



**THE REGENCY
AT THE PARK**
TRAFFIC STUDY



David Plummer & Associates



Prepared By:
David Plummer & Associates

Prepared For:
Alliance Starlight I LLC

Prepared In:
April 2018

DPA Job #:
18124

Table of Contents

1.0 INTRODUCTION	1
1.1 Project Background	1
1.2 Study Objective.....	1
1.3 Study Area and Methodology	3
2.0 DATA COLLECTION	5
2.1 Roadway Characteristics.....	5
2.2 Traffic Counts	6
2.3 Intersection Data	6
2.4 Other Modes of Transportation.....	9
2.5 Intersection & Multi-Modal Level of Service Analysis - Existing Conditions	9
3.0 PLANNED AND PROGRAMED ROADWAY IMPROVEMENTS	12
4.0 FUTURE TRAFFIC CONDITIONS	13
4.1 Background Traffic and Committed Developments.....	13
4.2 Intersection & Multi-Modal Level of Service Analysis - Future without Project	15
4.3 Project Trip Generation	18
4.4 Project Trip Assignment	20
4.5 Intersection & Multi-Modal Level of Service Analysis - Future with Project	23
5.0 CIRCULATION PLAN	27
6.0 CONCLUSIONS	30

Appendix A: Site Plan

Appendix B: Methodology

Appendix C: Data Collection

Appendix D: Intersection Capacity Analysis Worksheets

Appendix E: Committed Development Information

Appendix F: Project Trip Generation

Appendix G: Transit Information

Table of Exhibits

Exhibit 1: Location Map.....	2
Exhibit 2: Existing Lane Configuration	7
Exhibit 3: Existing AM and PM Peak Period.....	8
Exhibit 4: Existing Intersection Capacity Analysis.....	10
Exhibit 5: Existing Multimodal Analysis	11
Exhibit 6: Committed Development Trip Generation*	14
Exhibit 7: Future without Project Volumes.....	16
Exhibit 8: Future without Project Intersection Capacity Analysis	17
Exhibit 9: Future without Project Multimodal Analysis	18
Exhibit 10: Project Trip Generation Summary.....	19
Exhibit 11: Cardinal Distribution (TAZ 1054).....	20
Exhibit 12: Project Trip Distribution.....	21
Exhibit 13: Project Trip Assignment	22
Exhibit 14: Future with Project Volumes	24
Exhibit 15: Future with Project Intersection Capacity Analysis	25
Exhibit 16: Future with Project Multimodal Analysis	26
Exhibit 17: Circulation Plan - Mobility.....	28
Exhibit 18: Circulation Plan - Bus Routes	29

EXECUTIVE SUMMARY

The Regency at the Park project will be located on the west side of East Ponce de Leon Boulevard between Santillane and Calabria Avenues. The existing site currently contains 16 residential units. The project proposes 153 residential units and 8 work/live units on the ground floor. The project will feature an onsite parking garage with 214 parking spaces (60 tandem and 154 standard spaces). Access to the site (parking garage and loading area) is provided via a two-way driveway located on Calabria Avenue. Loading vehicles will leave the site via a one-way exit driveway on Calabria Avenue, east of the two-way driveway. The site is located within the Gables Re-development Infill District (GRID), the City's traffic concurrency exception area.

This traffic study is consistent with the methodology previously discussed with and agreed to by the City of Coral Gables Public Works Department. For the purpose of this traffic study, project buildout is anticipated in 2020.

An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the City of Coral Gables. The results of the analysis show that for the future with the project conditions the overall LOS during both the morning and afternoon peak period for the following intersections will be within the City's LOS standards:

- Ponce de Leon Boulevard / SW 8th Street
- SW 8th Street / Galiano Street
- SW 8th Street / SW 37th Avenue
- SW 12th Street / SW 37th Avenue
- Ponce de Leon Boulevard / Salamanca Avenue

As with existing and future without project conditions, the software continues to project delays for the northbound approach of the SW 8th Street / Ponce de Leon Boulevard intersection during the

PM peak period. Even though the overall LOS is projected to be within the City's LOS standards, signal timing adjustment are recommended for this intersection. Two seconds of green time were added to the northbound left-turn movement to improve approach delays. The westbound approach of the SW 12th Street / SW 37th Avenue intersection also continues to experience delay during the AM peak period. These delays may be due to the fact that the County, with the consent of the State, gives priority to vehicles traveling on SW 37th Avenue therefore, accepting delays on minor cross streets.

In addition, a mobility and circulation plan was completed as part of the study. The plan shows that the project area is currently served by Miami-Dade Transit bus routes, and the City of Coral Gables Trolley. The project is located in an area that is conducive for pedestrian and bicycle activities providing ample sidewalks, and crosswalks.

A multimodal level of service analysis for pedestrian, bicycle, and transit was also performed for each scenario as part of the traffic study. The results show that pedestrian, bicycle, and transit modes on all segments will range within acceptable LOS.

1.0 INTRODUCTION

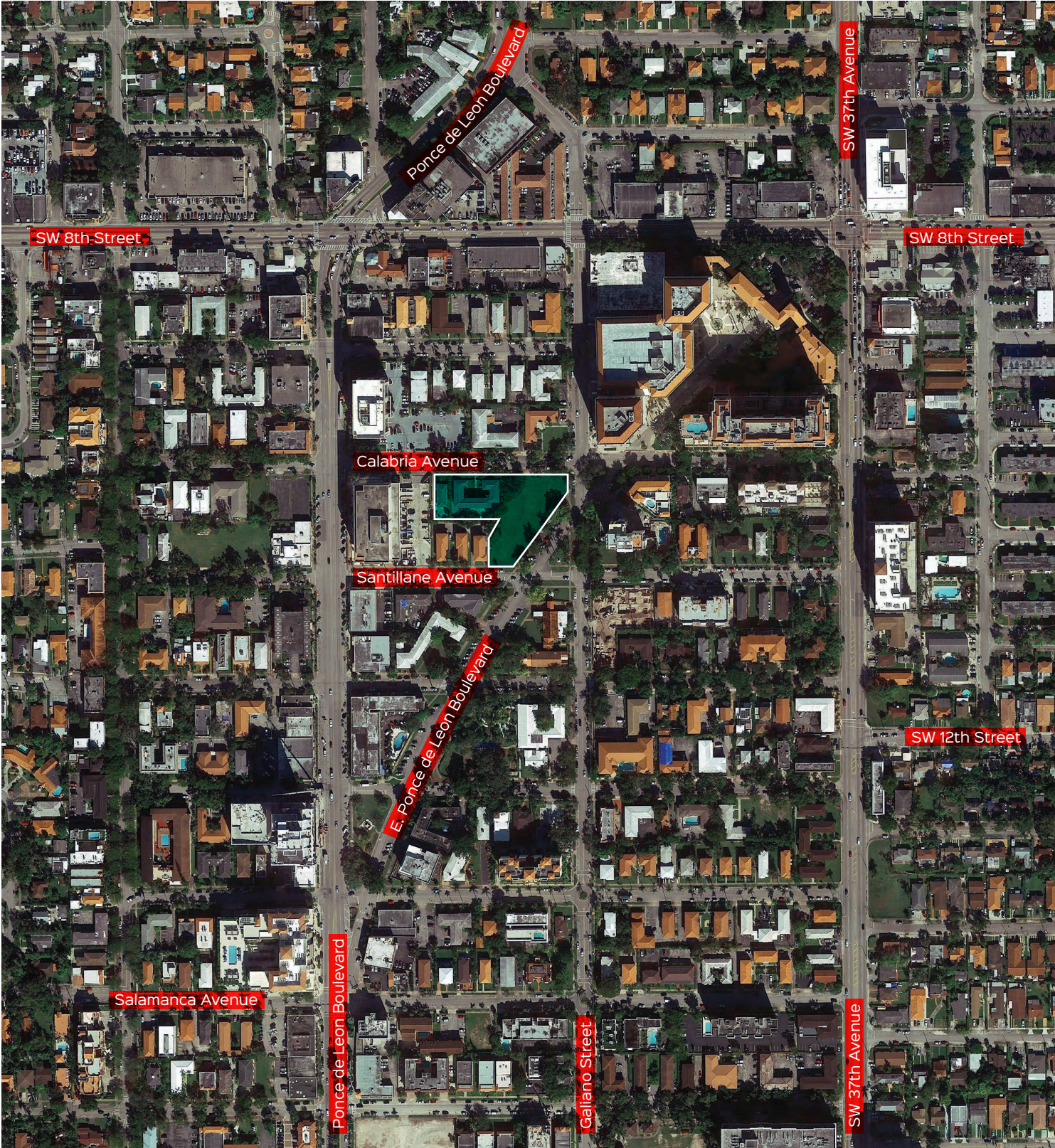
1.1 Project Background

The Regency at the Park project will be located on the west side of East Ponce de Leon Boulevard between Santillane and Calabria Avenues (see Exhibit 1). The existing site currently contains 16 residential units. The project proposes 153 residential units and 8 work/live units on the ground floor. The project will feature an onsite parking garage with 214 available parking spaces (60 tandem and 154 standard spaces). Access to the site (parking garage and loading area) is provided via a two-way driveway located on Calabria Avenue. Loading vehicles will leave the site via a one-way exit driveway on Calabria Avenue, east of the two-way driveway. The site is located within the Gables Re-development Infill District (GRID), the City's traffic concurrency exception area.

This traffic study is consistent with the methodology previously discussed with and agreed to by the City of Coral Gables Public Works Department. For the purpose of this traffic study, project buildout is anticipated in 2020.

1.2 Study Objective

The purpose of the study is to provide a traffic study that meets the requirements of the City of Coral Gables for the project. This study includes vehicular flow, trip generation, and intersection analyses.



Project Location

Exhibit 1

Location Map



1.3 Study Area and Methodology

The analysis undertaken follows the study methodology previously discussed with and approved by the City of Coral Gables Public Works Department (See Appendix B). A synopsis of the methodology is as follows:

- Traffic Counts (Intersections) – Two-hour turning movement counts were collected for the AM (7-9 AM) and PM (4-6 PM) hours on April 12, 2018 at the following intersections:

- SW 8th Street / Ponce de Leon Boulevard (S)
- SW 8th Street / Galiano Street (S)
- SW 8th Street / SW 37th Street (Douglas Road) (S)
- SW 12th Street / SW 37th Street (Douglas Road) (S)
- Ponce de Leon Boulevard / Salamanca Avenue (S)

S= Signalized

- Signal Location and Timing – Existing signal phasing and timing for the signalized intersections were obtained from Miami-Dade County.
- Trip Generation – project trips were estimated using trip generation information published by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.
- Trip Distribution / Trip Assignment – Net new external project traffic was assigned to the adjacent street network using the appropriate cardinal distribution from the Miami-Dade Long Range Transportation Plan Update, published by the Metropolitan Planning Organization. Normal traffic patterns were also considered when assigning project trips.
- Background Traffic - Available Florida Department of Transportation (FDOT) and Miami-Dade County (MDC) counts were consulted to determine a growth factor consistent with

historical annual growth in the area. The growth factor was applied to the existing traffic volumes to establish background traffic.

- Future Transportation Projects – The 2017 TIP and the 2040 LRTP were reviewed and considered in the analysis at project build-out.
- Committed Developments – The following committed developments will be included in the analysis:
 - Ofizzina
 - University of St. Augustine (at Douglas Entrance)
 - Casa Antilla
- Intersection analysis was done using the Synchro 10 software based on the Highway Capacity Manual (HCM 6th Edition). Operation analysis at driveways providing access to/from the site was also be conducted.
- Multimodal Considerations - Pedestrian, bicycle and transit facilities are defined in a Circulation Plan. Existing bus and mass transit routes including schedule and bus stop locations are discussed as part of the study.
- Multimodal Analyses – Multi-Modal Level of Service (MMLOS) analyses were performed based on LOSPLAN 2012 which uses methodology from the FDOT Quality/Level of Service Handbook. MMLOS analyses were performed for the following roadway segments:
 - Ponce de Leon Boulevard
 - East Ponce de Leon Boulevard
 - Galiano Street

2.0 DATA COLLECTION

Data collection for this study included roadway characteristics, intersection traffic counts, signal timing, and seasonal adjustment factors. The data collection effort is described in the following sections.

2.1 Roadway Characteristics

Ponce de Leon Boulevard

Ponce de Leon Boulevard is an urban collector that provides north/south access throughout the City of Coral Gables Central Business District (CBD). Within the study area, Ponce de Leon Boulevard is a two-way, four-lane, undivided roadway. There is on-street, metered, parking provided on both sides of the roadway. The City of Coral Gables operates and maintains Ponce de Leon Boulevard. The posted speed limit is 30 mph.

SW 37th Avenue (Douglas Road)

SW 37th Avenue is a minor arterial that provides north/south access throughout Miami-Dade County. Within the study area, Douglas Road is a two-way, four-lane, divided roadway. On street parking is prohibited. Miami-Dade County has jurisdiction over Douglas Road. The posted speed limit is 40 mph.

Galiano Street

Galiano Street is a local roadway that provides north/south access within the City of Coral Gables. Within the study area, Galiano Street is a two-way, two-lane, undivided roadway. On street parking is allowed on portions of the roadway. The City of Coral Gables has jurisdiction over Galiano Street. The speed limit is not posted within the study limits, however, if not posted, the City's speed limit is 30 mph.

SW 8th Street (US-41)

SW 8th Street is a state principal arterial that provides east/west access throughout Miami-Dade County. Within the study area, SW 8th Street is a two-way, four-lane, undivided roadway. An

exclusive left turn lane is provided at every intersection within the study area. On street parking is prohibited. Florida Department of Transportation (FDOT) has jurisdiction over SW 8th Street. The posted speed limit is 35 mph.

Salamanca Avenue

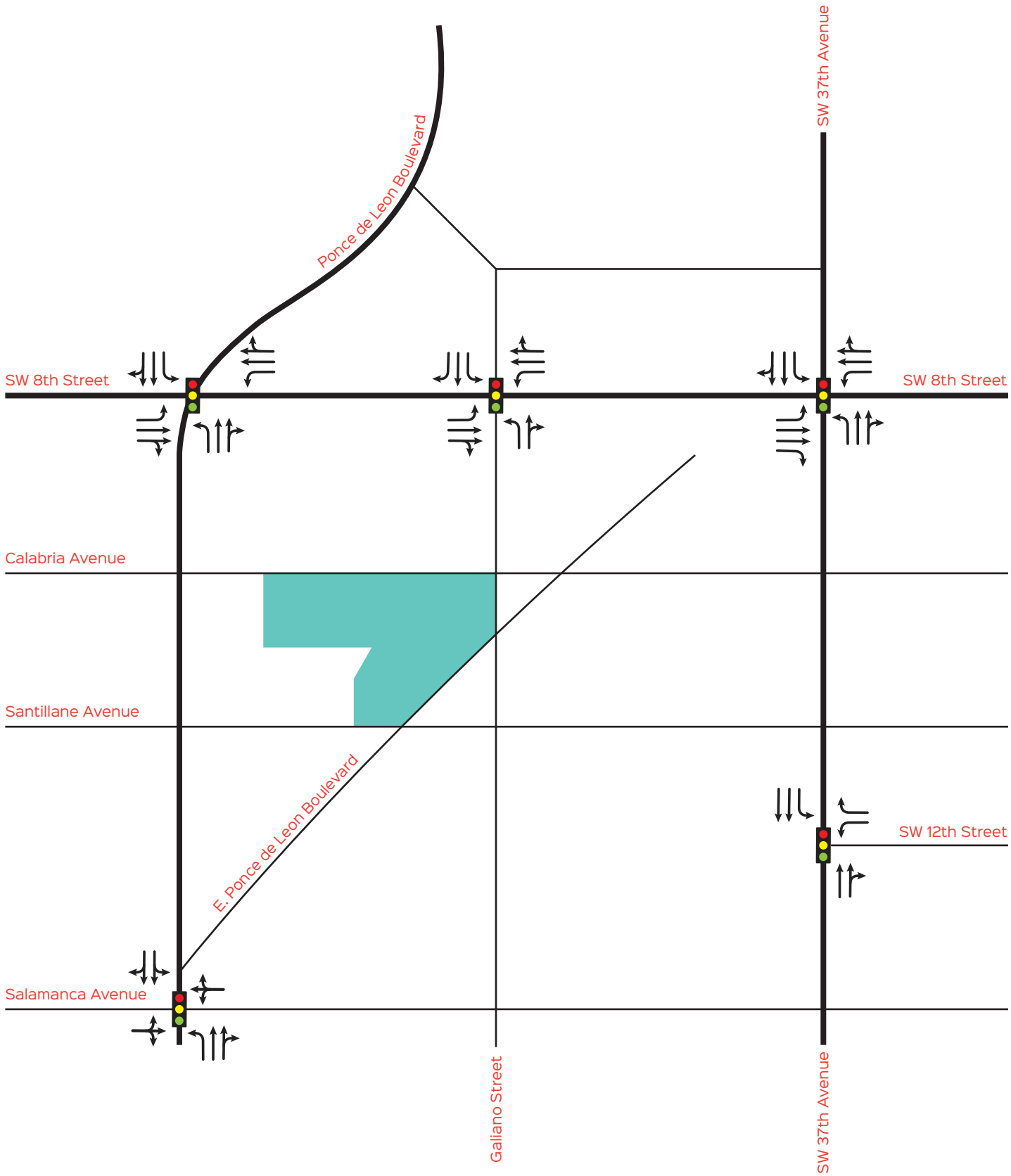
Salamanca Avenue is a local roadway that provides east/west access within the City of Coral Gables. Within the study area, Salamanca Avenue is a two-way, two-lane, undivided roadway. On street parking is allowed on portions of the roadway. The City of Coral Gables has jurisdiction over Salamanca Avenue. The speed limit is not posted within the study limits, however, if not posted, the City's speed limit is 30 mph.

2.2 Traffic Counts

Vehicle turning movement counts were collected on April 12, 2018 at the study intersections during the AM and PM peak periods. The counts were adjusted to reflect average annual daily traffic conditions using the latest weekly volume adjustment factors obtained from FDOT. A weekly volume adjustment factor of 0.98 (Miami-Dade County South) corresponding to the dates of the counts was applied. Traffic counts and FDOT season factors are provided in Appendix C.

2.3 Intersection Data

Signal timing data was obtained from Miami-Dade County for the signalized intersections analyzed in this study. This information was used for the signal phasing and timing required for the intersection capacity analysis. A field survey was also conducted to obtain the intersection lane configurations to be used in the intersection analysis. Exhibit 2 shows the existing lane configurations at the analyzed intersections. Existing volumes for the morning and afternoon peak period at the intersections analyzed are shown in Exhibit 3. The signal timings are provided in Appendix C.

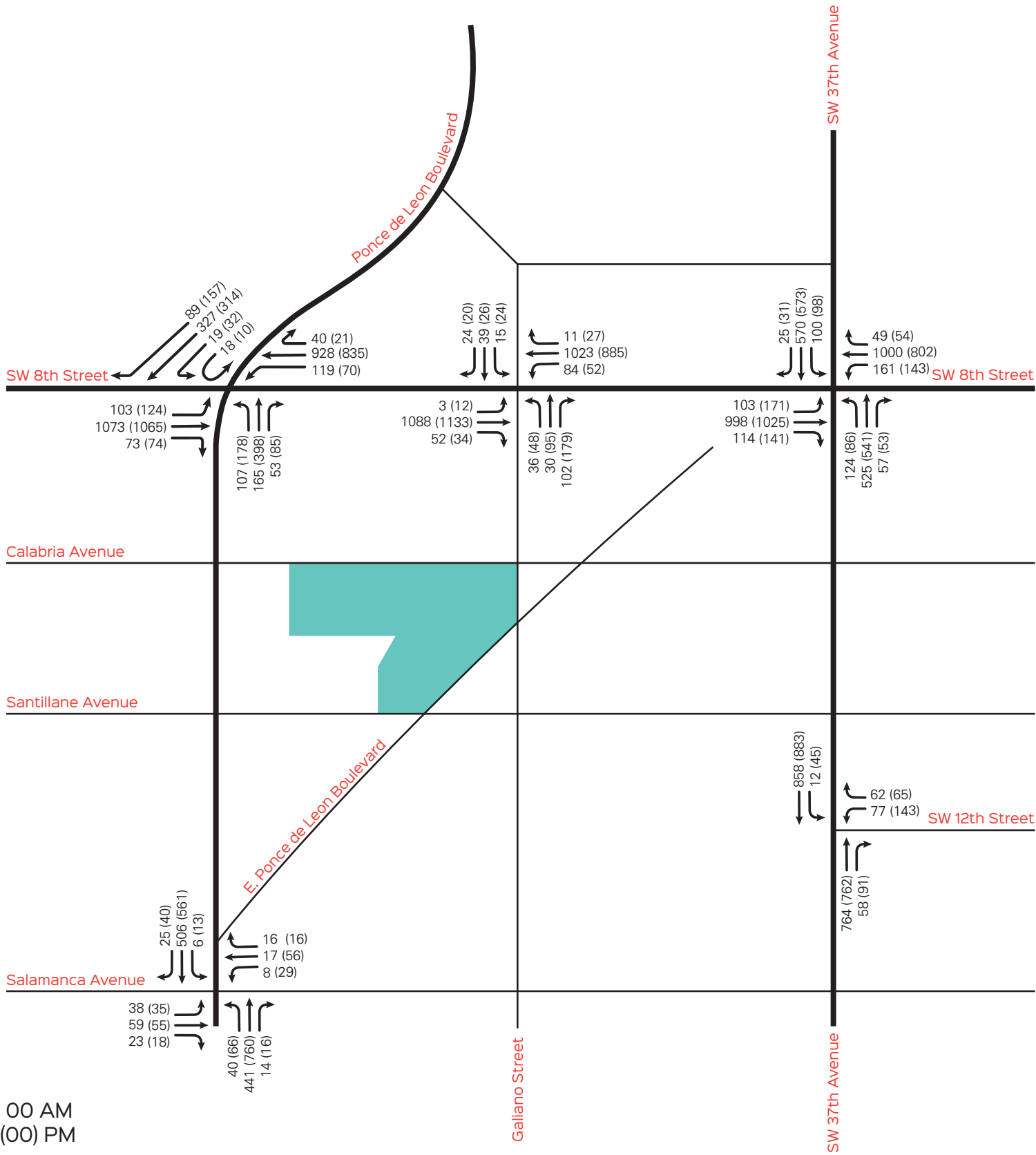


Project Location

Exhibit 2

Existing Lane Configurations





00 AM
(00) PM

Project Location

Exhibit 3

Existing AM & PM Peak Period Traffic Volumes



2.4 Other Modes of Transportation

Pedestrian activity is an essential element within the study area. The project site is located in an area where pedestrian activity is common between the existing site and surrounding properties. Furthermore, the Coral Gables Trolley (which traverses the Ponce de Leon Boulevard corridor and loops around Galiano and Calabria Avenues) provides frequent service to the area and connects with the Douglas Road Metrorail Station.

The closest trolley stop to the project site is located on the southeast corner of Ponce de Leon Boulevard and Calabria Avenue, approximately 400 feet from the project site. This area is also serviced by the Miami-Dade Transit bus routes 8 and 37. Route 8 connects to the Brickell Metro Rail station and FIU. The closest route 8 bus stop to the project is approximately 0.2 mi from the project site on SW 8th Street and Galiano Street. Route 37 connects the area to the Miami International Airport (MIA), the Miami Intermodal Center (MIC), the Tri-rail, and the Douglas Road and South Miami Metrorail stations. The closest route 37 bus stop is approximately 0.2 mi on the east side of SW 37th Avenue, north of SW 9th Terrace. Section 5.0 of this report provides a discussion of pedestrian and transit infrastructure available within the study area.

2.5 Intersection & Multi-Modal Level of Service Analysis - Existing Conditions

The Synchro 10 software was used to perform intersection capacity analysis at the study intersections. Synchro is a macroscopic analysis and optimization software application that implements the Highway Capacity Manual's methodology for signalized / un-signalized intersections. The resulting intersection LOS for existing conditions during morning and afternoon peak periods are shown in Exhibit 4. The results show that the overall LOS for all intersections operate within the City's LOS standards. However, the northbound approach of the SW 8th Street / Ponce de Leon Boulevard intersection experiences minor delays during the PM peak period. Minor delay is also experienced in

the westbound approach of the SW 12th Street / SW 37th Avenue intersection during the AM peak period. These delays may be due to the fact that the County, with the consent of the State, gives priority to vehicles traveling on SW 8th Street and SW 37th Avenue therefore, accepting delays on minor cross streets.

**Exhibit 4: Existing Intersection Capacity Analysis
Weekday AM and PM Peak Period Conditions**

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	Delay (Seconds)	PM Peak LOS	Delay (Seconds)	LOS Standard
SW 8 th Street / Ponce de Leon Boulevard	S	NB	E	76.7	E+20%	95.9	E + 20%
		SB	E	78.5	E	72.0	E + 20%
		EB	C	20.8	B	19.2	E + 20%
		WB	A	8.6	B	10.1	E + 20%
		Overall	C	29.5	D	39.8	E + 20%
SW 8 th Street / Galiano Street	S	NB	E	68.3	E	66.2	E + 20%
		SB	E	63.1	E	59.6	E + 20%
		EB	A	1.1	A	1.6	E + 20%
		WB	A	2.9	A	1.5	E + 20%
		Overall	A	8.3	B	11.4	E + 20%
SW 8 th Street / SW 37 th Avenue	S	NB	E+16%	92.5	E + 6%	84.8	E + 20%
		SB	E+13%	90.7	E	78.3	E + 20%
		EB	A	2.1	A	2.8	E + 20%
		WB	C	22.6	C	23.1	E + 20%
		Overall	D	41.4	D	37.5	E + 20%
SW 12 th Street / SW 37 th Avenue	S	NB	A	2.3	A	3.8	E + 20%
		SB	A	2.2	A	3.7	E + 20%
		WB	E+26%	100.6	E+16%	93.3	E + 20%
		Overall	A	9.7	B	13.1	E + 20%
Ponce de Leon Boulevard / Salamanca Avenue	S	NB	A	4.5	A	4.4	E + 20%
		SB	A	4.6	A	4.0	E + 20%
		EB	E+0.6%	80.5	E+5%	83.8	E + 20%
		WB	E	75.0	E+3%	82.7	E + 20%
		Overall	B	14.7	B	14.1	E + 20%

Source: David Plummer & Associates

The 2012 LOSPLAN software was used to perform multimodal roadway segment LOS analysis for bicycle, pedestrian, and transit modes. The pedestrian and bicycle LOS score indicates the pedestrians or bicyclist perception of the overall crossing experience. Although the project area is serviced by transit within walking distance, the available transit does not traverse directly on the segment of East Ponce de Leon Boulevard. While transit does traverse the segment of Ponce de Leon Boulevard, the software does not provide the transit LOS during the PM peak period. The results for the multimodal level of service analysis are shown in Exhibit 5. Multimodal analysis worksheets are included in Appendix D.

**Exhibit 5: Existing Multimodal Analysis
Weekday AM and PM Peak Period Conditions**

Segment	Direction	AM Peak LOS			PM Peak LOS		
		Pedestrian	Bicycle	Transit	Pedestrian	Bicycle	Transit
Ponce de Leon Boulevard	NB	A	C	C	B	C	N/A*
	SB	A	C	C	B	C	C
East Ponce de Leon Boulevard	NEB	A	A	N/A	A	A	N/A
	SWB	A	A	N/A	A	A	N/A
Galiano Street	NB	A	B	C	A	C	C
	SB	A	A	C	A	A	C

Source: David Plummer & Associates

3.0 PLANNED AND PROGRAMED ROADWAY IMPROVEMENTS

The 2017 Miami-Dade County Transportation Improvement Program (TIP) and the 2040 Long Range Transportation Program were reviewed to identify any programmed or planned projects within the limits of the study area established. These documents show the following projects within the study area:

Congestion Management

CMP31- SW 8th Street (Tamiami Trail) from SR-826 (Palmetto Expressway) to I-95

- Signal Timing Optimization

PW000705- Ponce de Leon Boulevard from Salamanca Avenue to Antiquera Avenue

- Four to four lanes with left turning bays

Transit Improvements

MDT151- Douglas Road Corridor (37th Avenue) Enhanced Bus from US-1 to Miami Intermodal Center (MIC)

- Improvement on PTP corridor

These documents show no officially programmed or planned capacity improvement projects within the study area prior to completion of the proposed project. Roadway project documentation is included in Appendix E.

4.0 FUTURE TRAFFIC CONDITIONS

4.1 Background Traffic and Committed Developments

Average Daily Traffic counts published by the Miami-Dade Public Works Department and the FDOT were reviewed to determine historic growth in the area. This analysis indicated that in the last 5 years the annual growth rate is 0.2%. For a conservative analysis, a 0.5% growth rate is applied. Historic growth rate documentation is included in Appendix C.

The City was consulted to determine any committed development in the vicinity of the project site. Three committed developments were considered for estimating future traffic volumes in this study:

- Ofizzina
- University of St. Augustine (at Douglas Entrance)
- Casa Antilla

Exhibit 6 provides a tabulation of AM and PM peak hour trips generated by the committed development, along with the approved land uses. Committed development information is included in Appendix E.

Exhibit 6: Committed Development Trip Generation*

Project	ITE Land Use	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Casa Antilla	Condominium (Land Use 230)	44 DU	5	22	27	21	10	31
University of St. Augustine (at Douglas Entrance)	University (Land Use 550)	390 Students	46	13	59	19	40	59
Ofizzina	General Office Building (Land Use 710)	90,536 SF	156	21	177	31	149	180
	Drive-in Bank (Land Use 912)	5,891 SF	41	30	71	72	71	143

* Committed development documentation is included in Appendix E.

* Gross vehicle trip ends. Appendix E reflects adjustments for existing land uses, pass-by, internal, and transit trips.

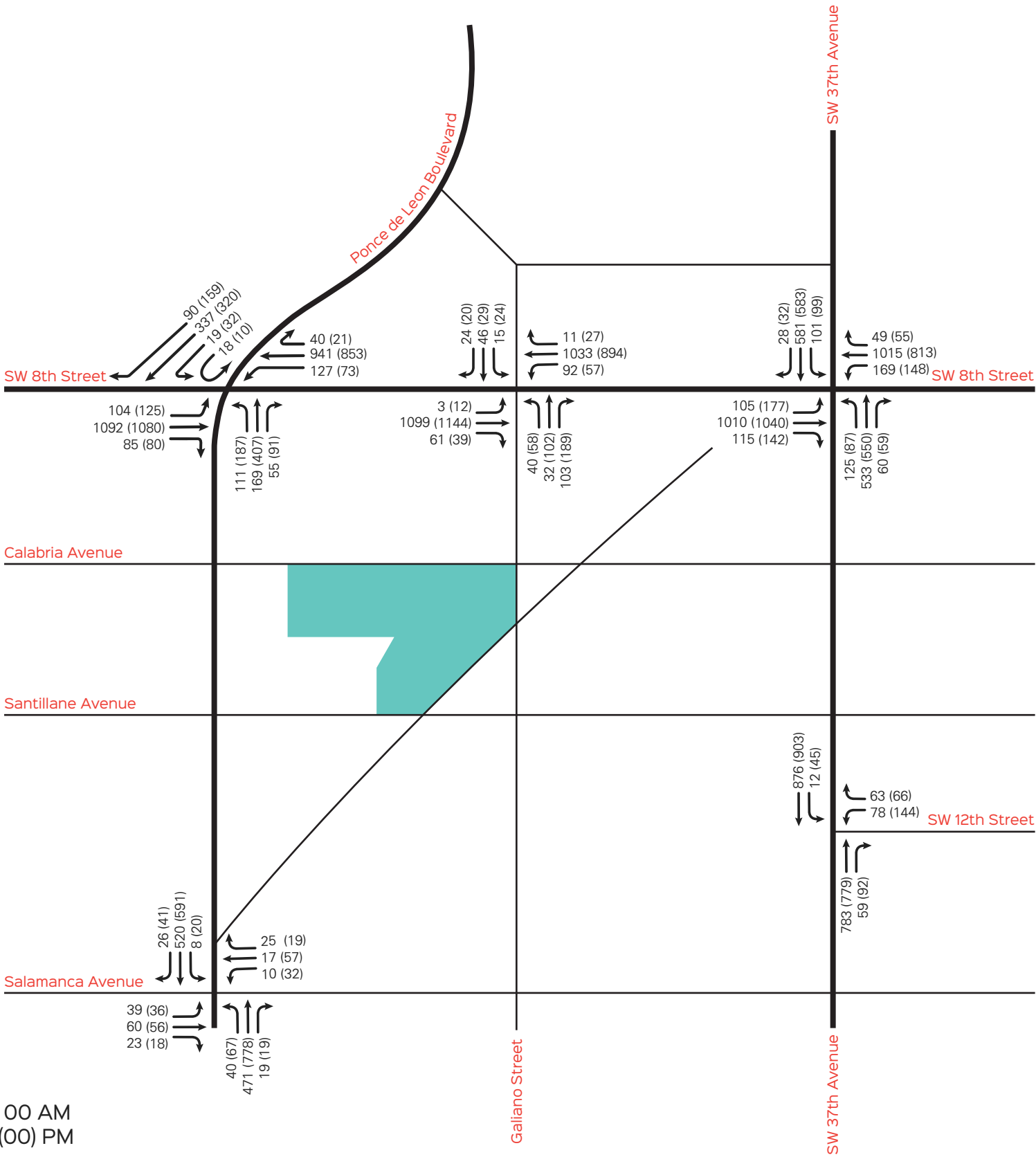
4.2 Intersection & Multi-Modal Level of Service Analysis - Future without Project

Future without project conditions were obtained by adding background traffic with committed development trips. Exhibit 7 shows the projected turning movements for future without project traffic. Exhibit 8 shows the resulting intersection LOS for morning and afternoon peak period conditions for future without project. The results show that the following intersections are projected to operate within the City's LOS standards:

- Ponce de Leon Boulevard / SW 8th Street
- SW 8th Street / Galiano Street
- SW 8th Street / SW 37th Avenue
- SW 12th Street / SW 37th Avenue
- Ponce de Leon Boulevard / Salamanca Avenue

As in existing conditions, the northbound approach for the SW 8th Street / Ponce de Leon Boulevard intersection experiences delays during the PM peak period. The westbound approach of the SW 12th Street / SW 37th Avenue intersection also continues to experience delay during the AM peak period.

The results for the multimodal level of service analysis for future without project conditions are shown in Exhibit 9. As previously mentioned, the available transit does not traverse directly on the segment of East Ponce de Leon Boulevard. While transit does traverse the segment of Ponce de Leon Boulevard, the software does not provide the transit LOS during the PM peak period. The results show that pedestrian, bicycle, and transit modes on all other segments will range within an acceptable LOS. Multimodal analysis worksheets are included in Appendix D.



00 AM
(00) PM

Project Location

Exhibit 7

Future Without Project AM & PM Peak Period Traffic Volumes



**Exhibit 8: Future without Project Intersection Capacity Analysis
Weekday AM and PM Peak Period Conditions**

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	Delay (Seconds)	PM Peak LOS	Delay (Seconds)	LOS Standard
SW 8 th Street / Ponce de Leon Boulevard	S	NB	E	69.7	E+25%	100.2	E + 20%
		SB	E+ 0.2%	80.2	E	71.6	E + 20%
		EB	B	18.2	B	19.9	E + 20%
		WB	A	7.9	B	10.5	E + 20%
		Overall	C	27.8	D	41.1	E + 20%
SW 8 th Street / Galiano Street	S	NB	E	68.6	E	65.4	E + 20%
		SB	E	63.2.	E	58.2	E + 20%
		EB	A	1.2	A	1.6	E + 20%
		WB	A	2.9	A	1.4	E + 20%
		Overall	A	8.6	B	11.7	E + 20%
SW 8 th Street / SW 37 th Avenue	S	NB	E+16%	92.9	E	78.1	E + 20%
		SB	E+15%	91.6	E	72.6	E + 20%
		EB	A	2.2	A	2.6	E + 20%
		WB	C	23.2	C	22.1	E + 20%
		Overall	D	41.9	C	34.9	E + 20%
SW 12 th Street / SW 37 th Avenue	S	NB	A	2.4	A	3.4	E + 20%
		SB	A	2.2	A	3.2	E + 20%
		WB	E+26%	100.6	E+10%	87.6	E+20%
		Overall	A	9.7	B	12.0	E + 20%
Ponce de Leon Boulevard / Salamanca Avenue	S	NB	A	4.6	A	4.0	E + 20%
		SB	A	4.7	A	3.7	E + 20%
		EB	E+0.6%	80.5	E+0.5%	80.4	E + 20%
		WB	E	75.6	E+0.1%	80.0	E + 20%
		Overall	B	14.9	B	13.5	E + 20%

Source: David Plummer & Associates

**Exhibit 9: Future without Project Multimodal Analysis
Weekday AM and PM Peak Period Conditions**

Segment	Direction	AM Peak LOS			PM Peak LOS		
		Pedestrian	Bicycle	Transit	Pedestrian	Bicycle	Transit
Ponce de Leon Boulevard	NB	A	C	C	B	D	N/A
	SB	A	C	C	B	C	C
East Ponce de Leon Boulevard	NEB	A	A	N/A	A	A	N/A
	SWB	A	A	N/A	A	B	N/A
Galiano Street	NB	A	B	C	A	C	C
	SB	A	A	C	A	A	C

Source: David Plummer & Associates

4.3 Project Trip Generation

Trip generation for the proposed project was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. This manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at a free-standing site's driveways. See Appendix F for project trip generation worksheets.

The proposed development plan incorporates residential units and eight live / work units. As the live / work units satisfy the work trip needs for some residents without making a trip offsite, an internalization matrix was developed to establish the number of appropriate trips. Each live / work unit has approximately 700 SF of office space and a living unit. Therefore, the trip generation was performed using a total of 161 (153 + 8) residential units and 5,600 (8 x 700) SF of small office space (Exhibit 10). Internal capture rates used are also included in Appendix F.

The study area is pedestrian friendly and mass transit is available (see Section 5 of this report for additional pedestrian and transit information). Furthermore, the United States Census Bureau shows that 6.7% of the public within the area use other modes of transportation. However, for a conservative

analysis, a 6% adjustment was used to account for other modes of transportation. The project trip generation summary is provided in Exhibit 10.

Exhibit 10: Project Trip Generation Summary

Proposed ITE Land Use Designation ¹	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Multifamily Housing (High-rise) (Land Use 222)	161 DU	14	44	58	38	25	63
		$T = 0.28X + 12.86$			$T = 0.34X + 8.56$		
		24% In		76% Out	61% In		39% Out
Small Office (Land Use 712)	5,600 SF	9	2	11	4	10	14
		$Rate = \frac{1.92 \text{ trips}}{1000 \text{ SF}}$			$Rate = \frac{2.45 \text{ trips}}{1000 \text{ SF}}$		
		83%		17%	32% In		68% Out
Subtotal Gross Trips		23	46	69	42	35	77
Internal Capture ²	0% (AM) 2.6% (PM)	0	0	0	-1	-1	-2
Transit/ Pedestrian Trips	6.0 %	-1	-3	-4	-2	-2	-4
Net External Trips (Proposed)		22	43	65	39	32	71

¹ Based on ITE Trip Generation Manual, 10th Edition,

² Based on ITE Trip Generation Manual User's Guide and Handbook, 10th Edition

It should be noted that the site is currently occupied by 16 residential units. For a conservative analysis, trips associated with these units were not deducted from the trip generation.

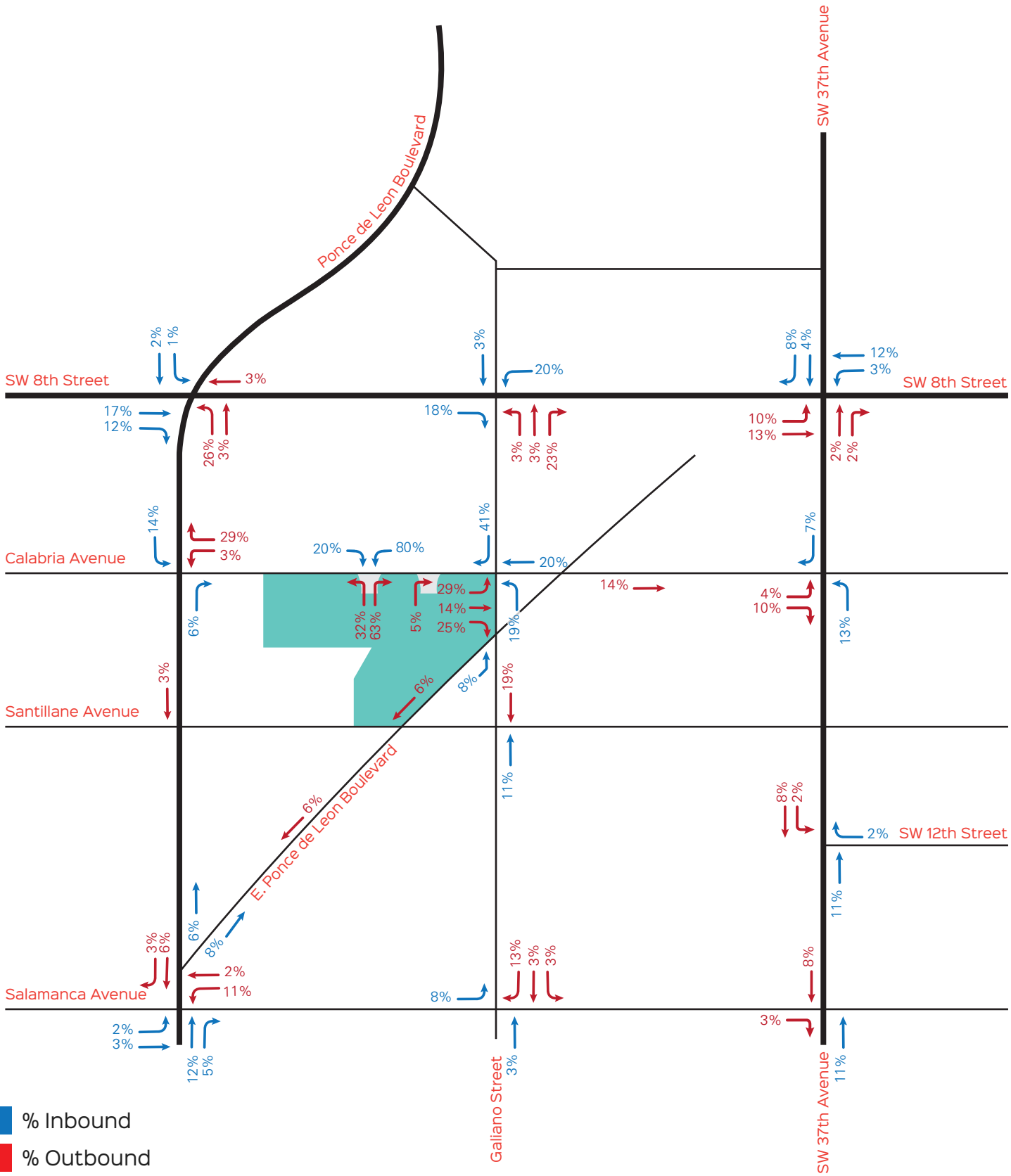
4.4 Project Trip Assignment

Project traffic was distributed and assigned to the study area using the Cardinal Distribution for TAZ 1054 shown in Exhibit 11. The Cardinal Distribution gives a generalized distribution of trips from a traffic analysis zone (TAZ) to other parts of Miami-Dade County. The distribution can be summarized as follows: 32.83% to the north, 20.97% to the south, 22.57% to the east, and 23.77% to the west. For estimating trip distribution for the project traffic, consideration was given to conditions such as the roadway network accessed by the project traffic, roadways available to travel in the desired direction, and attractiveness of traveling on a specific roadway. The project trip distribution at the driveways is based on the parking garage accessibility and drop-off area. Project trip distribution and project trip assignment for the proposed project are shown in Exhibit 12 and Exhibit 13, respectively.

Exhibit 11: Cardinal Distribution (TAZ 1054)

Direction	Distribution
NNE	14.73%
ENE	17.03%
ESE	5.53%
SSE	6.73%
SSW	14.23%
WSW	12.53%
WNW	11.23%
NNW	18.10%

Source: Miami-Dade Long Range Transportation Plan

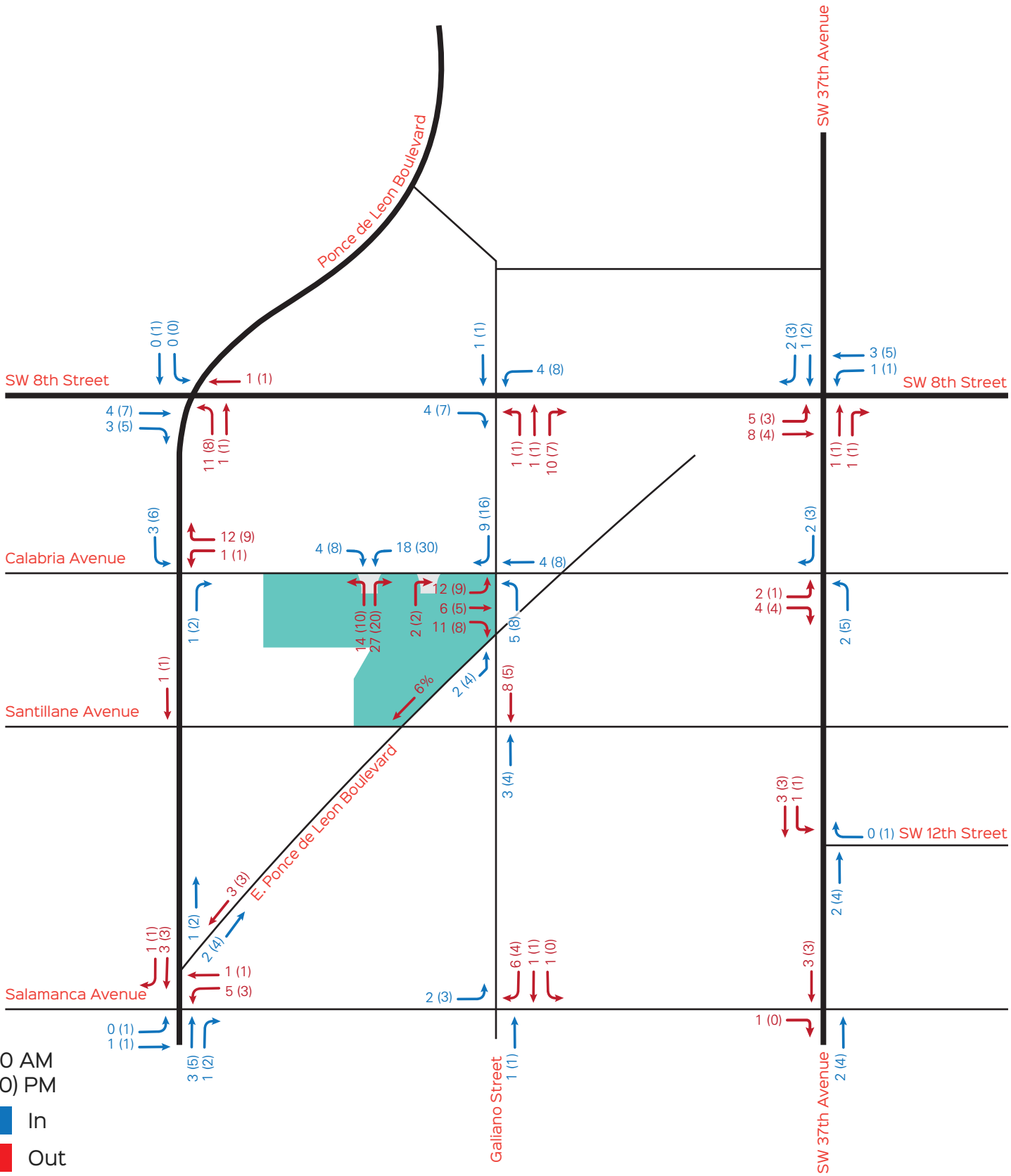


- % Inbound
- % Outbound
- Project Location

Exhibit 12

Project Trip Distribution





00 AM
(00) PM

- In
- Out
- Project Location

Exhibit 13

Project Trip Assignment

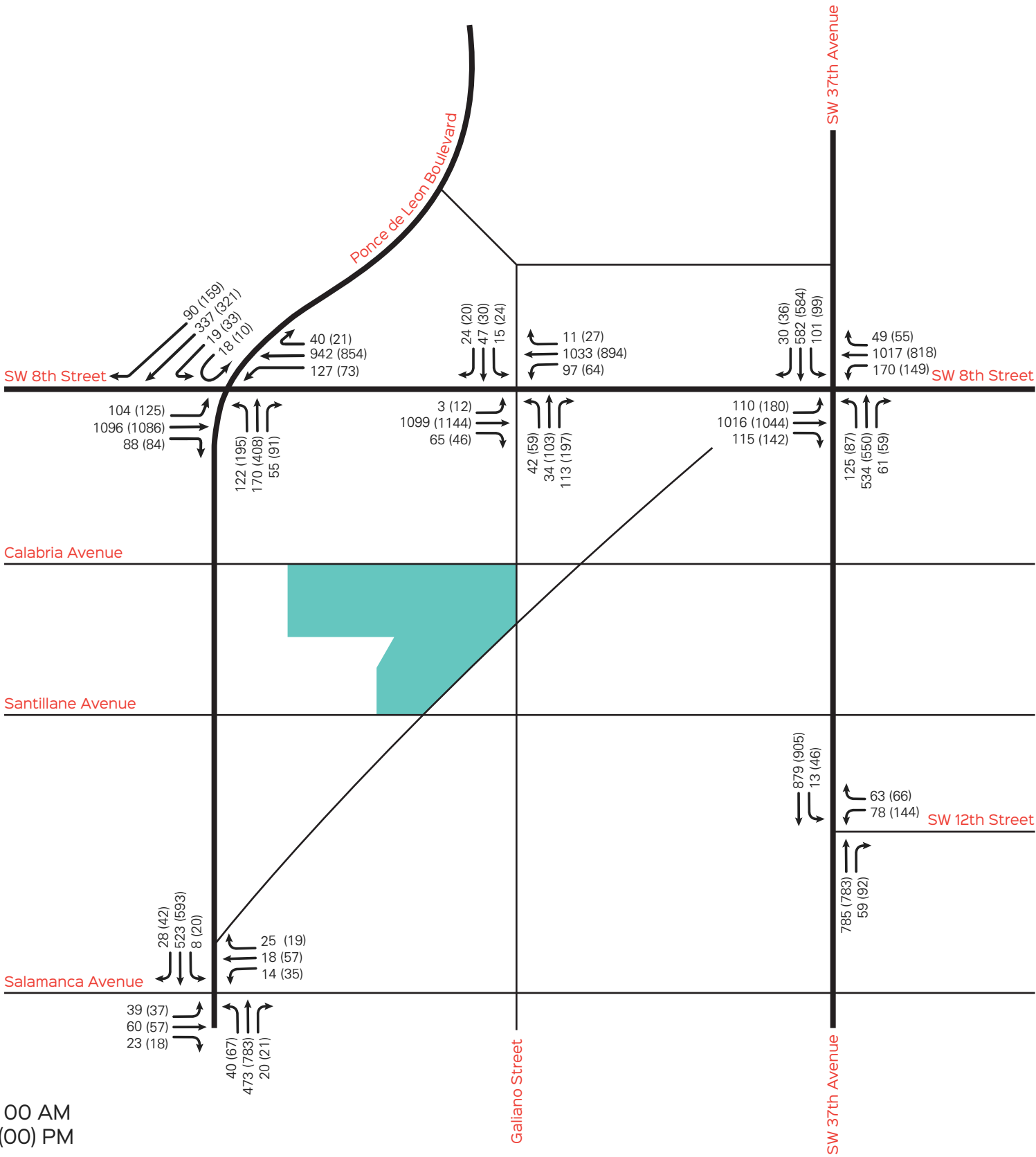


4.5 Intersection & Multi-Modal Level of Service Analysis - Future with Project

The trip assignments in the previous section, traffic projections for the project, committed developments and background growth were combined to obtain future traffic with project at the analyzed intersections. Exhibit 14 shows the projected turning movement volumes for future with project. Exhibit 15 shows the resulting intersection LOS for the morning and afternoon peak period conditions for future with project. The results of the analysis show that for the future with the project conditions the overall LOS during both the morning and afternoon peak period for the following intersections will be within the City's LOS standards:

- Ponce de Leon Boulevard / SW 8th Street
- SW 8th Street / Galiano Street
- SW 8th Street / SW 37th Avenue
- SW 12th Street / SW 37th Avenue
- Ponce de Leon Boulevard / Salamanca Avenue

As previously noted, the northbound approach for the SW 8th Street / Ponce de Leon Boulevard intersection experiences delay during the PM peak period. Even though the overall LOS is projected to be within the City's LOS standards, signal timing adjustment are recommended for this intersection. Two seconds of green time were added to the northbound left-turn movement to improve approach delays. The westbound approach of the SW 12th Street / SW 37th Avenue intersection also continues to experience delay during the AM peak period. These delays may be due to the fact that the County, with the consent of the State, gives priority to vehicles traveling on SW 37th Avenue therefore, accepting delays on minor cross streets.



00 AM
(00) PM

Project Location

Exhibit 14

Future With Project AM & PM Peak Period Traffic Volumes



**Exhibit 15: Future with Project Intersection Capacity Analysis
Weekday AM and PM Peak Period Conditions**

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	Delay (Seconds)	PM Peak LOS	Delay (Seconds)	LOS Standard
SW 8 th Street / Ponce de Leon Boulevard ¹	S	NB	E+13%	90.0	E+17%	93.3	E + 20%
		SB	E	78.5	E	73.2	E + 20%
		EB	C	21.6	C	20.3	E + 20%
		WB	A	9.4	B	10.8	E + 20%
		Overall	C	33.0	D	40.5	E + 20%
SW 8 th Street / Galiano Street	S	NB	E	69.7	E	66.4	E + 20%
		SB	E	63.4	E	58.5	E + 20%
		EB	A	1.1	A	1.6	E + 20%
		WB	A	2.9	A	1.5	E + 20%
		Overall	A	9.0	B	12.1	E + 20%
SW 8 th Street / SW 37 th Avenue	S	NB	E+16%	93.1	E	78.1	E + 20%
		SB	E+15%	91.8	E	73.3	E + 20%
		EB	A	2.3	A	2.6	E + 20%
		WB	C	23.5	C	22.2	E + 20%
		Overall	D	42.0	D	35.1	E + 20%
SW 12 th Street / SW 37 th Avenue	S	NB	A	2.4	A	3.4	E + 20%
		SB	A	2.2	A	3.2	E + 20%
		WB	E+26%	100.6	E+10%	87.6	E + 20%
		Overall	A	9.7	B	12.0	E + 20%
Ponce de Leon Boulevard / Salamanca Avenue	S	NB	A	4.6	A	4.1	E + 20%
		SB	A	4.7	A	3.8	E + 20%
		EB	E+0.6%	80.5	E+0.5%	80.4	E + 20%
		WB	E	76.0	E+0.1%	80.1	E + 20%
		Overall	B	15.1	B	13.7	E + 20%

(1) PM peak LOS with signal timing improvements

Source: David Plummer & Associates

The results for the multimodal LOS analysis for future with project are shown in Exhibit 16. Although the project area is serviced by transit within walking distance, the available transit does not traverse directly on the segment of East Ponce de Leon Boulevard. While transit does traverse the segment of Ponce de Leon Boulevard, the software does not provide the transit LOS during the PM peak period. The results show that pedestrian, bicycle, and transit modes on all other segments will range within acceptable LOS. Multimodal analysis worksheets are included in Appendix D.

**Exhibit 16: Future with Project Multimodal Analysis
Weekday AM and PM Peak Period Conditions**

Segment	Direction	AM Peak LOS			PM Peak LOS		
		Pedestrian	Bicycle	Transit	Pedestrian	Bicycle	Transit
Ponce de Leon Boulevard	NB	A	C	C	B	D	N/A
	SB	A	C	C	B	C	C
East Ponce de Leon Boulevard	NEB	A	A	N/A	A	A	N/A
	SWB	A	A	N/A	A	B	N/A
Galiano Street	NB	A	B	C	A	C	C
	SB	A	A	C	A	A	C

Source: David Plummer & Associates

5.0 CIRCULATION PLAN

The proposed development will be located on the west side of East Ponce de Leon Boulevard between Santillane and Calabria Avenues in Coral Gables, FL. The project proposes 153 residential units with eight work / live units. On-site parking is available on a 211 space parking garage. The project has two driveways on Calabria Avenue. The west driveway is a two-way entrance / exit driveway that provides access to the parking garage, loading area, and drop-off area. The eastern driveway is a one-way exit only for the loading and drop-off vehicles.

The project is located in an area that is conducive for pedestrian and bicycle activities. Sidewalks and on-street parking are available throughout the study area. All intersections adjacent to the site have sidewalks and clearly marked crosswalks. The signalized intersections provide pedestrian signals. A mobility plan was prepared for the site (see Exhibit 17). The plan shows the project driveways, location of street signals, sidewalk connections, and pedestrian crosswalks.

The area surrounding the project is served by transit. Miami-Dade Transit bus routes 8 and 37 traverse this area of Coral Gables. The closest bus stop (route 8) to the project is approximately 0.2 mi from the project site on SW 8th Street and Galiano Street. The Coral Gables Trolley (which traverses the Ponce de Leon Boulevard corridor) route also provides service to the surrounding project area and connects with the Douglas Road Metrorail Station. The closest trolley stop to the project site is located on Calabria Avenue and Ponce de Leon Boulevard. Exhibit 18 shows the available bus routes and bus stops in the area. Appendix G shows the bus route maps and schedules.






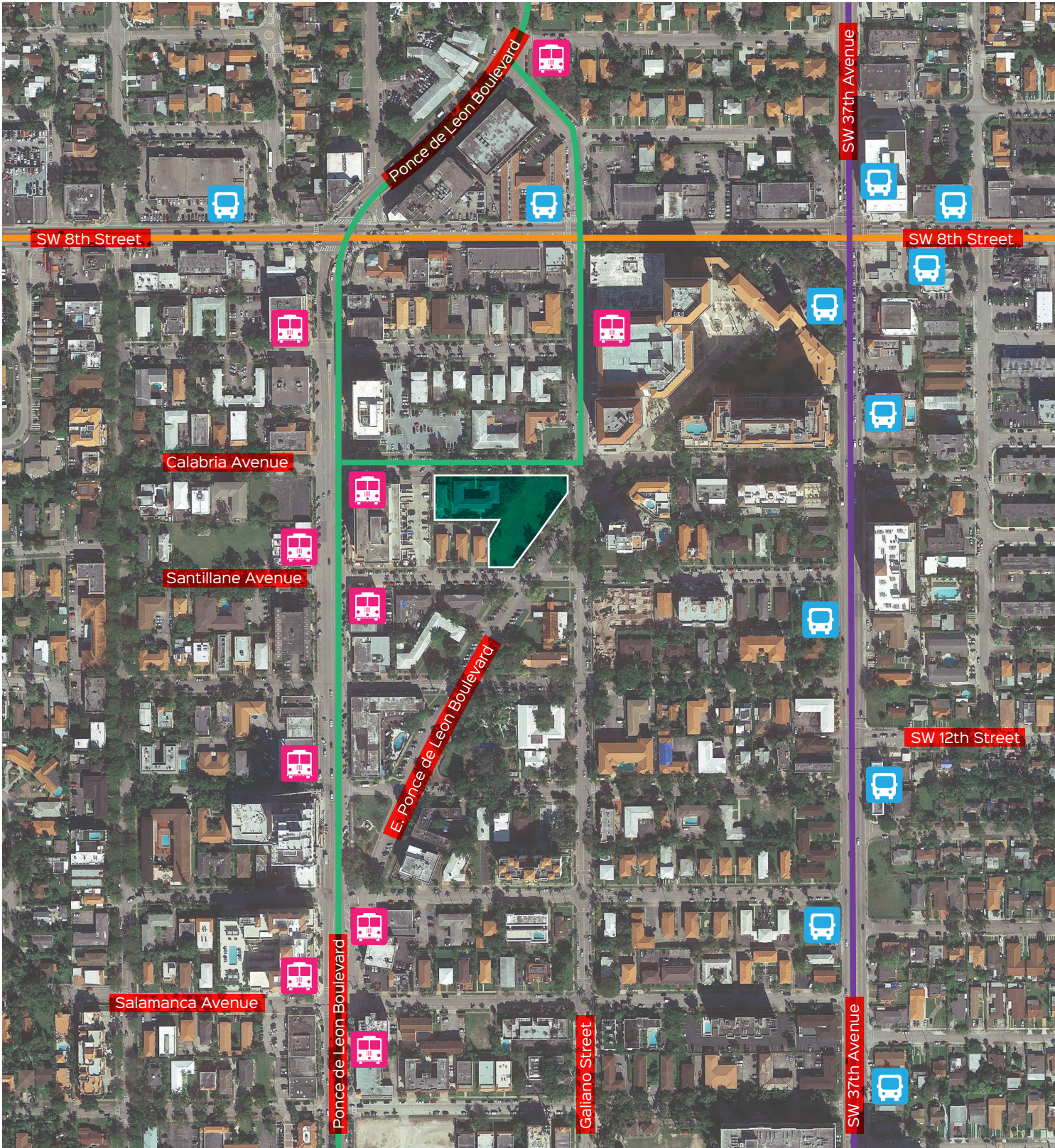
 Project Location  Crosswalk
 Sidewalk

Exhibit 17

Circulation Plan - Mobility





- Project Location
- Miami-Dade Transit Bus Stops
- Coral Gables Trolley Stops

Exhibit 18

Circulation Plan - Bus Routes

- | Transit Routes | |
|----------------|----------------------------|
| | Miami-Dade Bus Route 8 |
| | Miami-Dade Bus Route 37 |
| | Coral Gables Trolley Route |



6.0 CONCLUSIONS

An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the City of Coral Gables. The results of the analysis show that for the future with the project conditions the overall LOS during both the morning and afternoon peak period for the following intersections will be within the City's LOS standards:

- Ponce de Leon Boulevard / SW 8th Street
- SW 8th Street / Galiano Street
- SW 8th Street / SW 37th Avenue
- SW 12th Street / SW 37th Avenue
- Ponce de Leon Boulevard / Salamanca Avenue

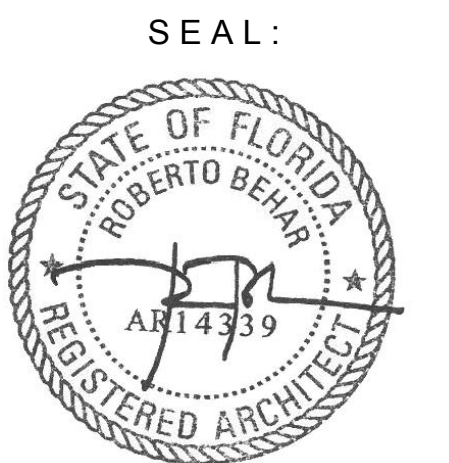
As with existing and future without project conditions, the software continues to project delays for the northbound approach of the SW 8th Street / Ponce de Leon Boulevard intersection during the PM peak period. Even though the overall LOS is projected to be within the City's LOS standards, signal timing adjustment are recommended for this intersection. Two seconds of green time were added to the northbound left-turn movement to improve approach delays. The westbound approach of the SW 12th Street / SW 37th Avenue intersection also continues to experience delay during the AM peak period. These delays may be due to the fact that the County, with the consent of the State, gives priority to vehicles traveling on SW 37th Avenue therefore, accepting delays on minor cross streets.

