	118.0	118.0	118.0
Total Split (%)	34.4%	65.6%	65.6%	65.6%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.1		4.1	4.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 36 (20%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 18: Galiano Street & Valencia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	82	169	38	89	160	0	0	163	101
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	0.99		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	190.0	186.3	0.0	0.0	186.3	190.0
Lanes				0	3	0	0	1	0	0	1	0
Cap, veh/h				434	995	82	355	426	0	0	440	186
Arrive On Green				0.28	0.28	0.28	0.47	0.47	0.00	0.00	0.47	0.47
Sat Flow, veh/h				1567	3592	295	383	1198	0	0	1238	523
Grp Volume(v), veh/h				107	99	98	286	0	0	0	0	266
Grp Sat Flow(s),veh/h/ln				1784	1863	1807	1581	0	0	0	0	1761
Q Serve(g_s), s				1.0	0.9	0.9	0.2	0.0	0.0	0.0	0.0	2.2
Cycle Q Clear(g_c), s				1.0	0.9	0.9	2.4	0.0	0.0	0.0	0.0	2.2
Prop In Lane				0.88		0.16	0.36		0.00	0.00		0.30
Lane Grp Cap(c), veh/h				494	516	501	781	0	0	0	0	626
V/C Ratio(X)				0.22	0.19	0.20	0.37	0.00	0.00	0.00	0.00	0.43
Avail Cap(c_a), veh/h				4635	4838	4693	7879	0	0	0	0	9000
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				6.2	6.2	6.2	4.4	0.0	0.0	0.0	0.0	4.4
Incr Delay (d2), s/veh				0.2	0.1	0.1	1.3	0.0	0.0	0.0	0.0	2.1
Initial Q Delay(d3),s/veh				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				0.3	0.3	0.3	0.9	0.0	0.0	0.0	0.0	0.9
Lane Grp Delay (d), s/veh				6.4	6.3	6.3	5.7	0.0	0.0	0.0	0.0	6.5
Lane Grp LOS				A	A	A	A					A
Approach Vol, veh/h					304			286			266	
Approach Delay, s/veh					6.3			5.7			6.5	
Approach LOS					A			A			A	

Timer												
Assigned Phs					4			6			2	
Phs Duration (G+Y+Rc), s					10.3			12.0			12.0	
Change Period (Y+Rc), s					4.1			4.1			4.1	
Max Green Setting (Gmax), s					57.9			113.9			113.9	
Max Q Clear Time (g_c+I1), s					3.0			4.4			4.2	
Green Ext Time (p_c), s					1.5			1.1			1.1	

Intersection Summary												
HCM 2010 Ctrl Delay			6.2									
HCM 2010 LOS			A									

Notes

Intersection	
Intersection Delay, s/veh	17.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	63	236	53	73	153	18	39	135	58	65	167	19
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	257	58	79	166	20	42	147	63	71	182	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	21	15.8	15.3	16.4
HCM LOS	C	C	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	18%	30%	26%
Vol Thru, %	58%	67%	63%	67%
Vol Right, %	25%	15%	7%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	232	352	244	251
LT Vol	135	236	153	167
Through Vol	58	53	18	19
RT Vol	39	63	73	65
Lane Flow Rate	252	383	265	273
Geometry Grp	1	1	1	1
Degree of Util (X)	0.462	0.665	0.485	0.504
Departure Headway (Hd)	6.596	6.259	6.587	6.656
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	542	574	544	540
Service Time	4.675	4.328	4.666	4.732
HCM Lane V/C Ratio	0.465	0.667	0.487	0.506
HCM Control Delay	15.3	21	15.8	16.4
HCM Lane LOS	C	C	C	C
HCM 95th-tile Q	2.4	4.9	2.6	2.8

Notes

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

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	137	0	32	0	0	29	79	66	6	0	175	130
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	144	0	34	0	0	31	83	69	6	0	184	137
Number of Lanes	0	1	0	0	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.9	8	9.3	10.3
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	52%	81%	0%	0%
Vol Thru, %	44%	0%	0%	57%
Vol Right, %	4%	19%	100%	43%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	151	169	29	305
LT Vol	66	0	0	175
Through Vol	6	32	29	130
RT Vol	79	137	0	0
Lane Flow Rate	159	178	31	321
Geometry Grp	1	1	1	1
Degree of Util (X)	0.217	0.252	0.04	0.393
Departure Headway (Hd)	4.904	5.103	4.681	4.405
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	728	699	757	812
Service Time	2.962	3.167	2.761	2.452
HCM Lane V/C Ratio	0.218	0.255	0.041	0.395
HCM Control Delay	9.3	9.9	8	10.3
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.8	1	0.1	1.9

Notes

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

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	44	0	0	15	0	136	15	0	85	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	48	0	0	16	0	148	16	0	92	135
Number of Lanes	0	0	1	0	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.3	8.2	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	90%	0%	0%	41%
Vol Right, %	10%	100%	100%	59%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	151	44	15	209
LT Vol	136	0	0	85
Through Vol	15	44	15	124
RT Vol	0	0	0	0
Lane Flow Rate	164	48	16	227
Geometry Grp	1	1	1	1
Degree of Util (X)	0.19	0.055	0.019	0.241
Departure Headway (Hd)	4.159	4.162	4.199	3.814
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	853	866	857	929
Service Time	2.227	2.163	2.201	1.886
HCM Lane V/C Ratio	0.192	0.055	0.019	0.244
HCM Control Delay	8.2	7.4	7.3	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.2	0.1	0.9

Notes

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

Intersection	
Intersection Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	25	123	75	0	131
Conflicting Peds, #/hr	0	3	0	3	3	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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	135	82	0	144

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	323	182	0	0	221	0
Stage 1	179	-	-	-	-	-
Stage 2	144	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	671	861	-	-	1348	-
Stage 1	852	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	668	857	-	-	1345	-
Mov Capacity-2 Maneuver	668	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	881	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	857	1345	-
HCM Lane V/C Ratio	-	-	0.032	-	-
HCM Control Delay (s)	-	-	9.3	0	-
HCM Lane LOS			A	A	
HCM 95th %tile Q(veh)	-	-	0.099	0	-

Notes

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

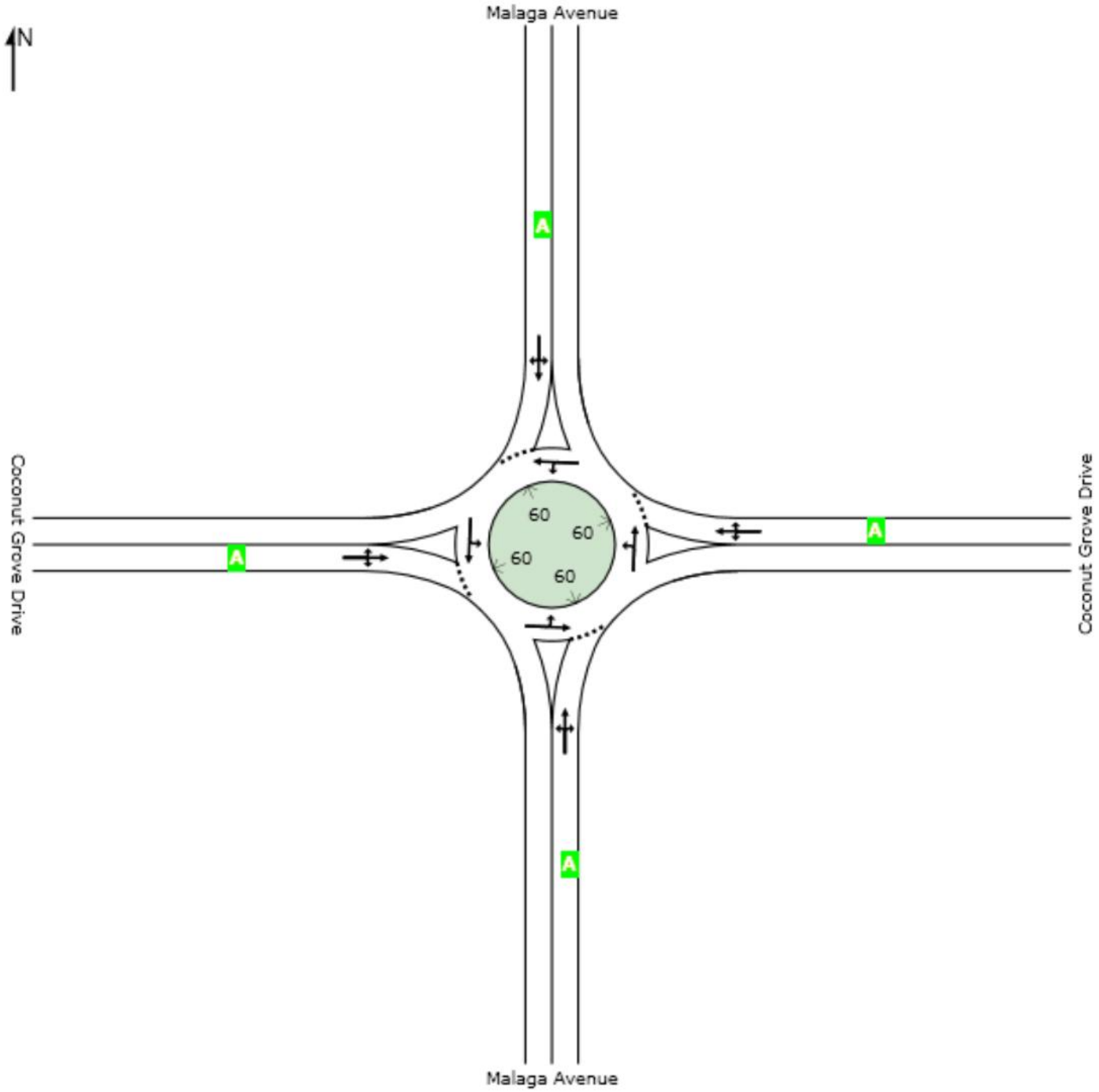
LEVEL OF SERVICE

Site: Coconut Grove Drive and Malaga Avenue

Future Total AM with Restrictions
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	A	A	A	A	A



Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY

Site: Coconut Grove Drive and Malaga Avenue

Future Total AM with Restrictions
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Malaga Avenue													
Lane 1[d]	250	3.0	943	0.265	100	6.5	LOS A	1.1	28.2	Full	1600	0.0	0.0
Approach	250	3.0		0.265		6.5	LOS A	1.1	28.2				
East: Coconut Grove Drive													
Lane 1[d]	195	3.0	951	0.205	100	5.8	LOS A	0.8	20.5	Full	1600	0.0	0.0
Approach	195	3.0		0.205		5.8	LOS A	0.8	20.5				
North: Malaga Avenue													
Lane 1[d]	139	3.0	966	0.144	100	5.1	LOS A	0.5	13.7	Full	1600	0.0	0.0
Approach	139	3.0		0.144		5.1	LOS A	0.5	13.7				
West: Coconut Grove Drive													
Lane 1[d]	73	3.0	840	0.087	100	5.1	LOS A	0.3	7.6	Full	1600	0.0	0.0
Approach	73	3.0		0.087		5.1	LOS A	0.3	7.6				
Intersection	657	3.0		0.265		5.8	LOS A	1.1	28.2				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	54	12	112	0	66	0	126	103	80	47	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	59	13	122	0	72	0	137	112	87	51	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	9.6	9.6	9.3
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	63%	0%	63%
Vol Thru, %	55%	0%	82%	37%
Vol Right, %	45%	37%	18%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	229	178	66	127
LT Vol	126	0	54	47
Through Vol	103	66	12	0
RT Vol	0	112	0	80
Lane Flow Rate	249	193	72	138
Geometry Grp	1	1	1	1
Degree of Util (X)	0.31	0.26	0.099	0.192
Departure Headway (Hd)	4.49	4.831	4.984	5.002
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	797	739	713	714
Service Time	2.543	2.889	3.055	3.062
HCM Lane V/C Ratio	0.312	0.261	0.101	0.193
HCM Control Delay	9.6	9.6	8.6	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.3	1	0.3	0.7

Notes

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

Intersection	
Intersection Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	17	13	34	155	898	77	22	1062	268
Conflicting Peds, #/hr	1	0	2	2	0	1	4	0	12	12	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	17	13	35	158	916	79	22	1084	273

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1861	2676	511	1357	0	0	997	0	0
Stage 1	1274	1274	-	-	-	-	-	-	-
Stage 2	587	1402	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	65	22	508	503	-	-	690	-	-
Stage 1	226	236	-	-	-	-	-	-	-
Stage 2	519	205	-	-	-	-	-	-	-
Time blocked-Platoon, %					-	-		-	-
Mov Capacity-1 Maneuver	42	# 0	502	498	-	-	683	-	-
Mov Capacity-2 Maneuver	113	# 0	-	-	-	-	-	-	-
Stage 1	154	# 0	-	-	-	-	-	-	-
Stage 2	497	# 0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.2	2.1	0.2
HCM LOS	D		

Minor Lane / Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	498	-	-	234	683	-	-
HCM Lane V/C Ratio	0.318	-	-	0.279	0.033	-	-
HCM Control Delay (s)	15.557	-	-	26.2	10.45	-	-
HCM Lane LOS	C			D	B		
HCM 95th %tile Q(veh)	1.353	-	-	1.104	0.102	-	-

Notes

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

Intersection	
Intersection Delay, s/veh	6.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	84	173	99	1044	930	141
Conflicting Peds, #/hr	1	0	9	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	178	102	1076	959	145

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1774	562	1105	0	-	0
Stage 1	1032	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Follow-up Headway	3.52	3.32	2.22	-	-	-
Pot Capacity-1 Maneuver	# 74	470	628	-	-	-
Stage 1	304	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	# 62	466	623	-	-	-
Mov Capacity-2 Maneuver	179	-	-	-	-	-
Stage 1	304	-	-	-	-	-
Stage 2	361	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	60.7	1	0
HCM LOS	F		

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	623	-	306	-	-
HCM Lane V/C Ratio	0.164	-	0.866	-	-
HCM Control Delay (s)	11.907	-	60.7	-	-
HCM Lane LOS	B		F		
HCM 95th %tile Q(veh)	0.583	-	7.727	-	-

Notes

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

Intersection	
Intersection Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	21	3	202	0	0	2	164	1051	17	16	902	13
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	3	220	0	0	2	178	1142	18	17	980	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1950	2539	498	2035	2537	581	995	0	0	1161	0	0
Stage 1	1022	1022	-	1508	1508	-	-	-	-	-	-	-
Stage 2	928	1517	-	527	1029	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	39	27	518	33	27	457	691	-	-	597	-	-
Stage 1	253	312	-	126	182	-	-	-	-	-	-	-
Stage 2	288	180	-	502	309	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	30	19	518	14	19	457	690	-	-	597	-	-
Mov Capacity-2 Maneuver	101	84	-	50	67	-	-	-	-	-	-	-
Stage 1	188	303	-	93	135	-	-	-	-	-	-	-
Stage 2	213	134	-	278	300	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.3	12.9	1.6	0.2
HCM LOS	C	B		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	690	-	-	101	428	457	597	-	-
HCM Lane V/C Ratio	0.258	-	-	0.151	0.538	0.005	0.029	-	-
HCM Control Delay (s)	12.025	-	-	46.9	22.8	12.9	11.211	-	-
HCM Lane LOS	B			E	C	B	B		
HCM 95th %tile Q(veh)	1.028	-	-	0.508	3.108	0.014	0.09	-	-

Notes

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

Intersection

Intersection Delay, s/veh 4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	138	60	136	70	57	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	150	65	148	76	62	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	215	0	555	183
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	372	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1355	-	493	859
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	697	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1355	-	437	859
Mov Capacity-2 Maneuver	-	-	-	-	437	-
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	618	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.3	13.1
HCM LOS			B

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	552	-	-	1355	-
HCM Lane V/C Ratio	0.195	-	-	0.109	-
HCM Control Delay (s)	13.1	-	-	7.982	0
HCM Lane LOS	B			A	A
HCM 95th %tile Q(veh)	0.717	-	-	0.366	-

Notes

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

Intersection	
Intersection Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	180	0	0	206	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	196	0	0	224	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	196	0	420	196
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	224	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1377	-	590	845
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	813	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1377	-	590	845
Mov Capacity-2 Maneuver	-	-	-	-	590	-
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	813	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	0	-	-	1377	-
HCM Lane V/C Ratio	+	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A			A	
HCM 95th %tile Q(veh)	+	-	-	0	-

Notes

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	197	12	0	128	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	214	13	0	139	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			227		360	221
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			227		360	221
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1341		639	819

Direction, Lane #	EB 1	WB 1
Volume Total	227	139
Volume Left	0	0
Volume Right	13	0
cSH	1700	1341
Volume to Capacity	0.13	0.00
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	14.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	4.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	130	67	33	118	5	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	141	73	36	128	5	103

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	164	0	-	0	455	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	355	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1414	-	-	-	563	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	710	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1414	-	-	-	504	956
Mov Capacity-2 Maneuver	-	-	-	-	504	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	636	-

Approach	EB	WB	SB
HCM Control Delay, s	5.2	0	9.5
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1414	-	-	-	915
HCM Lane V/C Ratio	0.1	-	-	-	0.119
HCM Control Delay (s)	7.828	0	-	-	9.5
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.332	-	-	-	0.403

Notes

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

Intersection	
Intersection Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	72	0	6	151	0	0	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	78	0	7	164	0	0	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	164	0	0	78	0	0	255	255	78	256	255	164
Stage 1	-	-	-	-	-	-	78	78	-	177	177	-
Stage 2	-	-	-	-	-	-	177	177	-	79	78	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1414	-	-	1520	-	-	698	649	983	697	649	881
Stage 1	-	-	-	-	-	-	931	830	-	825	753	-
Stage 2	-	-	-	-	-	-	825	753	-	930	830	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1414	-	-	1520	-	-	695	646	983	693	646	881
Mov Capacity-2 Maneuver	-	-	-	-	-	-	695	646	-	693	646	-
Stage 1	-	-	-	-	-	-	931	830	-	825	749	-
Stage 2	-	-	-	-	-	-	821	749	-	928	830	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	8.7	0
HCM LOS			A	A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	983	1414	-	-	1520	-	-	0
HCM Lane V/C Ratio	0.002	-	-	-	0.004	-	-	+
HCM Control Delay (s)	8.7	0	-	-	7.379	0	-	0
HCM Lane LOS	A	A			A	A		A
HCM 95th %tile Q(veh)	0.007	0	-	-	0.013	-	-	+

Notes

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	848	50	0	613
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	922	54	0	666
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			185			
pX, platoon unblocked	0.85	0.85			0.85	
vC, conflicting volume	1282	488			976	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	983	51			624	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	209	857			812	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	614	362	333	333
Volume Left	0	0	0	0
Volume Right	0	54	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.36	0.21	0.20	0.20
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	28.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	20	849	0	0	582
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	923	0	0	633

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1239	461	0	0	923	0
Stage 1	923	-	-	-	-	-
Stage 2	316	-	-	-	-	-
Follow-up Headway	3.52	3.32	-	-	2.22	-
Pot Capacity-1 Maneuver	168	547	-	-	736	-
Stage 1	347	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	168	547	-	-	736	-
Mov Capacity-2 Maneuver	168	-	-	-	-	-
Stage 1	347	-	-	-	-	-
Stage 2	712	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	547	736	-
HCM Lane V/C Ratio	-	-	0.04	-	-
HCM Control Delay (s)	-	-	11.9	0	-
HCM Lane LOS			B	A	
HCM 95th %tile Q(veh)	-	-	0.124	0	-

Notes

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

Intersection	
Intersection Delay, s/veh	0

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	12	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	0	0	0	0	0	0	0	0	0	0

Major/Minor	Major1					Minor1			Minor2		
Conflicting Flow All	0	0	0			13	13	13	13	13	0
Stage 1	-	-	-			13	13	-	0	0	-
Stage 2	-	-	-			0	0	-	13	13	-
Follow-up Headway	-	-	-			3.518	4.018	3.318	3.518	4.018	-
Pot Capacity-1 Maneuver	-	-	-			1006	881	1067	1006	881	-
Stage 1	-	-	-			1010	885	-	-	-	-
Stage 2	-	-	-			-	-	-	1010	885	-
Time blocked-Platoon, %		-	-								
Mov Capacity-1 Maneuver	-	-	-			1006	0	1067	1006	0	-
Mov Capacity-2 Maneuver	-	-	-			1006	0	-	1006	0	-
Stage 1	-	-	-			1010	0	-	-	0	-
Stage 2	-	-	-			-	0	-	1010	0	-

Approach	SE	NE	SW
HCM Control Delay, s	0	0	0
HCM LOS		A	A

Minor Lane / Major Mvmt	NELn1	SEL	SET	SER	SWLn1
Capacity (veh/h)	0	-	-	-	+
HCM Lane V/C Ratio	+	-	-	-	+
HCM Control Delay (s)	0	0	-	-	0
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	+	-	-	-	+

Notes

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

Intersection	
Intersection Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	118	256	124	49	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	128	278	135	53	0	78

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	188	0	-	0	696	161
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	535	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1386	-	-	-	408	884
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	587	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1386	-	-	-	364	884
Mov Capacity-2 Maneuver	-	-	-	-	364	-
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	523	-

Approach	EB	WB	SB
HCM Control Delay, s	2.5	0	9.5
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1386	-	-	-	884
HCM Lane V/C Ratio	0.093	-	-	-	0.089
HCM Control Delay (s)	7.862	0	-	-	9.5
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	0.305	-	-	-	0.291

Notes

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

Intersection	
Intersection Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	256	173	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	278	188	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	188	0	-	0	466	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	278	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1386	-	-	-	555	854
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	769	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1386	-	-	-	555	854
Mov Capacity-2 Maneuver	-	-	-	-	555	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	769	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1386	-	-	-	0
HCM Lane V/C Ratio	-	-	-	-	+
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A				A
HCM 95th %tile Q(veh)	0	-	-	-	+

Notes

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

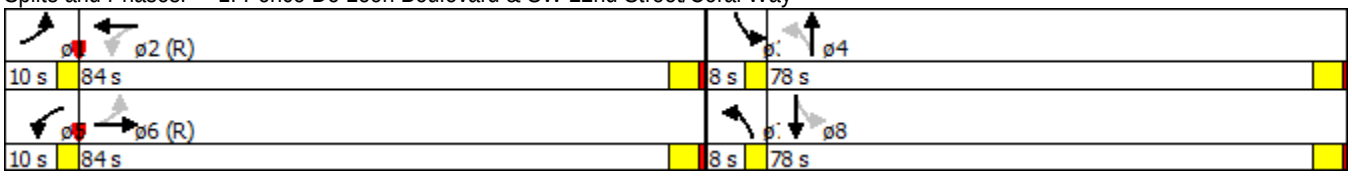
PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	73	534	168	882	119	549	115	539
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	9.0	28.0	9.0	28.0	8.0	27.8	8.0	27.8
Total Split (s)	10.0	84.0	10.0	84.0	8.0	78.0	8.0	78.0
Total Split (%)	5.6%	46.7%	5.6%	46.7%	4.4%	43.3%	4.4%	43.3%
Yellow Time (s)	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
All-Red Time (s)	0.0	1.0	0.0	1.0	0.0	0.8	0.0	0.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	5.0	3.0	5.0	3.0	4.8	3.0	4.8
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 91 (51%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & SW 22nd Street/Coral Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	73	534	84	168	882	69	119	549	258	115	539	85
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.89	0.97		0.90	0.98		0.95	0.99		0.95
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	190.0
Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Cap, veh/h	242	1026	138	369	1207	87	367	924	375	305	1189	161
Arrive On Green	0.06	0.43	0.43	0.10	0.47	0.47	0.05	0.37	0.37	0.05	0.37	0.37
Sat Flow, veh/h	1774	3165	426	1774	3407	245	1774	2479	1006	1774	3190	432
Grp Volume(v), veh/h	74	316	296	170	487	468	120	416	365	116	317	301
Grp Sat Flow(s),veh/h/ln	1774	1863	1728	1774	1863	1789	1774	1863	1622	1774	1863	1759
Q Serve(g_s), s	2.5	11.4	11.6	5.4	19.5	19.5	3.8	16.6	16.7	3.7	11.8	11.9
Cycle Q Clear(g_c), s	2.5	11.4	11.6	5.4	19.5	19.5	3.8	16.6	16.7	3.7	11.8	11.9
Prop In Lane	1.00		0.25	1.00		0.14	1.00		0.62	1.00		0.25
Lane Grp Cap(c), veh/h	242	604	560	369	660	634	367	694	605	305	694	656
V/C Ratio(X)	0.31	0.52	0.53	0.46	0.74	0.74	0.33	0.60	0.60	0.38	0.46	0.46
Avail Cap(c_a), veh/h	295	1604	1488	369	1604	1540	367	1486	1294	305	1486	1404
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	20.9	20.9	16.7	20.8	20.8	17.0	23.2	23.3	17.9	21.7	21.8
Incr Delay (d2), s/veh	0.3	3.2	3.5	0.3	7.3	7.5	0.2	0.9	1.0	0.3	0.6	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	1.1	5.4	5.1	2.2	9.4	9.1	1.6	7.7	6.8	1.6	5.5	5.2
Lane Grp Delay (d), s/veh	20.6	24.1	24.5	17.0	28.1	28.3	17.2	24.1	24.3	18.2	22.3	22.4
Lane Grp LOS	C	C	C	B	C	C	B	C	C	B	C	C
Approach Vol, veh/h		686			1125			901			734	
Approach Delay, s/veh		23.9			26.5			23.3			21.7	
Approach LOS		C			C			C			C	

Timer												
Assigned Phs	1	6		5	2		7	4		3	8	
Phs Duration (G+Y+Rc), s	7.2	34.7		10.0	37.5		8.0	39.0		8.0	39.0	
Change Period (Y+Rc), s	3.0	5.0		3.0	5.0		3.0	4.8		3.0	4.8	
Max Green Setting (Gmax), s	7.0	79.0		7.0	79.0		5.0	73.2		5.0	73.2	
Max Q Clear Time (g_c+I1), s	4.5	13.6		7.4	21.5		5.8	18.7		5.7	13.9	
Green Ext Time (p_c), s	0.0	11.1		0.0	11.0		0.0	15.5		0.0	15.8	

Intersection Summary	
HCM 2010 Ctrl Delay	24.1
HCM 2010 LOS	C

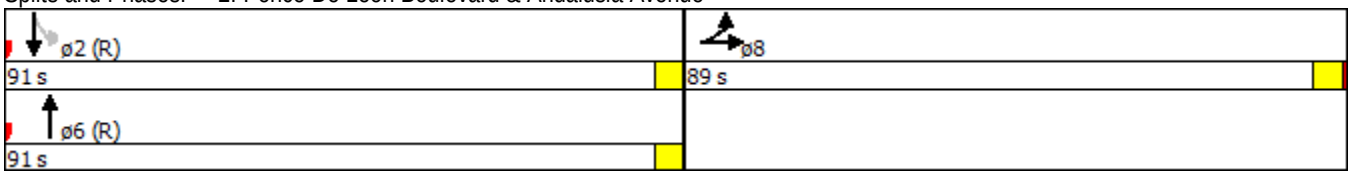
Notes

Lane Group	EBL	EBT	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	70	447	876	61	783
Turn Type	Split	NA	NA	Perm	NA
Protected Phases	8	8	6		2
Permitted Phases				2	
Detector Phase	8	8	6	2	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.8	27.8	22.0	22.0	22.0
Total Split (s)	89.0	89.0	91.0	91.0	91.0
Total Split (%)	49.4%	49.4%	50.6%	50.6%	50.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.8	0.8	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.8	4.8	4.0	4.0	4.0
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 39 (22%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 2: Ponce De Leon Boulevard & Andalusia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	70	447	121	0	0	0	0	876	309	61	783	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96				1.00		0.96	0.99		1.00
Parking Bus Adj	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				0.0	186.3	190.0	186.3	186.3	0.0
Lanes	1	2	0				0	2	0	1	2	0
Cap, veh/h	541	901	192				0	1325	450	287	1875	0
Arrive On Green	0.30	0.30	0.30				0.00	0.67	0.67	0.67	0.67	0.00
Sat Flow, veh/h	1774	2954	629				0	2632	893	452	3725	0
Grp Volume(v), veh/h	73	292	274				0	644	579	64	816	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1720				0	1863	1663	452	1863	0
Q Serve(g_s), s	1.4	5.9	6.0				0.0	9.7	9.8	4.9	4.7	0.0
Cycle Q Clear(g_c), s	1.4	5.9	6.0				0.0	9.7	9.8	14.8	4.7	0.0
Prop In Lane	1.00		0.37				0.00		0.54	1.00		0.00
Lane Grp Cap(c), veh/h	541	568	525				0	938	837	287	1875	0
V/C Ratio(X)	0.13	0.51	0.52				0.00	0.69	0.69	0.22	0.44	0.00
Avail Cap(c_a), veh/h	3254	3417	3155				0	3530	3151	916	7060	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.87	0.87	0.80	0.80	0.00
Uniform Delay (d), s/veh	11.6	13.2	13.2				0.0	5.4	5.4	9.9	4.5	0.0
Incr Delay (d2), s/veh	0.1	0.5	0.6				0.0	3.6	4.1	1.4	0.6	0.0
Initial Q Delay(d3),s/veh	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	0.5	2.4	2.3				0.0	3.3	3.1	0.5	1.5	0.0
Lane Grp Delay (d), s/veh	11.6	13.7	13.8				0.0	9.0	9.5	11.4	5.1	0.0
Lane Grp LOS	B	B	B					A	A	B	A	
Approach Vol, veh/h		639						1223			880	
Approach Delay, s/veh		13.5						9.2			5.6	
Approach LOS		B						A			A	

