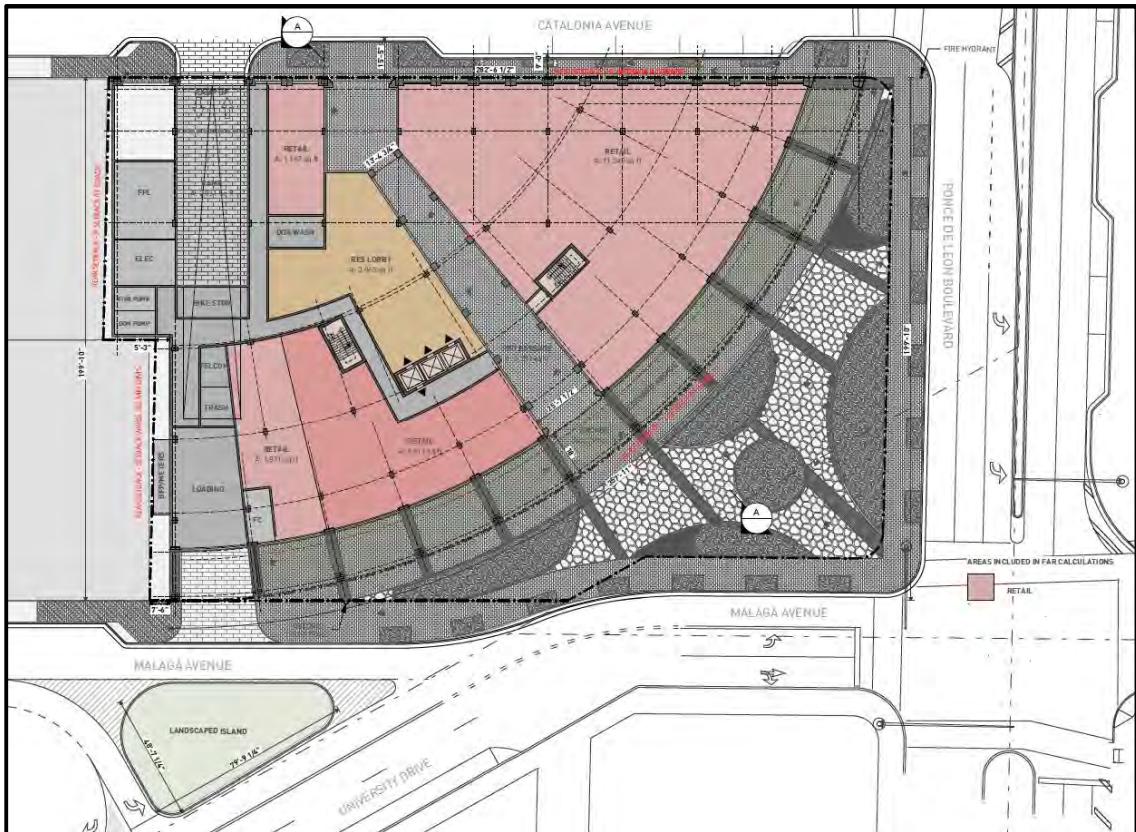


**Traffic Impact Analysis
for Submittal to
the City of Coral Gables**

**Ponce Park Tower
Coral Gables, Florida**



Kimley»Horn

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November 2020
143002008

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Prepared for:

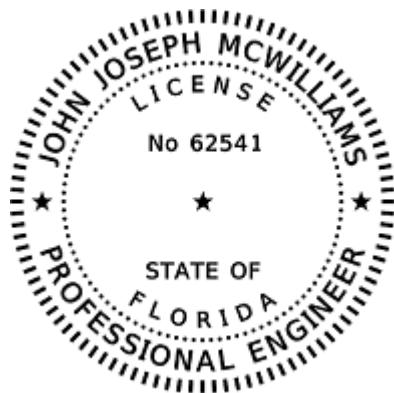
The City of Coral Gables

Prepared by:

Kimley-Horn and Associates, Inc.

Kimley»Horn

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EXECUTIVE SUMMARY

The parcels located in the southwest quadrant of the intersection of Ponce de Leon Boulevard and Catalonia Avenue in Coral Gables, Florida are proposed to be redeveloped. Currently, the parcels proposed for redevelopment are occupied by 7,614 square feet of office space and 3,386 square feet of retail space. The proposed redevelopment consists of approximately 18,107 square feet of retail space and 171 high-rise multifamily residential units. Furthermore, the redevelopment proposes to eliminate the southbound free-flow right-turn from Ponce de Leon Boulevard to University Drive and modify the southbound approach at the intersection of Ponce de Leon Boulevard and Malaga Avenue to include a shared through/right-turn lane. The redevelopment is expected to be completed and opened by year 2022.

Primary access to the proposed redevelopment will be provided via one (1) full access driveway along the south side of Catalonia Avenue west of Ponce de Leon Boulevard. Self-parking will be provided within the proposed on-site parking garage. Note that a dedicated valet drop-off/pick-up area will be provided along the south side of Catalonia Avenue west of Ponce de Leon Boulevard. Loading access will be provided via a driveway along Malaga Avenue.

Trip generation for the proposed redevelopment was calculated using rates and/or equations contained in the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, 10th Edition. The project is expected to generate 40 net new weekday A.M. peak hour vehicular trips and 81 net new weekday P.M. peak hour vehicular trips.

Capacity analyses indicate that the study intersections and corridors are expected to operate at accepted levels of service (LOS E+20% or better) during the A.M. and P.M. peak hours under all analysis conditions. However, the westbound approach at the intersection of University Drive and LeJeune Road operates at LOS F (worse than E+20%) during the P.M. peak hour under future background and future total analysis conditions. Note that the proposed project does not assign traffic to this approach.