In addition, a mobility and circulation plan was completed as part of the study. The plan shows that the project area is currently served by Miami-Dade Transit bus routes, and the City of Coral Gables Trolley. The project is located in an area that is conducive for pedestrian and bicycle activities providing ample sidewalks, and crosswalks.

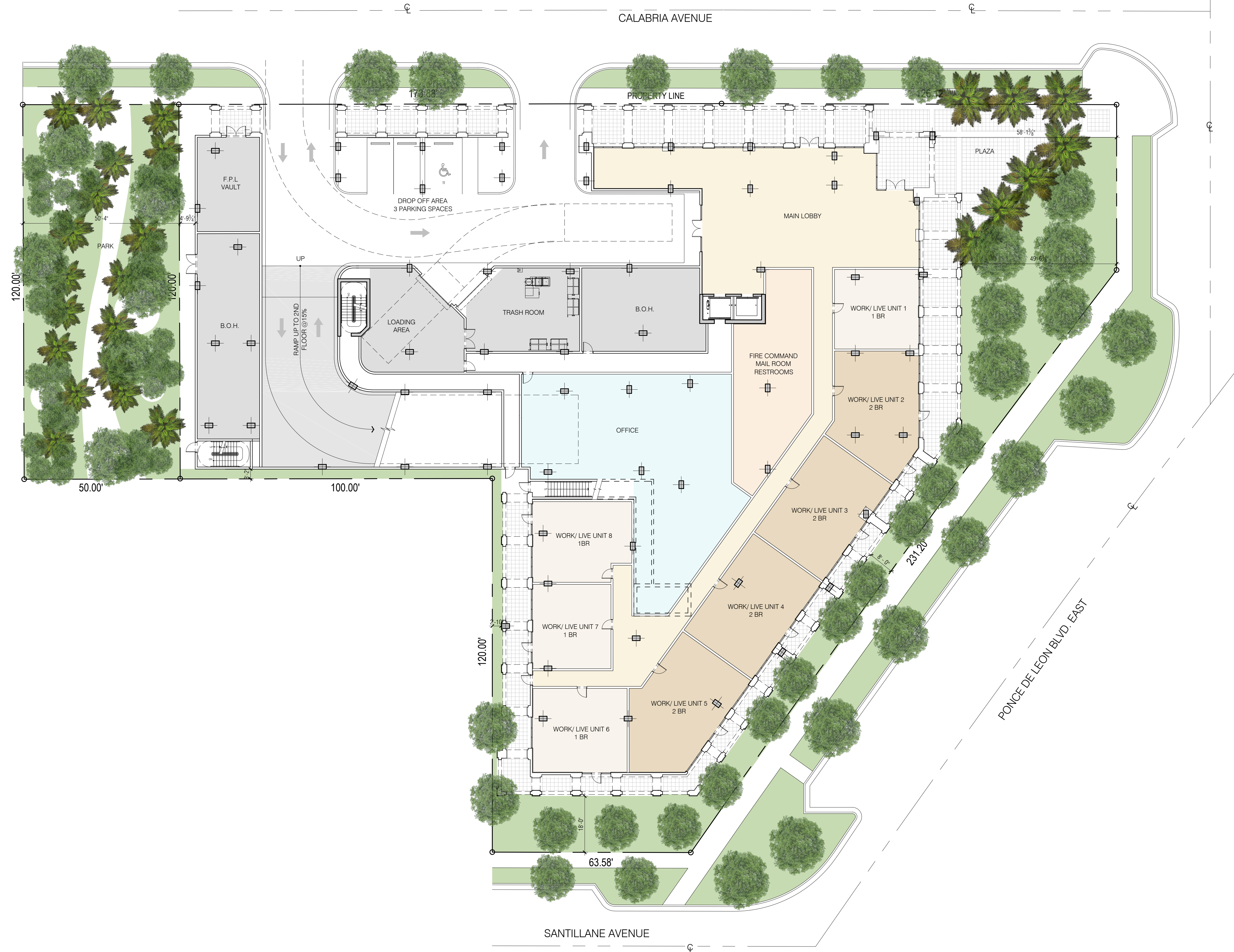
A multimodal level of service analysis for pedestrian, bicycle, and transit was also performed for each scenario as part of the traffic study. The results show that pedestrian, bicycle, and transit modes on all segments will range within acceptable LOS.

Appendix A

Site Plan



ROBERT BEHAR AR No. 14339



© 2015 BEHAR FONT PARTNERS, P.A. THE DESIGN AND DRAWINGS FOR THIS PROJECT ARE PROPERTY OF THIS ARCHITECT AND ARE PROTECTED UNDER THE COPYRIGHT PROTECTION ACT.

THE REGENCY AT THE PARK
 912-921 EAST PONCE
 MIAMI, FLORIDA

GROUND FLOOR PLAN

SCALE: 1/16"=1'-0"

DATE: 02-28-18
 PROJECT NO:
 DRAWING NAME:
 SHEET NO:

A-1.0

Appendix B

Methodology

The Regency at the Park Traffic Analysis Methodology

April 5, 2018

DPA will undertake a Traffic Impact Analysis as required by the City of Coral Gables. The analyses are for the existing conditions, future conditions with committed developments, and the future conditions with project and committed developments.

The Regency at the Park project will be located on the west side of E. Ponce de Leon Boulevard between Santillane and Calabria Avenues in Coral Gables, Florida.

Existing Site: 16 residential units

Proposed Plan: 152 residential units and 8 work/live units on the ground floor

The methodology is outlined below:

- Traffic Counts (Intersections) – Two-hour turning movement counts will be collected for the AM (7-9 AM) and PM (4-6 PM) hours on a typical weekday at the following intersections:
 - Ponce de Leon Boulevard / SW 8th Street (S)
 - Ponce de Leon Boulevard / Salamanca Avenue (S)
 - Galiano Street / SW 8th Street (S)
 - SW 37th Avenue / SW 8th Street (S)
 - SW 37th Avenue / SW 12th Street (S)
- S= Signalized
U=Un-signalized
- Signal Location and Timing – Existing signal phasing and timing for the signalized intersection will be obtained from Miami-Dade County.
 - Trip Generation – project trips will be estimated using trip generation information published by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.
 - Trip Distribution / Trip Assignment – Net new external project traffic will be

assigned to the adjacent street network using the appropriate cardinal distribution from the *Miami-Dade Long Range Transportation Plan Update*, published by the *Metropolitan Planning Organization*. Normal traffic patterns will also be considered when assigning project trips.

- Background Traffic - Available Florida Department of Transportation (FDOT) and Miami-Dade County (MDC) counts will be consulted to determine a growth factor consistent with historical annual growth in the area. The growth factor will be applied to the existing traffic volumes to establish background traffic.
- Future Transportation Projects – The 2017 TIP and the 2040 LRTP will be reviewed and considered in the analysis at project build-out.
- Committed Developments – The following committed developments will be included in the analysis:
 - Ofizzina
 - University of St. Augustine (at Douglas Entrance)
 - Casa Antilla
- Intersection analysis will be done using Highway Capacity Software (HCS) based on the 2010 *Highway Capacity Manual* (HCM) or the Synchro software. Operation analysis at driveways providing access to/from the site will also be conducted.
- Multimodal Considerations - Pedestrian, bicycle and transit facilities will be defined in a Circulation Plan. Existing bus and mass transit routes including schedule and bus stop locations will be discussed as part of the study.
- Multimodal Analyses – MMLOS analyses will be performed based on LOSPLAN 2012 which uses methodology from the FDOT Quality/Level of Service Handbook. MMLOS analyses will be performed for the following roadway segments:
 - Ponce de Leon Boulevard
 - East Ponce de Leon Boulevard
 - Galiano Street

QUEUING ANALYSIS

If valet services and/or a gated entrance is provided, a queuing analysis will be conducted. The analysis will be conducted per the methods outlined in the Institute of Transportation Engineers (ITE) Transportation and Land Development. The vehicle queue (M) will be calculated based on processing rate, demand rate, service positions and utilization factor as necessary. The analysis will be done to ensure that there is sufficient on-site vehicle stacking so that there is no vehicle back-up onto the public right-of-way. The potential queue will be calculated based on the peak hour traffic published by ITE's *Trip Generation*, 10th Edition.

The project trip generation for the PM peak hour (the critical inbound hour) will be used for the analysis. The processing time will be determined based on data collected at a similar site. Data collected and processing time calculations will be included in the study.

w:\18\18124\methodology.docx

Appendix C

Data Collection

Traffic Volumes

Signal Timings

Historic Background Growth

Seasonal Factors

Traffic Volumes

TURNING MOVEMENT COUNTS

Project Name: The Regency at the Park
Location: SW 8th ST & Ponce de Leon Blvd
Observer: Traffic Survey Specialists, INC.

Project Number: 18124
Count Date: 4/12/2018
Day of Week: Thursday

TIME INTERVAL		Ponce De Leon Boulevard									SW 8th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	U	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	11	23	5	39	0	0	53	21	74	24	279	16	319	12	189	8	209	641
07:15 AM	07:30 AM	26	40	6	72	1	2	35	20	58	32	269	16	317	23	242	7	272	719
07:30 AM	07:45 AM	29	32	8	69	6	4	60	28	98	30	289	12	331	22	243	7	272	770
07:45 AM	08:00 AM	25	39	22	86	14	3	81	23	121	20	313	15	348	29	217	12	258	813
08:00 AM	08:15 AM	35	39	18	92	3	8	86	27	124	18	276	19	313	43	227	16	286	815
08:15 AM	08:30 AM	33	41	13	87	3	9	105	14	131	29	289	13	331	38	259	12	309	858
08:30 AM	08:45 AM	36	61	15	112	4	4	112	25	145	26	252	30	308	36	268	15	319	884
08:45 AM	09:00 AM	23	61	22	106	5	8	136	24	173	31	223	27	281	40	249	4	293	853

AM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Ponce De Leon Boulevard									SW 8th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	U	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
08:00 AM	09:00 AM	107	165	53	325	18	19	327	89	453	103	1073	73	1249	119	928	40	1087	3113
PEAK PERIOD FACTOR		0.89				0.83					0.93				0.95				0.96

Note: 2016 FDOT Seasonal Weekly Factor = 0.98

TURNING MOVEMENT COUNTS

Project Name: The Regency at the Park
Location: SW 8th ST & Ponce de Leon Blvd
Observer: Traffic Survey Specialists, INC.

Project Number: 18124
Count Date: 4/12/2018
Day of Week: Thursday

		Ponce De Leon Boulevard									SW 8th Street								GRAND
TIME INTERVAL		NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND				TOTAL
		L	T	R	TOTAL	U	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	53	88	25	166	4	9	72	33	118	32	246	25	303	21	206	2	229	816
04:15 PM	04:30 PM	70	93	28	191	7	8	68	29	112	38	279	23	340	19	218	19	256	899
04:30 PM	04:45 PM	43	105	15	163	1	6	64	36	107	30	263	20	313	24	212	6	242	825
04:45 PM	05:00 PM	43	110	17	170	1	5	73	43	122	26	264	17	307	16	210	3	229	828
05:00 PM	05:15 PM	41	85	28	154	1	7	88	50	146	39	270	23	332	18	224	4	246	878
05:15 PM	05:30 PM	38	108	19	165	2	11	101	60	174	36	266	9	311	15	227	3	245	895
05:30 PM	05:45 PM	36	112	23	171	3	8	86	30	127	29	297	17	343	17	199	5	221	862
05:45 PM	06:00 PM	40	112	18	170	2	12	89	39	142	24	288	16	328	13	208	0	221	861

PM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

		Ponce De Leon Boulevard									SW 8th Street								GRAND
TIME INTERVAL		NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND				TOTAL
		L	T	R	TOTAL	U	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
05:00 PM	06:00 PM	178	398	85	662	10	32	314	157	514	124	1065	74	1263	70	835	21	926	3363
PEAK PERIOD FACTOR		0.96				0.85					0.96				0.95				0.98

Note: 2016 FDOT Seasonal Weekly Factor = 0.98

TURNING MOVEMENT COUNTS

Project Name: The Regency at the Park
Location: SW 8th ST & Galiano ST
Observer: Traffic Survey Specialists, Inc.

Project Number: 18124
Count Date: 4/12/2018
Day of Week: Thursday

TIME INTERVAL		Galiano Street								SW 8th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	3	2	12	17	1	4	4	9	1	286	9	296	4	215	2	221	543
07:15 AM	07:30 AM	12	5	16	33	2	4	3	9	0	266	8	274	6	269	2	277	593
07:30 AM	07:45 AM	7	8	30	45	2	5	7	14	1	306	9	316	18	247	2	267	642
07:45 AM	08:00 AM	9	2	23	34	7	6	5	18	1	323	12	336	26	245	3	274	662
08:00 AM	08:15 AM	11	9	29	49	8	17	8	33	1	279	19	299	24	258	4	286	667
08:15 AM	08:30 AM	8	12	39	59	4	12	4	20	1	274	22	297	23	300	3	326	702
08:30 AM	08:45 AM	10	17	32	59	4	19	11	34	1	251	15	267	38	284	4	326	686
08:45 AM	09:00 AM	13	7	28	48	3	13	6	22	1	235	13	249	32	270	3	305	624

AM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Galiano Street								SW 8th Street								GRAND TOTAL		
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL			
07:45 AM	08:45 AM	36	30	102	169	15	39	24	78	3	1088	52	1144	84	1023	11	1118	2508		
PEAK PERIOD FACTOR				0.85					0.77					0.89					0.93	0.97

Note: 2016 FDOT Seasonal Weekly Factor = 0.98

TURNING MOVEMENT COUNTS

Project Name: The Regency at the Park
Location: SW 8th ST & Galiano ST
Observer: Traffic Survey Specialists, Inc.

Project Number: 18124
Count Date: 4/12/2018
Day of Week: Thursday

TIME INTERVAL		Galiano Street								SW 8th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	10	20	39	69	3	4	8	15	4	275	7	286	11	222	8	241	611
04:15 PM	04:30 PM	13	23	43	79	9	7	8	24	1	296	9	306	15	238	13	266	675
04:30 PM	04:45 PM	8	22	32	62	9	5	6	20	5	275	8	288	15	260	10	285	655
04:45 PM	05:00 PM	10	24	34	68	5	9	4	18	5	265	9	279	6	224	6	236	601
05:00 PM	05:15 PM	18	30	60	108	6	10	5	21	2	297	6	305	10	194	7	211	645
05:15 PM	05:30 PM	13	29	48	90	4	6	2	12	1	286	9	296	14	219	4	237	635
05:30 PM	05:45 PM	10	25	69	104	5	9	5	19	2	287	8	297	17	228	3	248	668
05:45 PM	06:00 PM	15	20	40	75	7	3	2	12	4	331	14	349	18	221	4	243	679

PM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Galiano Street								SW 8th Street								GRAND TOTAL		
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL			
05:00 PM	06:00 PM	48	95	179	322	24	26	20	70	12	1133	34	1179	52	885	27	964	2535		
PEAK PERIOD FACTOR				0.87					0.76					0.89					0.95	0.97

Note: 2016 FDOT Seasonal Weekly Factor = 0.98

TURNING MOVEMENT COUNTS

Project Name: The Regency at the Park
 Location: SW 8th ST & Douglas Road
 Observer: Traffic Survey Specialists, Inc.

Project Number: 18124
 Count Date: 4/12/2018
 Day of Week: Thursday

TIME INTERVAL		Douglas Road								SW 8th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	33	126	16	175	30	121	7	158	16	270	23	309	26	173	10	209	851
07:15 AM	07:30 AM	31	114	8	153	23	141	9	173	13	241	30	284	25	253	14	292	902
07:30 AM	07:45 AM	30	143	16	189	26	150	3	179	25	267	33	325	24	246	18	288	981
07:45 AM	08:00 AM	30	132	13	175	31	141	5	177	29	291	32	352	44	256	11	311	1,015
08:00 AM	08:15 AM	29	133	13	175	26	138	4	168	40	264	25	329	36	257	6	299	971
08:15 AM	08:30 AM	31	140	14	185	18	148	6	172	23	270	32	325	43	282	10	335	1,017
08:30 AM	08:45 AM	35	149	19	203	26	152	9	187	36	227	30	293	63	296	13	372	1,055
08:45 AM	09:00 AM	34	135	17	186	25	172	8	205	28	207	28	263	67	277	17	361	1,015

AM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Douglas Road								SW 8th Street								GRAND TOTAL						
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND										
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL							
07:45 AM	08:45 AM	124	525	57	706	100	570	25	695	103	998	114	1215	161	1000	49	1209	3825						
PEAK PERIOD FACTOR					0.91						0.94						0.92						0.89	0.96

Note: 2016 FDOT Seasonal Weekly Factor = 0.98

TURNING MOVEMENT COUNTS

Project Name: The Regency at the Park
Location: SW 8th ST & Douglas Road
Observer: Traffic Survey Specialists, Inc.

Project Number: 18124
Count Date: 4/12/2018
Day of Week: Thursday

TIME INTERVAL		Douglas Road								SW 8th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	26	91	12	129	23	137	5	165	34	235	32	301	23	194	15	232	827
04:15 PM	04:30 PM	28	101	6	135	26	131	5	162	57	260	33	350	31	199	17	247	894
04:30 PM	04:45 PM	22	99	12	133	27	154	9	190	35	252	45	332	40	240	17	297	952
04:45 PM	05:00 PM	22	151	14	187	25	146	8	179	39	247	25	311	35	206	13	254	931
05:00 PM	05:15 PM	21	165	14	200	23	139	4	166	57	258	47	362	30	180	7	217	945
05:15 PM	05:30 PM	15	167	18	200	29	175	4	208	40	282	37	359	41	217	9	267	1,034
05:30 PM	05:45 PM	18	167	18	203	26	144	15	185	47	264	22	333	38	198	17	253	974
05:45 PM	06:00 PM	24	164	15	203	22	143	13	178	39	293	47	379	54	203	15	272	1,032

PM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Douglas Road								SW 8th Street								GRAND TOTAL						
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND										
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL							
05:00 PM	06:00 PM	86	541	53	681	98	573	31	702	171	1025	141	1336	143	802	54	999	3719						
PEAK PERIOD FACTOR					0.99						0.89						0.95						0.93	0.96

Note: 2016 FDOT Seasonal Weekly Factor = 0.98

TURNING MOVEMENT COUNTS

Project Name: The Regency at the Park
Location: SW 12 ST & Douglas RD
Observer: Traffic Survey Specialists, Inc.

Project Number: 18124
Count Date: 4/12/2018
Day of Week: Thursday

TIME INTERVAL		Douglas Road								SW 12th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	0	179	7	186	2	172	0	174	0	0	0	0	4	0	10	14	374
07:15 AM	07:30 AM	0	138	12	150	1	196	1	198	0	0	1	1	9	0	23	32	381
07:30 AM	07:45 AM	0	185	11	196	1	200	0	201	0	0	1	1	14	0	12	26	424
07:45 AM	08:00 AM	0	187	11	198	2	238	0	240	0	0	0	0	18	0	16	34	472
08:00 AM	08:15 AM	0	211	26	237	4	208	0	212	0	0	0	0	25	0	9	34	483
08:15 AM	08:30 AM	0	208	21	229	7	232	0	239	0	0	0	0	33	0	25	58	526
08:30 AM	08:45 AM	0	228	11	239	2	238	0	240	0	0	0	0	31	0	14	45	524
08:45 AM	09:00 AM	0	223	20	243	5	267	0	272	0	0	0	0	23	0	18	41	556

AM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Douglas Road								SW 12th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
08:00 AM	09:00 AM	0	764	58	822	12	858	0	870	0	0	1.0	1.0	77	0	62	139	1833
PEAK PERIOD FACTOR					0.98						0.89	#DIV/0!				0.77	0.94	

Note: 2016 FDOT Seasonal Weekly Factor = 0.98

TURNING MOVEMENT COUNTS

Project Name: The Regency at the Park
Location: SW 12 ST & Douglas RD
Observer: Traffic Survey Specialists, Inc.

Project Number: 18124
Count Date: 4/12/2018
Day of Week: Thursday

TIME INTERVAL		Douglas Road								SW 12th Street								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	0	172	26	198	13	194	0	207	0	0	1	1	29	0	15	44	450
04:15 PM	04:30 PM	8	152	21	181	18	208	1	227	0	0	0	0	37	0	22	59	467
04:30 PM	04:45 PM	0	143	23	166	4	232	0	236	0	0	0	0	33	0	12	45	447
04:45 PM	05:00 PM	0	203	22	225	7	200	0	207	0	0	0	0	26	0	16	42	474
05:00 PM	05:15 PM	0	230	28	258	16	232	0	248	0	0	0	0	41	0	19	60	566
05:15 PM	05:30 PM	0	220	20	240	10	268	0	278	0	0	0	0	47	0	15	62	580
05:30 PM	05:45 PM	0	225	19	244	14	241	1	256	0	0	0	0	38	0	17	55	555
05:45 PM	06:00 PM	0	211	27	238	10	227	1	238	0	0	1	1	40	0	16	56	533

PM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Douglas Road								SW 12th Street								GRAND TOTAL		
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL			
05:00 PM	06:00 PM	4	762	91	858	45	883	1	930	0	0	1	1	143	0	65	207	1995		
PEAK PERIOD FACTOR				0.95					0.92					0.25					0.94	0.96

Note: 2016 FDOT Seasonal Weekly Factor = 0.98

TURNING MOVEMENT COUNTS

Project Name: The Regency at the Park
Location: Ponce de Leon Boulevard & Salamanca Avenue
Observer: Traffic Survey Specialists, Inc.

Project Number: 18124
Count Date: 4/12/2018
Day of Week: Thursday

TIME INTERVAL		Ponce de Leon Boulevard								Salamanca Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	4	85	4	93	3	82	1	86	2	5	9	16	0	1	4	5	200
07:15 AM	07:30 AM	8	61	3	72	1	86	3	90	4	15	2	21	0	4	2	6	189
07:30 AM	07:45 AM	4	103	3	110	1	93	5	99	3	11	7	21	1	1	4	6	236
07:45 AM	08:00 AM	7	105	3	115	2	115	6	123	5	12	11	28	3	5	6	14	280
08:00 AM	08:15 AM	12	99	6	117	1	140	5	146	14	16	4	34	0	3	5	8	305
08:15 AM	08:30 AM	14	144	4	162	1	149	12	162	15	27	3	45	4	8	3	15	384
08:30 AM	08:45 AM	21	160	3	184	2	170	10	182	16	18	5	39	6	6	3	15	420
08:45 AM	09:00 AM	12	143	3	158	2	198	8	208	18	16	6	40	2	6	5	13	419

AM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Ponce de Leon Boulevard								Salamanca Avenue								GRAND TOTAL		
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND						
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL			
08:00 AM	09:00 AM	40	441	14	495	6	506	25	537	38	59	23	120	8	17	16	40	1192		
PEAK PERIOD FACTOR				0.84					0.84					0.88					0.85	0.91

Note: 2016 FDOT Seasonal Weekly Factor = 0.98

TURNING MOVEMENT COUNTS

Project Name: The Regency at the Park
Location: Ponce de Leon Boulevard & Salamanca Avenue
Observer: Traffic Survey Specialists, Inc.

Project Number: 18124
Count Date: 4/12/2018
Day of Week: Thursday

TIME INTERVAL		Ponce de Leon Boulevard								Salamanca Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	13	183	3	199	5	138	11	154	13	10	9	32	8	13	4	25	410
04:15 PM	04:30 PM	17	199	4	220	5	130	14	149	5	16	6	27	7	12	6	25	421
04:30 PM	04:45 PM	14	189	1	204	2	126	7	135	5	13	1	19	2	15	5	22	380
04:45 PM	05:00 PM	12	190	5	207	2	135	6	143	2	16	1	19	4	11	4	19	388
05:00 PM	05:15 PM	22	222	6	250	4	148	9	161	10	14	3	27	13	25	3	41	479
05:15 PM	05:30 PM	19	193	6	218	2	157	9	168	11	14	7	32	9	19	3	31	449
05:30 PM	05:45 PM	17	182	2	201	1	156	14	171	16	21	5	42	12	8	4	24	438
05:45 PM	06:00 PM	21	193	6	220	6	154	12	172	10	8	4	22	4	12	3	19	433

PM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Ponce de Leon Boulevard								Salamanca Avenue								GRAND TOTAL				
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL					
05:00 PM	06:00 PM	66	760	16	842	13	561	40	614	35	55	18	108	29	56	16	101	1665				
PEAK PERIOD FACTOR					0.89						0.98						0.73				0.70	0.94

Note: 2016 FDOT Seasonal Weekly Factor = 0.98

SW 8TH STREET & PONCE DE LEON BOULEVARD
 CORAL GABLES, FLORIDA
 COUNTED BY: G. CAMPUSANO & M. MALONE
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00180062
 Start Date: 04/12/18
 File I.D. : 8STRPDLB
 Page : 1

ALL VEHICLES

Date	PONCE DE LEON BOULEVARD From North				SW 8TH STREET From East				PONCE DE LEON BOULEVARD From South				SW 8TH STREET From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
04/12/18																	
07:00	0	0	53	21	0	12	189	8	0	11	23	5	0	24	279	16	641
07:15	1	2	35	20	0	23	242	7	0	26	40	6	0	32	269	16	719
07:30	6	4	60	28	0	22	243	7	0	29	32	8	0	30	289	12	770
07:45	14	3	81	23	0	29	217	12	0	25	39	22	0	20	313	15	813
Hr Total	21	9	229	92	0	86	891	34	0	91	134	41	0	106	1150	59	2943
08:00	3	8	86	27	0	43	227	16	1	34	39	18	0	18	276	19	815
08:15	3	9	105	14	0	38	259	12	0	33	41	13	0	29	289	13	858
08:30	4	4	112	25	0	36	268	15	1	35	61	15	0	26	252	30	884
08:45	5	8	136	24	0	40	249	4	0	23	61	22	0	31	223	27	853
Hr Total	15	29	439	90	0	157	1003	47	2	125	202	68	0	104	1040	89	3410
* BREAK *																	
16:00	4	9	72	33	0	21	206	2	0	53	88	25	0	32	246	25	816
16:15	7	8	68	29	0	19	218	19	1	69	93	28	0	38	279	23	899
16:30	1	6	64	36	0	24	212	6	1	42	105	15	1	29	263	20	825
16:45	1	5	73	43	0	16	210	3	0	43	110	17	0	26	264	17	828
Hr Total	13	28	277	141	0	80	846	30	2	207	396	85	1	125	1052	85	3368
17:00	1	7	88	50	0	18	224	4	0	41	85	28	0	39	270	23	878
17:15	2	11	101	60	0	15	227	3	1	37	108	19	0	36	266	9	895
17:30	3	8	86	30	0	17	199	5	1	35	112	23	0	29	297	17	862
17:45	2	12	89	39	0	13	208	0	0	40	112	18	0	24	288	16	861
Hr Total	8	38	364	179	0	63	858	12	2	153	417	88	0	128	1121	65	3496
TOTAL	57	104	1309	502	0	386	3598	123	6	576	1149	282	1	463	4363	298	13217

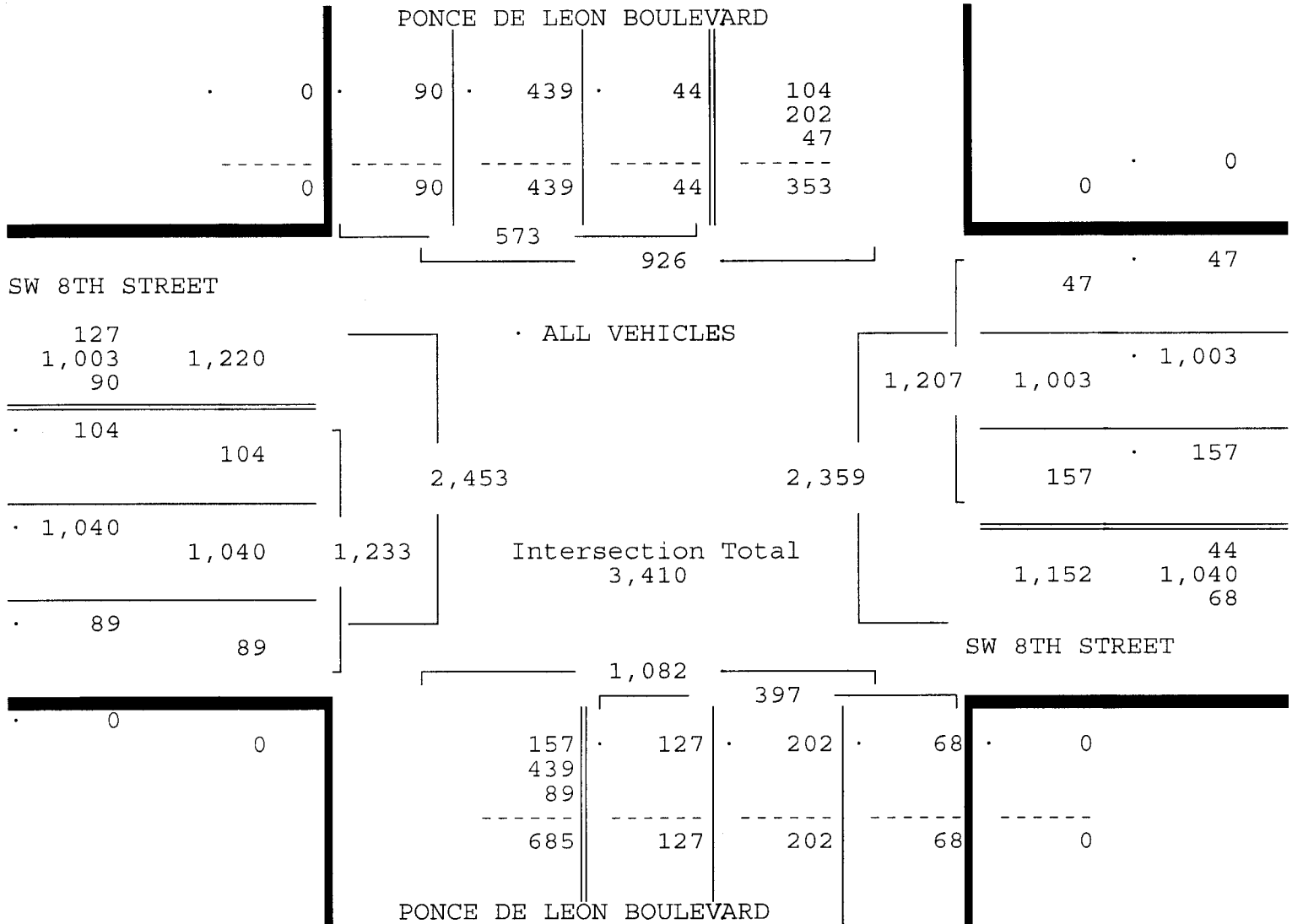
SW 8TH STREET & PONCE DE LEON BOULEVARD
 CORAL GABLES, FLORIDA
 COUNTED BY: G. CAMPUSANO & M. MALONE
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00180062
 Start Date: 04/12/18
 File I.D. : 8STRPDLB
 Page : 2

ALL VEHICLES

PONCE DE LEON BOULEVARD From North				SW 8TH STREET From East				PONCE DE LEON BOULEVARD From South				SW 8TH STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Date 04/12/18																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/12/18																
Peak start 08:00				08:00				08:00				08:00				
Volume	15	29	439	90	0	157	1003	47	2	125	202	68	0	104	1040	89
Percent	3%	5%	77%	16%	0%	13%	83%	4%	1%	31%	51%	17%	0%	8%	84%	7%
Pk total	573			1207				397				1233				
Highest	08:45			08:30				08:30				08:15				
Volume	5	8	136	24	0	36	268	15	1	35	61	15	0	29	289	13
Hi total	173			319				112				331				
PHF	.83			.95				.89				.93				



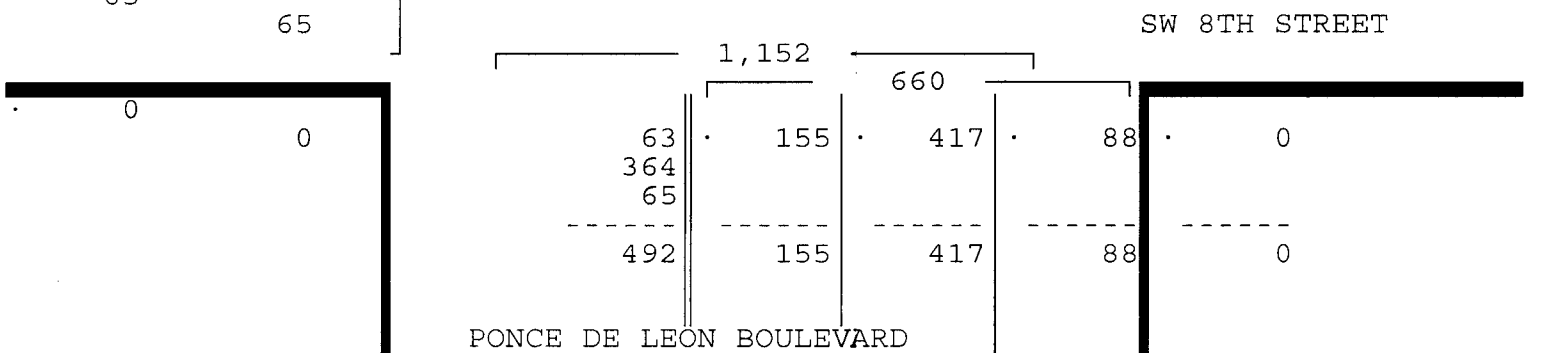
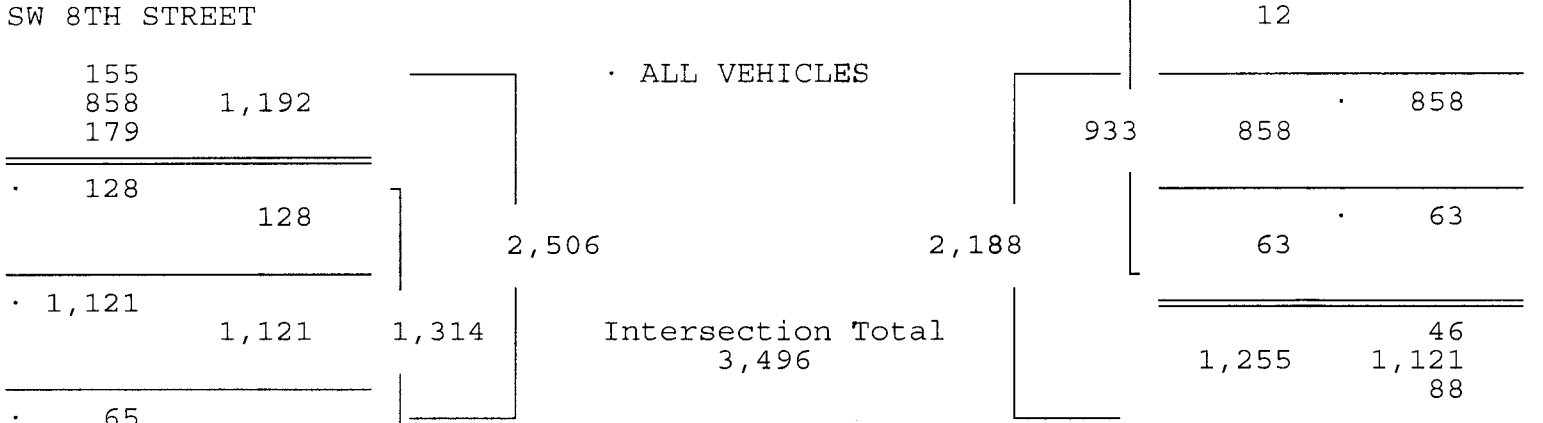
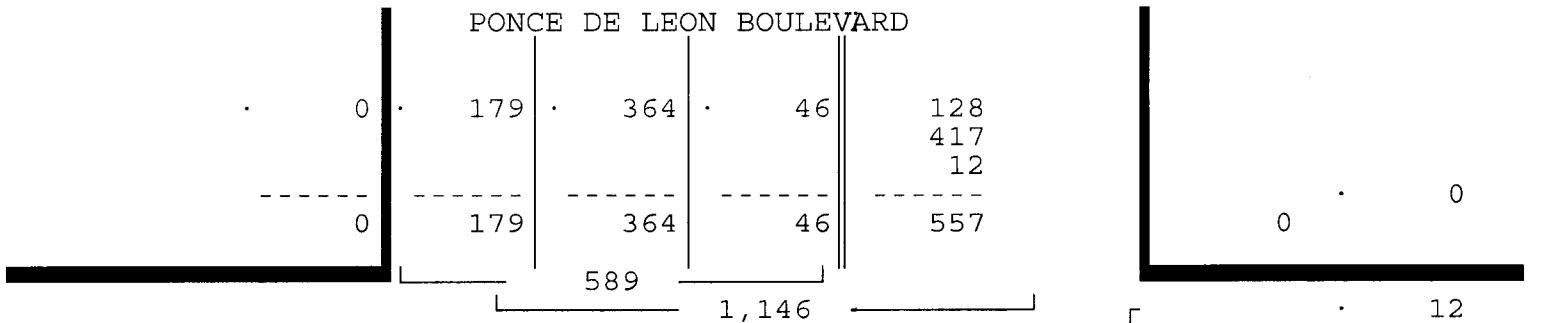
ALL VEHICLES

PONCE DE LEON BOULEVARD From North				SW 8TH STREET From East				PONCE DE LEON BOULEVARD From South				SW 8TH STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 04/12/18

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/12/18

Peak start 17:00				17:00				17:00				17:00				Total	
Volume	8	38	364	179	0	63	858	12	2	153	417	88	0	128	1121		65
Percent	1%	6%	62%	30%	0%	7%	92%	1%	0%	23%	63%	13%	0%	10%	85%	5%	
Pk total	589				933				660				1314				
Highest	17:15				17:00				17:30				17:30				
Volume	2	11	101	60	0	18	224	4	1	35	112	23	0	29	297	17	
Hi total	174				246				171				343				
PHF	.85				.95				.96				.96				



SW 8TH STREET & PONCE DE LEON BOULEVARD
 CORAL GABLES, FLORIDA
 COUNTED BY: G. CAMPUSANO & M. MALONE
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

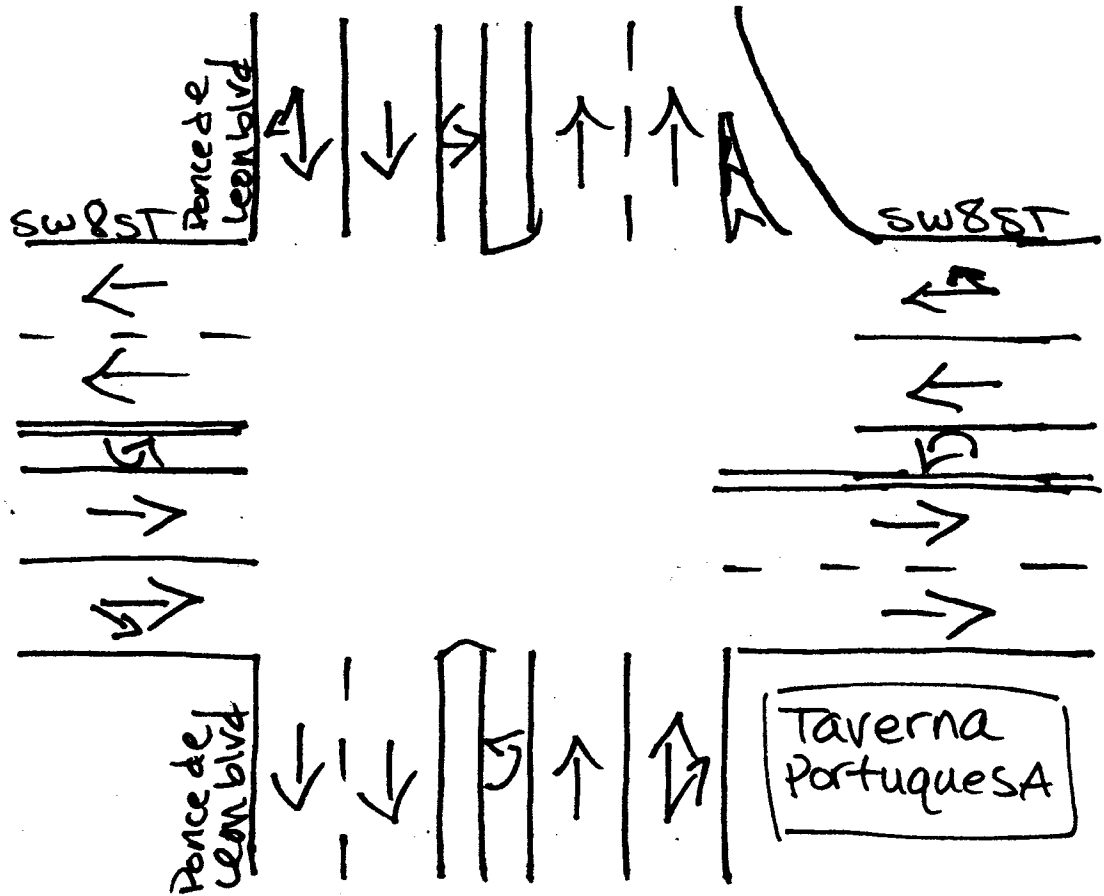
Site Code : 00180062
 Start Date: 04/12/18
 File I.D. : 8STRPDLB
 Page : 1

PEDESTRIANS & BIKES

Date	PONCE DE LEON BOULEVARD From North				SW 8TH STREET From East				PONCE DE LEON BOULEVARD From South				SW 8TH STREET From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
04/12/18	-----																
07:00	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	7
07:15	0	1	0	3	0	0	0	0	0	0	0	4	0	0	0	1	9
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45	0	0	0	4	0	0	0	0	0	2	0	3	0	0	0	5	14
Hr Total	0	1	0	13	0	0	0	0	0	2	0	8	0	0	0	7	31
08:00	0	0	0	2	0	0	0	1	0	0	0	5	0	0	0	4	12
08:15	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	2	6
08:30	0	0	0	3	0	2	0	2	0	1	0	0	0	1	0	2	11
08:45	0	0	0	6	0	0	0	0	0	1	0	2	0	0	0	2	11
Hr Total	0	0	0	13	0	2	0	3	0	2	0	8	0	2	0	10	40
----- * BREAK * -----																	
16:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
16:15	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	6	8
16:30	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	4
16:45	0	1	0	1	0	0	0	0	0	3	0	5	0	0	0	3	13
Hr Total	0	1	0	5	0	0	0	0	0	3	0	7	0	0	0	11	27
17:00	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	2	5
17:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	4	6
17:30	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	0	0	2	0	1	0	0	0	1	0	5	0	0	0	6	15

TOTAL	0	2	0	33	0	3	0	3	0	8	0	28	0	2	0	34	113

North ↑



Coral Gables, Florida

Apr. 2 19, 2016

drawn by: Luis Palomino

signalized

L.P.
4-12-18

SALAMANCA AVENUE & PONCE DE LEON
BOULEVARD, CORAL GABLES, FLORIDA
COUNTED BY: RICH MENDEZ
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00180062
Start Date: 04/12/18
File I.D. : SALAPDLB
Page : 1

ALL VEHICLES

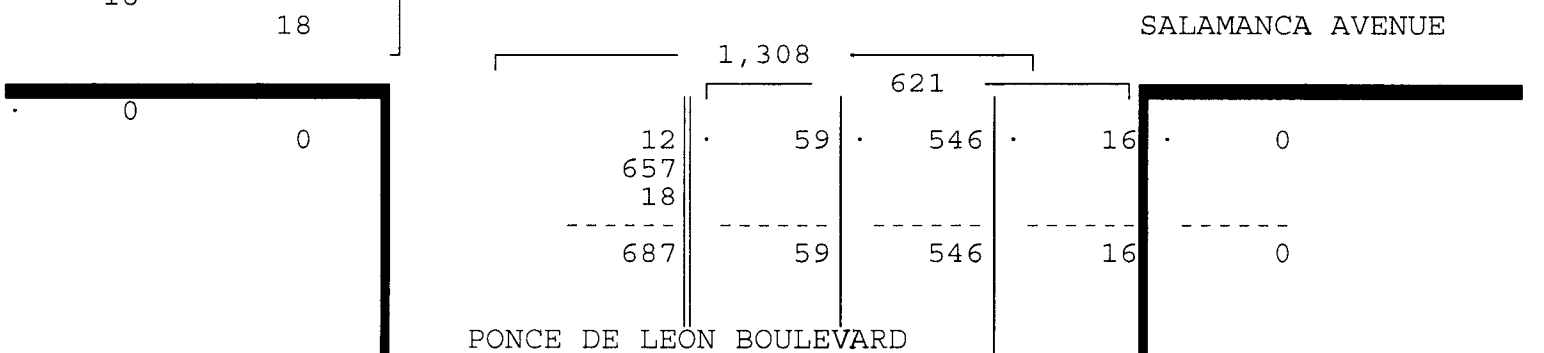
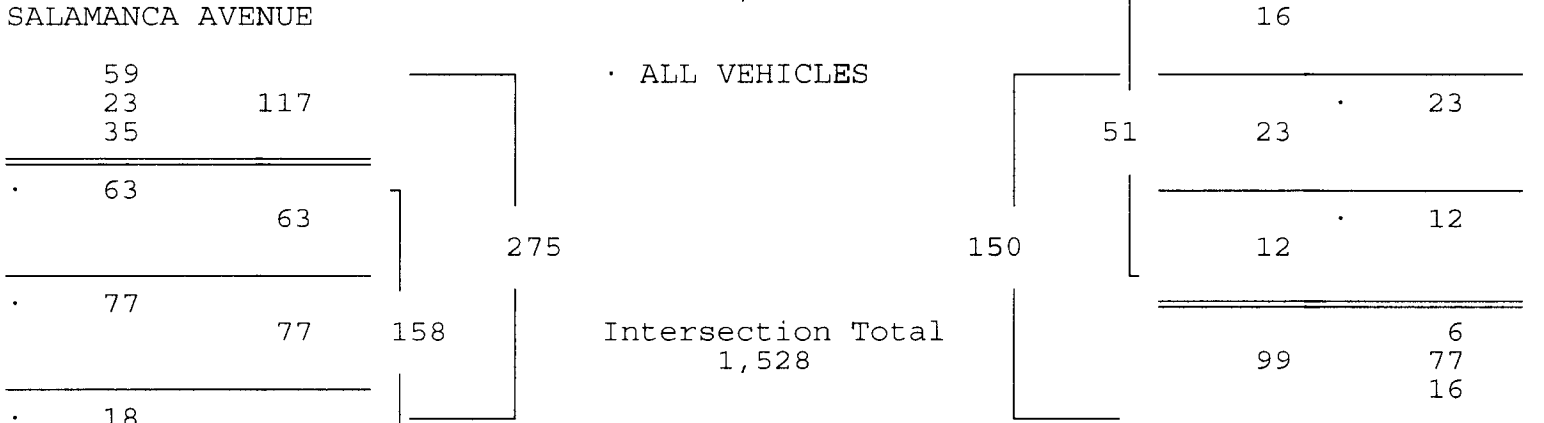
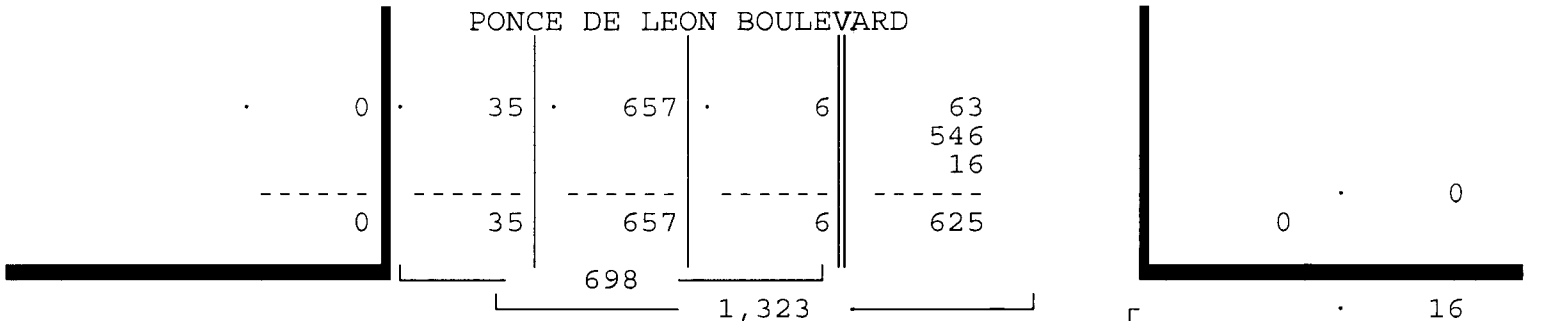
Date	PONCE DE LEON BOULEVARD From North				SALAMANCA AVENUE From East				PONCE DE LEON BOULEVARD From South				SALAMANCA AVENUE From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
04/12/18																	
07:00	1	2	82	1	0	0	1	4	0	4	85	4	0	2	5	9	200
07:15	0	1	86	3	0	0	4	2	0	8	61	3	0	4	15	2	189
07:30	0	1	93	5	1	0	1	4	0	4	103	3	0	3	11	7	236
07:45	0	2	115	6	0	3	5	6	0	7	105	3	0	5	12	11	280
Hr Total	1	6	376	15	1	3	11	16	0	23	354	13	0	14	43	29	905
08:00	0	1	140	5	0	0	3	5	0	12	99	6	0	14	16	4	305
08:15	0	1	149	12	0	4	8	3	1	13	144	4	0	15	27	3	384
08:30	0	2	170	10	0	6	6	3	0	21	160	3	0	16	18	5	420
08:45	0	2	198	8	0	2	6	5	1	11	143	3	0	18	16	6	419
Hr Total	0	6	657	35	0	12	23	16	2	57	546	16	0	63	77	18	1528
* BREAK *																	
16:00	0	5	138	11	0	8	13	4	3	10	183	3	0	13	10	9	410
16:15	0	5	130	14	0	7	12	6	3	14	199	4	0	5	16	6	421
16:30	0	2	126	7	0	2	15	5	2	12	189	1	0	5	13	1	380
16:45	1	1	135	6	0	4	11	4	1	11	190	5	0	2	16	1	388
Hr Total	1	13	529	38	0	21	51	19	9	47	761	13	0	25	55	17	1599
17:00	0	4	148	9	0	13	25	3	3	19	222	6	0	10	14	3	479
17:15	0	2	157	9	0	9	19	3	1	18	193	6	0	11	14	7	449
17:30	0	1	156	14	0	12	8	4	0	17	182	2	0	16	21	5	438
17:45	0	6	154	12	0	4	12	3	1	20	193	6	0	10	8	4	433
Hr Total	0	13	615	44	0	38	64	13	5	74	790	20	0	47	57	19	1799
TOTAL	2	38	2177	132	1	74	149	64	16	201	2451	62	0	149	232	83	5831

ALL VEHICLES

PONCE DE LEON BOULEVARD From North					SALAMANCA AVENUE From East				PONCE DE LEON BOULEVARD From South				SALAMANCA AVENUE From West				Total	
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left		Thru

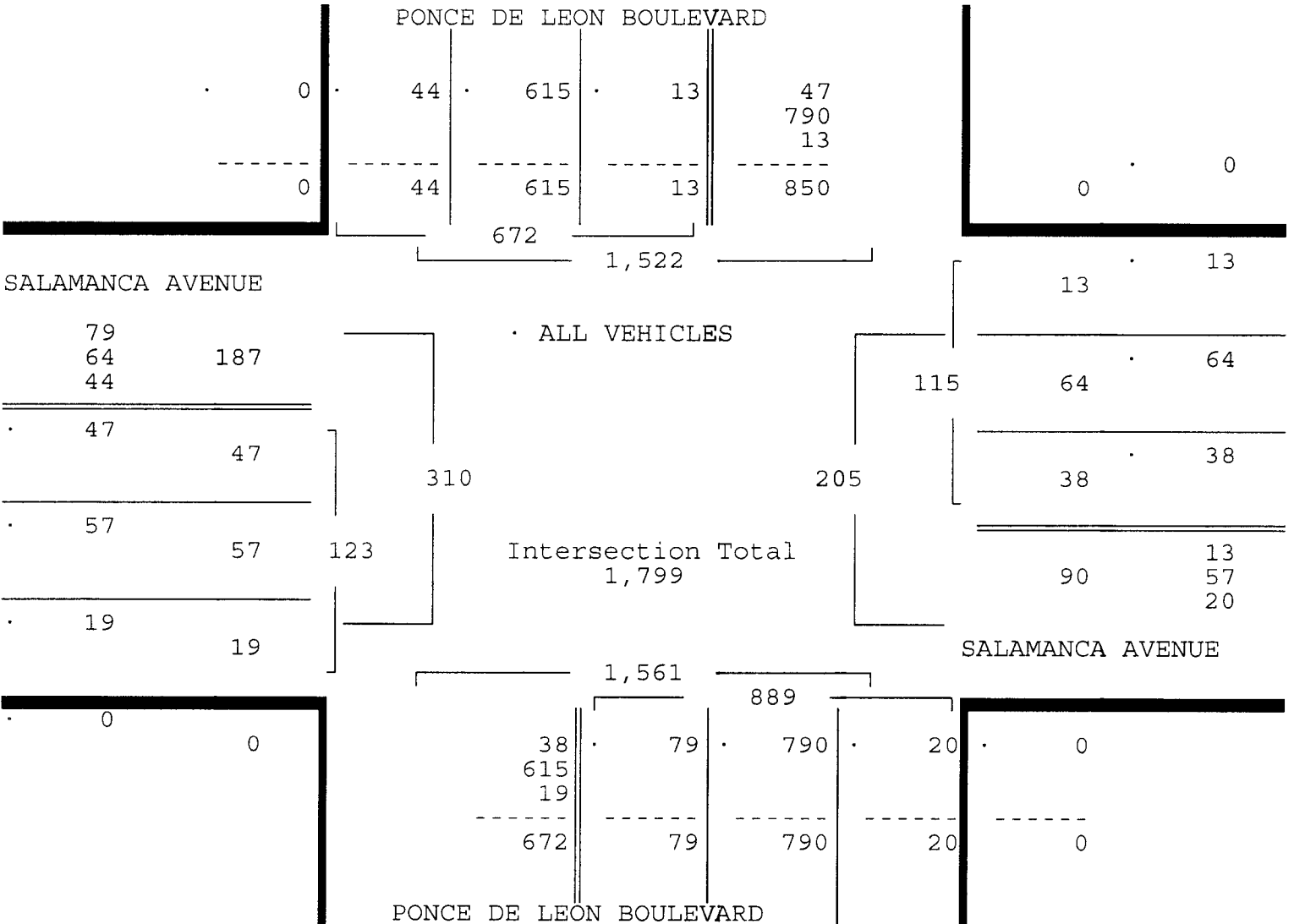
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/12/18

Peak start 08:00	08:00				08:00				08:00								
Volume	0	6	657	35	0	12	23	16	2	57	546	16	0	63	77	18	
Percent	0%	1%	94%	5%	0%	24%	45%	31%	0%	9%	88%	3%	0%	40%	49%	11%	
Pk total	698				51				621				158				
Highest	08:45				08:15				08:30				08:15				
Volume	0	2	198	8	0	4	8	3	0	21	160	3	0	15	27	3	
Hi total	208				15				184				45				
PHF	.84				.85				.84				.88				



ALL VEHICLES

PONCE DE LEON BOULEVARD From North					SALAMANCA AVENUE From East				PONCE DE LEON BOULEVARD From South				SALAMANCA AVENUE From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right		
Date 04/12/18																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/12/18																	
Peak start 17:00					17:00				17:00				17:00				
Volume	0	13	615	44	0	38	64	13	5	74	790	20	0	47	57	19	
Percent	0%	2%	92%	7%	0%	33%	56%	11%	1%	8%	89%	2%	0%	38%	46%	15%	
Pk total	672				115				889				123				
Highest	17:45				17:00				17:00				17:30				
Volume	0	6	154	12	0	13	25	3	3	19	222	6	0	16	21	5	
Hi total	172				41				250				42				
PHF	.98				.70				.89				.73				



SALAMANCA AVENUE & PONCE DE LEON
 BOULEVARD, CORAL GABLES, FLORIDA
 COUNTED BY: RICH MENDEZ
 SIGNALIZED

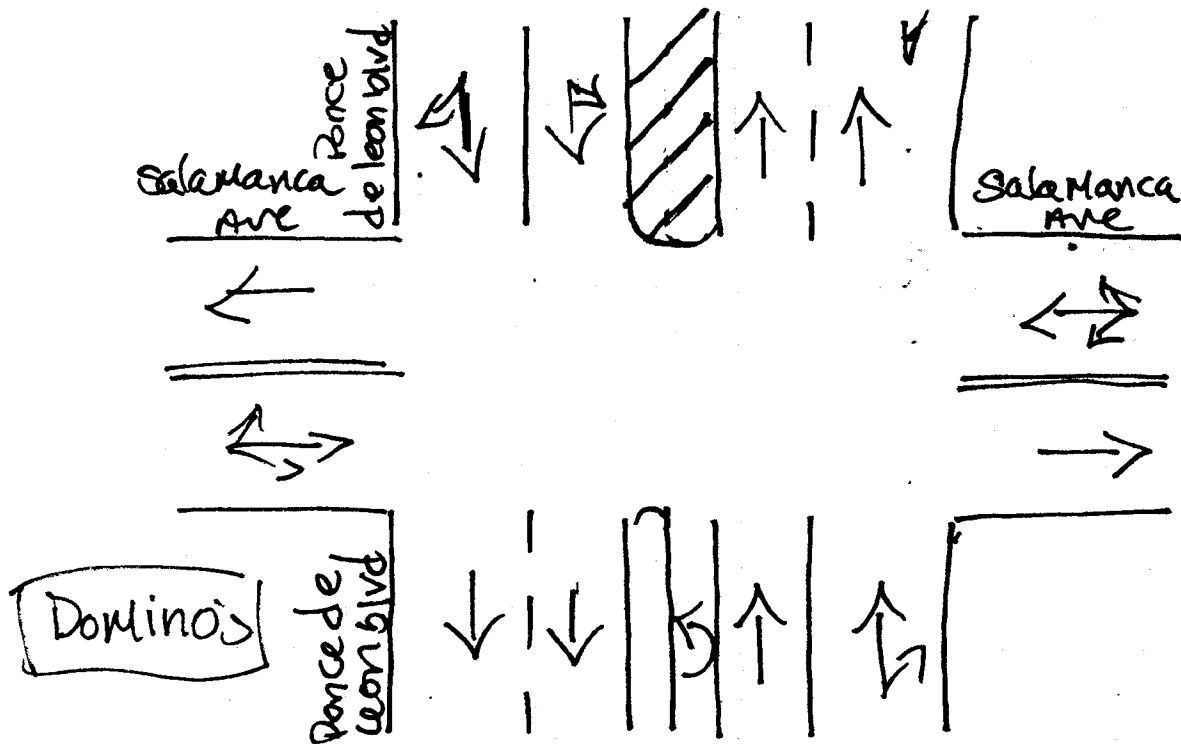
TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00180062
 Start Date: 04/12/18
 File I.D. : SALAPDLB
 Page : 1

PEDESTRIANS & BIKES

Date	PONCE DE LEON BOULEVARD From North				SALAMANCA AVENUE From East				PONCE DE LEON BOULEVARD From South				SALAMANCA AVENUE From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
04/12/18																	
07:00	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	1	5
07:15	0	1	0	1	0	0	0	3	0	0	0	2	0	1	0	3	11
07:30	0	0	0	1	0	0	0	5	0	0	0	4	0	0	0	5	15
07:45	0	0	0	1	0	1	0	2	0	0	0	4	0	0	0	7	15
Hr Total	0	1	0	4	0	1	0	12	0	0	0	11	0	1	0	16	46
08:00	0	0	0	2	0	5	0	8	0	0	0	1	0	1	0	5	22
08:15	0	0	0	0	0	1	0	5	0	0	0	9	0	1	0	10	26
08:30	0	0	0	1	0	4	0	4	0	0	0	2	0	0	0	3	14
08:45	0	0	0	3	0	0	0	5	0	0	0	9	0	0	0	3	20
Hr Total	0	0	0	6	0	10	0	22	0	0	0	21	0	2	0	21	82
* BREAK *																	
16:00	0	0	0	2	0	0	0	4	0	0	0	1	0	0	0	5	12
16:15	0	0	0	0	0	3	0	0	0	0	0	5	0	0	0	17	25
16:30	0	0	0	0	0	0	0	3	0	1	0	4	0	0	0	4	12
16:45	0	0	0	6	0	0	0	2	0	0	0	2	0	2	0	7	19
Hr Total	0	0	0	8	0	3	0	9	0	1	0	12	0	2	0	33	68
17:00	0	0	0	3	0	0	0	7	0	0	0	3	0	2	0	8	23
17:15	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	7	11
17:30	0	0	0	1	0	0	0	3	0	0	0	1	0	1	0	2	8
17:45	0	0	0	0	0	1	0	11	0	0	0	3	0	1	0	13	29
Hr Total	0	0	0	4	0	1	0	23	0	0	0	9	0	4	0	30	71
TOTAL	0	1	0	22	0	15	0	66	0	1	0	53	0	9	0	100	267

North ↑



Coral Gables, Florida
October 25, 2016
drawn by: Luis Palomino
Signalized

SW 8TH STREET & GALIANO STREET
 CORAL GABLES, FLORIDA
 COUNTED BY: WILLIAN DE LUNA VARGAS
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