Timer												
Assigned Phs		8						6			2	
Phs Duration (G+Y+Rc), s		18.8						27.1			27.1	
Change Period (Y+Rc), s		4.8						4.0			4.0	
Max Green Setting (Gmax), s		84.2						87.0			87.0	
Max Q Clear Time (g_c+I1), s		8.0						11.8			16.8	
Green Ext Time (p_c), s		3.1						6.3			6.3	

Intersection Summary												
HCM 2010 Ctrl Delay			9.0									
HCM 2010 LOS			A									

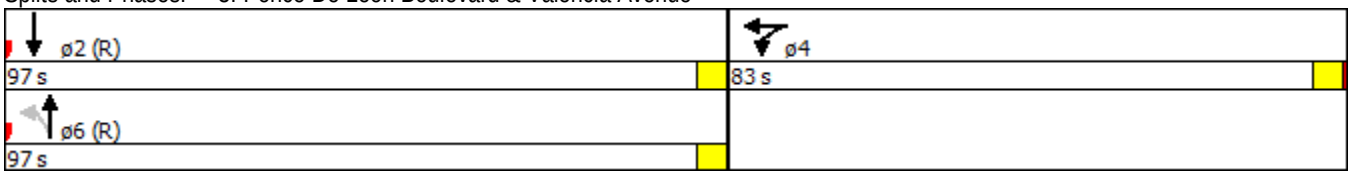
Notes

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	624	83	1106	748
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases		6		
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	30.7	22.3	22.3	22.3
Total Split (s)	83.0	97.0	97.0	97.0
Total Split (%)	46.1%	53.9%	53.9%	53.9%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.7	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.7	4.3	4.3	4.3
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 37 (21%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 3: Ponce De Leon Boulevard & Valencia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	114	624	127	83	1106	0	0	748	158
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.95	0.99		1.00	1.00		0.97
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	186.3	186.3	0.0	0.0	186.3	190.0
Lanes				0	3	0	1	2	0	0	2	0
Cap, veh/h				255	1491	256	307	1701	0	0	1388	258
Arrive On Green				0.12	0.12	0.12	0.61	0.61	0.00	0.00	0.61	0.61
Sat Flow, veh/h				688	4017	689	577	3725	0	0	3040	565
Grp Volume(v), veh/h				329	305	282	90	1202	0	0	498	466
Grp Sat Flow(s),veh/h/ln				1828	1863	1703	577	1863	0	0	1863	1742
Q Serve(g_s), s				8.8	7.9	8.0	6.3	11.6	0.0	0.0	8.5	8.5
Cycle Q Clear(g_c), s				8.8	7.9	8.0	14.8	11.6	0.0	0.0	8.5	8.5
Prop In Lane				0.38		0.40	1.00		0.00	0.00		0.32
Lane Grp Cap(c), veh/h				679	691	632	307	1701	0	0	851	796
V/C Ratio(X)				0.49	0.44	0.45	0.29	0.71	0.00	0.00	0.59	0.59
Avail Cap(c_a), veh/h				2739	2791	2551	1067	6608	0	0	3304	3090
HCM Platoon Ratio				0.33	0.33	0.33	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				0.53	0.53	0.53	0.70	0.70	0.00	0.00	0.96	0.96
Uniform Delay (d), s/veh				18.3	17.9	17.9	11.8	7.9	0.0	0.0	7.2	7.2
Incr Delay (d2), s/veh				0.2	0.2	0.2	1.7	1.8	0.0	0.0	2.8	3.0
Initial Q Delay(d3),s/veh				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				4.3	3.9	3.6	0.8	3.8	0.0	0.0	3.4	3.2
Lane Grp Delay (d), s/veh				18.5	18.1	18.1	13.5	9.6	0.0	0.0	10.1	10.3
Lane Grp LOS				B	B	B	B	A			B	B
Approach Vol, veh/h					916			1292			964	
Approach Delay, s/veh					18.2			9.9			10.2	
Approach LOS					B			A			B	

Timer												
Assigned Phs					4			6			2	
Phs Duration (G+Y+Rc), s					24.1			28.2			28.2	
Change Period (Y+Rc), s					4.7			4.3			4.3	
Max Green Setting (Gmax), s					78.3			92.7			92.7	
Max Q Clear Time (g_c+I1), s					10.8			16.8			10.5	
Green Ext Time (p_c), s					5.2			7.1			7.1	

Intersection Summary												
HCM 2010 Ctrl Delay			12.4									
HCM 2010 LOS			B									

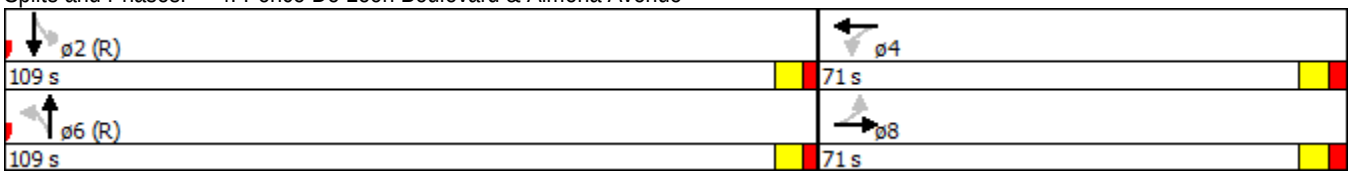
Notes

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	18	109	118	141	48	1040	77	777
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	32.6	32.6	32.6	32.6	24.0	24.0	24.0	24.0
Total Split (s)	71.0	71.0	71.0	71.0	109.0	109.0	109.0	109.0
Total Split (%)	39.4%	39.4%	39.4%	39.4%	60.6%	60.6%	60.6%	60.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 42 (23%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 4: Ponce De Leon Boulevard & Almeria Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	109	15	118	141	77	48	1040	82	77	777	11
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		0.99	1.00		0.99	0.99		0.98	1.00		0.98
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	190.0	186.3	190.0	190.0	186.3	190.0	190.0	186.3	190.0	186.3	186.3	190.0
Lanes	0	1	0	0	1	0	0	2	0	1	2	0
Cap, veh/h	95	443	42	219	221	98	104	1556	113	243	1867	25
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	103	1541	145	486	769	342	81	3057	221	463	3667	48
Grp Volume(v), veh/h	148	0	0	355	0	0	640	0	612	83	424	422
Grp Sat Flow(s),veh/h/ln	1788	0	0	1596	0	0	1709	0	1651	463	1863	1853
Q Serve(g_s), s	0.0	0.0	0.0	8.5	0.0	0.0	0.9	0.0	14.6	9.3	6.5	6.5
Cycle Q Clear(g_c), s	3.9	0.0	0.0	12.3	0.0	0.0	12.9	0.0	14.6	23.9	6.5	6.5
Prop In Lane	0.13		0.08	0.36		0.21	0.08		0.13	1.00		0.03
Lane Grp Cap(c), veh/h	580	0	0	538	0	0	933	0	840	243	948	943
V/C Ratio(X)	0.26	0.00	0.00	0.66	0.00	0.00	0.69	0.00	0.73	0.34	0.45	0.45
Avail Cap(c_a), veh/h	1861	0	0	1694	0	0	2799	0	2748	778	3101	3084
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	17.1	0.0	0.0	19.9	0.0	0.0	7.0	0.0	7.3	14.9	6.0	6.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.0	0.0	0.0	4.1	0.0	5.5	3.5	1.4	1.4
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	1.7	0.0	0.0	4.9	0.0	0.0	4.7	0.0	5.0	1.1	2.5	2.5
Lane Grp Delay (d), s/veh	17.3	0.0	0.0	20.9	0.0	0.0	11.0	0.0	12.8	18.4	7.4	7.4
Lane Grp LOS	B			C			B		B	B	A	A
Approach Vol, veh/h		148			355			1252			929	
Approach Delay, s/veh		17.3			20.9			11.9			8.3	
Approach LOS		B			C			B			A	

Timer				
Assigned Phs	8	4	6	2
Phs Duration (G+Y+Rc), s	24.4	24.4	37.5	37.5
Change Period (Y+Rc), s	6.6	6.6	6.0	6.0
Max Green Setting (Gmax), s	64.4	64.4	103.0	103.0
Max Q Clear Time (g_c+I1), s	5.9	14.3	16.6	25.9
Green Ext Time (p_c), s	2.7	2.7	5.6	5.6

Intersection Summary	
HCM 2010 Ctrl Delay	12.2
HCM 2010 LOS	B

Notes

Intersection	
Intersection Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	153	0	0	1174	162
Conflicting Peds, #/hr	0	5	0	0	0	15
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	161	0	0	1236	171

Major/Minor	Minor2		Major2	
Conflicting Flow All	1326	707	-	0
Stage 1	1326	-	-	-
Stage 2	0	-	-	-
Follow-up Headway	3.52	3.32	-	-
Pot Capacity-1 Maneuver	114	378	-	-
Stage 1	164	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %			-	-
Mov Capacity-1 Maneuver	113	376	-	-
Mov Capacity-2 Maneuver	163	-	-	-
Stage 1	163	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	21.6	0
HCM LOS	C	

Minor Lane / Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	376	-	-
HCM Lane V/C Ratio	0.428	-	-
HCM Control Delay (s)	21.6	-	-
HCM Lane LOS	C		
HCM 95th %tile Q(veh)	2.086	-	-

Notes

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

Intersection	
Intersection Delay, s/veh	21.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	329	1262	164	0	0
Conflicting Peds, #/hr	0	0	0	6	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	366	1402	182	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	1493	791	0	0
Stage 1	1493	-	-	-
Stage 2	0	-	-	-
Follow-up Headway	3.52	3.32	-	-
Pot Capacity-1 Maneuver	85	# 332	-	-
Stage 1	129	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %			-	-
Mov Capacity-1 Maneuver	85	# 332	-	-
Mov Capacity-2 Maneuver	129	-	-	-
Stage 1	129	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	115.3	0
HCM LOS	F	

Minor Lane / Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	332
HCM Lane V/C Ratio	-	-	1.101
HCM Control Delay (s)	-	-	115.3
HCM Lane LOS			F
HCM 95th %tile Q(veh)	-	-	13.992

Notes

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

Intersection	
Intersection Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	200	0	0	1274	46
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	217	0	0	1385	50

Major/Minor	Minor2		Major2	
Conflicting Flow All	1410	716	-	0
Stage 1	1410	-	-	-
Stage 2	0	-	-	-
Follow-up Headway	3.52	3.32	-	-
Pot Capacity-1 Maneuver	98	373	-	-
Stage 1	145	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %			-	-
Mov Capacity-1 Maneuver	98	373	-	-
Mov Capacity-2 Maneuver	145	-	-	-
Stage 1	145	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	27.3	0
HCM LOS	D	

Minor Lane / Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	373	-	-
HCM Lane V/C Ratio	0.583	-	-
HCM Control Delay (s)	27.3	-	-
HCM Lane LOS	D		
HCM 95th %tile Q(veh)	3.545	-	-

Notes

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

Intersection	
Intersection Delay, s/veh	34.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	364	1099	294	0	0
Conflicting Peds, #/hr	0	11	0	21	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	409	1235	330	0	0

Major/Minor	Minor1		Major1	
Conflicting Flow All	1411	793	0	0
Stage 1	1411	-	-	-
Stage 2	0	-	-	-
Follow-up Headway	3.52	3.32	-	-
Pot Capacity-1 Maneuver	98	# 331	-	-
Stage 1	145	-	-	-
Stage 2	-	-	-	-
Time blocked-Platoon, %			-	-
Mov Capacity-1 Maneuver	95	# 328	-	-
Mov Capacity-2 Maneuver	144	-	-	-
Stage 1	144	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	167.7	0
HCM LOS	F	

Minor Lane / Major Mvmt	NBT	NBR	WBLn1
Capacity (veh/h)	-	-	328
HCM Lane V/C Ratio	-	-	1.247
HCM Control Delay (s)	-	-	167.7
HCM Lane LOS			F
HCM 95th %tile Q(veh)	-	-	18.441

Notes

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

Intersection	
Intersection Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	0	60	0	875	992	25
Conflicting Peds, #/hr	4	0	7	0	0	7
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	62	0	911	1033	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1506	541	1063	0	-	0
Stage 1	1050	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Follow-up Headway	3.52	3.32	2.22	-	-	-
Pot Capacity-1 Maneuver	112	485	651	-	-	-
Stage 1	298	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	111	481	647	-	-	-
Mov Capacity-2 Maneuver	111	-	-	-	-	-
Stage 1	297	-	-	-	-	-
Stage 2	603	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	647	-	481	-	-
HCM Lane V/C Ratio	-	-	0.13	-	-
HCM Control Delay (s)	0	-	13.6	-	-
HCM Lane LOS	A		B		
HCM 95th %tile Q(veh)	0	-	0.444	-	-

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	0	921	706	379
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	0	969	743	399
Pedestrians	8					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				129		
pX, platoon unblocked	0.82					
vC, conflicting volume	1435	579	1150			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1084	579	1150			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	173	458	603			

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	485	485	495	647
Volume Left	0	0	0	0
Volume Right	0	0	0	399
cSH	1700	1700	1700	1700
Volume to Capacity	0.29	0.29	0.29	0.38
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

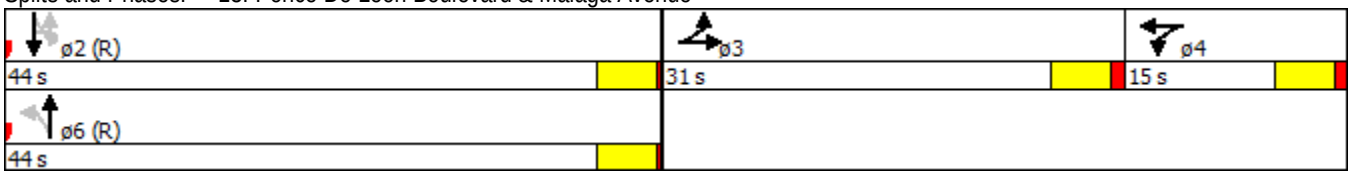
Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	35.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	NBL	NBT	SBU	SBL	SBT
Lane Configurations								
Volume (vph)	193	91	137	55	535	31	57	597
Turn Type	Split	NA	NA	Perm	NA	Perm	Perm	NA
Protected Phases	3	3	4		6			2
Permitted Phases				6		2	2	
Detector Phase	3	3	4	6	6	2	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0	16.0
Minimum Split (s)	28.0	28.0	12.0	20.5	20.5	20.5	20.5	20.5
Total Split (s)	31.0	31.0	15.0	44.0	44.0	44.0	44.0	44.0
Total Split (%)	34.4%	34.4%	16.7%	48.9%	48.9%	48.9%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	0.3	0.3	0.3	0.3	0.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0			0.0
Total Lost Time (s)	5.0	5.0	5.0		4.3			4.3
Lead/Lag	Lead	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 47 (52%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 13: Ponce De Leon Boulevard & Malaga Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Volume (vph)	193	91	18	185	137	158	55	535	209	31	57	597
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0			4.3				4.3
Lane Util. Factor	0.95	0.95			1.00			0.95				0.95
Frpb, ped/bikes	1.00	1.00			1.00			0.99				1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00				1.00
Frt	1.00	0.98			0.96			0.96				1.00
Flt Protected	0.95	0.99			0.98			1.00				0.99
Satd. Flow (prot)	1681	1707			1746			3354				3514
Flt Permitted	0.95	0.99			0.98			0.78				0.61
Satd. Flow (perm)	1681	1707			1746			2617				2162
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.94	0.94
Adj. Flow (vph)	205	97	19	197	146	168	59	569	222	34	61	635
RTOR Reduction (vph)	0	7	0	0	15	0	0	45	0	0	0	0
Lane Group Flow (vph)	160	154	0	0	496	0	0	805	0	0	0	730
Confl. Peds. (#/hr)			20	20			7		14		14	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	Perm	NA
Protected Phases	3	3		4	4			6				2
Permitted Phases							6			2	2	
Actuated Green, G (s)	13.6	13.6			29.6			32.5				32.5
Effective Green, g (s)	13.6	13.6			29.6			32.5				32.5
Actuated g/C Ratio	0.15	0.15			0.33			0.36				0.36
Clearance Time (s)	5.0	5.0			5.0			4.3				4.3
Vehicle Extension (s)	2.5	2.5			2.5			1.0				1.0
Lane Grp Cap (vph)	254	257			574			945				780
v/s Ratio Prot	c0.10	0.09			c0.28							
v/s Ratio Perm								0.31				c0.34
v/c Ratio	0.63	0.60			0.86			0.85				0.94
Uniform Delay, d1	35.8	35.7			28.3			26.5				27.7
Progression Factor	1.00	1.00			1.00			1.00				1.00
Incremental Delay, d2	4.2	3.3			12.7			9.6				19.9
Delay (s)	40.0	39.0			41.0			36.1				47.7
Level of Service	D	D			D			D				D
Approach Delay (s)		39.5			41.0			36.1				47.7
Approach LOS		D			D			D				D

Intersection Summary

HCM 2000 Control Delay	41.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.3
Intersection Capacity Utilization	87.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

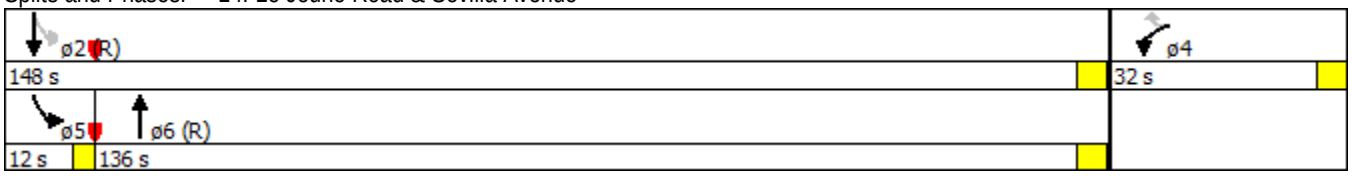
Movement	SBR
Lane Configurations	
Volume (vph)	0
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	7
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	169	166	1039	59	1343
Turn Type	NA	Perm	NA	pm+pt	NA
Protected Phases	4		6	5	2
Permitted Phases		4		2	
Detector Phase	4	4	6	5	2
Switch Phase					
Minimum Initial (s)	7.0	7.0	16.0	5.0	16.0
Minimum Split (s)	24.2	24.2	20.5	9.0	20.5
Total Split (s)	32.0	32.0	136.0	12.0	148.0
Total Split (%)	17.8%	17.8%	75.6%	6.7%	82.2%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0
All-Red Time (s)	0.2	0.2	0.4	0.0	0.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.2	4.2	4.4	3.0	4.4
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode	None	None	C-Min	None	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 108 (60%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 14: Le Jeune Road & Sevilla Avenue



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	169	166	1039	29	59	1343
Number	7	14	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	186.3	186.3	186.3	190.0	186.3	186.3
Lanes	1	1	2	0	1	2
Cap, veh/h	299	267	1729	42	436	2294
Arrive On Green	0.17	0.17	0.63	0.63	0.08	0.82
Sat Flow, veh/h	1774	1583	3621	88	1774	3725
Grp Volume(v), veh/h	180	106	568	564	63	1429
Grp Sat Flow(s),veh/h/ln	1774	1583	1863	1847	1774	1863
Q Serve(g_s), s	3.7	2.4	7.5	7.5	0.6	5.6
Cycle Q Clear(g_c), s	3.7	2.4	7.5	7.5	0.6	5.6
Prop In Lane	1.00	1.00		0.05	1.00	
Lane Grp Cap(c), veh/h	299	267	889	882	436	2294
V/C Ratio(X)	0.60	0.40	0.64	0.64	0.14	0.62
Avail Cap(c_a), veh/h	1238	1105	6155	6104	725	13433
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	14.8	5.2	5.2	4.6	1.9
Incr Delay (d2), s/veh	1.5	0.7	3.5	3.5	0.1	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.6	0.1	2.7	2.7	0.2	1.3
Lane Grp Delay (d), s/veh	16.8	15.5	8.7	8.7	4.7	3.2
Lane Grp LOS	B	B	A	A	A	A
Approach Vol, veh/h	286		1132			1492
Approach Delay, s/veh	16.3		8.7			3.2
Approach LOS	B		A			A

Timer						
Assigned Phs			6		5	2
Phs Duration (G+Y+Rc), s			23.4		5.5	28.9
Change Period (Y+Rc), s			4.4		3.0	4.4
Max Green Setting (Gmax), s			131.6		9.0	143.6
Max Q Clear Time (g_c+I1), s			9.5		2.6	7.6
Green Ext Time (p_c), s			9.5		0.0	9.5

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

Notes

Intersection	
Intersection Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	40	65	997	47	48	1502
Conflicting Peds, #/hr	1	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	67	1028	48	49	1548

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1926	541	0	0	1077	0
Stage 1	1053	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Follow-up Headway	3.52	3.32	-	-	2.22	-
Pot Capacity-1 Maneuver	58	485	-	-	643	-
Stage 1	297	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	53	484	-	-	642	-
Mov Capacity-2 Maneuver	169	-	-	-	-	-
Stage 1	297	-	-	-	-	-
Stage 2	340	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.4	0	0.3
HCM LOS	D		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	283	642	-
HCM Lane V/C Ratio	-	-	0.382	0.077	-
HCM Control Delay (s)	-	-	25.4	11.075	-
HCM Lane LOS			D	B	
HCM 95th %tile Q(veh)	-	-	1.722	0.25	-

Notes

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

Intersection	
Intersection Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	17	96	1108	7	8	1452
Conflicting Peds, #/hr	1	0	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	100	1154	7	8	1512

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1932	588	0	0	1162	0
Stage 1	1159	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Follow-up Headway	3.52	3.32	-	-	2.22	-
Pot Capacity-1 Maneuver	58	452	-	-	597	-
Stage 1	261	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	57	449	-	-	594	-
Mov Capacity-2 Maneuver	170	-	-	-	-	-
Stage 1	261	-	-	-	-	-
Stage 2	408	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.8	0	0.1
HCM LOS	C		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	360	594	-
HCM Lane V/C Ratio	-	-	0.327	0.014	-
HCM Control Delay (s)	-	-	19.8	11.147	-
HCM Lane LOS			C	B	
HCM 95th %tile Q(veh)	-	-	1.393	0.043	-

Notes

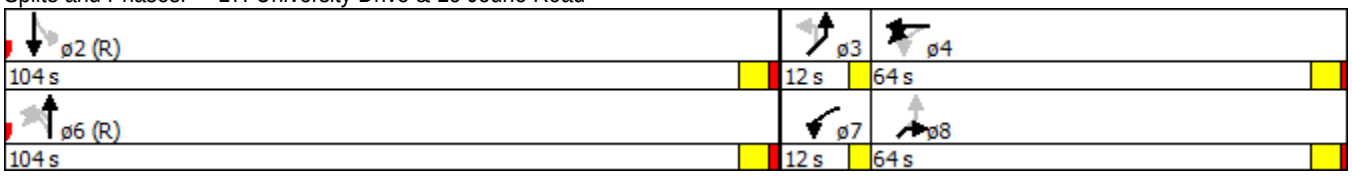
~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL2	NEL	NER
Lane Configurations											
Volume (vph)	310	399	72	13	59	880	25	946	17	130	205
Turn Type	pm+pt	custom	NA	Perm	Perm	NA	Perm	NA	Perm	NA	custom
Protected Phases	7	4	4			6		2		3	8
Permitted Phases	4	4	4	6	6	6	2	2	3	8	8
Detector Phase	7	4	4	6	6	6	2	2	3	3	8
Switch Phase											
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0	7.0
Minimum Split (s)	11.0	23.0	23.0	25.6	25.6	25.6	25.6	25.6	8.0	8.0	23.0
Total Split (s)	12.0	64.0	64.0	104.0	104.0	104.0	104.0	104.0	12.0	12.0	64.0
Total Split (%)	6.7%	35.6%	35.6%	57.8%	57.8%	57.8%	57.8%	57.8%	6.7%	6.7%	35.6%
Yellow Time (s)	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	4.0
All-Red Time (s)	0.0	1.0	1.0	1.6	1.6	1.6	1.6	1.6	0.0	0.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.0		5.0		5.6	5.6	5.6	5.6		3.0	5.0
Lead/Lag	Lead	Lag	Lag						Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes	Yes
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 179 (99%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 17: University Drive & Le Jeune Road



Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Volume (vph)	310	399	72	16	13	59	880	75	25	946	366	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	0.97		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		1.00			1.00	0.99		1.00	0.96		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1674		1689			1770	3487		1770	3275		
Flt Permitted	0.43		0.96			0.08	1.00		0.20	1.00		
Satd. Flow (perm)	760		1689			158	3487		370	3275		
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)	326	420	76	17	14	62	926	79	26	996	385	31
RTOR Reduction (vph)	0	0	1	0	0	0	4	0	0	1	0	0
Lane Group Flow (vph)	293	0	545	0	0	76	1001	0	26	1411	0	0
Confl. Peds. (#/hr)	10	10		10	10	10		10	10		10	10
Turn Type	pm+pt	custom	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7	4	4				6			2		
Permitted Phases	4	4	4		6	6	6		2	2		
Actuated Green, G (s)	73.0		60.2			96.4	96.4		96.4	96.4		
Effective Green, g (s)	73.0		60.2			96.4	96.4		96.4	96.4		
Actuated g/C Ratio	0.41		0.33			0.54	0.54		0.54	0.54		
Clearance Time (s)	3.0		5.0			5.6	5.6		5.6	5.6		
Vehicle Extension (s)	2.0		2.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	378		564			84	1867		198	1753		
v/s Ratio Prot	c0.06		c0.32				0.29			0.43		
v/s Ratio Perm	0.25					c0.48			0.07			
v/c Ratio	0.78		0.97			0.90	0.54		0.13	0.80		
Uniform Delay, d1	46.0		58.9			37.7	27.2		20.9	34.1		
Progression Factor	1.00		1.00			1.00	1.00		0.89	0.85		
Incremental Delay, d2	8.8		29.4			74.4	1.1		1.2	3.6		
Delay (s)	54.8		88.3			112.1	28.3		19.9	32.5		
Level of Service	D		F			F	C		B	C		
Approach Delay (s)			76.6				34.2			32.3		
Approach LOS			E				C			C		

Intersection Summary

HCM 2000 Control Delay	44.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	100.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	NEL2	NEL	NER	NER2
Lane Configurations				
Volume (vph)	17	130	205	25
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		3.0	5.0	
Lane Util. Factor		1.00	1.00	
Frpb, ped/bikes		1.00	1.00	
Flpb, ped/bikes		0.98	1.00	
Frt		1.00	0.85	
Flt Protected		0.95	1.00	
Satd. Flow (prot)		1730	1583	
Flt Permitted		0.76	1.00	
Satd. Flow (perm)		1379	1583	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95
Adj. Flow (vph)	18	137	216	26
RTOR Reduction (vph)	0	0	23	0
Lane Group Flow (vph)	0	155	219	0
Confl. Peds. (#/hr)		10	10	10
Turn Type	Perm	NA	custom	
Protected Phases		3	8	
Permitted Phases	3	8	8	
Actuated Green, G (s)		66.0	56.2	
Effective Green, g (s)		66.0	56.2	
Actuated g/C Ratio		0.37	0.31	
Clearance Time (s)		3.0	5.0	
Vehicle Extension (s)		2.0	2.5	
Lane Grp Cap (vph)		524	494	
v/s Ratio Prot		0.02	0.14	
v/s Ratio Perm		0.09		
v/c Ratio		0.30	0.44	
Uniform Delay, d1		39.7	49.4	
Progression Factor		1.00	1.00	
Incremental Delay, d2		0.1	0.5	
Delay (s)		39.8	49.9	
Level of Service		D	D	
Approach Delay (s)		45.9		
Approach LOS		D		