A queuing analysis was performed to determine if the existing exclusive turn lane storage lengths at all study area intersections can accommodate expected vehicle queue lengths under existing, future background, and future total traffic conditions. The results of the analysis indicate that all existing exclusive turn lanes are able to accommodate the expected vehicle queues at all study intersections

under all analysis conditions with the exception of following:

- The northeastbound left-turn lane at the intersection of University Drive and LeJeune Road which extends beyond the provided storage length during the A.M. peak hour under existing, future background, and future total traffic conditions. This turn lane is constrained and cannot be extended.
- The southbound left-turn lane at the intersection of Almeria Avenue and Ponce de Leon Boulevard which extends beyond the provided storage length during the P.M. peak hour under future total traffic conditions. Note that the expected vehicle queues are anticipated to extend beyond the provided turn lane storage length by two (2) feet. As this distance is negligible, mitigation is not required.

The results of the multimodal level of service analyses (bicycle, pedestrian, and transit) indicate that the study corridors are expected to operate at accepted levels of service (LOS E+20% or better) during the A.M. and P.M. peak hours under all analysis conditions.

An entry gate queue analysis was prepared for the proposed redevelopment using the methodology outlined in ITE's *Transportation and Land Development*, 1988. The results of the analysis indicate that all anticipated queues are expected to be accommodated within the site without extending into the public right-of-way on Catalonia Avenue.

The results of the valet analysis indicate that two (2) valet attendants would be required at the valet drop-off/pick-up area during the A.M. peak hour and five (5) valet attendants would be required at the valet drop-off/pick-up area during the P.M. peak hour in order to accommodate the 95th percentile queues within the valet service area. The valet area will occupy three (3) on-street parking spaces.

Finally, the maneuverability analysis determined that passenger vehicles will be able to ingress, egress, and travel through the parking garage without conflicting with oncoming traffic or structural elements. Similarly, loading vehicles will be able to maneuver into and out of the on-site loading area without conflicting with structural elements. However, note that a back-in maneuver is required for loading vehicles to access the loading area.

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INTRODUCTION

The parcels located in the southwest quadrant of the intersection of Ponce de Leon Boulevard and Catalonia Avenue in Coral Gables, Florida are proposed to be redeveloped. Currently, the parcels proposed for redevelopment are occupied by 7,614 square feet of office space and 3,386 square feet of retail space. The proposed redevelopment consists of approximately 18,107 square feet of retail space and 171 high-rise multifamily residential units. Furthermore, the redevelopment proposes to eliminate the southbound free-flow right-turn from Ponce de Leon Boulevard to University Drive and modify the southbound approach at the intersection of Ponce de Leon Boulevard and Malaga Avenue to include a shared through/right-turn lane. The redevelopment is expected to be completed and opened by year 2022. A project location map is provided as Figure 1. A conceptual site plan is provided in Appendix A.

Kimley-Horn and Associates, Inc. has completed this traffic impact analysis for submittal to the City of Coral Gables. The purpose of the study is to assess the project's impact on the surrounding roadway network. This report summarizes the data collection and gathering, project trip generation, trip distribution and assignment, capacity analysis, queuing analysis, multimodal analysis, entry gate analysis, valet analysis, and maneuverability analysis.