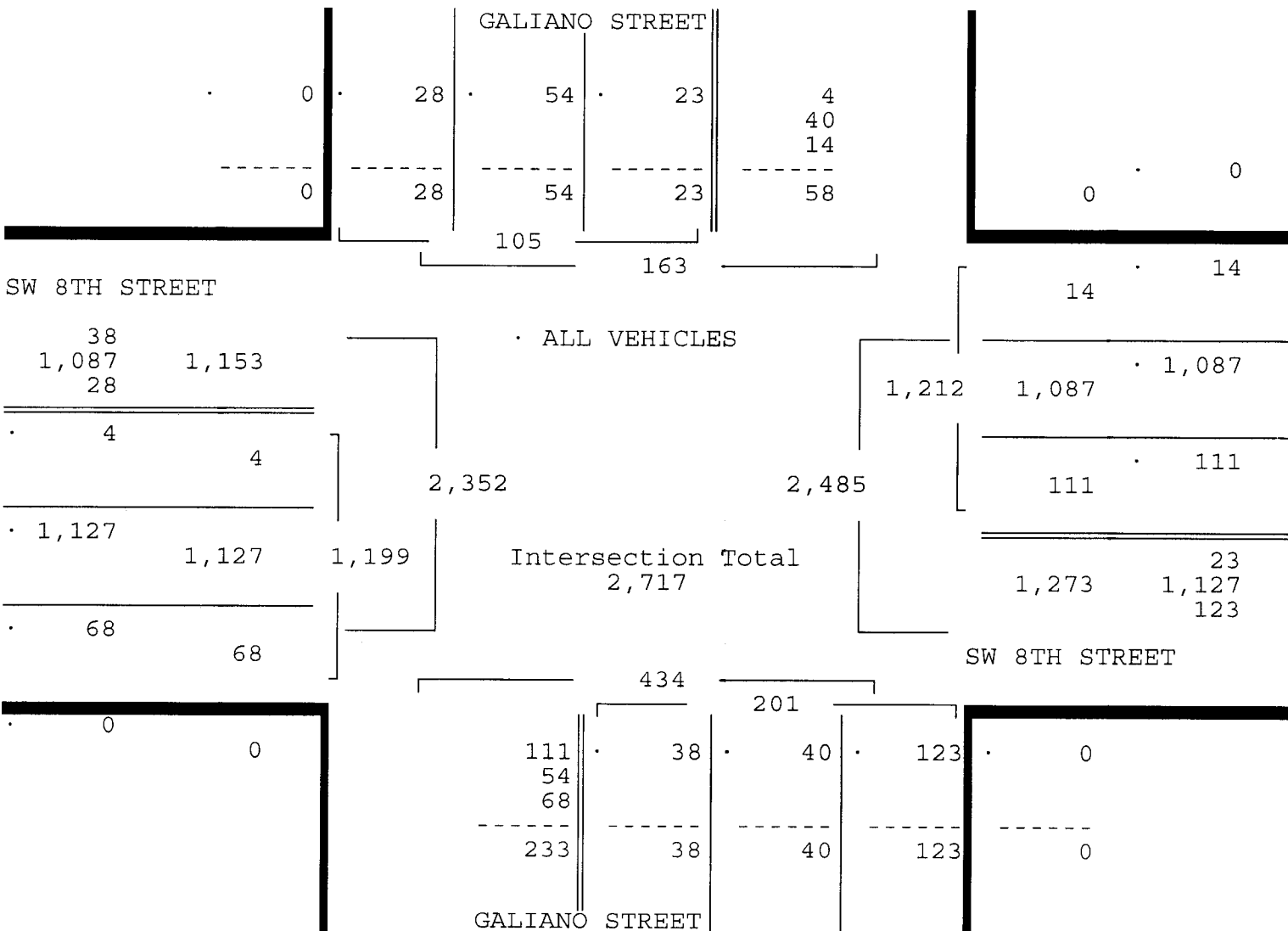
Site Code : 00180062
 Start Date: 04/12/18
 File I.D. : 8ST_GALI
 Page : 1

ALL VEHICLES

Date	GALIANO STREET From North				SW 8TH STREET From East				GALIANO STREET From South				SW 8TH STREET From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
04/12/18																	
07:00	0	1	4	4	0	4	215	2	0	3	2	12	0	1	286	9	543
07:15	0	2	4	3	0	6	269	2	0	12	5	16	0	0	266	8	593
07:30	0	2	5	7	0	18	247	2	0	7	8	30	0	1	306	9	642
07:45	0	7	6	5	0	26	245	3	0	9	2	23	0	1	323	12	662
Hr Total	0	12	19	19	0	54	976	9	0	31	17	81	0	3	1181	38	2440
08:00	0	8	17	8	0	24	258	4	0	11	9	29	0	1	279	19	667
08:15	0	4	12	4	0	23	300	3	0	8	12	39	0	1	274	22	702
08:30	0	4	19	11	0	38	284	4	0	10	17	32	0	1	251	15	686
08:45	0	3	13	6	0	32	270	3	0	13	7	28	0	1	235	13	624
Hr Total	0	19	61	29	0	117	1112	14	0	42	45	128	0	4	1039	69	2679
* BREAK *																	
16:00	0	3	4	8	0	11	222	8	0	10	20	39	0	4	275	7	611
16:15	0	9	7	8	0	15	238	13	0	13	23	43	0	1	296	9	675
16:30	0	9	5	6	0	15	260	10	0	8	22	32	1	4	275	8	655
16:45	0	5	9	4	0	6	224	6	0	10	24	34	0	5	265	9	601
Hr Total	0	26	25	26	0	47	944	37	0	41	89	148	1	14	1111	33	2542
17:00	0	6	10	5	0	10	194	7	0	18	30	60	0	2	297	6	645
17:15	0	4	6	2	0	14	219	4	0	13	29	48	0	1	286	9	635
17:30	0	5	9	5	0	17	228	3	0	10	25	69	0	2	287	8	668
17:45	0	7	3	2	0	18	221	4	0	15	20	40	0	4	331	14	679
Hr Total	0	22	28	14	0	59	862	18	0	56	104	217	0	9	1201	37	2627
TOTAL	0	79	133	88	0	277	3894	78	0	170	255	574	1	30	4532	177	10288

ALL VEHICLES

GALIANO STREET From North					SW 8TH STREET From East				GALIANO STREET From South				SW 8TH STREET From West				Total		
UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left	Thru	Right		UTurn	Left		Thru	Right
Date 04/12/18																			
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/12/18																			
Peak start 07:45					07:45				07:45				07:45						
Volume	0	23	54	28	0	111	1087	14	0	38	40	123	0	4	1127	68			
Percent	0%	22%	51%	27%	0%	9%	90%	1%	0%	19%	20%	61%	0%	0%	94%	6%			
Pk total	105				1212				201				1199						
Highest	08:30				08:15				08:15				07:45						
Volume	0	4	19	11	0	23	300	3	0	8	12	39	0	1	323	12			
Hi total	34				326				59				336						
PHF	.77				.93				.85				.89						



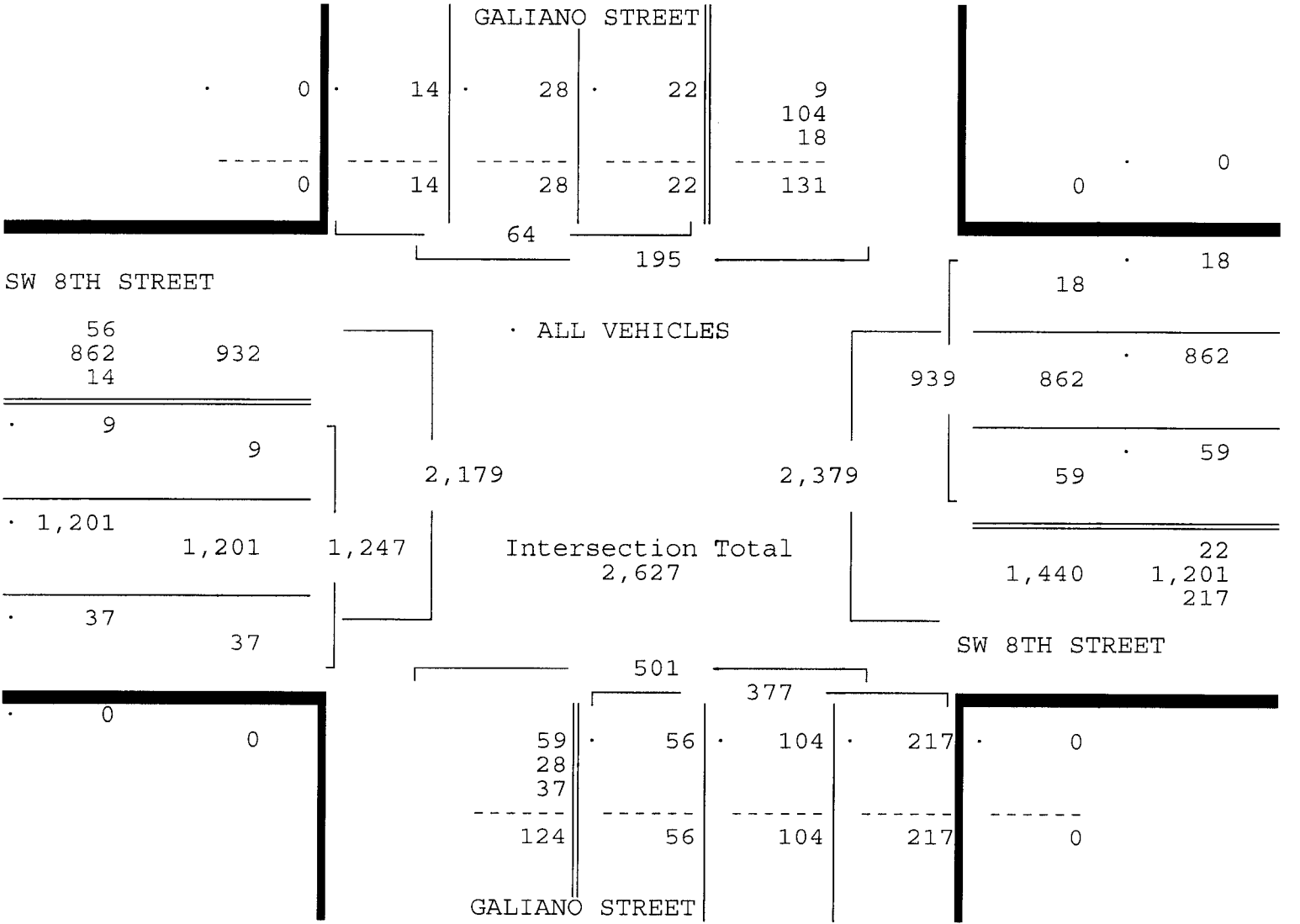
SW 8TH STREET & GALIANO STREET
 CORAL GABLES, FLORIDA
 COUNTED BY: WILLIAN DE LUNA VARGAS
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00180062
 Start Date: 04/12/18
 File I.D. : 8ST_GALI
 Page : 3

ALL VEHICLES

GALIANO STREET From North				SW 8TH STREET From East				GALIANO STREET From South				SW 8TH STREET From West				Total	
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right		
Date 04/12/18																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/12/18																	
Peak start 17:00				17:00				17:00				17:00					
Volume	0	22	28	14	0	59	862	18	0	56	104	217	0	9	1201	37	
Percent	0%	34%	44%	22%	0%	6%	92%	2%	0%	15%	28%	58%	0%	1%	96%	3%	
Pk total	64			939				377				1247					
Highest	17:00				17:30				17:00				17:45				
Volume	0	6	10	5	0	17	228	3	0	18	30	60	0	4	331	14	
Hi total	21			248				108				349					
PHF	.76			.95				.87				.89					



SW 8TH STREET & GALIANO STREET
 CORAL GABLES, FLORIDA
 COUNTED BY: WILLIAN DE LUNA VARGAS
 SIGNALIZED

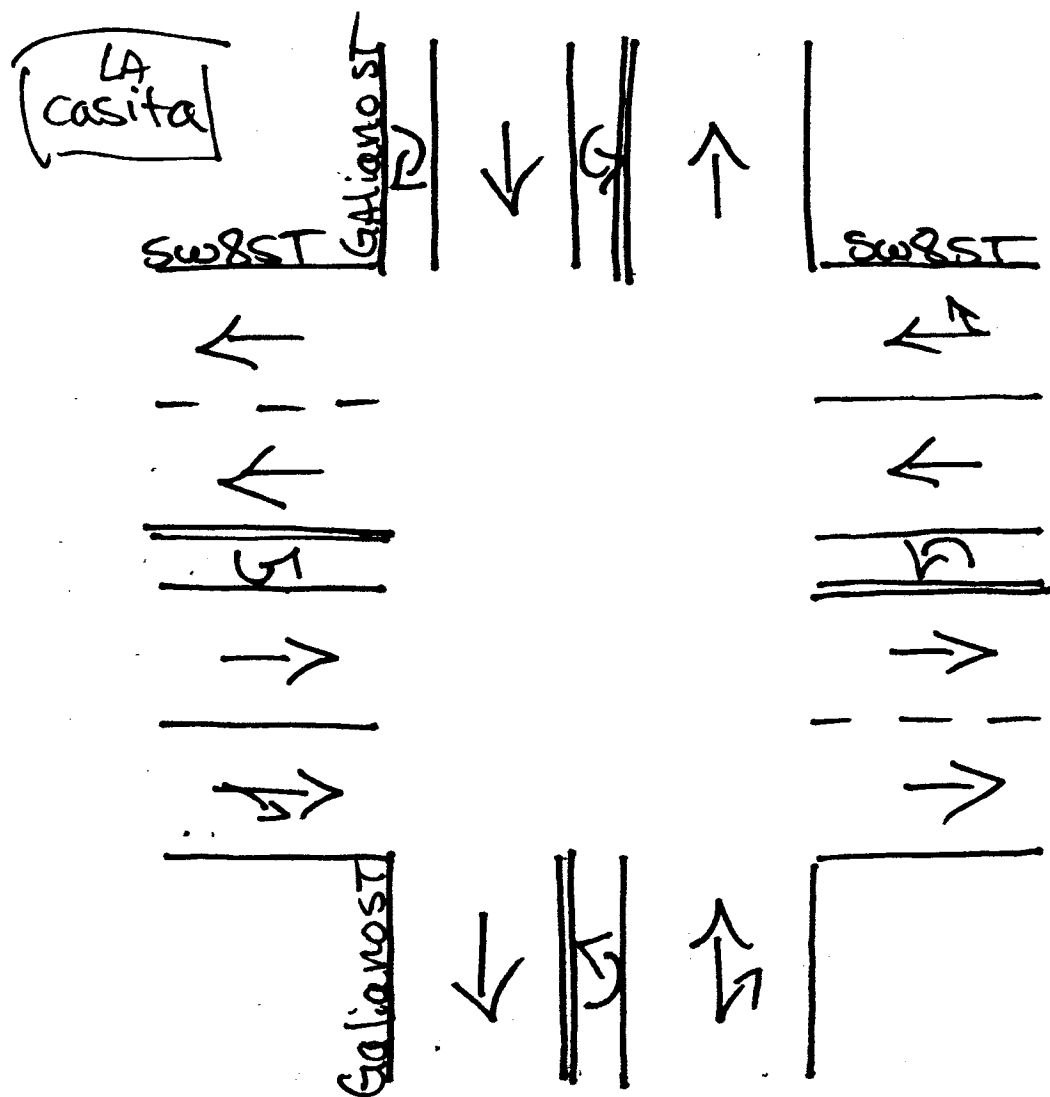
TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00180062
 Start Date: 04/12/18
 File I.D. : 8ST_GALI
 Page : 1

PEDESTRIANS & BIKES

Date	GALIANO STREET From North				SW 8TH STREET From East				GALIANO STREET From South				SW 8TH STREET From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
04/12/18																	
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15	0	2	0	5	0	0	0	0	0	0	0	2	0	0	0	0	9
07:30	0	0	0	2	0	0	0	3	0	1	0	0	0	0	0	0	6
07:45	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	1	4
Hr Total	0	2	0	9	0	0	0	4	0	2	0	2	0	0	0	1	20
08:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	3
08:30	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	3
08:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
Hr Total	0	0	0	4	0	1	0	0	0	1	0	1	0	1	0	2	10
* BREAK *																	
16:00	0	1	0	2	0	0	0	1	0	0	0	2	0	0	0	0	6
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	4	0	1	0	2	0	0	0	3	10
16:45	0	1	0	0	0	0	0	1	0	4	0	0	0	0	0	0	6
Hr Total	0	2	0	2	0	0	0	6	0	5	0	4	0	0	0	3	22
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:15	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	1	5
17:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
Hr Total	0	2	0	1	0	1	0	0	0	3	0	2	0	0	0	1	10
TOTAL	0	6	0	16	0	2	0	10	0	11	0	9	0	1	0	7	62

North



Coral Gables, Florida

April 19, 2016

drawn by: Luis Palomino

signalized

L.P.
4.12.18

SW 8TH STREET & SW 37TH AVENUE
 CORAL GABLES, FLORIDA
 COUNTED BY: S. PALOMINO & S. SALVO
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00180062
 Start Date: 04/12/18
 File I.D. : 8ST37AVE
 Page : 1

ALL VEHICLES

Date	SW 37TH AVENUE From North				SW 8TH STREET From East				SW 37TH AVENUE From South				SW 8TH STREET From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
04/12/18																	
07:00	0	30	121	7	0	26	173	10	0	33	126	16	0	16	270	23	851
07:15	0	23	141	9	0	25	253	14	0	31	114	8	0	13	241	30	902
07:30	0	26	150	3	0	24	246	18	1	29	143	16	0	25	267	33	981
07:45	0	31	141	5	0	44	256	11	0	30	132	13	0	29	291	32	1015
Hr Total	0	110	553	24	0	119	928	53	1	123	515	53	0	83	1069	118	3749
08:00	0	26	138	4	0	36	257	6	0	29	133	13	0	40	264	25	971
08:15	0	18	148	6	0	43	282	10	0	31	140	14	0	23	270	32	1017
08:30	0	26	152	9	1	62	296	13	0	35	149	19	0	36	227	30	1055
08:45	0	25	172	8	0	67	277	17	0	34	135	17	0	28	207	28	1015
Hr Total	0	95	610	27	1	208	1112	46	0	129	557	63	0	127	968	115	4058
* BREAK *																	
16:00	0	23	137	5	0	23	194	15	0	26	91	12	0	34	235	32	827
16:15	0	26	131	5	0	31	199	17	0	28	101	6	0	57	260	33	894
16:30	0	27	154	9	0	40	240	17	1	21	99	12	0	35	252	45	952
16:45	0	25	146	8	0	35	206	13	0	22	151	14	0	39	247	25	931
Hr Total	0	101	568	27	0	129	839	62	1	97	442	44	0	165	994	135	3604
17:00	0	23	139	4	0	30	180	7	0	21	165	14	0	57	258	47	945
17:15	0	29	175	4	0	41	217	9	0	15	167	18	0	40	282	37	1034
17:30	0	26	144	15	0	38	198	17	0	18	167	18	0	47	264	22	974
17:45	0	22	143	13	0	54	203	15	0	24	164	15	0	39	293	47	1032
Hr Total	0	100	601	36	0	163	798	48	0	78	663	65	0	183	1097	153	3985
TOTAL	0	406	2332	114	1	619	3677	209	2	427	2177	225	0	558	4128	521	15396

SW 8TH STREET & SW 37TH AVENUE
 CORAL GABLES, FLORIDA
 COUNTED BY: S. PALOMINO & S. SALVO
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00180062
 Start Date: 04/12/18
 File I.D. : 8ST37AVE
 Page : 2

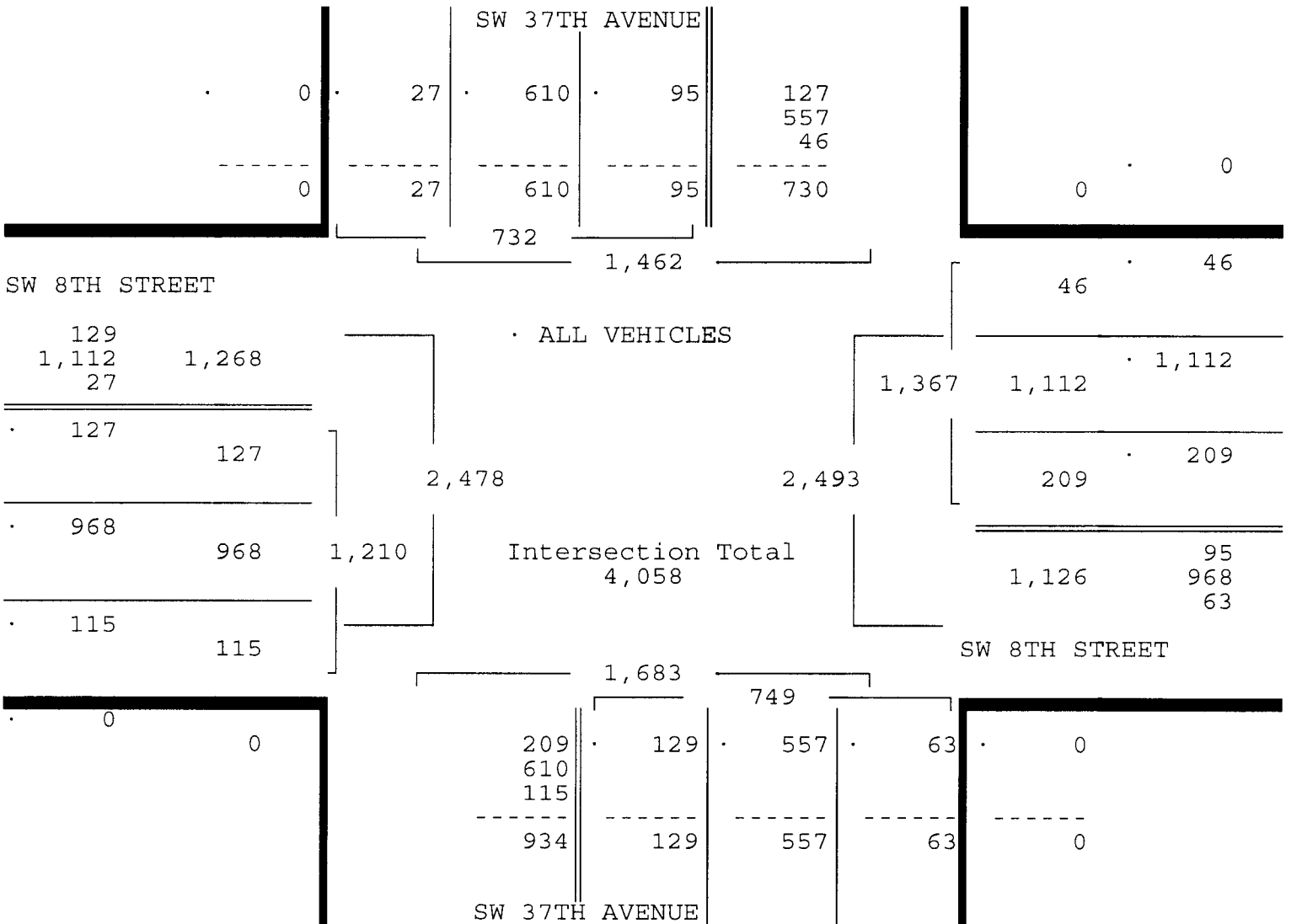
ALL VEHICLES

SW 37TH AVENUE From North				SW 8TH STREET From East				SW 37TH AVENUE From South				SW 8TH STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 04/12/18

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 04/12/18

Peak start	08:00				08:00				08:00							
Volume	0	95	610	27	1	208	1112	46	0	129	557	63	0	127	968	115
Percent	0%	13%	83%	4%	0%	15%	81%	3%	0%	17%	74%	8%	0%	10%	80%	10%
Pk total	732				1367				749				1210			
Highest	08:45				08:30				08:30				08:00			
Volume	0	25	172	8	1	62	296	13	0	35	149	19	0	40	264	25
Hi total	205				372				203				329			
PHF	.89				.92				.92				.92			



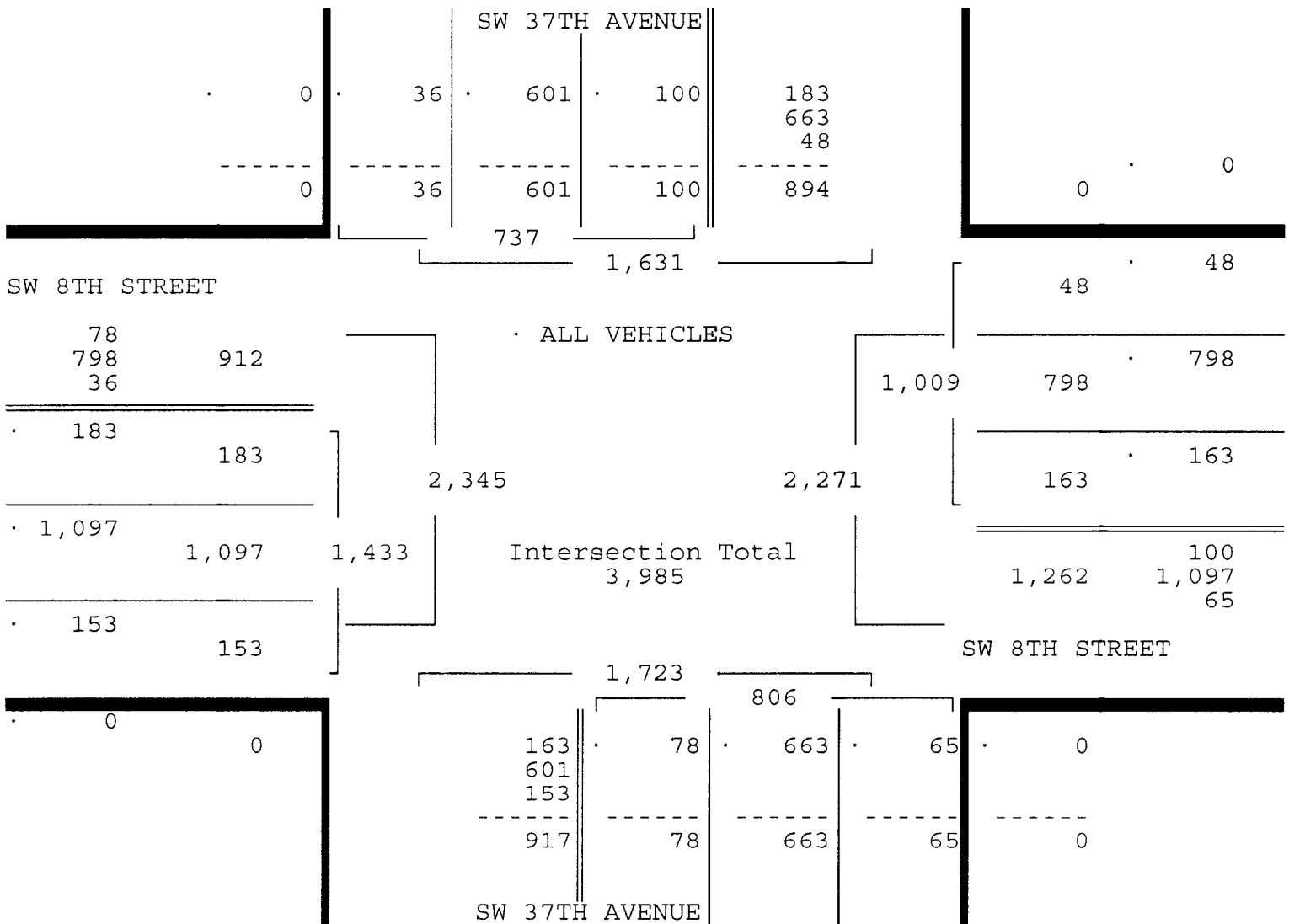
SW 8TH STREET & SW 37TH AVENUE
 CORAL GABLES, FLORIDA
 COUNTED BY: S. PALOMINO & S. SALVO
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00180062
 Start Date: 04/12/18
 File I.D. : 8ST37AVE
 Page : 3

ALL VEHICLES

SW 37TH AVENUE From North				SW 8TH STREET From East				SW 37TH AVENUE From South				SW 8TH STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Date 04/12/18																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/12/18																
Peak start 17:00				17:00				17:00				17:00				
Volume	0	100	601	36	0	163	798	48	0	78	663	65	0	183	1097	153
Percent	0%	14%	82%	5%	0%	16%	79%	5%	0%	10%	82%	8%	0%	13%	77%	11%
Pk total	737			1009				806				1433				
Highest	17:15			17:45				17:30				17:45				
Volume	0	29	175	4	0	54	203	15	0	18	167	18	0	39	293	47
Hi total	208			272				203				379				
PHF	.89			.93				.99				.95				



SW 8TH STREET & SW 37TH AVENUE
 CORAL GABLES, FLORIDA
 COUNTED BY: S. PALOMINO & S. SALVO
 SIGNALIZED

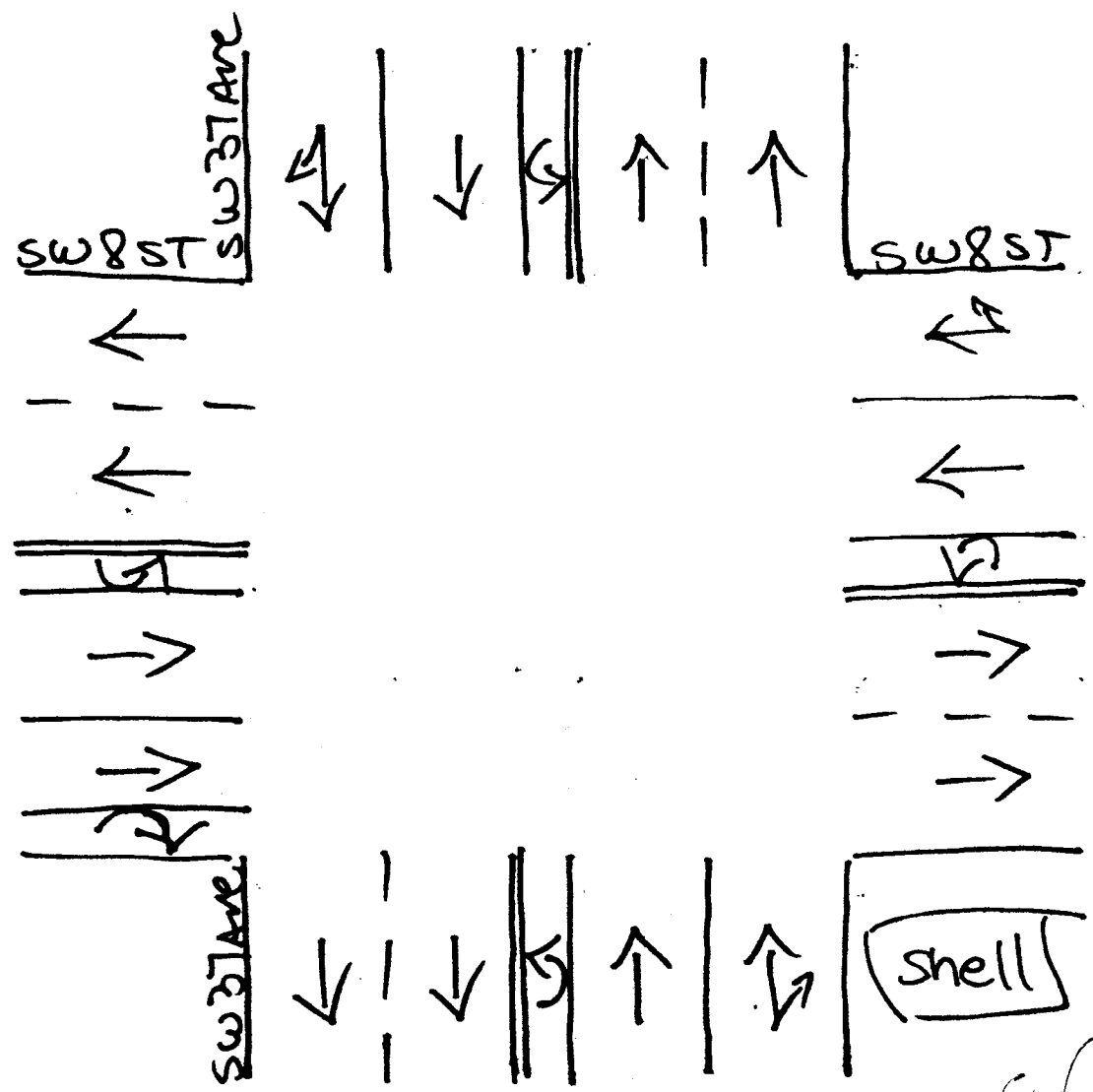
TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00180062
 Start Date: 04/12/18
 File I.D. : 8ST37AVE
 Page : 1

PEDESTRIANS & BIKES

Date	SW 37TH AVENUE From North				SW 8TH STREET From East				SW 37TH AVENUE From South				SW 8TH STREET From West				Total	
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds		
07:00	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
07:15	0	1	0	3	0	0	0	2	0	1	0	3	0	0	0	0	0	10
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:45	0	0	0	1	0	1	0	2	0	0	0	5	0	0	0	2	0	11
Hr Total	0	1	0	6	0	1	0	5	0	1	0	9	0	0	0	2	0	25
08:00	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
08:15	0	0	0	3	0	0	0	2	0	0	0	7	0	0	0	3	0	15
08:30	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4
08:45	0	0	0	2	0	1	0	4	0	0	0	0	0	0	0	0	0	7
Hr Total	0	0	0	6	0	2	0	9	0	0	0	8	0	0	0	3	0	28
* BREAK *																		
16:00	0	0	0	1	0	0	0	2	0	0	0	9	0	0	0	1	0	13
16:15	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0	4
16:30	0	0	0	2	0	0	0	0	0	0	0	2	0	1	0	1	0	6
16:45	0	1	0	3	0	1	0	3	0	0	0	4	0	3	0	1	0	16
Hr Total	0	1	0	7	0	1	0	5	0	1	0	17	0	4	0	3	0	39
17:00	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	2	0	7
17:15	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	3	0	7
17:30	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	1	0	5
17:45	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	1	0	6
Hr Total	0	0	0	5	0	1	0	2	0	0	0	4	0	6	0	7	0	25
TOTAL	0	2	0	24	0	5	0	21	0	2	0	38	0	10	0	15	0	117

North ↑



Coral Gables, Florida *LP*
 April 19, 2016 4-12-18
 drawn by: Luis Palomino
 signalized

SW 12TH STREET & SW 37TH AVENUE
 CORAL GABLES, FLORIDA
 COUNTED BY: RALPH MARTINEZ
 SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00180062
 Start Date: 04/12/18
 File I.D. : 12ST37AV
 Page : 3

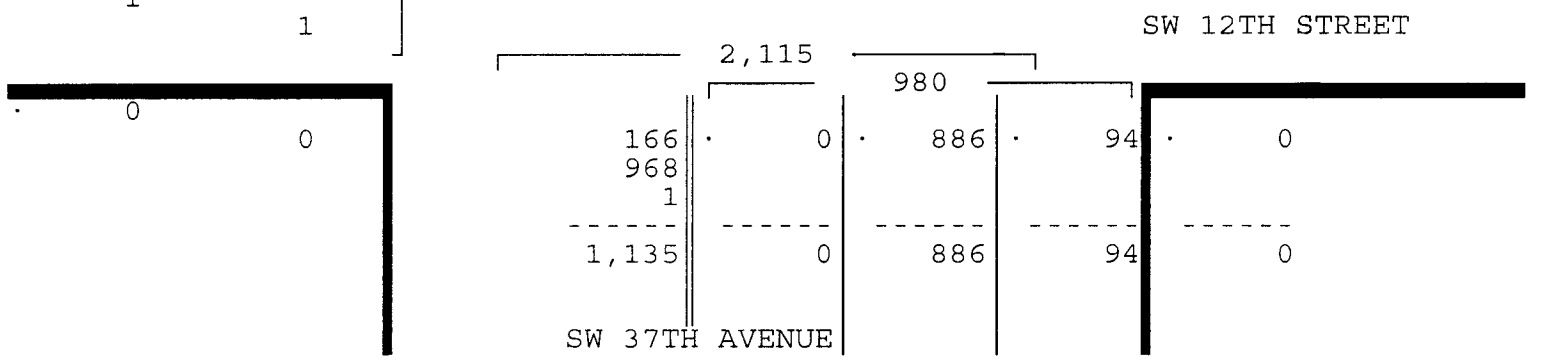
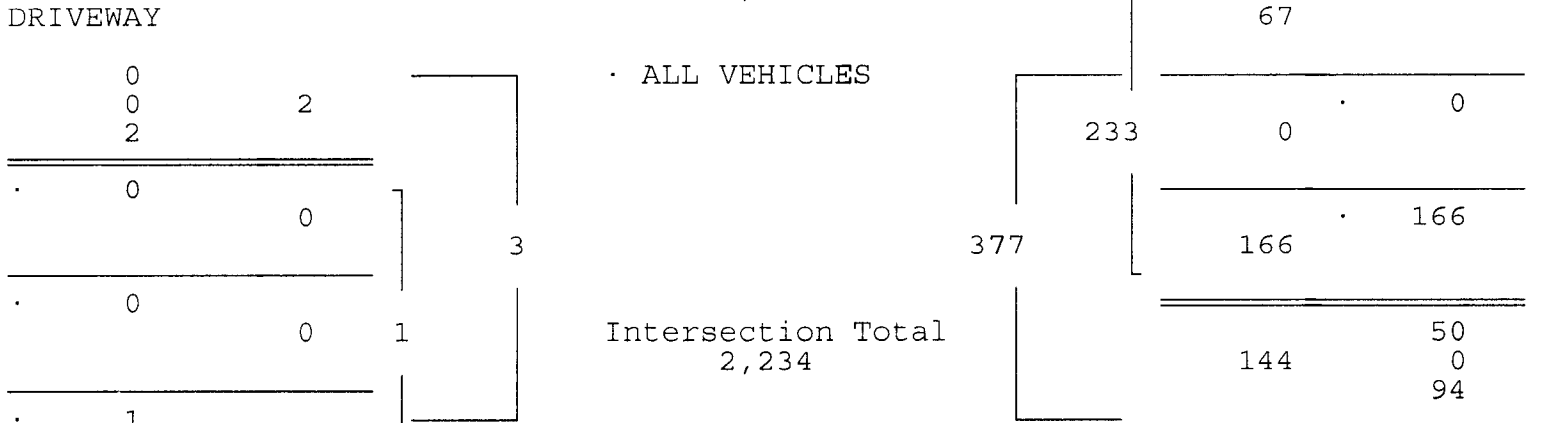
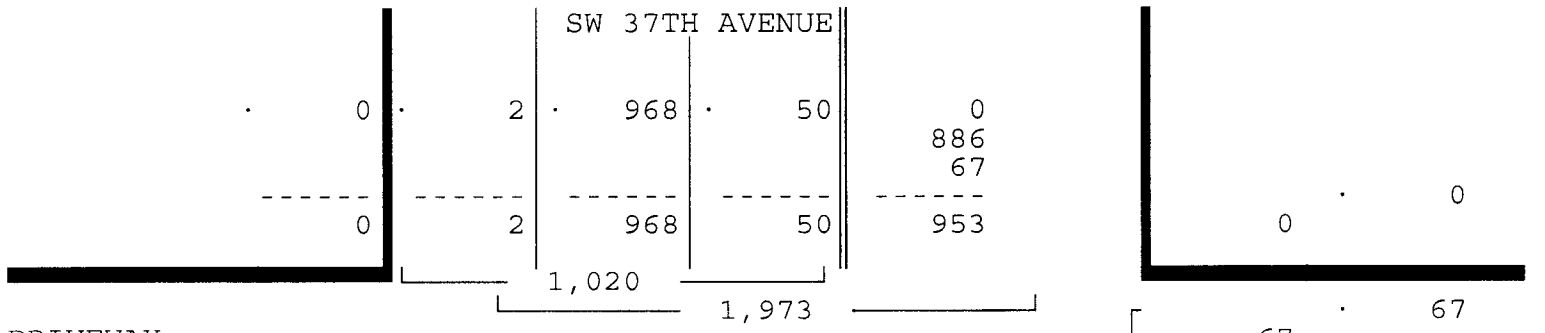
ALL VEHICLES

SW 37TH AVENUE From North				SW 12TH STREET From East				SW 37TH AVENUE From South				DRIVEWAY From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 04/12/18

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 04/12/18

Peak start 17:00				17:00				17:00				17:00				Total
Volume	2	48	968	2	0	166	0	67	0	0	886	94	0	0	0	
Percent	0%	5%	95%	0%	0%	71%	0%	29%	0%	0%	90%	10%	0%	0%	0%	100%
Pk total	1020			233			980				1					
Highest	17:15			17:15			17:00				17:45					
Volume	0	10	268	0	0	47	0	15	0	0	230	28	0	0	0	1
Hi total	278			62			258				1					
PHF	.92			.94			.95				.25					



SW 12TH STREET & SW 37TH AVENUE
 CORAL GABLES, FLORIDA
 COUNTED BY: RALPH MARTINEZ
 SIGNALIZED

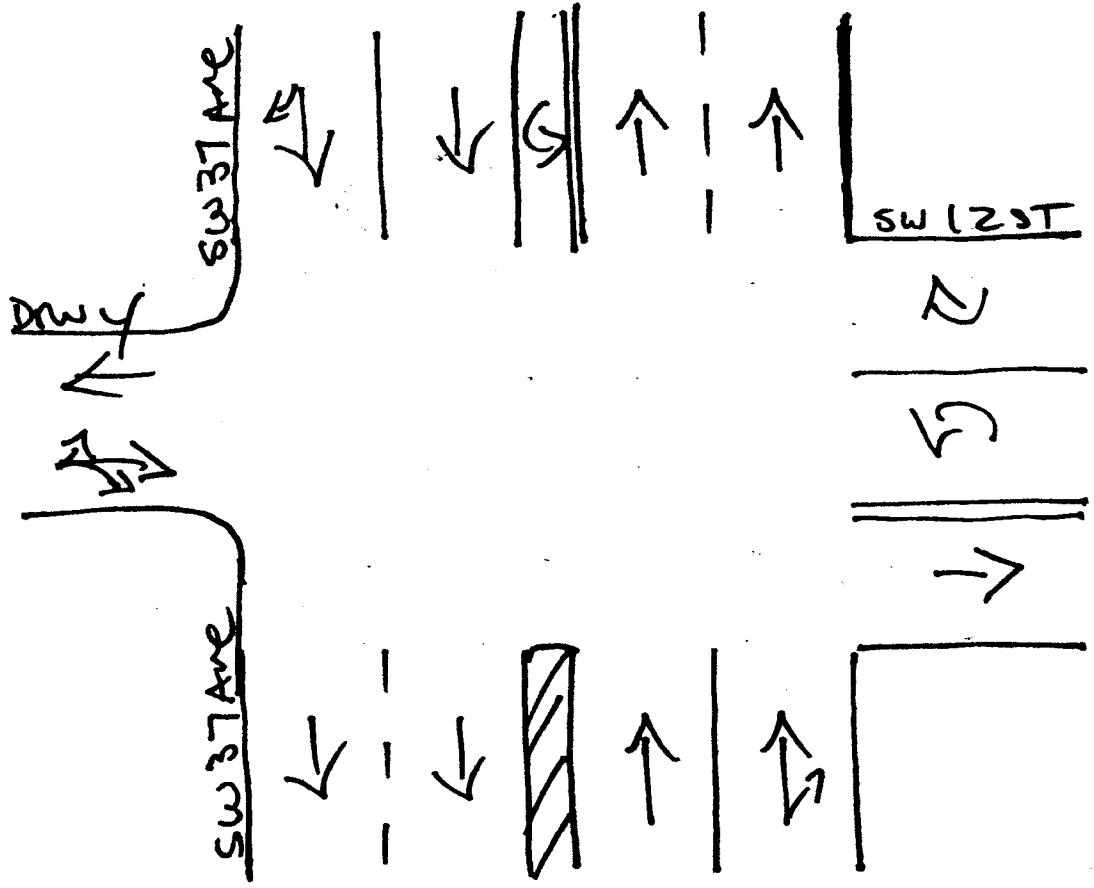
TRAFFIC SURVEY SPECIALISTS, INC.
 85 SE 4TH AVENUE, UNIT 109
 DELRAY BEACH, FLORIDA
 PHONE (561)272-3255

Site Code : 00180062
 Start Date: 04/12/18
 File I.D. : 12ST37AV
 Page : 1

PEDESTRIANS & BIKES

Date	SW 37TH AVENUE From North				SW 12TH STREET From East				SW 37TH AVENUE From South				DRIVEWAY From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
04/12/18	-----																
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	1	0	0	0	0	0	0	0	1	0	0	2
07:30	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	3	7
07:45	0	0	0	3	0	1	0	3	0	0	0	0	0	0	0	3	10
Hr Total	0	0	0	4	0	2	0	6	0	0	0	0	0	1	0	6	19
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	2	2
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	1	0	0	1
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	5
* BREAK *																	
16:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	3
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
16:45	0	1	0	0	0	2	0	1	0	1	0	0	0	0	0	0	5
Hr Total	0	1	0	0	0	3	0	1	0	1	0	1	0	0	0	4	11
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	4
17:15	0	1	0	3	0	2	0	2	0	0	0	0	0	0	0	0	8
17:30	0	0	0	4	0	0	0	2	0	0	0	3	0	0	0	0	9
17:45	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	4
Hr Total	0	2	0	7	0	2	0	7	0	0	0	3	0	1	0	3	25
TOTAL	0	3	0	11	0	7	0	14	0	1	0	4	0	3	0	17	60

North ↑



Coral Gables, Florida

April 19, 2016

drawn by: Luis Palomino

signalized

LP
4-12-18

TURNING MOVEMENT COUNTS

Project Name: Ofizzina
Location: Antilla Avenue & East of Ponce de Leon Boulevard
Observer: Traffic Survey Specialists, Inc.

Project Number: 14135
Count Date: 9/24/2014
Day of Week: Wednesday

TIME INTERVAL		Ponce de Leon Boulevard								Antilla Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	0	14	0	14	0	1	1	2	0	0	1	1	0	2	0	2	19
07:15 AM	07:30 AM	0	19	0	19	0	4	1	5	0	1	0	1	0	6	0	6	31
07:30 AM	07:45 AM	1	27	3	31	1	5	2	8	0	1	0	1	0	7	0	7	47
07:45 AM	08:00 AM	2	34	3	39	0	4	3	7	2	4	0	6	1	4	0	5	57
08:00 AM	08:15 AM	3	32	1	36	0	10	1	11	1	1	0	2	0	4	0	4	53
08:15 AM	08:30 AM	0	31	6	37	0	7	6	13	0	2	0	2	0	5	1	6	58
08:30 AM	08:45 AM	1	43	1	45	0	8	3	11	0	1	0	1	0	9	1	10	67
08:45 AM	09:00 AM	0	24	0	24	1	11	5	17	3	2	0	5	2	6	2	10	56

AM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Ponce de Leon Boulevard								Antilla Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	09:00 AM	4	113	7	124	1	25	11	37	3	6	1	10	2	22	2	25	173
PEAK HOUR FACTOR		0.87				0.81				0.46				0.63				0.88

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.01

TURNING MOVEMENT COUNTS

Project Name: Ofizzina
Location: Antilla Avenue & East of Ponce de Leon Boulevard
Observer: Traffic Survey Specialists, Inc.

Project Number: 14135
Count Date: 9/24/2014
Day of Week: Wednesday

TIME INTERVAL		Ponce de Leon Boulevard								Antilla Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	3	21	3	27	0	10	6	16	1	3	0	4	0	3	1	4	51
04:15 PM	04:30 PM	5	16	3	24	0	10	10	20	0	2	0	2	0	2	1	3	49
04:30 PM	04:45 PM	0	21	0	21	1	7	6	14	1	0	0	1	0	6	1	7	43
04:45 PM	05:00 PM	2	17	1	20	2	11	5	18	1	1	0	2	0	4	0	4	44
05:00 PM	05:15 PM	1	14	5	20	0	31	17	48	0	0	0	0	1	11	0	12	80
05:15 PM	05:30 PM	2	27	3	32	0	24	16	40	3	2	0	5	0	8	1	9	86
05:30 PM	05:45 PM	2	25	3	30	2	29	17	48	0	1	0	1	0	17	0	17	96
05:45 PM	06:00 PM	3	26	3	32	1	32	10	43	0	2	1	3	2	16	1	19	97

PM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Ponce de Leon Boulevard								Antilla Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	06:00 PM	9	84	11	104	3	78	44	125	3	6	1	9	2	34	3	38	240
PEAK HOUR FACTOR		0.89				0.93				0.45				0.75				0.93

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.01

Traffic Survey Specialists, Inc.

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

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

Site Code : 00140201
Start Date: 09/24/14
File I.D. : ANTIEPDL
Page : 1

ALL VEHICLES

Date	EAST PONCE DE LEON BLVD From North				ANTILLA AVENUE From East				EAST PONCE DE LEON BLVD From South				ANTILLA AVENUE From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
09/24/14																	
07:00	0	0	1	1	0	0	2	0	0	0	14	0	0	0	0	1	19
07:15	0	0	4	1	0	0	6	0	0	0	19	0	0	0	1	0	31
07:30	0	1	5	2	0	0	7	0	0	1	27	3	0	0	1	0	47
07:45	0	0	4	3	0	1	4	0	0	2	34	3	0	2	4	0	57
Hr Total	0	1	14	7	0	1	19	0	0	3	94	6	0	2	6	1	154
08:00	0	0	10	1	0	0	4	0	0	3	32	1	0	1	1	0	53
08:15	0	0	7	6	0	0	5	1	0	0	31	6	0	0	2	0	58
08:30	0	0	8	3	0	0	9	1	0	1	43	1	0	0	1	0	67
08:45	0	1	11	5	0	2	6	2	0	0	24	0	0	3	2	0	56
Hr Total	0	1	36	15	0	2	24	4	0	4	130	8	0	4	6	0	234
* BREAK *																	
16:00	0	0	10	6	0	0	3	1	0	3	21	3	0	1	3	0	51
16:15	0	0	10	10	0	0	2	1	0	5	16	3	0	0	2	0	49
16:30	0	1	7	6	0	0	6	1	0	0	21	0	0	1	0	0	43
16:45	0	2	11	5	0	0	4	0	0	2	17	1	0	1	1	0	44
Hr Total	0	3	38	27	0	0	15	3	0	10	75	7	0	3	6	0	187
17:00	0	0	31	17	0	1	11	0	0	1	14	5	0	0	0	0	80
17:15	0	0	24	16	0	0	8	1	0	2	27	3	0	3	2	0	86
17:30	0	2	29	17	0	0	17	0	0	2	25	3	0	0	1	0	96
17:45	0	1	32	10	0	2	16	1	0	3	26	3	0	0	2	1	97
Hr Total	0	3	116	60	0	3	52	2	0	8	92	14	0	3	5	1	359
TOTAL	0	8	204	109	0	6	110	9	0	25	391	35	0	12	23	2	934

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

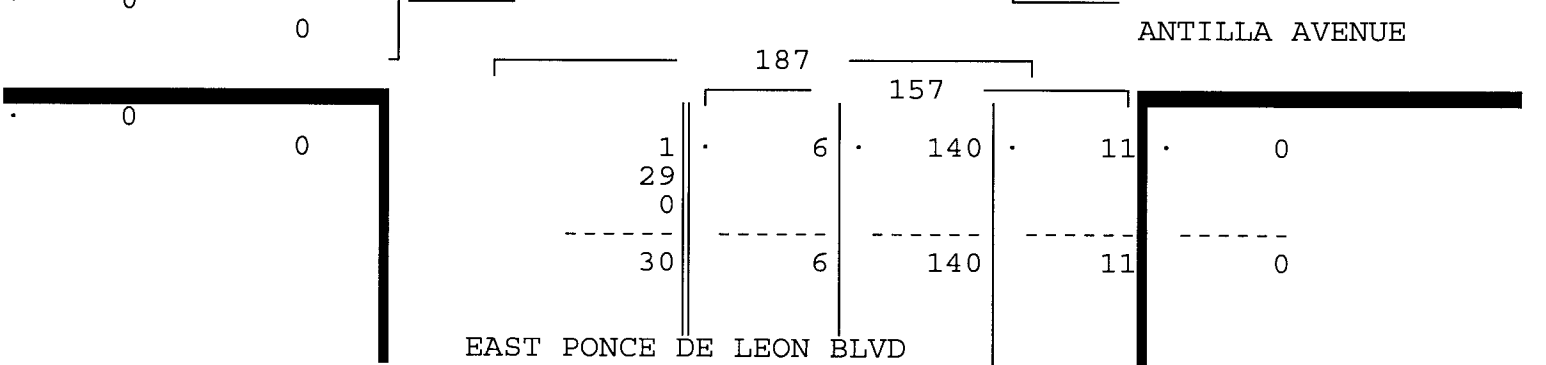
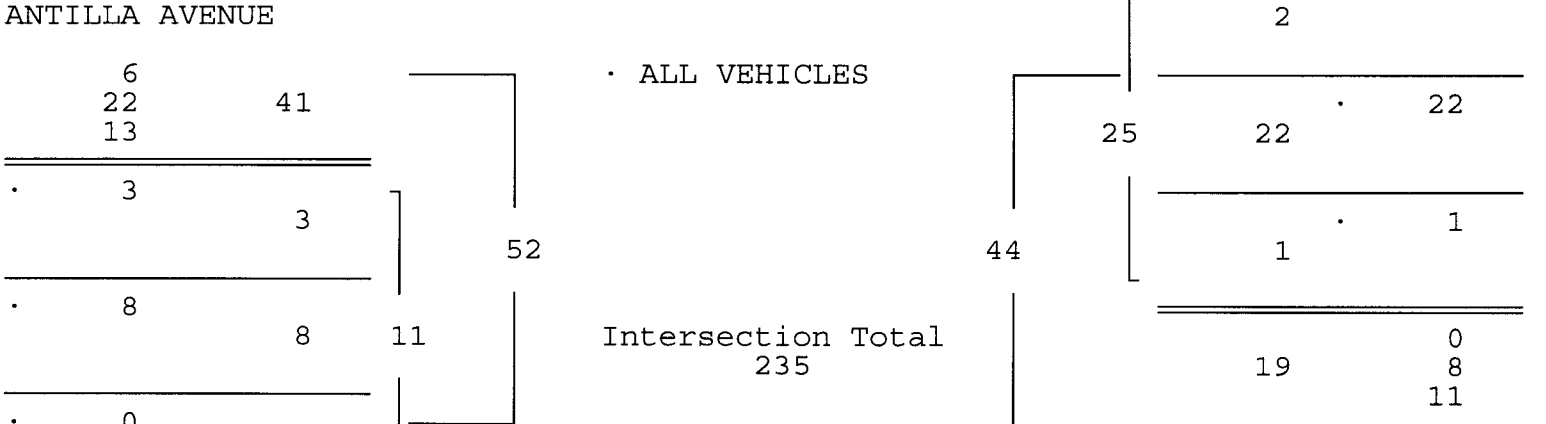
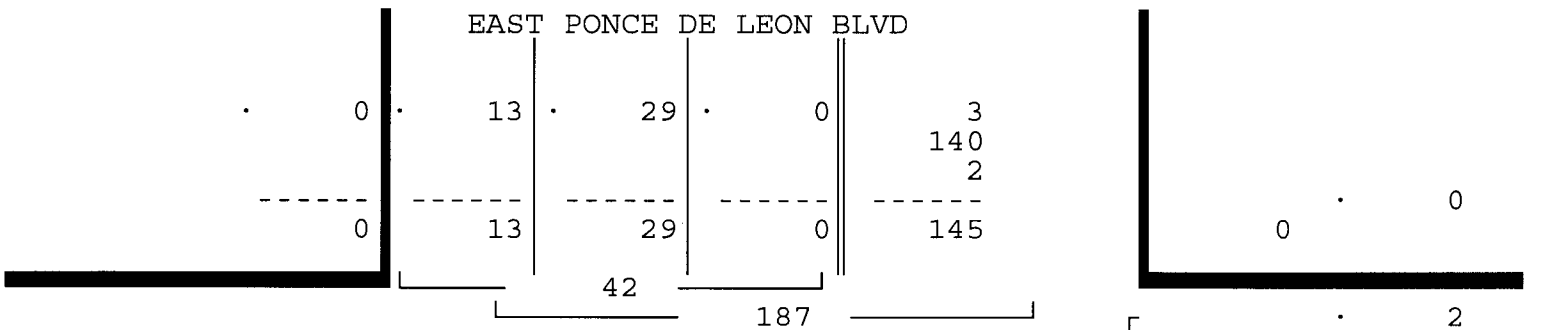
ALL VEHICLES

EAST PONCE DE LEON BLVD From North				ANTILLA AVENUE From East				EAST PONCE DE LEON BLVD From South				ANTILLA AVENUE From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 09/24/14

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 09/24/14

Peak start	07:45				07:45				07:45				07:45			
Volume	0	0	29	13	0	1	22	2	0	6	140	11	0	3	8	0
Percent	0%	0%	69%	31%	0%	4%	88%	8%	0%	4%	89%	7%	0%	27%	73%	0%
Pk total	42				25				157				11			
Highest	08:15				08:30				08:30				07:45			
Volume	0	0	7	6	0	0	9	1	0	1	43	1	0	2	4	0
Hi total	13				10				45				6			
PHF	.81				.62				.87				.46			



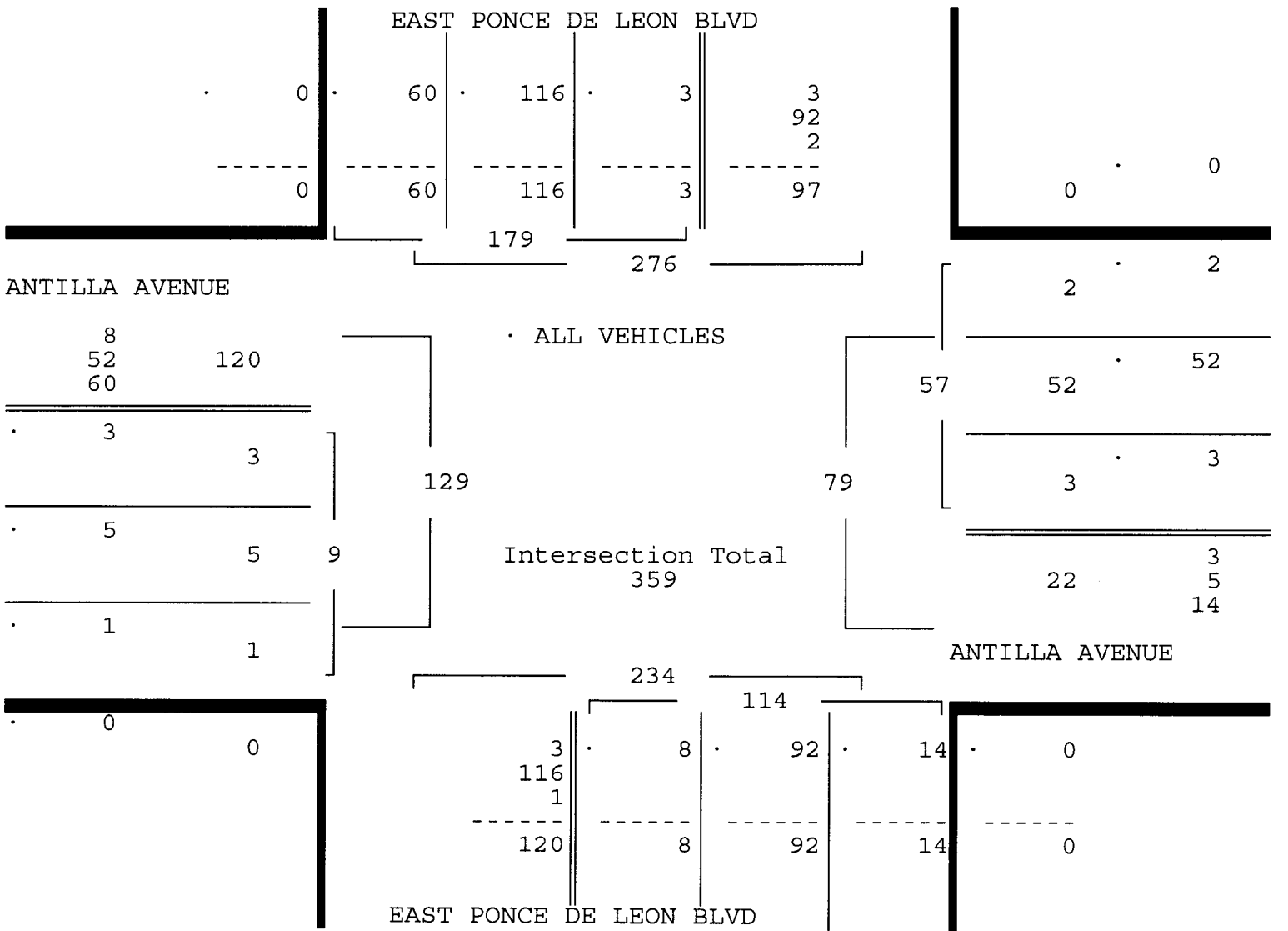
ANTILLA AVENUE & EAST PONCE DE LEON
 BOULEVARD, CORAL GABLES, FLORIDA
 COUNTED BY: AMBER PALOMINO
 NOT SIGNALIZED

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

Site Code : 00140201
 Start Date: 09/24/14
 File I.D. : ANTIEPDL
 Page : 3

ALL VEHICLES

Date	EAST PONCE DE LEON BLVD From North				ANTILLA AVENUE From East				EAST PONCE DE LEON BLVD From South				ANTILLA AVENUE From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
09/24/14	Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 09/24/14																
Peak start 17:00					17:00				17:00				17:00				
Volume	0	3	116	60	0	3	52	2	0	8	92	14	0	3	5	1	
Percent	0%	2%	65%	34%	0%	5%	91%	4%	0%	7%	81%	12%	0%	33%	56%	11%	
Pk total	179				57				114				9				
Highest	17:00				17:45				17:15				17:15				
Volume	0	0	31	17	0	2	16	1	0	2	27	3	0	3	2	0	
Hi total	48				19				32				5				
PHF	.93				.75				.89				.45				



Traffic Survey Specialists, Inc.