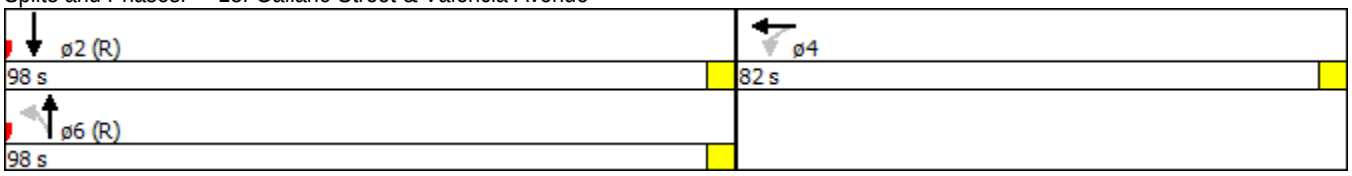
Intersection Summary

Lane Group	WBT	NBL	NBT	SBT
Lane Configurations				
Volume (vph)	379	38	188	220
Turn Type	NA	Perm	NA	NA
Protected Phases	4		6	2
Permitted Phases	4	6	6	2
Detector Phase	4	6	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	7.0	7.0
Minimum Split (s)	22.1	22.1	22.1	22.1
Total Split (s)	82.0	98.0	98.0	98.0
Total Split (%)	45.6%	54.4%	54.4%	54.4%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.1	0.1	0.1	0.1
Lost Time Adjust (s)	0.0		0.0	0.0
Total Lost Time (s)	4.1		4.1	4.1
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	C-Min	C-Min	C-Min

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 65 (36%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 18: Galiano Street & Valencia Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	118	379	82	38	188	0	0	220	154
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	0.99		1.00	1.00		0.99
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln				190.0	186.3	190.0	190.0	186.3	0.0	0.0	186.3	190.0
Lanes				0	3	0	0	1	0	0	1	0
Cap, veh/h				343	1189	179	222	516	0	0	381	218
Arrive On Green				0.32	0.32	0.32	0.46	0.46	0.00	0.00	0.46	0.46
Sat Flow, veh/h				1086	3771	568	138	1501	0	0	1107	635
Grp Volume(v), veh/h				218	202	194	251	0	0	0	0	384
Grp Sat Flow(s),veh/h/ln				1808	1863	1754	1639	0	0	0	0	1742
Q Serve(g_s), s				2.3	2.0	2.1	0.1	0.0	0.0	0.0	0.0	4.1
Cycle Q Clear(g_c), s				2.3	2.0	2.1	4.2	0.0	0.0	0.0	0.0	4.1
Prop In Lane				0.60		0.32	0.17		0.00	0.00		0.36
Lane Grp Cap(c), veh/h				570	587	553	738	0	0	0	0	599
V/C Ratio(X)				0.38	0.34	0.35	0.34	0.00	0.00	0.00	0.00	0.64
Avail Cap(c_a), veh/h				5857	6032	5680	6517	0	0	0	0	6801
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.33	1.33
Upstream Filter(I)				1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				6.4	6.3	6.3	4.9	0.0	0.0	0.0	0.0	5.4
Incr Delay (d2), s/veh				0.3	0.3	0.3	1.3	0.0	0.0	0.0	0.0	5.2
Initial Q Delay(d3),s/veh				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				0.7	0.7	0.6	0.8	0.0	0.0	0.0	0.0	1.8
Lane Grp Delay (d), s/veh				6.7	6.6	6.6	6.1	0.0	0.0	0.0	0.0	10.6
Lane Grp LOS				A	A	A	A					B
Approach Vol, veh/h					615			251			384	
Approach Delay, s/veh					6.6			6.1			10.6	
Approach LOS					A			A			B	

Timer												
Assigned Phs					4			6			2	
Phs Duration (G+Y+Rc), s					11.7			12.4			12.4	
Change Period (Y+Rc), s					4.1			4.1			4.1	
Max Green Setting (Gmax), s					77.9			93.9			93.9	
Max Q Clear Time (g_c+I1), s					4.3			6.2			6.1	
Green Ext Time (p_c), s					3.2			1.4			1.4	

Intersection Summary		
HCM 2010 Ctrl Delay		7.8
HCM 2010 LOS		A

Notes

Intersection	
Intersection Delay, s/veh	29.8
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	44	177	46	78	233	24	69	151	59	103	241	38
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	47	188	49	83	248	26	73	161	63	110	256	40
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	22.8	30.7	23.5	38.6
HCM LOS	C	D	C	E

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	16%	23%	27%
Vol Thru, %	54%	66%	70%	63%
Vol Right, %	21%	17%	7%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	279	267	335	382
LT Vol	151	177	233	241
Through Vol	59	46	24	38
RT Vol	69	44	78	103
Lane Flow Rate	297	284	356	406
Geometry Grp	1	1	1	1
Degree of Util (X)	0.637	0.617	0.755	0.839
Departure Headway (Hd)	7.725	7.815	7.623	7.428
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	466	460	474	488
Service Time	5.798	5.887	5.69	5.493
HCM Lane V/C Ratio	0.637	0.617	0.751	0.832
HCM Control Delay	23.5	22.8	30.7	38.6
HCM Lane LOS	C	C	D	E
HCM 95th-tile Q	4.4	4.1	6.4	8.4

Notes

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

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	162	0	42	0	0	39	87	39	4	0	202	158
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	172	0	45	0	0	41	93	41	4	0	215	168
Number of Lanes	0	1	0	0	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.7	8.3	9.6	11.8
HCM LOS	B	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	67%	79%	0%	0%
Vol Thru, %	30%	0%	0%	56%
Vol Right, %	3%	21%	100%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	204	39	360
LT Vol	39	0	0	202
Through Vol	4	42	39	158
RT Vol	87	162	0	0
Lane Flow Rate	138	217	41	383
Geometry Grp	1	1	1	1
Degree of Util (X)	0.199	0.315	0.057	0.481
Departure Headway (Hd)	5.168	5.218	4.977	4.521
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	687	681	724	789
Service Time	3.255	3.306	2.977	2.587
HCM Lane V/C Ratio	0.201	0.319	0.057	0.485
HCM Control Delay	9.6	10.7	8.3	11.8
HCM Lane LOS	A	B	A	B
HCM 95th-tile Q	0.7	1.3	0.2	2.6

Notes

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

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	56	0	0	25	0	124	8	0	121	128
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	64	0	0	28	0	141	9	0	137	145
Number of Lanes	0	0	1	0	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.5	8.3	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	94%	0%	0%	49%
Vol Right, %	6%	100%	100%	51%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	132	56	25	249
LT Vol	124	0	0	121
Through Vol	8	56	25	128
RT Vol	0	0	0	0
Lane Flow Rate	150	64	28	283
Geometry Grp	1	1	1	1
Degree of Util (X)	0.178	0.076	0.034	0.307
Departure Headway (Hd)	4.382	4.278	4.321	3.9
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	824	843	833	905
Service Time	2.382	2.279	2.325	1.996
HCM Lane V/C Ratio	0.182	0.076	0.034	0.313
HCM Control Delay	8.3	7.6	7.5	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.2	0.1	1.3

Notes

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Intersection	
Intersection Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	32	108	23	0	178
Conflicting Peds, #/hr	0	1	0	1	1	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	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	126	27	0	207

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	347	141	0	0	153	0
Stage 1	140	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	650	907	-	-	1428	-
Stage 1	887	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	649	905	-	-	1427	-
Mov Capacity-2 Maneuver	649	-	-	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	827	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	905	1427	-
HCM Lane V/C Ratio	-	-	0.041	-	-
HCM Control Delay (s)	-	-	9.1	0	-
HCM Lane LOS			A	A	
HCM 95th %tile Q(veh)	-	-	0.128	0	-

Notes

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

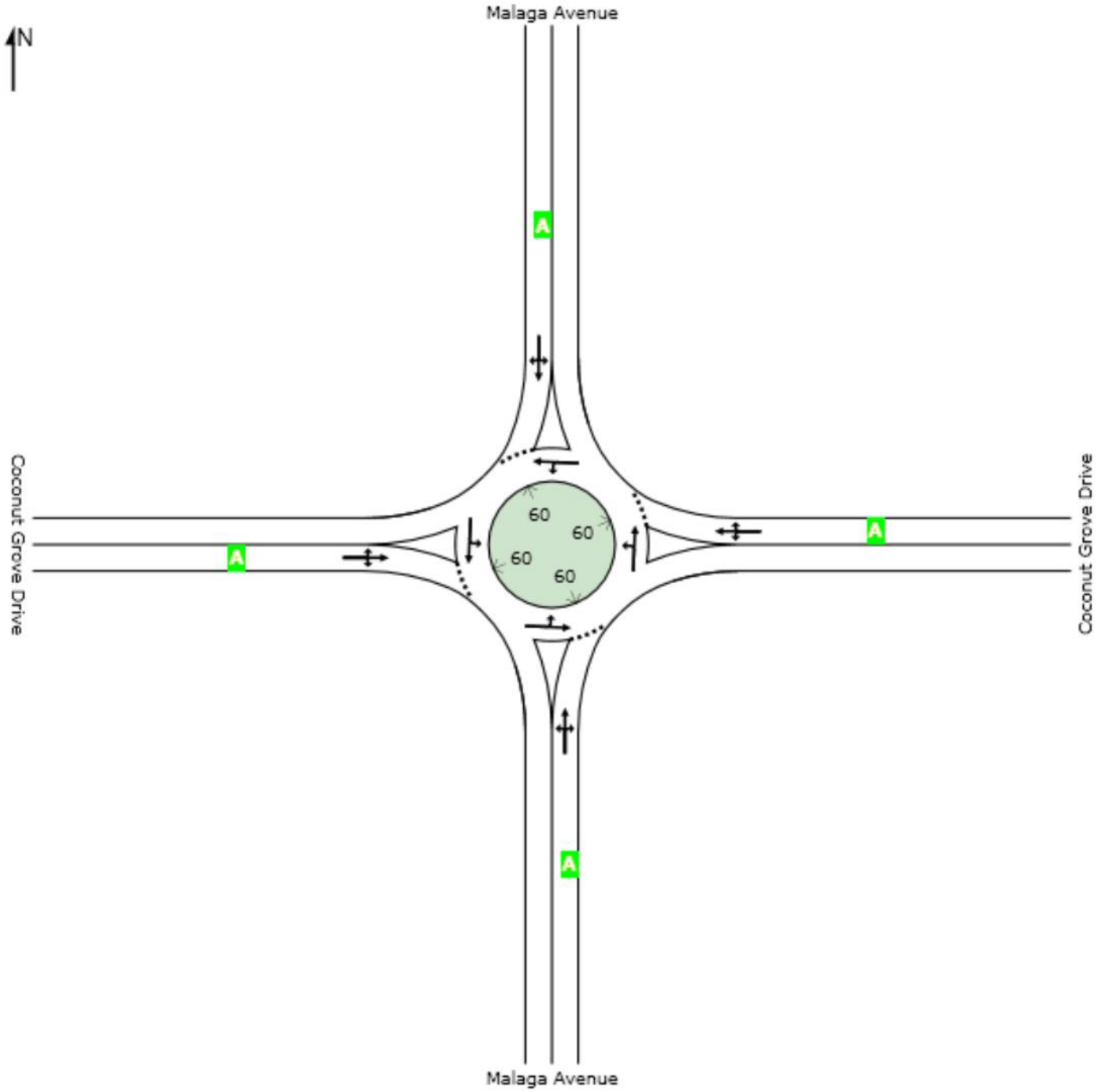
LEVEL OF SERVICE

Site: Coconut Grove Drive and Malaga Avenue

Future Total PM with Restrictions
Roundabout

All Movement Classes

	South	East	North	West	Intersection
LOS	A	A	A	A	A



Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LANE SUMMARY

Site: Coconut Grove Drive and Malaga Avenue

Future Total PM with Restrictions
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Malaga Avenue													
Lane 1[d]	175	3.0	932	0.188	100	5.7	LOS A	0.7	18.4	Full	1600	0.0	0.0
Approach	175	3.0		0.188		5.7	LOS A	0.7	18.4				
East: Coconut Grove Drive													
Lane 1[d]	291	3.0	1048	0.278	100	6.1	LOS A	1.2	31.3	Full	1600	0.0	0.0
Approach	291	3.0		0.278		6.1	LOS A	1.2	31.3				
North: Malaga Avenue													
Lane 1[d]	190	3.0	884	0.215	100	6.3	LOS A	0.8	21.4	Full	1600	0.0	0.0
Approach	190	3.0		0.215		6.3	LOS A	0.8	21.4				
West: Coconut Grove Drive													
Lane 1[d]	71	3.0	729	0.097	100	6.0	LOS A	0.3	8.4	Full	1600	0.0	0.0
Approach	71	3.0		0.097		6.0	LOS A	0.3	8.4				
Intersection	727	3.0		0.278		6.0	LOS A	1.2	31.3				

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

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Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	51	13	191	0	76	0	39	121	94	80	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	59	15	220	0	87	0	45	139	108	92	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.9	11.6	9.3	10.5
HCM LOS	A	B	A	B

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	72%	0%	54%
Vol Thru, %	24%	0%	80%	46%
Vol Right, %	76%	28%	20%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	267	64	174
LT Vol	39	0	51	80
Through Vol	121	76	13	0
RT Vol	0	191	0	94
Lane Flow Rate	184	307	74	200
Geometry Grp	1	1	1	1
Degree of Util (X)	0.24	0.421	0.108	0.29
Departure Headway (Hd)	4.704	4.933	5.278	5.218
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	752	721	683	680
Service Time	2.802	3.019	3.278	3.315
HCM Lane V/C Ratio	0.245	0.426	0.108	0.294
HCM Control Delay	9.3	11.6	8.9	10.5
HCM Lane LOS	A	B	A	B
HCM 95th-tile Q	0.9	2.1	0.4	1.2

Notes

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Intersection	
Intersection Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	0	0	22	30	33	116	869	73	33	1067	299
Conflicting Peds, #/hr	3	0	2	2	0	3	11	0	2	2	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	24	32	35	125	934	78	35	1147	322

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1871	2766	520	1469	0	0	1016	0	0
Stage 1	1226	1226	-	-	-	-	-	-	-
Stage 2	645	1540	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	64	# 19	501	455	-	-	678	-	-
Stage 1	240	249	-	-	-	-	-	-	-
Stage 2	484	175	-	-	-	-	-	-	-
Time blocked-Platoon, %					-	-		-	-
Mov Capacity-1 Maneuver	43	# 0	495	451	-	-	672	-	-
Mov Capacity-2 Maneuver	121	# 0	-	-	-	-	-	-	-
Stage 1	173	# 0	-	-	-	-	-	-	-
Stage 2	455	# 0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.3	1.8	0.3
HCM LOS	D		

Minor Lane / Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	451	-	-	221	672	-	-
HCM Lane V/C Ratio	0.277	-	-	0.414	0.053	-	-
HCM Control Delay (s)	16.006	-	-	32.3	10.656	-	-
HCM Lane LOS	C			D	B		
HCM 95th %tile Q(veh)	1.116	-	-	1.894	0.167	-	-

Notes

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

Intersection	
Intersection Delay, s/veh	7.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	84	173	99	1044	930	141
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	182	104	1099	979	148

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1811	568	1127	0	-	0
Stage 1	1053	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Follow-up Headway	3.52	3.32	2.22	-	-	-
Pot Capacity-1 Maneuver	# 70	466	616	-	-	-
Stage 1	297	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Time blocked-Platoon, %				-	-	-
Mov Capacity-1 Maneuver	# 58	464	614	-	-	-
Mov Capacity-2 Maneuver	173	-	-	-	-	-
Stage 1	297	-	-	-	-	-
Stage 2	351	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	68.8	1	0
HCM LOS	F		

Minor Lane / Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	614	-	299	-	-
HCM Lane V/C Ratio	0.17	-	0.905	-	-
HCM Control Delay (s)	12.058	-	68.8	-	-
HCM Lane LOS	B		F		
HCM 95th %tile Q(veh)	0.607	-	8.449	-	-

Notes

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

Intersection	
Intersection Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	8	0	229	8	4	30	196	1005	2	5	967	15
Conflicting Peds, #/hr	0	0	1	1	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	236	8	4	31	202	1036	2	5	997	15

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1941	2459	508	1952	2466	521	1013	0	0	1039	0	0
Stage 1	1016	1016	-	1442	1442	-	-	-	-	-	-	-
Stage 2	925	1443	-	510	1024	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	39	30	510	38	30	500	680	-	-	665	-	-
Stage 1	255	314	-	139	196	-	-	-	-	-	-	-
Stage 2	290	196	-	514	311	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	27	21	509	16	21	499	679	-	-	664	-	-
Mov Capacity-2 Maneuver	94	93	-	45	64	-	-	-	-	-	-	-
Stage 1	179	311	-	98	138	-	-	-	-	-	-	-
Stage 2	185	138	-	273	308	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.1	41.8	2	0.1
HCM LOS	C	E		

Minor Lane / Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	679	-	-	94	484	140	664	-	-
HCM Lane V/C Ratio	0.298	-	-	0.058	0.493	0.309	0.008	-	-
HCM Control Delay (s)	12.532	-	-	45.7	19.5	41.8	10.464	-	-
HCM Lane LOS	B			E	C	E	B		
HCM 95th %tile Q(veh)	1.245	-	-	0.183	2.687	1.22	0.023	-	-

Notes

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

Intersection

Intersection Delay, s/veh 10.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	68	83	130	120	186	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	90	141	130	202	146

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	164	0	532	119
Stage 1	-	-	-	-	119	-
Stage 2	-	-	-	-	413	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1414	-	508	933
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	668	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1414	-	453	933
Mov Capacity-2 Maneuver	-	-	-	-	453	-
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	596	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.1	20.3
HCM LOS			C

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	577	-	-	1414	-
HCM Lane V/C Ratio	0.603	-	-	0.1	-
HCM Control Delay (s)	20.3	-	-	7.828	0
HCM Lane LOS	C			A	A
HCM 95th %tile Q(veh)	3.996	-	-	0.332	-

Notes

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

Intersection	
Intersection Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	202	0	0	250	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	220	0	0	272	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	220	0	492	220
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	272	-
Follow-up Headway	-	-	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	-	1349	-	536	820
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	774	-
Time blocked-Platoon, %	-	-		-		
Mov Capacity-1 Maneuver	-	-	1349	-	536	820
Mov Capacity-2 Maneuver	-	-	-	-	536	-
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane / Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	0	-	-	1349	-
HCM Lane V/C Ratio	+	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A			A	
HCM 95th %tile Q(veh)	+	-	-	0	-

Notes

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	239	12	0	374	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	260	13	0	407	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			273		673	266
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			273		673	266
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1290		421	772

Direction, Lane #	EB 1	WB 1
Volume Total	273	407
Volume Left	0	0
Volume Right	13	0
cSH	1700	1290
Volume to Capacity	0.16	0.00
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	23.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	7.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	177	63	58	112	16	316
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	192	68	63	122	17	343

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	185	0	-	0	577	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	453	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1390	-	-	-	478	927
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	640	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1390	-	-	-	409	927
Mov Capacity-2 Maneuver	-	-	-	-	409	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	548	-

Approach	EB	WB	SB
HCM Control Delay, s	5.9	0	12
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1390	-	-	-	874
HCM Lane V/C Ratio	0.138	-	-	-	0.413
HCM Control Delay (s)	8.006	0	-	-	12
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.48	-	-	-	2.045

Notes

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

Intersection	
Intersection Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	0	79	0	6	170	0	0	0	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	86	0	7	185	0	0	0	9	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	185	0	0	86	0	0	284	284	86	288	284	185
Stage 1	-	-	-	-	-	-	86	86	-	198	198	-
Stage 2	-	-	-	-	-	-	198	198	-	90	86	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1390	-	-	1510	-	-	668	625	973	664	625	857
Stage 1	-	-	-	-	-	-	922	824	-	804	737	-
Stage 2	-	-	-	-	-	-	804	737	-	917	824	-
Time blocked-Platoon, %		-	-		-	-						
Mov Capacity-1 Maneuver	1390	-	-	1510	-	-	665	622	973	656	622	857
Mov Capacity-2 Maneuver	-	-	-	-	-	-	665	622	-	656	622	-
Stage 1	-	-	-	-	-	-	922	824	-	804	733	-
Stage 2	-	-	-	-	-	-	800	733	-	909	824	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	8.7	0
HCM LOS			A	A

Minor Lane / Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	973	1390	-	-	1510	-	-	0
HCM Lane V/C Ratio	0.009	-	-	-	0.004	-	-	+
HCM Control Delay (s)	8.7	0	-	-	7.394	0	-	0
HCM Lane LOS	A	A			A	A		A
HCM 95th %tile Q(veh)	0.027	0	-	-	0.013	-	-	+

Notes

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	869	47	0	1067
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	945	51	0	1160
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			187			
pX, platoon unblocked	0.83	0.83			0.83	
vC, conflicting volume	1550	498			996	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1247	0			577	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	137	897			821	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	630	366	580	580
Volume Left	0	0	0	0
Volume Right	0	51	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.37	0.22	0.34	0.34
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	32.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	63	873	0	0	1025
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	68	949	0	0	1114

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1506	474	0	0	949	0
Stage 1	949	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Follow-up Headway	3.52	3.32	-	-	2.22	-
Pot Capacity-1 Maneuver	112	537	-	-	719	-
Stage 1	337	-	-	-	-	-
Stage 2	537	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	112	537	-	-	719	-
Mov Capacity-2 Maneuver	112	-	-	-	-	-
Stage 1	337	-	-	-	-	-
Stage 2	537	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0
HCM LOS	B		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	537	719	-
HCM Lane V/C Ratio	-	-	0.128	-	-
HCM Control Delay (s)	-	-	12.7	0	-
HCM Lane LOS			B	A	
HCM 95th %tile Q(veh)	-	-	0.435	0	-

Notes

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

Intersection	
Intersection Delay, s/veh	0

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Vol, veh/h	0	12	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	0	0	0	0	0	0	0	0	0	0

Major/Minor	Major1					Minor1			Minor2		
Conflicting Flow All	0	0	0			13	13	13	13	13	0
Stage 1	-	-	-			13	13	-	0	0	-
Stage 2	-	-	-			0	0	-	13	13	-
Follow-up Headway	-	-	-			3.518	4.018	3.318	3.518	4.018	-
Pot Capacity-1 Maneuver	-	-	-			1006	881	1067	1006	881	-
Stage 1	-	-	-			1010	885	-	-	-	-
Stage 2	-	-	-			-	-	-	1010	885	-
Time blocked-Platoon, %		-	-								
Mov Capacity-1 Maneuver	-	-	-			1006	0	1067	1006	0	-
Mov Capacity-2 Maneuver	-	-	-			1006	0	-	1006	0	-
Stage 1	-	-	-			1010	0	-	-	0	-
Stage 2	-	-	-			-	0	-	1010	0	-

Approach	SE	NE	SW
HCM Control Delay, s	0	0	0
HCM LOS		A	A

Minor Lane / Major Mvmt	NELn1	SEL	SET	SER	SWLn1
Capacity (veh/h)	0	-	-	-	+
HCM Lane V/C Ratio	+	-	-	-	+
HCM Control Delay (s)	0	0	-	-	0
HCM Lane LOS	A	A			A
HCM 95th %tile Q(veh)	+	-	-	-	+

Notes

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

Intersection	
Intersection Delay, s/veh	5.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	165	165	187	47	0	246
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	179	179	203	51	0	267

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	254	0	-	0	767	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	538	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1311	-	-	-	370	810
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	585	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1311	-	-	-	314	810
Mov Capacity-2 Maneuver	-	-	-	-	314	-
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	496	-

Approach	EB	WB	SB
HCM Control Delay, s	4.1	0	11.6
HCM LOS			B

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1311	-	-	-	810
HCM Lane V/C Ratio	0.137	-	-	-	0.33
HCM Control Delay (s)	8.181	0	-	-	11.6
HCM Lane LOS	A	A			B
HCM 95th %tile Q(veh)	0.474	-	-	-	1.447

Notes

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

Intersection	
Intersection Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	0	165	234	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	179	254	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	254	0	-	0	433	254
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	179	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1311	-	-	-	580	785
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	852	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1311	-	-	-	580	785
Mov Capacity-2 Maneuver	-	-	-	-	580	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	852	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1311	-	-	-	0
HCM Lane V/C Ratio	-	-	-	-	+
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A				A
HCM 95th %tile Q(veh)	0	-	-	-	+

Notes

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

Kimley»Horn

Memorandum

To: Eddie Avila
Agave Ponce, LLC

From: John J. McWilliams, P.E.

Date: May 17, 2015

Subject: Mediterranean Village
Valet Operations Analysis Update

Kimley-Horn and Associates, Inc. previously prepared the most recent valet operations analysis for the proposed Mediterranean Village redevelopment dated March 6, 2015. Since that time, the proposed development plan has been modified resulting in an overall reduction in the trips generated by the project. Refer to the most recent traffic impact analysis update. Therefore, the previous operations report provides for a conservative analysis of the valet operations as volumes are projected to be lower than previously assumed. As a result, a complete update of the previous analysis was not performed.

However, the hotel valet area/porte cochere was relocated from Ponce De Leon Boulevard to a location internal to the site accessed from the proposed driveway connection on Malaga Avenue. Refer to Attachment A for the current valet operations plan. The previous valet analysis indicated that a total of seven (7) valet service positions were needed for sufficient operations. The proposed plan provides for seven (7) service positions. In addition, the proposed plans provides for valet processing times equal to or less than the assumptions included in the March 6, 2015 for this valet station. Therefore, the analysis previously provided is applicable to the proposed configuration/plan and no further updates to the analysis are warranted.

It should be noted that projected vehicular volumes and estimated valet processing times were conservatively assumed in the previously submitted analysis. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

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Kimley»Horn

Memorandum

To: Eddie Avila
Agave Ponce, LLC

From: John J. McWilliams, P.E.

Date: March 6, 2015

Subject: Mediterranean Village
Valet Operations Analysis

Kimley-Horn and Associates, Inc. has prepared a valet operations analysis for the proposed Mediterranean Village redevelopment. This analysis has been updated from the 1/27/2015 analysis incorporating the consolidation of the central residential and retail valet drop-off stands. The existing site contains vacant land and buildings that will be demolished. The proposed redevelopment will consist of a mixed use development with the following land uses:

- 242,000 square feet of retail space
- 314,000 square feet of office space
- 15 residential townhouses
- 214 high-rise residential condominiums
- 184-room hotel
- 21,750 square feet of quality restaurant
- 7,250 square feet of high-turnover (sit-down) restaurant
- 9,500 square-foot gym/fitness club
- 12,000 square-foot day care center
- 8-screen movie theater

The site proposed for redevelopment is bounded by Sevilla Avenue to the north, Malaga Avenue to the south, Galiano Street to the east, and Ponce De Leon Boulevard to the west. A location map is provided as Figure 1 in Attachment A. The following sections summarize the analysis.

VALET SERVICE AND OPERATIONS

The Mediterranean Village redevelopment will be served by four (4) valet drop-off/pick-up areas that include:

- The North valet drop-off/pick-up is located within on-street parking (a vehicle queue capacity of seven [7] vehicles is required) on the south side of Sevilla Avenue adjacent to the north residential tower lobby and paseo. This valet will serve both residential guests of the north tower and a portion of the retail/restaurant/theater patrons.
- Central valet drop-off stands will be provided along the south side of the Palermo Avenue. The valet drop-off stand will serve general retail/restaurant/theater patrons, and residential guests of the adjcacent tower. A total of five (5) on-street parking spaces are required for the valet drop-off stand.

- A Central valet pick-up stand will be provided along the north side of Palermo Avenue serving both the residential guests of the adjacent tower and general retail/restaurant/theatre patrons. A total of five (5) on-street parking spaces are required for this valet pick-up stand.
- A hotel/south residential tower valet stand will be provided for hotel guests and guest of the south residential tower within the porte-cochere located directly off the northbound lanes of Ponce De Leon Boulevard north of Malaga Avenue. Note that all valet operations will occur within the porte-cochere area and will not require circulation on to Ponce De Leon Boulevard. The porte-cochere has a required vehicle queuing capacity of seven (7) spaces.

Self-parking will be provided at the site. Therefore, the following valet service assumptions were utilized to determine the required amount of vehicle queue storage and valet attendants:

- Twenty five percent (25%) of the retail traffic is expected to utilize the valet. Based on the trip distribution from the traffic study contained as Figure 2 in Attachment A, retail traffic is expected to utilize the north and central valet areas.
- Twenty five percent (25%) of the movie theater traffic is expected to utilize the valet. Based on the trip distribution from the traffic study contained as Figure 2 in Attachment A, movie theater traffic is expected to utilize the north and central valet areas.
- High-rise residential guests or eight decimal point four percent (8.4%) of the high-rise residential condominium traffic are expected to utilize the valet. As these units are contained on the north, central, and south parcels, traffic from this land use is expected to utilize the north, central, and hotel/south valet areas.
- One hundred percent (100%) of the hotel trips are expected to utilize the valet. As a dedicated hotel porte-cochere is provided, traffic from this land use is expected to utilize the hotel valet area.
- Seventy five percent (75%) of the quality restaurant trips are expected to utilize the valet. Based on the trip distribution from the traffic study contained as Figure 2 in Attachment A, quality restaurant traffic is expected to utilize the north and central valet areas.
- Twenty five (25%) of the high-turnover (sit-down) restaurant trips are expected to utilize the valet. Based on the trip distribution from the traffic study contained as Figure 2 in Attachment A, quality restaurant traffic is expected to utilize the north and central valet areas.

Figure 3 contained in Attachment A depicts the valet vehicle circulation routes.