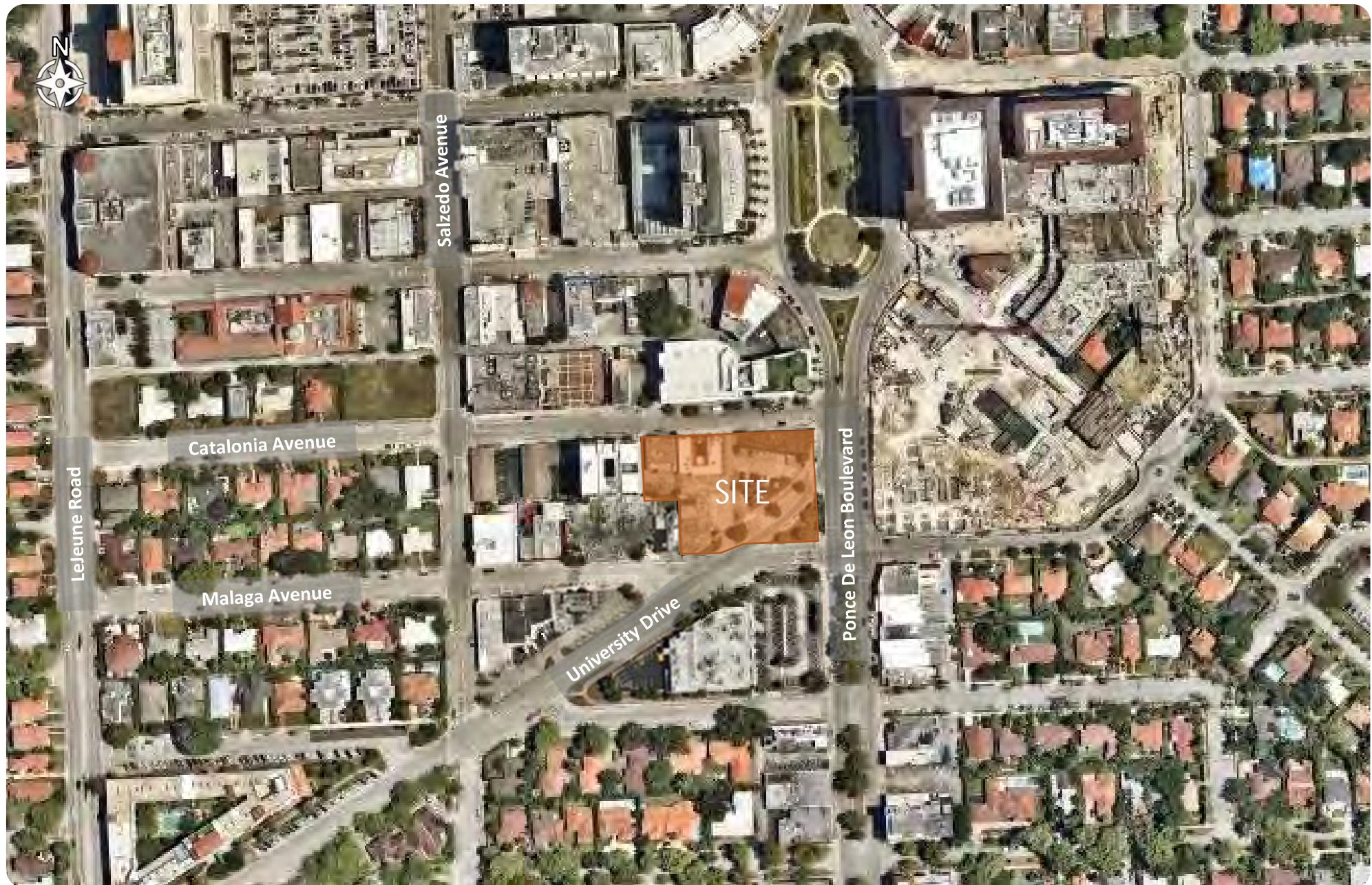


Figure 1
Project Location Map
Ponce Park Tower
Coral Gables, Florida

EXISTING TRAFFIC

A.M. peak period (7:00 A.M. to 9:00 A.M.) and P.M. peak period (4:00 P.M. to 6:00 P.M.) turning movement counts were collected on October 14, 2020 (Wednesday) at the following intersections:

- Almeria Avenue and Ponce de Leon Boulevard
- Catalonia Avenue and LeJeune Road
- Catalonia Avenue and Salzedo Street
- Catalonia Avenue and Ponce de Leon Boulevard
- University Drive and Ponce de Leon Boulevard
- Malaga Avenue and LeJeune Road
- Malaga Avenue and Salzedo Street
- Malaga Avenue and Ponce de Leon Boulevard
- University Drive and Salzedo Street
- University Drive and LeJeune Road

As a result of atypical traffic conditions due to the COVID-19 pandemic, an adjustment factor was developed to adjust traffic data collected during the COVID-19 pandemic to pre-COVID-19 conditions. Continuous traffic counts were collected for two (2) days along LeJeune Road between Coral Way and Andalusia Avenue and along Ponce de Leon Boulevard between Coral Way and Andalusia Avenue. The adjustment factor was developed by comparing the 2019 FDOT annual average daily traffic (AADT) count station data collected at FDOT Sites 878410 and 870024 with the daily traffic counts collected at the same locations. Based on the comparison, the turning movement counts at the study area intersections were increased a factor of 1.23 as summarized in Table 1.

Table 1: Existing Traffic Adjustment		
Location	SW 42 nd Avenue between Coral Way and Andalusia Avenue (FDOT Sta. ID: 870024)	Ponce de Leon Boulevard between Coral Way and Andalusia Avenue (FDOT Sta. ID: 878410)
FDOT Count Station (2019 AADT)	32,000	16,500
Existing Peak 24-Hour Count (2020 ADT)	27,132	12,859
Adjustment Factor	1.18	1.28
Average Adjustment Factor		1.23

All volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. Turning movement counts also included pedestrian and bicycle data. The appropriate Florida Department of Transportation (FDOT) peak season correction factor of 1.02 was applied to the traffic data based on the date of the data collection. Existing phasing and timing patterns were obtained from Miami-Dade County Department of Transportation and Public Works – Traffic Signals and Signs Division for all signalized study area intersections.

The turning movement counts, 48-hour continuous roadway segment counts, FDOT historic data, FDOT peak season factor category report, and signal timing data are included in Appendix B. Figure 2 presents the existing turning movement volumes at the study intersections during the A.M. and P.M. peak periods.

**Legend**

- Study Roadway
- Study Intersection
- A.M. Peak Hour Traffic
- P.M. Peak Hour Traffic