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

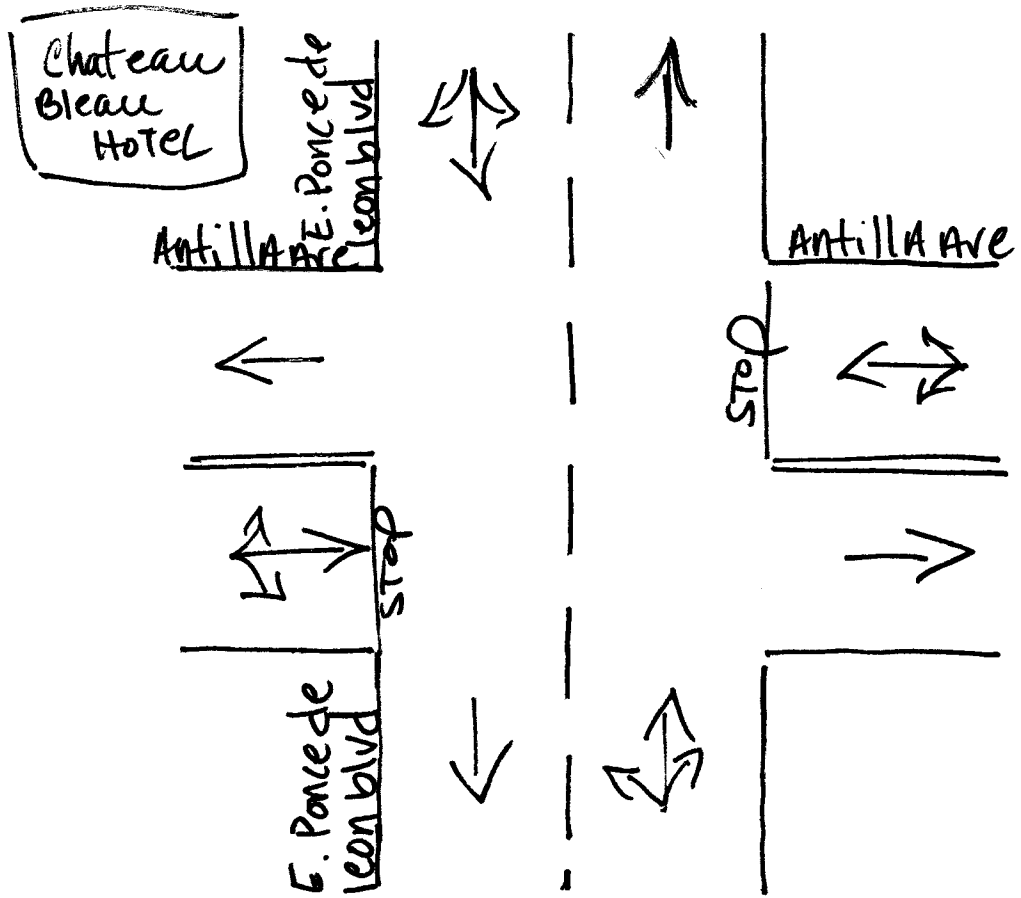
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140201
Start Date: 09/24/14
File I.D. : ANTIEPDL
Page : 1

PEDESTRIANS

Date	EAST PONCE DE LEON BLVD From North				ANTILLA AVENUE From East				EAST PONCE DE LEON BLVD From South				ANTILLA AVENUE From West				Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
09/24/14																	
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	1	1
07:30	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	6
07:45	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
Hr Total	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	3	10
08:00	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	6
08:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
08:30	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	2	7
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	10	0	0	0	2	0	0	0	2	16
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
16:15	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	4
16:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:45	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3
Hr Total	0	0	0	2	0	0	0	5	0	0	0	1	0	0	0	5	13
17:00	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	5
17:15	0	0	0	3	0	0	0	1	0	0	0	2	0	0	0	2	8
17:30	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	5	0	0	0	9	0	0	0	2	0	0	0	2	18
TOTAL	0	0	0	13	0	0	0	27	0	0	0	5	0	0	0	12	57

↑
North



Coral Gables, Florida
September 24, 2014
drawn by: Luis Palomino
NOT signalized

Signal Timings









TOD Schedule Report
for 2625: Ponce De Leon Blvd&SW 8 St

Print Date:
11/20/2017

Print Time:
3:12 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
2625	Ponce De Leon Blvd&SW 8 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>	<u>Don't Walk</u>	<u>Min Initial</u>	<u>Veh Ext</u>	<u>Max Limit</u>	<u>Max 2</u>	<u>Yellow</u>	<u>Red</u>																												
									<u>Phase Bank</u>																											
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3																					
1 EBL	0	-	0	-	0	-	0	-	0	5	-	5	-	5	2	-	2	-	2	7	-	7	-	7	15	-	15	-	15	4	2					
2 WBT	7	-	7	-	7	-	7	-	7	23	-	23	-	23	7	-	7	-	7	2.5	-	2.5	-	2.5	40	-	40	-	40	0	-	40	-	40	4	2.7
3 SBL	0	-	0	-	0	-	0	-	0	5	-	5	-	5	2	-	2	-	2	7	-	7	-	7	16	-	16	-	16	3.7	2					
4 NBT	7	-	7	-	7	-	7	-	7	12	-	12	-	12	7	-	7	-	7	2.5	-	2.5	-	2.5	20	-	20	-	20	45	-	40	-	40	4	2.4
5 WBL	0	-	0	-	0	-	0	-	0	5	-	5	-	5	2	-	2	-	2	7	-	7	-	7	15	-	15	-	15	4	2					
6 EBT	7	-	7	-	7	-	7	-	7	23	-	23	-	23	7	-	7	-	7	2.5	-	2.5	-	2.5	40	-	40	-	40	0	-	40	-	40	4	2.7
7 NBL	0	-	0	-	0	-	0	-	0	5	-	5	-	5	2	-	2	-	2	7	-	7	-	7	16	-	16	-	16	3.7	2					
8 SBT	7	-	7	-	7	-	7	-	7	12	-	12	-	12	7	-	7	-	7	2.5	-	2.5	-	2.5	20	-	20	-	20	45	-	40	-	40	4	2.4

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

TOD Schedule Report
for 2625: Ponce De Leon Blvd&SW 8 St

Print Date:
11/20/2017

Print Time:
3:12 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT		
4		180	14	98	6	37	9	103	8	35	0	111
5		130	8	66	8	23	8	66	8	23	0	92
6		130	8	66	8	23	8	66	8	23	0	92
7		120	8	57	8	22	8	57	8	22	0	69
8		120	7	61	7	20	7	61	7	20	0	43
9		120	7	61	7	20	7	61	7	20	0	83
11		180	8	100	7	39	8	100	8	39	0	0
13		120	6	63	6	20	6	63	6	20	0	41
14		110	7	52	7	19	7	52	7	19	0	14
15		110	7	52	7	19	7	52	7	19	0	14
18		130	8	65	9	23	8	65	9	23	0	50
19		130	8	65	9	23	8	65	9	23	0	50
20		140	8	75	9	23	8	75	9	23	0	54
21		150	8	83	9	25	8	83	9	25	0	145
22		130	8	65	9	23	8	65	9	23	0	8

Local TOD Schedule		
Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	4	M T W Th F
0830	19	Su S
0930	6	M T W Th F
1130	7	M T W Th F
1130	20	Su S
1345	9	M T W Th F
1500	11	M T W Th F
1530	21	Su S
2000	13	M T W Th F
2030	22	Su S
2100	15	M T W Th F

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

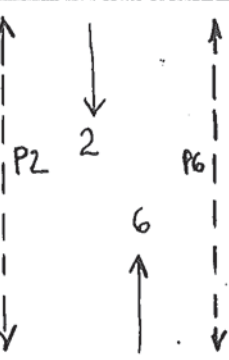
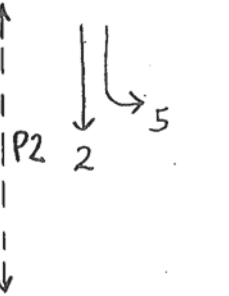
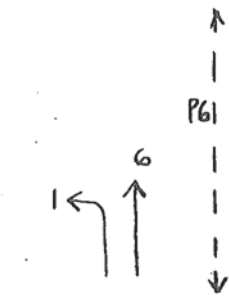
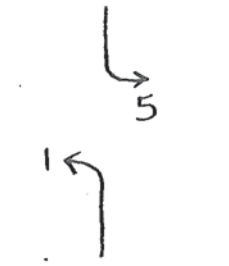
Local Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S

- | * 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

SIGNAL OPERATING PLAN

		SIGNAL HEAD NUMBER								IN ←			
PHASE	INT	1	2	3	4	5	6	7	8	P2	P4	P6	P8
φ 1+5 E/W LT's SW 8ST (ACTUATED)	R/W	R	R	R	R	R	R	R	R	DW	DW	DW	DW
	PED. CL												
	TO	1+6	R	R	R	R	R	R	R	DW	DW	DW	DW
	TO	2+5	R	R	R	R	R	R	R	DW	DW	DW	DW
	TO	2+6	R	R	R	R	R	R	R	DW	DW	DW	DW
CLEAR													
φ 1+6 EB (ACTUATED)	R/W	G	R	R	R	G	R	R	R	DW	DW	W	DW
	PED. CL	G	R	R	R	G	R	R	R	DW	DW	FD	DW
	TO	2+6	R	R	R	R	G	R	R	DW	DW	DW	DW
	TO												
	TO												
CLEAR													
φ 2+5 WB (ACTUATED)	R/W	R	G	R	R	G	R	R	R	W	DW	DW	DW
	PED. CL	R	G	R	R	G	R	R	R	FD	DW	DW	DW
	TO	2+6	R	G	R	R	G	R	R	DW	DW	DW	DW
	TO												
	TO												
CLEAR													
φ 2+6 E/W (RECALL)	R/W	G	G	R	R	G	G	R	R	W	DW	W	DW
	PED. CL	G	G	R	R	G	G	R	R	FD	DW	FD	DW
	TO	3+7	Y	Y	R	R	Y	Y	R	R	DW	DW	DW
	TO	3+8	Y	Y	R	R	Y	Y	R	R	DW	DW	DW
	TO	4+7	Y	Y	R	R	Y	Y	R	R	DW	DW	DW
TO	4+8	Y	Y	R	R	Y	Y	R	R	DW	DW	DW	
CLEAR													



Drawn
H. HERNANDEZ

Date
10/6/99

**MIAMI-DADE COUNTY
DEPARTMENT OF PUBLIC WORKS**

ASSET NO. 2625

Check
F. PRATS

Date
10/29/99

PONCE DE LEON BLVD & SW 8 ST

Division Engineer

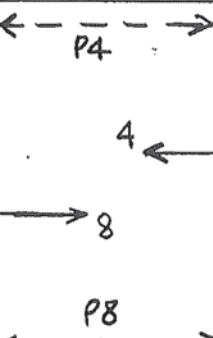
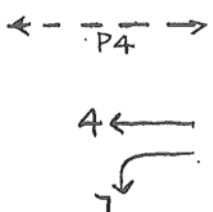
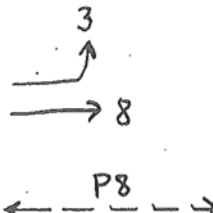
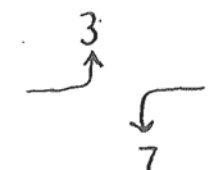
Date

Page 1 of 2

Placed in Service	Phasing Number
Date: 10/29/99 By:	4

SIGNAL OPERATING PLAN

		SIGNAL HEAD NUMBER								N ←					
PHASE	INT	1	2	3	4	5	6	7	8	P2	P4	P6	P8		
Φ 3+7 N/SLT'S PONCE (ACTUATED)	R/W	R	R	$\frac{R}{2}$	R	R	R	$\frac{R}{2}$	R	DW	DW	DW	DW		
	PED. CL														
	P	3+8	R	R	$\frac{R}{2}$	R	R	R	$\frac{R}{2}$	R	DW	DW	DW	DW	
		4+7	R	R	$\frac{R}{2}$	R	R	R	$\frac{R}{2}$	R	DW	DW	DW	DW	
	CLEAR	4+8	R	R	$\frac{R}{2}$	R	R	R	$\frac{R}{2}$	R	DW	DW	DW	DW	
		1+5	R	R	$\frac{R}{2}$	R	R	R	$\frac{R}{2}$	R	DW	DW	DW	DW	
		1+6	R	R	$\frac{R}{2}$	R	R	R	$\frac{R}{2}$	R	DW	DW	DW	DW	
		$\frac{2+5}{2+6}$	R	R	$\frac{R}{2}$	R	R	R	$\frac{R}{2}$	R	DW	DW	DW	DW	
Φ 3+8 SB (ACTUATED)	R/W	R	R	$\frac{R}{2}$	R	R	R	R	G	DW	DW	DW	W		
	PED. CL	R	R	$\frac{R}{2}$	R	R	R	R	G	DW	DW	DW	F _W		
	TO	4+8	R	R	$\frac{R}{2}$	R	R	R	R	G	DW	DW	DW	DW	
		1+5	R	R	$\frac{R}{2}$	R	R	R	R	Y	DW	DW	DW	DW	
	CLEAR	1+6	R	R	$\frac{R}{2}$	R	R	R	R	Y	DW	DW	DW	DW	
		2+5	R	R	$\frac{R}{2}$	R	R	R	R	Y	DW	DW	DW	DW	
		2+6	R	R	$\frac{R}{2}$	R	R	R	R	Y	DW	DW	DW	DW	
		Φ 4+7 NB (ACTUATED)	R/W	R	R	R	G	R	R	$\frac{R}{2}$	R	DW	W	DW	DW
PED. CL	R		R	R	G	R	R	$\frac{R}{2}$	R	DW	F _W	DW	DW		
TO	4+8		R	R	R	G	R	R	$\frac{R}{2}$	R	DW	DW	DW	DW	
	1+5		R	R	R	Y	R	R	$\frac{R}{2}$	R	DW	DW	DW	DW	
CLEAR	1+6		R	R	R	Y	R	R	$\frac{R}{2}$	R	DW	DW	DW	DW	
	2+5		R	R	R	Y	R	R	$\frac{R}{2}$	R	DW	DW	DW	DW	
	2+6		R	R	R	Y	R	R	$\frac{R}{2}$	R	DW	DW	DW	DW	
	Φ 4+8 N/S (ACTUATED)		R/W	R	R	G	G	R	R	G	G	DW	W	DW	W
PED. CL		R	R	G	G	R	R	G	G	DW	F _W	DW	F _W		
TO		1+5	R	R	Y	Y	R	R	Y	Y	DW	DW	DW	DW	
		1+6	R	R	Y	Y	R	R	Y	Y	DW	DW	DW	DW	
CLEAR		2+5	R	R	Y	Y	R	R	Y	Y	DW	DW	DW	DW	
		2+6	R	R	Y	Y	R	R	Y	Y	DW	DW	DW	DW	
		FLASH. OPER.	→	FY	FY	FR	FR	FY	FY	FR	FR				



Drawn
H. HERNANDEZ

Date
10/6/99

MIAMI-DADE COUNTY
DEPARTMENT OF PUBLIC WORKS

Check
F. PRATS

Date
10/29/99

ASSET NO. 2625

PONCE DE LEON BLVD & SW 8 St

Division Engineer

Date

Page 2 of 2

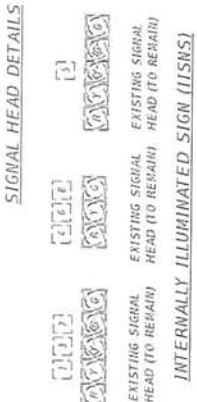
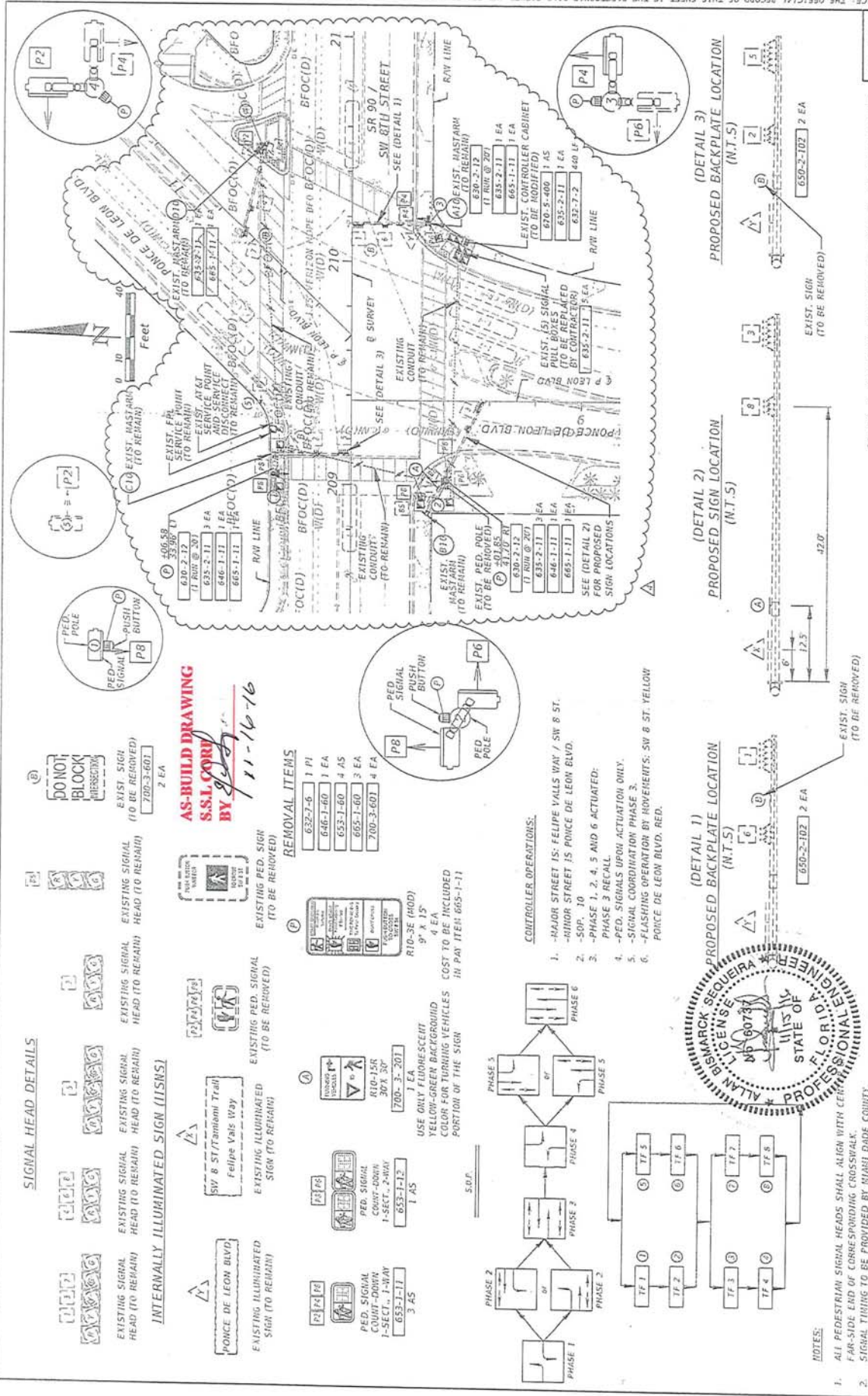
Placed in Service

Phasing Number

Date: 10/29/99

By:

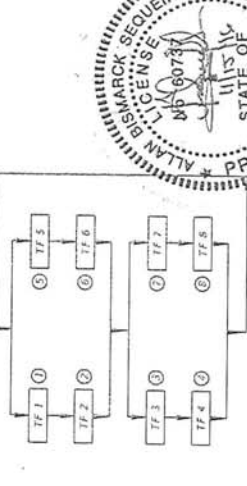
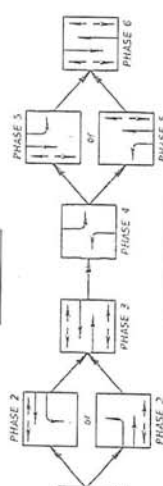
4



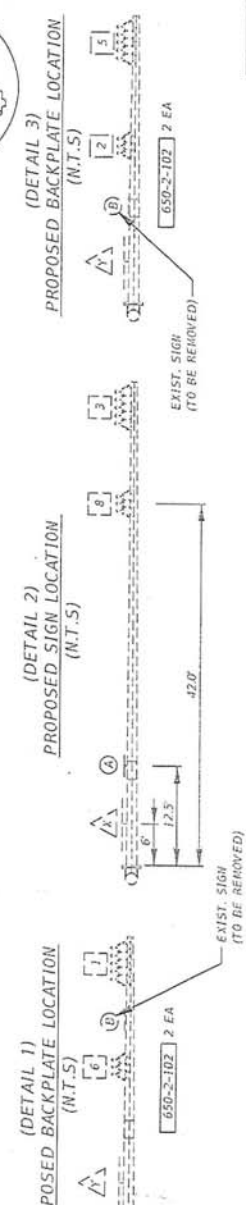
- REMOVAL ITEMS**
- 632-2-6 1 PI
 - 646-1-60 1 EA
 - 653-1-60 4 AS
 - 665-1-60 3 EA
 - 700-3-601 4 EA

R10-3E (MOD)
9' X 15'
4 EA
COST TO BE INCLUDED
IN PAY ITEM 665-1-11

USE ONLY FLUORESCENT
YELLOW-GREEN BACKGROUND
COLOR FOR TURNING VEHICLES
PORTION OF THE SIGN



- NOTES:**
- ALL PEDESTRIAN SIGNAL HEADS SHALL ALIGN WITH CENTERLINE OF CROSSWALK FAR-SIDE END OF CORRESPONDING CROSSWALK.
 - SIGNAL TIMING TO BE PROVIDED BY MIAMI DADE COUNTY.



SR 90 / SW 8TH STREET AT PONCE DE LEON BLVD. ID: 2625

DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION
11/15/2016	REMOVED PROPOSED CONDUIT			

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	PROJECT NO. 4334511-52-01	SHEET NO. T-4
ROAD NO. 90	COUNTY MIAMI-DADE	
ALLAN B. SEQUEIRA, P.E. P.E. License No. 60737 AES ENGINEERING, INC. 15200 S.W. 88th STREET, SUITE 266 MIAMI, FLORIDA 33185 TEL: (305) 330-8817 OFFICE OF ADMINISTRATIVE SERVICES		







TOD Schedule Report
for 4335: Galiano St&SW 8 St

Print Date:
11/20/2017

Print Time:
6:36 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
4335	Galiano St&SW 8 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>	<u>Don't Walk</u>	<u>Min Initial</u>	<u>Veh Ext</u>	<u>Max Limit</u>	<u>Max 2</u>	<u>Yellow</u>	<u>Red</u>																										
									<u>Phase Bank</u>																									
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3																			
1 EBL	0	-	0	0	0	0	5	-	5	-	5	2	-	2	-	2	7	-	7	-	7	20	-	20	-	20	3.7	2						
2 WBT	7	-	7	-	7	-	7	18	-	18	-	18	7	-	7	-	7	1	-	1	-	1	45	-	45	-	45	0	-	95	-	95	4	2
3 -	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	0	0		
4 NBT	7	-	7	-	7	-	7	15	-	15	-	15	7	-	7	-	7	2.5	-	2.5	-	2.5	12	-	12	-	12	46	-	45	-	45	4	2.2
5 WBL	0	-	0	-	0	-	0	0	-	0	-	0	5	-	5	-	5	2	-	2	-	2	7	-	7	-	7	20	-	20	-	20	3.7	2
6 EBT	7	-	7	-	7	-	7	18	-	18	-	18	7	-	7	-	7	1	-	1	-	1	45	-	45	-	45	0	-	95	-	95	4	2
7 -	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	0	0		
8 SBT	7	-	7	-	7	-	7	15	-	15	-	15	7	-	7	-	7	2.5	-	2.5	-	2.5	12	-	12	-	12	46	-	45	-	45	4	2.2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12-456-8
External Permit 0	-2-4-6-8
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

TOD Schedule Report
for 4335: Galiano St&SW 8 St

Print Date:
11/20/2017

Print Time:
6:36 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 EBL	2 WBT	3 -	4 NBT	5 WBL	6 EBT	7 -	8 SBT		
4		180	8	120	0	34	8	120	0	34	0	121
5		130	8	80	0	24	8	80	0	24	0	104
6		130	8	80	0	24	8	80	0	24	0	104
7		120	6	70	0	26	6	70	0	26	0	77
8		120	14	62	0	26	14	62	0	26	0	42
9		120	14	60	0	28	14	60	0	28	0	82
11		180	9	107	0	46	9	107	0	46	0	16
13		120	8	70	0	24	8	70	0	24	0	50
14		110	8	57	0	27	8	57	0	27	0	23
15		110	8	60	0	24	8	60	0	24	0	23
18		130	13	74	0	25	13	74	0	25	0	62
19		130	11	72	0	29	11	72	0	29	0	62
20		140	11	82	0	29	11	82	0	29	0	58
21		150	12	87	0	33	12	87	0	33	0	142
22		130	12	69	0	31	12	69	0	31	0	25

Local TOD Schedule		
Time	Plan	DOW
0000	Free	Su M T W Th F S
0130	Flash	M T W Th F
0530	Free	M T W Th F
0600	4	M T W Th F
0830	19	Su M T W Th F S
0930	6	M T W Th F
1130	7	M T W Th F
1130	20	Su M T W Th F S
1345	9	M T W Th F
1500	11	M T W Th F
1530	21	Su M T W Th F S
2000	13	M T W Th F
2030	22	Su M T W Th F S
2100	15	M T W Th F

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

SIGNAL OPERATING PLAN



Timing Phases	Direction	EB		WB		SB	NB	Ped Heads				Movements/Display/Actuation	
	Head No.	1/6	6	5/2	2	8	4	P6	P2	P8	P4		
(1+5) EBL/WBL SW 8 St (Actuated)	Dwell	<G/R	R	<G/R	R	R	R	DW	DW	DW	DW		
	Clear to	(1+6)	<G/R	R	<Y/R	R	R	R	DW	DW	DW		DW
		(2+5)	<Y/R	R	<G/R	R	R	R	DW	DW	DW		DW
		(2+6)	<Y/R	R	<Y/R	R	R	R	DW	DW	DW		DW
(1+6) EBL/EBT SW 8 St (Actuated)	Dwell	<G/G	G	R	R	R	R	W/F	DW	DW	DW		
	Clear to	(2+6)	<Y/G	G	R	R	R	R	DW	DW	DW		DW
(2+5) WBLT/WBT SW 8 St (Actuated)	Dwell	R	R	<G/G	G	R	R	DW	W/F	DW	DW		
	Clear to	(2+6)	R	R	<Y/G	G	R	R	DW	DW	DW		DW
(2+6) WBT/EBT SW 8 St (Recall)	Dwell	G	G	G	G	R	R	W/F	W/F	DW	DW		
	Clear to	(4+8)	Y	Y	Y	Y	R	R	DW	DW	DW		DW
(4+8) NBT/SBT GALIANO (Actuated)	Dwell	R	R	R	R	G	G	DW	DW	W/F	W/F		
	Clear to	(1+5)	R	R	R	R	Y	Y	DW	DW	DW		DW
		(1+6)	R	R	R	R	Y	Y	DW	DW	DW		DW
		(2+5)	R	R	R	R	Y	Y	DW	DW	DW		DW
		(2+6)	R	R	R	R	Y	Y	DW	DW	DW		DW

Miami-Dade County Public Works Department

Drawn Mario L Hdz	Date 6/7/2012	GALIANO & SW 8 St		
Checked <i>H. Hernandez</i>	Date 6/11/12	Placed in Service Date 11/5/1999	By	Asset Number 4335
		Phasing No. 6		

DETECTOR RACK CONNECTION STANDARDIZATION FOR "170 E " CABINETS

ASSET # 4335 **Location:** Galiano & SW 8 St

Detector	VEH/MOV	SLOT#	LOOP #	TERMINALS
D1	EBLT	1	4	TBA4-(1,3)
D2		1		TBA4-(4,6)
D3		2		TBA4-(7,9)
D4		2		TBA4-(10,12)
D5		3		TBA4-(13,15)
D6		3		TBA4-(16,18)
D7	NBT	4	2	TBA3-(1,3)
D8	NBT	4	3	TBA3-(4,6)
D9	WBLT	5	1	TBA3-(7,9)
D10		5		TBA3-(10,12)
D11		6		TBA3-(13,15)
D12		6		TBA3-(16,18)
D13		7		TBA2-(1,3)
D14		7		TBA2-(4,6)
D15	SBT	8	5	TBA2-(7,9)
D16	SBT	8	6	TBA2-(10,12)
D17		9		TBA2-(13,15)
D18		9		TBA2-(16,18)

Remarks:
This chart shall be used to achieve a standard connection of only one loop per detector channel.

When installed, loops are numbered clockwise beginning at controller site ex L1, L2, L3 etc.

All data shown is based on signal plan, field survey, or controller cabinet schematics.

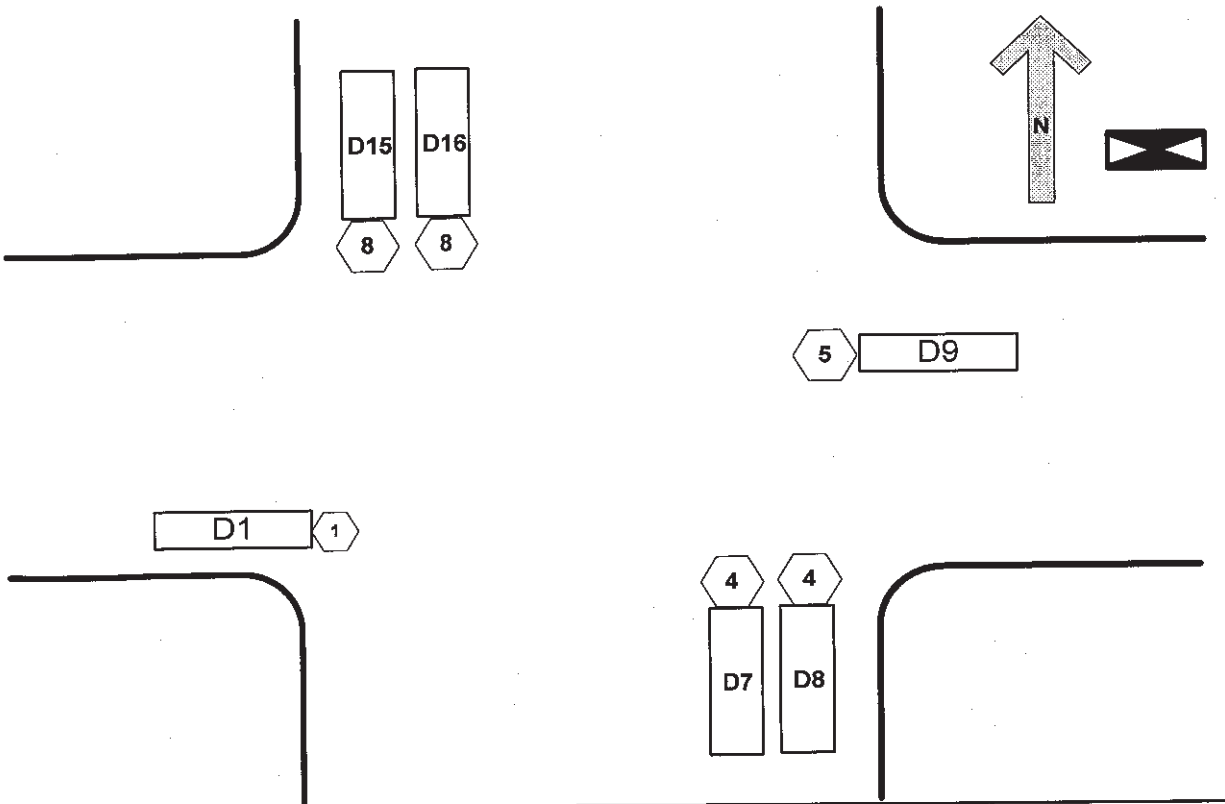
Use the "Detector Rack" table below to assign each loop the corresponding slot # / channel #. When all suggested assignments are used then use, other available slot / channel. Refer to Standard Rack Connection Standardization document for more details.

LEGEND:

DETECTOR :  D16

CABINET: 

MOVEMENT:  15



Detector Rack 552 & 660								
Movement	1, 8R	3, 2R	4	5 4R	8, 8R	7, 6R	8	ANY
SLOT #	1	3	4	5	6	7	8	9
CHANNEL #	1	5	7	9	11	13	15	17
CHANNEL #	2	6	8	10	12	14	16	18

Miami-Dade County Public Works Department Signalization Operation Definition and Timing Report

Location: Galiano St&SW 8 St

Asset Number: 4335

Page Name Last Change

Section: UTCS-077

Assignable Outputs	6/29/2009 15:15
Basic Timing Phase Bank 1	1/7/2010 8:50
Basic Timing Phase Bank 2	1/7/2010 8:50
Basic Timing Phase Bank 3	1/7/2010 8:50
Configuration Parameters	1/6/2010 15:41
Configuration Setup	1/7/2010 8:51
Coordination All Plans	2/16/2012 10:07
Coordination Parameters	1/6/2010 15:30
Daylight Savings	10/30/2007 17:44
Detectors	5/10/2012 15:26
Holiday Dates	2/13/2012 14:41
Holiday Events	2/14/2012 13:23
Holiday TOD Functions	8/11/2011 10:41
TOD Functions	1/6/2010 15:49
TOD Schedule	2/14/2012 12:22

Movements		Overlap	Ped
Phase			
1: EBL		1: A	
2: WBT		2: B	2: NorthX
3:		3: C	
4: NBT		4: D	4: EastX
5: WBL		5: E	
6: EBT		6: F	6: SouthX
7:		7: G	
8: SBT		8: H	8: WestX

Preemption Device: No

Type HW/SW

Equipment Type: BI233TLH HC11
Cabinet Type: 552

Addresses

Drop: 27
Line: 085-U085

Preemption

EV (Local): _____ RR(Local): _____ Route (remote): _____ Bridge: _____

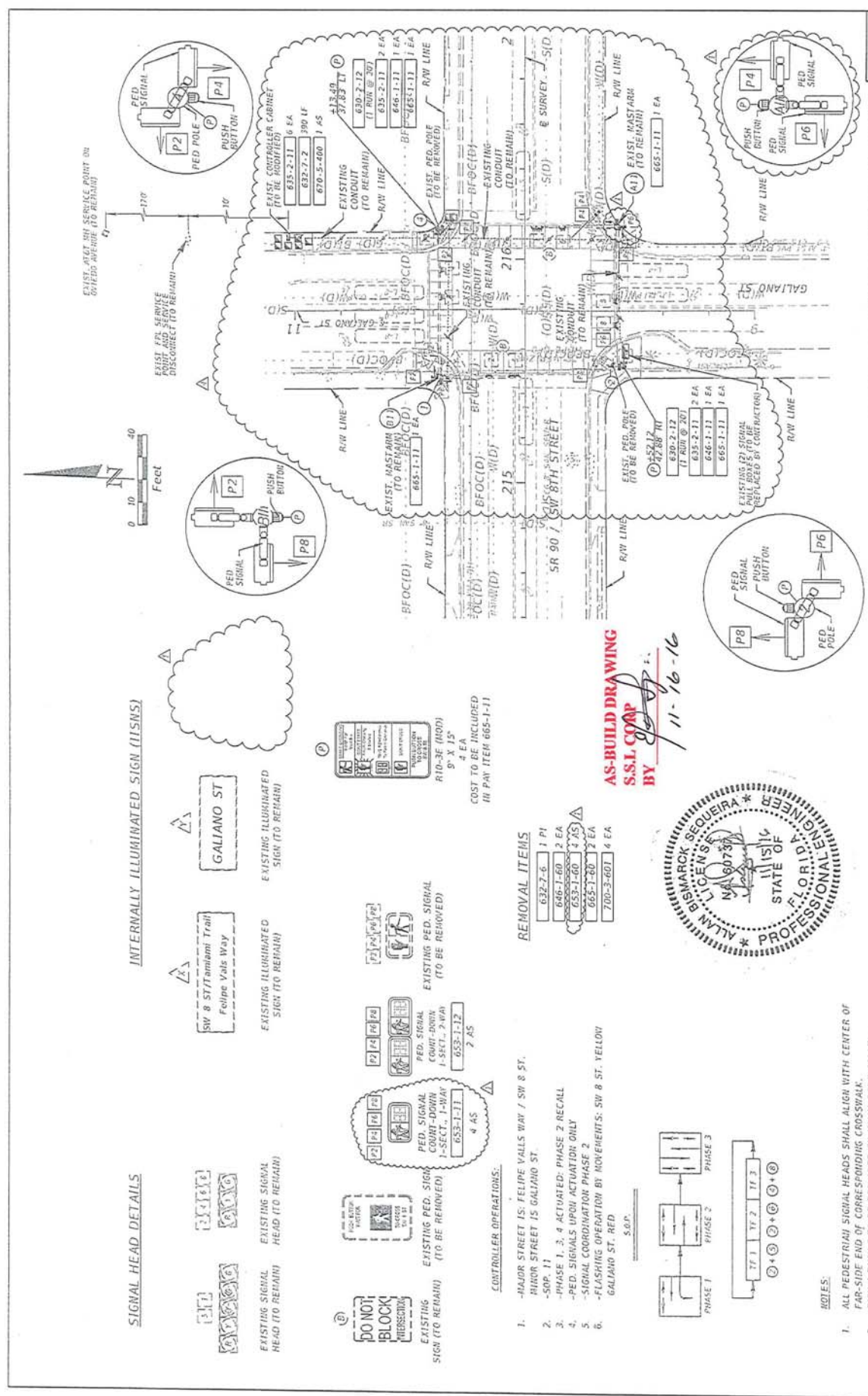
Comments

Last Updated by: marjolh

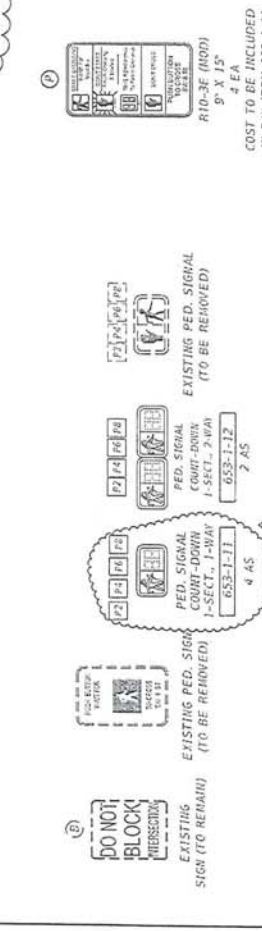
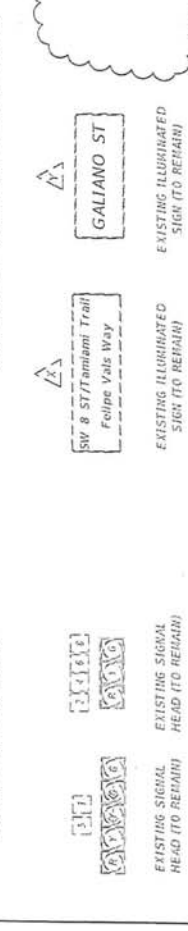
Last Update: 5/10/2012 15:26

Zone Assignments	Zone
Engineering	12 - (MH) SE Miami
Maintenance	4 - Maint-Miami/ C Gables
Systems	Sys-Central
Electronic Shop	Shop-Dade County

Approved by: <u><i>Suzanne Remondy</i></u>	Approval Date/Time: <u>1/8/10</u>
In Service Date: <u>1/8/2010 0:00</u>	ATMS Migration Date: <u>1/8/2010</u>
SOP/Phasing No.: <u>6</u>	



SIGNAL HEAD DETAILS



DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION
8/19/16	REFLECTED PED. SIGNALS			
11/17/16	REMOVED PROPOSED COUNTY			

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	ROAD NO. 90	MIAMI-DADE	433491-1-52-01
FINANCIAL PROJECT ID		433491-1-52-01	

SR 90 / SW 8TH STREET AT GALIANO STREET	ID: 4335
SIGNALIZATION PLAN	
SHEET NO.	7-5









TOD Schedule Report
for 2631: Douglas Rd&SW 8 St

Print Date:
11/20/2017

Print Time:
3:12 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
2631	Douglas Rd&SW 8 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 EBL	0	0	0	0	0	0	5	5	5	2	2	2	7	7	7	15	15	15	4	2
2 WBT	7	7	7	18	18	18	7	7	7	2.5	-2.5	-2.5	45	45	45	0	0	0	4	2
3 SBL	0	0	0	0	0	0	5	5	5	2	2	2	7	7	7	15	15	15	4.4	2
4 NBT	7	7	7	18	18	18	7	7	7	2.5	-2.5	-2.5	28	28	28	51	51	51	4.4	2
5 WBL	0	0	0	0	0	0	5	5	5	2	2	2	7	7	7	22	15	15	4	2
6 EBT	7	7	7	18	18	18	7	7	7	2.5	-2.5	-2.5	45	45	45	0	0	0	4	2
7 NBL	0	0	0	0	0	0	5	5	5	2	2	2	7	7	7	15	15	15	4.4	2
8 SBT	7	7	7	18	18	18	7	7	7	2.5	-2.5	-2.5	28	28	28	51	51	51	4.4	2

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12345678
External Permit 0	-2-4-6-8
External Permit 1	12-4-678
External Permit 2	123456-8

TOD Schedule Report
for 2631: Douglas Rd&SW 8 St

Print Date:
11/20/2017

Print Time:
3:12 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT		
4		180	15	93	10	38	11	97	10	38	0	84
5		130	10	57	10	29	10	57	10	29	0	90
6		130	10	57	10	29	10	57	10	29	0	90
7		120	11	48	11	26	11	48	11	26	0	58
8		120	9	46	9	32	9	46	9	32	0	30
9		120	9	46	9	32	9	46	9	32	0	65
11		180	12	91	10	43	22	81	8	45	0	19
13		120	9	51	9	27	9	51	9	27	0	30
14		110	8	44	8	26	8	44	8	26	0	6
15		110	8	44	8	26	8	44	8	26	0	6
18		130	11	55	12	28	11	55	12	28	0	52
19		130	11	55	12	28	11	55	12	28	0	52
20		140	12	61	12	31	12	61	12	31	0	52
21		150	12	69	12	33	12	69	12	33	0	116
22		130	11	56	11	28	11	56	11	28	0	0

Local TOD Schedule		
Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	4	M T W Th F
0830	19	Su S
0930	6	M T W Th F
1130	7	M T W Th F
1130	20	Su S
1345	9	M T W Th F
1500	11	M T W Th F
1530	21	Su S
2000	13	M T W Th F
2030	22	Su S
2100	15	M T W Th F

Current Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S
0030	TOD OUTPUTS	-----	M T W ThF
0530	TOD OUTPUTS	-----	M T W ThF
0700	TOD OUTPUTS	-----	M T W ThF
0900	TOD OUTPUTS	-----	M T W ThF
1530	TOD OUTPUTS	-----	M T W ThF
1730	TOD OUTPUTS	-----	M T W ThF

Local Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S
0030	TOD OUTPUTS	-----	M T W ThF
0530	TOD OUTPUTS	-----	M T W ThF
0700	TOD OUTPUTS	-----	M T W ThF
0900	TOD OUTPUTS	-----	M T W ThF
1530	TOD OUTPUTS	-----	M T W ThF
1730	TOD OUTPUTS	-----	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

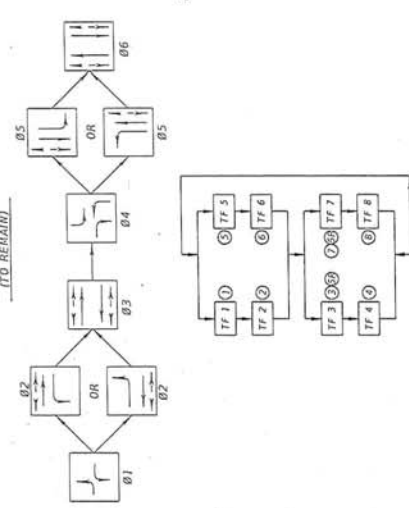
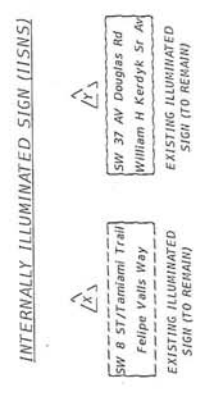
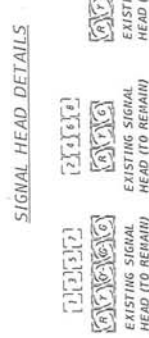
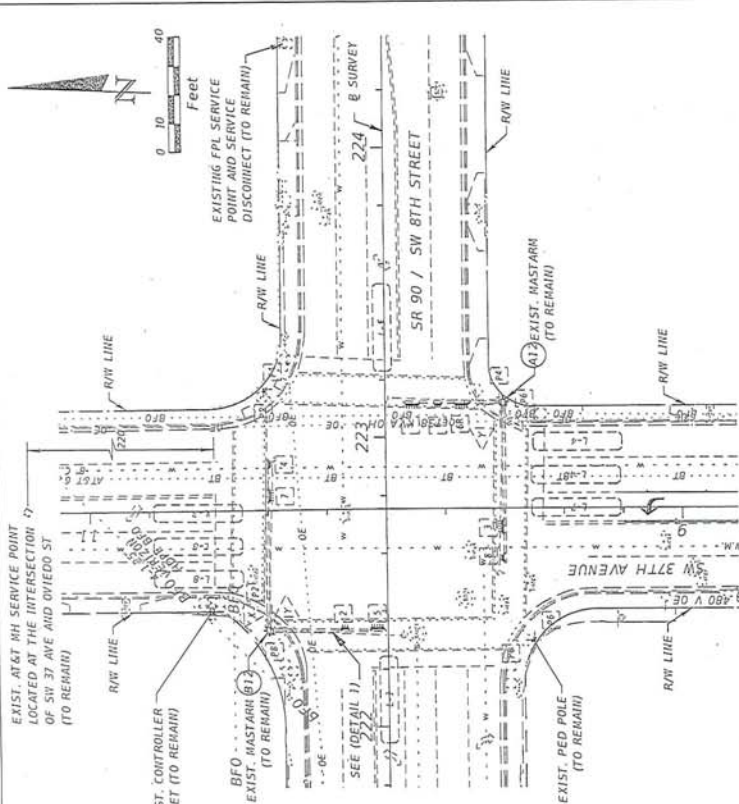
No Calendar Defined/Enabled

SIGNAL OPERATING PLAN

		SIGNAL HEAD NUMBER										N ←						
PHASE	INT	1	2	3	4	5	6	7	8					P2	P4	P6	P8	
Φ 1+5 (ACTUATED)	R/W	$\frac{R}{\leftarrow}$	R	R	R	$\frac{R}{\leftarrow}$	R	R	R					DW	DW	DW	DW	
	PED. CL																	
	CLEAR TO	1+6	$\frac{R}{\leftarrow}$	R	R	R	$\frac{R}{\leftarrow}$	R	R	R					DW	DW	DW	DW
		2+5	$\frac{R}{\leftarrow}$	R	R	R	$\frac{R}{\leftarrow}$	R	R	R					DW	DW	DW	DW
		2+6	$\frac{R}{\leftarrow}$	R	R	R	$\frac{R}{\leftarrow}$	R	R	R					DW	DW	DW	DW
Φ 1+6 (ACTUATED)	R/W	$\frac{G}{\leftarrow}$	R	R	R	R	G	R	R					DW	DW	W	DW	
	PED. CL	$\frac{G}{\leftarrow}$	R	R	R	R	G	R	R					DW	DW	$\frac{F}{W}$	DW	
	CLEAR TO	2+6	$\frac{G}{\leftarrow}$	R	R	R	R	G	R	R					DW	DW	DW	DW
		P6																
Φ 2+5 (ACTUATED)	R/W	R	G	R	R	$\frac{G}{\leftarrow}$	R	R	R					W	DW	DW	DW	
	PED. CL	R	G	R	R	$\frac{G}{\leftarrow}$	R	R	R					$\frac{F}{W}$	DW	DW	DW	
	CLEAR TO	2+6	R	G	R	R	$\frac{G}{\leftarrow}$	R	R	R					DW	DW	DW	DW
		P2																
Φ 2+6 (RECALL)	R/W	G	G	R	R	G	G	R	R					W	DW	W	DW	
	PED. CL	G	G	R	R	G	G	R	R					$\frac{F}{W}$	DW	$\frac{F}{W}$	DW	
	CLEAR TO	3+7	Y	Y	R	R	Y	Y	R	R					DW	DW	DW	DW
		3+8	Y	Y	R	R	Y	Y	R	R					DW	DW	DW	DW
		4+7	Y	Y	R	R	Y	Y	R	R					DW	DW	DW	DW
4+8		Y	Y	R	R	Y	Y	R	R					DW	DW	DW	DW	
P2																		
Drawn H. HERNANDEZ		Date 10/6/99		MIAMI-DADE COUNTY DEPARTMENT OF PUBLIC WORKS														
Check 		Date 12/9/99		ASSET NO. 2631														
Division Engineer		Date		DOUGLAS Rd $\frac{1}{2}$ SW 8 st														
				Page 1 of 2														
				Placed in Service										Phasing Number				
				Date: 12/13/99					By:					5				

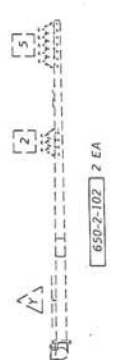
SIGNAL OPERATING PLAN

		SIGNAL HEAD NUMBER										N ←						
PHASE	INT	1	2	3	4	5	6	7	8					P2	P4	P6	P8	
φ ₃₊₇ (ACTUATED)	R/W	R	R	$\frac{1}{2}$	R	R	R	$\frac{1}{2}$	R					DW	DW	DW	DW	
	PED. CL																	
	CLEAR TO	3+8	R	R	$\frac{1}{2}$	R	R	R	$\frac{1}{2}$	R					DW	DW	DW	DW
		4+7	R	R	$\frac{1}{2}$	R	R	R	$\frac{1}{2}$	R					DW	DW	DW	DW
		4+8	R	R	$\frac{1}{2}$	R	R	R	$\frac{1}{2}$	R					DW	DW	DW	DW
		1+5	R	R	$\frac{1}{2}$	R	R	R	$\frac{1}{2}$	R					DW	DW	DW	DW
		1+6	R	R	$\frac{1}{2}$	R	R	R	$\frac{1}{2}$	R					DW	DW	DW	DW
2+5 2+6	R	R	$\frac{1}{2}$	R	R	R	$\frac{1}{2}$	R					DW	DW	DW	DW		
φ ₃₊₈ (ACTUATED)	R/W	R	R	$\frac{1}{2}$	R	R	R	R	G					DW	DW	DW	W	
	PED. CL	R	R	$\frac{1}{2}$	R	R	R	R	G					DW	DW	DW	F _W	
	CLEAR TO	4+8	R	R	$\frac{1}{2}$	R	R	R	R	G					DW	DW	DW	DW
		1+5	R	R	$\frac{1}{2}$	R	R	R	R	Y					DW	DW	DW	DW
		1+6	R	R	$\frac{1}{2}$	R	R	R	R	Y					DW	DW	DW	DW
		2+5	R	R	$\frac{1}{2}$	R	R	R	R	Y					DW	DW	DW	DW
		2+6	R	R	$\frac{1}{2}$	R	R	R	R	Y					DW	DW	DW	DW
φ ₄₊₇ (ACTUATED)	R/W	R	R	R	G	R	R	$\frac{1}{2}$	R					DW	W	DW	DW	
	PED. CL	R	R	R	G	R	R	$\frac{1}{2}$	R					DW	F _W	DW	DW	
	CLEAR TO	4+8	R	R	R	G	R	R	$\frac{1}{2}$	R					DW	DW	DW	DW
		1+5	R	R	R	Y	R	R	$\frac{1}{2}$	R					DW	DW	DW	DW
		1+6	R	R	R	Y	R	R	$\frac{1}{2}$	R					DW	DW	DW	DW
		2+5	R	R	R	Y	R	R	$\frac{1}{2}$	R					DW	DW	DW	DW
		2+6	R	R	R	Y	R	R	$\frac{1}{2}$	R					DW	DW	DW	DW
φ ₄₊₈ (ACTUATED)	R/W	R	R	G	G	R	R	G	G					DW	W	DW	W	
	PED. CL	R	R	G	G	R	R	G	G					DW	F _W	DW	F _W	
	CLEAR TO	1+5	R	R	Y	Y	R	R	Y	Y					DW	DW	DW	DW
		1+6	R	R	Y	Y	R	R	Y	Y					DW	DW	DW	DW
		2+5	R	R	Y	Y	R	R	Y	Y					DW	DW	DW	DW
		2+6	R	R	Y	Y	R	R	Y	Y					DW	DW	DW	DW
		FLASH. OPER.	→	FY	FY	FR	FR	FY	FY	FR	FR							
Drawn H. HERNANDEZ		Date 10/6/99		MIAMI-DADE COUNTY DEPARTMENT OF PUBLIC WORKS														
Check Division Engineer		Date 12/9/99		ASSET NO. 2631 DOUGLAS Rd $\frac{1}{2}$ SW 8 ST														
		Date 12/13/99		Placed in Service										Phasing Number 5				
				Page 2 of 2														



- NOTES:**
- ALL PEDESTRIAN SIGNAL HEADS SHALL ALIGN WITH CENTER OF FAR-SIDE END OF CORRESPONDING CROSSWALK.
 - SIGNAL TIMING TO BE PROVIDED BY MIAMI DADE COUNTY.
- CONTROLLER OPERATIONS:**
- MAJOR STREET IS: FELIPE VALLS WAY / SW 8 ST.
 - MINOR STREET IS DOUGLAS RD / SW 37 AV.
 - SOP, AS SHOWN HERE
 - PHASE 1, 2, 4, 5 AND 6 ACTUATED; PHASE 3 RECALL
 - PED. SIGNALS UPON ACTUATION ONLY
 - SIGNAL COORDINATION PHASE 3
 - FLASHING OPERATION BY MOVEMENTS: SW 8 ST. YELLOW SW 37 AV. RED

(DETAIL 1)
PROP. BACKPLATE LOCATION
(N.T.S)



AS-BUILD DRAWING
S.S.L. CORP
BY *[Signature]*
11-14-16

DATE	DESCRIPTION	REVISIONS	DATE	DESCRIPTION
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID
ALLAN B. SEQUEIRA, P.E. P.E. License No. 60737 AES ENGINEERING, INC 13500 SW 8th Street, Suite 205 Miami, Florida 33186 TEL: (305) 303-8477 Certificate of Authorization No. 23589		90	MIAMI-DADE	4334511-52-01
SR 90 / SW 8TH STREET AT SW 37TH AVENUE		SIGNALIZATION PLAN		
ID: 2631		SHEET NO. T-6		

TOD Schedule Report
for 6669: Douglas Rd&SW 12 St

Print Date:
11/21/2017

Print Time:
10:18 AM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
6669	Douglas Rd&SW 12 St	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	SBT	-	WBT	-	NBT	-	-
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 SBT	7	7	7	13	13	13	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	11	11	11	7	7	7	3.5	-2.5	-2.5	20	20	20	64	20	20	4	2.2
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	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 -	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	-----

TOD Schedule Report
for 6669: Douglas Rd&SW 12 St

Print Date:
11/21/2017

Print Time:
10:18 AM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1	2	3	4	5	6	7	8		
			-	SBT	-	WBT	-	NBT	-	-		
1		130	0	87	0	31	0	87	0	0	0	120
2		170	0	114	0	44	0	114	0	0	0	2
3		100	0	69	0	19	0	69	0	0	0	84
5		190	0	122	0	56	0	122	0	0	0	93
6		170	0	104	0	54	0	104	0	0	0	26
7		190	0	114	0	64	0	114	0	0	0	156
8		80	0	49	0	19	0	49	0	0	0	38
9		75	0	44	0	19	0	44	0	0	0	28
10		130	0	89	0	29	0	89	0	0	0	48
11		120	0	77	0	31	0	77	0	0	0	2
20		90	0	52	0	26	0	52	0	0	0	18
23		70	0	39	0	19	0	39	0	0	0	6

Local TOD Schedule		
Time	Plan	DOW
0000	Free	M T W Th F
0000	20	Su S
0115	Flash	Su S
0115	Flash	M T W Th F
0500	20	M T W Th F
0500	20	Su S
0600	5	M T W Th F
0800	9	Su S
1000	6	Su S
1030	2	M T W Th F
1530	7	M T W Th F
2000	8	M T W Th F
2100	9	M T W Th F
2200	9	Su S
2330	23	Su M T W Th F 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

SIGNAL OPERATING PLAN



	Direction	NB	SB	WB	Ped Heads			
Timing Phases	Head No.	6	2	4	P6		P4	Movements/Display/Actuation
	Dwell							
	C l e a r							
	Dwell							
	C l							
	Dwell							
	C l							
(2+6)	Dwell	G	G	R	W/F		DW	
N/S Douglas Rd	(4+8)	Y	Y	R	DW		DW	
	C l e a r							
(Recall)	t o							
	Dwell							
	C l e a r							
	t o							
	Dwell							
	C l e a r							
	t o							
(4+8)	Dwell	R	R	G	DW		W/F	
WB SW 12 St	(2+6)	R	R	Y	DW		DW	
	C l e a r				DW		DW	
(Actuated)					DW		DW	

Flashing Operation FY FY FR Page 1 of 1

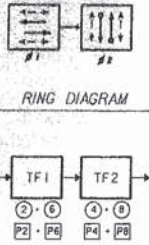
Miami-Dade County Public Works Department

Drawn R. Marin	Date 5/17/2016	Date FD 5/18	Douglas Rd & SW 12 St
Checked 	Date 5/26/16	Placed in Service Date	By
		Phasing No. 2	Asset Number 6669

SIGNAL HEAD DETAILS



SIGNAL OPERATING PLAN
PHASE MOVEMENT DIAGRAM



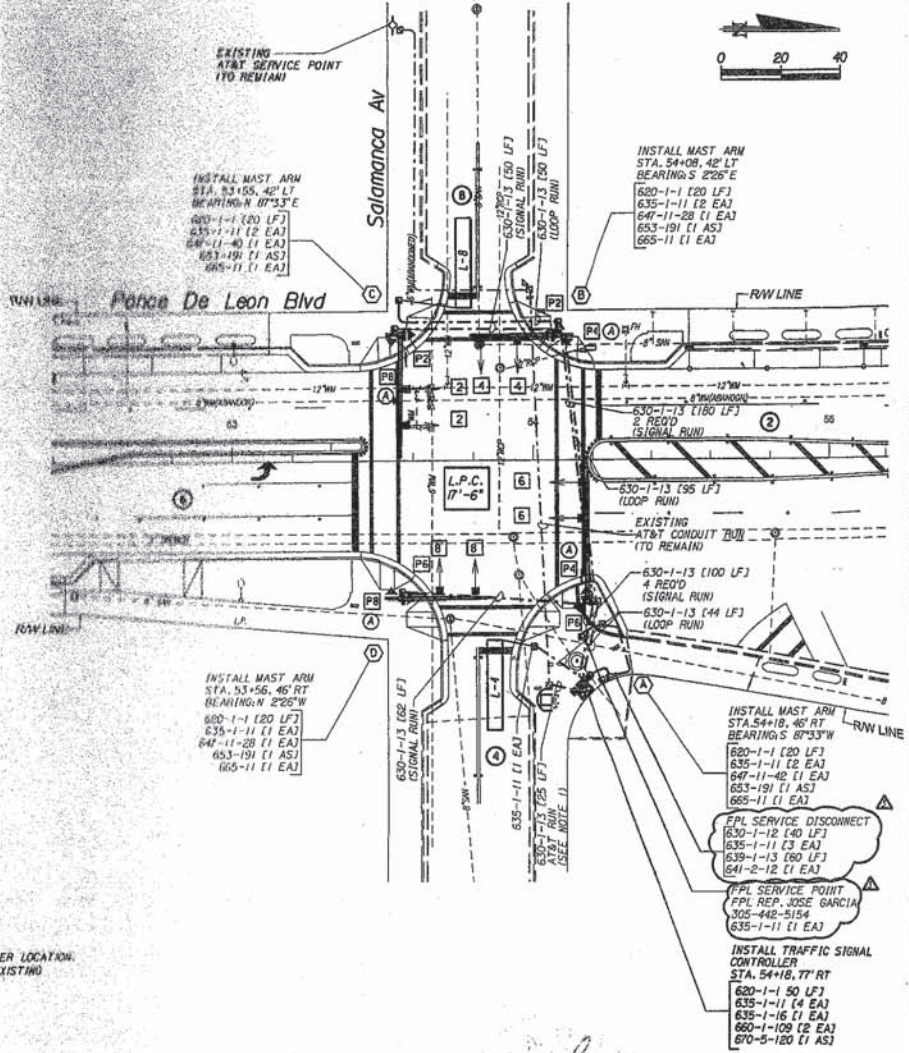
SIGNALIZATION NOTES

- SIGNAL CONTROLLER OPERATIONS
 - MODEL I/O CONTROLLER ASSEMBLY WITH COORDINATION CAPABILITIES.
 - MAJOR STREET IS PONCE DE LEON BLVD
 - MINOR STREET IS SALAMANCA AVE
 - COORDINATION ON PHASE 1 (MOVEMENTS ② + ③) .
 - FLASHING OPERATION:
YELLOW ON PONCE DE LEON BLVD, (MOVEMENTS ② + ③) .
RED ON SW SALAMANCA AVE, (MOVEMENTS ④ + ⑥) .
 - PEDESTRIAN DISPLAY SHALL BE CONCURRENT WITH PHASE 1, AND UPON ACTUATION WITH PHASE 2.
- LOOP ASSEMBLIES SHALL HAVE THE FOLLOWING MEASUREMENTS:
LEFT TURN LANES 8' X 30'
THRU & RIGHT TURN LANES 6' X 30'
- INTERSECTION DEMAND WATTAGE = 273 WATTS.
- TIMING WILL BE PROVIDED BY MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT SIGNALS AND SIGNS DIVISION, 7100 NW 36 ST., TELEPHONE (305) 596-8925.

MOVEMENTS	NO. OF LOOPS	NO. OF DETECTORS
L-4	1	1
L-8	1	1

- NOTES:
- CONTRACTOR SHALL LOCATE AT&T POLE LOCATIONS AT THE EXISTING CONTROLLER, AND RUN NEW CONDUIT FROM EXISTING CONTROLLER TO NEW CONTROLLER LOCATION. CONTRACTOR SHALL RUN NEW WIRES FOR FPL AND AT&T SERVICE RUNS THROUGH EXISTING CONDUIT, AND WIRE WITH NEW CONTROLLER FOR PROPER CONTROLLER OPERATION.
 - PAVEMENT MARKINGS SHOWN ARE FOR INFORMATION ONLY, SEE SIGNING AND PAVEMENT MARKING PLANS.
 - BASE MAP SOURCE: SURVEY FILE PROVIDED BY FLEM L.C.

- REMOVAL ITEMS:**
- 690-10 REMOVE TRAFFIC SIGNAL HEAD ASSEMBLY 18 EA
 - 690-20 REMOVE SIGNAL PEDESTRIAN ASSEMBLY 14 EA
 - 690-32-1 POLE REMOVAL SIGNAL (HORIZONTAL) 14 EA
 - 690-50 REMOVE CONTROLLER ASSEMBLY 1 EA
 - 690-70 REMOVE PEDESTRIAN DETECTOR ASSEMBLY 14 EA
 - 690-80 REMOVE SPAN WIRE ASSEMBLY 11 EA
 - 690-90 REMOVE CONDUIT AND CABLEING 11 EA
 - 690-100 REMOVE MISCELLANEOUS SIGNAL EQUIPMENT (PULL BOXES) 1 P13



Jose Garcia
8/30/11

CITY OF CORAL GABLES
JOB No. 06-03
ID No. 4107

DAVID PLUMMER & ASSOCIATES, INC.
TRANSPORTATION • CIVIL • STRUCTURAL • ENVIRONMENTAL
CORAL GABLES FORT MYERS FORT LAUDERDALE
1750 PONCE DE LEON BLVD., CORAL GABLES FL 33134 TELEPHONE (305) 441-0900 FAX (305) 644-6348

REVISIONS	DATE	DESCRIPTION
1	07/20/11	ISSUE FOR PERMITS

CONTRACTOR SHALL VERIFY ALL DIMENSIONS & LOCATE ALL UTILITIES BEFORE COMMENCING WITH PRODUCTION.