TRIP GENERATION

Typical Demand Condition (Weekday P.M. Peak Hour)

Trip generation for the proposed redevelopment for the typical demand condition (weekday P.M. peak hour) was calculated using rates and equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation*, 9th Edition. Trip generation was determined using ITE Land Use Codes (LUC) 820 (Shopping Center), 710 (General Office Building), 230 (Residential Condominium/Townhouse), 232 (High-Rise Residential Condominium/Townhouse), 310 (Hotel), 931 (Quality Restaurant), 932 (High-Turnover [Sit-Down] Restaurant), 492 (Health/Fitness Club), 565 (Day Care Center), and 445 (Multiplex Movie Theater). Consistent with the traffic study, an internal capture of 13.2 percent (13.2%), and a 6.0 percent (6.0%) multimodal reduction were applied. Table 1 summarizes the valet trips at each valet location. Detailed valet trip calculations are contained in Attachment B.

Table 1: Weekday P.M. Peak Hour Trip Generation Summary			
Valet Location	**In**	**Out**	**Total**
North Valet	63	56	119
Central Valet	141	118	259
Hotel/South Valet	37	36	73

Highest Demand Condition

Trip generation for the highest demand condition was calculated based on a comparison of the weekday P.M. peak hour and weekday P.M. peak hour of generator rates for the land uses expected to utilize the valet including the shopping center, movie theater, high-rise residential condominium, and hotel. The comparison yielded a 1.30 factor that was applied to develop the highest demand condition trip generation. Table 2 summarizes the valet trips at each valet location. Detailed valet trip calculations are contained in Attachment B.

Table 2: Highest Demand Peak Hour Trip Generation Summary			
Valet Location	**In**	**Out**	**Total**
North Valet	83	70	153
Central Valet	182	157	339
Hotel/South Valet	48	47	95

VALET OPERATIONS ANALYSIS

The valet queuing operations analysis was performed based on the methodology outlined in the ITE's *Transportation and Land Development*, 1988. The analysis was performed to determine if valet operations could accommodate vehicular queues without blocking travel lanes on public right-of-way. Two (2) analyses were developed, (1) for the highest demand condition and (2) for the typical demand condition.

North Valet Operations Analysis

Assumptions

The queuing analysis used the multiple-channel waiting line model with Poisson arrivals and exponential service times. The queuing analysis is based on the coefficient of utilization, ρ, which is the ratio of the average vehicle arrival rate over the average service rate multiplied by the number of channels.

The average service rate corresponds to the time it would take a valet attendant to obtain a vehicle from an arriving patron, park the vehicle, and return to the valet area. The calculated average service time was 8.9 minutes. Detailed trip length calculations are included in Attachment C.

The average service rate for departing patrons corresponds to the time it would take the valet attendant to walk to the parked vehicle, return with the vehicle to the valet area, and for the patron to exit the valet

area. The calculated average service time was 9.8 minutes. Detailed trip length calculations are included in Attachment C.

If the coefficient of utilization (average service rate/valet attendant service capacity) is greater than one (> 1), the calculation methodology does not yield a finite queue length. This result indicates overcapacity conditions for the valet area. The valet attendant service capacity is the number of total trips a valet attendant can make in a one-hour period multiplied by the number of valet attendants.

The analysis determined the required queue storage, M, which is exceeded P percent of the time. Since this analysis seeks to ensure that the queue length does not exceed the storage provided, at a level of confidence of 95 percent. Seven (7) vehicle drop-off/pick-up spaces are required.

Analysis

An iterative approach was used to determine the number of valet attendants required to accommodate traffic demand during the analysis hour and ensure that the 95th percentile valet queue does not extend beyond the designated valet service area. The valet analysis worksheet is provided in Attachment D.

Results of the valet operations analysis demonstrate that a total of 23 valet attendants are required under average demand conditions with 29 valet attendants being needed during the highest demand condition without blocking travel lanes on Sevilla Avenue.

Conclusion

Based on the valet operations analysis performed, it was determined that the 95th percentile valet queues will not extend beyond the valet service area blocking travel lanes on Sevilla Avenue. Based upon the conservative assumptions regarding the traffic demand, it was estimated that between 23 and 29 valet attendants may be required during typical and high demand peak hours. It should be noted that projected vehicular volumes and estimated valet processing times were conservatively assumed in the analysis. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

Central Valet Operations Analysis

Assumptions

The average service rate corresponds to the time it would take a valet parking attendant to obtain a vehicle from an arriving patron, park the vehicle, and return to the valet area. The calculated average service time was 6.6 minutes. This service rate was used for both the primary valet and secondary residential valet. Detailed trip length calculations are included in Attachment C.

The average service rate for departing patrons corresponds to the time it would take the valet to walk to the parked vehicles, return with the vehicle to the valet area, and the patron exits the valet area. The calculated average service time was 6.6 minutes. This service rate was used for both the primary valet and secondary residential valet. Detailed trip length calculations are included in Attachment C.

As separate areas are provided for vehicle pick-up and drop-off, vehicle pick-up is metered by the number of valet attendants on duty and therefore is not expected to exceed the available storage. Therefore, this analysis only examines the drop-off area. The analysis determined the required queue

storage, M, which is exceeded P percent of the time. Since this analysis seeks to ensure that the queue length does not exceed the storage provided, at a level of confidence of 95 percent. A total of five (5) on-street parking spaces are required for the primary valet drop-off stand. A total of three (3) on-street parking spaces are required for the residential guest secondary valet drop-off stand. A total of five (5) on-street parking spaces are required for the valet pick-up stand.

Analysis

An iterative approach was used to determine the number of valet attendants required to accommodate traffic demand during the analysis hour and ensure that the 95th percentile valet queue does not extend beyond the designated valet service area. The valet analysis worksheet is provided in Attachment D.

Results of the valet operations analysis demonstrate that a total of 19 attendants are required under average demand conditions with 26 valet attendants being needed during the highest demand condition without blocking travel lanes on Palermo Avenue at the primary valet stand.

Conclusion

Based on the valet operations analysis performed, it was determined that the 95th percentile valet queues will not extend beyond the valet service area blocking travel lanes on Palermo Avenue. Based upon the conservative assumptions regarding the traffic demand, it was estimated that between 19 and 26 valet attendants may be required during typical and high demand peak hours at the primary valet. The residential guest secondary valet will require one (1) valet attendant under both average and highest demand peak hours. It should be noted that projected vehicular volumes and estimated valet processing times were conservatively assumed in the analysis. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

Hotel/South Valet Operations Analysis

Assumptions

The average service rate corresponds to the time it would take a valet parking attendant to obtain a vehicle from an arriving patron, park the vehicle, and return to the valet area. The calculated average service time was 2.6 minutes. Detailed trip length calculations are included in Attachment C.

The average service rate for departing patrons corresponds to the time it would take the valet to walk to the parked vehicle, return with the vehicle to the valet area, and the patron exits the valet area. The calculated average service time was 2.7 minutes. Detailed trip length calculations are included in Attachment C.

The analysis determined the required queue storage, M, which is exceeded P percent of the time. Since this analysis seeks to ensure that the queue length does not exceed the storage provided, at a level of confidence of 95 percent. Seven (7) vehicle drop-off/pick-up spaces are required.

Analysis

An iterative approach was used to determine the number of valet attendants required to accommodate traffic demand during the analysis hour and ensure that the 95th percentile valet queue does not extend beyond the designated valet service area. The valet analysis worksheet is provided in Attachment D.

Results of the valet operations analysis demonstrate that a total of five (5) valet attendants are required under average demand conditions with six (6) valet attendants being needed during the highest demand condition without extending across the crosswalk or blocking Ponce De Leon Boulevard.

Conclusion

Based on the valet operations analysis performed, it was determined that the 95th percentile valet queues will not extend beyond the valet service area across the crosswalk or blocking Ponce De Leon Boulevard. Based upon the conservative assumptions regarding the traffic demand, it was estimated that between five (5) and six (6) valet attendants may be required during typical and high demand peak periods. It should be noted that projected vehicular volumes and estimated valet processing times were conservatively assumed in the analysis. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

CONCLUSION

Based on the valet operations analysis performed, it was determined that the 95th percentile valet queues will not extend beyond the valet service area blocking travel lanes on the adjacent roadways or crosswalks. Based upon the conservative assumptions regarding the traffic demand, it is estimated that under average demand conditions the north valet may require 23 attendants, the central valet drop-off may require 19 attendants, and the south valet may require 5 attendants. During the unlikely event that all uses on site experience peak traffic conditions simultaneously, it was estimated that the north valet may require 29 valet attendants, the central valet may require 26 valet attendants, and the hotel/south valet may require six (6) valet attendants. Please note that the number of required valet attendants is consistent with other large scale developments such as entertainment complexes, mixed-use developments, and major hotels in the Miami and Miami Beach areas.

It should be noted that projected vehicular volumes and estimated valet processing times were conservatively assumed in the analysis. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

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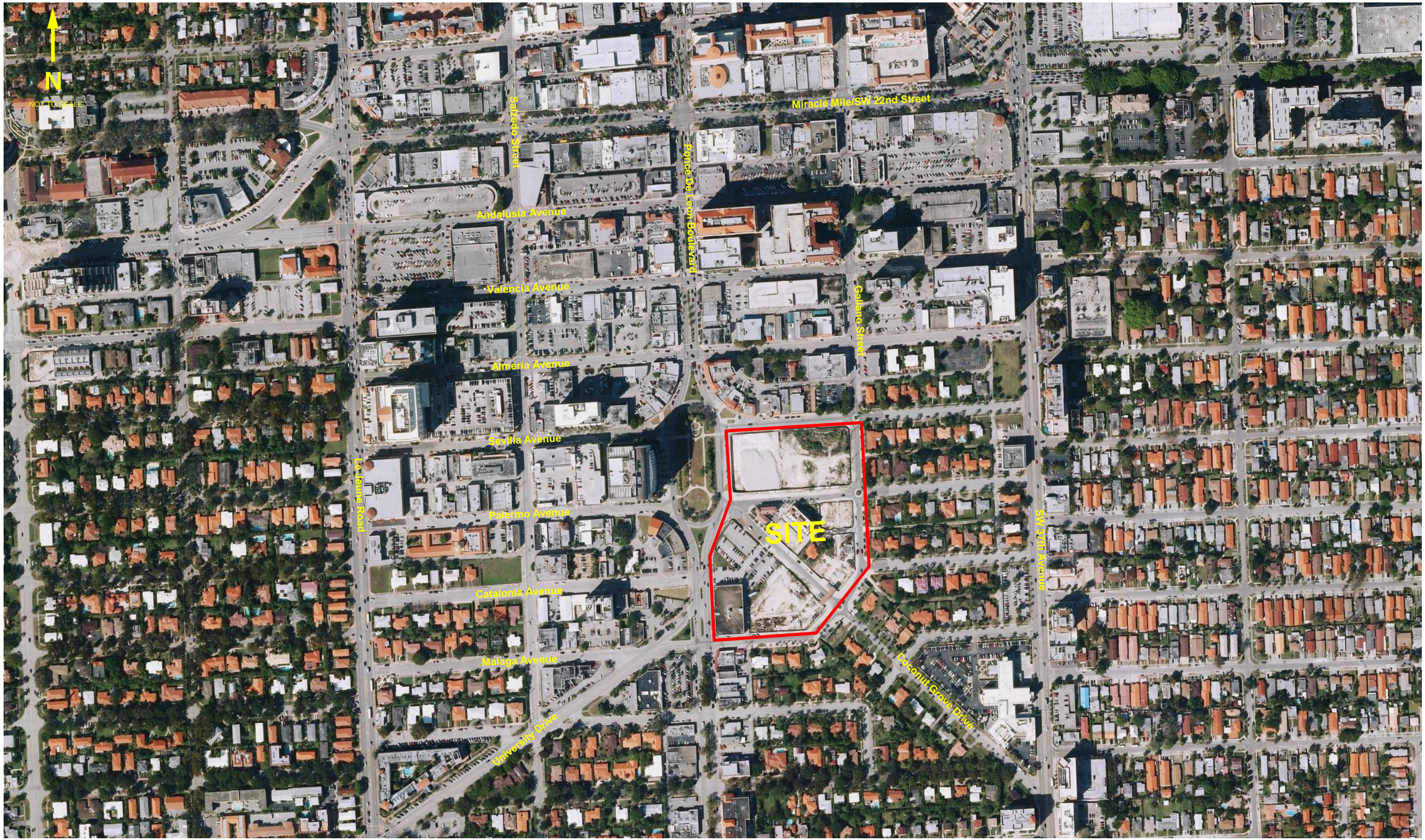
Attachment A



Kimley»Horn

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Figure 1
Site Location Map
Mediterranean Village
Coral Gables, Florida

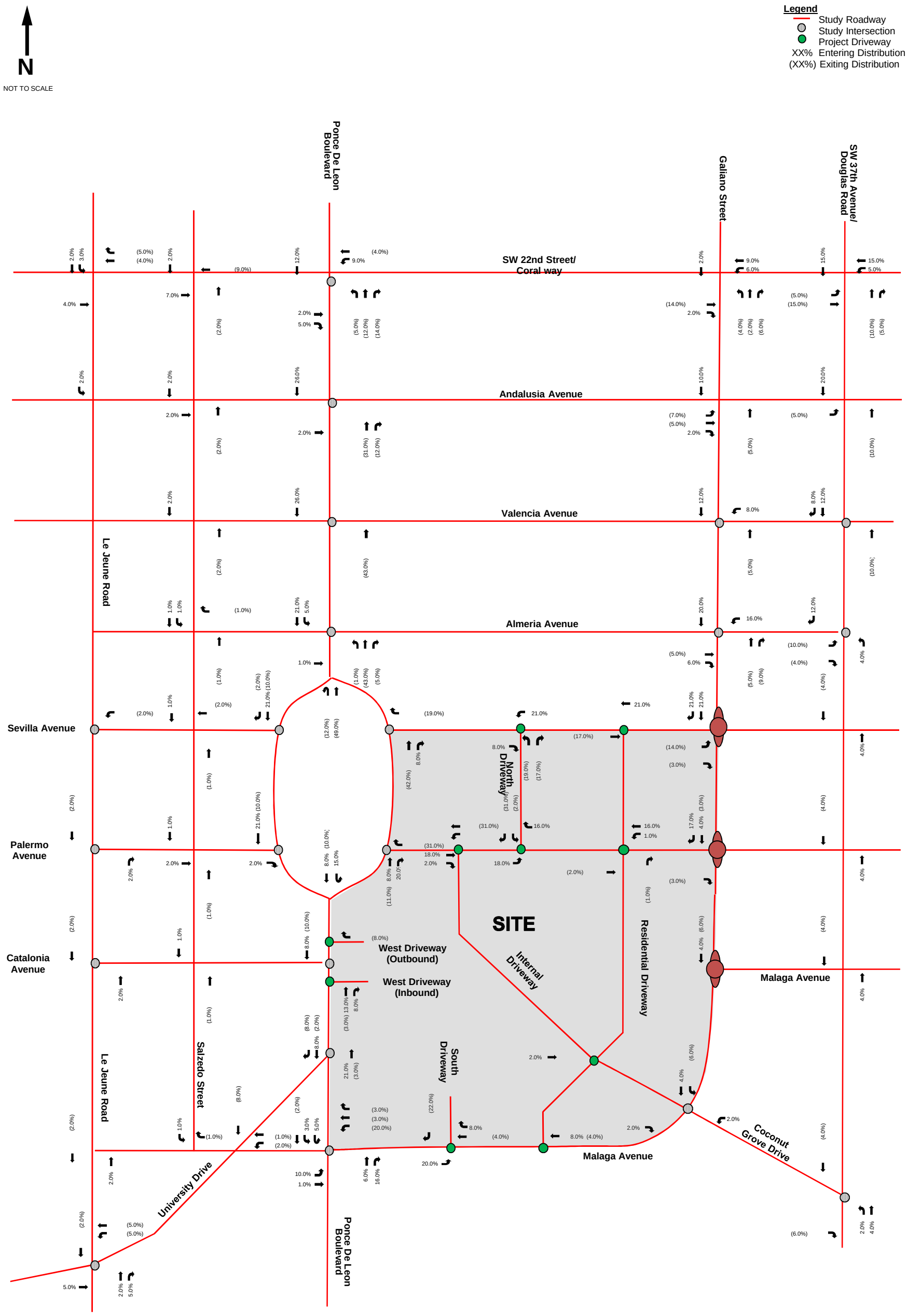

Figure 2
Project Distribution with Restrictive Measures
A.M. and P.M. Peak Hours
Mediterranean Village
Coral Gables, Florida

Kimley»Horn

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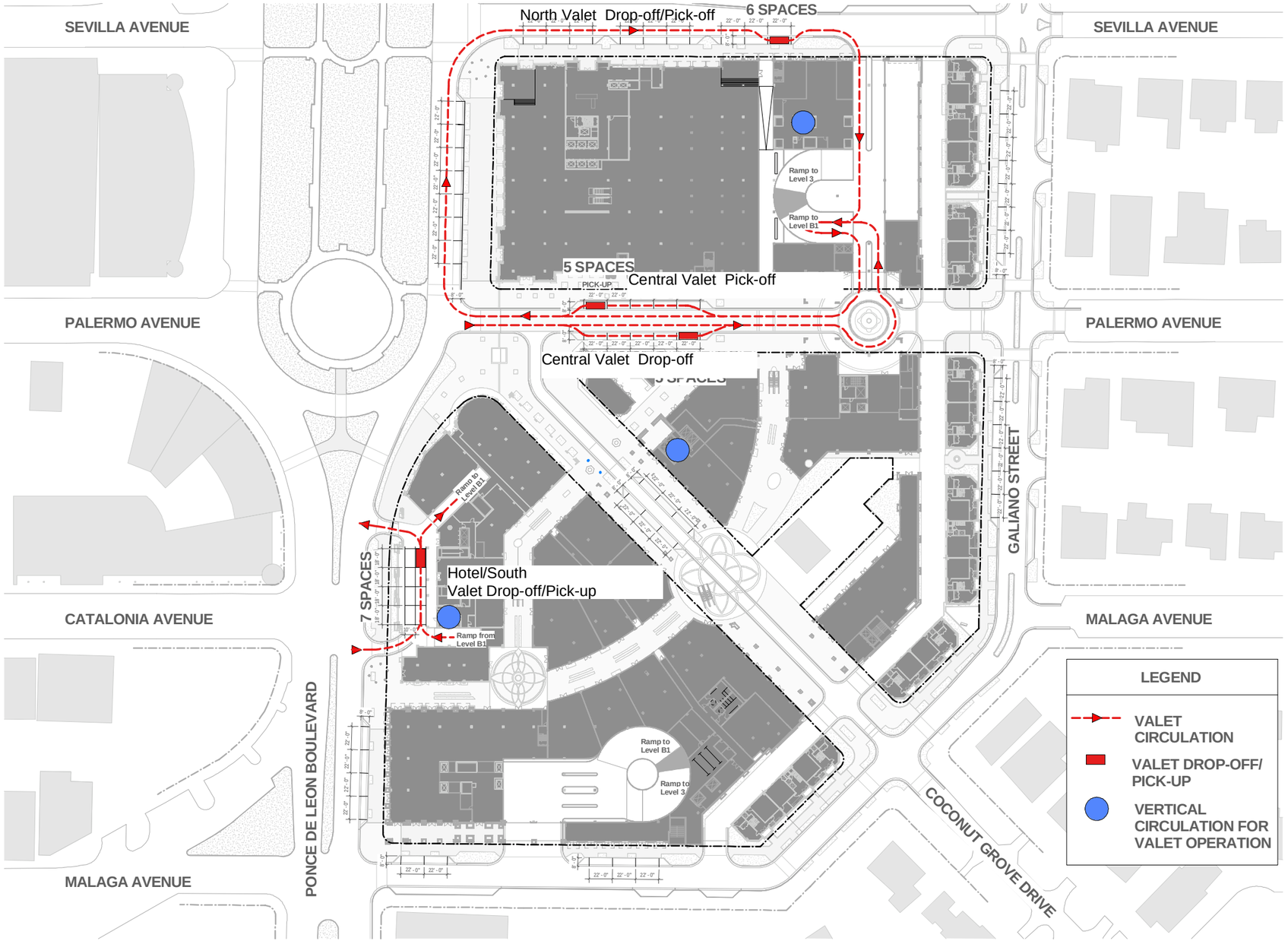

1 LEVEL 01 FLOOR PLAN
1" = 40'-0"

MEDITERRANEAN VILLAGE CONCEPTUAL VALET OPERATING PLAN

VALET SERVICE IS PLANNED FOR SEVERAL USES WITHIN THE OVERALL PROJECT FOR HOTEL GUESTS, RESIDENTIAL VISITORS, AND RETAIL PATRONS. ALL VALET PARKING WILL BE PROVIDED WITHIN THE LOWER/BASEMENT LEVEL OF THE PARKING AREA. THE FOLLOWING SECTIONS SUMMARIZE THE ANTICIPATED LOCATION OF THE VALET STAND FOR EACH USE AND THE VALET ROUTE FOR EACH VALET STAND.

A HOTEL/SOUTH RESIDENTIAL TOWER VALET STAND WILL BE PROVIDED FOR HOTEL GUESTS AND GUEST OF THE SOUTH RESIDENTIAL TOWER WITHIN THE PORTE COCHERE LOCATED DIRECTLY OFF THE NORTHBOUND LANES OF PONCE DE LEON BOULEVARD NORTH OF MALAGA AVENUE. VALET DRIVERS WILL ENTER THE PARKING AREA VIA THE DOWNWARD ONE-WAY PARKING RAMP LOCATED WITHIN THE PORTE COCHERE IMMEDIATELY NORTH OF THE VALET STAND PROVIDING DIRECT ACCESS TO THE LOWER PARKING LEVEL. VALETS WILL RETURN PARKED VEHICLES FROM THE LOWER LEVEL VIA THE UPWARD ONE-WAY PARKING RAMP LOCATED WITHIN THE PORTE COCHERE AREA IMMEDIATELY SOUTH OF THE VALET STAND. NOTE THAT ALL VALET OPERATIONS WILL OCCUR WITHIN THE PORTE COCHERE AREA AND WILL NOT REQUIRE CIRCULATION ON TO PONE DE LEON BOULEVARD. THE PORTE COCHERE HAS A VEHICLE QUEUING CAPACITY OF APPROXIMATELY 7 SPACES WHICH IS EXPECTED TO BE ADEQUATE.

A VALET DROP-OFF STAND WILL BE PROVIDED ALONG PALERMO AVENUE WEST OF THE SITE'S MAIN PARKING GARAGE ACCESS POINT. THE VALET DROP-OFF STANDS WILL BE PROVIDED ALONG THE SOUTH SIDE OF THE ROADWAY WITH THE PRIMARY DROP-OFF STAND LOCATED CENTRAL TO THE STREET BLOCK. THE VALET DROP-OFF STAND WILL SERVE RETAIL/RESTAURANT/THEATRE PATRONS OF THE OVERALL DEVELOPMENT. A TOTAL OF FIVE (5) ON-STREET PARKING SPACES ARE REQUIRED FOR THIS VALET DROP-OFF STAND. VALET OPERATORS WILL ENTER THE PARKING AREA FROM THE VALET DROP-OFF STANDS BY PERFORMING AN EASTBOUND LEFT-TURN ONTO THE INTERNAL NORTH-SOUTH PARKING SERVICE DRIVE AND PERFORMING A NORTHBOUND LEFT-TURN ONTO THE DOWNWARD HELIX TO THE VALET PARKING AREA.

A VALET PICK-UP STAND WILL BE PROVIDED ALONG THE NORTH SIDE OF PALERMO AVENUE SERVING BOTH THE RESIDENTIAL GUESTS AND GENERAL RETAIL/RESTAURANT/THEATRE PATRONS. VALET DRIVERS WILL RETRIEVE VEHICLES BY TRAVELING ON THE UPWARD HELIX FROM THE BASEMENT LEVEL, PERFORMING AN EASTBOUND RIGHT-TURN ONTO THE NORTH-SOUTH PARKING SERVICE DRIVE, PERFORMING A SOUTHBOUND RIGHT-TURN ONTO PALERMO AVENUE, AND RETURNING TO THE VALET STAND. A TOTAL OF FIVE (5) ON-STREET PARKING SPACES ARE REQUIRED FOR THIS VALET PICK-UP STAND.

A VALET STAND WILL BE PROVIDED ALONG THE SOUTH SIDE OF SEVILLA AVENUE ADJACENT TO THE NORTH RESIDENTIAL TOWER LOBBY AND PASEO. THIS VALET STAND WILL SERVE BOTH RESIDENTIAL GUESTS OF THE NORTH TOWER AND A PORTION OF THE RETAIL/RESTAURANT/THEATRE PATRONS. VALET DRIVERS WILL ACCESS THE PARKING AREA BY PERFORMING AN EASTBOUND RIGHT-TURN ONTO THE NORTH-SOUTH PARKING SERVICE DRIVE SOUTHBOUND, PERFORMING A SOUTHBOUND RIGHT-TURN ONTO THE DOWNWARD HELIX TO THE VALET PARKING AREA. VALET DRIVERS WILL RETRIEVE BY TRAVELING ON THE UPWARD HELIX FROM THE BASEMENT LEVEL TO THE NORTH-SOUTH PARKING SERVICE DRIVE, PERFORMING AN EASTBOUND RIGHT-TURN ONTO THE NORTH-SOUTH PARKING SERVICE DRIVE. PERFORMING A SOUTHBOUND RIGHT-TURN ONTO PALERMO AVENUE WESTBOUND, AND RETURN TO THE VALET STAND VIA PALERMO AVENUE WESTBOUND, PONCE DE LEON BOULEVARD NORTHBOUND, AND SEVILLA AVENUE EASTBOUND (CLOCKWISE ROUTE). A TOTAL OF SEVEN (7) ON-STREET PARKING SPACES ARE REQUIRED FOR THIS VALET STAND.

DETAILED VALET OPERATIONS/STAFF PLANS FOR EACH LOCATION WILL BE FURTHER DEVELOPED AS THE PROJECT IS REFINED AND OPERATING COMPANIES ARE RETAINED.