NOT TO SCALE

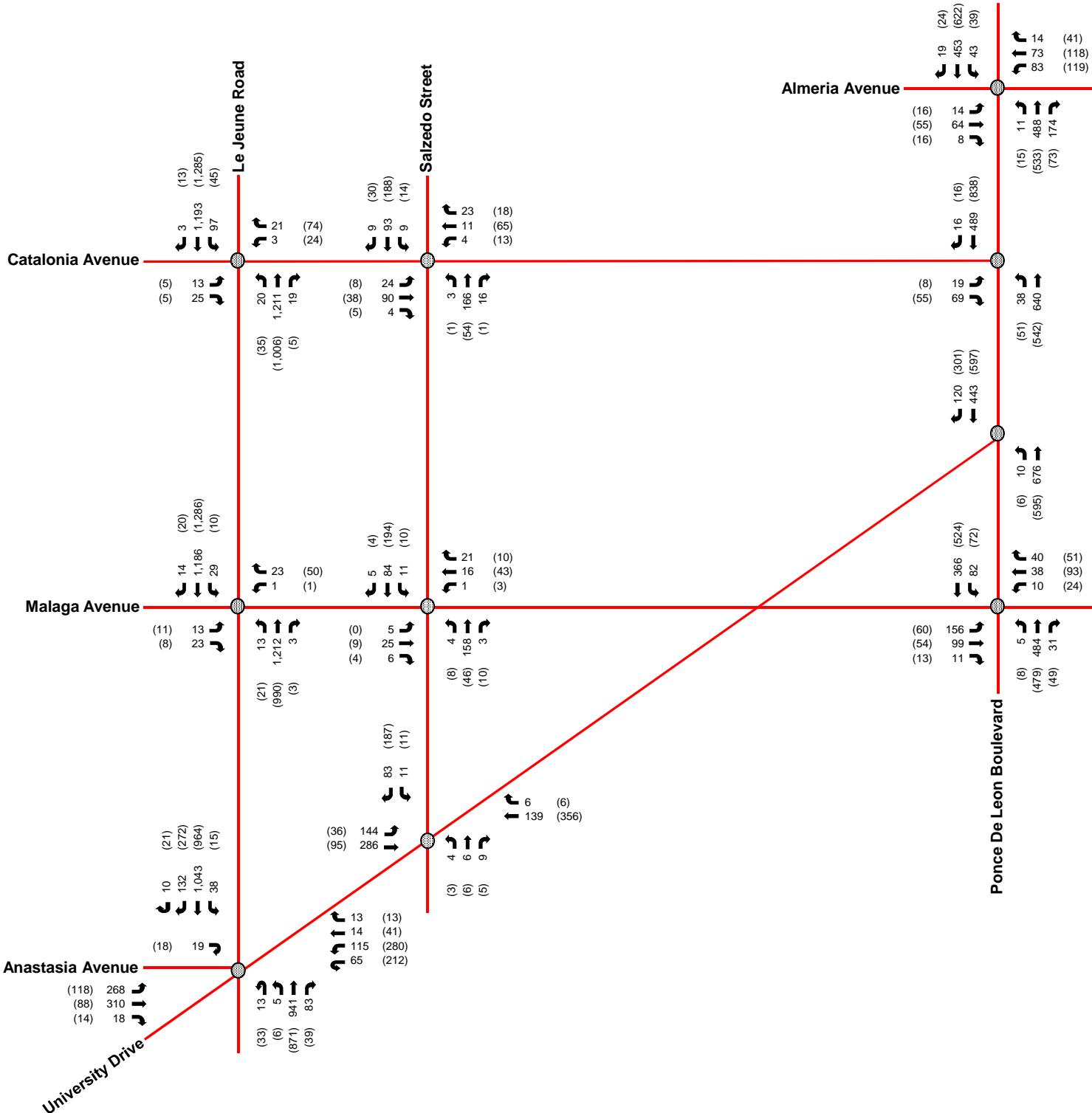


Figure 2
Existing Peak Hour Traffic
Ponce Park Tower
Coral Gables, Florida

FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2022 without the construction of the proposed redevelopment. Future background traffic volumes used in the analysis are the sum of the existing traffic and an additional amount of traffic generated by growth in the study area. Refer to Figure 3 for the 2022 peak hour background traffic volumes.

Background Area Growth

Future traffic growth on the transportation network was determined based upon (a) historic growth trends at nearby FDOT traffic count stations and (b) traffic volume comparisons from the year 2015 and year 2045 Florida Standard Urban Transportation Model Structure (FSUTMS) – Southeast Florida Regional Planning Model (SERPM).

FDOT count stations referenced in this analysis include:

- Count Station #0024: SR 953/Le Jeune Road – 200 feet south of Coral Way/SR 972
- Count Station #8410: Ponce de Leon – 200 feet south of Miracle Mile

The historic growth rate analysis, based on FDOT count stations, examined linear, exponential, and decaying exponential growth rates for the most recent five (5) year and ten (10) year periods. The results of the historic growth rate analysis yielded negative growth rates for the most recent five (5) year and ten (10) year periods.

Based on the forecasted volumes obtained from the 2015 and 2045 FSUTMS SERPM, an annual growth rate of 0.51 percent (0.51%) was calculated in the vicinity of the development.

The highest calculated growth rate of 0.51 percent (0.51%) was applied annually to the existing traffic volumes for future (2022) background conditions. The worksheets used to analyze the historic growth trends along with the FSUTMS transportation model outputs are included in Appendix C.