**PONCE DE LEON BLVD
MEDIAN INSTALLATION AND
ROADWAY IMPROVEMENTS**

TITLE	DATE	PROJECT NO.
SIGNALIZATION PLAN PONCE DE LEON BLVD AND SALAMANCA AVE	11/21/08	0420
	DRWN	DL
	CHECKED	IR
	APPROVED	TS
		T-4

SIGNAL OPERATING PLAN



Timing Phases	Direction	NB	SB	EB	WB	Ped Heads				Movements/Display/Actuation
	Head No.	6	2	8	4	P6	P2	P8	P4	
(2+6) N/S Ponce De Leon Blvd (Recall)	Dwell	G	G	R	R	W/F	W/F	DW	DW	
	Clearr (4+8)	Y	Y	R	R	DW	DW	DW	DW	
(4+8) E/W Salamanca av (Actuated)	Dwell	R	R	G	G	DW	DW	W/F	W/F	
	Clearr (2+6)	R	R	Y	Y	DW	DW	DW	DW	
	Dwell									
	Clearr									
	Dwell									
	Clearr									
	Dwell									
	Clearr									
	Dwell									
	Clearr									
	Dwell									
	Clearr									
	Dwell									
	Clearr									

Flashing Operation

FY

FY

FR

FR

Page 1 of 1

Miami-Dade County Public Works Department

Drawn R.MARIN	Date 9/13/2011	Ponce De Leon Blvd & Salamanca Av			
Checked H. HERNANDEZ	Date 9/15/11	Placed in Service		Phasing No.	Asset Number
		Date 9-26-11	By AQE	3	4107

TOD Schedule Report

for 4107: Ponce De Leon Blvd&Salamanca Av

Print Date:
11/20/2017

Print Time:
6:09 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
4107	Ponce De Leon Blvd&Salamanca Av	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	SBT	-	WBT	-	NBT	-	EBT
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
	Phase Bank																			
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 SBT	8	7	7	8	8	8	8	7	7	1	1	1	33	33	33	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	20	20	20	7	7	7	2.5	-2.5	-2.5	16	16	16	72	40	40	4	2.7
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 NBT	8	7	7	8	8	8	8	7	7	1	1	1	33	33	33	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	20	20	20	7	7	7	2.5	-2.5	-2.5	16	16	16	72	40	40	4	2.7

Last In Service Date: unknown

Permitted Phases	
Default	-2-4-6-8
External Permit 0	-----
External Permit 1	-----
External Permit 2	-----

12345678

TOD Schedule Report

for 4107: Ponce De Leon Blvd&Salamanca Av

Print Date:
11/20/2017

Print Time:
6:09 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1	2	3	4	5	6	7	8		
			-	SBT	-	WBT	-	NBT	-	EBT		
1		90	0	50	0	27	0	50	0	27	0	21
2		170	0	106	0	51	0	106	0	51	0	60
3		100	0	60	0	27	0	60	0	27	0	45
5		190	0	106	0	71	0	106	0	71	0	119
6		170	0	100	0	57	0	100	0	57	0	27
7		190	0	106	0	71	0	106	0	71	0	176
8		80	0	40	0	27	0	40	0	27	0	77
9		75	0	35	0	27	0	35	0	27	0	68
10		100	0	60	0	27	0	60	0	27	0	1
11		120	0	61	0	46	0	61	0	46	0	36

Local TOD Schedule			
Time	Plan	DOW	
0000	Flash	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
0500	Flash	Su M T W Th F	S
0600	5	M T W Th F	
0800	9	Su	S
1000	6	Su	S
1030	2	M T W Th F	
1530	7	M T W Th F	
2000	8	M T W Th F	
2100	9	M T W Th F	
2200	Flash	Su M T W Th F	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

Historic Background Growth

18124

Regency at the Park

Background Growth Rate

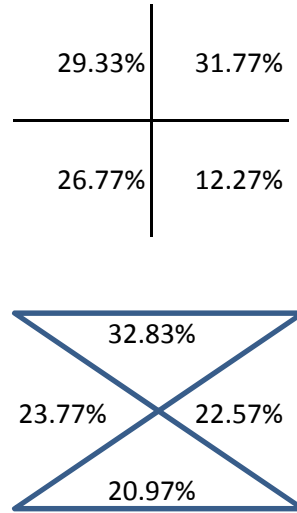
Station	Location	2012	2013	2014	2015	2016
5117	SR 90/US-41/SW 8 ST, 200' E SW 37 AV	35,000	34,000	35,000	35,500	39,000
8150	PONCE DE LEON BLVD, 200' SOUTH OF SW 8TH ST/TAMIAMI TRAIL	10,400	10,400	10,400	16,700	16,500
0025	SR 953/LEJEUNE RD, 200' S SW 8 ST/SR 90	44,500	42,500	42,000	40,000	41,000
0026	SR 953/LEJEUNE RD, 200' N SW 8 ST/SR 90	46,500	45,000	51,500	44,000	50,500
Total		136,400	131,900	138,900	136,200	147,000
Yearly Growth			-3.3%	5.3%	-1.9%	7.9%
Growth Trend						2.0%

Project_Cardinal Distribution 18124

18124 - The Regency at the Park

TAZ 1054

DIRECTION	2010	2040	2020
NNE	14.60%	15.00%	14.73%
ENE	16.00%	19.10%	17.03%
ESE	5.50%	5.60%	5.53%
SSE	6.50%	7.20%	6.73%
SSW	14.80%	13.10%	14.23%
WSW	12.70%	12.20%	12.53%
WNW	11.10%	11.50%	11.23%
NNW	19.00%	16.30%	18.10%



Seasonal Factors

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

WEEK	DATES	SF	MOCF: 0.99 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

18-FEB-2014 08:46:31

830UPD

6_8701_PKSEASON.TXT

Appendix D
Intersection Capacity Analysis
Worksheets

Existing Conditions

HCM Signalized Intersection Capacity Analysis
1: Ponce de Leon Boulevard & SW 8th Street

18124 Future Without Project AM
04/27/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	104	1092	85	127	941	40	111	169	55	18	19	337
Future Volume (vph)	104	1092	85	127	941	40	111	169	55	18	19	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	7.0		6.0	7.0		7.0	6.0			6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95			1.00	0.95
Frbp, ped/bikes	1.00	1.00		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			0.98	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.96			1.00	0.97
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1768	3494		1770	3512		1770	3390			1739	3396
Flt Permitted	0.22	1.00		0.16	1.00		0.19	1.00			0.57	1.00
Satd. Flow (perm)	415	3494		299	3512		353	3390			1048	3396
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	108	1138	89	132	980	42	116	176	57	19	20	351
RTOR Reduction (vph)	0	3	0	0	2	0	0	18	0	0	0	14
Lane Group Flow (vph)	108	1224	0	132	1020	0	116	215	0	0	39	431
Confl. Peds. (#/hr)	13		8	8		13	10		3	13	3	
Confl. Bikes (#/hr)			2			1			2			
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		custom	pm+pt	NA
Protected Phases	1	6		5	2		7	4			3	8
Permitted Phases	6			2			4			3	8	
Actuated Green, G (s)	117.8	109.7		118.4	110.0		39.1	32.1			33.7	28.9
Effective Green, g (s)	117.8	109.7		118.4	110.0		39.1	32.1			33.7	28.9
Actuated g/C Ratio	0.65	0.61		0.66	0.61		0.22	0.18			0.19	0.16
Clearance Time (s)	6.0	7.0		6.0	7.0		7.0	6.0			6.0	6.0
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	2.5			2.0	2.5
Lane Grp Cap (vph)	332	2129		265	2146		131	604			214	545
v/s Ratio Prot	0.01	c0.35		c0.02	0.29		c0.03	0.06			0.00	0.13
v/s Ratio Perm	0.20			0.30			c0.16				0.03	
v/c Ratio	0.33	0.58		0.50	0.48		0.89	0.36			0.18	0.79
Uniform Delay, d1	13.2	21.1		15.7	19.2		65.8	64.9			60.8	72.6
Progression Factor	1.00	1.00		1.00	0.40		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.2	1.1		0.5	0.7		44.6	0.3			0.1	7.4
Delay (s)	13.4	22.3		16.3	8.4		110.4	65.1			61.0	80.1
Level of Service	B	C		B	A		F	E			E	F
Approach Delay (s)		21.6			9.3			80.2				78.5
Approach LOS		C			A			F				E

Intersection Summary			
HCM 2000 Control Delay	31.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	90
Future Volume (vph)	90
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	94
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	10
Confl. Bikes (#/hr)	2
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	

Timings
1: Ponce de Leon Boulevard & SW 8th Street

18124 Future Without Project AM
04/27/2018

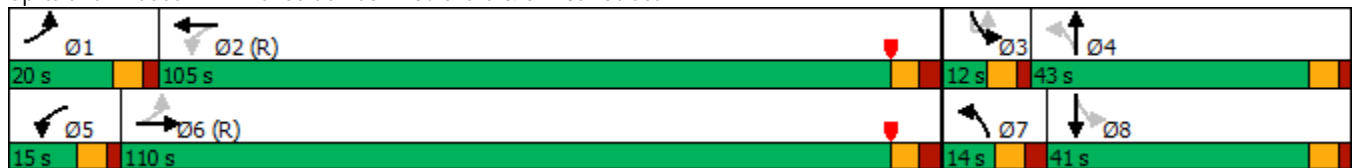


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	104	1092	85	127	941	40	111	169	55	18	19	337
Future Volume (vph)	104	1092	85	127	941	40	111	169	55	18	19	337
Confl. Peds. (#/hr)	13		8	8		13	10		3	13	3	
Confl. Bikes (#/hr)			2			1			2			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		custom	pm+pt	NA
Protected Phases	1	6		5	2		7	4			3	8
Permitted Phases	6			2			4			3	8	
Detector Phase	1	6		5	2		7	4		3	3	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	5.0	7.0
Minimum Split (s)	11.0	37.0		11.0	37.0		12.0	36.0		11.0	11.0	36.0
Total Split (s)	20.0	110.0		15.0	105.0		14.0	43.0		12.0	12.0	41.0
Total Split (%)	11.1%	61.1%		8.3%	58.3%		7.8%	23.9%		6.7%	6.7%	22.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	3.0		2.0	3.0		3.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	7.0		6.0	7.0		7.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 111 (62%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce de Leon Boulevard & SW 8th Street





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	90
Future Volume (vph)	90
Confl. Peds. (#/hr)	10
Confl. Bikes (#/hr)	2
Peak Hour Factor	0.96
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 1: Ponce de Leon Boulevard & SW 8th Street

18124 Existing Project PM
 04/25/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	124	1065	74	70	835	21	178	398	85	10	32	314
Future Volume (vph)	124	1065	74	70	835	21	178	398	85	10	32	314
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95			1.00	0.95
Frpb, ped/bikes	1.00	1.00		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			1.00	1.00
Frt	1.00	0.99		1.00	1.00		1.00	0.97			1.00	0.95
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1769	3500		1769	3525		1770	3437			1770	3327
Flt Permitted	0.26	1.00		0.18	1.00		0.19	1.00			0.21	1.00
Satd. Flow (perm)	489	3500		333	3525		345	3437			383	3327
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)	127	1087	76	71	852	21	182	406	87	10	33	320
RTOR Reduction (vph)	0	3	0	0	1	0	0	10	0	0	0	37
Lane Group Flow (vph)	127	1160	0	71	872	0	182	483	0	0	43	443
Confl. Peds. (#/hr)	2		5	5		2	6					
Confl. Bikes (#/hr)			2			1			2			
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		custom	pm+pt	NA
Protected Phases	1	6		5	2		7	4			3	8
Permitted Phases	6			2			4			3	8	
Actuated Green, G (s)	117.7	109.3		114.5	107.7		39.8	32.8			37.0	30.9
Effective Green, g (s)	121.7	112.3		118.5	110.7		45.8	34.8			41.0	32.9
Actuated g/C Ratio	0.68	0.62		0.66	0.62		0.25	0.19			0.23	0.18
Clearance Time (s)	6.0	7.0		6.0	7.0		7.0	6.0			6.0	6.0
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	2.5			2.0	2.5
Lane Grp Cap (vph)	404	2183		289	2167		166	664			149	608
v/s Ratio Prot	c0.02	c0.33		0.01	0.25		c0.06	0.14			0.01	0.13
v/s Ratio Perm	0.19			0.15			c0.22				0.05	
v/c Ratio	0.31	0.53		0.25	0.40		1.10	0.73			0.29	0.73
Uniform Delay, d1	11.8	19.0		13.8	17.7		63.0	68.1			56.0	69.3
Progression Factor	1.00	1.00		0.71	0.54		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.2	0.9		0.2	0.5		98.0	3.7			0.4	4.1
Delay (s)	11.9	20.0		10.0	10.1		160.9	71.9			56.4	73.4
Level of Service	B	B		A	B		F	E			E	E
Approach Delay (s)		19.2			10.1			95.9				72.0
Approach LOS		B			B			F				E

Intersection Summary			
HCM 2000 Control Delay	39.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	157
Future Volume (vph)	157
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.98
Adj. Flow (vph)	160
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	6
Confl. Bikes (#/hr)	2
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	

Timings
1: Ponce de Leon Boulevard & SW 8th Street

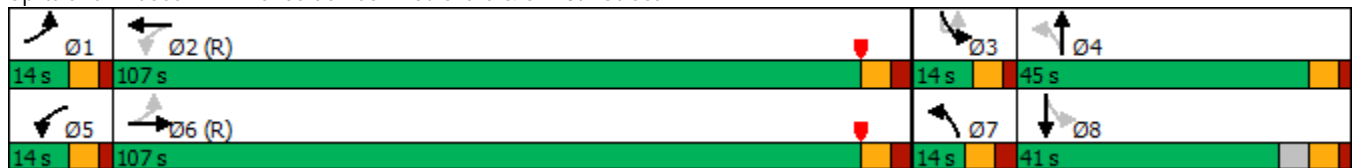


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↖	↕		↖	↕		↖	↕			↘	↕
Traffic Volume (vph)	124	1065	74	70	835	21	178	398	85	10	32	314
Future Volume (vph)	124	1065	74	70	835	21	178	398	85	10	32	314
Confl. Peds. (#/hr)	2		5	5		2	6					
Confl. Bikes (#/hr)			2			1			2			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		custom	pm+pt	NA
Protected Phases	1	6		5	2		7	4			3	8
Permitted Phases	6			2			4			3	8	
Detector Phase	1	6		5	2		7	4		3	3	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	5.0	7.0
Minimum Split (s)	11.0	37.0		11.0	37.0		12.0	36.0		11.0	11.0	36.0
Total Split (s)	14.0	107.0		14.0	107.0		14.0	45.0		14.0	14.0	41.0
Total Split (%)	7.8%	59.4%		7.8%	59.4%		7.8%	25.0%		7.8%	7.8%	22.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	3.0		2.0	3.0		3.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-3.0		-2.0	-3.0		-3.0	-2.0			-2.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce de Leon Boulevard & SW 8th Street





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	157
Future Volume (vph)	157
Confl. Peds. (#/hr)	6
Confl. Bikes (#/hr)	2
Peak Hour Factor	0.98
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Intersection Summary	

HCM 6th Signalized Intersection Summary
 2: Galiano Street & SW 8th Street

04/25/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Volume (veh/h)	3	1088	52	84	1023	11	36	30	102	15	39	24
Future Volume (veh/h)	3	1088	52	84	1023	11	36	30	102	15	39	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1122	54	87	1055	11	37	31	105	15	40	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	406	2356	113	415	2548	27	268	70	236	183	353	295
Arrive On Green	0.01	1.00	1.00	0.04	0.94	0.94	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	3447	166	1781	3603	38	1333	369	1251	1252	1870	1559
Grp Volume(v), veh/h	3	578	598	87	520	546	37	0	136	15	40	25
Grp Sat Flow(s),veh/h/ln	1781	1777	1836	1781	1777	1863	1333	0	1621	1252	1870	1559
Q Serve(g_s), s	0.1	0.0	0.0	2.7	5.1	5.1	4.3	0.0	13.4	1.9	3.2	2.4
Cycle Q Clear(g_c), s	0.1	0.0	0.0	2.7	5.1	5.1	7.4	0.0	13.4	15.3	3.2	2.4
Prop In Lane	1.00		0.09	1.00		0.02	1.00		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	406	1215	1255	415	1257	1318	268	0	306	183	353	295
V/C Ratio(X)	0.01	0.48	0.48	0.21	0.41	0.41	0.14	0.00	0.44	0.08	0.11	0.08
Avail Cap(c_a), veh/h	478	1215	1255	445	1257	1318	268	0	306	183	353	295
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.75	0.75	0.75	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.8	0.0	0.0	7.8	1.7	1.7	63.6	0.0	64.6	71.4	60.5	60.2
Incr Delay (d2), s/veh	0.0	1.1	1.1	0.1	0.8	0.7	1.1	0.0	4.6	0.9	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(95%),veh/ln	0.1	0.7	0.7	1.9	2.8	3.0	2.8	0.0	10.0	1.2	2.9	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	1.1	1.1	7.8	2.5	2.4	64.7	0.0	69.3	72.3	61.2	60.7
LnGrp LOS	A	A	A	A	A	A	E	A	E	E	E	E
Approach Vol, veh/h		1179			1153			173			80	
Approach Delay, s/veh		1.1			2.9			68.3			63.1	
Approach LOS		A			A			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	133.3		40.0	10.9	129.1		40.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	120.0		34.0	8.0	120.0		34.0				
Max Q Clear Time (g_c+I1), s	2.1	7.1		15.4	4.7	2.0		17.3				
Green Ext Time (p_c), s	0.0	2.6		0.7	0.0	3.0		0.2				

Intersection Summary

HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

Timings

2: Galiano Street & SW 8th Street

04/25/2018

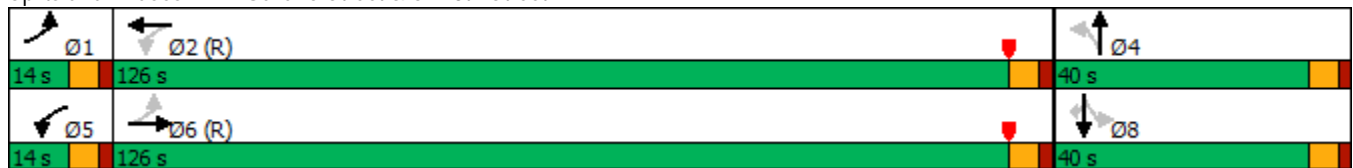


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Volume (vph)	3	1088	52	84	1023	11	36	30	102	15	39	24
Future Volume (vph)	3	1088	52	84	1023	11	36	30	102	15	39	24
Confl. Peds. (#/hr)	5		1	1		5	2					2
Confl. Bikes (#/hr)			2						1			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2			4			8		8
Detector Phase	1	6		5	2		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	11.0	31.0		13.0	31.0		28.0	28.0		28.0	28.0	28.0
Total Split (s)	14.0	126.0		14.0	126.0		40.0	40.0		40.0	40.0	40.0
Total Split (%)	7.8%	70.0%		7.8%	70.0%		22.2%	22.2%		22.2%	22.2%	22.2%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	Max	Max

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 121 (67%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Galiano Street & SW 8th Street



HCM 6th Signalized Intersection Summary
 2: Galiano Street & SW 8th Street

18124 Existing Project PM
 04/25/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Volume (veh/h)	12	1133	34	52	885	27	48	95	179	24	26	20
Future Volume (veh/h)	12	1133	34	52	885	27	48	95	179	24	26	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	1168	35	54	912	28	49	98	185	25	27	21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	457	2216	66	399	2263	69	387	153	289	166	499	417
Arrive On Green	0.05	1.00	1.00	0.07	1.00	1.00	0.27	0.27	0.26	0.27	0.27	0.27
Sat Flow, veh/h	1781	3520	105	1781	3519	108	1356	574	1083	1096	1870	1563
Grp Volume(v), veh/h	12	589	614	54	460	480	49	0	283	25	27	21
Grp Sat Flow(s),veh/h/ln	1781	1777	1848	1781	1777	1851	1356	0	1657	1096	1870	1563
Q Serve(g_s), s	0.4	0.0	0.0	1.8	0.0	0.0	5.0	0.0	27.3	3.7	1.9	1.8
Cycle Q Clear(g_c), s	0.4	0.0	0.0	1.8	0.0	0.0	7.0	0.0	27.3	31.0	1.9	1.8
Prop In Lane	1.00		0.06	1.00		0.06	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	457	1119	1164	399	1143	1190	387	0	442	166	499	417
V/C Ratio(X)	0.03	0.53	0.53	0.14	0.40	0.40	0.13	0.00	0.64	0.15	0.05	0.05
Avail Cap(c_a), veh/h	524	1119	1164	441	1143	1190	387	0	442	166	499	417
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.88	0.88	0.88	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.6	0.0	0.0	9.8	0.0	0.0	51.7	0.0	59.0	72.1	49.1	49.1
Incr Delay (d2), s/veh	0.0	1.5	1.4	0.0	0.9	0.9	0.7	0.0	7.0	1.9	0.2	0.2
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(95%),veh/ln	0.3	0.8	0.8	1.3	0.5	0.5	3.3	0.0	18.3	2.1	1.7	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.6	1.5	1.4	9.8	0.9	0.9	52.4	0.0	65.9	74.0	49.3	49.3
LnGrp LOS	B	A	A	A	A	A	D	A	E	E	D	D
Approach Vol, veh/h		1215			994			332				73
Approach Delay, s/veh		1.6			1.4			63.9				57.8
Approach LOS		A			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	119.7		52.0	10.7	117.3		52.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	107.0		46.0	9.0	107.0		46.0				
Max Q Clear Time (g_c+I1), s	2.4	2.0		29.3	3.8	2.0		33.0				
Green Ext Time (p_c), s	0.0	2.2		1.4	0.0	3.1		0.1				

Intersection Summary

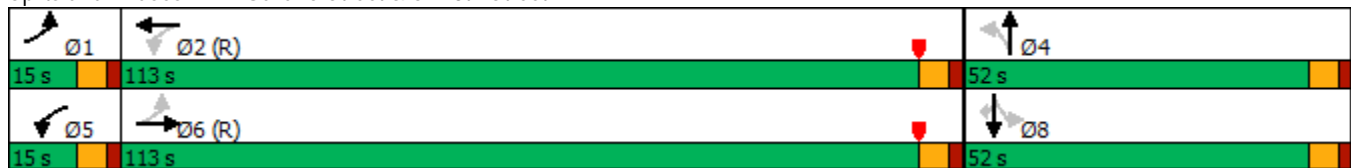
HCM 6th Ctrl Delay	11.0
HCM 6th LOS	B

Timings
2: Galiano Street & SW 8th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	1133	34	52	885	27	48	95	179	24	26	20
Future Volume (vph)	12	1133	34	52	885	27	48	95	179	24	26	20
Confl. Peds. (#/hr)	1		2	2		1	1					1
Confl. Bikes (#/hr)			2						1			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2			4			8		8
Detector Phase	1	6		5	2		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	11.0	31.0		13.0	31.0		28.0	28.0		28.0	28.0	28.0
Total Split (s)	15.0	113.0		15.0	113.0		52.0	52.0		52.0	52.0	52.0
Total Split (%)	8.3%	62.8%		8.3%	62.8%		28.9%	28.9%		28.9%	28.9%	28.9%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	Max	Max

Intersection Summary
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 16 (9%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Galiano Street & SW 8th Street



HCM 6th Signalized Intersection Summary

3: SW 37th Avenue & SW 8th Street

04/25/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	998	114	161	1000	49	124	525	57	100	570	25
Future Volume (veh/h)	103	998	114	161	1000	49	124	525	57	100	570	25
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	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	1040	119	168	1042	51	129	547	59	104	594	26
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	2034	989	407	2020	99	155	607	65	157	652	29
Arrive On Green	0.07	1.00	1.00	0.05	0.59	0.59	0.06	0.19	0.19	0.06	0.19	0.19
Sat Flow, veh/h	1781	3554	1574	1781	3447	169	1781	3227	347	1781	3466	152
Grp Volume(v), veh/h	107	1040	119	168	537	556	129	300	306	104	304	316
Grp Sat Flow(s),veh/h/ln	1781	1777	1574	1781	1777	1839	1781	1777	1797	1781	1777	1841
Q Serve(g_s), s	4.6	0.0	0.0	7.1	32.3	32.3	10.0	29.7	29.9	8.4	30.2	30.3
Cycle Q Clear(g_c), s	4.6	0.0	0.0	7.1	32.3	32.3	10.0	29.7	29.9	8.4	30.2	30.3
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.19	1.00		0.08
Lane Grp Cap(c), veh/h	316	2034	989	407	1041	1077	155	334	338	157	334	346
V/C Ratio(X)	0.34	0.51	0.12	0.41	0.52	0.52	0.83	0.90	0.90	0.66	0.91	0.91
Avail Cap(c_a), veh/h	398	2034	989	426	1041	1077	155	375	379	157	375	389
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	0.0	14.1	22.1	22.1	60.0	71.4	71.5	57.5	71.6	71.6
Incr Delay (d2), s/veh	0.2	0.8	0.2	0.2	1.8	1.8	28.8	21.6	22.2	8.2	23.5	23.2
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(95%),veh/ln	3.3	0.4	0.1	5.4	20.4	21.0	10.1	22.1	22.5	7.6	22.6	23.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	0.8	0.2	14.4	23.9	23.9	88.7	93.0	93.7	65.7	95.1	94.8
LnGrp LOS	B	A	A	B	C	C	F	F	F	E	F	F
Approach Vol, veh/h		1266			1261			735			724	
Approach Delay, s/veh		2.1			22.6			92.5			90.7	
Approach LOS		A			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	111.5	16.0	39.9	15.1	109.0	16.0	39.9				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	15.0	93.0	10.0	38.0	11.0	97.0	10.0	38.0				
Max Q Clear Time (g_c+I1), s	6.6	34.3	10.4	31.9	9.1	2.0	12.0	32.3				
Green Ext Time (p_c), s	0.1	7.4	0.0	1.6	0.0	8.4	0.0	1.6				

Intersection Summary

HCM 6th Ctrl Delay	41.4
HCM 6th LOS	D

Notes

User approved changes to right turn type.

Timings

3: SW 37th Avenue & SW 8th Street

04/25/2018

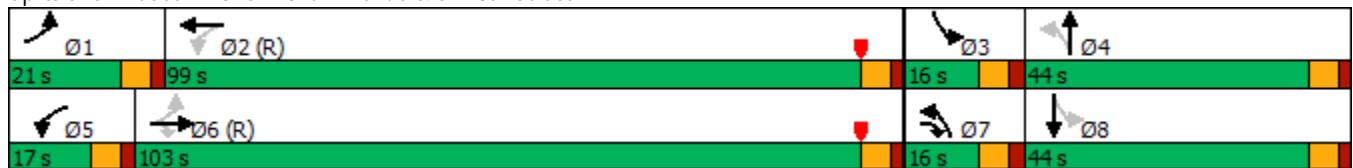


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	103	998	114	161	1000	49	124	525	57	100	570	25
Future Volume (vph)	103	998	114	161	1000	49	124	525	57	100	570	25
Confl. Peds. (#/hr)	5		13	13		5	5		7	7		5
Confl. Bikes (#/hr)									2			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	6 7	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.0	31.0	11.0	11.0	31.0		11.0	31.0		16.0	31.0	
Total Split (s)	21.0	103.0	16.0	17.0	99.0		16.0	44.0		16.0	44.0	
Total Split (%)	11.7%	57.2%	8.9%	9.4%	55.0%		8.9%	24.4%		8.9%	24.4%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 84 (47%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 3: SW 37th Avenue & SW 8th Street



HCM 6th Signalized Intersection Summary
 3: SW 37th Avenue & SW 8th Street

18124 Existing Project PM
 04/25/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	1025	141	143	802	54	86	541	53	98	573	31
Future Volume (veh/h)	171	1025	141	143	802	54	86	541	53	98	573	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	178	1068	147	149	835	56	90	564	55	102	597	32
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	428	2081	1014	406	1953	131	177	662	64	187	732	39
Arrive On Green	0.13	1.00	1.00	0.06	0.58	0.57	0.06	0.20	0.19	0.07	0.21	0.20
Sat Flow, veh/h	1781	3554	1581	1781	3379	227	1781	3263	317	1781	3428	184
Grp Volume(v), veh/h	178	1068	147	149	439	452	90	306	313	102	309	320
Grp Sat Flow(s),veh/h/ln	1781	1777	1581	1781	1777	1829	1781	1777	1804	1781	1777	1835
Q Serve(g_s), s	7.5	0.0	0.0	6.0	24.9	25.0	7.1	29.9	30.1	8.0	29.8	29.9
Cycle Q Clear(g_c), s	7.5	0.0	0.0	6.0	24.9	25.0	7.1	29.9	30.1	8.0	29.8	29.9
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.18	1.00		0.10
Lane Grp Cap(c), veh/h	428	2081	1014	406	1027	1057	177	360	366	187	379	392
V/C Ratio(X)	0.42	0.51	0.14	0.37	0.43	0.43	0.51	0.85	0.85	0.55	0.81	0.82
Avail Cap(c_a), veh/h	453	2081	1014	543	1027	1057	177	444	451	187	464	479
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	0.0	0.0	13.1	21.3	21.4	54.6	69.1	69.4	53.9	67.4	67.5
Incr Delay (d2), s/veh	0.2	0.8	0.2	0.2	1.3	1.3	1.0	11.6	11.9	1.9	8.3	8.2
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(95%),veh/ln	5.0	0.4	0.1	4.5	16.4	16.9	5.9	21.2	21.6	6.7	20.8	21.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4	0.8	0.2	13.3	22.6	22.7	55.6	80.7	81.2	55.7	75.7	75.7
LnGrp LOS	B	A	A	B	C	C	E	F	F	E	E	E
Approach Vol, veh/h		1393			1040			709			731	
Approach Delay, s/veh		2.4			21.3			77.8			72.9	
Approach LOS		A			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.6	108.0	15.9	40.5	14.2	109.4	14.0	42.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	12.0	91.0	10.0	43.0	22.0	81.0	8.0	45.0				
Max Q Clear Time (g_c+I1), s	9.5	27.0	10.0	32.1	8.0	2.0	9.1	31.9				
Green Ext Time (p_c), s	0.1	5.5	0.0	2.4	0.2	8.9	0.0	2.7				

Intersection Summary

HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C

Notes

User approved changes to right turn type.

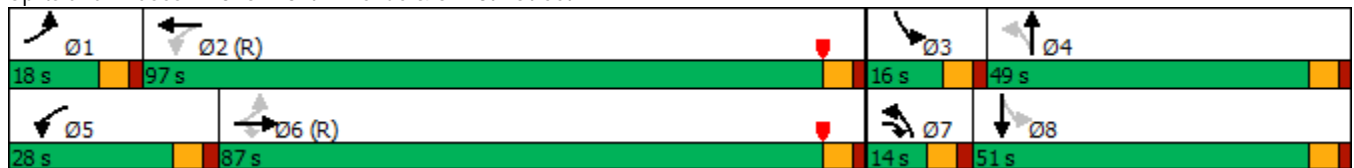
Timings
3: SW 37th Avenue & SW 8th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	1025	141	143	802	54	86	541	53	98	573	31
Future Volume (vph)	171	1025	141	143	802	54	86	541	53	98	573	31
Confl. Peds. (#/hr)	5		4	4		5	7		2	2		7
Confl. Bikes (#/hr)									2			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	6 7	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.0	31.0	11.0	11.0	31.0		11.0	31.0		16.0	31.0	
Total Split (s)	18.0	87.0	14.0	28.0	97.0		14.0	49.0		16.0	51.0	
Total Split (%)	10.0%	48.3%	7.8%	15.6%	53.9%		7.8%	27.2%		8.9%	28.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 19 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 3: SW 37th Avenue & SW 8th Street



HCM 6th Signalized Intersection Summary

4: SW 37th Avenue & SW 12th Street

04/25/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	77	62	764	58	12	858
Future Volume (veh/h)	77	62	764	58	12	858
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	66	813	62	13	913
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	105	94	2937	224	569	3119
Arrive On Green	0.06	0.06	0.88	0.88	0.88	0.88
Sat Flow, veh/h	1781	1585	3440	255	634	3647
Grp Volume(v), veh/h	82	66	432	443	13	913
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1824	634	1777
Q Serve(g_s), s	8.6	7.8	7.5	7.5	0.6	8.0
Cycle Q Clear(g_c), s	8.6	7.8	7.5	7.5	8.1	8.0
Prop In Lane	1.00	1.00		0.14	1.00	
Lane Grp Cap(c), veh/h	105	94	1560	1601	569	3119
V/C Ratio(X)	0.78	0.71	0.28	0.28	0.02	0.29
Avail Cap(c_a), veh/h	525	467	1560	1601	569	3119
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	88.2	87.8	1.9	1.9	2.5	1.9
Incr Delay (d2), s/veh	13.9	11.1	0.4	0.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.9	6.3	4.0	4.1	0.2	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	102.0	98.8	2.3	2.3	2.6	2.1
LnGrp LOS	F	F	A	A	A	A
Approach Vol, veh/h	148		875			926
Approach Delay, s/veh	100.6		2.3			2.2
Approach LOS	F		A			A
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		172.8		17.2		172.8
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		122.0		56.0		122.0
Max Q Clear Time (g_c+I1), s		10.1		10.6		9.5
Green Ext Time (p_c), s		2.8		0.6		2.0
Intersection Summary						
HCM 6th Ctrl Delay			9.7			
HCM 6th LOS			A			

Timings

4: SW 37th Avenue & SW 12th Street

04/25/2018

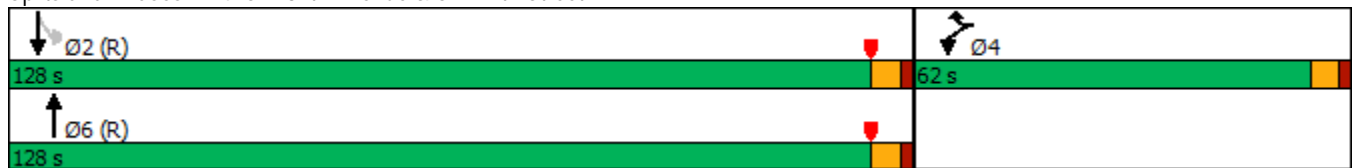


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	77	62	764	58	12	858
Future Volume (vph)	77	62	764	58	12	858
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot	Prot	NA		Perm	NA
Protected Phases	4	4	6			2
Permitted Phases					2	
Detector Phase	4	4	6		2	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0
Minimum Split (s)	24.0	24.0	26.0		26.0	26.0
Total Split (s)	62.0	62.0	128.0		128.0	128.0
Total Split (%)	32.6%	32.6%	67.4%		67.4%	67.4%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	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)	6.0	6.0	6.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		C-Max	C-Max

Intersection Summary

Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 93 (49%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 4: SW 37th Avenue & SW 12th Street



HCM 6th Signalized Intersection Summary
 4: SW 37th Avenue & SW 12th Street

18124 Existing Project PM
 04/25/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	143	65	762	91	45	883
Future Volume (veh/h)	143	65	762	91	45	883
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	68	794	95	47	920
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	191	170	2717	325	538	3023
Arrive On Green	0.11	0.11	0.85	0.84	0.85	0.85
Sat Flow, veh/h	1781	1585	3288	382	625	3647
Grp Volume(v), veh/h	149	68	442	447	47	920
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1800	625	1777
Q Serve(g_s), s	15.5	7.6	9.4	9.5	3.1	9.9
Cycle Q Clear(g_c), s	15.5	7.6	9.4	9.5	12.6	9.9
Prop In Lane	1.00	1.00		0.21	1.00	
Lane Grp Cap(c), veh/h	191	170	1512	1531	538	3023
V/C Ratio(X)	0.78	0.40	0.29	0.29	0.09	0.30
Avail Cap(c_a), veh/h	619	551	1512	1531	538	3023
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	82.6	79.1	2.8	2.9	4.1	2.9
Incr Delay (d2), s/veh	8.1	1.8	0.5	0.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.1	5.8	5.6	5.8	0.8	5.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	90.7	80.9	3.3	3.4	4.4	3.1
LnGrp LOS	F	F	A	A	A	A
Approach Vol, veh/h	217		889			967
Approach Delay, s/veh	87.6		3.3			3.2
Approach LOS	F		A			A
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		165.6		24.4		165.6
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		114.0		64.0		114.0
Max Q Clear Time (g_c+I1), s		14.6		17.5		11.5
Green Ext Time (p_c), s		3.0		0.9		2.1
Intersection Summary						
HCM 6th Ctrl Delay			12.1			
HCM 6th LOS			B			

Timings
4: SW 37th Avenue & SW 12th Street

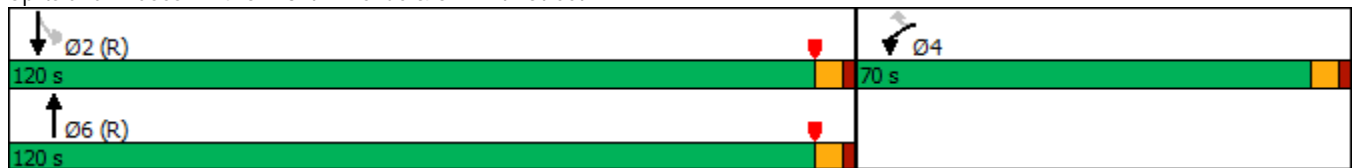


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕↔		↘	↕↕
Traffic Volume (vph)	143	65	762	91	45	883
Future Volume (vph)	143	65	762	91	45	883
Confl. Peds. (#/hr)	3	7		7	7	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	4		6			2
Permitted Phases		4			2	
Detector Phase	4	4	6		2	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0
Minimum Split (s)	24.0	24.0	26.0		26.0	26.0
Total Split (s)	70.0	70.0	120.0		120.0	120.0
Total Split (%)	36.8%	36.8%	63.2%		63.2%	63.2%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0		-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		C-Max	C-Max

Intersection Summary

Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 156 (82%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 4: SW 37th Avenue & SW 12th Street



HCM 6th Signalized Intersection Summary
 5: Ponce de Leon Boulevard & Salamanca Avenue

04/25/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕			↕	
Traffic Volume (veh/h)	38	59	23	8	17	16	40	441	14	6	506	25
Future Volume (veh/h)	38	59	23	8	17	16	40	441	14	6	506	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.95	0.97		0.95	1.00		0.96	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	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	65	25	9	19	18	44	485	15	7	556	27
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	111	39	49	98	80	674	2833	87	37	2685	130
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.81	0.81	0.81	0.81	0.81	0.81
Sat Flow, veh/h	427	889	308	214	784	641	830	3514	109	22	3330	161
Grp Volume(v), veh/h	132	0	0	46	0	0	44	245	255	310	0	280
Grp Sat Flow(s),veh/h/ln	1624	0	0	1639	0	0	830	1777	1846	1846	0	1666
Q Serve(g_s), s	9.9	0.0	0.0	0.0	0.0	0.0	2.5	5.9	5.9	0.0	0.0	7.4
Cycle Q Clear(g_c), s	14.5	0.0	0.0	4.6	0.0	0.0	9.9	5.9	5.9	7.3	0.0	7.4
Prop In Lane	0.32		0.19	0.20		0.39	1.00		0.06	0.02		0.10
Lane Grp Cap(c), veh/h	228	0	0	228	0	0	674	1433	1488	1508	0	1343
V/C Ratio(X)	0.58	0.00	0.00	0.20	0.00	0.00	0.07	0.17	0.17	0.21	0.00	0.21
Avail Cap(c_a), veh/h	622	0	0	619	0	0	674	1433	1488	1508	0	1343
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	78.8	0.0	0.0	74.7	0.0	0.0	5.4	4.1	4.1	4.3	0.0	4.3
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.3	0.0	0.0	0.2	0.3	0.3	0.3	0.0	0.4
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 BackOfQ(95%),veh/ln	10.4	0.0	0.0	3.7	0.0	0.0	0.8	3.9	4.1	5.1	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.5	0.0	0.0	75.0	0.0	0.0	5.6	4.4	4.4	4.6	0.0	4.6
LnGrp LOS	F	A	A	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		132			46			544				590
Approach Delay, s/veh		80.5			75.0			4.5				4.6
Approach LOS		F			E			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		159.2		30.8		159.2		30.8				
Change Period (Y+Rc), s		6.0		7.0		6.0		7.0				
Max Green Setting (Gmax), s		106.0		71.0		106.0		71.0				
Max Q Clear Time (g_c+I1), s		9.4		6.6		11.9		16.5				
Green Ext Time (p_c), s		1.3		0.2		1.2		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				14.7								
HCM 6th LOS				B								

Timings

5: Ponce de Leon Boulevard & Salamanca Avenue

04/25/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Volume (vph)	38	59	23	8	17	16	40	441	14	6	506	25
Future Volume (vph)	38	59	23	8	17	16	40	441	14	6	506	25
Confl. Peds. (#/hr)	6		21	21		6	21		22	22		21
Confl. Bikes (#/hr)									10			2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
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		8.0	8.0		8.0	8.0	
Minimum Split (s)	34.0	34.0		34.0	34.0		25.0	25.0		25.0	25.0	
Total Split (s)	78.0	78.0		78.0	78.0		112.0	112.0		112.0	112.0	
Total Split (%)	41.1%	41.1%		41.1%	41.1%		58.9%	58.9%		58.9%	58.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		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)		7.0			7.0		6.0	6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	

Intersection Summary

Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 119 (63%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Ponce de Leon Boulevard & Salamanca Avenue



HCM 6th Signalized Intersection Summary
 5: Ponce de Leon Boulevard & Salamanca Avenue

18124 Existing Project PM
 04/25/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕			↕	
Traffic Volume (veh/h)	35	55	18	29	56	16	66	760	16	13	561	40
Future Volume (veh/h)	35	55	18	29	56	16	66	760	16	13	561	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	59	19	31	60	17	70	809	17	14	597	43
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	109	32	69	120	31	664	2970	62	63	2631	188
Arrive On Green	0.12	0.12	0.11	0.12	0.12	0.11	0.84	0.84	0.82	0.84	0.84	0.82
Sat Flow, veh/h	415	887	258	360	978	250	786	3555	75	51	3150	226
Grp Volume(v), veh/h	115	0	0	108	0	0	70	404	422	339	0	315
Grp Sat Flow(s),veh/h/ln	1559	0	0	1588	0	0	786	1777	1853	1776	0	1651
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	0.0	3.8	9.2	9.2	0.0	0.0	7.4
Cycle Q Clear(g_c), s	13.5	0.0	0.0	12.2	0.0	0.0	11.2	9.2	9.2	6.9	0.0	7.4
Prop In Lane	0.32		0.17	0.29		0.16	1.00		0.04	0.04		0.14
Lane Grp Cap(c), veh/h	216	0	0	219	0	0	664	1484	1548	1504	0	1379
V/C Ratio(X)	0.53	0.00	0.00	0.49	0.00	0.00	0.11	0.27	0.27	0.23	0.00	0.23
Avail Cap(c_a), veh/h	641	0	0	650	0	0	664	1484	1548	1504	0	1379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	79.1	0.0	0.0	78.4	0.0	0.0	4.3	3.3	3.3	3.1	0.0	3.2
Incr Delay (d2), s/veh	1.5	0.0	0.0	1.3	0.0	0.0	0.3	0.5	0.4	0.3	0.0	0.4
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 BackOfQ(95%),veh/ln	9.4	0.0	0.0	8.8	0.0	0.0	1.2	5.8	6.0	4.6	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.6	0.0	0.0	79.7	0.0	0.0	4.6	3.8	3.8	3.5	0.0	3.6
LnGrp LOS	F	A	A	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		115			108			896				654
Approach Delay, s/veh		80.6			79.7			3.9				3.5
Approach LOS		F			E			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		162.7		27.3		162.7		27.3				
Change Period (Y+Rc), s		6.0		7.0		6.0		7.0				
Max Green Setting (Gmax), s		106.0		71.0		106.0		71.0				
Max Q Clear Time (g_c+I1), s		9.4		14.2		13.2		15.5				
Green Ext Time (p_c), s		1.5		0.5		2.1		0.6				

Intersection Summary

HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Timings
5: Ponce de Leon Boulevard & Salamanca Avenue

18124 Existing Project PM
04/25/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Volume (vph)	35	55	18	29	56	16	66	760	16	13	561	40
Future Volume (vph)	35	55	18	29	56	16	66	760	16	13	561	40
Confl. Peds. (#/hr)	4		9	9		4	30		23	23		30
Confl. Bikes (#/hr)									10			2
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
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		8.0	8.0		8.0	8.0	
Minimum Split (s)	34.0	34.0		34.0	34.0		25.0	25.0		25.0	25.0	
Total Split (s)	78.0	78.0		78.0	78.0		112.0	112.0		112.0	112.0	
Total Split (%)	41.1%	41.1%		41.1%	41.1%		58.9%	58.9%		58.9%	58.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-3.0			-3.0		-2.0	-2.0			-2.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	

Intersection Summary

Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 176 (93%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Ponce de Leon Boulevard & Salamanca Avenue



Future without Project Conditions

HCM Signalized Intersection Capacity Analysis
1: Ponce de Leon Boulevard & SW 8th Street

18124 Future Without Project AM
04/25/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	104	1092	85	127	941	40	11	169	55	18	19	337
Future Volume (vph)	104	1092	85	127	941	40	11	169	55	18	19	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	7.0		6.0	7.0		7.0	6.0			6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95			1.00	0.95
Frbp, ped/bikes	1.00	1.00		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			0.99	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.96			1.00	0.97
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1768	3494		1769	3512		1767	3390			1748	3396
Flt Permitted	0.23	1.00		0.17	1.00		0.21	1.00			0.47	1.00
Satd. Flow (perm)	430	3494		317	3512		389	3390			862	3396
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	108	1138	89	132	980	42	11	176	57	19	20	351
RTOR Reduction (vph)	0	3	0	0	1	0	0	19	0	0	0	14
Lane Group Flow (vph)	108	1224	0	132	1021	0	11	214	0	0	39	431
Confl. Peds. (#/hr)	13		8	8		13	10		3	13	3	
Confl. Bikes (#/hr)			2			1			2			
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		custom	pm+pt	NA
Protected Phases	1	6		5	2		7	4			3	8
Permitted Phases	6			2			4			3	8	
Actuated Green, G (s)	123.1	115.4		123.5	115.6		29.5	26.9			32.9	28.1
Effective Green, g (s)	123.1	115.4		123.5	115.6		29.5	26.9			32.9	28.1
Actuated g/C Ratio	0.68	0.64		0.69	0.64		0.16	0.15			0.18	0.16
Clearance Time (s)	6.0	7.0		6.0	7.0		7.0	6.0			6.0	6.0
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	2.5			2.0	2.5
Lane Grp Cap (vph)	351	2240		281	2255		83	506			181	530
v/s Ratio Prot	0.01	c0.35		c0.02	0.29		0.00	0.06			c0.01	c0.13
v/s Ratio Perm	0.20			0.30			0.02				0.03	
v/c Ratio	0.31	0.55		0.47	0.45		0.13	0.42			0.22	0.81
Uniform Delay, d1	11.0	17.8		13.1	16.2		64.0	69.5			61.6	73.4
Progression Factor	1.00	1.00		0.91	0.41		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.2	1.0		0.4	0.6		0.3	0.4			0.2	9.0
Delay (s)	11.2	18.8		12.3	7.3		64.3	69.9			61.8	82.4
Level of Service	B	B		B	A		E	E			E	F
Approach Delay (s)		18.2			7.9			69.7				80.8
Approach LOS		B			A			E				F

Intersection Summary			
HCM 2000 Control Delay	27.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	90
Future Volume (vph)	90
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	94
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	10
Confl. Bikes (#/hr)	2
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	

Timings
1: Ponce de Leon Boulevard & SW 8th Street

18124 Future Without Project AM
04/25/2018

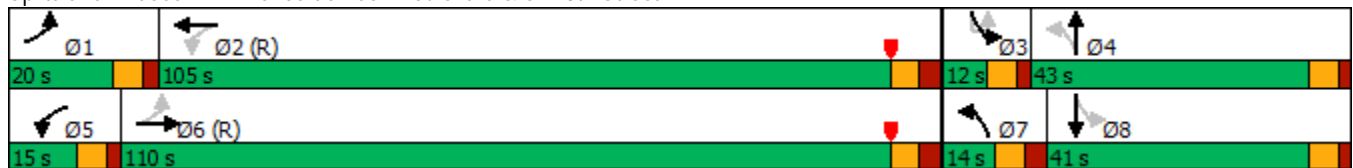


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	104	1092	85	127	941	40	11	169	55	18	19	337
Future Volume (vph)	104	1092	85	127	941	40	11	169	55	18	19	337
Confl. Peds. (#/hr)	13		8	8		13	10		3	13	3	
Confl. Bikes (#/hr)			2			1			2			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		custom	pm+pt	NA
Protected Phases	1	6		5	2		7	4			3	8
Permitted Phases	6			2			4			3	8	
Detector Phase	1	6		5	2		7	4		3	3	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	5.0	7.0
Minimum Split (s)	11.0	37.0		11.0	37.0		12.0	36.0		11.0	11.0	36.0
Total Split (s)	20.0	110.0		15.0	105.0		14.0	43.0		12.0	12.0	41.0
Total Split (%)	11.1%	61.1%		8.3%	58.3%		7.8%	23.9%		6.7%	6.7%	22.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	3.0		2.0	3.0		3.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	7.0		6.0	7.0		7.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 111 (62%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce de Leon Boulevard & SW 8th Street





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	90
Future Volume (vph)	90
Confl. Peds. (#/hr)	10
Confl. Bikes (#/hr)	2
Peak Hour Factor	0.96
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
1: Ponce de Leon Boulevard & SW 8th Street

18124 Future Without Project PM
04/25/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↖	↕		↖	↕		↖	↕			↘	↕
Traffic Volume (vph)	125	1080	80	73	853	21	187	407	91	10	32	320
Future Volume (vph)	125	1080	80	73	853	21	187	407	91	10	32	320
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95			1.00	0.95
Frbp, ped/bikes	1.00	1.00		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			1.00	1.00
Frt	1.00	0.99		1.00	1.00		1.00	0.97			1.00	0.95
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1769	3497		1770	3525		1770	3433			1770	3329
Flt Permitted	0.26	1.00		0.17	1.00		0.18	1.00			0.20	1.00
Satd. Flow (perm)	476	3497		319	3525		343	3433			368	3329
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)	128	1102	82	74	870	21	191	415	93	10	33	327
RTOR Reduction (vph)	0	3	0	0	1	0	0	11	0	0	0	36
Lane Group Flow (vph)	128	1181	0	74	890	0	191	497	0	0	43	453
Confl. Peds. (#/hr)	2		5	5		2	6					
Confl. Bikes (#/hr)			2			1			2			
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		custom	pm+pt	NA
Protected Phases	1	6		5	2		7	4			3	8
Permitted Phases	6			2			4			3	8	
Actuated Green, G (s)	116.8	108.5		114.0	107.1		40.5	33.5			37.7	31.6
Effective Green, g (s)	120.8	111.5		118.0	110.1		46.5	35.5			41.7	33.6
Actuated g/C Ratio	0.67	0.62		0.66	0.61		0.26	0.20			0.23	0.19
Clearance Time (s)	6.0	7.0		6.0	7.0		7.0	6.0			6.0	6.0
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	2.5			2.0	2.5
Lane Grp Cap (vph)	393	2166		280	2156		167	677			148	621
v/s Ratio Prot	c0.02	c0.34		0.01	0.25		c0.06	0.14			0.01	0.14
v/s Ratio Perm	0.20			0.16			c0.23				0.05	
v/c Ratio	0.33	0.55		0.26	0.41		1.14	0.73			0.29	0.73
Uniform Delay, d1	12.2	19.7		14.3	18.2		62.6	67.8			55.5	68.9
Progression Factor	1.00	1.00		0.72	0.55		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.2	1.0		0.2	0.6		113.5	3.9			0.4	4.0
Delay (s)	12.4	20.7		10.5	10.5		176.2	71.7			55.9	73.0
Level of Service	B	C		B	B		F	E			E	E
Approach Delay (s)		19.9			10.5			100.2				71.6
Approach LOS		B			B			F				E

Intersection Summary			
HCM 2000 Control Delay	41.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	159
Future Volume (vph)	159
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.98
Adj. Flow (vph)	162
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	6
Confl. Bikes (#/hr)	2
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	

Timings
1: Ponce de Leon Boulevard & SW 8th Street

18124 Future Without Project PM
04/25/2018

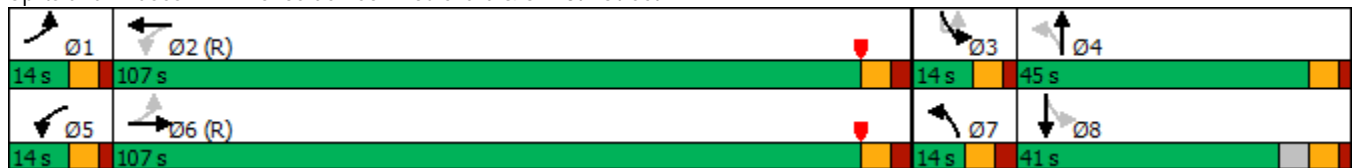


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↖	↗		↖	↗		↖	↗			↘	↗
Traffic Volume (vph)	125	1080	80	73	853	21	187	407	91	10	32	320
Future Volume (vph)	125	1080	80	73	853	21	187	407	91	10	32	320
Confl. Peds. (#/hr)	2		5	5		2	6					
Confl. Bikes (#/hr)			2			1			2			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		custom	pm+pt	NA
Protected Phases	1	6		5	2		7	4			3	8
Permitted Phases	6			2			4			3	8	
Detector Phase	1	6		5	2		7	4		3	3	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	5.0	7.0
Minimum Split (s)	11.0	37.0		11.0	37.0		12.0	36.0		11.0	11.0	36.0
Total Split (s)	14.0	107.0		14.0	107.0		14.0	45.0		14.0	14.0	41.0
Total Split (%)	7.8%	59.4%		7.8%	59.4%		7.8%	25.0%		7.8%	7.8%	22.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	3.0		2.0	3.0		3.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-3.0		-2.0	-3.0		-3.0	-2.0			-2.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce de Leon Boulevard & SW 8th Street





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	159
Future Volume (vph)	159
Confl. Peds. (#/hr)	6
Confl. Bikes (#/hr)	2
Peak Hour Factor	0.98
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Intersection Summary	

HCM 6th Signalized Intersection Summary
2: Galiano Street & SW 8th Street

18124 Future Without Project AM
04/25/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Volume (veh/h)	3	1099	61	92	1033	11	40	32	103	15	46	24
Future Volume (veh/h)	3	1099	61	92	1033	11	40	32	103	15	46	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1133	63	95	1065	11	41	33	106	15	47	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	402	2336	130	409	2548	26	263	73	234	181	353	295
Arrive On Green	0.01	1.00	1.00	0.04	0.94	0.94	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	3417	190	1781	3603	37	1325	385	1238	1248	1870	1559
Grp Volume(v), veh/h	3	589	607	95	525	551	41	0	139	15	47	25
Grp Sat Flow(s),veh/h/ln	1781	1777	1831	1781	1777	1864	1325	0	1623	1248	1870	1559
Q Serve(g_s), s	0.1	0.0	0.0	2.9	5.2	5.2	4.8	0.0	13.7	1.9	3.8	2.4
Cycle Q Clear(g_c), s	0.1	0.0	0.0	2.9	5.2	5.2	8.5	0.0	13.7	15.6	3.8	2.4
Prop In Lane	1.00		0.10	1.00		0.02	1.00		0.76	1.00		1.00
Lane Grp Cap(c), veh/h	402	1215	1251	409	1257	1318	263	0	307	181	353	295
V/C Ratio(X)	0.01	0.48	0.49	0.23	0.42	0.42	0.16	0.00	0.45	0.08	0.13	0.08
Avail Cap(c_a), veh/h	475	1215	1251	439	1257	1318	263	0	307	181	353	295
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.74	0.74	0.74	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.8	0.0	0.0	7.8	1.7	1.7	64.3	0.0	64.8	71.7	60.7	60.2
Incr Delay (d2), s/veh	0.0	1.2	1.1	0.1	0.8	0.7	1.3	0.0	4.8	0.9	0.8	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(95%),veh/ln	0.1	0.7	0.7	2.1	2.9	3.0	3.1	0.0	10.2	1.2	3.4	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	1.2	1.1	7.9	2.5	2.4	65.6	0.0	69.5	72.6	61.5	60.7
LnGrp LOS	A	A	A	A	A	A	E	A	E	E	E	E
Approach Vol, veh/h		1199			1171			180				87
Approach Delay, s/veh		1.2			2.9			68.6				63.2
Approach LOS		A			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	133.3		40.0	11.0	129.0		40.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	120.0		34.0	8.0	120.0		34.0				
Max Q Clear Time (g_c+I1), s	2.1	7.2		15.7	4.9	2.0		17.6				
Green Ext Time (p_c), s	0.0	2.6		0.7	0.0	3.1		0.2				

Intersection Summary

HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Timings
2: Galiano Street & SW 8th Street

18124 Future Without Project AM
04/25/2018

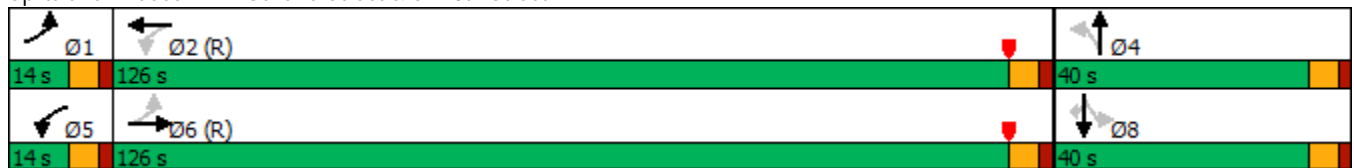


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Volume (vph)	3	1099	61	92	1033	11	40	32	103	15	46	24
Future Volume (vph)	3	1099	61	92	1033	11	40	32	103	15	46	24
Confl. Peds. (#/hr)	5		1	1		5	2					2
Confl. Bikes (#/hr)			2						1			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2			4			8		8
Detector Phase	1	6		5	2		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	11.0	31.0		13.0	31.0		28.0	28.0		28.0	28.0	28.0
Total Split (s)	14.0	126.0		14.0	126.0		40.0	40.0		40.0	40.0	40.0
Total Split (%)	7.8%	70.0%		7.8%	70.0%		22.2%	22.2%		22.2%	22.2%	22.2%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	Max	Max

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 121 (67%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Galiano Street & SW 8th Street



HCM 6th Signalized Intersection Summary
2: Galiano Street & SW 8th Street

18124 Future Without Project PM
04/25/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	1144	39	57	894	27	58	102	189	24	29	20
Future Volume (veh/h)	12	1144	39	57	894	27	58	102	189	24	29	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	1179	40	59	922	28	60	105	195	25	30	21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	454	2205	75	395	2264	69	384	155	287	152	499	417
Arrive On Green	0.05	1.00	1.00	0.07	1.00	1.00	0.27	0.27	0.26	0.27	0.27	0.27
Sat Flow, veh/h	1781	3504	119	1781	3521	107	1352	580	1078	1079	1870	1563
Grp Volume(v), veh/h	12	598	621	59	465	485	60	0	300	25	30	21
Grp Sat Flow(s),veh/h/ln	1781	1777	1846	1781	1777	1851	1352	0	1658	1079	1870	1563
Q Serve(g_s), s	0.4	0.0	0.0	2.0	0.0	0.0	6.2	0.0	29.3	3.8	2.2	1.8
Cycle Q Clear(g_c), s	0.4	0.0	0.0	2.0	0.0	0.0	8.4	0.0	29.3	33.1	2.2	1.8
Prop In Lane	1.00		0.06	1.00		0.06	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	454	1118	1161	395	1143	1190	384	0	442	152	499	417
V/C Ratio(X)	0.03	0.53	0.54	0.15	0.41	0.41	0.16	0.00	0.68	0.16	0.06	0.05
Avail Cap(c_a), veh/h	520	1118	1161	437	1143	1190	384	0	442	152	499	417
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.87	0.87	0.87	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.7	0.0	0.0	9.8	0.0	0.0	52.3	0.0	59.7	74.0	49.2	49.1
Incr Delay (d2), s/veh	0.0	1.5	1.5	0.1	0.9	0.9	0.9	0.0	8.1	2.3	0.2	0.2
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(95%),veh/ln	0.3	0.9	0.9	1.4	0.5	0.5	4.1	0.0	19.5	2.1	1.9	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.7	1.5	1.5	9.8	0.9	0.9	53.2	0.0	67.8	76.3	49.4	49.3
LnGrp LOS	B	A	A	A	A	A	D	A	E	E	D	D
Approach Vol, veh/h		1231			1009			360				76
Approach Delay, s/veh		1.6			1.4			65.4				58.2
Approach LOS		A			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	119.7		52.0	10.7	117.3		52.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	107.0		46.0	9.0	107.0		46.0				
Max Q Clear Time (g_c+I1), s	2.4	2.0		31.3	4.0	2.0		35.1				
Green Ext Time (p_c), s	0.0	2.2		1.5	0.0	3.1		0.1				

Intersection Summary

HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

Timings
2: Galiano Street & SW 8th Street

18124 Future Without Project PM
04/25/2018

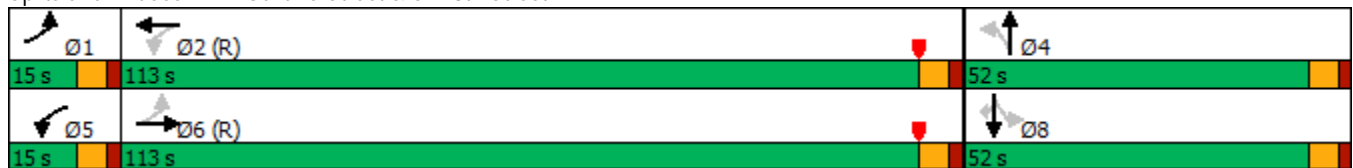


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Volume (vph)	12	1144	39	57	894	27	58	102	189	24	29	20
Future Volume (vph)	12	1144	39	57	894	27	58	102	189	24	29	20
Confl. Peds. (#/hr)	1		2	2		1	1					1
Confl. Bikes (#/hr)			2						1			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2			4			8		8
Detector Phase	1	6		5	2		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	11.0	31.0		13.0	31.0		28.0	28.0		28.0	28.0	28.0
Total Split (s)	15.0	113.0		15.0	113.0		52.0	52.0		52.0	52.0	52.0
Total Split (%)	8.3%	62.8%		8.3%	62.8%		28.9%	28.9%		28.9%	28.9%	28.9%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	Max	Max

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 16 (9%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Galiano Street & SW 8th Street



HCM 6th Signalized Intersection Summary
3: SW 37th Avenue & SW 8th Street

18124 Future Without Project AM
04/25/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	1010	115	169	1015	49	125	533	60	101	581	28
Future Volume (veh/h)	105	1010	115	169	1015	49	125	533	60	101	581	28
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	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	109	1052	120	176	1057	51	130	555	62	105	605	29
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	309	2013	980	405	2007	97	154	616	69	157	661	32
Arrive On Green	0.08	1.00	1.00	0.05	0.58	0.58	0.06	0.19	0.19	0.06	0.19	0.19
Sat Flow, veh/h	1781	3554	1574	1781	3450	166	1781	3214	358	1781	3450	165
Grp Volume(v), veh/h	109	1052	120	176	544	564	130	306	311	105	311	323
Grp Sat Flow(s),veh/h/ln	1781	1777	1574	1781	1777	1839	1781	1777	1795	1781	1777	1838
Q Serve(g_s), s	4.8	0.0	0.0	7.5	33.3	33.3	10.0	30.3	30.5	8.5	30.9	31.0
Cycle Q Clear(g_c), s	4.8	0.0	0.0	7.5	33.3	33.3	10.0	30.3	30.5	8.5	30.9	31.0
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.20	1.00		0.09
Lane Grp Cap(c), veh/h	309	2013	980	405	1034	1070	154	340	344	157	340	352
V/C Ratio(X)	0.35	0.52	0.12	0.43	0.53	0.53	0.84	0.90	0.90	0.67	0.91	0.92
Avail Cap(c_a), veh/h	390	2013	980	420	1034	1070	154	375	379	157	375	388
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	0.0	0.0	14.5	22.7	22.7	59.7	71.1	71.1	57.2	71.3	71.4
Incr Delay (d2), s/veh	0.2	0.8	0.2	0.3	1.9	1.9	30.8	22.0	22.6	8.6	24.6	24.4
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 BackOfQ(95%),veh/ln	3.4	0.4	0.1	5.7	21.0	21.6	10.3	22.5	22.9	7.6	23.2	23.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	0.8	0.2	14.7	24.6	24.6	90.6	93.1	93.8	65.8	96.0	95.7
LnGrp LOS	B	A	A	B	C	C	F	F	F	E	F	F
Approach Vol, veh/h		1281			1284			747			739	
Approach Delay, s/veh		2.2			23.2			92.9			91.6	
Approach LOS		A			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	110.7	16.0	40.5	15.5	108.0	16.0	40.5				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	15.0	93.0	10.0	38.0	11.0	97.0	10.0	38.0				
Max Q Clear Time (g_c+I1), s	6.8	35.3	10.5	32.5	9.5	2.0	12.0	33.0				
Green Ext Time (p_c), s	0.1	7.6	0.0	1.6	0.0	8.6	0.0	1.5				

Intersection Summary

HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D

Notes

User approved changes to right turn type.