NOT FOR CONSTRUCTION

RTKL
AN ARCADIS COMPANY

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PROJECT NUMBER 45-14002.00

CONSULTANT

PROJECT

MEDITERRANEAN VILLAGE at Ponce Circle

CLIENT
AGAVE PONCE LLC.
2801/2901, 3001 PONCE DE LEON BOULEVARD

ISSUE DRAWING LOG

SEAL

SHEET IDENTIFICATION
TITLE
VALET OPERATING PLAN - LEVEL 01

NUMBER
A-0.11.6

2014 RTKL ASSOCIATES INC.

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Attachment B

WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS			Multimodal Reduction Applied to Land Uses that Utilize Valet			Gross Valet Trips (with Peak Hour of Generator Factor Applied)			Net New Valet Trips				Land Use and Valet Station Trips				
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total	6% In	6% Out	6% Total	1.00 In	1.00 Out	1.00 Total	% Valet	In	Out	Total	Land Use	Station	In	Out	Total
	1	Shopping Center	9	820	242	ksf	48%	52%	520	563	1,083	8.9%	96	472	515	987	30.2%	298	323	366	689	444	484	928	444	484	928	25%	111	121	232	820	North(1)	34	38	72
	2	Health/Fitness Club	9	492	9.5	ksf	57%	43%	20	15	35	54.3%	20	10	5	15	0.0%	0	10	5	15											820	Central(2)	77	83	160
	3	Multiplex Movie Theater	9	445	8	mov	45%	55%	49	60	109	8.9%	10	44	55	99	0.0%	0	44	55	99	41	52	93	41	52	93	25%	10	13	23	445	North(1)	3	4	7
	4	Residential Condominium/Townhouse	9	230	15	du	67%	33%	9	4	13	30.7%	4	7	2	9	0.0%	0	7	2	9											445	Central(2)	7	9	16
G	5	High-Rise Residential Condominium/Townhouse	9	232	214	du	62%	38%	55	33	88	30.7%	28	41	19	60	0.0%	0	41	19	60	39	17	56	39	17	56	8%	3	2	5	232	North(3)	1	1	2
R	6	Hotel	9	310	184	room	51%	49%	56	54	110	30.9%	34	39	37	76	0.0%	0	39	37	76	36	35	71	36	35	71	100%	36	35	71	232	Central(4)	1	0	1
O	7	Day Care Center	9	565	12	ksf	47%	53%	70	78	148	26.4%	38	51	59	110	0.0%	0	51	59	110											232	South(5)	1	1	2
U	8	General Office Building	9	710	314	ksf	17%	83%	73	357	430	10.7%	46	50	334	384	0.0%	0	50	334	384											310	Hotel	36	35	71
P	9	Quality Restaurant	9	931	21.75	ksf	67%	33%	109	54	163	8.9%	14	102	47	149	44.0%	66	69	14	83	96	44	140	96	44	140	75%	72	33	105	931	North(1)	22	11	33
	10	High-Turnover (Sit-Down) Restaurant	9	932	7.25	ksf	60%	40%	43	28	71	8.9%	6	40	25	65	43.0%	28	26	11	37	38	24	61	38	24	61	25%	9	6	15	931	Central(2)	50	22	72
2	11																															932	North(1)	3	2	5
	12																															932	Central(2)	6	4	10
	13																																			
	14																																			
	15																																			
								Total:	1,004	1,246	2,250	13.2%	296	856	1,098	1,954	20.1%	392	660	902	1,562															
																		6% Multimodal Reduction	40	54	94														
																		Net New External Trips	**620**	**848**	**1,468**														

Valet Station Trips

	In	Out	Total
North	63	56	119
Central	140	118	258
Residential	1	0	1
Hotel/South	37	36	73

ITE Land Use Code	Rate or Equation	Equation	PMG	Ratio Increase
820	LN(Y) = 0.67*LN(X)+3.31	3.71	N/A	N/A
492	LN(Y) = 0.95*LN(X)+1.43			
445	Y=13.64(X)	13.64	25.84	1.89
230	LN(Y) = 0.82*LN(X)+0.32			
232	Y=0.34*(X)+15.47	0.38	0.38	1.00
310	Y=0.6(X)	0.6	0.61	1.02
565	Y=12.34(X)		Average	1.30
710	Y=1.12*(X)+78.45			
931	Y=7.49(X)			
932	Y=9.85(X)			

Notes:

(1) Based on project trip distribution, 8% out of a total of 26% of net new eastbound trips (31%), will utilize the north valet station
(2) Based on project trip distribution, 18% out of a total of 26% of net new eastbound trips (69%), will utilize the central valet station
(3) Based on parcel unit distribution, 80 units out of a total of 214 units (37%), will utilize the north valet station
(4) Based on parcel unit distribution, 40 units out of a total of 214 units (19%), will utilize the central valet station
(5) Based on parcel unit distribution, 94 units out of a total of 214 units (44%), will utilize the south valet station

WEEKDAY PM PEAK HOUR OF GENERATOR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS			Multimodal Reduction Applied to Land Uses that Utilize Valet			Gross Valet Trips (with Peak Hour of Generator Factor Applied)			Net New Valet Trips				Land Use and Valet Station Trips				
							Percent															6%			1.30												
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total	In	Out	Total	In	Out	Total	% Valet	In	Out	Total	Land Use	Station	In	Out	Total
	1	Shopping Center	9	820	242	ksf	48%	52%	520	563	1,083	8.9%	96	472	515	987	30.2%	298	323	366	689	444	484	928	577	629	1206	25%	144	158	302	820	North(1)	45	49	94
	2	Health/Fitness Club	9	492	9.5	ksf	57%	43%	20	15	35	54.3%	20	10	5	15	0.0%	0	10	5	15											820	Central(2)	99	109	208
	3	Multiplex Movie Theater	9	445	8	mov	45%	55%	49	60	109	8.9%	10	44	55	99	0.0%	0	44	55	99	41	52	93	53	68	121	25%	13	17	30	445	North(1)	4	5	9
	4	Residential Condominium/Townhouse	9	230	15	du	67%	33%	9	4	13	30.7%	4	7	2	9	0.0%	0	7	2	9											445	Central(2)	9	12	21
G	5	High-Rise Residential Condominium/Townhouse	9	232	214	du	62%	38%	55	33	88	30.7%	28	41	19	60	0.0%	0	41	19	60	39	17	56	51	22	73	8%	4	2	6	232	North(3)	1	1	2
R	6	Hotel	9	310	184	room	51%	49%	56	54	110	30.9%	34	39	37	76	0.0%	0	39	37	76	36	35	71	46	46	92	100%	46	46	92	232	Central(4)	1	0	1
O	7	Day Care Center	9	565	12	ksf	47%	53%	70	78	148	26.4%	38	51	59	110	0.0%	0	51	59	110											232	South(5)	2	1	3
U	8	General Office Building	9	710	314	ksf	17%	83%	73	357	430	10.7%	46	50	334	384	0.0%	0	50	334	384											310	Hotel	46	46	92
P	9	Quality Restaurant	9	931	21.75	ksf	67%	33%	109	54	163	8.9%	14	102	47	149	44.0%	66	69	14	83	96	44	140	125	57	182	75%	94	43	137	931	North(1)	29	13	42
	10	High-Turnover (Sit-Down) Restaurant	9	932	7.25	ksf	60%	40%	43	28	71	8.9%	6	40	25	65	43.0%	28	26	11	37	38	23	61	49	30	79	25%	12	8	20	931	Central(2)	65	30	95
2	11																															932	North(1)	4	2	6
	12																															932	Central(2)	8	6	14
	13																																			
	14																																			
	15																																			
								Total:	1,004	1,246	2,250	13.2%	296	856	1,098	1,954	20.1%	392	660	902	1,562															
																		6% Multimodal Reduction	40	54	94														
																		Net New External Trips	**620**	**848**	**1,468**														

Valet Station Trips

	In	Out	Total
North	83	70	153
Central	181	157	338
Residential	1	0	1
Hotel/South	48	47	95

ITE Land Use Code	Rate or Equation	Equation	PMG	Ratio Increase
820	LN(Y) = 0.67*LN(X)+3.31	3.71	N/A	N/A
492	LN(Y) = 0.95*LN(X)+1.43			
445	Y=13.64(X)	13.64	25.84	1.89
230	LN(Y) = 0.82*LN(X)+0.32			
232	Y=0.34*(X)+15.47	0.38	0.38	1.00
310	Y=0.6(X)	0.6	0.61	1.02
565	Y=12.34(X)		Average	1.30
710	Y=1.12*(X)+78.45			
931	Y=7.49(X)			
932	Y=9.85(X)			

Notes:

(1) Based on project trip distribution, 8% out of a total of 26% of net new eastbound trips (31%), will utilize the north valet station
(2) Based on project trip distribution, 18% out of a total of 26% of net new eastbound trips (69%), will utilize the central valet station
(3) Based on parcel unit distribution, 80 units out of a total of 214 units (37%), will utilize the north valet station
(4) Based on parcel unit distribution, 40 units out of a total of 214 units (19%), will utilize the central valet station
(5) Based on parcel unit distribution, 94 units out of a total of 214 units (44%), will utilize the south valet station

Attachment C

North Valet Calculated Travel Time

VALET DROP-OFF	
VEHICLE TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume 10 mph speed)	Travel Times (Assume 4 ft/s speed)
To Valet Lot (In vehicle)	From Valet Lot (Walk/Run)
Distance / Travel Time	Distance / Travel Time
0.28 miles / 1.7 minutes	0.28 miles / 6.2 minutes
Controlled Delay 1.0 Minutes	
Total Time 8.9 Minutes	

VALET PICK-UP	
VEHICLE TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume 10 mph speed)	Travel Times (Assume 4 ft/s speed)
From Valet Lot (In vehicle)	To Valet Lot (Walk/Run)
Distance / Travel Time	Distance / Travel Time
0.43 miles / 2.6 minutes	0.28 miles / 6.2 minutes
Controlled Delay 1.0 Minutes	
Total Time 9.8 Minutes	

Central Valet Calculated Travel Time

VALET DROP-OFF	
VEHICLE TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume 10 mph speed)	Travel Times (Assume 4 ft/s speed)
To Valet Lot (In vehicle)	From Valet Lot (Walk/Run)
Distance / Travel Time	Distance / Travel Time
0.26 miles / 1.6 minutes	0.18 miles / 4 minutes
Controlled Delay 1.0 Minutes	
Total Time 6.6 Minutes	

VALET PICK-UP	
VEHICLE TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume 10 mph speed)	Travel Times (Assume 4 ft/s speed)
From Valet Lot (In vehicle)	To Valet Lot (Walk/Run)
Distance / Travel Time	Distance / Travel Time
0.24 miles / 1.4 minutes	0.19 miles / 4.2 minutes
Controlled Delay 1.0 Minutes	
Total Time 6.6 Minutes	

South Valet Calculated Travel Time

VALET DROP-OFF	
VEHICLE TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume 10 mph speed)	Travel Times (Assume 4 ft/s speed)
To Valet Lot (In vehicle)	From Valet Lot (Walk/Run)
Distance / Travel Time	Distance / Travel Time
0.45 miles / 2.7 minutes	0.07 miles / 1.5 minutes
Controlled Delay 1.0 Minutes	
Total Time 5.2 Minutes	

VALET PICK-UP	
VEHICLE TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume 10 mph speed)	Travel Times (Assume 4 ft/s speed)
From Valet Lot (In vehicle)	To Valet Lot (Walk/Run)
Distance / Travel Time	Distance / Travel Time
0.17 miles / 1 minutes	0.07 miles / 1.5 minutes
Controlled Delay 1.0 Minutes	
Total Time 3.5 Minutes	

Hotel Valet Calculated Travel Time

VALET DROP-OFF	
VEHICLE TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume 10 mph speed)	Travel Times (Assume 4 ft/s speed)
To Valet Lot (In vehicle)	From Valet Lot (Walk/Run)
Distance / Travel Time	Distance / Travel Time
0.11 miles / 0.7 minutes	0.04 miles / 0.9 minutes
Controlled Delay 1.0 Minutes	
Total Time 2.6 Minutes	

VALET PICK-UP	
VEHICLE TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume 10 mph speed)	Travel Times (Assume 4 ft/s speed)
From Valet Lot (In vehicle)	To Valet Lot (Walk/Run)
Distance / Travel Time	Distance / Travel Time
0.14 miles / 0.8 minutes	0.04 miles / 0.9 minutes
Controlled Delay 1.0 Minutes	
Total Time 2.7 Minutes	

Attachment D

North Valet Analysis P.M. Peak Hour of Generator

Arrival Rate

IN	OUT	
83	70	veh/hr

Service Rate

IN	OUT	
8.90	9.80	mins/veh

Control Delay = min

Service Time = 9.31 mins/veh

Number of Valet Attendants (N) =	29	
Level of Confidence =	0.95	
Storage Provided On-Site =	7	vehicles
Total Entering and Exiting Vehicles(q) =	153	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	6.44	veh/hr/pos
Average Service Rate (t) =	9.31	mins/veh
rho (t/Q) =	0.819	

Expected (avg.) number of vehicles in the system	E(m)=	1.00	
Expected (avg.) number of vehicles waiting in queue	E(n)=	24.74	
Mean time in the queue	E(w)=	0.39	mins
Mean time in system	E(t)=	9.70	mins

Proportion of customers who wait (P)	(E(w) > 0)=	22.08%
Probability of a queue exceeding a length (M)	P(x > M)=	5.00%

Queue length which is exceeded 5.00% of the times is equal to 6.4 vehicles

North Valet Analysis P.M. Peak Hour (Typical)

Arrival Rate

IN	OUT	
63	56	veh/hr

Service Rate

IN	OUT	
8.90	9.80	mins/veh

Control Delay = min

Service Time = 9.32 mins/veh

Number of Valet Attendants (N) =	23	
Level of Confidence =	0.95	
Storage Provided On-Site =	7	vehicles
Total Entering and Exiting Vehicles(q) =	119	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	6.44	veh/hr/pos
Average Service Rate (t) =	9.32	mins/veh
rho (t/Q) =	0.804	

Expected (avg.) number of vehicles in the system	E(m)=	0.96	
Expected (avg.) number of vehicles waiting in queue	E(n)=	19.46	
Mean time in the queue	E(w)=	0.49	mins
Mean time in system	E(t)=	9.81	mins

Proportion of customers who wait (P)	(E(w) > 0)=	23.52%
Probability of a queue exceeding a length (M)	P(x > M)=	5.00%

Queue length which is exceeded 5.00% of the times is equal to 6.1 vehicles

Central Valet Analysis P.M. Peak Hour of Generator

Arrival Rate

IN	OUT	
182		veh/hr

Service Rate

IN	OUT	
6.60		mins/veh

Control Delay = min

Service Time = 6.60 mins/veh

Number of Valet Attendants (N) =	26	
Level of Confidence =	0.95	
Storage Provided On-Site =	5	vehicles
Total Entering and Exiting Vehicles(q) =	182	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	9.09	veh/hr/pos
Average Service Rate (t) =	6.60	mins/veh
rho (t/Q) =	0.770	

Expected (avg.) number of vehicles in the system	E(m)=	0.48	
Expected (avg.) number of vehicles waiting in queue	E(n)=	20.50	
Mean time in the queue	E(w)=	0.16	mins
Mean time in system	E(t)=	6.76	mins

Proportion of customers who wait (P)	(E(w) > 0)=	14.47%
Probability of a queue exceeding a length (M)	P(x > M)=	5.00%

Queue length which is exceeded 5.00% of the times is equal to 3.1 vehicles

Central Valet Analysis P.M. Peak Hour (Typical)

Arrival Rate

IN	OUT	
141		veh/hr

Service Rate

IN	OUT	
6.60		mins/veh

Control Delay = min

Service Time = 6.60 mins/veh

Number of Valet Attendants (N) =	19		
Level of Confidence =	0.90		
Storage Provided On-Site =	5	vehicles	
Total Entering and Exiting Vehicles(q) =	141	veh/hr	
Service Capacity per N (60 mins/Service Rate) (Q) =	9.09	veh/hr/pos	
Average Service Rate (t) =	6.60	mins/veh	
rho (t/Q) =	0.816		

Expected (avg.) number of vehicles in the system	E(m)=	1.36	
Expected (avg.) number of vehicles waiting in queue	E(n)=	16.87	
Mean time in the queue	E(w)=	0.58	mins
Mean time in system	E(t)=	7.18	mins
Proportion of customers who wait (P)	(E(w) > 0)=	30.56%	
Probability of a queue exceeding a length (M)	P(x > M)=	10.00%	

Queue length which is exceeded 10.00% of the times is equal to 4.5 vehicles

Hotel/South Valet Analysis P.M. Peak Hour of Generator

Arrival Rate

IN	OUT	
48	47	veh/hr

Service Rate

IN	OUT	
2.60	2.70	mins/veh

Control Delay = min

Service Time = 2.65 mins/veh

Number of Valet Attendants (N) =	6	
Level of Confidence =	0.95	
Storage Provided On-Site =	7	vehicles
Total Entering and Exiting Vehicles(q) =	95	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	22.65	veh/hr/pos
Average Service Rate (t) =	2.65	mins/veh
rho (t/Q) =	0.699	

Expected (avg.) number of vehicles in the system	E(m)=	0.78	
Expected (avg.) number of vehicles waiting in queue	E(n)=	4.97	
Mean time in the queue	E(w)=	0.49	mins
Mean time in system	E(t)=	3.14	mins

Proportion of customers who wait (P) (E(w) > 0)=	33.46%	
Probability of a queue exceeding a length (M) P(x > M)=	5.00%	

Queue length which is exceeded 5.00% of the times is equal to 4.3 vehicles

Hotel Valet Analysis P.M. Peak Hour (Typical)

Arrival Rate

IN	OUT	
37	36	veh/hr

Service Rate

IN	OUT	
2.60	2.70	mins/veh

Control Delay = min

Service Time = 2.65 mins/veh

Number of Valet Attendants (N) =	5	
Level of Confidence =	0.95	
Storage Provided On-Site =	7	vehicles
Total Entering and Exiting Vehicles(q) =	73	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	22.65	veh/hr/pos
Average Service Rate (t) =	2.65	mins/veh
rho (t/Q) =	0.645	

Expected (avg.) number of vehicles in the system	E(m)=	0.54	
Expected (avg.) number of vehicles waiting in queue	E(n)=	3.76	
Mean time in the queue	E(w)=	0.44	mins
Mean time in system	E(t)=	3.09	mins

Proportion of customers who wait (P) (E(w) > 0)=	29.50%	
Probability of a queue exceeding a length (M) P(x > M)=	5.00%	

Queue length which is exceeded 5.00% of the times is equal to 3.0 vehicles

Parking Demand Reduction Analysis

Mediterranean Village
Coral Gables, Florida

MARK N. SANTOS, P.E.
LICENSE
No. 70351
5/18/15
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

Kimley»Horn

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May 2015

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APPENDICES

Appendix A: Project Research Fact Sheets

Appendix B: Parking Reduction Calculations

Appendix C: 2012 American Community Survey Miami-Dade Profile dated September 2013

Kimley»Horn

To: Mr. Ramon Trias, AIA, AICP, LEED AP
Development Services Department
Planning and Zoning Division
City of Coral Gables

From: Mark N. Santos, P.E.

Cc: Eddie Avila
Mario Garcia-Serra, Esq.
Dan Freed, AIA

Date: May 18, 2015

Subject: Mediterranean Village Parking Demand Reduction Analysis

INTRODUCTION

On May 8, 2014, a Mediterranean Village project workshop was held at the City of Coral Gables Development Services Department, where an agenda item included status of the parking demand reduction analysis. On May 16, 2014, a Parking Reduction Methodology draft memorandum was submitted to the City of Coral Gables by Kimley-Horn.

On June 13, 2014, a Mediterranean Village project workshop was held at the City of Coral Gables City Commission Chambers, where concepts of parking demand reduction, including shared parking were discussed. Subsequently, the Parking Demand Reduction Analysis dated July 3, 2014 was provided to the City of Coral Gables for review. Comments on the analysis were received from David Plummer & Associates dated August 4, 2014 and were addressed in the report dated August 20, 2014 (2nd submission) and in a comments responses memorandum submitted.

Comments on the analysis 2nd submission were received from David Plummer & Associates dated October 1, 2014 and were responded to via separate memorandum and this updated Parking Reduction Analysis dated August 20, 2014.

On December 18, 2014, a meeting with Planning & Zoning staff meeting was held to discuss comments on the project. Subsequently, David Plummer & Associates (DPA) provided comments on Traffic Impact Analysis and Parking Demand Reduction Analysis dated December 19, 2014. A comments response memorandum has been submitted separately addressing parking demand reduction analysis. An updated Parking Reduction analysis dated January 12, 2015 was submitted.

On January 23, 2015, City comments on the Planning and Zoning Board submittal were received from various departments and consultants including: Planning and Zoning (Ramon Trias and Charles Wu), David Plummer & Associates, City Engineer (Yamilet Senespleda), Parking (Kevin Kinney), and Fire (Robert Lowman). A comments response memorandum has been submitted separately addressing parking demand reduction analysis.

The project was presented at the February 11, 2015 Planning and Zoning Board meeting and to the City Commission on March 25, 2015 and April 2, 2015.

This memorandum provides the analysis supporting the proposed parking demand reduction and is divided in the following sections:

- Shared Parking Concept
- Zoning Ordinance Research
- Project Research
- Parking Reduction

The parking demand reduction analysis utilizes the Mediterranean Village plans produced by RTKL. The proposed development plan provides for a mix of land uses and is listed as follows:

- 265,000 square feet of retail space
- 317,000 square feet of office space
- 15 residential townhouses
- 214 high-rise residential condominiums
- 184-room hotel
- 29,000 square feet of restaurant (separated into 25% family type and 75% fine/causal type)

SHARED PARKING CONCEPT

The parking reduction analysis implements the concept of shared parking, where a parking facility accommodates the parking demands of multiple adjacent land uses without preventing each individual use's ability to provide parking for its patrons. The shared nature of this concept reduces the number of parking spaces required and subsequently reduces the size of the project's parking garage, and utilizes the space more efficiently. Shared parking is dependent upon the user groups and the associated peak hour demand.

In this concept, parking spaces are shared by the group of patron serviced by the parking facility rather than parking spaces being assigned to them. In many instances, users of a parking facility arrive and leave at differing times, do not stay for as long as other users, or utilize alternative modes of transportation. Ultimately, the demand for parking spaces does not equal the amount of users at any given time.

Shared parking can be applied in many situations. It is particularly appropriate where:

- ❖ Land values and parking facility costs are significant
- ❖ Grouped development is proposed
- ❖ Overbuild of parking is a possibility

The parking demands of the adjacent uses vary by hour, by day, or by season. Due to the variance in peak demand times, the parking facility is able to adequately serve the demands of the adjacent uses with less than the maximum parking spaces needed to serve the adjacent on an individual basis in private parking facilities. Ultimately, the concept of shared parking focuses on the peak parking demand based on user peak times as opposed to considering that the entire parking demand from all users are consistently present at any time.

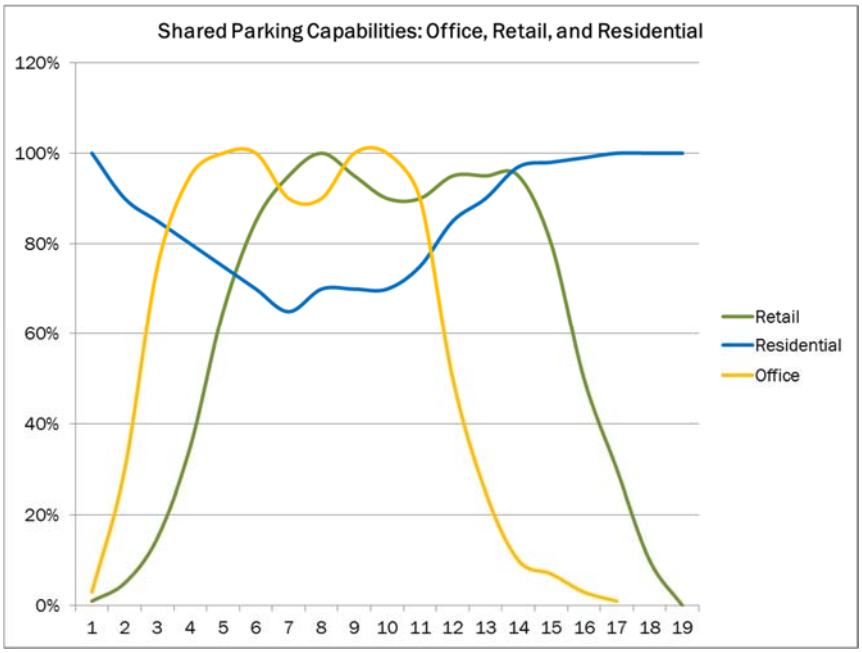
The table below provides typical peak timeframes for various uses and is an excerpt from *Shared Parking: Sharing Parking Facilities Among Multiple Users*, Victoria Transport Policy Institute (VTPI).

Weekday Peaks	Evening Peaks	Weekend Peaks
Banks	Auditoriums	Religious Institutions
Schools	Bars and Clubs	Parks
Medical Clinics	Meeting Halls	Shops and Malls
Offices	Restaurants	
Professional Services	Theaters	

As an example, reference hypothetical development scenario below:

Development Description: A moderate sized mixed-use development containing office, retail, and residential uses.			
Land Use	**Units**	**Parking Demand Ratio**	**Stand-alone Parking Requirement**
Office	90,000 Sq. Ft.	4 spaces / 1,000 Sq. Ft.	360 spaces
Retail	10,000 Sq. Ft.	4 spaces / 1,000 Sq. Ft.	40 spaces
Residential	165 dwelling units	1.5 spaces / Unit	250 space
		Total:	**650 spaces**

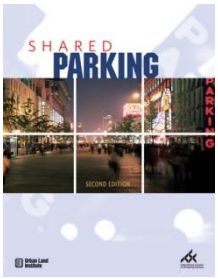
The following graphs illustrate the typical parking accumulation patterns for a mix of office, retail, and residential uses. The patterns for office and retail have opposite peaks, while office/retail and residential are virtually inverse of each other.



Through the application of shared parking, the 650-space demand for the uses can be minimized by several hundred spaces. A parking demand reduction of 250 spaces can be applied.

Shared Parking Technical References

Shared Parking 2nd Edition, Urban Land Institute (ULI)



Shared Parking is considered as one of the most comprehensive resources in the parking industry in addressing the concept of shared parking. This reference contains an introduction to shared parking, methodology, and specific values for parking demand ratios for various land uses. This reference also contains specific user parking adjustment factors for different months, time of day during weekdays (6 a.m. to 12 a.m.), and time of day during weekends (6 a.m. to 12 a.m.)

Shared Parking: Sharing Parking Facilities Among Multiple Users, Victoria Transport Policy Institute (VTPI)

Per the VTPI website (www.vtpi.org), VTPI is an independent research organization dedicated to developing innovative and practical solutions to transportation problems. *Shared Parking* provides information on techniques for sharing parking facilities among various users to increase efficiency. Parking occupancy rates per user group is provided.

Modal Split Concept

The modal split concept considers the use of alternative modes of transportation to personal vehicles, including bicycling, walking, and transit. Accessibility, convenience, and pricing of alternate modes of transportation directly affect the extent of associated parking demand reduction.

In order to account for the urban environment in which the project site is located, Kimley-Horn has considered the use of a multimodal reduction (public transit, bicycle, and pedestrian) to the various proposed uses. It is expected that employees, nearby residents, and guests in adjacent hotels will choose to walk to the proposed development. It is also anticipated that hotel guests within the development will walk to the adjacent retail stores, other restaurants, and local places of interest. Additionally, it is expected that a portion of the trips including employee trips will utilize transit. Further information is provided in the section titled Parking Reduction Methodology.

Internal Capture Concept

Internal capture is expected between the complementary land uses within a project where trips are trips made among the on-site uses. Through the Traffic Impact Analysis conducted separately by Kimley-Horn, internal capture trips for the project during A.M. and P.M. peak periods were determined based upon methodology contained in the ITE's, *Trip Generation Handbook*, 2nd Edition June 2004.

Upon further investigation, internal capture between the various uses has not been applied to parking reduction based on conflicts with the shared parking concept.

Internal Capture Technical References

Trip Generation Handbook, 2nd Edition, Institute of Transportation Engineers (ITE)

Per ITE.org, This recommended practice provides guidelines for application and interpretation of trip generation data. Topics covered in the handbook include guidelines for estimating site trip generation, collecting local trip generation data, developing local trip generation rates, estimating pass-by trips and estimating trip generation for multiuse land developments.

Report 684 Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, 2011, National Cooperative Highway Research Program (NCHRP)

Per the Foreword section of this reference, this report provides an improved methodology to estimate how many internal trips will be generated in mixed-use developments—trips for which both the origin and destination are within the development. The methodology estimates morning and afternoon peak–period trips to and from six specific land use categories: office, retail, restaurant, residential, cinema, and hotel.

Notably, a Districtwide Trip Generation Study was conducted by FDOT in March 1995 where six mixed-use sites in Florida were surveyed. The tables obtained from this report are provided below showing the user groups and resulting daily internal capture rates.

Table 5. Characteristics of mixed-use sites surveyed by FDOT.

Mixed-Use Site	Site Size (acres)	Office (sq ft)	Commercial (sq ft)	Hotel (rooms)	Residential (units)
Crocker Center	26	209,000	87,000	256	0
Mizner Park	30	88,000	163,000	0	136
Galleria Area	165	137,000	1,150,000	229	722
Country Isles	61	59,000	193,000	0	368
Village Commons	72	293,000	231,000	0	317
Boca Del Mar	253	303,000	198,000	0	1,144

Table 6. Daily internal capture rates at FDOT sites.

Mixed-Use Development Site	Internal Capture Rate
Crocker Center	41%
Mizner Park	40%
Galleria Area	38%
Country Isles	33%
Village Commons	28%
Boca Del Mar	33%
Average	**36%**

ZONING ORDINANCE RESEARCH

Parking Reduction

Various zoning ordinances have been researched to identify municipalities that currently address parking reduction. South Florida, other areas within Florida, and regions outside of Florida have been included in the research. Twelve (12) municipalities were identified to contain zoning ordinances that addressed parking reductions, including:

- Five (5) South Florida municipalities: Miami, Miami Beach, Fort Lauderdale, Broward County, West Palm Beach
- Four (4) Florida municipalities: Sarasota, St. Petersburg, Tampa, Orlando
- Three (3) National municipalities: Greensboro, NC, San Antonio, TX, Fort Collins, CO

The zoning ordinance content addressing parking reductions varied from a simplified calculation with municipality provided parking reduction values to a comprehensive study to determine project specific parking reduction values. The table below provides a summary of the types of parking reduction identified from the various municipalities.

Parking Reduction Type Summary

City Provided Reduction Values	ULI Reduction Values	General	Project Specific
FLORIDA			
Miami	Orlando	Tampa	Miami
Miami Beach			Fort Lauderdale
West Palm Beach			Broward County
St. Petersburg			Sarasota
NATIONAL			
Greensboro, NC		Fort Collins, CO	
San Antonio, TX			

The table below provides a summary of findings including municipality location, zoning code section, and specific requirements listed for parking reductions.

Parking Demand Reduction and Shared Parking – Florida Municipalities

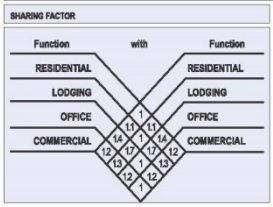
Municipality (2012 US Census Population)	**Code Section**	**Parking Reduction Content**	**Comments**
1. Miami (413,892)	Miami 21 Article 4 Table 5 Building Function: Parking and Loading	Provided chart allows parking reduction of two uses by applying a reduction factor to the lesser parking demand of each use. Reduced lesser demand (#1) is then added to larger base demand (#2). Additional sharing is by Warrant.	More than 2 uses would require additional studies and pursuit through warrant.