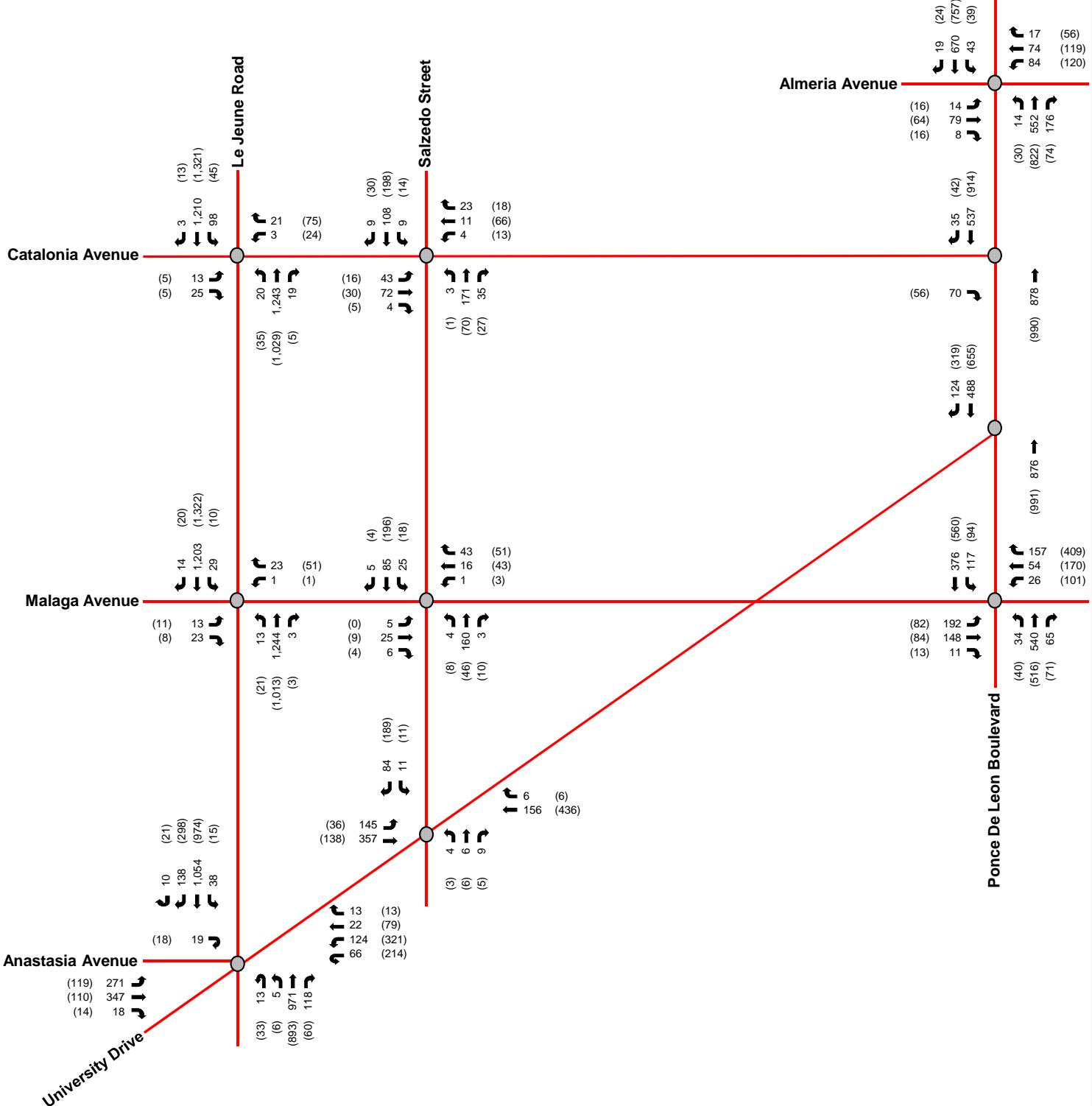
Committed Developments

The Plaza Coral Gables development was identified as a committed but not yet built development to be included as a future background condition. Furthermore, the intersection improvements at the intersection of Ponce de Leon Boulevard and Malaga Avenue proposed as part of The Plaza Coral Gables development were also included as future background conditions. The intersection improvements include the addition of an exclusive southbound left-turn lane and an exclusive westbound right-turn lane. The existing median openings on Ponce de Leon boulevard at University Drive and Catalonia Avenue will be closed as part of these improvements. Trip assignment information for the committed development and detailed intersection improvement plans are included in Appendix D.



NOT TO SCALE

- Legend**
- Study Roadway
 - Study Intersection
 - XX A.M. Peak Hour Traffic
 - (XX) P.M. Peak Hour Traffic



PROJECT TRAFFIC

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

Existing and Proposed Land Uses

The parcels proposed for redevelopment are currently occupied by 7,614 square feet of office space and 3,386 square feet of retail space. The proposed redevelopment consists of 18,107 square feet of retail space and 171 high-rise multifamily residential units.

Project Access

Access to the proposed redevelopment will be provided via one (1) full access driveway along the south side of Catalonia Avenue west of Ponce de Leon Boulevard. Self-parking will be provided within the proposed on-site parking garage. Additionally, a portion of vehicles will also be valeted within the on-site garage. Note that one (1) dedicated valet drop-off/pick-up area will be provided along the south side of Catalonia Avenue west of Ponce de Leon Boulevard.

Proposed Roadway Modification

The redevelopment is proposing to eliminate the existing southbound free-flow right-turn from Ponce de Leon Boulevard on to University Drive. All vehicles utilizing the subject lane will be required to make a southbound right-turn at the signalized intersection of Ponce de Leon Boulevard and Malaga Avenue.

Trip Generation

Trip generation calculations for the proposed redevelopment were performed using rates and/or equations contained in the ITE *Trip Generation Manual*, 10th Edition. The trip generation for the existing development was determined using ITE Land Use Code (LUC) 710 (General Office Building) and LUC 820 (Shopping Center). The trip generation for the proposed redevelopment was determined using ITE LUC 820 and LUC 222 (Multifamily Housing [High-Rise]). Project trips were estimated for the weekday A.M. and P.M. peak hours.

Multimodal Reduction

A multimodal (public transit, bicycle, and pedestrian) factor based on US *Census Means of Transportation to Work* data was reviewed for the census tract in which the redevelopment is located. A multimodal factor of 8.3 percent (8.3%) was determined for the proposed redevelopment. It is expected that a portion of residents, guests, employees, and patrons will choose to walk, bike, or use public transit to and from the proposed redevelopment. Two (2) Miami-Dade Transit and one (1) City of Coral Gables Trolley routes are provided in the vicinity of the site. Detailed transit route information is included in Appendix E.

- MDT Route 42 operates along LeJeune Road in the vicinity of the study area with approximately 30-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- MDT Route 56 operates along LeJeune Road in the vicinity of the study area with approximately 60-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- City of Coral Gables Trolley operates along Ponce de Leon Boulevard in the vicinity of the study area with approximately 15-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.

Internal Capture

Internal capture is expected between the complementary land uses within the project. Internal capture trips for the project were determined based upon methodology contained in the ITE's *Trip Generation Handbook, 3rd Edition*. An internal capture rate of 23.8 percent (23.8%) for the P.M. peak hour trip generation are expected for the proposed redevelopment. No internal capture rate was applied to the A.M. peak hour trip generation.

Pass-By Capture

Pass-by capture trip rates were determined based on average rates provided in the ITE's *Trip Generation Handbook, 3rd Edition*. The pass-by capture rate for the retail land use is 34.0 percent (34.0%) during the P.M. peak hour.

Net New Project Trips

The net new project trips represent the additional vehicles on the roadway network. As shown in Table 2, the project is expected to generate 40 net new weekday A.M. peak hour trips and 81 net new weekday P.M. peak hour trips. Detailed trip generation information is included in Appendix F.

Table 2: Proposed Net New Trip Generation				
A.M. (P.M.) Peak Hour				
Future Land Use (ITE Code)	Scale	Net New External Trips	Entering Trips	Exiting Trips
<i>Existing Development</i>				
General Office Building (710)	7,614 square feet	30 (8)	27 (2)	3 (6)
Shopping Center (820)	3,386 square feet	2 (26)	1 (12)	1 (14)
<i>Proposed Redevelopment</i>				
Shopping Center (820)	18,107 square feet	16 (77)	10 (40)	6 (37)
Multifamily Housing (High-Rise) (222)	171 dwelling units	56 (38)	14 (21)	42 (17)
<i>Net New Redevelopment</i>				
Net New Vehicle Trips (vph)		40 (81)	-4 ⁽¹⁾ (47)	44 (34)

Note: ⁽¹⁾ A.M. peak hour entering trips assumed to be zero (0) to provide a conservative analysis.