Timings
3: SW 37th Avenue & SW 8th Street

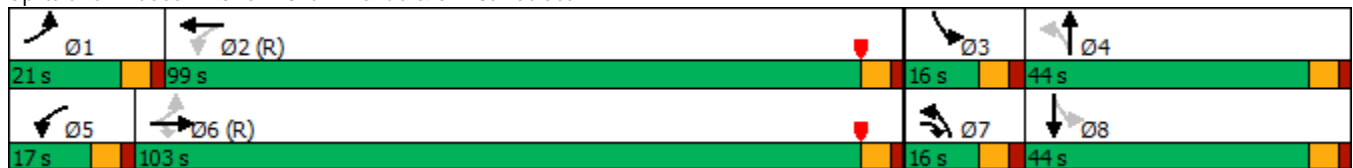
18124 Future Without Project AM
04/25/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	1010	115	169	1015	49	125	533	60	101	581	28
Future Volume (vph)	105	1010	115	169	1015	49	125	533	60	101	581	28
Confl. Peds. (#/hr)	5		13	13		5	5		7	7		5
Confl. Bikes (#/hr)									2			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	6 7	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.0	31.0	11.0	11.0	31.0		11.0	31.0		16.0	31.0	
Total Split (s)	21.0	103.0	16.0	17.0	99.0		16.0	44.0		16.0	44.0	
Total Split (%)	11.7%	57.2%	8.9%	9.4%	55.0%		8.9%	24.4%		8.9%	24.4%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 84 (47%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 3: SW 37th Avenue & SW 8th Street



HCM 6th Signalized Intersection Summary
3: SW 37th Avenue & SW 8th Street

18124 Future Without Project PM
04/25/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	1040	142	148	813	55	87	550	59	99	583	32
Future Volume (veh/h)	177	1040	142	148	813	55	87	550	59	99	583	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	1083	148	154	847	57	91	573	61	103	607	33
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	422	2059	1004	402	1930	130	178	669	71	187	746	41
Arrive On Green	0.13	1.00	1.00	0.06	0.57	0.56	0.06	0.21	0.20	0.07	0.22	0.21
Sat Flow, veh/h	1781	3554	1581	1781	3378	227	1781	3232	343	1781	3425	186
Grp Volume(v), veh/h	184	1083	148	154	445	459	91	314	320	103	315	325
Grp Sat Flow(s),veh/h/ln	1781	1777	1581	1781	1777	1829	1781	1777	1798	1781	1777	1835
Q Serve(g_s), s	7.9	0.0	0.0	6.3	25.8	25.9	7.1	30.7	30.9	8.0	30.3	30.4
Cycle Q Clear(g_c), s	7.9	0.0	0.0	6.3	25.8	25.9	7.1	30.7	30.9	8.0	30.3	30.4
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.19	1.00		0.10
Lane Grp Cap(c), veh/h	422	2059	1004	402	1015	1045	178	368	372	187	387	400
V/C Ratio(X)	0.44	0.53	0.15	0.38	0.44	0.44	0.51	0.85	0.86	0.55	0.81	0.81
Avail Cap(c_a), veh/h	442	2059	1004	536	1015	1045	178	444	450	187	464	479
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	0.0	13.5	22.1	22.2	54.1	68.8	69.0	53.5	66.9	67.0
Incr Delay (d2), s/veh	0.2	0.8	0.3	0.2	1.4	1.3	1.1	12.3	12.6	2.1	8.4	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.2	0.4	0.1	4.8	17.0	17.4	6.0	21.7	22.1	6.8	21.0	21.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.9	0.8	0.3	13.7	23.5	23.5	55.2	81.1	81.7	55.5	75.3	75.3
LnGrp LOS	B	A	A	B	C	C	E	F	F	E	E	E
Approach Vol, veh/h		1415			1058			725			743	
Approach Delay, s/veh		2.6			22.1			78.1			72.6	
Approach LOS		A			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.9	106.8	16.0	41.3	14.5	108.3	14.0	43.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	12.0	91.0	10.0	43.0	22.0	81.0	8.0	45.0				
Max Q Clear Time (g_c+I1), s	9.9	27.9	10.0	32.9	8.3	2.0	9.1	32.4				
Green Ext Time (p_c), s	0.1	5.6	0.0	2.4	0.2	9.1	0.0	2.7				

Intersection Summary

HCM 6th Ctrl Delay	34.9
HCM 6th LOS	C

Notes

User approved changes to right turn type.

Timings
3: SW 37th Avenue & SW 8th Street

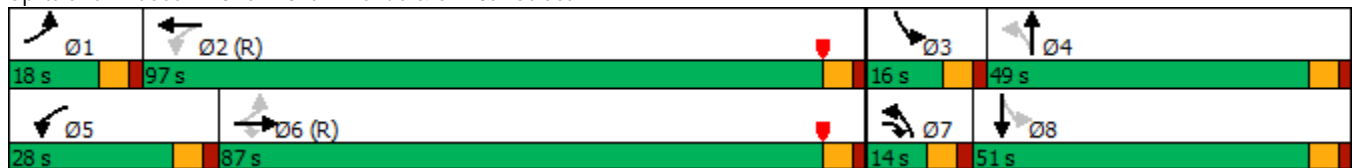
18124 Future Without Project PM
04/25/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	1040	142	148	813	55	87	550	59	99	583	32
Future Volume (vph)	177	1040	142	148	813	55	87	550	59	99	583	32
Confl. Peds. (#/hr)	5		4	4		5	7		2	2		7
Confl. Bikes (#/hr)									2			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	6 7	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.0	31.0	11.0	11.0	31.0		11.0	31.0		16.0	31.0	
Total Split (s)	18.0	87.0	14.0	28.0	97.0		14.0	49.0		16.0	51.0	
Total Split (%)	10.0%	48.3%	7.8%	15.6%	53.9%		7.8%	27.2%		8.9%	28.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 19 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 3: SW 37th Avenue & SW 8th Street



HCM 6th Signalized Intersection Summary
4: SW 37th Avenue & SW 12th Street

18124 Future Without Project AM
04/25/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	78	63	783	59	12	876
Future Volume (veh/h)	78	63	783	59	12	876
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	67	833	63	13	932
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	106	95	2937	222	558	3117
Arrive On Green	0.06	0.06	0.88	0.88	0.88	0.88
Sat Flow, veh/h	1781	1585	3442	253	621	3647
Grp Volume(v), veh/h	83	67	442	454	13	932
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1825	621	1777
Q Serve(g_s), s	8.7	7.9	7.7	7.7	0.7	8.3
Cycle Q Clear(g_c), s	8.7	7.9	7.7	7.7	8.4	8.3
Prop In Lane	1.00	1.00		0.14	1.00	
Lane Grp Cap(c), veh/h	106	95	1559	1601	558	3117
V/C Ratio(X)	0.78	0.71	0.28	0.28	0.02	0.30
Avail Cap(c_a), veh/h	525	467	1559	1601	558	3117
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	88.1	87.7	1.9	1.9	2.6	1.9
Incr Delay (d2), s/veh	13.8	11.1	0.5	0.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.9	6.4	4.2	4.3	0.2	4.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	101.9	98.9	2.4	2.4	2.7	2.2
LnGrp LOS	F	F	A	A	A	A
Approach Vol, veh/h	150		896			945
Approach Delay, s/veh	100.6		2.4			2.2
Approach LOS	F		A			A
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		172.7		17.3		172.7
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		122.0		56.0		122.0
Max Q Clear Time (g_c+I1), s		10.4		10.7		9.7
Green Ext Time (p_c), s		2.9		0.6		2.1
Intersection Summary						
HCM 6th Ctrl Delay			9.7			
HCM 6th LOS			A			

Timings
4: SW 37th Avenue & SW 12th Street

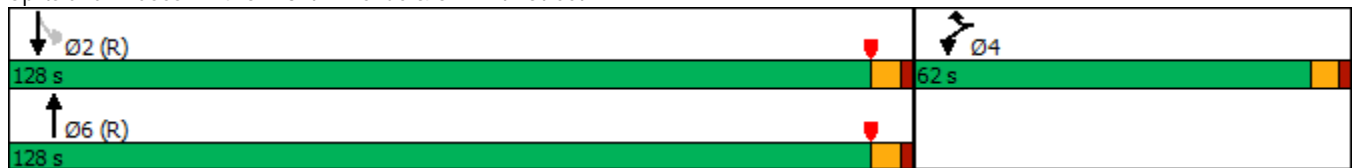


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↙	↕↔		↘	↕↕
Traffic Volume (vph)	78	63	783	59	12	876
Future Volume (vph)	78	63	783	59	12	876
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot	Prot	NA		Perm	NA
Protected Phases	4	4	6			2
Permitted Phases					2	
Detector Phase	4	4	6		2	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0
Minimum Split (s)	24.0	24.0	26.0		26.0	26.0
Total Split (s)	62.0	62.0	128.0		128.0	128.0
Total Split (%)	32.6%	32.6%	67.4%		67.4%	67.4%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	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)	6.0	6.0	6.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		C-Max	C-Max

Intersection Summary

Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 93 (49%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 4: SW 37th Avenue & SW 12th Street



HCM 6th Signalized Intersection Summary
4: SW 37th Avenue & SW 12th Street

18124 Future Without Project PM
04/25/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	144	66	779	92	45	903
Future Volume (veh/h)	144	66	779	92	45	903
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	150	69	811	96	47	941
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	192	171	2719	322	529	3021
Arrive On Green	0.11	0.11	0.85	0.84	0.85	0.85
Sat Flow, veh/h	1781	1585	3292	379	615	3647
Grp Volume(v), veh/h	150	69	450	457	47	941
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1800	615	1777
Q Serve(g_s), s	15.6	7.7	9.7	9.8	3.2	10.3
Cycle Q Clear(g_c), s	15.6	7.7	9.7	9.8	13.0	10.3
Prop In Lane	1.00	1.00		0.21	1.00	
Lane Grp Cap(c), veh/h	192	171	1510	1530	529	3021
V/C Ratio(X)	0.78	0.40	0.30	0.30	0.09	0.31
Avail Cap(c_a), veh/h	619	551	1510	1530	529	3021
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	82.6	79.1	2.9	2.9	4.2	2.9
Incr Delay (d2), s/veh	8.1	1.8	0.5	0.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.2	5.9	5.8	6.0	0.8	6.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	90.6	80.9	3.4	3.4	4.5	3.2
LnGrp LOS	F	F	A	A	A	A
Approach Vol, veh/h	219		907			988
Approach Delay, s/veh	87.6		3.4			3.2
Approach LOS	F		A			A
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		165.5		24.5		165.5
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		114.0		64.0		114.0
Max Q Clear Time (g_c+I1), s		15.0		17.6		11.8
Green Ext Time (p_c), s		3.1		0.9		2.1
Intersection Summary						
HCM 6th Ctrl Delay			12.0			
HCM 6th LOS			B			

Timings
4: SW 37th Avenue & SW 12th Street

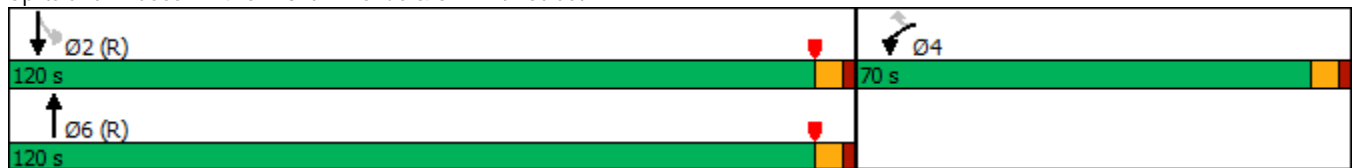


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕↔		↘	↕↕
Traffic Volume (vph)	144	66	779	92	45	903
Future Volume (vph)	144	66	779	92	45	903
Confl. Peds. (#/hr)	3	7		7	7	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	4		6			2
Permitted Phases		4			2	
Detector Phase	4	4	6		2	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0
Minimum Split (s)	24.0	24.0	26.0		26.0	26.0
Total Split (s)	70.0	70.0	120.0		120.0	120.0
Total Split (%)	36.8%	36.8%	63.2%		63.2%	63.2%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0		-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		C-Max	C-Max

Intersection Summary

Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 156 (82%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 4: SW 37th Avenue & SW 12th Street



HCM 6th Signalized Intersection Summary
 5: Ponce de Leon Boulevard & Salamanca Avenue

18124 Future Without Project AM
 04/25/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕			↕	
Traffic Volume (veh/h)	39	60	23	10	17	25	40	471	19	8	520	26
Future Volume (veh/h)	39	60	23	10	17	25	40	471	19	8	520	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.95	0.97		0.95	1.00		0.96	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	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	66	25	11	19	27	44	518	21	9	571	29
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	112	38	49	81	96	663	2801	113	44	2662	134
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.81	0.81	0.81	0.81	0.81	0.81
Sat Flow, veh/h	436	892	305	208	645	768	817	3475	141	31	3302	167
Grp Volume(v), veh/h	134	0	0	57	0	0	44	264	275	319	0	290
Grp Sat Flow(s),veh/h/ln	1633	0	0	1622	0	0	817	1777	1839	1835	0	1665
Q Serve(g_s), s	8.7	0.0	0.0	0.0	0.0	0.0	2.5	6.4	6.5	0.0	0.0	7.8
Cycle Q Clear(g_c), s	14.5	0.0	0.0	5.8	0.0	0.0	10.3	6.4	6.5	7.6	0.0	7.8
Prop In Lane	0.32		0.19	0.19		0.47	1.00		0.08	0.03		0.10
Lane Grp Cap(c), veh/h	230	0	0	226	0	0	663	1432	1482	1498	0	1342
V/C Ratio(X)	0.58	0.00	0.00	0.25	0.00	0.00	0.07	0.18	0.19	0.21	0.00	0.22
Avail Cap(c_a), veh/h	622	0	0	611	0	0	663	1432	1482	1498	0	1342
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	78.8	0.0	0.0	75.2	0.0	0.0	5.5	4.2	4.2	4.3	0.0	4.3
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.4	0.0	0.0	0.2	0.3	0.3	0.3	0.0	0.4
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 BackOfQ(95%),veh/ln	10.6	0.0	0.0	4.6	0.0	0.0	0.9	4.3	4.5	5.3	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.5	0.0	0.0	75.6	0.0	0.0	5.7	4.5	4.5	4.6	0.0	4.7
LnGrp LOS	F	A	A	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		134			57			583				609
Approach Delay, s/veh		80.5			75.6			4.6				4.7
Approach LOS		F			E			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		159.2		30.8		159.2		30.8				
Change Period (Y+Rc), s		6.0		7.0		6.0		7.0				
Max Green Setting (Gmax), s		106.0		71.0		106.0		71.0				
Max Q Clear Time (g_c+I1), s		9.8		7.8		12.3		16.5				
Green Ext Time (p_c), s		1.3		0.3		1.3		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				14.9								
HCM 6th LOS				B								

Timings
5: Ponce de Leon Boulevard & Salamanca Avenue

18124 Future Without Project AM
04/25/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↕	↕↕			↕↕	
Traffic Volume (vph)	39	60	23	10	17	25	40	471	19	8	520	26
Future Volume (vph)	39	60	23	10	17	25	40	471	19	8	520	26
Confl. Peds. (#/hr)	6		21	21		6	21		22	22		21
Confl. Bikes (#/hr)									10			2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
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		8.0	8.0		8.0	8.0	
Minimum Split (s)	34.0	34.0		34.0	34.0		25.0	25.0		25.0	25.0	
Total Split (s)	78.0	78.0		78.0	78.0		112.0	112.0		112.0	112.0	
Total Split (%)	41.1%	41.1%		41.1%	41.1%		58.9%	58.9%		58.9%	58.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		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)		7.0			7.0		6.0	6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	

Intersection Summary

Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 119 (63%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Ponce de Leon Boulevard & Salamanca Avenue



HCM 6th Signalized Intersection Summary
5: Ponce de Leon Boulevard & Salamanca Avenue

18124 Future Without Project PM
04/25/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Volume (veh/h)	36	56	18	32	57	19	67	778	19	20	591	41
Future Volume (veh/h)	36	56	18	32	57	19	67	778	19	20	591	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	60	19	34	61	20	71	828	20	21	629	44
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	109	31	71	114	34	640	2950	71	87	2565	179
Arrive On Green	0.13	0.13	0.11	0.13	0.13	0.11	0.83	0.83	0.82	0.83	0.83	0.82
Sat Flow, veh/h	409	868	248	370	914	270	763	3542	86	80	3079	214
Grp Volume(v), veh/h	117	0	0	115	0	0	71	415	433	355	0	339
Grp Sat Flow(s),veh/h/ln	1525	0	0	1554	0	0	763	1777	1851	1720	0	1653
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	0.0	4.1	9.7	9.7	0.0	0.0	8.3
Cycle Q Clear(g_c), s	14.3	0.0	0.0	13.6	0.0	0.0	12.4	9.7	9.7	7.4	0.0	8.3
Prop In Lane	0.32		0.16	0.30		0.17	1.00		0.05	0.06		0.13
Lane Grp Cap(c), veh/h	216	0	0	219	0	0	640	1480	1541	1453	0	1377
V/C Ratio(X)	0.54	0.00	0.00	0.53	0.00	0.00	0.11	0.28	0.28	0.24	0.00	0.25
Avail Cap(c_a), veh/h	636	0	0	643	0	0	640	1480	1541	1453	0	1377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	78.9	0.0	0.0	78.6	0.0	0.0	4.6	3.5	3.5	3.3	0.0	3.4
Incr Delay (d2), s/veh	1.6	0.0	0.0	1.5	0.0	0.0	0.4	0.5	0.5	0.4	0.0	0.4
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 BackOfQ(95%),veh/ln	9.5	0.0	0.0	9.3	0.0	0.0	1.3	6.1	6.4	5.0	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.4	0.0	0.0	80.0	0.0	0.0	5.0	3.9	3.9	3.7	0.0	3.8
LnGrp LOS	F	A	A	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		117			115			919				694
Approach Delay, s/veh		80.4			80.0			4.0				3.7
Approach LOS		F			F			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		162.2		27.8		162.2		27.8				
Change Period (Y+Rc), s		6.0		7.0		6.0		7.0				
Max Green Setting (Gmax), s		106.0		71.0		106.0		71.0				
Max Q Clear Time (g_c+I1), s		10.3		15.6		14.4		16.3				
Green Ext Time (p_c), s		1.7		0.6		2.2		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				13.5								
HCM 6th LOS				B								

Timings
5: Ponce de Leon Boulevard & Salamanca Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Volume (vph)	36	56	18	32	57	19	67	778	19	20	591	41
Future Volume (vph)	36	56	18	32	57	19	67	778	19	20	591	41
Confl. Peds. (#/hr)	4		9	9		4	30		23	23		30
Confl. Bikes (#/hr)									10			2
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
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		8.0	8.0		8.0	8.0	
Minimum Split (s)	34.0	34.0		34.0	34.0		25.0	25.0		25.0	25.0	
Total Split (s)	78.0	78.0		78.0	78.0		112.0	112.0		112.0	112.0	
Total Split (%)	41.1%	41.1%		41.1%	41.1%		58.9%	58.9%		58.9%	58.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-3.0			-3.0		-2.0	-2.0			-2.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	

Intersection Summary

Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 176 (93%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Ponce de Leon Boulevard & Salamanca Avenue



Future with Project Conditions

HCM Signalized Intersection Capacity Analysis
1: Ponce de Leon Boulevard & SW 8th Street

18124 Future With Project AM
04/26/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	104	1096	88	127	942	40	122	170	55	18	19	337
Future Volume (vph)	104	1096	88	127	942	40	122	170	55	18	19	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	7.0		6.0	7.0		7.0	6.0			6.0	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95			1.00	0.95
Frbp, ped/bikes	1.00	1.00		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			0.98	1.00
Frt	1.00	0.99		1.00	0.99		1.00	0.96			1.00	0.97
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1768	3493		1770	3512		1770	3391			1739	3396
Flt Permitted	0.22	1.00		0.16	1.00		0.19	1.00			0.57	1.00
Satd. Flow (perm)	414	3493		296	3512		353	3391			1046	3396
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	108	1142	92	132	981	42	127	177	57	19	20	351
RTOR Reduction (vph)	0	3	0	0	2	0	0	18	0	0	0	14
Lane Group Flow (vph)	108	1231	0	132	1021	0	127	216	0	0	39	431
Confl. Peds. (#/hr)	13		8	8		13	10		3	13	3	
Confl. Bikes (#/hr)			2			1			2			
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	3	8
Permitted Phases	6			2			4			8	8	
Actuated Green, G (s)	117.8	109.7		118.4	110.0		39.1	32.1			33.7	28.9
Effective Green, g (s)	117.8	109.7		118.4	110.0		39.1	32.1			33.7	28.9
Actuated g/C Ratio	0.65	0.61		0.66	0.61		0.22	0.18			0.19	0.16
Clearance Time (s)	6.0	7.0		6.0	7.0		7.0	6.0			6.0	6.0
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	2.5			2.0	2.5
Lane Grp Cap (vph)	331	2128		263	2146		131	604			214	545
v/s Ratio Prot	0.01	c0.35		c0.02	0.29		c0.04	0.06			0.00	0.13
v/s Ratio Perm	0.20			0.31			c0.17				0.03	
v/c Ratio	0.33	0.58		0.50	0.48		0.97	0.36			0.18	0.79
Uniform Delay, d1	13.2	21.2		15.8	19.2		67.7	64.9			60.8	72.6
Progression Factor	1.00	1.00		1.05	0.40		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.2	1.2		0.5	0.7		68.0	0.3			0.1	7.4
Delay (s)	13.4	22.4		17.1	8.4		135.7	65.2			61.0	80.1
Level of Service	B	C		B	A		F	E			E	F
Approach Delay (s)		21.6			9.4			90.0				78.5
Approach LOS		C			A			F				E

Intersection Summary		
HCM 2000 Control Delay	33.0	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.68	
Actuated Cycle Length (s)	180.0	Sum of lost time (s) 26.0
Intersection Capacity Utilization	82.0%	ICU Level of Service E
Analysis Period (min)	15	

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	90
Future Volume (vph)	90
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	94
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	10
Confl. Bikes (#/hr)	2
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	

Timings
1: Ponce de Leon Boulevard & SW 8th Street

18124 Future With Project AM
04/26/2018

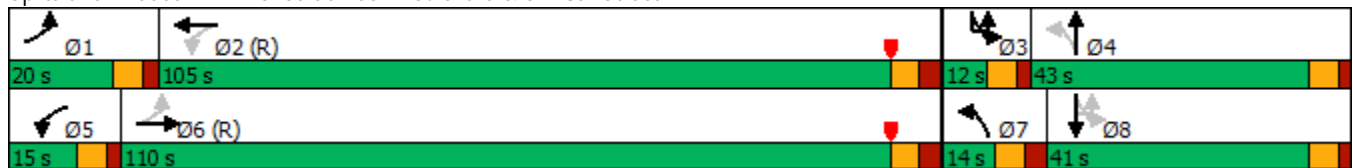


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↖	↗		↖	↗		↖	↗			↘	↗
Traffic Volume (vph)	104	1096	88	127	942	40	122	170	55	18	19	337
Future Volume (vph)	104	1096	88	127	942	40	122	170	55	18	19	337
Confl. Peds. (#/hr)	13		8	8		13	10		3	13	3	
Confl. Bikes (#/hr)			2			1			2			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	3	8
Permitted Phases	6			2			4			8	8	
Detector Phase	1	6		5	2		7	4		3	3	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	5.0	7.0
Minimum Split (s)	11.0	37.0		11.0	37.0		12.0	36.0		11.0	11.0	36.0
Total Split (s)	20.0	110.0		15.0	105.0		14.0	43.0		12.0	12.0	41.0
Total Split (%)	11.1%	61.1%		8.3%	58.3%		7.8%	23.9%		6.7%	6.7%	22.8%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	3.0		2.0	3.0		3.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	7.0		6.0	7.0		7.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 111 (62%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce de Leon Boulevard & SW 8th Street





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	90
Future Volume (vph)	90
Confl. Peds. (#/hr)	10
Confl. Bikes (#/hr)	2
Peak Hour Factor	0.96
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
 1: Ponce de Leon Boulevard & SW 8th Street

18124 Future With Project PM
 04/26/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↗	↑↗		↗	↑↗		↗	↑↗			↘	↑↘
Traffic Volume (vph)	125	1086	84	73	854	21	195	408	91	10	33	321
Future Volume (vph)	125	1086	84	73	854	21	195	408	91	10	33	321
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95			1.00	0.95
Frbp, ped/bikes	1.00	1.00		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			1.00	1.00
Frt	1.00	0.99		1.00	1.00		1.00	0.97			1.00	0.95
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1769	3496		1770	3525		1770	3433			1770	3329
Flt Permitted	0.26	1.00		0.17	1.00		0.18	1.00			0.20	1.00
Satd. Flow (perm)	475	3496		313	3525		343	3433			369	3329
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)	128	1108	86	74	871	21	199	416	93	10	34	328
RTOR Reduction (vph)	0	3	0	0	1	0	0	11	0	0	0	36
Lane Group Flow (vph)	128	1191	0	74	891	0	199	498	0	0	44	454
Confl. Peds. (#/hr)	2		5	5		2	6					
Confl. Bikes (#/hr)			2			1			2			
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		custom	pm+pt	NA
Protected Phases	1	6		5	2		7	4			3	8
Permitted Phases	6			2			4			3	8	
Actuated Green, G (s)	116.7	108.4		113.9	107.0		40.6	33.6			37.8	31.7
Effective Green, g (s)	120.7	111.4		117.9	110.0		46.6	35.6			41.8	33.7
Actuated g/C Ratio	0.67	0.62		0.66	0.61		0.26	0.20			0.23	0.19
Clearance Time (s)	6.0	7.0		6.0	7.0		7.0	6.0			6.0	6.0
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	2.5			2.0	2.5
Lane Grp Cap (vph)	392	2163		277	2154		168	678			148	623
v/s Ratio Prot	c0.02	c0.34		0.01	0.25		c0.07	0.14			0.01	0.14
v/s Ratio Perm	0.20			0.16			c0.24				0.06	
v/c Ratio	0.33	0.55		0.27	0.41		1.18	0.73			0.30	0.73
Uniform Delay, d1	12.3	19.8		14.5	18.2		62.7	67.8			55.5	68.9
Progression Factor	1.00	1.00		0.72	0.55		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.2	1.0		0.2	0.6		127.7	3.9			0.4	4.0
Delay (s)	12.4	20.8		10.7	10.5		190.4	71.7			55.9	72.9
Level of Service	B	C		B	B		F	E			E	E
Approach Delay (s)		20.0			10.5			105.0				71.5
Approach LOS		C			B			F				E

Intersection Summary			
HCM 2000 Control Delay	42.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	159
Future Volume (vph)	159
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.98
Adj. Flow (vph)	162
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	6
Confl. Bikes (#/hr)	2
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	

Timings
1: Ponce de Leon Boulevard & SW 8th Street

18124 Future With Project PM
04/26/2018

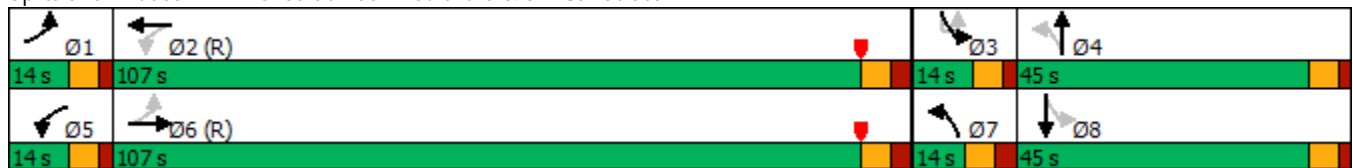


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↖	↗		↖	↗		↖	↗			↘	↗
Traffic Volume (vph)	125	1086	84	73	854	21	195	408	91	10	33	321
Future Volume (vph)	125	1086	84	73	854	21	195	408	91	10	33	321
Confl. Peds. (#/hr)	2		5	5		2	6					
Confl. Bikes (#/hr)			2			1			2			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		custom	pm+pt	NA
Protected Phases	1	6		5	2		7	4			3	8
Permitted Phases	6			2			4			3	8	
Detector Phase	1	6		5	2		7	4		3	3	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	5.0	7.0
Minimum Split (s)	11.0	37.0		11.0	37.0		12.0	36.0		11.0	11.0	36.0
Total Split (s)	14.0	107.0		14.0	107.0		14.0	45.0		14.0	14.0	45.0
Total Split (%)	7.8%	59.4%		7.8%	59.4%		7.8%	25.0%		7.8%	7.8%	25.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	3.0		2.0	3.0		3.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-3.0		-2.0	-3.0		-3.0	-2.0			-2.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce de Leon Boulevard & SW 8th Street





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	159
Future Volume (vph)	159
Confl. Peds. (#/hr)	6
Confl. Bikes (#/hr)	2
Peak Hour Factor	0.98
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Intersection Summary	

HCM Signalized Intersection Capacity Analysis
1: Ponce de Leon Boulevard & SW 8th Street

18124 Future With Project PM with IMP

04/30/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↖	↗		↖	↗		↖	↗			↘	↗
Traffic Volume (vph)	125	1086	84	73	854	21	195	408	91	10	33	321
Future Volume (vph)	125	1086	84	73	854	21	195	408	91	10	33	321
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95			1.00	0.95
Frpb, ped/bikes	1.00	1.00		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			1.00	1.00
Frt	1.00	0.99		1.00	1.00		1.00	0.97			1.00	0.95
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	1769	3496		1770	3525		1770	3433			1770	3329
Flt Permitted	0.25	1.00		0.17	1.00		0.17	1.00			0.22	1.00
Satd. Flow (perm)	472	3496		310	3525		308	3433			413	3329
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)	128	1108	86	74	871	21	199	416	93	10	34	328
RTOR Reduction (vph)	0	3	0	0	1	0	0	11	0	0	0	35
Lane Group Flow (vph)	128	1191	0	74	891	0	199	498	0	0	44	455
Confl. Peds. (#/hr)	2		5	5		2	6					
Confl. Bikes (#/hr)			2			1			2			
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	3	8
Permitted Phases	6			2			4			8	8	
Actuated Green, G (s)	115.6	107.4		112.8	106.0		43.7	34.7			36.9	30.8
Effective Green, g (s)	119.6	110.4		116.8	109.0		49.7	36.7			40.9	32.8
Actuated g/C Ratio	0.66	0.61		0.65	0.61		0.28	0.20			0.23	0.18
Clearance Time (s)	6.0	7.0		6.0	7.0		7.0	6.0			6.0	6.0
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	2.5			2.0	2.5
Lane Grp Cap (vph)	387	2144		272	2134		182	699			154	606
v/s Ratio Prot	c0.02	c0.34		0.01	0.25		c0.07	0.15			0.01	0.14
v/s Ratio Perm	0.20			0.16			c0.23				0.05	
v/c Ratio	0.33	0.56		0.27	0.42		1.09	0.71			0.29	0.75
Uniform Delay, d1	12.7	20.4		15.0	18.7		59.3	66.7			56.0	69.7
Progression Factor	1.00	1.00		0.72	0.54		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.2	1.0		0.2	0.6		93.9	3.2			0.4	5.0
Delay (s)	12.9	21.5		11.0	10.7		153.2	69.9			56.4	74.7
Level of Service	B	C		B	B		F	E			E	E
Approach Delay (s)		20.6			10.8			93.3				73.2
Approach LOS		C			B			F				E

Intersection Summary

HCM 2000 Control Delay	40.5	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)	16.0
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	159
Future Volume (vph)	159
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frbp, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.98
Adj. Flow (vph)	162
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	6
Confl. Bikes (#/hr)	2
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	

Timings
1: Ponce de Leon Boulevard & SW 8th Street

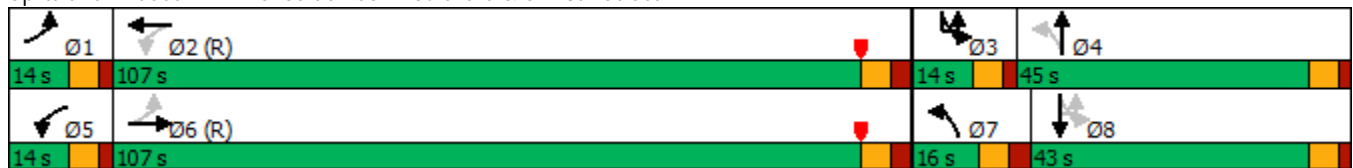


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↖	↗		↖	↗		↖	↗			↘	↗
Traffic Volume (vph)	125	1086	84	73	854	21	195	408	91	10	33	321
Future Volume (vph)	125	1086	84	73	854	21	195	408	91	10	33	321
Confl. Peds. (#/hr)	2		5	5		2	6					
Confl. Bikes (#/hr)			2			1			2			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases	1	6		5	2		7	4		3	3	8
Permitted Phases	6			2			4			8	8	
Detector Phase	1	6		5	2		7	4		3	3	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	5.0	7.0
Minimum Split (s)	11.0	37.0		11.0	37.0		12.0	36.0		11.0	11.0	36.0
Total Split (s)	14.0	107.0		14.0	107.0		16.0	45.0		14.0	14.0	43.0
Total Split (%)	7.8%	59.4%		7.8%	59.4%		8.9%	25.0%		7.8%	7.8%	23.9%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	3.0		2.0	3.0		3.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-3.0		-2.0	-3.0		-3.0	-2.0			-2.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce de Leon Boulevard & SW 8th Street





Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	159
Future Volume (vph)	159
Confl. Peds. (#/hr)	6
Confl. Bikes (#/hr)	2
Peak Hour Factor	0.98
Growth Factor	100%
Heavy Vehicles (%)	2%
Bus Blockages (#/hr)	0
Parking (#/hr)	
Mid-Block Traffic (%)	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	
Intersection Summary	

HCM 6th Signalized Intersection Summary
 2: Galiano Street & SW 8th Street

18124 Future With Project AM
 04/26/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Volume (veh/h)	3	1099	65	97	1033	11	42	34	113	15	47	24
Future Volume (veh/h)	3	1099	65	97	1033	11	42	34	113	15	47	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	1133	67	100	1065	11	43	35	116	15	48	25
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	402	2324	137	409	2548	26	262	71	235	170	353	295
Arrive On Green	0.01	1.00	1.00	0.04	0.94	0.94	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	3404	201	1781	3603	37	1324	376	1246	1235	1870	1559
Grp Volume(v), veh/h	3	591	609	100	525	551	43	0	151	15	48	25
Grp Sat Flow(s),veh/h/ln	1781	1777	1828	1781	1777	1864	1324	0	1622	1235	1870	1559
Q Serve(g_s), s	0.1	0.0	0.0	3.1	5.2	5.2	5.0	0.0	15.0	2.0	3.8	2.4
Cycle Q Clear(g_c), s	0.1	0.0	0.0	3.1	5.2	5.2	8.9	0.0	15.0	17.0	3.8	2.4
Prop In Lane	1.00		0.11	1.00		0.02	1.00		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	402	1213	1248	409	1257	1318	262	0	306	170	353	295
V/C Ratio(X)	0.01	0.49	0.49	0.24	0.42	0.42	0.16	0.00	0.49	0.09	0.14	0.08
Avail Cap(c_a), veh/h	475	1213	1248	437	1257	1318	262	0	306	170	353	295
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.77	0.77	0.77	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.8	0.0	0.0	7.8	1.7	1.7	64.5	0.0	65.3	72.9	60.8	60.2
Incr Delay (d2), s/veh	0.0	1.1	1.1	0.1	0.8	0.8	1.3	0.0	5.6	1.0	0.8	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(95%),veh/ln	0.1	0.7	0.7	2.2	2.9	3.0	3.3	0.0	11.0	1.2	3.5	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	1.1	1.1	7.9	2.5	2.5	65.8	0.0	70.9	73.9	61.6	60.7
LnGrp LOS	A	A	A	A	A	A	E	A	E	E	E	E
Approach Vol, veh/h		1203			1176			194				88
Approach Delay, s/veh		1.1			2.9			69.7				63.4
Approach LOS		A			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	133.3		40.0	11.1	128.9		40.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	120.0		34.0	8.0	120.0		34.0				
Max Q Clear Time (g_c+I1), s	2.1	7.2		17.0	5.1	2.0		19.0				
Green Ext Time (p_c), s	0.0	2.6		0.7	0.0	3.1		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				9.0								
HCM 6th LOS				A								

Timings
2: Galiano Street & SW 8th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	1099	65	97	1033	11	42	34	113	15	47	24
Future Volume (vph)	3	1099	65	97	1033	11	42	34	113	15	47	24
Confl. Peds. (#/hr)	5		1	1		5	2					2
Confl. Bikes (#/hr)			2						1			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		8
Detector Phase	1	6		5	2		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	11.0	31.0		13.0	31.0		28.0	28.0		28.0	28.0	28.0
Total Split (s)	14.0	126.0		14.0	126.0		40.0	40.0		40.0	40.0	40.0
Total Split (%)	7.8%	70.0%		7.8%	70.0%		22.2%	22.2%		22.2%	22.2%	22.2%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	Max	Max

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 121 (67%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Galiano Street & SW 8th Street



HCM 6th Signalized Intersection Summary
2: Galiano Street & SW 8th Street

18124 Future With Project PM
04/26/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	1144	46	64	894	27	59	103	197	24	30	20
Future Volume (veh/h)	12	1144	46	64	894	27	59	103	197	24	30	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	1179	47	66	922	28	61	106	203	25	31	21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	453	2188	87	393	2264	69	384	152	290	145	499	417
Arrive On Green	0.05	1.00	1.00	0.08	1.00	1.00	0.27	0.27	0.26	0.27	0.27	0.27
Sat Flow, veh/h	1781	3480	139	1781	3521	107	1351	568	1088	1070	1870	1563
Grp Volume(v), veh/h	12	602	624	66	465	485	61	0	309	25	31	21
Grp Sat Flow(s),veh/h/ln	1781	1777	1842	1781	1777	1851	1351	0	1656	1070	1870	1563
Q Serve(g_s), s	0.4	0.0	0.0	2.3	0.0	0.0	6.3	0.0	30.4	3.9	2.2	1.8
Cycle Q Clear(g_c), s	0.4	0.0	0.0	2.3	0.0	0.0	8.6	0.0	30.4	34.3	2.2	1.8
Prop In Lane	1.00		0.08	1.00		0.06	1.00		0.66	1.00		1.00
Lane Grp Cap(c), veh/h	453	1117	1158	393	1143	1190	384	0	442	145	499	417
V/C Ratio(X)	0.03	0.54	0.54	0.17	0.41	0.41	0.16	0.00	0.70	0.17	0.06	0.05
Avail Cap(c_a), veh/h	520	1117	1158	435	1143	1190	384	0	442	145	499	417
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.87	0.87	0.87	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.7	0.0	0.0	9.8	0.0	0.0	52.4	0.0	60.1	75.0	49.2	49.1
Incr Delay (d2), s/veh	0.0	1.5	1.5	0.1	0.9	0.9	0.9	0.0	8.9	2.6	0.2	0.2
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(95%),veh/ln	0.3	0.9	0.9	1.6	0.5	0.5	4.1	0.0	20.1	2.1	2.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.7	1.5	1.5	9.9	0.9	0.9	53.3	0.0	69.0	77.6	49.5	49.3
LnGrp LOS	B	A	A	A	A	A	D	A	E	E	D	D
Approach Vol, veh/h		1238			1016			370				77
Approach Delay, s/veh		1.6			1.5			66.4				58.5
Approach LOS		A			A			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	119.7		52.0	10.8	117.2		52.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	107.0		46.0	9.0	107.0		46.0				
Max Q Clear Time (g_c+I1), s	2.4	2.0		32.4	4.3	2.0		36.3				
Green Ext Time (p_c), s	0.0	2.2		1.5	0.0	3.2		0.1				

Intersection Summary

HCM 6th Ctrl Delay				12.1								
HCM 6th LOS				B								

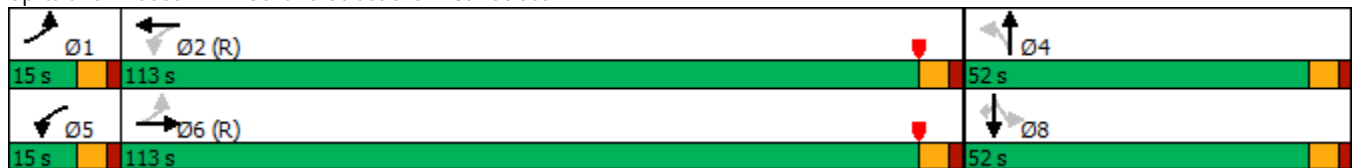
Timings
2: Galiano Street & SW 8th Street

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	1144	46	64	894	27	59	103	197	24	30	20
Future Volume (vph)	12	1144	46	64	894	27	59	103	197	24	30	20
Confl. Peds. (#/hr)	1		2	2		1	1					1
Confl. Bikes (#/hr)			2						1			1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4				8
Permitted Phases	6			2			4			8		8
Detector Phase	1	6		5	2		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	11.0	31.0		13.0	31.0		28.0	28.0		28.0	28.0	28.0
Total Split (s)	15.0	113.0		15.0	113.0		52.0	52.0		52.0	52.0	52.0
Total Split (%)	8.3%	62.8%		8.3%	62.8%		28.9%	28.9%		28.9%	28.9%	28.9%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		Max	Max		Max	Max	Max

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 16 (9%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 2: Galiano Street & SW 8th Street



HCM 6th Signalized Intersection Summary
 3: SW 37th Avenue & SW 8th Street

18124 Future With Project AM
 04/26/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑	↘	↗	↑↑		↗	↑↑		↘	↑↑	
Traffic Volume (veh/h)	110	1016	115	170	1017	49	125	534	61	101	582	30
Future Volume (veh/h)	110	1016	115	170	1017	49	125	534	61	101	582	30
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	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	115	1058	120	177	1059	51	130	556	64	105	606	31
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	310	2009	978	404	1998	96	154	616	71	157	661	34
Arrive On Green	0.08	1.00	1.00	0.05	0.58	0.58	0.06	0.19	0.19	0.06	0.19	0.19
Sat Flow, veh/h	1781	3554	1574	1781	3450	166	1781	3202	368	1781	3438	176
Grp Volume(v), veh/h	115	1058	120	177	545	565	130	308	312	105	313	324
Grp Sat Flow(s),veh/h/ln	1781	1777	1574	1781	1777	1839	1781	1777	1793	1781	1777	1836
Q Serve(g_s), s	5.1	0.0	0.0	7.6	33.5	33.6	10.0	30.5	30.7	8.5	31.1	31.2
Cycle Q Clear(g_c), s	5.1	0.0	0.0	7.6	33.5	33.6	10.0	30.5	30.7	8.5	31.1	31.2
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.20	1.00		0.10
Lane Grp Cap(c), veh/h	310	2009	978	404	1029	1065	154	342	345	157	342	353
V/C Ratio(X)	0.37	0.53	0.12	0.44	0.53	0.53	0.84	0.90	0.91	0.67	0.92	0.92
Avail Cap(c_a), veh/h	388	2009	978	418	1029	1065	154	375	379	157	375	388
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	0.0	0.0	14.5	23.0	23.0	59.6	71.0	71.1	57.1	71.3	71.3
Incr Delay (d2), s/veh	0.2	0.9	0.2	0.3	2.0	1.9	31.0	22.3	22.9	8.7	24.9	24.7
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(95%),veh/ln	3.6	0.4	0.1	5.8	21.2	21.8	10.3	22.6	23.0	7.6	23.3	24.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	0.9	0.2	14.8	24.9	24.9	90.7	93.3	94.0	65.8	96.2	96.0
LnGrp LOS	B	A	A	B	C	C	F	F	F	E	F	F
Approach Vol, veh/h		1293			1287			750			742	
Approach Delay, s/veh		2.3			23.5			93.1			91.8	
Approach LOS		A			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.1	110.3	16.0	40.6	15.6	107.8	16.0	40.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	15.0	93.0	10.0	38.0	11.0	97.0	10.0	38.0				
Max Q Clear Time (g_c+I1), s	7.1	35.6	10.5	32.7	9.6	2.0	12.0	33.2				
Green Ext Time (p_c), s	0.1	7.6	0.0	1.5	0.0	8.7	0.0	1.5				

Intersection Summary

HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D

Notes

User approved changes to right turn type.

Timings
3: SW 37th Avenue & SW 8th Street

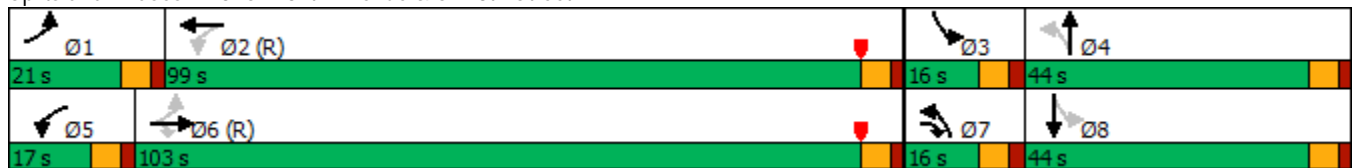
18124 Future With Project AM
04/26/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	1016	115	170	1017	49	125	534	61	101	582	30
Future Volume (vph)	110	1016	115	170	1017	49	125	534	61	101	582	30
Confl. Peds. (#/hr)	5		13	13		5	5		7	7		5
Confl. Bikes (#/hr)									2			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	6 7	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.0	31.0	11.0	11.0	31.0		11.0	31.0		16.0	31.0	
Total Split (s)	21.0	103.0	16.0	17.0	99.0		16.0	44.0		16.0	44.0	
Total Split (%)	11.7%	57.2%	8.9%	9.4%	55.0%		8.9%	24.4%		8.9%	24.4%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 84 (47%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 3: SW 37th Avenue & SW 8th Street



HCM 6th Signalized Intersection Summary
3: SW 37th Avenue & SW 8th Street

18124 Future With Project PM
04/26/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	1044	142	149	818	55	87	550	59	99	584	36
Future Volume (veh/h)	180	1044	142	149	818	55	87	550	59	99	584	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	1088	148	155	852	57	91	573	61	103	608	38
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	421	2058	1004	401	1927	129	176	669	71	187	740	46
Arrive On Green	0.13	1.00	1.00	0.06	0.57	0.56	0.06	0.21	0.20	0.07	0.22	0.21
Sat Flow, veh/h	1781	3554	1581	1781	3380	226	1781	3232	343	1781	3395	212
Grp Volume(v), veh/h	188	1088	148	155	448	461	91	314	320	103	318	328
Grp Sat Flow(s),veh/h/ln	1781	1777	1581	1781	1777	1829	1781	1777	1798	1781	1777	1830
Q Serve(g_s), s	8.1	0.0	0.0	6.4	26.1	26.1	7.1	30.7	30.9	8.0	30.7	30.8
Cycle Q Clear(g_c), s	8.1	0.0	0.0	6.4	26.1	26.1	7.1	30.7	30.9	8.0	30.7	30.8
Prop In Lane	1.00		1.00	1.00		0.12	1.00		0.19	1.00		0.12
Lane Grp Cap(c), veh/h	421	2058	1004	401	1013	1043	176	368	372	187	387	399
V/C Ratio(X)	0.45	0.53	0.15	0.39	0.44	0.44	0.52	0.85	0.86	0.55	0.82	0.82
Avail Cap(c_a), veh/h	439	2058	1004	534	1013	1043	176	444	450	187	464	478
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	0.0	0.0	13.6	22.2	22.3	54.2	68.8	69.0	53.5	67.0	67.2
Incr Delay (d2), s/veh	0.2	0.8	0.3	0.2	1.4	1.4	1.2	12.3	12.6	2.1	9.0	8.9
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 BackOfQ(95%),veh/ln	5.3	0.4	0.1	4.8	17.1	17.6	6.0	21.7	22.1	6.8	21.3	21.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	0.8	0.3	13.8	23.6	23.7	55.4	81.1	81.7	55.5	76.1	76.1
LnGrp LOS	B	A	A	B	C	C	E	F	F	E	E	E
Approach Vol, veh/h		1424			1064			725			749	
Approach Delay, s/veh		2.6			22.2			78.1			73.3	
Approach LOS		A			C			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.1	106.6	16.0	41.3	14.5	108.2	14.0	43.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	12.0	91.0	10.0	43.0	22.0	81.0	8.0	45.0				
Max Q Clear Time (g_c+I1), s	10.1	28.1	10.0	32.9	8.4	2.0	9.1	32.8				
Green Ext Time (p_c), s	0.1	5.7	0.0	2.4	0.2	9.2	0.0	2.7				

Intersection Summary

HCM 6th Ctrl Delay	35.1
HCM 6th LOS	D

Notes

User approved changes to right turn type.

Timings
3: SW 37th Avenue & SW 8th Street

18124 Future With Project PM
04/26/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	1044	142	149	818	55	87	550	59	99	584	36
Future Volume (vph)	180	1044	142	149	818	55	87	550	59	99	584	36
Confl. Peds. (#/hr)	5		4	4		5	7		2	2		7
Confl. Bikes (#/hr)									2			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	7	5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	6 7	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.0	31.0	11.0	11.0	31.0		11.0	31.0		16.0	31.0	
Total Split (s)	18.0	87.0	14.0	28.0	97.0		14.0	49.0		16.0	51.0	
Total Split (%)	10.0%	48.3%	7.8%	15.6%	53.9%		7.8%	27.2%		8.9%	28.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max		None	None		None	None	

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 19 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 3: SW 37th Avenue & SW 8th Street



HCM 6th Signalized Intersection Summary
4: SW 37th Avenue & SW 12th Street

18124 Future With Project AM
04/25/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↶	↷	↷	↶	↷
Traffic Volume (veh/h)	78	63	785	59	13	879
Future Volume (veh/h)	78	63	785	59	13	879
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	67	835	63	14	935
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	106	95	2938	222	557	3117
Arrive On Green	0.06	0.06	0.88	0.88	0.88	0.88
Sat Flow, veh/h	1781	1585	3443	253	620	3647
Grp Volume(v), veh/h	83	67	443	455	14	935
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1825	620	1777
Q Serve(g_s), s	8.7	7.9	7.7	7.8	0.7	8.3
Cycle Q Clear(g_c), s	8.7	7.9	7.7	7.8	8.5	8.3
Prop In Lane	1.00	1.00		0.14	1.00	
Lane Grp Cap(c), veh/h	106	95	1559	1601	557	3117
V/C Ratio(X)	0.78	0.71	0.28	0.28	0.03	0.30
Avail Cap(c_a), veh/h	525	467	1559	1601	557	3117
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	88.1	87.7	1.9	1.9	2.6	1.9
Incr Delay (d2), s/veh	13.8	11.1	0.5	0.4	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.9	6.4	4.2	4.3	0.2	4.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	101.9	98.9	2.4	2.4	2.7	2.2
LnGrp LOS	F	F	A	A	A	A
Approach Vol, veh/h	150		898			949
Approach Delay, s/veh	100.6		2.4			2.2
Approach LOS	F		A			A
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		172.7		17.3		172.7
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		122.0		56.0		122.0
Max Q Clear Time (g_c+I1), s		10.5		10.7		9.8
Green Ext Time (p_c), s		2.9		0.6		2.1
Intersection Summary						
HCM 6th Ctrl Delay			9.7			
HCM 6th LOS			A			

Timings
4: SW 37th Avenue & SW 12th Street

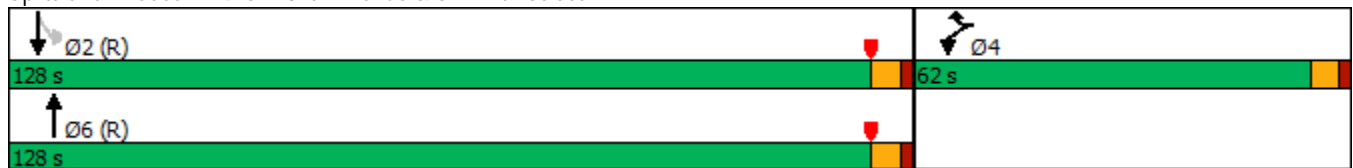


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	78	63	785	59	13	879
Future Volume (vph)	78	63	785	59	13	879
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot	Prot	NA		Perm	NA
Protected Phases	4	4	6			2
Permitted Phases					2	
Detector Phase	4	4	6		2	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0
Minimum Split (s)	24.0	24.0	26.0		26.0	26.0
Total Split (s)	62.0	62.0	128.0		128.0	128.0
Total Split (%)	32.6%	32.6%	67.4%		67.4%	67.4%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	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)	6.0	6.0	6.0		6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		C-Max	C-Max

Intersection Summary

Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 93 (49%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 4: SW 37th Avenue & SW 12th Street



HCM 6th Signalized Intersection Summary
4: SW 37th Avenue & SW 12th Street

18124 Future With Project PM
04/26/2018



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	144	66	783	92	46	905
Future Volume (veh/h)	144	66	783	92	46	905
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
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	150	69	816	96	48	943
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	192	171	2721	320	526	3021
Arrive On Green	0.11	0.11	0.85	0.84	0.85	0.85
Sat Flow, veh/h	1781	1585	3295	377	612	3647
Grp Volume(v), veh/h	150	69	453	459	48	943
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1801	612	1777
Q Serve(g_s), s	15.6	7.7	9.7	9.9	3.3	10.3
Cycle Q Clear(g_c), s	15.6	7.7	9.7	9.9	13.1	10.3
Prop In Lane	1.00	1.00		0.21	1.00	
Lane Grp Cap(c), veh/h	192	171	1510	1531	526	3021
V/C Ratio(X)	0.78	0.40	0.30	0.30	0.09	0.31
Avail Cap(c_a), veh/h	619	551	1510	1531	526	3021
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	82.6	79.1	2.9	2.9	4.2	2.9
Incr Delay (d2), s/veh	8.1	1.8	0.5	0.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.2	5.9	5.9	6.1	0.8	6.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	90.6	80.9	3.4	3.4	4.5	3.2
LnGrp LOS	F	F	A	A	A	A
Approach Vol, veh/h	219		912			991
Approach Delay, s/veh	87.6		3.4			3.2
Approach LOS	F		A			A
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		165.5		24.5		165.5
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		114.0		64.0		114.0
Max Q Clear Time (g_c+I1), s		15.1		17.6		11.9
Green Ext Time (p_c), s		3.1		0.9		2.2
Intersection Summary						
HCM 6th Ctrl Delay			12.0			
HCM 6th LOS			B			

Timings
4: SW 37th Avenue & SW 12th Street



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕↔		↘	↕↕
Traffic Volume (vph)	144	66	783	92	46	905
Future Volume (vph)	144	66	783	92	46	905
Confl. Peds. (#/hr)	3	7		7	7	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Shared Lane Traffic (%)						
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	4		6			2
Permitted Phases		4			2	
Detector Phase	4	4	6		2	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0		7.0	7.0
Minimum Split (s)	24.0	24.0	26.0		26.0	26.0
Total Split (s)	70.0	70.0	120.0		120.0	120.0
Total Split (%)	36.8%	36.8%	63.2%		63.2%	63.2%
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0		-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0		4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max		C-Max	C-Max

Intersection Summary

Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 156 (82%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 4: SW 37th Avenue & SW 12th Street



HCM 6th Signalized Intersection Summary
5: Ponce de Leon Boulevard & Salamanca Avenue

18124 Future With Project AM
04/26/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕			↕	
Traffic Volume (veh/h)	39	60	23	14	18	25	40	473	20	8	523	28
Future Volume (veh/h)	39	60	23	14	18	25	40	473	20	8	523	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.95	0.97		0.95	1.00		0.96	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	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	66	25	15	20	27	44	520	22	9	575	31
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	112	38	58	77	86	659	2796	118	44	2654	142
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.81	0.81	0.81	0.81	0.81	0.81
Sat Flow, veh/h	438	894	306	277	611	685	812	3468	146	30	3291	176
Grp Volume(v), veh/h	134	0	0	62	0	0	44	266	276	323	0	292
Grp Sat Flow(s),veh/h/ln	1638	0	0	1572	0	0	812	1777	1837	1835	0	1663
Q Serve(g_s), s	8.1	0.0	0.0	0.0	0.0	0.0	2.6	6.5	6.5	0.0	0.0	7.9
Cycle Q Clear(g_c), s	14.4	0.0	0.0	6.4	0.0	0.0	10.4	6.5	6.5	7.7	0.0	7.9
Prop In Lane	0.32		0.19	0.24		0.44	1.00		0.08	0.03		0.11
Lane Grp Cap(c), veh/h	230	0	0	221	0	0	659	1433	1481	1499	0	1341
V/C Ratio(X)	0.58	0.00	0.00	0.28	0.00	0.00	0.07	0.19	0.19	0.22	0.00	0.22
Avail Cap(c_a), veh/h	622	0	0	601	0	0	659	1433	1481	1499	0	1341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	78.8	0.0	0.0	75.4	0.0	0.0	5.6	4.2	4.2	4.3	0.0	4.3
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.5	0.0	0.0	0.2	0.3	0.3	0.3	0.0	0.4
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 BackOfQ(95%),veh/ln	10.6	0.0	0.0	5.1	0.0	0.0	0.9	4.3	4.5	5.4	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.5	0.0	0.0	76.0	0.0	0.0	5.7	4.5	4.5	4.6	0.0	4.7
LnGrp LOS	F	A	A	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		134			62			586				615
Approach Delay, s/veh		80.5			76.0			4.6				4.7
Approach LOS		F			E			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		159.2		30.8		159.2		30.8				
Change Period (Y+Rc), s		6.0		7.0		6.0		7.0				
Max Green Setting (Gmax), s		106.0		71.0		106.0		71.0				
Max Q Clear Time (g_c+I1), s		9.9		8.4		12.4		16.4				
Green Ext Time (p_c), s		1.4		0.3		1.3		0.7				
Intersection Summary												
HCM 6th Ctrl Delay				15.1								
HCM 6th LOS				B								

Timings
5: Ponce de Leon Boulevard & Salamanca Avenue

18124 Future With Project AM
04/26/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Volume (vph)	39	60	23	14	18	25	40	473	20	8	523	28
Future Volume (vph)	39	60	23	14	18	25	40	473	20	8	523	28
Confl. Peds. (#/hr)	6		21	21		6	21		22	22		21
Confl. Bikes (#/hr)									10			2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
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		8.0	8.0		8.0	8.0	
Minimum Split (s)	34.0	34.0		34.0	34.0		25.0	25.0		25.0	25.0	
Total Split (s)	78.0	78.0		78.0	78.0		112.0	112.0		112.0	112.0	
Total Split (%)	41.1%	41.1%		41.1%	41.1%		58.9%	58.9%		58.9%	58.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		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)		7.0			7.0		6.0	6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	

Intersection Summary

Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 119 (63%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Ponce de Leon Boulevard & Salamanca Avenue



HCM 6th Signalized Intersection Summary
 5: Ponce de Leon Boulevard & Salamanca Avenue

18124 Future With Project PM
 04/26/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕			↕	
Traffic Volume (veh/h)	37	57	18	35	57	19	67	783	21	20	593	42
Future Volume (veh/h)	37	57	18	35	57	19	67	783	21	20	593	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	61	19	37	61	20	71	833	22	21	631	45
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	109	31	74	111	33	637	2936	78	86	2555	181
Arrive On Green	0.13	0.13	0.11	0.13	0.13	0.11	0.83	0.83	0.82	0.83	0.83	0.82
Sat Flow, veh/h	409	857	241	390	873	258	761	3532	93	79	3075	218
Grp Volume(v), veh/h	119	0	0	118	0	0	71	419	436	356	0	341
Grp Sat Flow(s),veh/h/ln	1507	0	0	1521	0	0	761	1777	1849	1720	0	1652
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	4.2	9.9	9.9	0.0	0.0	8.4
Cycle Q Clear(g_c), s	14.8	0.0	0.0	14.4	0.0	0.0	12.6	9.9	9.9	7.6	0.0	8.4
Prop In Lane	0.33		0.16	0.31		0.17	1.00		0.05	0.06		0.13
Lane Grp Cap(c), veh/h	216	0	0	218	0	0	637	1477	1537	1449	0	1373
V/C Ratio(X)	0.55	0.00	0.00	0.54	0.00	0.00	0.11	0.28	0.28	0.25	0.00	0.25
Avail Cap(c_a), veh/h	634	0	0	637	0	0	637	1477	1537	1449	0	1373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	78.8	0.0	0.0	78.6	0.0	0.0	4.8	3.5	3.6	3.3	0.0	3.4
Incr Delay (d2), s/veh	1.6	0.0	0.0	1.6	0.0	0.0	0.4	0.5	0.5	0.4	0.0	0.4
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 BackOfQ(95%),veh/ln	9.6	0.0	0.0	9.5	0.0	0.0	1.3	6.3	6.6	5.1	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.4	0.0	0.0	80.1	0.0	0.0	5.1	4.0	4.0	3.8	0.0	3.9
LnGrp LOS	F	A	A	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		119			118			926				697
Approach Delay, s/veh		80.4			80.1			4.1				3.8
Approach LOS		F			F			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		161.9		28.1		161.9		28.1				
Change Period (Y+Rc), s		6.0		7.0		6.0		7.0				
Max Green Setting (Gmax), s		106.0		71.0		106.0		71.0				
Max Q Clear Time (g_c+I1), s		10.4		16.4		14.6		16.8				
Green Ext Time (p_c), s		1.7		0.6		2.2		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				13.7								
HCM 6th LOS				B								

Timings
5: Ponce de Leon Boulevard & Salamanca Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Volume (vph)	37	57	18	35	57	19	67	783	21	20	593	42
Future Volume (vph)	37	57	18	35	57	19	67	783	21	20	593	42
Confl. Peds. (#/hr)	4		9	9		4	30		23	23		30
Confl. Bikes (#/hr)									10			2
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
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		8.0	8.0		8.0	8.0	
Minimum Split (s)	34.0	34.0		34.0	34.0		25.0	25.0		25.0	25.0	
Total Split (s)	78.0	78.0		78.0	78.0		112.0	112.0		112.0	112.0	
Total Split (%)	41.1%	41.1%		41.1%	41.1%		58.9%	58.9%		58.9%	58.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-3.0			-3.0		-2.0	-2.0			-2.0	
Total Lost Time (s)		4.0			4.0		4.0	4.0			4.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	

Intersection Summary

Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 176 (93%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 5: Ponce de Leon Boulevard & Salamanca Avenue



Multimodal

Existing Conditions

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Existing AM NB	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/25/2018 4:38:15 PM	From	Salamanca Avenue	Modal Analysis	Multimodal
Agency	DPA	To	SW 8th Street	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\existing\1_Ponce_NB_AM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
SW 8th Street	180	0.22	4	2	33	16	Yes	ProtPerm	1	100	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to SW 8th Street)	2050	6393	325	2	30	35	Restrictive	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS			
1 (to SW 8th Street)	218	2899	0.059	50.38	D	#	15.34	E			
Arterial Length	0.3996	Weighted g/C	0.22	FFS Delay	53.85	Threshold Delay	13.86	Auto Speed	15.34	Auto LOS	E

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	**	**	60
2	**	**	**	**	210
3	**	**	**	**	370
4	**	**	**	**	530
*	**	**	**	**	210
Lanes	Hourly Volume In Both Directions				
2	**	**	**	**	110
4	**	**	**	**	380
6	**	**	**	**	660
8	**	**	**	**	940
*	**	**	**	**	380
Lanes	Annual Average Daily Traffic				
2	**	**	**	**	1200
4	**	**	**	**	4200
6	**	**	**	**	7300
8	**	**	**	**	10500
*	**	**	**	**	4200