MIAMI 21 — **ARTICLE 4. TABLE 5 BUILDING FUNCTION: PARKING AND LOADING**

AS ADOPTED - APRIL 2012

SHARED PARKING STANDARDS

SHARING FACTOR



The shared Parking Standards Table provides the method for calculating shared parking for buildings with more than one Use type. It refers to the parking requirements that appear in Table 4.

The parking required for any two Functions on a Lot is calculated by dividing the number of spaces required by the lesser of the two uses by the appropriate factor from this Table and adding the result to the greater use parking requirement.

For instance: for a building with a Residential Use requiring 100 spaces and a Commercial Use requiring 20 spaces, the 20 spaces divided by the sharing factor of 1.2 would reduce the total requirement to 100 plus 17 spaces. For uses not indicated in this chart on a mixed use lot a sharing factor of 1.1 shall be allowed. Additional sharing is allowed by Warrant.

OFF-STREET PARKING STANDARDS

ANGLE OF PARKING	ACCESS AISLE WIDTH		
	ONE WAY TRAFFIC SINGLE LOADED	ONE WAY TRAFFIC DOUBLE LOADED	TWO WAY TRAFFIC DOUBLE LOADED
90	23 ft	23 ft	23 ft
60	12.8 ft	11.8 ft	19.3 ft
45	10.8 ft	9.5 ft	18.5 ft
Parallel	10 ft	10 ft	20 ft
Standard stall: 8.5 ft x 18 ft minimum			

- Driveways shall have a minimum of 10 feet of paved width of a one-way drive and 20 feet for a two-way drive for parking area providing 10 or more stalls.
- Pedestrian entrances shall be at least 3 feet from stall, driveway or access aisle.
- Allowable slopes, paving, and drainage as per Florida Building Code.
- Off-street Parking facilities shall have a minimum vertical clearance of 7 feet. Where such a facility is to be used by trucks or loading Uses, the minimum clearance shall be 12 feet Residential and 15 feet Commercial and Industrial.
- Ingress vehicular control devices shall be located so as to provide a minimum driveway of 20 feet in length between the Base Building Line and dispenser.
- For requirements of parking lots, refer to Article 9 and the City of Miami Off-street Parking Guides and Standards.

2. Miami Beach (90,588)	Subpart B - LAND DEVELOPMENT REGULATIONS Chapter 130 - OFF-STREET PARKING ARTICLE VIII. SHARED PARKING Sec. 130-221. Requirements.	Two or more uses shall be permitted to share the same required off-street parking spaces in a common parking facility on the same lot if the hours or days of peak parking for the uses are so different that a lower total will provide an adequate number of spaces for all uses served by the facility, according to the following table.	Simplified analysis with parking occupancy percentages per time of day per user group.

Sec. 130-221. Requirements.

Two or more uses shall be permitted to share the same required off-street parking spaces in a common parking facility on the same lot if the hours or days of peak parking for the uses are so different that a lower total will provide an adequate number of spaces for all uses served by the facility, according to the following table.

	Weekdays		Weekends		
	Daytime (6:00 a.m.—6:00 p.m.) (percent)	Evening (6:00 p.m.—6:00 a.m.) (percent)	Daytime (6:00 a.m.—6:00 p.m.) (percent)	Evening (6:00 p.m.—midnight) (percent)	Nighttime (midnight—6:00 a.m.) (percent)
Office or banks	100	5	10	5	5
Retail	60	20	80	60	5
Hotels	50	60	60	100	75
Restaurant	50	75	75	90	10
Theatre	10	70	20	90	10
Nightclubs	5	50	5	100	90
Other uses	100	100	100	100	100

(1) Method of calculation:
  a. Step 1: For each of the five time periods, multiply the minimum number of parking spaces required by sections 130-32, 130-33 and 130-34.
  b. Step 2: Add the results of each column. The required number of parking spaces shall equal the highest column total.

(2) The land uses served by the shared parking facility shall be in single ownership or unity of title or long term lease.

3. Ft. Lauderdale (170,747)	Unified Land Development Code Sec. 47-20.3. - Reductions and exemptions.	A-3-d. Application Parking study which documents and supports the criteria submitted by the applicant for a parking reduction. The parking study shall be certified by a state licensed engineer, architect or landscape architect or American Institute of Certified Planners certified planner and shall document the existence of certain facts related to the projected use of the parking facility and its relationship to surrounding rights-of-way and properties. The methodology for conducting the study shall be submitted for review and approval by the city engineer and shall include, but not be limited to the week and day the study will be conducted, the number of days and duration of the study, and the time intervals and locations for data collection. A-5-d. Criteria (partial) If the application is based on two (2) or more different users sharing the same parking spaces at different hours, the peak hours for each use will be at different hours; A-5-e. If the application is based on two (2) or more users sharing the same parking spaces at the same time as one use derives a portion of its customers as walk-in traffic from the other use, the two (2) or more uses share the same users.	Previous shopping center parking reduction studies completed by Kimley-Horn. Comprehensive analysis.

4. Broward County (1,838,844)	Broward County, Florida, Code of Ordinances PART II - CODE OF ORDINANCES Chapter 39 - ZONING ARTICLE XII. OFF-STREET PARKING AND LOADING Sec. 39-222. Shared usage.	Required parking spaces may be permitted to be utilized for meeting the parking requirements of two (2) separate permitted uses when it is clearly established by the applicant that the two (2) uses will utilize the spaces at different times of the day, week, month or year, such as a church sharing spaces with a retail store. A recordable covenant, with the correct legal description, shall be submitted by the owners of the property and the two (2) businesses or tenants involved in a form acceptable to the office of the county attorney. The covenant shall be recorded in the public records of Broward County at the applicant's expense, and shall run with the land. The covenant shall provide that the use or portion of a use, that requires the shared parking in order to obtain the necessary permits or licenses, shall cease and terminate upon any change in their respective schedules of operation that results in conflicting or overlapping usage of the parking facilities, and no nonresidential use may be made of that portion of the property until the required parking facilities are available and provided. The covenant shall also provide that the county may collect attorneys' fees if litigation is necessary to enforce the requirements of this section.	
5. West Palm Beach (101,903)	West Palm Beach, Florida, Code of Ordinances >> PART II - CODE OF ORDINANCES >> Chapter 94 - ZONING AND LAND DEVELOPMENT REGULATIONS >> ARTICLE XV. PARKING >>Sec. 94-484. Shared parking requirements.	a. *Intent.* The intent of this section is to permit a reduction in the total number of required parking spaces when property is occupied by two or more uses which typically do not experience peak parking demands at the same time. b. *Calculation of shared parking requirements.* Notwithstanding the provisions of subsection 94-481(c), when any land or building is used for two or more distinguishable purposes as listed in this section, the minimum total number of required parking spaces shall be determined by the following procedure: 1. Multiply the minimum parking requirement for each individual use as provided in section 94-486 by the appropriate percentage listed in Table	Simplified analysis with parking occupancy percentages per time of day per user group. 25% maximum reduction.

		XV-1 for each of the five designated time periods. 2. Add the resulting sum for each of the five vertical columns for the table. 3. The minimum parking requirement is given by the highest sum resulting from subsection (b)(2) of this section. 4. Limitations: a) Parking spaces which are reserved for use by specified individuals or classes of individuals shall not be counted toward meeting parking requirements. b) The provisions in this section shall not result in a reduction of more than 25 percent from the requirements which would apply in the absence of this section.	

TABLE XV-1

CALCULATION OF SHARED PARKING REQUIREMENTS

Uses	Weekdays			Weekend	
	Night Midnight 6:00 a.m. (percent)	Day 9:00 a.m. 4:00 p.m. (percent)	Eve. 6:00 p.m. Midnight (percent)	Day 9:00 a.m. 6:00 p.m. (percent)	Eve. 6:00 p.m. 4:00 a.m. (percent)
Residential	100	60	90	80	90
Office/Industrial	5	100	10	10	5
Comm./Retail (nonoffice)	5	90	70	100	70
Hotel (city center)	80	80	100	80	100
Hotel (noncity center)	70	70	100	70	100
Restaurant	10	50	100	50	100
Ent./Recr. (theatres, bowling alleys, etc.)	10	40	100	80	100
Movie theatres	10	40	85	80	100
All others	100	100	100	100	100

6. Sarasota (52,811)	Unofficial Zoning Code Section VII-211. Shared Parking Facilities	A. Two (2) or more non-residential uses located on the same or separate zoning lots may provide for shared parking facilities, upon receiving the approval of the Planning Board. The applicant shall demonstrate to the satisfaction of the Planning Board that the uses upon the zoning lot(s) are able to share the same parking spaces because their parking demands occur at different times (for example if one use operates during evenings or weekdays only). The Planning Board shall hold a public hearing at which the applicant shall be required to demonstrate to the satisfaction of the Planning Board that the type of use(s) indicates that the periods of usage will not overlap or be concurrent and that a reduction in the total number of required off-street parking spaces is	

		justified. The applicant shall submit documentation supporting the request for shared parking spaces that shall, at a minimum, include: 1. The uses proposed to share parking and the number of parking spaces required for those uses by this article; 2. The location and number of parking spaces that are being shared including a legal description of the property upon which the uses are located and upon which the shared parking spaces are located; 3. An analysis showing that peak parking times of uses occur at different times and that parking area(s) will have a sufficient number of parking spaces to meet the minimum anticipated demands of all uses sharing the joint parking area(s); and 4. If the shared parking spaces are located off-site then the applicant shall also demonstrate that a safe pedestrian route exists, or will be provided, for the safety of pedestrians traveling between the premises and the off-site parking facilities.	
7. St. Petersburg (246,541)	St. Petersburg, Florida, Code of Ordinances PART II - ST. PETERSBURG CITY CODE Chapter 16 - LAND DEVELOPMENT REGULATIONS SECTION 16.40.090. PARKING AND LOADING, DESIGN STANDARDS 16.40.090.3.2. Minimum number of parking spaces required.	*C. Administrative adjustment of standards.* The purpose of this subsection is to provide flexibility in reducing or modifying parking standards for certain uses. An adjustment to a parking standard or requirement may be approved based on a determination by the POD that the adjustment is consistent with the purpose and intent of the parking standards and requirements. The POD's final determination may be appealed to the Development Review Commission. *1. Joint use/shared parking.* Joint use of required nonresidential parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required nonresidential parking spaces is allowed when either of the following conditions applies: a. Two or more owners or operators of buildings or uses requiring off-street parking may share a parking facility if the	Simplified analysis with parking occupancy percentages per time of day per user group.

		total minimum number of required spaces conforms to the Matrix: Use Permissions and Parking Requirements when computed separately for each use or building type. b. Two or more owners or operators of buildings or uses requiring offstreet parking that share a parking facility may reduce the total amount of required parking spaces in accordance with the following methodology:	

Shared Parking Ratios
(Numbers are listed as percent

Use	Morning 12:00 am - 6:00 am	Day 9:00 am - 4:00 pm	Eveninge 6:00 pm - 12:00 pm	Day 9:00 am - 4:00 pm	Evening 6:00 pm - 12:00 pm	Weekday	Weekend
Office	5.0	100	10	10	5.0		
Retail	5.0	60	90	100	70		
Restaurant	10	50	100	100	100		
Entertainment	10	40	100	80	100		
Hotel	75	75	100	75	100		
Others	100	100	100	100	100		

8. Tampa (347,645)	Tampa, Florida, Code of Ordinances - CODE OF ORDINANCES CITY OF TAMPA, FLORIDA Chapter 27 - ZONING AND LAND DEVELOPMENT ARTICLE VI. - SUPPLEMENTAL REGULATIONS DIVISION 3. ACCESS, PARKING AND LOADING Sec. 27-283.10. Administrative variance of required parking spaces.	(a) The zoning administrator may authorize a reduction of the required number of parking spaces for the following situations: 1) The parking requirements of a specific use or development necessitate fewer parking spaces than this article requires. The applicant must demonstrate to the department the reduced parking demand for the development by submitting the appropriate traffic data. However, no reduction of parking for a medical office use may be approved administratively or by any appeal process.	General type analysis for parking reductions.

9. Orlando (249,562)	Orlando, Florida, Code of Ordinances TITLE II - CITY CODE Chapter 61 - ROADWAY DESIGN AND ACCESS MANAGEMENT PART 3. - PARKING AND LOADING 3C. NUMBER OF PARKING SPACES Sec. 61.323. Adjustments to Parking Requirements.	(3) a. Shared Parking. A reduction in the minimum number of required parking spaces may be approved for mixed-use developments where the uses have parking demands that peak at different times of the day, days of the week or seasons of the year, and if open and unreserved parking spaces are provided to share between the complementary uses. Shared parking shall be subject to the following standards: 1. The study shall identify the properties and uses for the study. The study may include properties and uses not subject to the building permit. All land uses considered for shared parking analysis shall be within the Pedestrian Shed of those facilities providing parking for the analysis. 2. If parking is to be supplied by a party other than the applicant requesting the adjustment, where covenants are required, the applicant shall provide written confirmation, approved in form by the City, from all property owners involved, agreeing to the covenants, should the adjustment be approved. This requirement shall not apply in the MXD/T, MU/T, O/T and AC/T zoning districts. 3. The latest edition of *Shared Parking* published by the Urban Land Institute shall be used to estimate parking demand, except that the maximum parking ratios in Figure 27 of this chapter shall be used where the numbers differ from the maximums in *Shared Parking.* 4. Reductions for alternative transportation services shall be considered in the analysis. b. A Parking Management Plan shall be submitted, outlining the provisions that parking is shared as assumed in the shared parking study, and that the shared parking arrangement provides for all required parking to be located within the Pedestrian Shed of the use served. The Parking Management Plan shall include the following:	Comprehenisve analysis. ULI Shared Parking referenced. City utilizes range of parking demand ratios, minimum to maximum.

		1. A site plan showing parking spaces intended for shared parking and their proximity to the uses they will serve. 2. Designation of parking facilities or portions thereof for each particular use or group of uses, if such distinctions are made. Directional signs to the assigned locations shall also be included in the plans. 3. A pedestrian circulation plan that shows connections and walkways between vehicular use areas and land uses. 4. A written plan to outline practices that will support successful shared parking including, but not limited to: access controls, parking rate schedules, and enforcement techniques. c. Where multiple parties own distinct portions of a single development proposing a reduction in parking due to shared parking, shared use agreements, approved in form by the City, must be formalized between the owners of the shared parking facilities and the properties served by the shared parking facilities.	

Parking Demand Reduction and Shared Parking – U.S. Municipalities

Municipality (2012 US Census Population)	**Code Section**	**Parking Reduction Content**	**Comments**
Greensboro, NC (277,080)	Land Development Ordinance Article 11. Off-Street Parking and Loading 30-11-4 Exemptions and Reductions	Various reductions of 10% to 25% based on zoning district. 25% for Traditional Neighborhood District (TN). 33% for Mixed Use District (MU).	http://www.zoningplus.com/regs/greensboro/
San Antonio, TX (1,382,951)	San Antonio, Texas, Unified Development Code >> ARTICLE V - DEVELOPMENT STANDARDS >> DIVISION 6. PARKING AND STORAGE STANDARDS >>	(h) Shared Parking Facilities - Mixed-Use Developments. Developments which contain a mix of uses on the same parcel, as set forth in Table 526-2 below, may reduce the amount of required parking in accordance with the following methodology: 1. Determine the minimum parking requirements in accordance with Table 526-2 for each land use as if it were a separate use; 2. Multiply each amount by the corresponding percentages for each of the five (5) time periods set forth in columns (B) through (F) of Table 526-2; 3. Calculate the total for each time period; and 4. Select the total with the highest value as the required minimum number of parking spaces.	Chart provided for various times and uses. Min and max parking ratios

Table 526-2

(A) Land Use	Weekday		Weekend		(F) Nighttime (midnight - 6 a.m.)
	(B) Daytime (9 a.m. - 4 p.m.)	(C) Evening (6 p.m. - midnight)	(D) Daytime (9 a.m. - 4 p.m.)	(E) Evening (6 p.m. - midnight)	
Office/ Industrial	100%	10%	10%	5%	5%
Retail	60%	90%	100%	70%	5%
Hotel	75%	100%	75%	100%	75%
Restaurant	50%	100%	100%	100%	10%
Entertainment/ Commercial	40%	100%	80%	100%	10%

Fort Collins, CO (148,612)	Fort Collins Land Use Code, Article 3 General Development Standards, 3.2.2 Access, Circulation, and Parking	(G) ***Shared Parking.*** Where a mix of uses creates staggered peak periods of parking demand, shared parking calculations shall be made to reduce the total amount of required parking. Retail, office, institutional and entertainment uses may share parking areas. In no case shall shared parking include the parking required for residential uses.	
		(K) Parking Lots – Required Number of Off-Street Spaces for Type of Use, (3) Alternative Compliance: (a) Procedure. Alternative compliance parking ratio plans shall be prepared and submitted in accordance with the submittal requirements for plans as set forth in this Section. Each such plan shall clearly identify and discuss the modifications and alternatives proposed and the ways in which the plan will better accomplish the purpose of this Section than would a plan which complies with the standards of this Section. The request for alternative compliance must be accompanied by either a traffic impact study containing a trip generation analysis or by other relevant data describing the traffic impacts of any proposed recreational or institutional land use or activity.	

Parking Demand Ratios

Parking demand ratios represent the number of required parking spaces for each land use, per defined unit. Several zoning ordinances and parking references have been researched to provide a comparison of parking demand ratios with those currently defined in the City of Coral Gables Zoning Code/Development Standards. The table below summarizes the parking demand ratios from five (5) local municipalities and from *ULI Shared Parking*, in comparison to those of Coral Gables.

Parking Demand Ratio Comparison Summary

Municipality	Parking Demand Ratio							
	Retail (spa. / SF)	**Cinema** (spa. / unit)	**Restaurant** (spa. / SF)	**Daycare** (spa. / SF)	**Hotel** (spa. / room)	**Office** (spa. / SF)	**Gym** (spa. / SF)	**Residential** (spa. / unit)
Coral Gables (Zoning Code Art.5 Development Standards / Div 14 / Section 5-1409.B)	1 / 250 = 4 / 1000	1 / 300 = 3.33 / 1000 (Indoor Rec.)	12 / 1000	1 / 100 = 10 / 1000	1.125 / room	1 / 300 = 3.33 / 1000	1 / 300 = 3.33 / 1000 (Indoor Rec.)	1.75 / unit (1BR, 2BR) 2.25 / unit (3BR)
Miami (Miami 21 – Article 4 Table 4 / T5 Zone)	3 / 1000 (comm-ercial use)	3 / 1000 (comm-ercial use)	3 / 1000 (comm-ercial use)	3 / 1000 (comm-ercial use)	1 / 2 rooms = 0.5 / room + 0.1 / unit = (visitors) 0.6 /unit	3 / 1000	3 / 1000 (comm-ercial use)	1.5 / unit + 0.1 / unit = (visitors) 1.6 /unit
Miami Dade County (Zoning Article VII / Section 33-124)	1 / 250 = 4 / 1000	1 / 1000	1 / 50 = 20 / 1000 (Table svc) 1 / 250 = 4 / 1000 (Take out)	N/A	1 / 40 rooms + 1 / 2 rooms = 0.525 / room	1 / 300 = 3.33 / 1000	1 / 100 = 10 / 1000	1.5 / unit (1BR) 1.75 / unit (2BR) 2 / unit (3BR)
Miami Beach (Land Development Regulations / Ch. 130 / Dist. 2 - 6)	1 / 300 = 3.33 / 1000	1 / 4 seats	1 / 4 seats + 1 / 60 SF (not seating)	N/A	1 / room	1 / 400 = 2.5 /1000	1 / 4 seats or 1 / 60 SF	1.5 / unit (< 1ksf) 1.75 / unit (1ksf - 1.2ksf) 2.0 / unit (> 1.2ksf)
Ft. Lauderdale (Unified Land Development Code / Section 47 -20 / Varies)	1 / 250 = 4 / 1000	1 / 3 seats	1 / 30 + 1 / 250	1 / 325 = 3.08 / 1000	1 / room	1 / 250 = 4 / 1000	1 / 200 = 5 / 1000	1.75 / unit (1BR) 2.0 / unit (2BR) 2.1 / unit (3BR)
Broward County (Zoning Ch 39 / Article XII / Section 215)	1 / 200 (< 40 ksf) 1 / 250 (40-200 ksf) 1 / 300 (>200 ksf)	1 / 4 seats	1 / 100 = 10 / 1000	1 / 400 = 2.5 / 1000	3 / 4 rooms = 0.75 / room	1 / 200 = 5 / 1000	1 / 150 = 6.67 / 1000	1.5 / unit (1BR) 2 / unit (2BR) 2.25 / unit (3BR)
ULI Shared Parking (2nd edition / Table 2-2 / combined weekday visitor and employee)	3.6 / 1000	0.20 / seat	18 / 1000 (Fine/Cas.) 10.5 / 1000 (Family)	N/A	1.25 / room (Business) 1.15 / room (Leisure)	3.8 / 1000 (< 25 ksf) 3.35 / 1000 (100 ksf) 2.8 / 1000 (500 ksf)	7 / 1000	1.65 / unit (Rental) 1.85 / unit (Owned)

PROJECT RESEARCH

Several various existing mixed-use projects have been researched to provide a comparison to the Mediterranean Village project with respect to user characteristics, size, and parking spaces. Three (3) mixed-use projects were identified for similarities to the Old Spanish Village project and are listed below. It should be noted that limited public information for these existing sites was obtained from each location's website and key information is presented.

- CityPlace, West Palm Beach
- Mizner Park, Boca Raton
- Village of Merrick Park, Coral Gables

	CityPlace	**Mizner Park**	**Village of Merrick Park**
Year Opened	2000	1991	2002
Retail	Yes	236,000 SF	731,000 SF GLA
Hotel	-	-	-
Apartments	Yes	-	-
Office	280,300 (two towers)	267,000 SF	-
Cinema	Yes	5,000 seats	-
Parking	3,450 spaces	2,500 spaces	3,800 spaces

Reference Appendix A Project Research Fact Sheets for additional information.

One project currently under construction in downtown Miami, Brickell CityCentre, was identified as a significantly comparable project. This project is located in the Brickell financial district area of downtown Miami encompassing multiple city blocks and two levels of underground, interconnected parking.

Per the project website (www.brickellcitycentreconnect.com), project information includes:

Project Highlights

- 9.1 acres along South Miami Avenue between 8th Street and 6th Street
- 5.4 million square feet of office, residential, hotel, retail, and entertainment space, in addition to a two-level underground parking garage that spans seven acres below the property
- An environmentally progressive architectural feature that will provide innovative climate control so shoppers can walk in comfort between stores and restaurants
- Incorporates key transportation centers with the Miami Metromover while offering easy access to Interstate 95.

Project Statistics

- 625,000 square-foot shopping center
- 128,580 square feet of Class A offices
- 131,651 square-foot wellness center
- 820 condominiums in two towers
- 263 hotel rooms
- 89 serviced apartments
- 2,600 parking spaces

A comparison of Brickell City Centre and Mediterranean Village is provided below.

	Brickell CityCentre (BCC)		Mediterranean Village		
	Use	**Value**	**Use**	**Value**	**Comparison to BCC**
Commercial					
	Shopping Center (SF)	625,000	Retail (SF)	242,000	
			Cinema (SF)	32,000	
			Restaurant (SF)	29,000	
			Daycare (SF)	12,000	
		625,000		315,000	50.40%
Office					
	Class A Office (SF)	128,580	Office (SF)	314,000	244.21%
Gym					
	Wellness Center (SF)	131,651	Gym (SF)	9,500	7.22%
Residential					
	Condominiums (units)	820	Townhouse	15	
	Apartments (units)	89	2 BR	128	
			3 BR	86	
		909		229	25.19%
Hotel					
	Hotel (rooms)	263	Hotel (rooms)	184	69.96%
Parking					
	Required Parking (spaces)*	3,477	Required Parking (spaces)	3,284	94.45%
	**Per Arquitectonica Contract Documents dated 3/8/13*		*Per City of Coral Gables Zoning Code (without transit modal reduction)*		
	Provided Parking (spaces)	2,600			
	Parking Reduction	25.22%			

PARKING REDUCTION

Methodology

Appendix B Parking Reduction Calculations contains the shared parking analysis spreadsheet separated into eight sections and are listed below with supporting narrative of parking reduction methodology and assumptions.

1. Land Use Inputs

Proposed land uses are categorized into Commercial/Hotel and Residential. Commercial/Hotel category also includes uses of retail, restaurant, and office. Residential category contains townhouses, 2BR units, and 3BR units. Notes are included for square footage sizes (GLA and GFA).

2. Parking Ratio

For the proposed land uses, the parking ratios utilized were obtained from the City of Coral Gables Zoning Code Section 5-1409. The corresponding city use is listed for each proposed land use.

The restaurant uses have been separated into "family" and "fine/casual dining" type as defined by *ULI Shared Parking*. Family type restaurants are defined as typically lower priced, do not accept reservations, and lack bars or lounges. Family type is defined by ITE as High Turnover without Bar. Fine dining type restaurants include more leisurely dining, reservations, and lower turnover. Fine dining type is defined by ITE as Quality restaurant (931). Casual dining type restaurants are moderately priced, often chains, and generally do not accept reservations. Casual dining type is defined by ITE as High Turnover with Bar (932).

The type of hotel assumed is "business type" as defined by *ULI Shared Parking* and ITE to have limited restaurant or meeting facilities compared with full service hotels.

Understanding *ULI Shared Parking* contains separate parking demand ratios for employees/residents and visitors, the City of Coral Gables base parking demand ratios have been separated into employee and visitor ratios based on ULI relationships of employees/residents and visitors.

3. Trip Reductions

The mode split utilized in the shared parking analysis has been updated to provide separate mode splits for employees/residents and visitors. ULI Shared Parking Table 3-1 Examples of Journey-to-Work Data lists examples of transportation modes information provided by the 2000 U.S. Census Bureau. The mode split for employees/residents utilized is based upon the 2009-2013 American Community Survey 5-Year Estimates, from the U.S. Census Bureau, which provides Means of Transportation to Work values. This study has considered the modes of public transportation, walked, and bicycle to determine the percentage of employees not utilizing a vehicle and therefore not requiring a parking space.

The mode splits utilized include public transportation (excluding taxicab) at 5.4%, walked at 2.3%, and bicycle at 0.6%. The updated shared parking analysis has been updated for an 8.0% mode split employees/residents and a 4.0% visitor mode split (1/2 of employee/resident). Reference Appendix C 2009-2013 American Community Survey 5-Year Estimates, Miami-Dade County, Florida.

4. Parking Calculations

The required parking for each land use, separated into employee/resident and visitor, is calculated based on City of Coral Gables parking demand ratios for employee/resident and visitor to determine the single use parking demand. Daycare is an accessory use to the project, and therefore, only employee generated parking demand is considered. The appropriate mode split is applied to the single use parking demand to determine the trip reduction demand, with the exception of residential townhouses where no trip reduction is applied.

5. Internal Capture

Internal capture is not considered in this parking reduction analysis.

6. Time of Day Trends

Weekday time-of-day factors for employees/residents and visitors were obtained from *ULI Shared Parking* Table 2-5 Recommended Time-of-Day Factors for Weekdays between the hours of 6:00 am and 12:00 am. Retail utilizes the ULI land use of "Shopping Center – Typical", Restaurant utilizes the ULI land use of "Family Restaurant" and "Fine/Casual Restaurant", and Hotel utilizes the ULI land use of "Hotel – Business". Townhouse residents utilize the ULI land use of "Residential Reserved", and 2BR and 3BR residents utilize the ULI land use of "Residential – Resident".

7. Shared Parking Calculations

Shared parking values are calculated for each land use, separated into employee/resident and visitor categories. The shared parking values are calculated by multiplying the appropriate land use input, City of Coral Gables parking ratio (employee/resident or visitor), and the appropriate time-of-day factor. The employee/resident and visitor shared parking values are added together to determine the peak shared parking demand of 2,867 spaces on a weekday at 2:00 pm. Note, the calculations in this section does not account for trip reduction.

8. Peak Parking Demand

Similar to Section 4, the shared required parking for each land use, separated into employee/resident and visitor, is calculated based on City of Coral Gables parking demand ratios for employee/resident and visitor to determine the single use shared parking demand of 2,867 spaces. The appropriate mode split is applied to the single use shared parking demand to determine the trip-reduced, shared parking demand of 2,687 spaces. Note, trip reduction was not applied to the residential townhouses.

Summary tables of employee/resident, visitor, and total parking spaces for shared parking values and shared parking with trip reduction values are compared with the City of Coral Gables single use parking demand of 3,126 spaces.

Proposed Parking Demand

The proposed parking demand for Mediterranean Village utilizes the current uses per the Owner and Architect's latest program and the City of Coral Gables Zoning Code parking demand ratios. Parking adjustments include multi-modal trips (based upon traffic impact analysis), and time of day trends for visitors, employees, and residents for each use (based upon ULI *Shared Parking*).

Below is a summary of the proposed parking demand in comparison to that required by the City of Coral Gables Zoning Code.