Trip Distribution and Assignment

The trip distribution was based on an interpolated cardinal trip distribution for the project site's traffic analysis zone (TAZ) obtained from the Miami-Dade Transportation Planning Organization's (TPO's) *2045 Long Range Transportation Plan Directional Trip Distribution Report*. The project is located within TAZ 1077. The cardinal distribution is shown in Table 3. Figure 4 details the project's trip distribution for the weekday A.M. and P.M. peak hours and Figure 5 details the project's trip assignment for the weekday A.M. and P.M. peak hours. Figure 6 details the project's pass-by trip distribution for the weekday P.M. peak hour and Figure 7 details the project's pass-by trip assignment for P.M. peak hour. Detailed cardinal distribution calculations are contained in Appendix G.

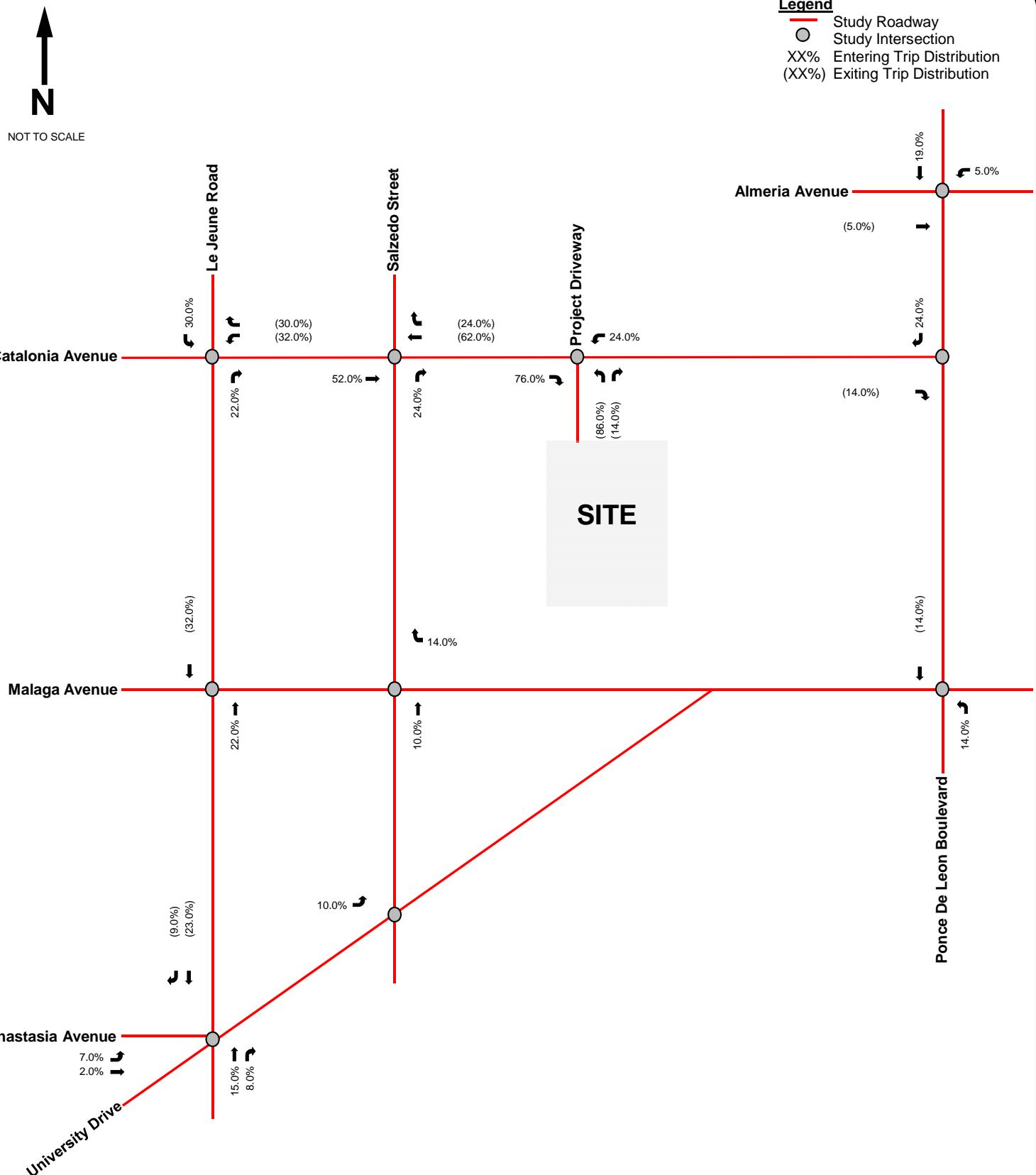
Table 3: Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips
North-Northeast	19.0%
East-Northeast	13.0%
East-Southeast	4.0%
South-Southeast	2.0%
South-Southwest	18.0%
West-Southwest	14.0%
West-Northwest	11.0%
North-Northwest	19.0%
Total	100.0%

Additionally, a portion of vehicles will also be valeted within the on-site garage. Note that one (1) dedicated valet drop-off/pick-up area will be provided along the south side of Catalonia Avenue west of Ponce de Leon Boulevard. Based on input from the applicant, the following assumptions were utilized to determine the valet trip generation:

- 50.0 percent (50.0%) of vehicle trips generated by retail component will be valeted
- 10.0 percent (10.0%) of vehicle trips generated by residential component will be valeted

Figure 8 details the project's valet trip distribution for the weekday A.M. and P.M. peak hour and Figure 9 details the project's valet trip assignment for the A.M. and P.M. peak hour. Detailed trip generation calculations are contained in Appendix F.