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to SW 8th Street)	Narrow	Typical	No	No	N/A	Yes	Wide	Yes	4	0.8	Poor	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to SW 8th Street)	100			Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to SW 8th Street)	3.06	C	N/A	N/A				1.74	A	3.44	C
	Bicycle LOS	3.06	C		Pedestrian LOS	1.74	A		Bus LOS	3.44	C

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	100	340	1000	> 1000
2	**	190	660	2000	> 2000
3	**	280	990	3000	> 3000
4	**	380	1310	4000	> 4000
*	**	190	660	2000	> 2000

Lanes	Hourly Volume In Both Directions				
2	**	170	600	1770	> 1770
4	**	340	1170	3540	> 3540
6	**	500	1750	5310	> 5310
8	**	660	2310	7080	> 7080
*	**	340	1170	3540	> 3540
Lanes	Annual Average Daily Traffic				
2	**	1900	6700	19700	> 19700
4	**	3700	13000	39400	> 39400
6	**	5600	19400	59000	> 59000
8	**	7400	25700	78700	> 78700
*	**	3700	13000	39400	> 39400

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	3540	> 3540	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	39400	> 39400	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.18	>= 4.79	>= 3.59	>= 2.40	>= 1.20

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Existing PM NB	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/25/2018 4:38:15 PM	From	Salamanca Avenue	Modal Analysis	Multimodal
Agency	DPA	To	SW 8th Street	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\existing\1_Ponce_NB_existing_PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
SW 8th Street	180	0.23	4	2	27	5	Yes	ProtPerm	1	100	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to SW 8th Street)	2050	13002	661	2	30	35	Restrictive	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS			
1 (to SW 8th Street)	483	2878	-0.242	NaN	F	#	NaN	F			
Arterial Length	0.3996	Weighted g/C	0.23	FFS Delay	NaN	Threshold Delay	NaN	Auto Speed	NaN	Auto LOS	F

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	**	**	90
2	**	**	**	**	280
3	**	**	**	**	490
4	**	**	**	**	700
*	**	**	**	**	280
Lanes	Hourly Volume In Both Directions				
2	**	**	**	**	160
4	**	**	**	**	500
6	**	**	**	**	870
8	**	**	**	**	1240
*	**	**	**	**	500
Lanes	Annual Average Daily Traffic				
2	**	**	**	**	1800
4	**	**	**	**	5600
6	**	**	**	**	9700
8	**	**	**	**	13800
*	**	**	**	**	5600

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
I (to SW 8th Street)	Narrow	Typical	No	No	N/A	Yes	Wide	Yes	4	0.8	Poor	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
I (to SW 8th Street)	100			Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
I (to SW 8th Street)	3.50	C	N/A	N/A				2.11	B	0.00	F
	Bicycle LOS	3.50	C		Pedestrian LOS	2.11	B		Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	100	340	1000	> 1000
2	**	190	660	2000	> 2000
3	**	280	990	3000	> 3000
4	**	380	1310	4000	> 4000
*	**	190	660	2000	> 2000
Lanes	Hourly Volume In Both Directions				
2	**	170	600	1770	> 1770

4	**	340	1170	3540	> 3540
6	**	500	1750	5310	> 5310
8	**	660	2310	7080	> 7080
*	**	340	1170	3540	> 3540
Lanes	Annual Average Daily Traffic				
2	**	1900	6700	19700	> 19700
4	**	3700	13000	39400	> 39400
6	**	5600	19400	59000	> 59000
8	**	7400	25700	78700	> 78700
*	**	3700	13000	39400	> 39400

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	3540	> 3540	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	39400	> 39400	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.26	>= 4.18	>= 3.13	>= 2.09	>= 1.05

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Existing AM SB	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/26/2018 9:09:15 AM	From	SW 8th St.	Modal Analysis	Multimodal
Agency		To	Salamanca Ave.	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\existing\1_Ponce_SB_existing_AM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Salamanca Ave.	190	0.57	4	2	1	5	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Salamanca Ave.)	2050	10563	537	2	30	35	Non-Restrictive	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS			
1 (to Salamanca Ave.)	537	2608	0.361	12.01	B	0.00	25.79	C			
Arterial Length	0.3996	Weighted g/C	##	FFS Delay	15.85	Threshold Delay	0.00	Auto Speed	25.79	Auto LOS	C

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	**	**	60
2	**	**	**	**	210
3	**	**	**	**	370
4	**	**	**	**	530
*	**	**	**	**	210
Lanes	Hourly Volume In Both Directions				
2	**	**	**	**	110
4	**	**	**	**	380
6	**	**	**	**	660
8	**	**	**	**	940
*	**	**	**	**	380
Lanes	Annual Average Daily Traffic				
2	**	**	**	**	1200
4	**	**	**	**	4200
6	**	**	**	**	7300
8	**	**	**	**	10500
*	**	**	**	**	4200

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Salamanca Ave.)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	4	0.8	Poor	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier					
	1	2	3	1	2	3	1	2	3	1	2	3			
1 (to Salamanca Ave.)	100						Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus					
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS				
1 (to Salamanca Ave.)	3.06	C	N/A	N/A				1.93	A	3.44	C				
			Bicycle LOS	3.06	C				Pedestrian LOS	1.93	A		Bus LOS	3.44	C

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	100	340	1000	> 1000
2	**	190	660	2000	> 2000
3	**	280	990	3000	> 3000
4	**	380	1310	4000	> 4000
*	**	190	660	2000	> 2000
Lanes	Hourly Volume In Both Directions				
2	**	170	600	1770	> 1770
4	**	340	1170	3540	> 3540

6	**	500	1750	5310	> 5310
8	**	660	2310	7080	> 7080
*	**	340	1170	3540	> 3540
Lanes	Annual Average Daily Traffic				
2	**	1900	6700	19700	> 19700
4	**	3700	13000	39400	> 39400
6	**	5600	19400	59000	> 59000
8	**	7400	25700	78700	> 78700
*	**	3700	13000	39400	> 39400

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	3540	> 3540	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	39400	> 39400	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.18	>= 4.79	>= 3.59	>= 2.40	>= 1.20

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Existing PM SB	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/26/2018 9:09:15 AM	From	SW 8th St.	Modal Analysis	Multimodal
Agency		To	Salamanca Ave.	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\existing\1_Ponce_SB_existing_PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Salamanca Ave.	190	0.57	4	2	2	7	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Salamanca Ave.)	2050	12077	614	2	30	35	Non-Restrictive	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Salamanca Ave.)	614	2621	0.411	12.45	B	0.00	25.52	C

Arterial Length	0.3996	Weighted g/C	##	FFS Delay	16.43	Threshold Delay	0.00	Auto Speed	25.52	Auto LOS	C
-----------------	--------	--------------	----	-----------	-------	-----------------	------	------------	-------	----------	---

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	490	780	***
2	**	**	1180	1560	***
3	**	**	1890	2360	***
4	**	**	2590	3140	***
*	**	**	1180	1560	***
Lanes	Hourly Volume In Both Directions				
2	**	**	870	1370	***
4	**	**	2090	2770	***
6	**	**	3350	4170	***
8	**	**	4590	5580	***
*	**	**	2090	2770	***
Lanes	Annual Average Daily Traffic				
2	**	**	9700	15200	***
4	**	**	23300	30800	***
6	**	**	37200	46400	***
8	**	**	51000	62000	***
*	**	**	23300	30800	***

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Salamanca Ave.)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	4	0.8	Poor	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to Salamanca Ave.)	100			Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Salamanca Ave.)	3.15	C	N/A	N/A				2.02	B	3.29	C
	Bicycle LOS	3.15	C		Pedestrian LOS	2.02	B		Bus LOS	3.29	C

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	170	520	1000	> 1000
2	160	320	1010	2000	> 2000
3	160	480	1500	3000	> 3000
4	**	640	1990	4000	> 4000
*	160	320	1010	2000	> 2000
Lanes	Hourly Volume In Both Directions				

2	250	300	910	1770	> 1770
4	290	570	1790	3540	> 3540
6	290	850	2650	5310	> 5310
8	**	1120	3520	7080	> 7080
*	290	570	1790	3540	> 3540
Lanes	Annual Average Daily Traffic				
2	2700	3300	10100	19700	> 19700
4	3200	6300	19900	39400	> 39400
6	3200	9400	29500	59000	> 59000
8	**	12500	39100	78700	> 78700
*	3200	6300	19900	39400	> 39400

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	3540	> 3540	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	39400	> 39400	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 9	>= 6	>= 5	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 8.34	>= 5.57	>= 4.17	>= 2.78	>= 1.39

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Existing AM NB	Arterial Name	E Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/26/2018 2:23:41 PM	From	Antilla Avenue	Modal Analysis	Multimodal
Agency		To	Calabria Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\2_E Ponce NB existing.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Calabria Avenue	180	0.4	4	1	3	6	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Calabria Avenue)	1030	2498	127	1	30	35	None	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Calabria Avenue)	127	1191	0.267	28.98	C	0.00	13.78	F

Arterial Length	0.2064	Weighted g/C	0.40	FFS Delay	33.86	Threshold Delay	12.64	Auto Speed	13.78	Auto LOS	F
------------------------	--------	---------------------	------	------------------	-------	------------------------	-------	-------------------	-------	-----------------	---

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	**	**	**
2	**	**	**	**	50
3	**	**	**	**	130
4	**	**	**	**	210
*	**	**	**	**	**
Lanes	Hourly Volume In Both Directions				
2	**	**	**	**	**
4	**	**	**	**	90
6	**	**	**	**	240
8	**	**	**	**	380
*	**	**	**	**	**
Lanes	Annual Average Daily Traffic				
2	**	**	**	**	**
4	**	**	**	**	1000
6	**	**	**	**	2600
8	**	**	**	**	4200
*	**	**	**	**	**

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
I (to Calabria Avenue)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	0	0.8	Poor	None

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier					
	1	2	3	1	2	3	1	2	3	1	2	3			
I (to Calabria Avenue)	100						Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
I (to Calabria Avenue)	1.74	A	N/A	N/A				1.46	A	0.00	F
	Bicycle LOS	1.74	A		Pedestrian LOS	1.46	A		Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	180	570	1000	> 1000
2	160	350	1090	2000	> 2000
3	160	520	1600	3000	> 3000
4	**	680	2120	4000	> 4000
*	140	180	570	1000	> 1000
Lanes	Hourly Volume In Both Directions				
2	250	320	1010	1770	> 1770

4	290	610	1920	3540	> 3540
6	290	910	2830	5310	> 5310
8	**	1200	3740	7080	> 7080
*	250	320	1010	1770	> 1770
Lanes	Annual Average Daily Traffic				
2	2800	3600	11200	19700	> 19700
4	3200	6800	21400	39400	> 39400
6	3200	10100	31400	59000	> 59000
8	**	13300	41600	78700	> 78700
*	2800	3600	11200	19700	> 19700

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	1000	> 1000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	1770	> 1770	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	19700	> 19700	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.16	>= 4.11	>= 3.08	>= 2.06	>= 1.03

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Existing PM NB	Arterial Name	E Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/26/2018 2:23:41 PM	From	Antilla Avenue	Modal Analysis	Multimodal
Agency		To	Calabria Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\2_E Ponce NB_existing PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Calabria Avenue	180	0.4	4	1	8	10	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Calabria Avenue)	1030	2105	107	1	30	35	None	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS			
1 (to Calabria Avenue)	107	1184	0.226	28.31	C	0.00	13.96	F			
Arterial Length	0.2064	Weighted g/C	0.40	FFS Delay	33.16	Threshold Delay	11.94	Auto Speed	13.96	Auto LOS	F

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	**	**	**
2	**	**	**	**	50
3	**	**	**	**	130
4	**	**	**	**	210
*	**	**	**	**	**
Lanes	Hourly Volume In Both Directions				
2	**	**	**	**	**
4	**	**	**	**	90
6	**	**	**	**	240
8	**	**	**	**	380
*	**	**	**	**	**
Lanes	Annual Average Daily Traffic				
2	**	**	**	**	**
4	**	**	**	**	1000
6	**	**	**	**	2600
8	**	**	**	**	4200
*	**	**	**	**	**

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Calabria Avenue)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	0	0.8	Poor	None

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier					
	1	2	3	1	2	3	1	2	3	1	2	3			
1 (to Calabria Avenue)	100						Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Calabria Avenue)	1.40	A	N/A	N/A				1.39	A	0.00	F
	Bicycle LOS	1.40	A		Pedestrian LOS	1.39	A		Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	180	570	1000	> 1000
2	160	350	1090	2000	> 2000
3	160	520	1600	3000	> 3000
4	**	680	2120	4000	> 4000
*	140	180	570	1000	> 1000

Lanes	Hourly Volume In Both Directions				
2	250	320	1010	1770	> 1770
4	290	610	1920	3540	> 3540
6	290	910	2830	5310	> 5310
8	**	1200	3740	7080	> 7080
*	250	320	1010	1770	> 1770
Lanes	Annual Average Daily Traffic				
2	2800	3600	11200	19700	> 19700
4	3200	6800	21400	39400	> 39400
6	3200	10100	31400	59000	> 59000
8	**	13300	41600	78700	> 78700
*	2800	3600	11200	19700	> 19700

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	1000	> 1000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	1770	> 1770	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	19700	> 19700	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.16	>= 4.11	>= 3.08	>= 2.06	>= 1.03

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Existing AM SB	Arterial Name	E. Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/26/2018 3:35:36 PM	From	Calabria Avenue	Modal Analysis	Multimodal
Agency		To	Antilla Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\2_E Ponce SB_existing AM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Antilla Avenue	180	0.4	4	1	3	29	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Antilla Avenue)	1030	1000	51	1	30	35	None	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Antilla Avenue)	51	1158	0.110	26.60	C	0.00	14.45	F

Arterial Length	0.2064	Weighted g/C	0.40	FFS Delay	31.37	Threshold Delay	10.15	Auto Speed	14.45	Auto LOS	F
------------------------	--------	---------------------	------	------------------	-------	------------------------	-------	-------------------	-------	-----------------	---

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
I (to Antilla Avenue)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	0	0.8	Poor	None

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier					
	1	2	3	1	2	3	1	2	3	1	2	3			
I (to Antilla Avenue)	100						Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
I (to Antilla Avenue)	0.50	A	N/A	N/A				1.21	A	0.00	F
	Bicycle LOS	0.50	A		Pedestrian LOS	1.21	A		Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0

Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

- * Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
- ** Cannot be achieved based on input data provided.
- *** Not applicable for that level of service letter grade. See generalized tables notes for more details.
- # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
- ## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
- ### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Existing PM SB	Arterial Name	E. Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/26/2018 3:35:36 PM	From	Calabria Avenue	Modal Analysis	Multimodal
Agency		To	Antilla Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\2_E Ponce SB_existing PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Antilla Avenue	180	0.4	4	1	2	35	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Antilla Avenue)	1030	2518	128	1	30	35	None	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Antilla Avenue)	128	1167	0.274	29.13	C	0.00	13.74	F

Arterial Length	0.2064	Weighted g/C	0.40	FFS Delay	34.02	Threshold Delay	12.79	Auto Speed	13.74	Auto LOS	F
------------------------	--------	---------------------	------	------------------	-------	------------------------	-------	-------------------	-------	-----------------	---

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
I (to Antilla Avenue)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	0	0.8	Poor	None

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier					
	1	2	3	1	2	3	1	2	3	1	2	3			
I (to Antilla Avenue)	100						Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
I (to Antilla Avenue)	1.76	A	N/A	N/A				1.46	A	0.00	F
	Bicycle LOS	1.76	A		Pedestrian LOS	1.46	A		Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0

Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Existing NB AM	Arterial Name	Galiano Street	Study Period	Standard K
Date Prepared	4/26/2018 4:01:22 PM	From	Calabria Avenue	Modal Analysis	Multimodal
Agency		To	SW 8th St.	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\3_Galiano NB_existing AM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
SW 8th St.	180	0.2	4	1	14	43	Yes	Protected	1	100	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to SW 8th St.)	610	3305	168	1	30	35	None	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS			
1 (to SW 8th St.)	144	1455	0.497	63.48	E	0.27	5.64	F			
Arterial Length	0.1269	Weighted g/C	0.20	FFS Delay	69.17	Threshold Delay	55.67	Auto Speed	5.64	Auto LOS	F

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
I (to SW 8th St.)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	4	0.8	Poor	Major

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
I (to SW 8th St.)	100			Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
I (to SW 8th St.)	2.58	B	N/A	N/A				1.54	A	3.10	C
	Bicycle LOS	2.58	B		Pedestrian LOS	1.54	A		Bus LOS	3.10	C

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0

Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

- * Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
- ** Cannot be achieved based on input data provided.
- *** Not applicable for that level of service letter grade. See generalized tables notes for more details.
- # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
- ## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
- ### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Existing NB PM	Arterial Name	Galiano Street	Study Period	Standard K
Date Prepared	4/26/2018 4:01:22 PM	From	Calabria Avenue	Modal Analysis	Multimodal
Agency		To	SW 8th St.	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\3_Galiano NB_existing PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
SW 8th St.	180	0.27	4	1	14	43	Yes	Protected	1	100	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to SW 8th St.)	610	6334	322	1	30	35	None	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS			
1 (to SW 8th St.)	277	1485	0.691	57.55	E	0.51	6.07	F			
Arterial Length	0.1269	Weighted g/C	0.27	FFS Delay	63.37	Threshold Delay	49.88	Auto Speed	6.07	Auto LOS	F

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
I (to SW 8th St.)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	4	0.8	Poor	Major

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
I (to SW 8th St.)	100			Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
I (to SW 8th St.)	2.97	C	N/A	N/A				1.89	A	3.10	C
	Bicycle LOS	2.97	C		Pedestrian LOS	1.89	A		Bus LOS	3.10	C

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				

2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

- * Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
- ** Cannot be achieved based on input data provided.
- *** Not applicable for that level of service letter grade. See generalized tables notes for more details.
- # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
- ## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
- ### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Existing SB AM	Arterial Name	Galinao Street	Study Period	Standard K
Date Prepared	4/26/2018 5:17:02 PM	From	SW 8th St.	Modal Analysis	Multimodal
Agency		To	Calabria Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\3_Galiano SB_existing AM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Calabria Avenue	180	0.4	5	1	19	31	Yes	Protected	1	140	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Calabria Avenue)	3500	1534	78	1	30	35	Non-Restrictive	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS			
1 (to Calabria Avenue)	63	1525	0.104	18.78	B	0.12	26.63	C			
Arterial Length	0.6742	Weighted g/C	0.40	FFS Delay	22.97	Threshold Delay	0.00	Auto Speed	26.63	Auto LOS	C

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	630	820	***
2	**	**	1470	1660	***
3	**	**	2310	2500	***
4	**	**	3150	3360	***
*	**	**	630	820	***
Lanes	Hourly Volume In Both Directions				
2	**	**	1120	1460	***
4	**	**	2610	2950	***
6	**	**	4090	4450	***
8	**	**	5580	5940	***
*	**	**	1120	1460	***
Lanes	Annual Average Daily Traffic				
2	**	**	12400	16200	***
4	**	**	29000	32800	***
6	**	**	45500	49400	***
8	**	**	62000	66000	***
*	**	**	12400	16200	***

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Calabria Avenue)	Typical	Typical	No	No	N/A	Yes	Typical	Yes	4	0.8	Poor	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to Calabria Avenue)	100			Yes			Typical			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Calabria Avenue)	0.91	A	N/A	N/A				1.39	A	3.44	C
	Bicycle LOS	0.91	A		Pedestrian LOS	1.39	A		Bus LOS	3.44	C

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	160	500	1000	> 1000
2	160	320	990	2000	> 2000
3	160	470	1470	3000	> 3000
4	**	630	1960	4000	> 4000
*	140	160	500	1000	> 1000

Lanes	Hourly Volume In Both Directions				
2	250	290	880	1770	> 1770
4	290	560	1750	3540	> 3540
6	290	830	2600	5310	> 5310
8	**	1110	3460	7080	> 7080
*	250	290	880	1770	> 1770
Lanes	Annual Average Daily Traffic				
2	2700	3200	9800	19700	> 19700
4	3200	6200	19400	39400	> 39400
6	3200	9300	28900	59000	> 59000
8	**	12300	38400	78700	> 78700
*	2700	3200	9800	19700	> 19700

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	1000	> 1000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	1770	> 1770	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	19700	> 19700	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.10	>= 4.74	>= 3.55	>= 2.37	>= 1.19

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Existing SB PM	Arterial Name	Galinao Street	Study Period	Standard K
Date Prepared	4/26/2018 5:17:02 PM	From	SW 8th St.	Modal Analysis	Multimodal
Agency		To	Calabria Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\3_Galiano SB_existing PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Calabria Avenue	180	0.4	5	1	34	29	Yes	Protected	1	140	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Calabria Avenue)	3500	1377	70	1	30	35	Non-Restrictive	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS			
1 (to Calabria Avenue)	46	1523	0.076	18.55	B	0.19	26.70	C			
Arterial Length	0.6742	Weighted g/C	0.40	FFS Delay	22.71	Threshold Delay	0.00	Auto Speed	26.70	Auto LOS	C

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	620	800	***
2	**	**	1440	1620	***
3	**	**	2270	2460	***
4	**	**	3090	3280	***
*	**	**	620	800	***
Lanes	Hourly Volume In Both Directions				
2	**	**	1100	1420	***
4	**	**	2550	2890	***
6	**	**	4020	4350	***
8	**	**	5470	5810	***
*	**	**	1100	1420	***
Lanes	Annual Average Daily Traffic				
2	**	**	12200	15800	***
4	**	**	28400	32100	***
6	**	**	44700	48300	***
8	**	**	60800	64500	***
*	**	**	12200	15800	***

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Calabria Avenue)	Typical	Typical	No	No	N/A	Yes	Typical	Yes	4	0.8	Poor	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to Calabria Avenue)	100			Yes			Typical			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Calabria Avenue)	0.73	A	N/A	N/A				1.36	A	3.44	C
	Bicycle LOS	0.73	A		Pedestrian LOS	1.36	A		Bus LOS	3.44	C

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	160	500	1000	> 1000
2	160	320	990	2000	> 2000
3	160	470	1470	3000	> 3000
4	**	630	1960	4000	> 4000
*	140	160	500	1000	> 1000

Lanes	Hourly Volume In Both Directions				
2	250	290	880	1770	> 1770
4	290	560	1750	3540	> 3540
6	290	830	2600	5310	> 5310
8	**	1110	3460	7080	> 7080
*	250	290	880	1770	> 1770
Lanes	Annual Average Daily Traffic				
2	2700	3200	9800	19700	> 19700
4	3200	6200	19400	39400	> 39400
6	3200	9300	28900	59000	> 59000
8	**	12300	38400	78700	> 78700
*	2700	3200	9800	19700	> 19700

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	1000	> 1000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	1770	> 1770	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	19700	> 19700	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 6	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.89	>= 5.26	>= 3.95	>= 2.63	>= 1.32

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

Future without Project Conditions

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future Without Project AM NB	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/25/2018 4:38:15 PM	From	Salamanca Avenue	Modal Analysis	Multimodal
Agency	DPA	To	SW 8th Street	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\1_Ponce_NB_future without_AM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
SW 8th Street	180	0.22	4	2	33	16	Yes	ProtPerm	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to SW 8th Street)	2050	6589	335	2	30	35	Restrictive	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS			
1 (to SW 8th Street)	224	2940	0.346	54.82	D	0.56	14.64	F			
Arterial Length	0.3996	Weighted g/C	0.22	FFS Delay	58.30	Threshold Delay	18.31	Auto Speed	14.64	Auto LOS	F

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
I (to SW 8th Street)	Narrow	Typical	No	No	N/A	Yes	Wide	Yes	4	0.8	Poor	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
I (to SW 8th Street)	100			Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
I (to SW 8th Street)	3.07	C	N/A	N/A				1.75	A	3.44	C

	Bicycle LOS	3.07	C		Pedestrian LOS	1.75	A		Bus LOS	3.44	C
--	-------------	------	---	--	----------------	------	---	--	---------	------	---

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				

2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future Without Project PM NB	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/25/2018 4:38:15 PM	From	Salamanca Avenue	Modal Analysis	Multimodal
Agency	DPA	To	SW 8th Street	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\1_Ponce_NB_future without_PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
SW 8th Street	180	0.23	4	2	27	13	Yes	ProtPerm	1	100	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to SW 8th Street)	2050	13474	685	2	30	35	Restrictive	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS			
1 (to SW 8th Street)	500	2859	-0.268	NaN	F	#	NaN	F			
Arterial Length	0.3996	Weighted g/C	0.23	FFS Delay	NaN	Threshold Delay	NaN	Auto Speed	NaN	Auto LOS	F

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	**	**	90
2	**	**	**	**	280
3	**	**	**	**	490
4	**	**	**	**	700
*	**	**	**	**	280
Lanes	Hourly Volume In Both Directions				
2	**	**	**	**	160
4	**	**	**	**	500
6	**	**	**	**	870
8	**	**	**	**	1240
*	**	**	**	**	500
Lanes	Annual Average Daily Traffic				
2	**	**	**	**	1800
4	**	**	**	**	5600
6	**	**	**	**	9700
8	**	**	**	**	13800
*	**	**	**	**	5600

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to SW 8th Street)	Narrow	Typical	No	No	N/A	Yes	Wide	Yes	4	0.8	Poor	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to SW 8th Street)	100			Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to SW 8th Street)	3.52	D	N/A	N/A				2.13	B	0.00	F
	Bicycle LOS	3.52	D		Pedestrian LOS	2.13	B		Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	100	340	1000	> 1000
2	**	190	660	2000	> 2000
3	**	280	990	3000	> 3000
4	**	380	1310	4000	> 4000
*	**	190	660	2000	> 2000

Lanes	Hourly Volume In Both Directions				
2	**	170	600	1770	> 1770
4	**	340	1170	3540	> 3540
6	**	500	1750	5310	> 5310
8	**	660	2310	7080	> 7080
*	**	340	1170	3540	> 3540
Lanes	Annual Average Daily Traffic				
2	**	1900	6700	19700	> 19700
4	**	3700	13000	39400	> 39400
6	**	5600	19400	59000	> 59000
8	**	7400	25700	78700	> 78700
*	**	3700	13000	39400	> 39400

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	3540	> 3540	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	39400	> 39400	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.26	>= 4.18	>= 3.13	>= 2.09	>= 1.05

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future Without Project AM SB	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/26/2018 9:09:15 AM	From	SW 8th St.	Modal Analysis	Multimodal
Agency		To	Salamanca Ave.	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\1_Ponce_SB_future without_AM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Salamanca Ave.	190	0.57	4	2	1	5	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Salamanca Ave.)	2050	10897	554	2	30	35	Non-Restrictive	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Salamanca Ave.)	554	2612	0.372	12.10	B	0.00	25.73	C

Arterial Length	0.3996	Weighted g/C	##	FFS Delay	15.98	Threshold Delay	0.00	Auto Speed	25.73	Auto LOS	C
------------------------	--------	---------------------	----	------------------	-------	------------------------	------	-------------------	-------	-----------------	---

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	490	780	***
2	**	**	1190	1560	***
3	**	**	1890	2360	***
4	**	**	2590	3160	***
*	**	**	1190	1560	***
Lanes	Hourly Volume In Both Directions				
2	**	**	870	1370	***
4	**	**	2110	2770	***
6	**	**	3350	4180	***
8	**	**	4590	5580	***
*	**	**	2110	2770	***
Lanes	Annual Average Daily Traffic				
2	**	**	9700	15200	***
4	**	**	23500	30800	***
6	**	**	37200	46400	***
8	**	**	51000	62000	***
*	**	**	23500	30800	***

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
I (to Salamanca Ave.)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	4	0.8	Poor	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier					
	1	2	3	1	2	3	1	2	3	1	2	3			
I (to Salamanca Ave.)	100						Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
I (to Salamanca Ave.)	3.08	C	N/A	N/A				1.95	A	3.44	C
	Bicycle LOS	3.08	C		Pedestrian LOS	1.95	A		Bus LOS	3.44	C

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	170	520	1000	> 1000
2	160	320	1010	2000	> 2000
3	160	480	1500	3000	> 3000
4	**	640	1990	4000	> 4000
*	160	320	1010	2000	> 2000
Lanes	Hourly Volume In Both Directions				

2	250	300	910	1770	> 1770
4	290	570	1790	3540	> 3540
6	290	850	2650	5310	> 5310
8	**	1120	3520	7080	> 7080
*	290	570	1790	3540	> 3540
Lanes	Annual Average Daily Traffic				
2	2700	3300	10100	19700	> 19700
4	3200	6300	19900	39400	> 39400
6	3200	9400	29500	59000	> 59000
8	**	12500	39100	78700	> 78700
*	3200	6300	19900	39400	> 39400

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	3540	> 3540	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	39400	> 39400	***	***	***

Pedestrian

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 6	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.98	>= 5.32	>= 3.99	>= 2.66	>= 1.33

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future Without project PM SB	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/26/2018 9:09:15 AM	From	SW 8th St.	Modal Analysis	Multimodal
Agency		To	Salamanca Ave.	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\1_Ponce_SB_future without_PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Salamanca Ave.	190	0.57	4	2	3	6	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Salamanca Ave.)	2050	12825	652	2	30	35	Non-Restrictive	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Salamanca Ave.)	652	2631	0.435	12.67	B	0.00	25.39	C

Arterial Length	0.3996	Weighted g/C	##	FFS Delay	16.72	Threshold Delay	0.00	Auto Speed	25.39	Auto LOS	C
------------------------	--------	---------------------	----	------------------	-------	------------------------	------	-------------------	-------	-----------------	---

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
I (to Salamanca Ave.)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	4	0.8	Poor	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
I (to Salamanca Ave.)	100			Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
I (to Salamanca Ave.)	3.19	C	N/A	N/A				2.06	B	3.29	C
	Bicycle LOS	3.19	C		Pedestrian LOS	2.06	B		Bus LOS	3.29	C

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0

Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

- * Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
- ** Cannot be achieved based on input data provided.
- *** Not applicable for that level of service letter grade. See generalized tables notes for more details.
- # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
- ## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
- ### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future Without Project AM NB	Arterial Name	E Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/26/2018 2:23:41 PM	From	Antilla Avenue	Modal Analysis	Multimodal
Agency		To	Calabria Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\2_E Ponce NB_future without AM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Calabria Avenue	180	0.4	4	1	3	5	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Calabria Avenue)	1030	2636	134	1	30	35	None	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Calabria Avenue)	134	1193	0.281	29.22	C	0.00	13.72	F

Arterial Length	0.2064	Weighted g/C	0.40	FFS Delay	34.11	Threshold Delay	12.89	Auto Speed	13.72	Auto LOS	F
-----------------	--------	--------------	------	-----------	-------	-----------------	-------	------------	-------	----------	---

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	**	**	**
2	**	**	**	**	50
3	**	**	**	**	130
4	**	**	**	**	210
*	**	**	**	**	**
Lanes	Hourly Volume In Both Directions				
2	**	**	**	**	**
4	**	**	**	**	90
6	**	**	**	**	240
8	**	**	**	**	380
*	**	**	**	**	**
Lanes	Annual Average Daily Traffic				
2	**	**	**	**	**
4	**	**	**	**	1000
6	**	**	**	**	2600
8	**	**	**	**	4200
*	**	**	**	**	**

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Calabria Avenue)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	0	0.8	Poor	None

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier					
	1	2	3	1	2	3	1	2	3	1	2	3			
1 (to Calabria Avenue)	100						Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Calabria Avenue)	1.86	A	N/A	N/A				1.48	A	0.00	F
	Bicycle LOS	1.86	A		Pedestrian LOS	1.48	A		Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	180	570	1000	> 1000
2	160	350	1090	2000	> 2000
3	160	520	1600	3000	> 3000
4	**	680	2120	4000	> 4000
*	140	180	570	1000	> 1000
Lanes	Hourly Volume In Both Directions				

2	250	320	1010	1770	> 1770
4	290	610	1920	3540	> 3540
6	290	910	2830	5310	> 5310
8	**	1200	3740	7080	> 7080
*	250	320	1010	1770	> 1770
Lanes	Annual Average Daily Traffic				
2	2800	3600	11200	19700	> 19700
4	3200	6800	21400	39400	> 39400
6	3200	10100	31400	59000	> 59000
8	**	13300	41600	78700	> 78700
*	2800	3600	11200	19700	> 19700

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	1000	> 1000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	1770	> 1770	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	19700	> 19700	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.16	>= 4.11	>= 3.08	>= 2.06	>= 1.03

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future Without Project PM NB	Arterial Name	E Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/26/2018 2:23:41 PM	From	Antilla Avenue	Modal Analysis	Multimodal
Agency		To	Calabria Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\2_E Ponce NB_future without PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Calabria Avenue	180	0.4	4	1	8	10	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Calabria Avenue)	1030	2262	115	1	30	35	None	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Calabria Avenue)	115	1185	0.243	28.58	C	0.00	13.89	F

Arterial Length	0.2064	Weighted g/C	0.40	FFS Delay	33.44	Threshold Delay	12.22	Auto Speed	13.89	Auto LOS	F
------------------------	--------	---------------------	------	------------------	-------	------------------------	-------	-------------------	-------	-----------------	---

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	**	**	**
2	**	**	**	**	50
3	**	**	**	**	130
4	**	**	**	**	210
*	**	**	**	**	**
Lanes	Hourly Volume In Both Directions				
2	**	**	**	**	**
4	**	**	**	**	90
6	**	**	**	**	240
8	**	**	**	**	380
*	**	**	**	**	**
Lanes	Annual Average Daily Traffic				
2	**	**	**	**	**
4	**	**	**	**	1000
6	**	**	**	**	2600
8	**	**	**	**	4200
*	**	**	**	**	**

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Calabria Avenue)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	0	0.8	Poor	None

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier					
	1	2	3	1	2	3	1	2	3	1	2	3			
1 (to Calabria Avenue)	100						Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Calabria Avenue)	1.54	A	N/A	N/A				1.42	A	0.00	F
	Bicycle LOS	1.54	A		Pedestrian LOS	1.42	A		Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	180	570	1000	> 1000
2	160	350	1090	2000	> 2000
3	160	520	1600	3000	> 3000
4	**	680	2120	4000	> 4000
*	140	180	570	1000	> 1000

Lanes	Hourly Volume In Both Directions				
2	250	320	1010	1770	> 1770
4	290	610	1920	3540	> 3540
6	290	910	2830	5310	> 5310
8	**	1200	3740	7080	> 7080
*	250	320	1010	1770	> 1770
Lanes	Annual Average Daily Traffic				
2	2800	3600	11200	19700	> 19700
4	3200	6800	21400	39400	> 39400
6	3200	10100	31400	59000	> 59000
8	**	13300	41600	78700	> 78700
*	2800	3600	11200	19700	> 19700

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	1000	> 1000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	1770	> 1770	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	19700	> 19700	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.16	>= 4.11	>= 3.08	>= 2.06	>= 1.03

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future Without Project AM SB	Arterial Name	E. Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/26/2018 3:35:36 PM	From	Calabria Avenue	Modal Analysis	Multimodal
Agency		To	Antilla Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class			1		
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\2_E Ponce SB_future without AM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Antilla Avenue	180	0.4	4	1	2	28	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Antilla Avenue)	1030	1000	51	1	30	35	None	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Antilla Avenue)	51	1159	0.110	26.60	C	0.00	14.45	F

Arterial Length	0.2064	Weighted g/C	0.40	FFS Delay	31.37	Threshold Delay	10.15	Auto Speed	14.45	Auto LOS	F
------------------------	--------	---------------------	------	------------------	-------	------------------------	-------	-------------------	-------	-----------------	---

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
I (to Antilla Avenue)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	0	0.8	Poor	None

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier					
	1	2	3	1	2	3	1	2	3	1	2	3			
I (to Antilla Avenue)	100						Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
I (to Antilla Avenue)	0.50	A	N/A	N/A				1.21	A	0.00	F
	Bicycle LOS	0.50	A		Pedestrian LOS	1.21	A		Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0

4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

- * Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
- ** Cannot be achieved based on input data provided.
- *** Not applicable for that level of service letter grade. See generalized tables notes for more details.
- # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
- ## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
- ### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future Without Project PM SB	Arterial Name	E. Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/26/2018 3:35:36 PM	From	Calabria Avenue	Modal Analysis	Multimodal
Agency		To	Antilla Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class			1		
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\2_E Ponce SB_future without PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Antilla Avenue	180	0.4	4	1	2	32	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Antilla Avenue)	1030	2832	144	1	30	35	None	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Antilla Avenue)	144	1173	0.307	29.71	C	0.00	13.59	F

Arterial Length	0.2064	Weighted g/C	0.40	FFS Delay	34.62	Threshold Delay	13.40	Auto Speed	13.59	Auto LOS	F
------------------------	--------	---------------------	------	------------------	-------	------------------------	-------	-------------------	-------	-----------------	---

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
I (to Antilla Avenue)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	0	0.8	Poor	None

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier					
	1	2	3	1	2	3	1	2	3	1	2	3			
I (to Antilla Avenue)	100						Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
I (to Antilla Avenue)	2.02	B	N/A	N/A				1.51	A	0.00	F
	Bicycle LOS	2.02	B		Pedestrian LOS	1.51	A		Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0

Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future Without Project NB AM	Arterial Name	Galiano Street	Study Period	Standard K
Date Prepared	4/26/2018 4:01:22 PM	From	Calabria Avenue	Modal Analysis	Multimodal
Agency		To	SW 8th St.	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\3_Galiano NB_future without AM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	Coordinated Actuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
SW 8th St.	180	0.2	4	1	13	43	Yes	Protected	1	100	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to SW 8th St.)	610	3442	175	1	30	35	None	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS			
1 (to SW 8th St.)	152	1457	0.523	64.22	E	0.26	5.58	F			
Arterial Length	0.1269	Weighted g/C	0.20	FFS Delay	69.92	Threshold Delay	56.42	Auto Speed	5.58	Auto LOS	F

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	**	**	**
2	**	**	**	**	**
3	**	**	**	**	**
4	**	**	**	**	**
*	**	**	**	**	**
Lanes	Hourly Volume In Both Directions				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**
Lanes	Annual Average Daily Traffic				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to SW 8th St.)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	4	0.8	Poor	Major

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier					
	1	2	3	1	2	3	1	2	3	1	2	3			
1 (to SW 8th St.)	100						Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to SW 8th St.)	2.60	B	N/A	N/A				1.56	A	3.10	C
	Bicycle LOS	2.60	B		Pedestrian LOS	1.56	A		Bus LOS	3.10	C

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	230	790	1000	> 1000
2	160	410	1310	2000	> 2000
3	160	600	1860	3000	> 3000
4	**	780	2420	4000	> 4000
*	150	230	790	1000	> 1000

Lanes	Hourly Volume In Both Directions				
2	270	400	1400	1770	> 1770
4	290	720	2320	3540	> 3540
6	290	1050	3300	5310	> 5310
8	**	1380	4280	7080	> 7080
*	270	400	1400	1770	> 1770
Lanes	Annual Average Daily Traffic				
2	3000	4500	15500	19700	> 19700
4	3200	8000	25800	39400	> 39400
6	3200	11700	36600	59000	> 59000
8	**	15300	47600	78700	> 78700
*	3000	4500	15500	19700	> 19700

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	1000	> 1000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	1770	> 1770	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	19700	> 19700	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 9	>= 6	>= 5	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 8.52	>= 5.68	>= 4.26	>= 2.84	>= 1.42

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future With Project NB PM	Arterial Name	Galiano Street	Study Period	Standard K
Date Prepared	4/26/2018 4:01:22 PM	From	Calabria Avenue	Modal Analysis	Multimodal
Agency		To	SW 8th St.	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\3_Galiano NB_future without PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
SW 8th St.	180	0.27	4	1	14	43	Yes	Protected	1	100	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to SW 8th St.)	610	6865	349	1	30	35	None	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS			
1 (to SW 8th St.)	300	1491	0.746	59.43	E	0.56	5.92	F			
Arterial Length	0.1269	Weighted g/C	0.27	FFS Delay	65.27	Threshold Delay	51.78	Auto Speed	5.92	Auto LOS	F

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
I (to SW 8th St.)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	4	0.8	Poor	Major

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
I (to SW 8th St.)	100			Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
I (to SW 8th St.)	3.02	C	N/A	N/A				1.95	A	3.10	C
	Bicycle LOS	3.02	C		Pedestrian LOS	1.95	A		Bus LOS	3.10	C

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0

Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

edestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

- * Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
- ** Cannot be achieved based on input data provided.
- *** Not applicable for that level of service letter grade. See generalized tables notes for more details.
- # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
- ## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
- ### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future Without Project SB AM	Arterial Name	Galinao Street	Study Period	Standard K
Date Prepared	4/26/2018 5:17:02 PM	From	SW 8th St.	Modal Analysis	Multimodal
Agency		To	Calabria Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\3_Galino SB_future without AM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Calabria Avenue	180	0.4	5	1	18	28	Yes	Protected	1	140	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Calabria Avenue)	3500	1672	85	1	30	35	Non-Restrictive	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Calabria Avenue)	70	1530	0.114	18.86	B	0.12	26.59	C

Arterial Length	0.6742	Weighted g/C	0.40	FFS Delay	23.09	Threshold Delay	0.00	Auto Speed	26.59	Auto LOS	C
------------------------	--------	---------------------	------	------------------	-------	------------------------	------	-------------------	-------	-----------------	---

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/in.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	630	820	***
2	**	**	1470	1660	***
3	**	**	2310	2500	***
4	**	**	3150	3360	***
*	**	**	630	820	***
Lanes	Hourly Volume In Both Directions				
2	**	**	1120	1460	***
4	**	**	2610	2950	***
6	**	**	4090	4450	***
8	**	**	5580	5940	***
*	**	**	1120	1460	***
Lanes	Annual Average Daily Traffic				
2	**	**	12400	16200	***
4	**	**	29000	32800	***
6	**	**	45500	49400	***
8	**	**	62000	66000	***
*	**	**	12400	16200	***

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Calabria Avenue)	Typical	Typical	No	No	N/A	Yes	Typical	Yes	4	0.8	Poor	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to Calabria Avenue)	100			Yes			Typical			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Calabria Avenue)	1.05	A	N/A	N/A				1.41	A	3.44	C
	Bicycle LOS	1.05	A		Pedestrian LOS	1.41	A		Bus LOS	3.44	C

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	160	500	1000	> 1000
2	160	320	990	2000	> 2000
3	160	470	1470	3000	> 3000
4	**	630	1960	4000	> 4000
*	140	160	500	1000	> 1000

Lanes	Hourly Volume In Both Directions				
2	250	290	880	1770	> 1770
4	290	560	1750	3540	> 3540
6	290	830	2600	5310	> 5310
8	**	1110	3460	7080	> 7080
*	250	290	880	1770	> 1770
Lanes	Annual Average Daily Traffic				
2	2700	3200	9800	19700	> 19700
4	3200	6200	19400	39400	> 39400
6	3200	9300	28900	59000	> 59000
8	**	12300	38400	78700	> 78700
*	2700	3200	9800	19700	> 19700

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	1000	> 1000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	1770	> 1770	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	19700	> 19700	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.10	>= 4.74	>= 3.55	>= 2.37	>= 1.19

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future Without Project SB PM	Arterial Name	Galinao Street	Study Period	Standard K
Date Prepared	4/26/2018 5:17:02 PM	From	SW 8th St.	Modal Analysis	Multimodal
Agency		To	Calabria Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\3_Galino SB_future without PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Calabria Avenue	180	0.4	5	1	33	27	Yes	Protected	1	140	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Calabria Avenue)	3500	1436	73	1	30	35	Non-Restrictive	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS			
1 (to Calabria Avenue)	49	1526	0.080	18.59	B	0.20	26.69	C			
Arterial Length	0.6742	Weighted g/C	0.40	FFS Delay	22.76	Threshold Delay	0.00	Auto Speed	26.69	Auto LOS	C

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	620	800	***
2	**	**	1440	1620	***
3	**	**	2270	2460	***
4	**	**	3090	3280	***
*	**	**	620	800	***
Lanes	Hourly Volume In Both Directions				
2	**	**	1100	1420	***
4	**	**	2550	2890	***
6	**	**	4020	4350	***
8	**	**	5470	5810	***
*	**	**	1100	1420	***
Lanes	Annual Average Daily Traffic				
2	**	**	12200	15800	***
4	**	**	28400	32100	***
6	**	**	44700	48300	***
8	**	**	60800	64500	***
*	**	**	12200	15800	***

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Calabria Avenue)	Typical	Typical	No	No	N/A	Yes	Typical	Yes	4	0.8	Poor	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to Calabria Avenue)	100			Yes			Typical			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Calabria Avenue)	0.80	A	N/A	N/A				1.37	A	3.44	C
	Bicycle LOS	0.80	A		Pedestrian LOS	1.37	A		Bus LOS	3.44	C

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	160	500	1000	> 1000
2	160	320	990	2000	> 2000
3	160	470	1470	3000	> 3000
4	**	630	1960	4000	> 4000
*	140	160	500	1000	> 1000

Lanes	Hourly Volume In Both Directions				
2	250	290	880	1770	> 1770
4	290	560	1750	3540	> 3540
6	290	830	2600	5310	> 5310
8	**	1110	3460	7080	> 7080
*	250	290	880	1770	> 1770
Lanes	Annual Average Daily Traffic				
2	2700	3200	9800	19700	> 19700
4	3200	6200	19400	39400	> 39400
6	3200	9300	28900	59000	> 59000
8	**	12300	38400	78700	> 78700
*	2700	3200	9800	19700	> 19700

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	1000	> 1000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	1770	> 1770	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	19700	> 19700	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 6	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.89	>= 5.26	>= 3.95	>= 2.63	>= 1.32

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

Future with Project Conditions

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future With Project AM NB	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/25/2018 4:38:15 PM	From	Salamanca Avenue	Modal Analysis	Multimodal
Agency	DPA	To	SW 8th Street	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\1_Ponce_NB_future withproject_AM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
SW 8th Street	180	0.22	4	2	35	16	Yes	ProtPerm	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to SW 8th Street)	2050	6825	347	2	30	35	Restrictive	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS			
1 (to SW 8th Street)	226	2937	0.322	54.39	D	0.63	14.71	F			
Arterial Length	0.3996	Weighted g/C	0.22	FFS Delay	57.90	Threshold Delay	17.91	Auto Speed	14.71	Auto LOS	F

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	**	**	60
2	**	**	**	**	210
3	**	**	**	**	380
4	**	**	**	**	550
*	**	**	**	**	210
Lanes	Hourly Volume In Both Directions				
2	**	**	**	**	110
4	**	**	**	**	380
6	**	**	**	**	680
8	**	**	**	**	980
*	**	**	**	**	380
Lanes	Annual Average Daily Traffic				
2	**	**	**	**	1200
4	**	**	**	**	4200
6	**	**	**	**	7500
8	**	**	**	**	10900
*	**	**	**	**	4200

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
I (to SW 8th Street)	Narrow	Typical	No	No	N/A	Yes	Wide	Yes	4	0.8	Poor	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier					
	1	2	3	1	2	3	1	2	3	1	2	3			
I (to SW 8th Street)	100						Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
I (to SW 8th Street)	3.09	C	N/A	N/A				1.76	A	3.44	C
	Bicycle LOS	3.09	C		Pedestrian LOS	1.76	A		Bus LOS	3.44	C

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	100	340	1000	> 1000
2	**	190	660	2000	> 2000
3	**	280	990	3000	> 3000
4	**	380	1310	4000	> 4000
*	**	190	660	2000	> 2000
Lanes	Hourly Volume In Both Directions				

2	**	170	600	1770	> 1770
4	**	340	1170	3540	> 3540
6	**	500	1750	5310	> 5310
8	**	660	2310	7080	> 7080
*	**	340	1170	3540	> 3540
Lanes	Annual Average Daily Traffic				
2	**	1900	6700	19700	> 19700
4	**	3700	13000	39400	> 39400
6	**	5600	19400	59000	> 59000
8	**	7400	25700	78700	> 78700
*	**	3700	13000	39400	> 39400

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	3540	> 3540	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	39400	> 39400	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 6	>= 4	>= 3	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 5.99	>= 3.99	>= 3.00	>= 2.00	>= 1.00

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future With Project PM NB	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/25/2018 4:38:15 PM	From	Salamanca Avenue	Modal Analysis	Multimodal
Agency	DPA	To	SW 8th Street	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\1_Ponce_NB_future withproject_PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
SW 8th Street	180	0.23	4	2	28	13	Yes	ProtPerm	1	100	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to SW 8th Street)	2050	13651	694	2	30	35	Restrictive	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS			
1 (to SW 8th Street)	500	2854	-0.307	NaN	F	#	NaN	F			
Arterial Length	0.3996	Weighted g/C	0.23	FFS Delay	NaN	Threshold Delay	NaN	Auto Speed	NaN	Auto LOS	F

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	**	**	90
2	**	**	**	**	280
3	**	**	**	**	490
4	**	**	**	**	710
*	**	**	**	**	280
Lanes	Hourly Volume In Both Directions				
2	**	**	**	**	160
4	**	**	**	**	500
6	**	**	**	**	870
8	**	**	**	**	1260
*	**	**	**	**	500
Lanes	Annual Average Daily Traffic				
2	**	**	**	**	1800
4	**	**	**	**	5600
6	**	**	**	**	9700
8	**	**	**	**	14000
*	**	**	**	**	5600

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
I (to SW 8th Street)	Narrow	Typical	No	No	N/A	Yes	Wide	Yes	4	0.8	Poor	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier					
	1	2	3	1	2	3	1	2	3	1	2	3			
I (to SW 8th Street)	100						Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
I (to SW 8th Street)	3.53	D	N/A	N/A				2.14	B	0.00	F
	Bicycle LOS	3.53	D		Pedestrian LOS	2.14	B		Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	100	340	1000	> 1000
2	**	190	660	2000	> 2000
3	**	280	990	3000	> 3000
4	**	380	1310	4000	> 4000
*	**	190	660	2000	> 2000
Lanes	Hourly Volume In Both Directions				
2	**	170	600	1770	> 1770

4	**	340	1170	3540	> 3540
6	**	500	1750	5310	> 5310
8	**	660	2310	7080	> 7080
*	**	340	1170	3540	> 3540
Lanes	Annual Average Daily Traffic				
2	**	1900	6700	19700	> 19700
4	**	3700	13000	39400	> 39400
6	**	5600	19400	59000	> 59000
8	**	7400	25700	78700	> 78700
*	**	3700	13000	39400	> 39400

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	3540	> 3540	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	39400	> 39400	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.26	>= 4.18	>= 3.13	>= 2.09	>= 1.05

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future With Project AM SB	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/26/2018 9:09:15 AM	From	SW 8th St.	Modal Analysis	Multimodal
Agency		To	Salamanca Ave.	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\1_Ponce_SB_future withproject_AM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Salamanca Ave.	190	0.57	4	2	1	5	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Salamanca Ave.)	2050	10996	559	2	30	35	Non-Restrictive	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Salamanca Ave.)	559	2613	0.375	12.13	B	0.00	25.71	C

Arterial Length	0.3996	Weighted g/C	##	FFS Delay	16.01	Threshold Delay	0.00	Auto Speed	25.71	Auto LOS	C
------------------------	--------	---------------------	----	------------------	-------	------------------------	------	-------------------	-------	-----------------	---

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	490	780	***
2	**	**	1190	1560	***
3	**	**	1890	2360	***
4	**	**	2590	3160	***
*	**	**	1190	1560	***
Lanes	Hourly Volume In Both Directions				
2	**	**	870	1370	***
4	**	**	2110	2770	***
6	**	**	3350	4180	***
8	**	**	4590	5580	***
*	**	**	2110	2770	***
Lanes	Annual Average Daily Traffic				
2	**	**	9700	15200	***
4	**	**	23500	30800	***
6	**	**	37200	46400	***
8	**	**	51000	62000	***
*	**	**	23500	30800	***

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Salamanca Ave.)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	4	0.8	Poor	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to Salamanca Ave.)	100			Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Salamanca Ave.)	3.09	C	N/A	N/A				1.96	A	3.44	C
	Bicycle LOS	3.09	C		Pedestrian LOS	1.96	A		Bus LOS	3.44	C

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	170	520	1000	> 1000
2	160	320	1010	2000	> 2000
3	160	480	1500	3000	> 3000
4	**	640	1990	4000	> 4000
*	160	320	1010	2000	> 2000

Lanes	Hourly Volume In Both Directions				
2	250	300	910	1770	> 1770
4	290	570	1790	3540	> 3540
6	290	850	2650	5310	> 5310
8	**	1120	3520	7080	> 7080
*	290	570	1790	3540	> 3540
Lanes	Annual Average Daily Traffic				
2	2700	3300	10100	19700	> 19700
4	3200	6300	19900	39400	> 39400
6	3200	9400	29500	59000	> 59000
8	**	12500	39100	78700	> 78700
*	3200	6300	19900	39400	> 39400

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	3540	> 3540	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	39400	> 39400	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 6	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.98	>= 5.32	>= 3.99	>= 2.66	>= 1.33

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future With project PM SB	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/26/2018 9:09:15 AM	From	SW 8th St.	Modal Analysis	Multimodal
Agency		To	Salamanca Ave.	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\1_Ponce_SB_future withproject_PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Salamanca Ave.	190	0.57	4	2	3	6	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Salamanca Ave.)	2050	12884	655	2	30	35	Non-Restrictive	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Salamanca Ave.)	655	2632	0.437	12.69	B	0.00	25.38	C

Arterial Length	0.3996	Weighted g/C	##	FFS Delay	16.75	Threshold Delay	0.00	Auto Speed	25.38	Auto LOS	C
------------------------	--------	---------------------	----	------------------	-------	------------------------	------	-------------------	-------	-----------------	---

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
I (to Salamanca Ave.)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	4	0.8	Poor	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
I (to Salamanca Ave.)	100			Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
I (to Salamanca Ave.)	3.19	C	N/A	N/A				2.06	B	3.29	C
	Bicycle LOS	3.19	C		Pedestrian LOS	2.06	B		Bus LOS	3.29	C

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0

Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

- * Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
- ** Cannot be achieved based on input data provided.
- *** Not applicable for that level of service letter grade. See generalized tables notes for more details.
- # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
- ## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
- ### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future With Project AM NB	Arterial Name	E Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/26/2018 2:23:41 PM	From	Antilla Avenue	Modal Analysis	Multimodal
Agency		To	Calabria Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\2_E Ponce NB_future withproject AM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Calabria Avenue	180	0.4	4	1	3	5	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Calabria Avenue)	1030	2655	135	1	30	35	None	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Calabria Avenue)	135	1193	0.283	29.26	C	0.00	13.71	F

Arterial Length	0.2064	Weighted g/C	0.40	FFS Delay	34.15	Threshold Delay	12.93	Auto Speed	13.71	Auto LOS	F
------------------------	--------	---------------------	------	------------------	-------	------------------------	-------	-------------------	-------	-----------------	---

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	**	**	**
2	**	**	**	**	50
3	**	**	**	**	130
4	**	**	**	**	210
*	**	**	**	**	**
Lanes	Hourly Volume In Both Directions				
2	**	**	**	**	**
4	**	**	**	**	90
6	**	**	**	**	240
8	**	**	**	**	380
*	**	**	**	**	**
Lanes	Annual Average Daily Traffic				
2	**	**	**	**	**
4	**	**	**	**	1000
6	**	**	**	**	2600
8	**	**	**	**	4200
*	**	**	**	**	**

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Calabria Avenue)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	0	0.8	Poor	None

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier					
	1	2	3	1	2	3	1	2	3	1	2	3			
1 (to Calabria Avenue)	100						Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Calabria Avenue)	1.87	A	N/A	N/A				1.48	A	0.00	F
	Bicycle LOS	1.87	A		Pedestrian LOS	1.48	A		Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	180	570	1000	> 1000
2	160	350	1090	2000	> 2000
3	160	520	1600	3000	> 3000
4	**	680	2120	4000	> 4000
*	140	180	570	1000	> 1000

Lanes	Hourly Volume In Both Directions				
2	250	320	1010	1770	> 1770
4	290	610	1920	3540	> 3540
6	290	910	2830	5310	> 5310
8	**	1200	3740	7080	> 7080
*	250	320	1010	1770	> 1770
Lanes	Annual Average Daily Traffic				
2	2800	3600	11200	19700	> 19700
4	3200	6800	21400	39400	> 39400
6	3200	10100	31400	59000	> 59000
8	**	13300	41600	78700	> 78700
*	2800	3600	11200	19700	> 19700

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	1000	> 1000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	1770	> 1770	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	19700	> 19700	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.16	>= 4.11	>= 3.08	>= 2.06	>= 1.03

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future With Project PM NB	Arterial Name	E Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/26/2018 2:23:41 PM	From	Antilla Avenue	Modal Analysis	Multimodal
Agency		To	Calabria Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\2_E Ponce NB_future withproject PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Calabria Avenue	180	0.4	4	1	8	9	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Calabria Avenue)	1030	2341	119	1	30	35	None	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS			
1 (to Calabria Avenue)	119	1187	0.251	28.71	C	0.00	13.85	F			
Arterial Length	0.2064	Weighted g/C	0.40	FFS Delay	33.58	Threshold Delay	12.36	Auto Speed	13.85	Auto LOS	F

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	**	**	**
2	**	**	**	**	50
3	**	**	**	**	130
4	**	**	**	**	210
*	**	**	**	**	**
Lanes	Hourly Volume In Both Directions				
2	**	**	**	**	**
4	**	**	**	**	90
6	**	**	**	**	240
8	**	**	**	**	380
*	**	**	**	**	**
Lanes	Annual Average Daily Traffic				
2	**	**	**	**	**
4	**	**	**	**	1000
6	**	**	**	**	2600
8	**	**	**	**	4200
*	**	**	**	**	**

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Calabria Avenue)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	0	0.8	Poor	None

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier					
	1	2	3	1	2	3	1	2	3	1	2	3			
1 (to Calabria Avenue)	100						Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Calabria Avenue)	1.61	A	N/A	N/A				1.43	A	0.00	F
	Bicycle LOS	1.61	A		Pedestrian LOS	1.43	A		Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	180	570	1000	> 1000
2	160	350	1090	2000	> 2000
3	160	520	1600	3000	> 3000
4	**	680	2120	4000	> 4000
*	140	180	570	1000	> 1000

Lanes	Hourly Volume In Both Directions				
2	250	320	1010	1770	> 1770
4	290	610	1920	3540	> 3540
6	290	910	2830	5310	> 5310
8	**	1200	3740	7080	> 7080
*	250	320	1010	1770	> 1770
Lanes	Annual Average Daily Traffic				
2	2800	3600	11200	19700	> 19700
4	3200	6800	21400	39400	> 39400
6	3200	10100	31400	59000	> 59000
8	**	13300	41600	78700	> 78700
*	2800	3600	11200	19700	> 19700

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	1000	> 1000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	1770	> 1770	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	19700	> 19700	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 7	>= 5	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 6.16	>= 4.11	>= 3.08	>= 2.06	>= 1.03

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future With Project AM SB	Arterial Name	E. Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/26/2018 3:35:36 PM	From	Calabria Avenue	Modal Analysis	Multimodal
Agency		To	Antilla Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\2_E Ponce SB_future withproject AM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Antilla Avenue	180	0.4	4	1	2	27	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Antilla Avenue)	1030	1000	51	1	30	35	None	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Antilla Avenue)	51	1160	0.110	26.60	C	0.00	14.45	F

Arterial Length	0.2064	Weighted g/C	0.40	FFS Delay	31.37	Threshold Delay	10.15	Auto Speed	14.45	Auto LOS	F
------------------------	--------	---------------------	------	------------------	-------	------------------------	-------	-------------------	-------	-----------------	---

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
I (to Antilla Avenue)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	0	0.8	Poor	None

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier					
	1	2	3	1	2	3	1	2	3	1	2	3			
I (to Antilla Avenue)	100						Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
I (to Antilla Avenue)	0.50	A	N/A	N/A				1.21	A	0.00	F
	Bicycle LOS	0.50	A		Pedestrian LOS	1.21	A		Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0

Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future With ProjectPM SB	Arterial Name	E. Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	4/26/2018 3:35:36 PM	From	Calabria Avenue	Modal Analysis	Multimodal
Agency		To	Antilla Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\2_E Ponce SB_future withproject PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Antilla Avenue	180	0.4	4	1	2	32	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Antilla Avenue)	1030	2872	146	1	30	35	None	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Antilla Avenue)	146	1173	0.311	29.79	C	0.00	13.57	F

Arterial Length	0.2064	Weighted g/C	0.40	FFS Delay	34.70	Threshold Delay	13.48	Auto Speed	13.57	Auto LOS	F
------------------------	--------	---------------------	------	------------------	-------	------------------------	-------	-------------------	-------	-----------------	---

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
I (to Antilla Avenue)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	0	0.8	Poor	None

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier					
	1	2	3	1	2	3	1	2	3	1	2	3			
I (to Antilla Avenue)	100						Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
I (to Antilla Avenue)	2.05	B	N/A	N/A				1.52	A	0.00	F
	Bicycle LOS	2.05	B		Pedestrian LOS	1.52	A		Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0

Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

- * Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
- ** Cannot be achieved based on input data provided.
- *** Not applicable for that level of service letter grade. See generalized tables notes for more details.
- # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
- ## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
- ### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future With Project NB AM	Arterial Name	Galiano Street	Study Period	Standard K
Date Prepared	4/26/2018 4:01:22 PM	From	Calabria Avenue	Modal Analysis	Multimodal
Agency		To	SW 8th St.	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\3_Galiano NB_future withproject AM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
SW 8th St.	180	0.2	4	1	14	43	Yes	Protected	1	100	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to SW 8th St.)	610	3718	189	1	30	35	None	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS			
1 (to SW 8th St.)	163	1459	0.557	65.24	E	0.30	5.52	F			
Arterial Length	0.1269	Weighted g/C	0.20	FFS Delay	70.94	Threshold Delay	57.45	Auto Speed	5.52	Auto LOS	F

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	**	**	**
2	**	**	**	**	**
3	**	**	**	**	**
4	**	**	**	**	**
*	**	**	**	**	**
Lanes	Hourly Volume In Both Directions				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**
Lanes	Annual Average Daily Traffic				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to SW 8th St.)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	4	0.8	Poor	Major

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier					
	1	2	3	1	2	3	1	2	3	1	2	3			
1 (to SW 8th St.)	100						Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to SW 8th St.)	2.65	B	N/A	N/A				1.59	A	3.10	C
	Bicycle LOS	2.65	B		Pedestrian LOS	1.59	A		Bus LOS	3.10	C

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	230	790	1000	> 1000
2	160	410	1310	2000	> 2000
3	160	600	1860	3000	> 3000
4	**	780	2420	4000	> 4000
*	150	230	790	1000	> 1000

Lanes	Hourly Volume In Both Directions				
2	270	400	1400	1770	> 1770
4	290	720	2320	3540	> 3540
6	290	1050	3300	5310	> 5310
8	**	1380	4280	7080	> 7080
*	270	400	1400	1770	> 1770
Lanes	Annual Average Daily Traffic				
2	3000	4500	15500	19700	> 19700
4	3200	8000	25800	39400	> 39400
6	3200	11700	36600	59000	> 59000
8	**	15300	47600	78700	> 78700
*	3000	4500	15500	19700	> 19700

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	1000	> 1000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	1770	> 1770	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	19700	> 19700	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 9	>= 6	>= 5	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 8.52	>= 5.68	>= 4.26	>= 2.84	>= 1.42

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future With Project NB PM	Arterial Name	Galiano Street	Study Period	Standard K
Date Prepared	4/26/2018 4:01:22 PM	From	Calabria Avenue	Modal Analysis	Multimodal
Agency		To	SW 8th St.	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\3_Galiano NB_future withproject PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
SW 8th St.	180	0.27	4	1	14	43	Yes	Protected	1	100	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to SW 8th St.)	610	7061	359	1	30	35	None	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS			
1 (to SW 8th St.)	309	1493	0.766	60.15	E	0.57	5.86	F			
Arterial Length	0.1269	Weighted g/C	0.27	FFS Delay	66.01	Threshold Delay	52.51	Auto Speed	5.86	Auto LOS	F

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2					
3					
4					
*					
Lanes	Hourly Volume In Both Directions				
2					
4					
6					
8					
*					
Lanes	Annual Average Daily Traffic				
2					
4					
6					
8					
*					

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Sidewalk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to SW 8th St.)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	4	0.8	Poor	Major

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to SW 8th St.)	100			Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to SW 8th St.)	3.03	C	N/A	N/A				1.97	A	3.36	C
	Bicycle LOS	3.03	C		Pedestrian LOS	1.97	A		Bus LOS	3.36	C

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0

Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
*	0	0	0	0	0
Lanes	Hourly Volume In Both Directions				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0
Lanes	Annual Average Daily Traffic				
2	0	0	0	0	0
4	0	0	0	0	0
6	0	0	0	0	0
8	0	0	0	0	0
*	0	0	0	0	0

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
Buses in Study Hour in Peak Direction (Daily)				

- * Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
- ** Cannot be achieved based on input data provided.
- *** Not applicable for that level of service letter grade. See generalized tables notes for more details.
- # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
- ## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
- ### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future With Project SB AM	Arterial Name	Galinao Street	Study Period	Standard K
Date Prepared	4/26/2018 5:17:02 PM	From	SW 8th St.	Modal Analysis	Multimodal
Agency		To	Calabria Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\3_Galiano SB_future withproject AM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Calabria Avenue	180	0.4	5	1	17	28	Yes	Protected	1	140	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Calabria Avenue)	3500	1692	86	1	30	35	Non-Restrictive	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS			
1 (to Calabria Avenue)	71	1530	0.117	18.89	B	0.12	26.59	C			
Arterial Length	0.6742	Weighted g/C	0.40	FFS Delay	23.12	Threshold Delay	0.00	Auto Speed	26.59	Auto LOS	C

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	620	800	***
2	**	**	1440	1620	***
3	**	**	2270	2460	***
4	**	**	3090	3280	***
*	**	**	620	800	***
Lanes	Hourly Volume In Both Directions				
2	**	**	1100	1420	***
4	**	**	2550	2890	***
6	**	**	4020	4350	***
8	**	**	5470	5810	***
*	**	**	1100	1420	***
Lanes	Annual Average Daily Traffic				
2	**	**	12200	15800	***
4	**	**	28400	32100	***
6	**	**	44700	48300	***
8	**	**	60800	64500	***
*	**	**	12200	15800	***

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Calabria Avenue)	Typical	Typical	No	No	N/A	Yes	Typical	Yes	4	0.8	Poor	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to Calabria Avenue)	100			Yes			Typical			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Calabria Avenue)	1.07	A	N/A	N/A				1.42	A	3.44	C
	Bicycle LOS	1.07	A		Pedestrian LOS	1.42	A		Bus LOS	3.44	C

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	160	500	1000	> 1000
2	160	320	990	2000	> 2000
3	160	470	1470	3000	> 3000
4	**	630	1960	4000	> 4000
*	140	160	500	1000	> 1000

Lanes	Hourly Volume In Both Directions				
2	250	290	880	1770	> 1770
4	290	560	1750	3540	> 3540
6	290	830	2600	5310	> 5310
8	**	1110	3460	7080	> 7080
*	250	290	880	1770	> 1770
Lanes	Annual Average Daily Traffic				
2	2700	3200	9800	19700	> 19700
4	3200	6200	19400	39400	> 39400
6	3200	9300	28900	59000	> 59000
8	**	12300	38400	78700	> 78700
*	2700	3200	9800	19700	> 19700

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	1000	> 1000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	1770	> 1770	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	19700	> 19700	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 6	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.89	>= 5.26	>= 3.95	>= 2.63	>= 1.32

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Future With Project SB PM	Arterial Name	Galinao Street	Study Period	Standard K
Date Prepared	4/26/2018 5:17:02 PM	From	SW 8th St.	Modal Analysis	Multimodal
Agency		To	Calabria Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	W:\18\18124\Regency at the Park Traffic Study - April 2018\MultiModal\ArtPlan\3_Galiano SB_future withproject PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	CoordinatedActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Calabria Avenue	180	0.4	5	1	32	27	Yes	Protected	1	140	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Calabria Avenue)	3500	1456	74	1	30	35	Non-Restrictive	Yes	Low

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS			
1 (to Calabria Avenue)	50	1526	0.082	18.61	B	0.19	26.68	C			
Arterial Length	0.6742	Weighted g/C	0.40	FFS Delay	22.78	Threshold Delay	0.00	Auto Speed	26.68	Auto LOS	C

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	**	730	980	***
2	**	**	1690	1980	***
3	**	**	2680	3000	***
4	**	**	3650	4000	***
*	**	**	730	980	***
Lanes	Hourly Volume In Both Directions				
2	**	**	1300	1740	***
4	**	**	3000	3520	***
6	**	**	4750	5310	***
8	**	**	6470	7090	***
*	**	**	1300	1740	***
Lanes	Annual Average Daily Traffic				
2	**	**	14400	19300	***
4	**	**	33300	39100	***
6	**	**	52800	59000	***
8	**	**	71800	78800	***
*	**	**	14400	19300	***

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Calabria Avenue)	Typical	Typical	No	No	N/A	Yes	Typical	Yes	4	0.8	Poor	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to Calabria Avenue)	100			Yes			Typical			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Calabria Avenue)	0.82	A	N/A	N/A				1.38	A	3.44	C
	Bicycle LOS	0.82	A		Pedestrian LOS	1.38	A		Bus LOS	3.44	C

MultiModal Service Volume Tables

Bicycle

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	160	500	1000	> 1000
2	160	320	990	2000	> 2000
3	160	470	1470	3000	> 3000
4	**	630	1960	4000	> 4000
*	140	160	500	1000	> 1000

Lanes	Hourly Volume In Both Directions				
2	250	290	880	1770	> 1770
4	290	560	1750	3540	> 3540
6	290	830	2600	5310	> 5310
8	**	1110	3460	7080	> 7080
*	250	290	880	1770	> 1770
Lanes	Annual Average Daily Traffic				
2	2700	3200	9800	19700	> 19700
4	3200	6200	19400	39400	> 39400
6	3200	9300	28900	59000	> 59000
8	**	12300	38400	78700	> 78700
*	2700	3200	9800	19700	> 19700

Pedestrian

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	1000	> 1000	***	***	***
Lanes	Hourly Volume In Both Directions				
2	1770	> 1770	***	***	***
4	3540	> 3540	***	***	***
6	5310	> 5310	***	***	***
8	7080	> 7080	***	***	***
*	1770	> 1770	***	***	***
Lanes	Annual Average Daily Traffic				
2	19700	> 19700	***	***	***
4	39400	> 39400	***	***	***
6	59000	> 59000	***	***	***
8	78700	> 78700	***	***	***
*	19700	> 19700	***	***	***

Bus

A	B	C	D	E
Buses Per Hour In Peak Direction				
>= 8	>= 6	>= 4	>= 3	>= 2
Buses in Study Hour in Peak Direction (Daily)				
>= 7.89	>= 5.26	>= 3.95	>= 2.63	>= 1.32

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.