PARKING DEMAND		
City of Coral Gables Zoning Code Single Use Base Demand	**+ Shared Parking**	**+ Modal Split**
3,126 spaces		
	2,867 spaces (8% reduction)	
		2,687 spaces (14% total reduction)

Appendix B Parking Reduction Calculations contain the shared parking analysis values with a peak parking value identified on a weekday at 2 P.M.

Appendix A

Project Research Fact Sheets

Florida Huddle "Must See" Spots at CityPlace

One of the most inspired and admired downtown centers in the nation, CityPlace's imaginative architecture, public plazas and destination restaurants and shopping have made it a signature of Downtown West Palm Beach. The open-air, Italian-inspired, 72-acre property offers more than 80 shopping, dining and entertainment options for people of all ages and tastes. Stop by Guest Services, show your hotel key or out of town ID to receive a complimentary gift.

SHOP: Shoppers of every stripe, from casual strollers to dedicated fashionistas, will find something they must have at CityPlace, which features some of the most popular stores in the nation, mixed with local and regional specialty shops. New retailers include **H&M** and fashion accessory boutique **Charming Charlie.** Popular lifestyle brand **Tommy Bahama** recently remodeled its store to evoke a modern beach house and stay true to the brand's bright, airy, and relaxed feel. Features include clean white walls, limestone counter tops and dark hardwood floors. Apparel brands on the property include **Macy's; Anthropologie; Francesca's Collections; Lucky Brand Jeans; Victoria's Secret; Banana Republic; Nine West; BCBG MaxAzria; Gap; Apricot Lane; Gymboree; Cache; Armani Exchange** and more. For cosmetic needs, CityPlace offers **Sephora, Bath & Body Works** and nationally renowned **Anushka Spa, Salon & Cosmedical Centre**.

DINE: If you work up an appetite while shopping, CityPlace's restaurant and bar collection is unparalleled in South Florida. Recent additions include the wildly popular **Brio Tuscan Grille**, the Brazilian churrascaria **Pampas Grille**, and **Mojito Latin Cuisine & Bar**. Be ready to fall in love with the newly remodeled **Il Bellagio,** which reopened this season after an extensive renovation to its piazza-inspired setting**.** The restaurant is known for its authentic Italian cuisine and fountain-side plaza location, where guests can enjoy the water show set to music every half-hour.

For sweet treats, CityPlace offers the Italian market and gelato shop, **ITALY**; cupcake boutique, **Sugar Chef**; the whimsical ice cream and candy shop, **Sloan's**; perfect pretzels from **Auntie Anne's**; **Tutti Frutti Frozen Yogurt**; and **Rita's Italian Ice**.

New on the menu are **Moes Southwest Grill**, **Copper Blues Rock Pub & Kitchen, 100 Montaditos**, and **Burger Fi**. Other top dining options include **Mellow Mushroom Pizza Bakers; Cheesecake Factory; Thai Jo by Sushi Jo;** and more.

DRINK: Conquer the night like a cowboy at **Tequila Cowboy Bar & Grill** in CityPlace. Guests looking for some true southern hospitality will appreciate this new hot spot's blend of music, food and fun straight from Nashville, Tennessee. Featured on ABC's hit television series, "Nashville," the entertainment venue features national country acts and local musicians, a spacious dance floor and mechanical "bull riding." **WannaB's Karaoke Bar** is right next door, giving patrons two entertainment venues under one rocking roof. Guests can brave the center stage and become rock stars for the evening with the D.J. offering more than 300,000 songs to choose from. There's a full service bar and a high quality sound system that helps even the most off-key "star." Other hot spots include **Blue Martini, City Cellar Wine Bar & Grill, Brewzzi** and more**.**

FUN: CityPlace is more than a shopping or dining destination – it's an experience. The latest addition to the entertainment lineup is **Revolutions Bowling, Bar & Grille,** the ultimate upscale bowling experience geared to both family and nightlife fun. Beyond bowling, the destination located at the north end of the property features delicious dishes from its Red Brick Grille, a sports viewing center, an arcade, billiards and more.

Visitors love the free live music and entertainment in front of the fountain on the CityPlace plaza on weekends and monthly Family Fun Fests all year round, plus art fairs, marquee cultural events, charity walks, and top national music acts. CityPlace has hosted free, live concerts from musicians such as Vanessa Carlton, Julianne Hough, Scotty McCreery, Gloriana, Craig Morgan, Plain White T's, Colbie Caillat and many more.

TROLLEY: CityPlace, in a partnership with the West Palm Beach Downtown Development Authority, also operates a free trolley service that links the center with the Clematis District and has more than 50,000 people riding the trolleys each month. This service has, in itself, become a popular tourist attraction, and runs from 11 A.M. to 9 P.M. Sunday through Wednesday, and 11 A.M. to 11 P.M. Thursday through Saturday.

HARRIET HIMMEL THEATER: CityPlace's centerpiece – The Harriet Himmel Theater for the Performing Arts – is a restored 1920s church, which now hosts a variety of cultural performances, weddings, corporate events, community functions, art exhibits, educational forums and more.

FOUNTAIN: The $3.5 million, eco-friendly "show" fountain on the plaza dazzles guests with a choreographed performance to music every half-hour and serves as CityPlace's centerpiece. The fully automated water feature is also illuminated in an array of colors.

LOCATION: Strategically positioned just east of the intersection of Interstate 95 (exit 70), the major north-south artery in South Florida, and Okeechobee Boulevard, the gateway to the Palm Beaches. Located across from the Palm Beach County Convention Center and the renowned Kravis Center for the Performing Arts in Downtown West Palm Beach. For visitors using Florida's Turnpike, CityPlace is a few miles east of exit 99 at Okeechobee Boulevard.

PARKING: Covered parking for 3,300 vehicles in four garages, plus a 150-space parking lot on the northern end of the property across, all of which include 24-hour security. Valet parking is available in several locations and private on-site parking is provided for CityPlace residents.

MANAGEMENT OFFICE ADDRESS: 700 South Rosemary Ave., Suite 200, West Palm Beach, FL 33401

PHONE: (561) 366-1000

FAX: (561) 366-1001

WEBSITE: cityplace.com

SOCIAL MEDIA:

Facebook:	facebook.com/cityplace
Twitter:	twitter.com/cityplacewpb
Pinterest:	pinterest.com/cityplace
YouTube:	youtube.com/Cityplacewestpalm
Instagram:	Search: CityPlace

HOURS: CityPlace is open to the public Monday through Thursday from 10 A.M. to 9 P.M.; Friday and Saturday from 10 A.M. to 10 P.M.; and Sunday from noon until 6 P.M. Restaurant, entertainment, Macy's, Muvico IMAX, Anushka Spa & Salon, Publix Supermarket, Revolutions Bowling Bar, & Grille and other entertainment venues and holiday hours may vary.

For more information, call CityPlace Guest Services at (561) 366-1000 or visit CityPlace.com.

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MIZNER PARK

BOCA RATON, FLORIDA

GGP | 110 NORTH WACKER DRIVE CHICAGO, IL 60606 312 960 5000

THE MERCHANDISING

- Boca Raton's Mizner Park is a pioneering downtown mixed-use project that includes 236,000 square feet of retail space, 267,000 square feet of office space, luxury retail apartments, town homes and cultural arts space, as well as a 5,000-person-capacity amphitheater. Mizner Park offers a signature business address for professionals. Choose from the seven-story Office Tower or the Plaza Real offices overlooking the vibrant setting of Mizner Park. Named one of America's Top Public Places in 2010 by the American Planning Association, Mizner Park offers visitors a remarkable experience of culture, shopping, dining and entertainment in an open-air environment.
- Mizner Park's design is inspired by a setting reminiscent of a charming European city. The project is configured as two city blocks of luxury retail, restaurants, offices and apartments surrounding a beautifully landscaped park with gazebos, fountains and lush tropical gardens. Center for the Arts at Mizner Park adds a unique dimension to the property, with the Count de Hoernle Amphitheater featuring a diverse lineup of concerts and entertainment and the Boca Raton Museum of Art showcasing works of art in a variety of media of national and international importance. For movie buffs, the iPic Theaters features dining at Tanzy's and first-run movies under one roof!
- The retail component is the heartbeat of Mizner Park, offering discriminating clientele a high level of luxury choices. World-renowned luxury jewelers include F.P. Journe, Jaeger-LeCoultre, Hublot Geneve, Martier, Van Cleef & Arpels and fashion anchor Lord & Taylor. One-of-a-kind boutiques can be found alongside nationally known retailers such as Tommy Bahama, Janie & Jack, Mephisto, Sur La Table and Z Gallerie.
- Top categories include restaurants, jewelry and women's apparel.
- Dine in or al fresco at an amazing collection of restaurants for every taste. Savor the offerings of Truluck's Seafood, Steak and Crab House, Max's Grille and Ruth's Chris Steakhouse. For a casual experience, enjoy the Dubliner Irish Pub, Villagio, Uncle Julio's Fine Mexican Food or Yard House. Nightlife includes Jazziz, the new hot spot in town with headlining performers offering live entertainment and fine dining nightly.

THE LOCATION

- Mizner Park is an established landmark situated among luxurious residences located less than one mile from the oceanfront condominiums.
- The prestigious Boca Raton Resort & Club, with over 1,000 rooms, is nearby and caters to the corporate and celebrity client. The private Royal Palm Yacht & Country Club caters to the elite residents.
- I-95 is less than two miles west, enhancing the project's ability to maximize its draw of both residents and visitors to the area.

THE TRADE AREA

- Approximately 80% of the commercial activity at Mizner Park is generated by full-time and seasonal residents of Palm Beach and Broward Counties. The remainder is generated by visitors from outside the southeast Florida area.

THE FUTURE

- Mizner Park will continue to be one of South Florida's most coveted addresses for living, working, shopping and dining. As the jewel of downtown Boca Raton, its foundation for sustained sales growth is well established.

THE NEW TENANTS

Bang & Olufsen, ECJ Lux Collection and La Macaron

PROPERTY INFORMATION

LOCATION: Mizner Park is conveniently located on the east side of Federal Highway, between Glades and Palmetto Park roads

MARKET: West Palm Beach, FL

DESCRIPTION: One-level, open-air, mixed-use project

TOTAL RETAIL SQUARE FOOTAGE: 236,000

TOTAL OFFICE SQUARE FOOTAGE: 267,000

PARKING SPACES: 2,500

OPENED: 1991

TRADE AREA PROFILE

2013 POPULATION 623,519

2018 PROJECTED POPULATION 654,330

2013 HOUSEHOLDS 274,388

2018 PROJECTED HOUSEHOLDS 287,167

2013 MEDIAN AGE 48.7

2013 AVERAGE HOUSEHOLD INCOME $77,204

2018 PROJECTED AVERAGE HOUSEHOLD INCOME $92,426

5 - MILE RADIUS

2013 POPULATION 171,924

2018 PROJECTED POPULATION 179,386

2013 HOUSEHOLDS 80,137

2018 PROJECTED HOUSEHOLDS 83,487

2013 MEDIAN AGE 48.9

2013 AVERAGE HOUSEHOLD INCOME $81,185

2018 PROJECTED AVERAGE HOUSEHOLD INCOME $98,110

DAYTIME EMPLOYMENT

1 - MILE RADIUS 16,408

3 - MILE RADIUS 79,010

Source: Esri 2013

© 2014

VILLAGE OF MERRICK PARK

CORAL GABLES, FLORIDA

GGP | 110 NORTH WACKER DRIVE CHICAGO, IL 60606 312 960 5000

THE MERCHANDISING

- World renowned luxury retailers, including Gucci, Burberry, CH Carolina Herrera, Diane von Furstenberg, Jimmy Choo and Tiffany & Co. complement the fashion anchors.
- Neiman Marcus and Nordstrom maintain flagship stores. These stores are both the largest for their respective chains in Florida.
- Popular brands such as J.Crew, Athleta, Banana Republic, Ann Taylor, Anthropologie, White House | Black Market and Pottery Barn help round out the merchant mix.
- A variety of dining options include Yard House, Villagio, SAWA Restaurant and Lounge, CRAVE, Mariposa at Neiman Marcus and Nordstrom Café Bistro.
- Featuring fine shopping, dining, offices and residences, Village of Merrick Park caters to a clientele that appreciates style and substance and can afford the best. It is a magnet for both residents and visitors.
- Top categories include family and women's apparel, jewelry and home furnishings.

THE LOCATION

- Village of Merrick Park is located in the heart of Coral Gables. This South Florida city is one of the nation's most affluent communities, with a greater percentage of young millionaire households under the age of 45 than any other community in the U.S.
- A strong zoning code protects the city's elegance, earning Coral Gables the moniker, "City Beautiful."
- Coral Gables is a major commercial hub, with 10.8 million square feet of office space and more than 1,600 hotel rooms.

THE TRADE AREA

- Sustained growth in international commerce has transformed Miami into a cosmopolitan urban center that attracts 7.1 million international visitors annually. This international market is led by Brazil, Canada, Argentina, Colombia and Venezuela with a total increase of international visitors up 4.4% in 2013.
- Village of Merrick Park's trade area is home to 969,950 residents in 355,681 households.
- Luxury residences on Brickell Avenue and Key Biscayne as well as in Coconut Grove provide seasonal housing for Latin American business leaders who spend lavishly on luxury retail goods.
- Affluent South Miami residents are younger than their North Miami counterparts, have growing families, live in magnificent homes and maintain strong ties to the community's cultural and philanthropic organizations.

THE FUTURE

- Always on the brink of fashion, this retail venue will soon welcome new additions to its fashion-forward repertoire, including kate spade new york and Boston Proper.

MALL INFORMATION

LOCATION: 358 San Lorenzo Avenue, Coral Gables

MARKET: Miami

DESCRIPTION: Open-air luxury retail center in mixed-use environment

ANCHORS: Neiman Marcus, Nordstrom

TOTAL RETAIL SQUARE FOOTAGE: 731,002

PARKING SPACES: 3,800

OPENED: 2002

TRADE AREA PROFILE

2013 POPULATION 969,950

2018 PROJECTED POPULATION 1,024,350

2013 HOUSEHOLDS 355,681

2018 PROJECTED HOUSEHOLDS 376,736

2013 MEDIAN AGE 40.7

2013 AVERAGE HOUSEHOLD INCOME $69,135

2018 PROJECTED AVERAGE HOUSEHOLD INCOME $82,165

5 - MILE RADIUS

2013 POPULATION 428,578

2018 PROJECTED POPULATION 453,316

2013 HOUSEHOLDS 167,096

2018 PROJECTED HOUSEHOLDS 177,344

2013 MEDIAN AGE 41.3

2013 AVERAGE HOUSEHOLD INCOME $61,540

2018 PROJECTED AVERAGE HOUSEHOLD INCOME $73,851

DAYTIME EMPLOYMENT

1 - MILE RADIUS 18,706

3 - MILE RADIUS 109,069

Source: Esri 2013

© 2014

Appendix B

Parking Reduction Calculations

May 12, 2015

Mediterranean Village - Parking Reduction Calculations

1. Land Use Inputs

Commercial and Hotel Uses			Notes:
Retail	265,000	SF	GLA
Cinema	0	SF	Phase 1 (3 screens, 290 seats)
Restaurant (Family)	7,250	SF	GLA
Restaurant (Fine/Casual)	21,750	SF	GLA
Daycare	0	SF	GLA
Hotel	184	Rooms	
Office	317,000	SF	GFA
Gym	0	SF	GFA
Residential Uses			
Townhouse	15	DU	
2 BR	128	DU	
3 BR	86	DU	

2. Parking Ratio

Parking Ratio **Coral Gables**

			Coral Gables Notes: City Use (Section 5-1409)	ULI Notes:	Parking Ratio Separation (ULI Based)		
Commercial and Hotel Uses					Visitor	Employee/Resident	
Retail	4.00	per KSF	Retail sales and services		**3.22**	**0.78**	per KSF
Cinema	3.33	per KSF	Indoor recreation/entertainment		**3.17**	**0.17**	per KSF
Restaurant (Family)	12.00	per KSF	Restaurants	Family Type (ITE - High Turnover without Bar).	**10.29**	**1.71**	per KSF
Restaurant (Fine/Casual)	12.00	per KSF	Restaurants	Fine (ITE - Quality 931) / Casual (ITE - High Turnover with Bar 932) Type	**10.17**	**1.83**	per KSF
Daycare	10.00	per KSF	Daycare		**8.57**	**1.43**	per KSF
Hotel	1.13	per room	Overnight accommodations	Business Type	**0.90**	**0.23**	per room
Office	3.33	per KSF	Offices		**0.25**	**3.09**	per KSF
Gym	3.33	per KSF	Indoor recreation/entertainment		**3.14**	**0.19**	per KSF
Residential Uses							
Townhouse	2.00	per DU	Townhouses	Owned	**0.16**	**1.84**	per DU
2 BR	1.75	per DU	Multi-family dwellings	Owned	**0.14**	**1.61**	per DU
3 BR	2.25	per DU	Multi-family dwellings	Owned	**0.18**	**2.07**	per DU

3. Trip Reductions

Multimodal Trip Reductions (Miami-Dade County 5 Year Average)

8.00% (Employee and Resident) 4.00% (Visitor)

4. Parking Calculations

Commercial and Hotel Uses	Visitor	Empl./Res.	Total	Commercial and Hotel Uses	Visitor	Empl./Res.	Total	Trip Reduction
Retail	854	207	1061	Retail	820	191	1011	Y
Cinema	0	0	0	Cinema	0	0	0	Y
Restaurant (Family)	75	13	88	Restaurant (Family)	72	12	84	Y
Restaurant (Fine/Casual)	222	40	262	Restaurant (Fine/Casual)	214	37	251	Y
Daycare	0	0	0	Daycare	0	0	0	Y
Hotel	166	42	208	Hotel	160	39	199	Y
Office	78	979	1057	Office	75	901	976	Y
Gym	0	0	0	Gym	0	0	0	Y
Residential Uses				**Residential Uses**				
Townhouse	3	28	31	Townhouse	3	28	31	N
2 BR	19	206	225	2 BR	19	190	209	Y
3 BR	16	178	194	3 BR	16	164	180	Y
SINGLE USE DEMAND	1,433	1,693	**3,126**	**TRIP REDUCTION DEMAND**	1,379	1,562	**2,941**	

5. Internal Capture

Retail	Cinema	Restaurant (Family)	Restaurant (Fine/Casual)	Daycare	Hotel	Office	Gym	Townhouse	2 BR	3 BR
0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

6. Time of Day Trends

ULI Weekday Visitor

	Retail	Cinema	Restaurant (Family)	Restaurant (Fine/Casual)	Daycare	Hotel	Office	Gym	Townhouse	2 BR	3 BR
6am	1%	0%	25%	0%	50%	95%	0%	70%	0%	0%	0%
7am	5%	0%	50%	0%	60%	90%	1%	40%	10%	10%	10%
8am	15%	0%	60%	0%	100%	80%	20%	40%	20%	20%	20%
9am	35%	0%	75%	0%	80%	70%	60%	70%	20%	20%	20%
10am	65%	0%	85%	15%	20%	60%	100%	70%	20%	20%	20%
11am	85%	0%	90%	40%	20%	60%	45%	80%	20%	20%	20%
12pm	95%	20%	100%	75%	20%	55%	15%	60%	20%	20%	20%
1pm	100%	45%	90%	75%	20%	55%	45%	70%	20%	20%	20%
2pm	95%	55%	50%	65%	20%	60%	100%	70%	20%	20%	20%
3pm	90%	55%	45%	40%	60%	60%	45%	70%	20%	20%	20%
4pm	90%	55%	45%	50%	90%	65%	15%	80%	20%	20%	20%
5pm	95%	60%	75%	75%	100%	70%	10%	90%	40%	40%	40%
6pm	95%	60%	80%	95%	100%	75%	5%	100%	60%	60%	60%
7pm	95%	80%	80%	100%	70%	75%	2%	90%	100%	100%	100%
8pm	80%	100%	80%	100%	20%	80%	1%	80%	100%	100%	100%
9pm	50%	100%	60%	100%	0%	85%	0%	70%	100%	100%	100%
10pm	30%	80%	55%	95%	0%	95%	0%	35%	100%	100%	100%
11pm	10%	65%	50%	75%	0%	100%	0%	10%	80%	80%	80%
12am	0%	40%	25%	25%	0%	100%	0%	0%	50%	50%	50%

ULI Weekday Employee/Resident

	Retail	Cinema	Restaurant (Family)	Restaurant (Fine/Casual)	Daycare	Hotel	Office	Gym	Townhouse	2 BR	3 BR
6am	10%	0%	50%	0%	100%	5%	3%	75%	100%	100%	100%
7am	15%	0%	75%	20%	100%	30%	30%	75%	100%	100%	100%
8am	40%	0%	90%	50%	100%	90%	75%	75%	100%	100%	100%
9am	75%	0%	90%	75%	100%	90%	95%	75%	100%	100%	100%
10am	85%	0%	100%	90%	100%	100%	100%	75%	100%	100%	100%
11am	95%	0%	100%	90%	100%	100%	100%	75%	100%	100%	100%
12pm	100%	50%	100%	90%	100%	100%	90%	75%	100%	100%	100%
1pm	100%	60%	100%	90%	100%	100%	90%	75%	100%	100%	100%
2pm	100%	60%	100%	90%	100%	100%	100%	75%	100%	100%	100%
3pm	100%	75%	75%	75%	100%	100%	100%	75%	100%	100%	100%
4pm	100%	75%	75%	75%	100%	90%	90%	75%	100%	100%	100%
5pm	95%	100%	95%	100%	100%	70%	50%	100%	100%	100%	100%
6pm	95%	100%	95%	100%	100%	40%	25%	100%	100%	100%	100%
7pm	95%	100%	95%	100%	50%	20%	10%	75%	100%	100%	100%
8pm	90%	100%	95%	100%	0%	20%	7%	50%	100%	100%	100%
9pm	75%	100%	80%	100%	0%	20%	3%	20%	100%	100%	100%
10pm	40%	100%	65%	100%	0%	20%	1%	20%	100%	100%	100%
11pm	15%	70%	65%	85%	0%	10%	0%	20%	100%	100%	100%
12am	0%	50%	35%	35%	0%	5%	0%	0%	100%	100%	100%

Notes:

1. Daycare values provided are estimated based upon ITE Parking Generation Land Use 565, Day Care Center.

2. Business type hotel utilized per ULI Shared Parking.

7. Shared Parking Calculations

Weekday Visitor

	Retail	Cinema	Restaurant (Family)	Restaurant (Fine/Casual)	Daycare	Hotel	Office	Gym	Townhouse	2 BR	3 BR	TOTAL
6am	9	0	19	0	0	158	0	0	0	0	0	185
7am	43	0	38	0	0	149	1	0	0	2	2	234
8am	128	0	45	0	0	133	16	0	1	4	3	329
9am	299	0	56	0	0	116	47	0	1	4	3	526
10am	555	0	64	33	0	100	78	0	1	4	3	837
11am	726	0	68	89	0	100	35	0	1	4	3	1025
12pm	811	0	75	167	0	91	12	0	1	4	3	1163
1pm	854	0	68	167	0	91	35	0	1	4	3	1222
2pm	811	0	38	144	0	100	78	0	1	4	3	1178
3pm	769	0	34	89	0	100	35	0	1	4	3	1033
4pm	769	0	34	111	0	108	12	0	1	4	3	1041
5pm	811	0	56	167	0	116	8	0	1	8	6	1173
6pm	811	0	60	211	0	125	4	0	2	11	10	1233
7pm	**811**	**0**	**60**	**222**	**0**	**125**	**2**	**0**	**3**	**19**	**16**	**1257**
8pm	683	0	60	222	0	133	1	0	3	19	16	1137
9pm	427	0	45	222	0	141	0	0	3	19	16	873
10pm	256	0	41	211	0	158	0	0	3	19	16	704
11pm	85	0	38	167	0	166	0	0	2	15	13	486
12am	0	0	19	56	0	166	0	0	2	10	8	259

Weekday Employee/Resident

	Retail	Cinema	Restaurant (Family)	Restaurant (Fine/Casual)	Daycare	Hotel	Office	Gym	Townhouse	2 BR	3 BR	TOTAL
6am	21	0	7	0	0	2	29	0	28	206	178	471
7am	31	0	10	8	0	13	294	0	28	206	178	767
8am	83	0	12	20	0	38	734	0	28	206	178	1299
9am	155	0	12	30	0	38	930	0	28	206	178	1577
10am	176	0	13	36	0	42	979	0	28	206	178	1658
11am	197	0	13	36	0	42	979	0	28	206	178	1679
12pm	207	0	13	36	0	42	881	0	28	206	178	1591
1pm	207	0	13	36	0	42	881	0	28	206	178	1591
2pm	**207**	**0**	**13**	**36**	**0**	**42**	**979**	**0**	**28**	**206**	**178**	**1689**
3pm	207	0	10	30	0	42	979	0	28	206	178	1680
4pm	207	0	10	30	0	38	881	0	28	206	178	1578
5pm	197	0	12	40	0	29	490	0	28	206	178	1180
6pm	197	0	12	40	0	17	245	0	28	206	178	923
7pm	197	0	12	40	0	8	98	0	28	206	178	767
8pm	186	0	12	40	0	8	69	0	28	206	178	728
9pm	155	0	10	40	0	8	29	0	28	206	178	655
10pm	83	0	8	40	0	8	10	0	28	206	178	561
11pm	31	0	8	34	0	4	0	0	28	206	178	490
12am	0	0	5	14	0	2	0	0	28	206	178	433

Weekday Combined

	Retail	Cinema	Restaurant (Family)	Restaurant (Fine/Casual)	Daycare	Hotel	Office	Gym	Townhouse	2 BR	3 BR	TOTAL
6am	29	0	25	0	0	160	29	0	28	206	178	656
7am	74	0	47	8	0	162	294	0	28	208	180	1001
8am	211	0	57	20	0	171	750	0	29	210	181	1628
9am	454	0	68	30	0	154	977	0	29	210	181	2103
10am	731	0	77	69	0	142	1057	0	29	210	181	2495
11am	923	0	81	125	0	142	1014	0	29	210	181	2703
12pm	1018	0	88	203	0	133	893	0	29	210	181	2755
1pm	1061	0	81	203	0	133	916	0	29	210	181	2813
2pm	**1018**	**0**	**51**	**180**	**0**	**142**	**1057**	**0**	**29**	**210**	**181**	**2867**
3pm	976	0	44	119	0	142	1014	0	29	210	181	2713
4pm	976	0	44	141	0	146	893	0	29	210	181	2618
5pm	1008	0	69	207	0	146	497	0	29	214	184	2353
6pm	1008	0	72	251	0	141	249	0	30	217	188	2156
7pm	1008	0	72	262	0	133	99	0	31	225	194	2025
8pm	870	0	72	262	0	141	69	0	31	225	194	1864
9pm	582	0	55	262	0	150	29	0	31	225	194	1529
10pm	339	0	50	251	0	166	10	0	31	225	194	1265
11pm	116	0	46	201	0	170	0	0	30	221	191	976
12am	0	0	23	70	0	168	0	0	30	216	186	692

8. Peak Parking Demand

Commercial and Hotel Uses	Visitor	Empl./Res.	Total
Retail	811	207	1018
Cinema	0	0	0
Restaurant (Family)	38	13	51
Restaurant (Fine/Casual)	144	36	180
Daycare	0	0	0
Hotel	100	42	142
Office	78	979	1057
Gym	0	0	0
Residential Uses			
Townhouse	1	28	29
2 BR	4	206	210
3 BR	3	178	181

Commercial and Hotel Uses	Visitor	Empl./Res.	Total	Trip Reduction
Retail	779	190	969	Y
Cinema	0	0	0	Y
Restaurant (Family)	36	12	48	Y
Restaurant (Fine/Casual)	139	33	172	Y
Daycare	0	0	0	Y
Hotel	96	39	134	Y
Office	75	901	976	Y
Gym	0	0	0	Y
Residential Uses				
Townhouse	1	28	29	N
2 BR	4	190	193	Y
3 BR	3	164	167	Y

SHARED PEAK PARKING DEMAND	Visitor	Empl./Res.	Total
	1,178	1,689	**2,867**
			8%
			reduction

SHARED PEAK PARKING DEMAND W/ TRIP REDUCTIONS	Visitor	Empl./Res.	Total
	1,131	1,556	**2,687**
			14%
			reduction

City of Coral Gables	Visitor	Empl./Res.	Total
Single Use Demand	1,433	1,693	3,126

Kimley»Horn

Appendix C

2009 – 2013 American Community Survey
5-Year Estimates
Miami-Dade County, Florida