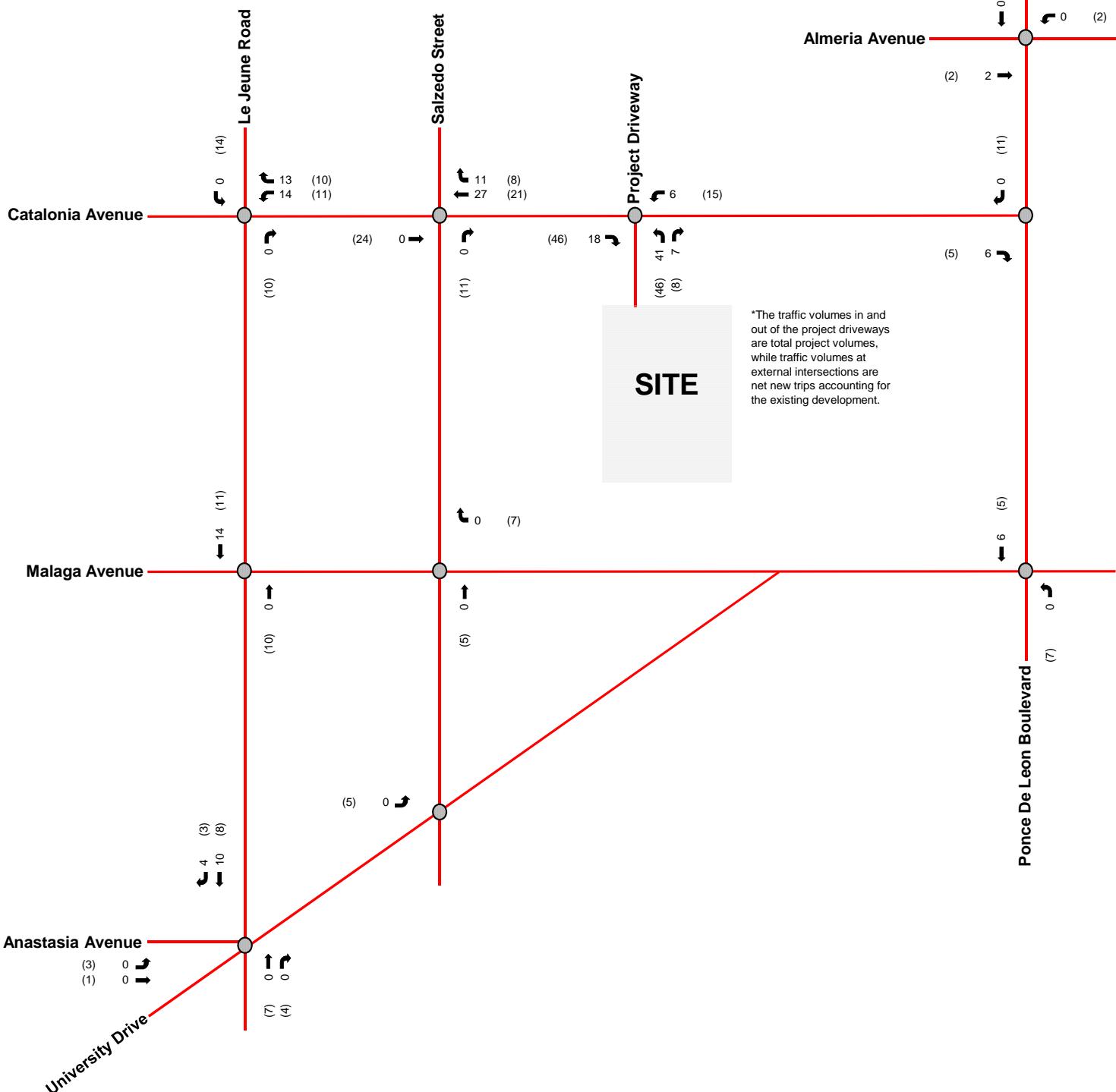


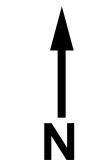
Legend

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Trip Assignment
- (XX) P.M. Peak Hour Trip Assignment