** Cannot be achieved based on input data provided.

*** Not applicable for that level of service letter grade. See generalized tables notes for more details.

Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

Appendix E

Committed Development Information

Project Details - CMP31

Field Name	Field Value
LRTP Project Code	CMP31
Facility	SW 8th St (Tamiami Trail) from SR-826 (Palmetto Expressway) to I-95
Limit From	
Limit To	
Description	Signal timing optimization
LRTP Year	2040
Project Type	Congestion Management
Agency Name	FL Dept. of Transportation
Purpose	
Last Approved Date	10/10/2014
Last Approved User Name	Shankar Lakshmanan
Last Amended Date	10/10/2014
Last Amended User Name	Shankar Lakshmanan
Project Costs Funded	\$0.136M
Total Capital Cost	\$0.116M

Priority Data

	P1 2015-2020(Y-O-ES)	P2 2021-2025(Y-O-ES)	P3 2026-2030(Y-O-ES)	P4 2031-2040(Y-O-ES)
Preliminary Engineering	\$M	\$M	\$M	\$M
Right of Way	\$M	\$M	\$M	\$M
Construction	\$M	\$M	\$M	\$M
Operations and Maintenance	\$M	\$M	\$M	\$M
Capital	\$0.136M	\$M	\$M	\$M

Project Information - PW000705

Field Name	Field Value
MPO Project No.	PW000705
Project Name	Ponce de Leon Boulevard
Location/From	Salamanca Avenue
Location/To	Antiquera Avenue
Description	4 to 4 lanes with left turn bays. Prior Years' Funding as follows: \$110,000 for PE, \$1,380,000 for CST..
TIP Year	2018
Type of Project	Arterial/Collector Road
Agency	Miami-Dade Dept. of Transportation and Public Works
Management Agency :	Miami-Dade Dept. of Transportation and Public Works
Type of Work	4 to 4 lanes with left turn bays
Status	Under design
Construction Year	
Next Step	
Agency Project No.	705
Contact Person	
Contact E-mail	
Phone No	

Funding Information

Project Phase	Funding	2017 - 2018	2018 - 2019	2019 - 2020	2020 - 2021	2021 - 2022

Funding Chart



Project Details - MDT151

Field Name	Field Value
LRTP Project Code	MDT151
Facility	Douglas Road Corridor (37 Ave) Enhanced Bus
Limit From	US-1
Limit To	Miami Intermodal Center (MIC)
Description	Incremental improvement on PTP corridor
LRTP Year	2040
Project Type	Transit
Agency Name	Miami-Dade Dept. of Transportation and Public Works (Transit)
Purpose	
Last Approved Date	10/10/2014
Last Approved User Name	Shankar Lakshmanan
Last Amended Date	10/10/2014
Last Amended User Name	Shankar Lakshmanan
Project Costs Funded	\$17.82M
Total Capital Cost	\$13.2M

Priority Data

	P1 2015-2020(Y-O-ES)	P2 2021-2025(Y-O-ES)	P3 2026-2030(Y-O-ES)	P4 2031-2040(Y-O-ES)
Preliminary Engineering	\$M	\$M	\$M	\$M
Right of Way	\$M	\$M	\$M	\$M
Construction	\$M	\$17.82M	\$M	\$M
Operations and Maintenance	\$M	\$M	\$M	\$M
Capital	\$M	\$M	\$M	\$M

Annex Building at Douglas Entrance

Traffic Study



comparison is provided in Exhibit 9. The comparison shows a 42% decrease in trips during the AM peak hour and a 52% decrease in trips during the PM peak hour.

Exhibit 9: Trip Generation Comparison

Proposed ITE Land Use Designation ¹	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
University (Land Use 550)	390 Students	51	15	66	21	45	66
Transit Pedestrian Trips	10%	-5	-2	-7	-2	-5	-7
Net External Trips (Proposed)		46	13	59	19	40	59

Existing ITE Land Use Designation ¹	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
General Office (Land Use 710)	53,201 SF	101	14	115	23	115	138
Transit/Pedestrian Trips	10%	-10	-2	-12	-21	-12	-14
Net External Trips (Existing)		91	12	103	21	103	124

Proposed Uses	46	13	59	19	40	59
Existing Uses	-91	-12	-103	-21	-103	-124
Net New External Trips	-45	1	-44	-2	-63	-65

¹ Based on ITE Trip Generation Manual, Ninth Edition,

Annex Building at Douglas Entrance

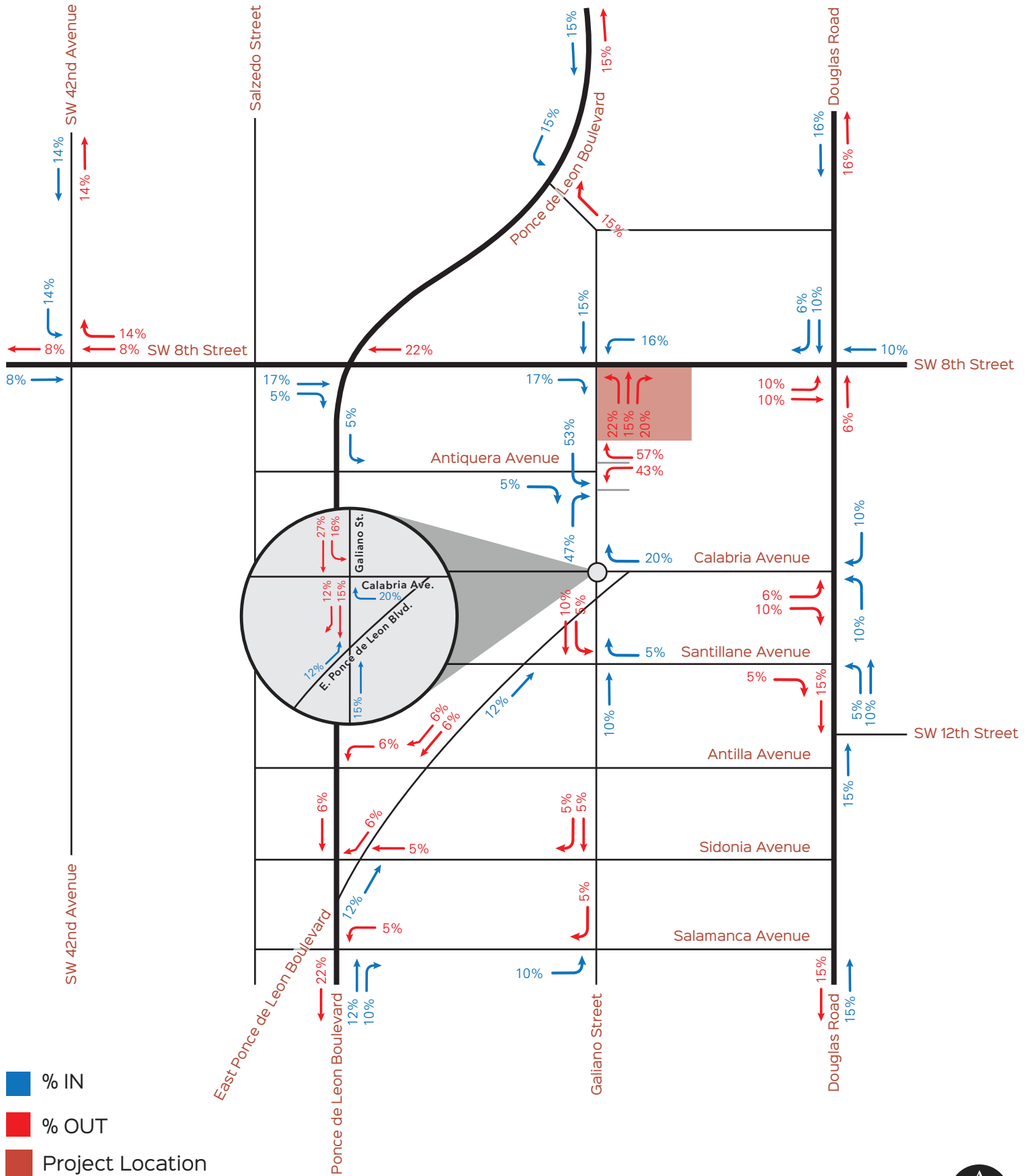
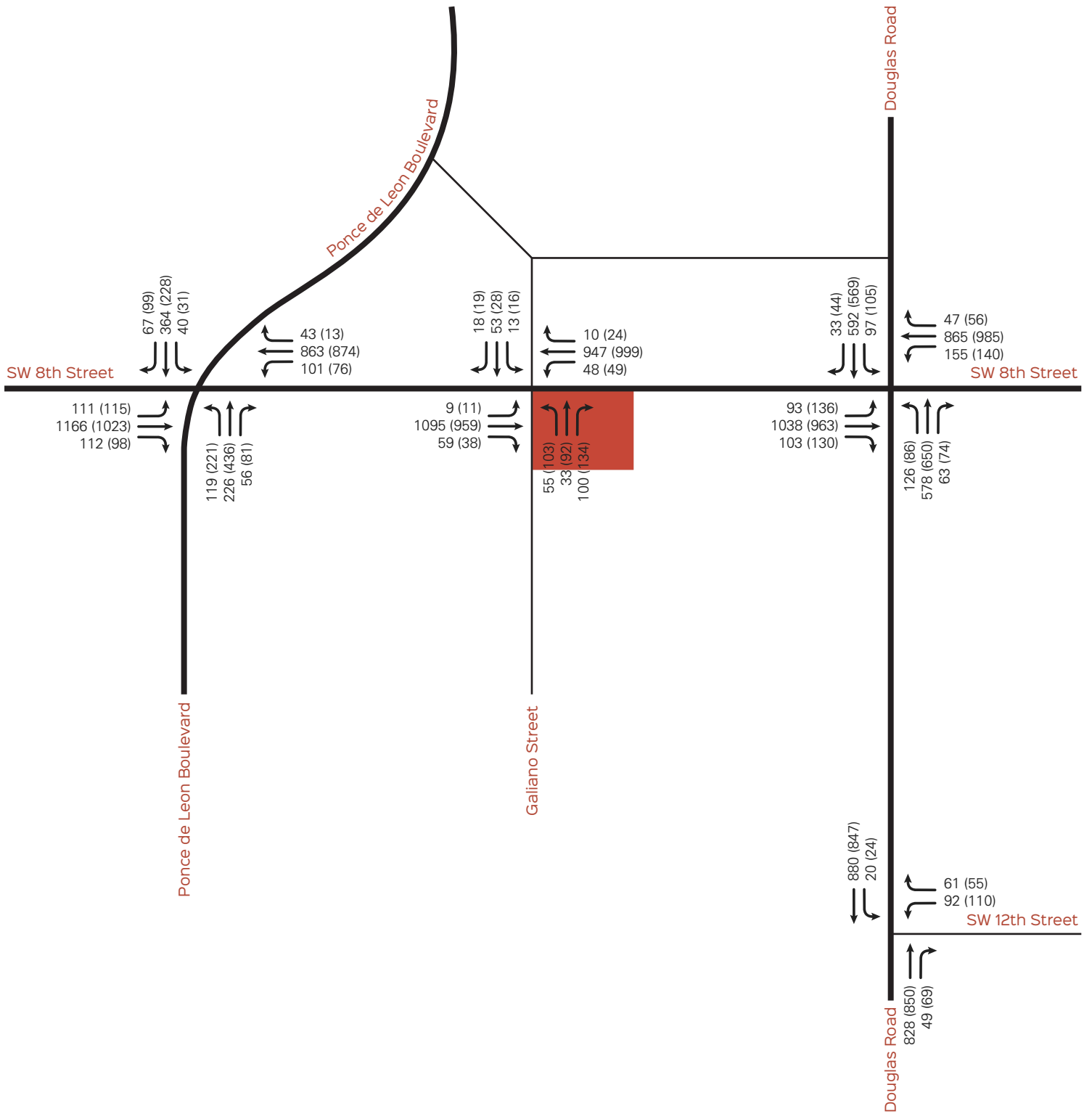


Exhibit 11 Project Trip Distribution



Project Location

Exhibit 13

Future With Project AM & PM Peak Period Traffic Volumes



David Plummer
& Associates

OFIZZINA

TRAFFIC STUDY



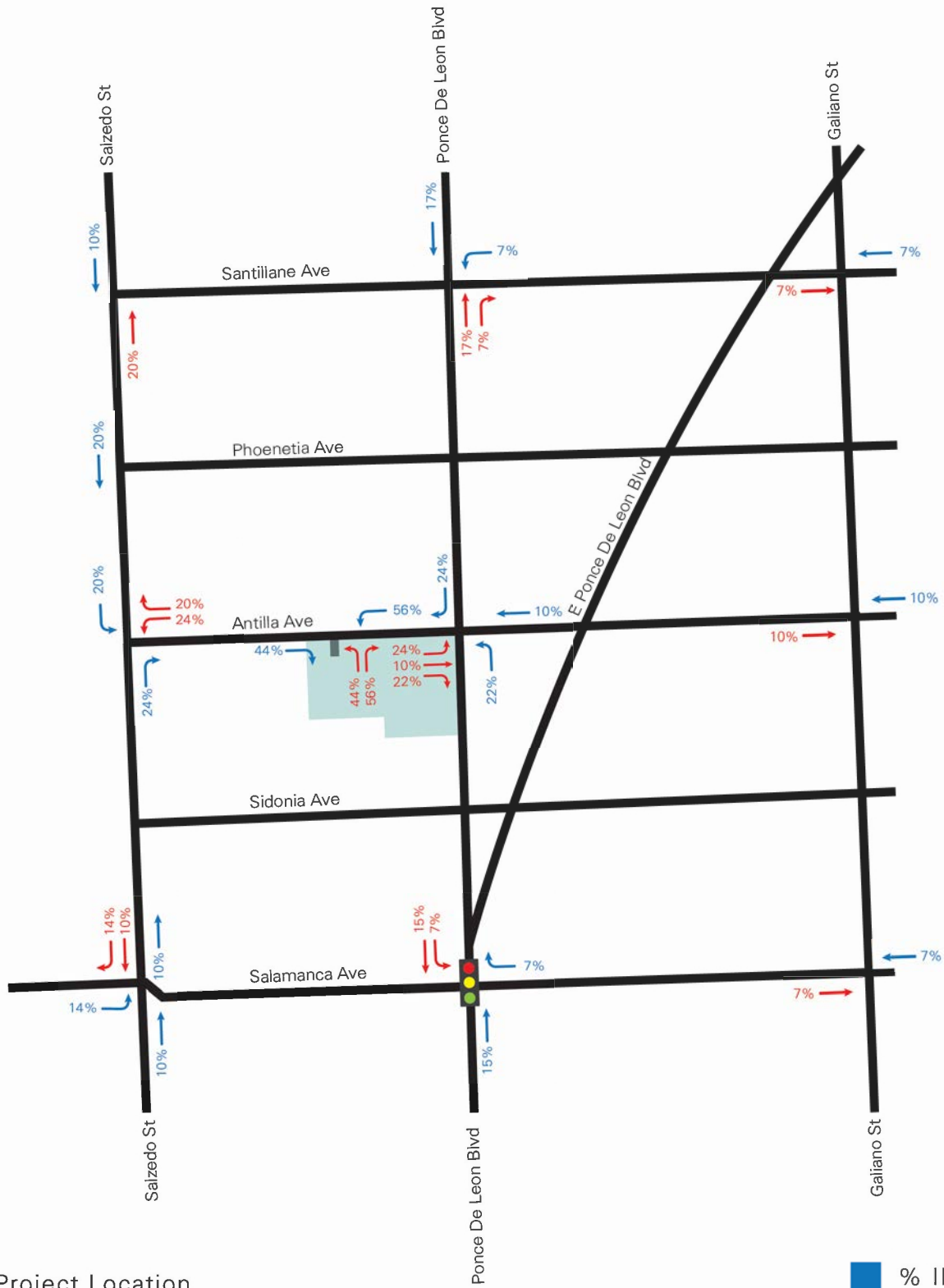
**Exhibit 10
Project Trip Generation Summary**

Proposed ITE Land Use Designation ¹	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
General Office Building (Land Use 710)	90,536 SF	156	21	177	31	149	149
Drive-In Bank (Land Use 912)	5,891 SF	41	30	71	72	71	143
Subtotal Gross Trips		197	51	248	103	220	323
Transit/Pedestrian Trips	10%	-20	-5	-25	-10	-22	-32
Pass-By Trips (Drive-in Bank only)	47%	-19	-14	-33	-34	-33	-37
Net External Trips (Proposed)		158	32	190	59	165	224

Existing ITE Land Use Designation ¹	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
General Office Building (Land Use 710)	12,876 SF	33	4	37	16	77	93
Transit/Pedestrian Trips	10%	-3	-0	-3	-1	-8	-9
Net External Trips (Existing)		30	4	34	15	69	34

Proposed Uses	158	32	190	59	165	224
Existing Uses	-30	-4	-34	-15	-69	-34
Net New External Trips	128	28	156	44	96	140

¹ Based on ITE Trip Generation Manual, Ninth Edition,



Project Location

■ % IN
■ % OUT

EXHIBIT 12

PROJECT TRIP DISTRIBUTION

ARCHITECT

Belin & Pratt
architects, LLC

AA26000863

285 sevilla avenue
coral gables, florida . 33134
tel 305.447.1927
fax 305.443.5986

Marshall Bellin AR-5564
Glenn H Pratt, AIA, AR-9608

CONSULTANTS:

© 2013 BELIN & PRATT ARCHITECTS, LLC
ALL DRAWINGS AND NOTATIONS ARE THE PROPERTY OF BELIN & PRATT ARCHITECTS, LLC. NO PART OF THIS DOCUMENT IS TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM. THE PROJECT NAME IS THE PROPERTY OF BELIN & PRATT ARCHITECTS, LLC.

**PROPOSED 32 UNIT
RESIDENTIAL
APARTMENT PROJECT**

PROJECT ADDRESS:
20-36 ANTILLA AVENUE
CORAL GABLES, FLORIDA
OWNER INFORMATION:
ANTILLA GRANDE CONDOMINIUMS, LLC
712 US 1, SUITE 400
NORTH PALM BEACH, FLORIDA 33408

D.R.C. - STUDY

ISSUE DATE: 08.08.2013
PROJECT No.: 2013-22

DRAWN BY:
APPROVED BY:

REVISIONS:

No.	Date	Description

THESE PLANS ARE FOR BUILDING DEPARTMENT REVIEW ONLY. THEY ARE NOT TO BE CONSIDERED AS CONSTRUCTION DOCUMENTS (AUTHOIRITIES HAVING JURISDICTION) APPROVALS ARE OBTAINED.

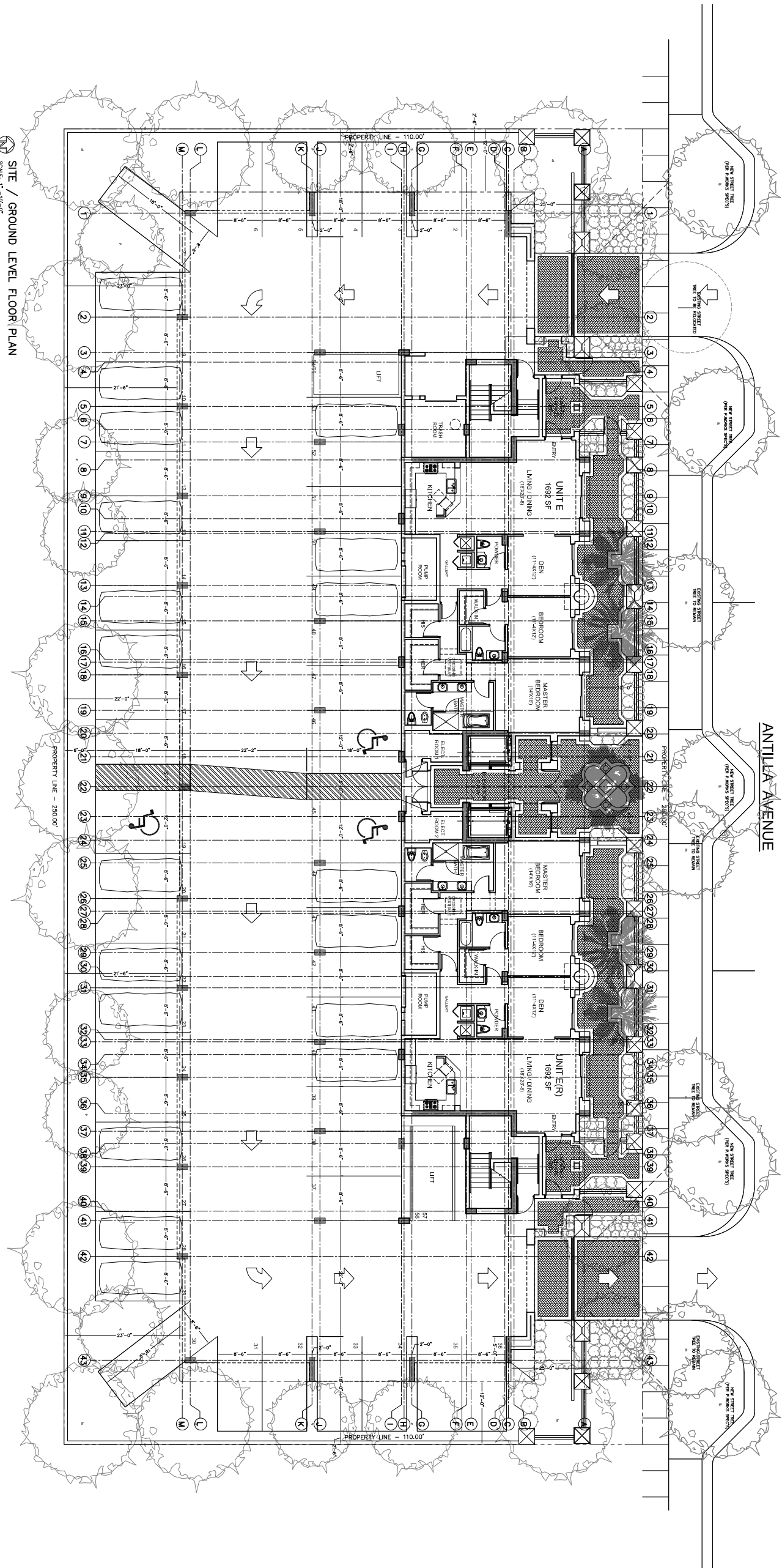
SEAL:

SIGNATURE
Glenn H Pratt, AIA, AR-9608

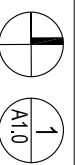
SHEET TITLE:
GROUND FLOOR
PLAN LAYOUT /
SITE PLAN
SCALE:

SHEET No.:

A1.0



SITE / GROUND LEVEL FLOOR PLAN
SCALE: 1" = 10'-0"



PROPOSED GROUND LEVEL / FLOOR PLAN LAYOUT / SITE PLAN
SCALE: 1/16" = 1'-0"



Trip Generation Summary

Alternative: Casa Antilla

Phase:

Open Date: 8/31/2016

Project: Douglas Entance Com Dev

Analysis Date: 8/31/2016

ITE	Land Use	Weekday AM Peak Hour of Adjacent Street Traffic			Weekday PM Peak Hour of Adjacent Street Traffic				
		*	Enter	Exit	Total	*	Enter	Exit	Total
230	CONDO 1 44 Dwelling Units		5	22	27		21	10	31
Unadjusted Volume			5	22	27		21	10	31
Internal Capture Trips			0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0
Volume Added to Adjacent Streets			5	22	27		21	10	31

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

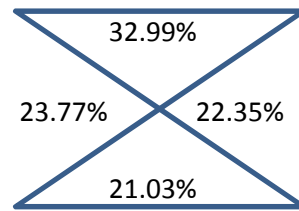
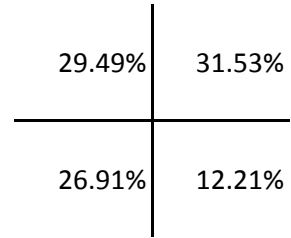
Douglas Entrance Annex Building

16140

Casa Antilla (Com Dev)

TAZ 1054

DIRECTION	2010	2040	2018
NNE	14.60%	15.00%	14.71%
ENE	16.00%	19.10%	16.83%
ESE	5.50%	5.60%	5.53%
SSE	6.50%	7.20%	6.69%
SSW	14.80%	13.10%	14.35%
WSW	12.70%	12.20%	12.57%
WNW	11.10%	11.50%	11.21%
NNW	19.00%	16.30%	18.28%



Appendix F

Project Trip Generation

AM Peak Hour Trip Generation and Internalization

The Regency at the Park

Small Office Land Use 712 5,600 SF		Multi-family High-Rise Land Use 222 161 DU		
In	Out	In	Out	
9	2	14	44	69 ITE Trips
UNBALANCED INTERNALIZATION				
3% 0	1% 0	0%	0%	2% 1
0	0	0	0	
Small Office		Multi-family High-Rise		
In	Out	In	Out	
9	2	14	44	69 Vehicle Trips
BALANCED INTERNALIZATION				
0	0	0	0	
9	2	14	44	
	0.0%		0.0%	
9	2	14	44	0 Internal 69 External Trips 0.0% % Internal 0 0% Passby 69
0	0	-1	-3	-4 -6.0% Transit/Pedestrian
9	2	13	41	65 Net New External Trips

PM Peak Hour Trip Generation and Internalization

The Regency at the Park

Small Office Land Use 712 5,600 SF		Multi-family High-Rise Land Use 222 161 DU		
In	Out	In	Out	
4	10	38	25	77 ITE Trips
UNBALANCED INTERNALIZATION				
57% 2	2% 0	0	4% 2	4% 1
Small Office		Multi-family High-Rise		
In	Out	In	Out	
4	10	38	25	77 Vehicle Trips
BALANCED INTERNALIZATION				
-1	0	0	-1	
3	10 7.1%	38	24 1.6%	-2 Internal
3	10	38	24	75 External Trips
0	-1	-2	-1	2.6% % Internal
				0 0% Passby
3	9	36	23	75
				-4 -6.0% Transit/Pedestrian
				71 Net New External Trips

<< < 1 - 7 of 7 >>

Subject	ZCTA5 33134					
	Total		Male		Female	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Workers 16 years and over	21,394	+/-1,171	11,014	+/-633	10,380	+/-873
MEANS OF TRANSPORTATION TO WORK						
Car, truck, or van	88.8%	+/-1.9	90.1%	+/-1.9	87.3%	+/-2.8
Drove alone	80.5%	+/-2.7	83.3%	+/-2.7	77.6%	+/-3.7
Carpooled	8.2%	+/-1.7	6.8%	+/-1.7	9.7%	+/-2.3
In 2-person carpool	6.6%	+/-1.5	5.5%	+/-1.6	7.8%	+/-2.0
In 3-person carpool	1.5%	+/-1.0	1.3%	+/-0.8	1.8%	+/-1.4
In 4-or-more person carpool	0.1%	+/-0.1	0.1%	+/-0.1	0.1%	+/-0.2
Workers per car, truck, or van	1.05	+/-0.01	1.04	+/-0.01	1.06	+/-0.02
Public transportation (excluding taxicab)	4.1%	+/-1.2	3.3%	+/-1.4	5.0%	+/-1.7
Walked	2.1%	+/-0.7	1.5%	+/-0.8	2.8%	+/-1.2
Bicycle	0.5%	+/-0.3	0.9%	+/-0.5	0.1%	+/-0.2
Taxicab, motorcycle, or other means	1.2%	+/-0.5	0.9%	+/-0.6	1.4%	+/-0.9
Worked at home	3.3%	+/-0.8	3.3%	+/-0.9	3.3%	+/-1.2
PLACE OF WORK						
Worked in state of residence	99.3%	+/-0.4	99.2%	+/-0.6	99.4%	+/-0.5
Worked in county of residence	96.7%	+/-0.9	95.4%	+/-1.5	98.1%	+/-0.9
Worked outside county of residence	2.6%	+/-0.8	3.8%	+/-1.4	1.3%	+/-0.9
Worked outside state of residence	0.7%	+/-0.4	0.8%	+/-0.6	0.6%	+/-0.5
Living in a place	92.4%	+/-1.3	92.4%	+/-1.5	92.5%	+/-1.8
Worked in place of residence	35.6%	+/-2.9	34.9%	+/-3.9	36.4%	+/-3.8
Worked outside place of residence	56.8%	+/-3.0	57.5%	+/-4.1	56.1%	+/-3.7
Not living in a place	7.6%	+/-1.3	7.6%	+/-1.5	7.5%	+/-1.8
Living in 12 selected states	0.0%	+/-0.2	0.0%	+/-0.4	0.0%	+/-0.4
Worked in minor civil division of residence	0.0%	+/-0.2	0.0%	+/-0.4	0.0%	+/-0.4
Worked outside minor civil division of residence	0.0%	+/-0.2	0.0%	+/-0.4	0.0%	+/-0.4
Not living in 12 selected states	100.0%	+/-0.2	100.0%	+/-0.4	100.0%	+/-0.4
Workers 16 years and over who did not work at home	20,689	+/-1,170	10,656	+/-647	10,033	+/-835
TIME LEAVING HOME TO GO TO WORK						
12:00 a.m. to 4:59 a.m.	1.2%	+/-0.5	1.4%	+/-0.7	0.9%	+/-0.7
5:00 a.m. to 5:29 a.m.	1.3%	+/-0.6	2.1%	+/-1.1	0.6%	+/-0.5
5:30 a.m. to 5:59 a.m.	0.9%	+/-0.5	1.3%	+/-0.9	0.4%	+/-0.3
6:00 a.m. to 6:29 a.m.	5.3%	+/-1.5	7.3%	+/-2.4	3.1%	+/-1.3
6:30 a.m. to 6:59 a.m.	6.6%	+/-1.6	6.7%	+/-2.0	6.5%	+/-2.8
7:00 a.m. to 7:29 a.m.	13.5%	+/-1.9	14.4%	+/-2.4	12.4%	+/-2.5
7:30 a.m. to 7:59 a.m.	9.2%	+/-1.6	8.3%	+/-2.0	10.1%	+/-2.4
8:00 a.m. to 8:29 a.m.	20.1%	+/-2.3	19.3%	+/-3.2	20.9%	+/-3.4
8:30 a.m. to 8:59 a.m.	10.7%	+/-1.8	8.5%	+/-2.1	13.2%	+/-2.8
9:00 a.m. to 11:59 p.m.	31.3%	+/-2.8	30.7%	+/-3.8	31.9%	+/-3.3
TRAVEL TIME TO WORK						
Less than 10 minutes	10.2%	+/-1.8	8.6%	+/-2.2	11.8%	+/-2.8
10 to 14 minutes	12.4%	+/-1.9	11.1%	+/-2.2	13.8%	+/-2.7
15 to 19 minutes	14.2%	+/-2.1	14.1%	+/-2.3	14.2%	+/-3.1
20 to 24 minutes	16.2%	+/-2.1	16.8%	+/-2.6	15.6%	+/-2.9
25 to 29 minutes	5.0%	+/-1.2	5.1%	+/-1.5	4.9%	+/-1.7
30 to 34 minutes	23.8%	+/-3.0	26.3%	+/-4.2	21.1%	+/-3.9
35 to 44 minutes	6.7%	+/-1.8	7.7%	+/-2.1	5.7%	+/-2.1
45 to 59 minutes	6.5%	+/-1.4	6.2%	+/-1.7	6.8%	+/-2.0
60 or more minutes	5.1%	+/-1.5	4.1%	+/-1.9	6.1%	+/-2.4
Mean travel time to work (minutes)	25.3	+/-1.1	25.4	+/-1.4	25.1	+/-1.8
VEHICLES AVAILABLE						
Workers 16 years and over in households	21,382	+/-1,176	11,003	+/-640	10,379	+/-873
No vehicle available	4.2%	+/-1.5	2.3%	+/-1.1	6.1%	+/-2.5
1 vehicle available	26.7%	+/-3.3	26.0%	+/-4.2	27.4%	+/-3.6
2 vehicles available	46.6%	+/-3.1	48.3%	+/-3.9	44.8%	+/-3.7
3 or more vehicles available	22.6%	+/-3.6	23.4%	+/-3.9	21.7%	+/-4.2

Appendix G

Transit Information

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

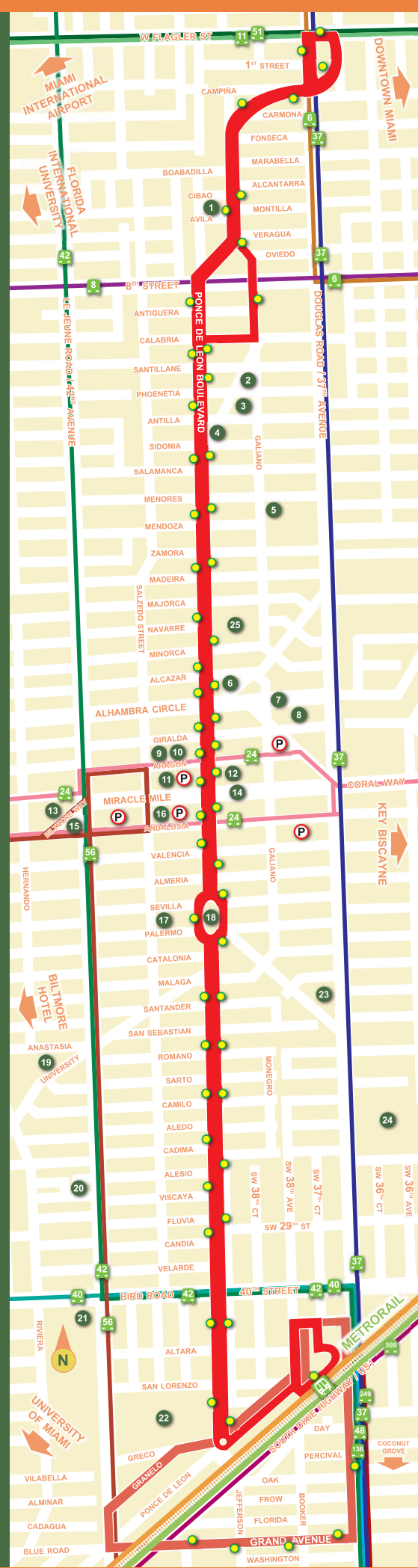
Miami-Dade Metrorail Station
Transfer from the Trolley to the Metrorail to travel to the Miami International Airport, Downtown Miami, University of Miami, Coconut Grove, South Miami or Kendall/Dadeland.

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

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

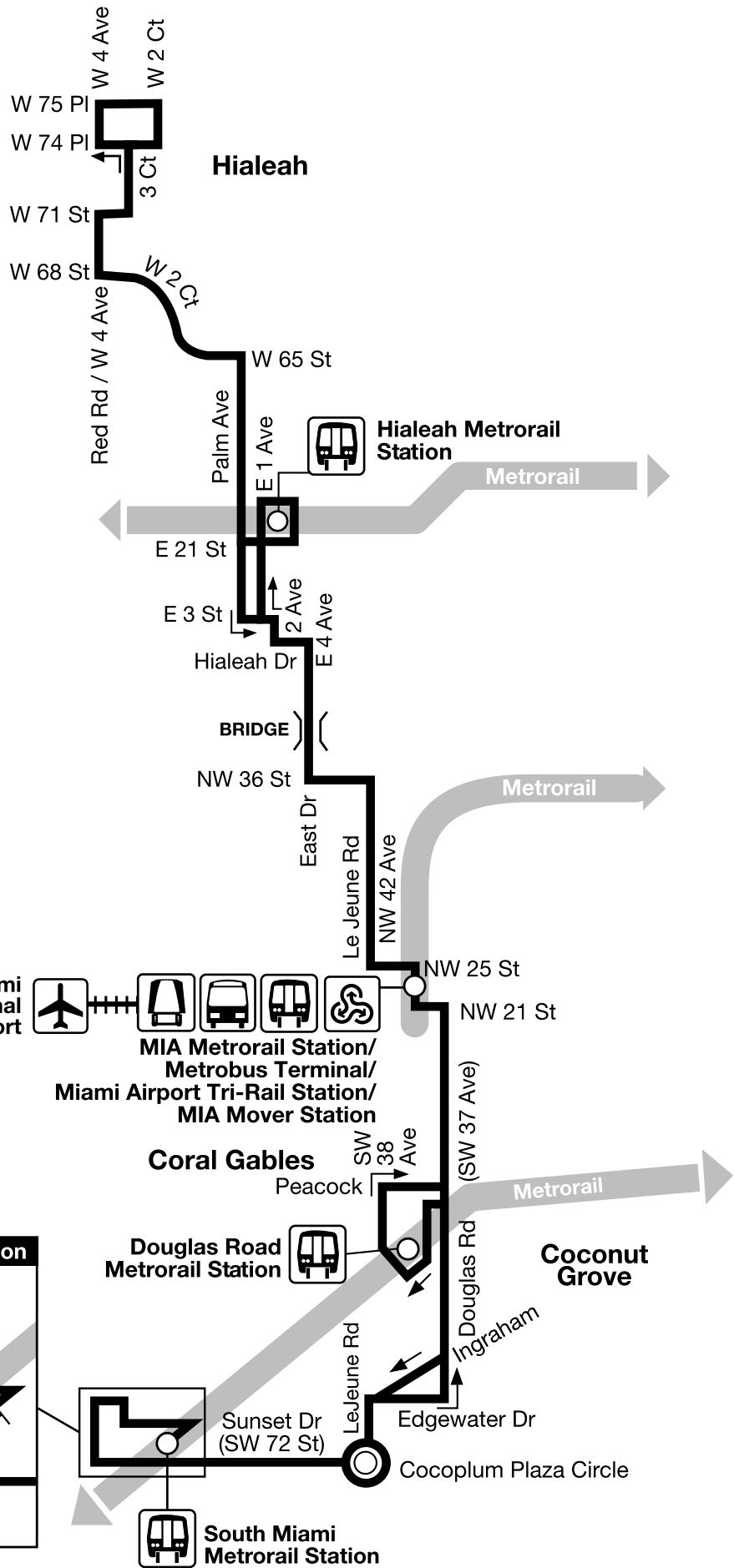
City Hall General Inquiries: 305-446-6800



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.



37



MAP NOT TO SCALE
06/2017



Miami-Dade County Transportation and Public Works

Routes Schedule



[\(https://facebook.com/GoMiamiDade/](https://facebook.com/GoMiamiDade/)



<https://twitter.com/gomiamidade>)



<https://www.instagram.com/gomiamidade>)



37 (Northbound) WEEKDAY

SOUTH MIAMI METRORAIL STATION	SUNSET DRIVE & OLD CUTLER RD	SW 37 AV & GRAND AV	DOUGLAS ROAD METRORAIL STATION	SW 37 AV & SW 22 ST	SW 37 AV & W FLAGLER ST	AIRPORT STATION	NW 36 ST & COOLIDGE DR	HIALEAH DR & E 4 AV	HIALEAH METRORAIL STATION	PALM AV & E 49 ST	W 3 CT & 74 PL
05:07AM	05:18AM	05:25AM	05:28AM	05:33AM	05:39AM	05:47AM	05:52AM	05:58AM	06:09AM	06:19AM	06:31AM
05:38AM	05:49AM	05:56AM	05:59AM	06:06AM	06:14AM	06:23AM	06:31AM	06:39AM	06:50AM	07:00AM	07:12AM
06:05AM	06:22AM	06:31AM	06:35AM	06:42AM	06:50AM	06:59AM	07:07AM	07:15AM	07:26AM	07:36AM	07:48AM
06:35AM	06:52AM	07:01AM	07:05AM	07:12AM	07:20AM	07:29AM	07:37AM	07:45AM	07:56AM	08:06AM	08:18AM
07:05AM	07:22AM	07:31AM	07:35AM	07:42AM	07:50AM	07:59AM	08:07AM	08:15AM	08:26AM	08:36AM	08:48AM
07:30AM	07:47AM	07:56AM	08:01AM	08:09AM	08:19AM	08:29AM	08:37AM	08:45AM	08:56AM	09:06AM	09:18AM
07:59AM	08:18AM	08:28AM	08:33AM	08:41AM	08:51AM	09:01AM	09:09AM	09:17AM	09:28AM	09:38AM	09:50AM
08:29AM	08:48AM	08:58AM	09:03AM	09:11AM	09:21AM	09:31AM	09:39AM	09:47AM	09:58AM	10:09AM	10:21AM
08:58AM	09:17AM	09:27AM	09:32AM	09:40AM	09:50AM	10:01AM	10:10AM	10:17AM	10:29AM	10:40AM	10:52AM
09:29AM	09:48AM	09:58AM	10:03AM	10:11AM	10:22AM	10:33AM	10:42AM	10:49AM	11:01AM	11:12AM	11:24AM
10:02AM	10:19AM	10:28AM	10:33AM	10:41AM	10:52AM	11:03AM	11:12AM	11:19AM	11:31AM	11:42AM	11:54AM
10:32AM	10:49AM	10:58AM	11:03AM	11:11AM	11:22AM	11:33AM	11:42AM	11:49AM	12:01PM	12:12PM	12:24PM
11:02AM	11:19AM	11:28AM	11:33AM	11:41AM	11:52AM	12:03PM	12:12PM	12:19PM	12:31PM	12:42PM	12:54PM
11:32AM	11:49AM	11:58AM	12:03PM	12:11PM	12:22PM	12:33PM	12:42PM	12:49PM	01:01PM	01:12PM	01:24PM
12:02PM	12:19PM	12:28PM	12:33PM	12:41PM	12:52PM	01:03PM	01:12PM	01:19PM	01:31PM	01:42PM	01:54PM
12:32PM	12:49PM	12:58PM	01:03PM	01:11PM	01:22PM	01:33PM	01:42PM	01:49PM	02:01PM	02:12PM	02:24PM
01:02PM	01:19PM	01:28PM	01:33PM	01:41PM	01:52PM	02:03PM	02:12PM	02:19PM	02:31PM	02:42PM	02:54PM
01:32PM	01:49PM	01:58PM	02:03PM	02:11PM	02:22PM	02:33PM	02:42PM	02:49PM	03:01PM	03:12PM	03:26PM
02:02PM	02:19PM	02:28PM	02:33PM	02:41PM	02:52PM	03:03PM	03:12PM	03:20PM	03:32PM	03:43PM	03:57PM

02:33PM	02:50PM	02:59PM	03:04PM	03:13PM	03:24PM	03:35PM	03:44PM	03:52PM	04:04PM	04:16PM	04:30PM
03:00PM	03:19PM	03:30PM	03:35PM	03:44PM	03:55PM	04:07PM	04:17PM	04:26PM	04:37PM	04:49PM	05:03PM
03:30PM	03:49PM	04:00PM	04:05PM	04:14PM	04:27PM	04:39PM	04:49PM	04:58PM	05:09PM	05:21PM	05:35PM
04:02PM	04:21PM	04:31PM	04:36PM	04:45PM	04:58PM	05:10PM	05:20PM	05:29PM	05:40PM	05:52PM	06:06PM
04:32PM	04:51PM	05:01PM	05:06PM	05:15PM	05:28PM	05:40PM	05:50PM	05:59PM	06:10PM	06:22PM	06:36PM
05:02PM	05:21PM	05:31PM	05:36PM	05:45PM	05:58PM	06:10PM	06:20PM	06:29PM	06:40PM	06:52PM	07:06PM
05:32PM	05:51PM	06:01PM	06:06PM	06:15PM	06:28PM	06:40PM	06:50PM	06:59PM	07:10PM	07:19PM	07:29PM
06:02PM	06:21PM	06:31PM	06:36PM	06:45PM	06:58PM	07:10PM	07:17PM	07:23PM	07:32PM	07:41PM	07:51PM
06:33PM	06:52PM	07:02PM	07:06PM	07:13PM	07:22PM	07:33PM	07:40PM	07:46PM	07:55PM	08:04PM	08:14PM
07:04PM	07:18PM	07:27PM	07:31PM	07:38PM	07:47PM	07:58PM	08:05PM	08:11PM	08:20PM	08:29PM	08:39PM
07:34PM	07:48PM	07:57PM	08:01PM	08:08PM	08:17PM	08:28PM	08:35PM	08:41PM	08:50PM	08:59PM	09:09PM
08:04PM	08:18PM	08:27PM	08:31PM	08:38PM	08:47PM	08:58PM	09:05PM	09:10PM	09:17PM	09:24PM	09:33PM
08:35PM	08:49PM	08:58PM	09:02PM	09:08PM	09:14PM	09:23PM	09:29PM	09:34PM	09:41PM	09:48PM	09:57PM
09:28PM	09:39PM	09:46PM	09:49PM	09:55PM	10:01PM	10:10PM	10:16PM	10:21PM	10:28PM	10:35PM	10:44PM
10:28PM	10:39PM	10:46PM	10:49PM	10:55PM	11:01PM	11:10PM	11:16PM	11:21PM	11:28PM	11:35PM	11:44PM

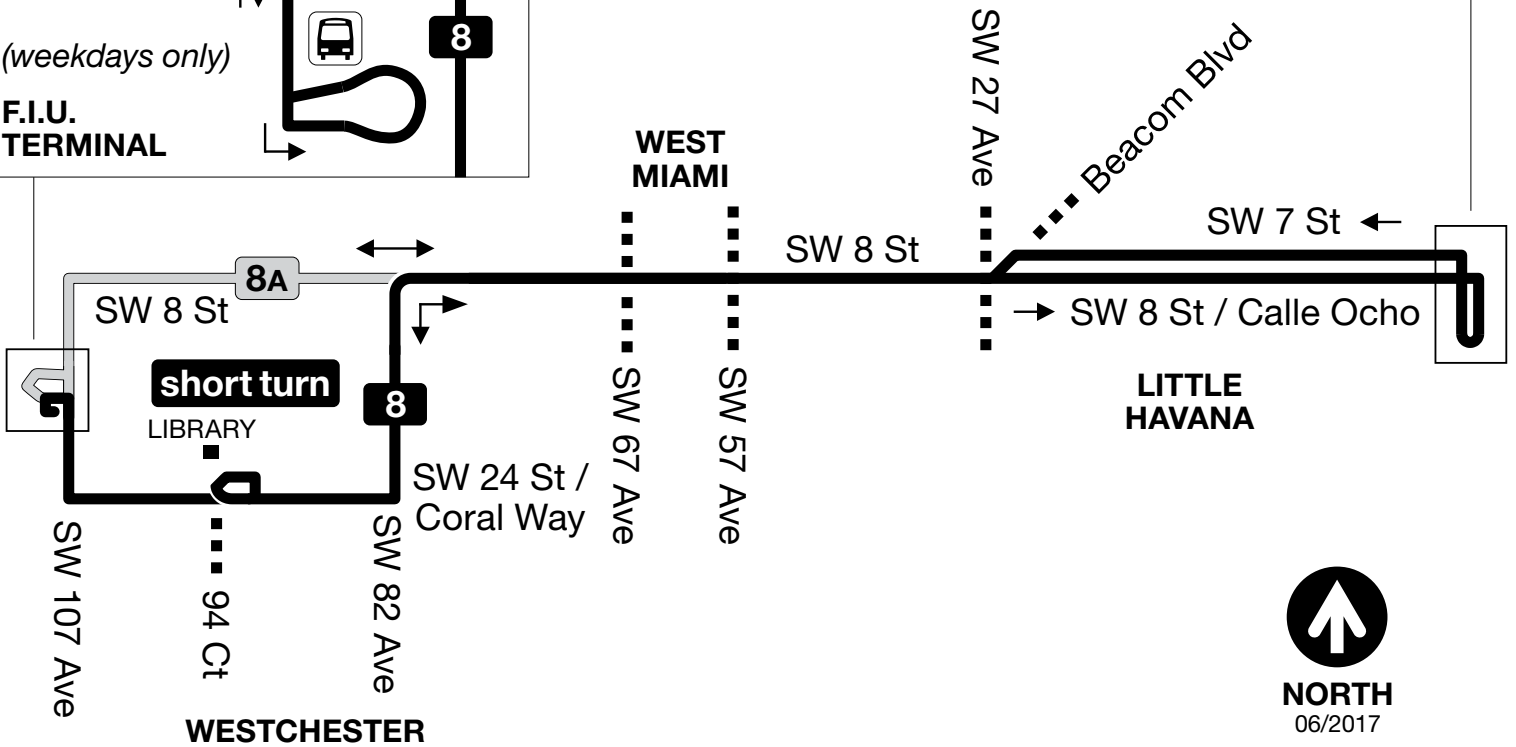
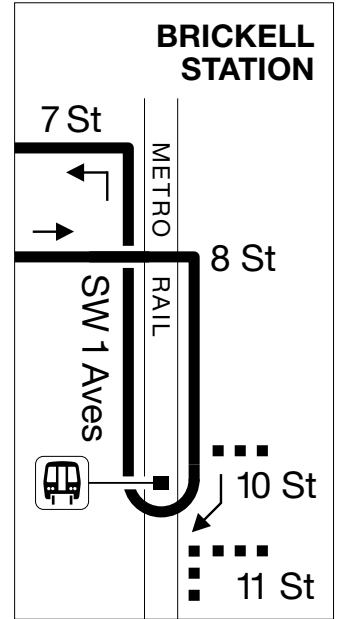
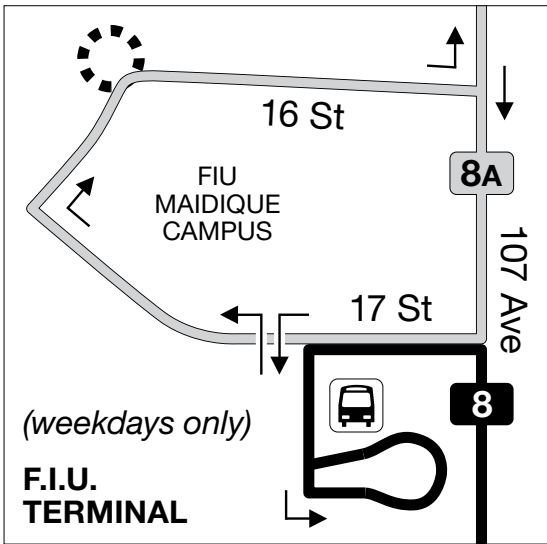
[Back to previous page \(javascript: history.go\(-1\)\).](#)

Page Last Edited: Mon Jan 30, 2017 2:39:07 PM





8



Routes Schedule



8 (Eastbound) WEEKDAY

FIU MAIDIQUE CAMPUS BUS TERMINAL	SW 24 ST & 88 AV	SW 24 ST & 87 AV	SW 82 AV & 24 ST	SW 8 ST & 87 AV	SW 8 ST & 57 AV	SW 8 ST & 42 AV	SW 8 ST & 27 AV	SW 8 ST & 12 AV	BRICKELL STATION (EAST SIDE)
04:39AM	-	-	-	04:46AM	04:55AM	05:00AM	05:05AM	05:13AM	05:20AM
05:02AM	-	05:10AM	05:11AM	-	05:20AM	05:25AM	05:30AM	05:38AM	05:45AM
05:17AM	-	-	-	05:24AM	05:33AM	05:38AM	05:43AM	05:51AM	06:00AM
05:29AM	-	05:37AM	05:38AM	-	05:47AM	05:52AM	05:57AM	06:06AM	06:15AM
05:42AM	-	-	-	05:49AM	06:00AM	06:06AM	06:12AM	06:21AM	06:30AM
05:51AM	-	06:00AM	06:02AM	-	06:15AM	06:21AM	06:27AM	06:36AM	06:45AM
06:06AM	-	-	-	06:16AM	06:27AM	06:33AM	06:39AM	06:48AM	07:00AM
06:16AM	-	06:25AM	06:27AM	-	06:40AM	06:46AM	06:52AM	07:03AM	07:15AM
06:31AM	-	-	-	06:41AM	06:52AM	06:58AM	07:07AM	07:18AM	07:30AM
06:33AM	-	06:42AM	06:44AM	-	07:04AM	07:13AM	07:22AM	07:33AM	07:45AM
06:50AM	-	-	-	07:01AM	07:19AM	07:28AM	07:37AM	07:48AM	08:00AM
06:58AM	-	07:11AM	07:14AM	-	07:34AM	07:43AM	07:52AM	08:03AM	08:15AM
07:20AM	-	-	-	07:31AM	07:49AM	07:58AM	08:07AM	08:18AM	08:30AM
07:28AM	-	07:41AM	07:44AM	-	08:04AM	08:13AM	08:22AM	08:33AM	08:45AM
07:50AM	-	-	-	08:01AM	08:19AM	08:28AM	08:37AM	08:48AM	09:00AM
08:12AM	-	08:25AM	08:28AM	-	08:48AM	08:57AM	09:08AM	09:20AM	09:30AM
08:52AM	-	-	-	09:03AM	09:18AM	09:27AM	09:38AM	09:50AM	10:00AM
09:17AM	-	09:29AM	09:32AM	-	09:48AM	09:57AM	10:08AM	10:20AM	10:30AM
09:53AM	-	-	-	10:03AM	10:18AM	10:27AM	10:38AM	10:50AM	11:00AM
10:17AM	-	10:29AM	10:32AM	-	10:48AM	10:57AM	11:08AM	11:20AM	11:30AM
10:53AM	-	-	-	11:03AM	11:18AM	11:27AM	11:38AM	11:50AM	12:00PM
11:17AM	-	11:29AM	11:32AM	-	11:48AM	11:57AM	12:08PM	12:20PM	12:30PM
11:53AM	-	-	-	12:03PM	12:18PM	12:27PM	12:38PM	12:50PM	01:00PM
12:17PM	-	12:29PM	12:32PM	-	12:48PM	12:57PM	01:08PM	01:20PM	01:30PM
12:53PM	-	-	-	01:03PM	01:18PM	01:27PM	01:38PM	01:50PM	02:00PM
01:17PM	-	01:29PM	01:32PM	-	01:48PM	01:57PM	02:08PM	02:20PM	02:30PM
01:53PM	-	-	-	02:03PM	02:18PM	02:27PM	02:38PM	02:50PM	03:00PM
02:03PM	-	02:15PM	02:18PM	-	02:34PM	02:43PM	02:54PM	03:06PM	03:15PM
02:26PM	-	-	-	02:36PM	02:51PM	03:00PM	03:10PM	03:21PM	03:30PM
02:35PM	-	02:47PM	02:50PM	-	03:06PM	03:15PM	03:25PM	03:36PM	03:45PM
02:55PM	-	-	-	03:06PM	03:21PM	03:30PM	03:40PM	03:51PM	04:00PM
03:05PM	-	03:18PM	03:21PM	-	03:36PM	03:45PM	03:55PM	04:06PM	04:15PM
03:25PM	-	-	-	03:36PM	03:51PM	04:00PM	04:10PM	04:21PM	04:30PM
03:35PM	-	03:48PM	03:51PM	-	04:06PM	04:15PM	04:25PM	04:36PM	04:45PM
03:55PM	-	-	-	04:06PM	04:21PM	04:30PM	04:40PM	04:51PM	05:00PM
04:05PM	-	04:18PM	04:21PM	-	04:36PM	04:45PM	04:55PM	05:06PM	05:15PM
04:25PM	-	-	-	04:36PM	04:51PM	05:00PM	05:10PM	05:21PM	05:30PM
04:35PM	-	04:48PM	04:51PM	-	05:06PM	05:15PM	05:25PM	05:36PM	05:45PM
04:55PM	-	-	-	05:06PM	05:21PM	05:30PM	05:40PM	05:51PM	06:00PM
05:05PM	-	05:18PM	05:21PM	-	05:36PM	05:45PM	05:55PM	06:06PM	06:15PM
05:25PM	-	-	-	05:36PM	05:51PM	06:00PM	06:10PM	06:21PM	06:30PM
05:35PM	-	05:48PM	05:51PM	-	06:06PM	06:15PM	06:25PM	06:36PM	06:45PM
05:55PM	-	-	-	06:06PM	06:21PM	06:30PM	06:40PM	06:51PM	07:00PM
06:13PM	-	06:26PM	06:29PM	-	06:44PM	06:53PM	07:03PM	07:12PM	07:20PM
06:44PM	-	-	-	06:55PM	07:10PM	07:16PM	07:23PM	07:32PM	07:40PM
07:06PM	-	07:16PM	07:18PM	-	07:30PM	07:36PM	07:43PM	07:52PM	08:00PM
07:28PM	-	-	-	07:39PM	07:50PM	07:56PM	08:03PM	08:12PM	08:20PM