S0801 | COMMUTING CHARACTERISTICS BY SEX

2009-2013 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Miami-Dade County, Florida					
	Total		Male		Female	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Workers 16 years and over	1,122,339	+/-5,216	590,881	+/-3,082	531,458	+/-4,203
MEANS OF TRANSPORTATION TO WORK						
Car, truck, or van	86.2%	+/-0.3	85.8%	+/-0.4	86.5%	+/-0.4
Drove alone	76.7%	+/-0.3	77.2%	+/-0.5	76.2%	+/-0.5
Carpooled	9.4%	+/-0.3	8.7%	+/-0.3	10.3%	+/-0.3
In 2-person carpool	7.3%	+/-0.2	6.6%	+/-0.3	8.1%	+/-0.3
In 3-person carpool	1.3%	+/-0.1	1.2%	+/-0.2	1.5%	+/-0.2
In 4-or-more person carpool	0.8%	+/-0.1	0.8%	+/-0.2	0.7%	+/-0.1
Workers per car, truck, or van	1.06	+/-0.01	1.06	+/-0.01	1.07	+/-0.01
Public transportation (excluding taxicab)	5.4%	+/-0.2	4.5%	+/-0.3	6.4%	+/-0.3
Walked	2.3%	+/-0.2	2.5%	+/-0.2	2.2%	+/-0.2
Bicycle	0.6%	+/-0.1	0.9%	+/-0.1	0.3%	+/-0.1
Taxicab, motorcycle, or other means	1.4%	+/-0.1	1.7%	+/-0.1	1.0%	+/-0.1
Worked at home	4.1%	+/-0.2	4.7%	+/-0.2	3.6%	+/-0.2
PLACE OF WORK						
Worked in state of residence	99.4%	+/-0.1	99.3%	+/-0.1	99.6%	+/-0.1
Worked in county of residence	92.4%	+/-0.2	91.6%	+/-0.3	93.2%	+/-0.3
Worked outside county of residence	7.1%	+/-0.2	7.7%	+/-0.3	6.4%	+/-0.3
Worked outside state of residence	0.6%	+/-0.1	0.7%	+/-0.1	0.4%	+/-0.1

Subject	Miami-Dade County, Florida					
	Total		Male		Female	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Living in a place	92.2%	+/-0.2	92.1%	+/-0.3	92.2%	+/-0.3
Worked in place of residence	22.7%	+/-0.4	22.9%	+/-0.4	22.5%	+/-0.5
Worked outside place of residence	69.5%	+/-0.4	69.2%	+/-0.4	69.8%	+/-0.6
Not living in a place	7.8%	+/-0.2	7.9%	+/-0.3	7.8%	+/-0.3
Living in 12 selected states	0.0%	+/-0.1	0.0%	+/-0.1	0.0%	+/-0.1
Worked in minor civil division of residence	0.0%	+/-0.1	0.0%	+/-0.1	0.0%	+/-0.1
Worked outside minor civil division of residence	0.0%	+/-0.1	0.0%	+/-0.1	0.0%	+/-0.1
Not living in 12 selected states	100.0%	+/-0.1	100.0%	+/-0.1	100.0%	+/-0.1
Workers 16 years and over who did not work at home	1,075,795	+/-5,457	563,384	+/-3,302	512,411	+/-4,294
TIME LEAVING HOME TO GO TO WORK						
12:00 a.m. to 4:59 a.m.	3.1%	+/-0.2	3.9%	+/-0.2	2.2%	+/-0.2
5:00 a.m. to 5:29 a.m.	2.7%	+/-0.1	3.5%	+/-0.2	1.8%	+/-0.2
5:30 a.m. to 5:59 a.m.	2.7%	+/-0.1	3.3%	+/-0.2	2.0%	+/-0.2
6:00 a.m. to 6:29 a.m.	7.9%	+/-0.2	9.6%	+/-0.3	6.0%	+/-0.3
6:30 a.m. to 6:59 a.m.	7.7%	+/-0.2	8.0%	+/-0.3	7.4%	+/-0.3
7:00 a.m. to 7:29 a.m.	16.1%	+/-0.3	16.0%	+/-0.5	16.2%	+/-0.5
7:30 a.m. to 7:59 a.m.	9.8%	+/-0.3	8.3%	+/-0.3	11.4%	+/-0.4
8:00 a.m. to 8:29 a.m.	16.6%	+/-0.3	15.3%	+/-0.4	18.2%	+/-0.5
8:30 a.m. to 8:59 a.m.	6.1%	+/-0.2	5.3%	+/-0.2	6.9%	+/-0.3
9:00 a.m. to 11:59 p.m.	27.3%	+/-0.4	26.7%	+/-0.5	27.8%	+/-0.5
TRAVEL TIME TO WORK						
Less than 10 minutes	5.8%	+/-0.2	5.5%	+/-0.3	6.2%	+/-0.3
10 to 14 minutes	10.2%	+/-0.2	9.6%	+/-0.4	10.9%	+/-0.3
15 to 19 minutes	12.2%	+/-0.3	11.8%	+/-0.4	12.6%	+/-0.4
20 to 24 minutes	16.9%	+/-0.3	16.9%	+/-0.4	16.9%	+/-0.4
25 to 29 minutes	6.3%	+/-0.2	6.1%	+/-0.3	6.4%	+/-0.3
30 to 34 minutes	20.1%	+/-0.4	20.8%	+/-0.5	19.4%	+/-0.5
35 to 44 minutes	9.3%	+/-0.3	9.5%	+/-0.4	9.1%	+/-0.4
45 to 59 minutes	10.0%	+/-0.2	10.4%	+/-0.3	9.6%	+/-0.3
60 or more minutes	9.2%	+/-0.2	9.4%	+/-0.4	9.0%	+/-0.3
Mean travel time to work (minutes)	29.0	+/-0.2	29.5	+/-0.2	28.5	+/-0.2
VEHICLES AVAILABLE						
Workers 16 years and over in households	1,117,384	+/-5,163	588,135	+/-3,026	529,249	+/-4,188
No vehicle available	4.6%	+/-0.3	4.9%	+/-0.4	4.3%	+/-0.3
1 vehicle available	26.4%	+/-0.5	25.1%	+/-0.6	28.0%	+/-0.6
2 vehicles available	41.8%	+/-0.6	42.5%	+/-0.6	41.0%	+/-0.7
3 or more vehicles available	27.2%	+/-0.5	27.6%	+/-0.5	26.7%	+/-0.6
PERCENT IMPUTED						

Subject	Miami-Dade County, Florida					
	Total		Male		Female	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Means of transportation to work	6.4%	(X)	(X)	(X)	(X)	(X)
Private vehicle occupancy	7.6%	(X)	(X)	(X)	(X)	(X)
Place of work	8.0%	(X)	(X)	(X)	(X)	(X)
Time leaving home to go to work	11.3%	(X)	(X)	(X)	(X)	(X)
Travel time to work	10.0%	(X)	(X)	(X)	(X)	(X)
Vehicles available	0.8%	(X)	(X)	(X)	(X)	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Attachment B

WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS			Multimodal Reduction Applied to Land Uses that Utilize Valet			Gross Valet Trips (with Peak Hour of Generator Factor Applied)			Net New Valet Trips				Land Use and Valet Station Trips				
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total	6% In	6% Out	6% Total	1.00 In	1.00 Out	1.00 Total	% Valet	In	Out	Total	Land Use	Station	In	Out	Total
	1	Shopping Center	9	820	242	ksf	48%	52%	520	563	1,083	8.9%	96	472	515	987	30.2%	298	323	366	689	444	484	928	444	484	928	25%	111	121	232	820	North(1)	34	38	72
	2	Health/Fitness Club	9	492	9.5	ksf	57%	43%	20	15	35	54.3%	20	10	5	15	0.0%	0	10	5	15											820	Central(2)	77	83	160
	3	Multiplex Movie Theater	9	445	8	mov	45%	55%	49	60	109	8.9%	10	44	55	99	0.0%	0	44	55	99	41	52	93	41	52	93	25%	10	13	23	445	North(1)	3	4	7
	4	Residential Condominium/Townhouse	9	230	15	du	67%	33%	9	4	13	30.7%	4	7	2	9	0.0%	0	7	2	9											445	Central(2)	7	9	16
G	5	High-Rise Residential Condominium/Townhouse	9	232	214	du	62%	38%	55	33	88	30.7%	28	41	19	60	0.0%	0	41	19	60	39	17	56	39	17	56	8%	3	2	5	232	North(3)	1	1	2
R	6	Hotel	9	310	184	room	51%	49%	56	54	110	30.9%	34	39	37	76	0.0%	0	39	37	76	36	35	71	36	35	71	100%	36	35	71	232	Central(4)	1	0	1
O	7	Day Care Center	9	565	12	ksf	47%	53%	70	78	148	26.4%	38	51	59	110	0.0%	0	51	59	110											232	South(5)	1	1	2
U	8	General Office Building	9	710	314	ksf	17%	83%	73	357	430	10.7%	46	50	334	384	0.0%	0	50	334	384											310	Hotel	36	35	71
P	9	Quality Restaurant	9	931	21.75	ksf	67%	33%	109	54	163	8.9%	14	102	47	149	44.0%	66	69	14	83	96	44	140	96	44	140	75%	72	33	105	931	North(1)	22	11	33
	10	High-Turnover (Sit-Down) Restaurant	9	932	7.25	ksf	60%	40%	43	28	71	8.9%	6	40	25	65	43.0%	28	26	11	37	38	24	61	38	24	61	25%	9	6	15	931	Central(2)	50	22	72
2	11																															932	North(1)	3	2	5
	12																															932	Central(2)	6	4	10
	13																																			
	14																																			
	15																																			
								Total:	1,004	1,246	2,250	13.2%	296	856	1,098	1,954	20.1%	392	660	902	1,562															
																		6% Multimodal Reduction	40	54	94														
																		Net New External Trips	**620**	**848**	**1,468**														

Valet Station Trips

	In	Out	Total
North	63	56	119
Central	140	118	258
Residential	1	0	1
Hotel/South	37	36	73

ITE Land Use Code	Rate or Equation	Equation	PMG	Ratio Increase
820	LN(Y) = 0.67*LN(X)+3.31	3.71	N/A	N/A
492	LN(Y) = 0.95*LN(X)+1.43			
445	Y=13.64(X)	13.64	25.84	1.89
230	LN(Y) = 0.82*LN(X)+0.32			
232	Y=0.34*(X)+15.47	0.38	0.38	1.00
310	Y=0.6(X)	0.6	0.61	1.02
565	Y=12.34(X)		Average	1.30
710	Y=1.12*(X)+78.45			
931	Y=7.49(X)			
932	Y=9.85(X)			

Notes:

(1) Based on project trip distribution, 8% out of a total of 26% of net new eastbound trips (31%), will utilize the north valet station
(2) Based on project trip distribution, 18% out of a total of 26% of net new eastbound trips (69%), will utilize the central valet station
(3) Based on parcel unit distribution, 80 units out of a total of 214 units (37%), will utilize the north valet station
(4) Based on parcel unit distribution, 40 units out of a total of 214 units (19%), will utilize the central valet station
(5) Based on parcel unit distribution, 94 units out of a total of 214 units (44%), will utilize the south valet station

WEEKDAY PM PEAK HOUR OF GENERATOR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE		EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS			Multimodal Reduction Applied to Land Uses that Utilize Valet			Gross Valet Trips (with Peak Hour of Generator Factor Applied)			Net New Valet Trips				Land Use and Valet Station Trips				
							Percent															6%			1.30												
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total	In	Out	Total	In	Out	Total	% Valet	In	Out	Total	Land Use	Station	In	Out	Total
	1	Shopping Center	9	820	242	ksf	48%	52%	520	563	1,083	8.9%	96	472	515	987	30.2%	298	323	366	689	444	484	928	577	629	1206	25%	144	158	302	820	North(1)	45	49	94
	2	Health/Fitness Club	9	492	9.5	ksf	57%	43%	20	15	35	54.3%	20	10	5	15	0.0%	0	10	5	15											820	Central(2)	99	109	208
	3	Multiplex Movie Theater	9	445	8	mov	45%	55%	49	60	109	8.9%	10	44	55	99	0.0%	0	44	55	99	41	52	93	53	68	121	25%	13	17	30	445	North(1)	4	5	9
	4	Residential Condominium/Townhouse	9	230	15	du	67%	33%	9	4	13	30.7%	4	7	2	9	0.0%	0	7	2	9											445	Central(2)	9	12	21
G	5	High-Rise Residential Condominium/Townhouse	9	232	214	du	62%	38%	55	33	88	30.7%	28	41	19	60	0.0%	0	41	19	60	39	17	56	51	22	73	8%	4	2	6	232	North(3)	1	1	2
R	6	Hotel	9	310	184	room	51%	49%	56	54	110	30.9%	34	39	37	76	0.0%	0	39	37	76	36	35	71	46	46	92	100%	46	46	92	232	Central(4)	1	0	1
O	7	Day Care Center	9	565	12	ksf	47%	53%	70	78	148	26.4%	38	51	59	110	0.0%	0	51	59	110											232	South(5)	2	1	3
U	8	General Office Building	9	710	314	ksf	17%	83%	73	357	430	10.7%	46	50	334	384	0.0%	0	50	334	384											310	Hotel	46	46	92
P	9	Quality Restaurant	9	931	21.75	ksf	67%	33%	109	54	163	8.9%	14	102	47	149	44.0%	66	69	14	83	96	44	140	125	57	182	75%	94	43	137	931	North(1)	29	13	42
	10	High-Turnover (Sit-Down) Restaurant	9	932	7.25	ksf	60%	40%	43	28	71	8.9%	6	40	25	65	43.0%	28	26	11	37	38	23	61	49	30	79	25%	12	8	20	931	Central(2)	65	30	95
2	11																															932	North(1)	4	2	6
	12																															932	Central(2)	8	6	14
	13																																			
	14																																			
	15																																			
								Total:	1,004	1,246	2,250	13.2%	296	856	1,098	1,954	20.1%	392	660	902	1,562															
																		6% Multimodal Reduction	40	54	94														
																		Net New External Trips	**620**	**848**	**1,468**														

Valet Station Trips

	In	Out	Total
North	83	70	153
Central	181	157	338
Residential	1	0	1
Hotel/South	48	47	95

ITE Land Use Code	Rate or Equation	Equation	PMG	Ratio Increase
820	LN(Y) = 0.67*LN(X)+3.31	3.71	N/A	N/A
492	LN(Y) = 0.95*LN(X)+1.43			
445	Y=13.64(X)	13.64	25.84	1.89
230	LN(Y) = 0.82*LN(X)+0.32			
232	Y=0.34*(X)+15.47	0.38	0.38	1.00
310	Y=0.6(X)	0.6	0.61	1.02
565	Y=12.34(X)		Average	1.30
710	Y=1.12*(X)+78.45			
931	Y=7.49(X)			
932	Y=9.85(X)			

Notes:

(1) Based on project trip distribution, 8% out of a total of 26% of net new eastbound trips (31%), will utilize the north valet station
(2) Based on project trip distribution, 18% out of a total of 26% of net new eastbound trips (69%), will utilize the central valet station
(3) Based on parcel unit distribution, 80 units out of a total of 214 units (37%), will utilize the north valet station
(4) Based on parcel unit distribution, 40 units out of a total of 214 units (19%), will utilize the central valet station
(5) Based on parcel unit distribution, 94 units out of a total of 214 units (44%), will utilize the south valet station

Attachment C

North Valet Calculated Travel Time

VALET DROP-OFF	
VEHICLE TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume 10 mph speed)	Travel Times (Assume 4 ft/s speed)
To Valet Lot (In vehicle)	From Valet Lot (Walk/Run)
Distance / Travel Time	Distance / Travel Time
0.28 miles / 1.7 minutes	0.28 miles / 6.2 minutes
Controlled Delay 1.0 Minutes	
Total Time 8.9 Minutes	

VALET PICK-UP	
VEHICLE TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume 10 mph speed)	Travel Times (Assume 4 ft/s speed)
From Valet Lot (In vehicle)	To Valet Lot (Walk/Run)
Distance / Travel Time	Distance / Travel Time
0.43 miles / 2.6 minutes	0.28 miles / 6.2 minutes
Controlled Delay 1.0 Minutes	
Total Time 9.8 Minutes	

Central Valet Calculated Travel Time

VALET DROP-OFF	
VEHICLE TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume 10 mph speed)	Travel Times (Assume 4 ft/s speed)
To Valet Lot (In vehicle)	From Valet Lot (Walk/Run)
Distance / Travel Time	Distance / Travel Time
0.26 miles / 1.6 minutes	0.18 miles / 4 minutes
Controlled Delay 1.0 Minutes	
Total Time 6.6 Minutes	

VALET PICK-UP	
VEHICLE TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume 10 mph speed)	Travel Times (Assume 4 ft/s speed)
From Valet Lot (In vehicle)	To Valet Lot (Walk/Run)
Distance / Travel Time	Distance / Travel Time
0.24 miles / 1.4 minutes	0.19 miles / 4.2 minutes
Controlled Delay 1.0 Minutes	
Total Time 6.6 Minutes	

South Valet Calculated Travel Time

VALET DROP-OFF	
VEHICLE TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume 10 mph speed)	Travel Times (Assume 4 ft/s speed)
To Valet Lot (In vehicle)	From Valet Lot (Walk/Run)
Distance / Travel Time	Distance / Travel Time
0.45 miles / 2.7 minutes	0.07 miles / 1.5 minutes
Controlled Delay 1.0 Minutes	
Total Time 5.2 Minutes	

VALET PICK-UP	
VEHICLE TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume 10 mph speed)	Travel Times (Assume 4 ft/s speed)
From Valet Lot (In vehicle)	To Valet Lot (Walk/Run)
Distance / Travel Time	Distance / Travel Time
0.17 miles / 1 minutes	0.07 miles / 1.5 minutes
Controlled Delay 1.0 Minutes	
Total Time 3.5 Minutes	

Hotel Valet Calculated Travel Time

VALET DROP-OFF	
VEHICLE TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume 10 mph speed)	Travel Times (Assume 4 ft/s speed)
To Valet Lot (In vehicle)	From Valet Lot (Walk/Run)
Distance / Travel Time	Distance / Travel Time
0.11 miles / 0.7 minutes	0.04 miles / 0.9 minutes
Controlled Delay 1.0 Minutes	
Total Time 2.6 Minutes	

VALET PICK-UP	
VEHICLE TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume 10 mph speed)	Travel Times (Assume 4 ft/s speed)
From Valet Lot (In vehicle)	To Valet Lot (Walk/Run)
Distance / Travel Time	Distance / Travel Time
0.14 miles / 0.8 minutes	0.04 miles / 0.9 minutes
Controlled Delay 1.0 Minutes	
Total Time 2.7 Minutes	

Attachment D

North Valet Analysis P.M. Peak Hour of Generator

Arrival Rate

IN	OUT	
83	70	veh/hr

Service Rate

IN	OUT	
8.90	9.80	mins/veh

Control Delay = min

Service Time = 9.31 mins/veh

Number of Valet Attendants (N) =	29	
Level of Confidence =	0.95	
Storage Provided On-Site =	7	vehicles
Total Entering and Exiting Vehicles(q) =	153	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	6.44	veh/hr/pos
Average Service Rate (t) =	9.31	mins/veh
rho (t/Q) =	0.819	

Expected (avg.) number of vehicles in the system	E(m)=	1.00	
Expected (avg.) number of vehicles waiting in queue	E(n)=	24.74	
Mean time in the queue	E(w)=	0.39	mins
Mean time in system	E(t)=	9.70	mins

Proportion of customers who wait (P)	(E(w) > 0)=	22.08%
Probability of a queue exceeding a length (M)	P(x > M)=	5.00%

Queue length which is exceeded 5.00% of the times is equal to 6.4 vehicles

North Valet Analysis P.M. Peak Hour (Typical)

Arrival Rate

IN	OUT	
63	56	veh/hr

Service Rate

IN	OUT	
8.90	9.80	mins/veh

Control Delay = min

Service Time = 9.32 mins/veh

Number of Valet Attendants (N) =	23	
Level of Confidence =	0.95	
Storage Provided On-Site =	7	vehicles
Total Entering and Exiting Vehicles(q) =	119	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	6.44	veh/hr/pos
Average Service Rate (t) =	9.32	mins/veh
rho (t/Q) =	0.804	

Expected (avg.) number of vehicles in the system	E(m)=	0.96	
Expected (avg.) number of vehicles waiting in queue	E(n)=	19.46	
Mean time in the queue	E(w)=	0.49	mins
Mean time in system	E(t)=	9.81	mins

Proportion of customers who wait (P)	(E(w) > 0)=	23.52%
Probability of a queue exceeding a length (M)	P(x > M)=	5.00%

Queue length which is exceeded 5.00% of the times is equal to 6.1 vehicles

Central Valet Analysis P.M. Peak Hour of Generator

Arrival Rate

IN	OUT	
182		veh/hr

Service Rate

IN	OUT	
6.60		mins/veh

Control Delay = min

Service Time = 6.60 mins/veh

Number of Valet Attendants (N) =	26	
Level of Confidence =	0.95	
Storage Provided On-Site =	5	vehicles
Total Entering and Exiting Vehicles(q) =	182	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	9.09	veh/hr/pos
Average Service Rate (t) =	6.60	mins/veh
rho (t/Q) =	0.770	

Expected (avg.) number of vehicles in the system	E(m)=	0.48	
Expected (avg.) number of vehicles waiting in queue	E(n)=	20.50	
Mean time in the queue	E(w)=	0.16	mins
Mean time in system	E(t)=	6.76	mins

Proportion of customers who wait (P)	(E(w) > 0)=	14.47%
Probability of a queue exceeding a length (M)	P(x > M)=	5.00%

Queue length which is exceeded 5.00% of the times is equal to 3.1 vehicles

Central Valet Analysis P.M. Peak Hour (Typical)

Arrival Rate

IN	OUT	
141		veh/hr

Service Rate

IN	OUT	
6.60		mins/veh

Control Delay = min

Service Time = 6.60 mins/veh

Number of Valet Attendants (N) =	19		
Level of Confidence =	0.90		
Storage Provided On-Site =	5	vehicles	
Total Entering and Exiting Vehicles(q) =	141	veh/hr	
Service Capacity per N (60 mins/Service Rate) (Q) =	9.09	veh/hr/pos	
Average Service Rate (t) =	6.60	mins/veh	
rho (t/Q) =	0.816		

Expected (avg.) number of vehicles in the system	E(m)=	1.36	
Expected (avg.) number of vehicles waiting in queue	E(n)=	16.87	
Mean time in the queue	E(w)=	0.58	mins
Mean time in system	E(t)=	7.18	mins
Proportion of customers who wait (P)	(E(w) > 0)=	30.56%	
Probability of a queue exceeding a length (M)	P(x > M)=	10.00%	

Queue length which is exceeded 10.00% of the times is equal to 4.5 vehicles

Hotel/South Valet Analysis P.M. Peak Hour of Generator

Arrival Rate

IN	OUT	
48	47	veh/hr

Service Rate

IN	OUT	
2.60	2.70	mins/veh

Control Delay = min

Service Time = 2.65 mins/veh

Number of Valet Attendants (N) =	6	
Level of Confidence =	0.95	
Storage Provided On-Site =	7	vehicles
Total Entering and Exiting Vehicles(q) =	95	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	22.65	veh/hr/pos
Average Service Rate (t) =	2.65	mins/veh
rho (t/Q) =	0.699	

Expected (avg.) number of vehicles in the system	E(m)=	0.78	
Expected (avg.) number of vehicles waiting in queue	E(n)=	4.97	
Mean time in the queue	E(w)=	0.49	mins
Mean time in system	E(t)=	3.14	mins

Proportion of customers who wait (P) (E(w) > 0)=	33.46%	
Probability of a queue exceeding a length (M) P(x > M)=	5.00%	

Queue length which is exceeded 5.00% of the times is equal to 4.3 vehicles

Hotel Valet Analysis P.M. Peak Hour (Typical)

Arrival Rate

IN	OUT	
37	36	veh/hr

Service Rate

IN	OUT	
2.60	2.70	mins/veh

Control Delay = min

Service Time = 2.65 mins/veh

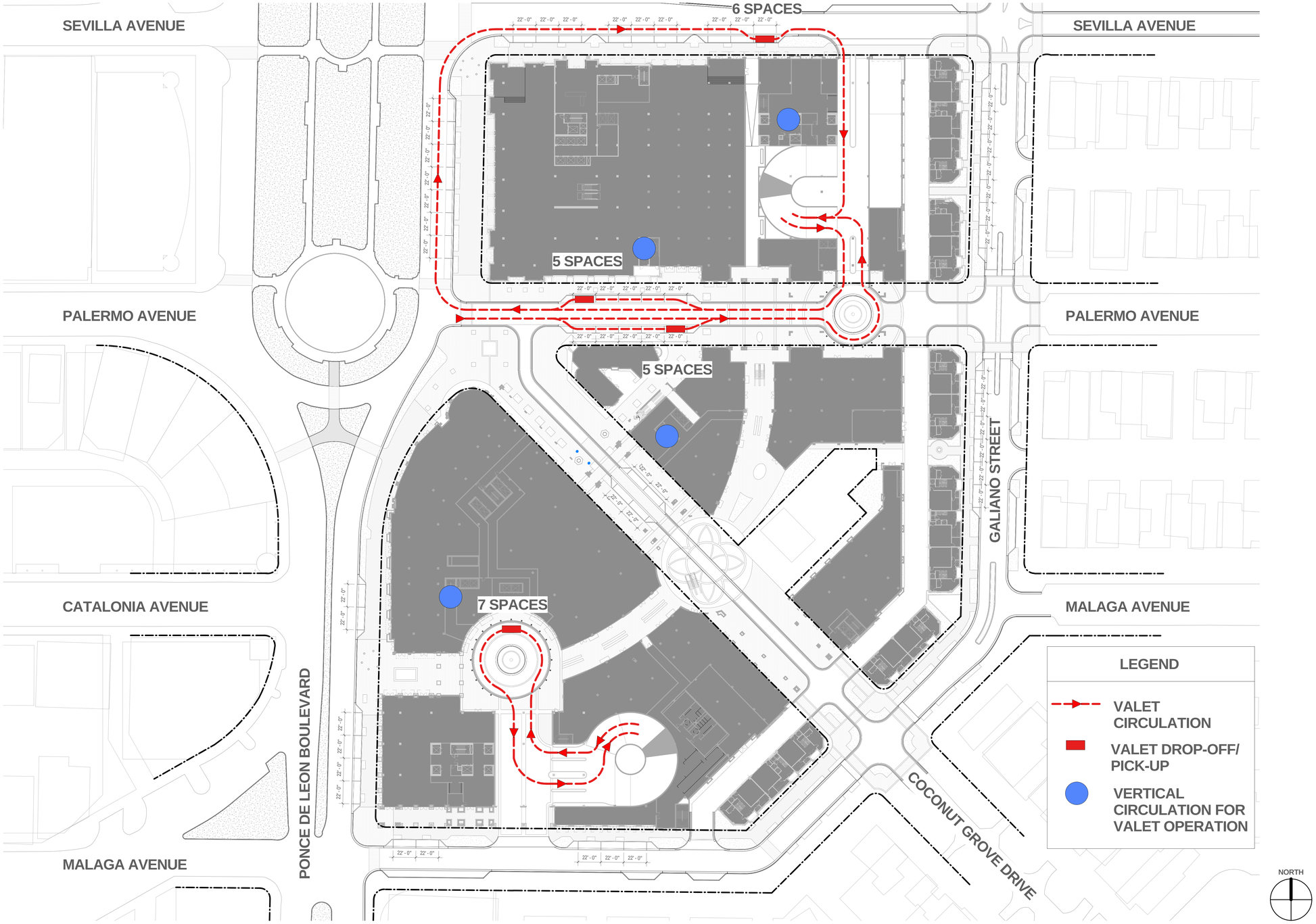
Number of Valet Attendants (N) =	5	
Level of Confidence =	0.95	
Storage Provided On-Site =	7	vehicles
Total Entering and Exiting Vehicles(q) =	73	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	22.65	veh/hr/pos
Average Service Rate (t) =	2.65	mins/veh
rho (t/Q) =	0.645	

Expected (avg.) number of vehicles in the system	E(m)=	0.54	
Expected (avg.) number of vehicles waiting in queue	E(n)=	3.76	
Mean time in the queue	E(w)=	0.44	mins
Mean time in system	E(t)=	3.09	mins

Proportion of customers who wait (P) (E(w) > 0)=	29.50%	
Probability of a queue exceeding a length (M) P(x > M)=	5.00%	

Queue length which is exceeded 5.00% of the times is equal to 3.0 vehicles

Attachment A



1 LEVEL 01 FLOOR PLAN
1" = 40'-0"

TIME 5/11/2015 10:29:30 AM

FILE NAME: C:\Users\vacatmid\Documents\OSV-Podium-Central 04_jbailey@rtkl.com.rvt

RTKL SM

AN ARCADIS COMPANY

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PROJECT NUMBER 45-14002.00

CONSULTANT

PROJECT

MEDITERRANEAN VILLAGE at Ponce Circle

CLIENT
AGAVE PONCE LLC.
2801,2901, 3001 PONCE DE LEON BOULEVARD

ISSUE DRAWING LOG

SEAL

SHEET IDENTIFICATION

TITLE
VALET OPERATING PLAN - LEVEL 01

NUMBER
A-0.11.6

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