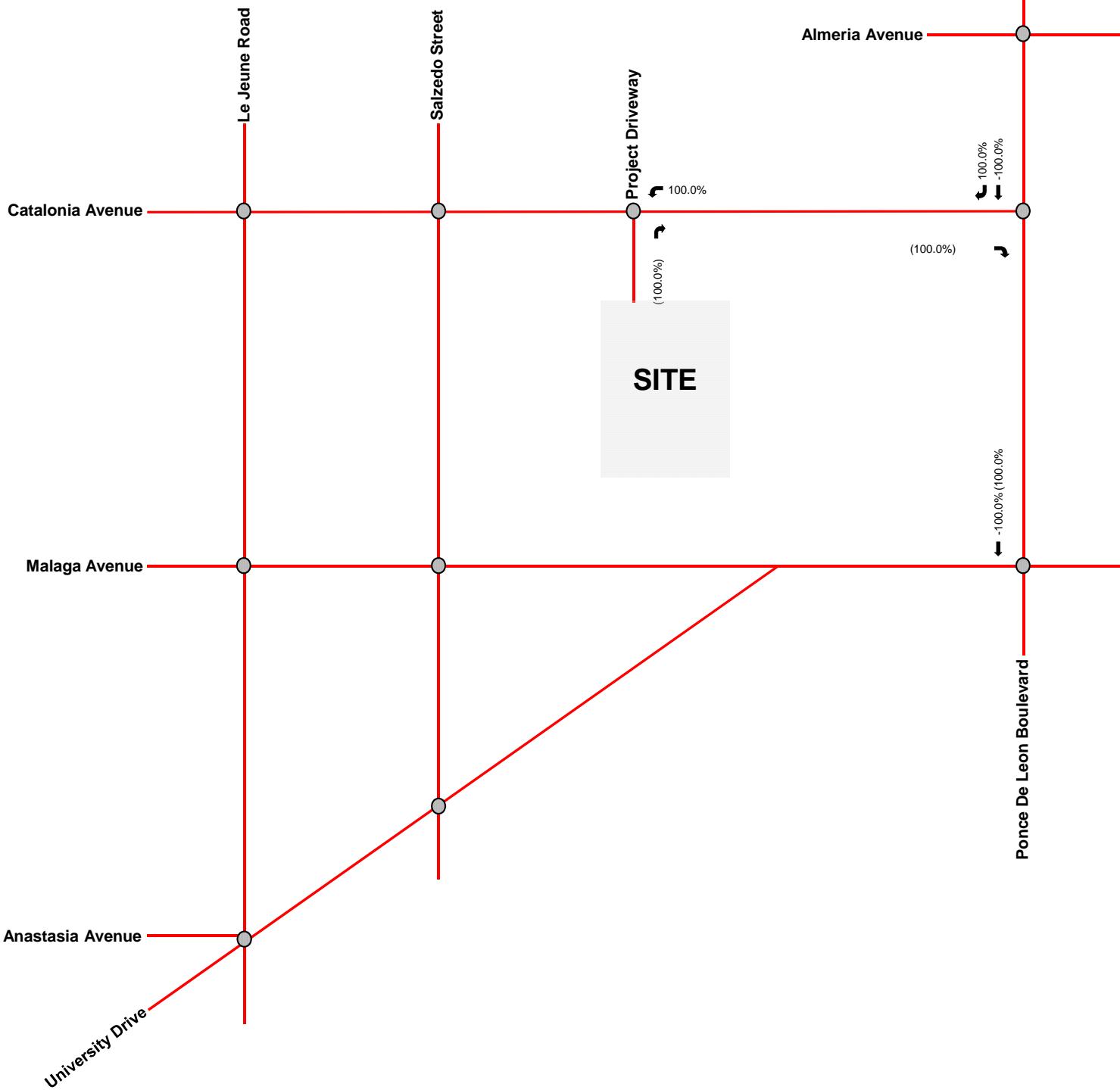
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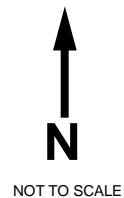




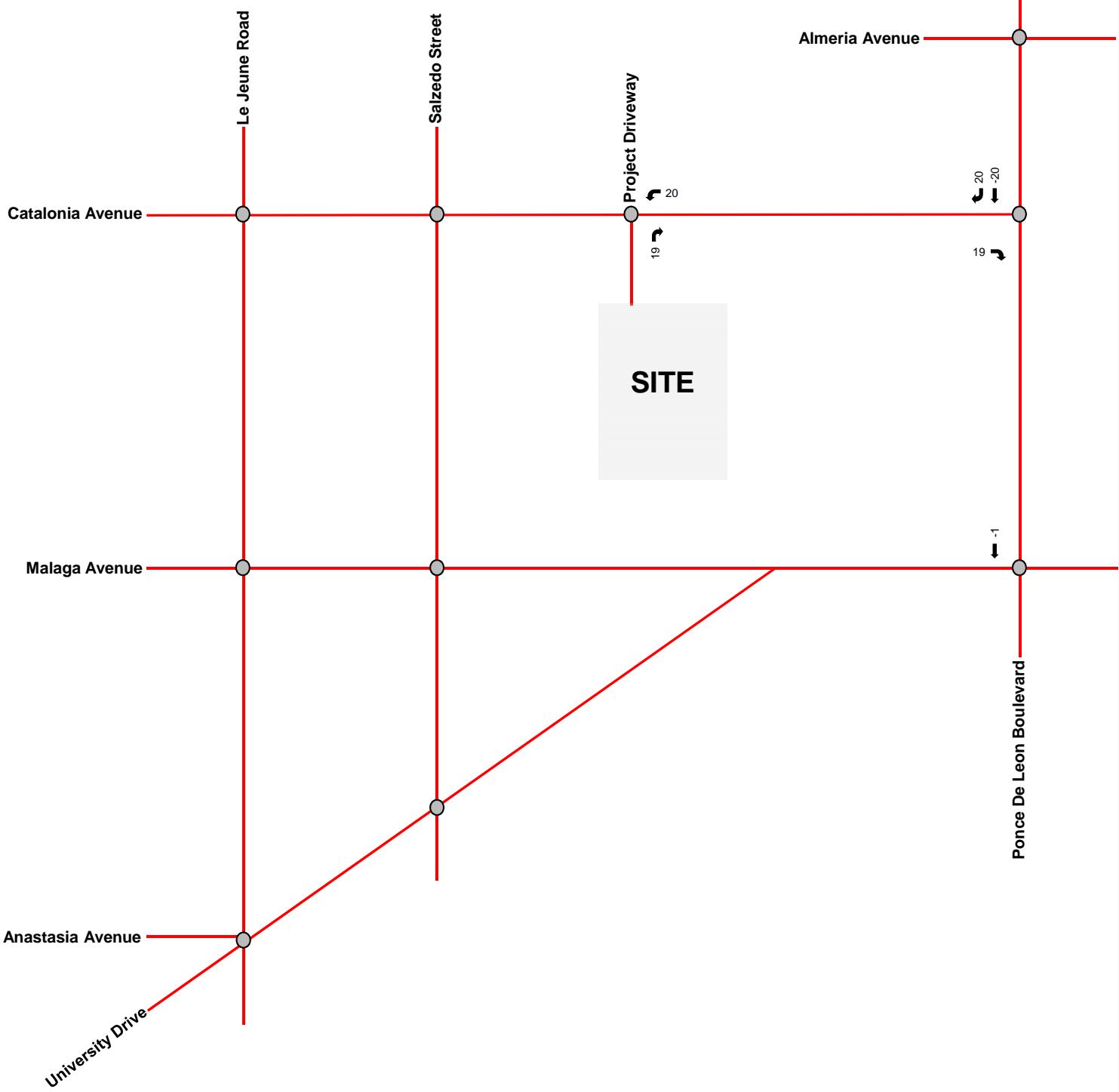
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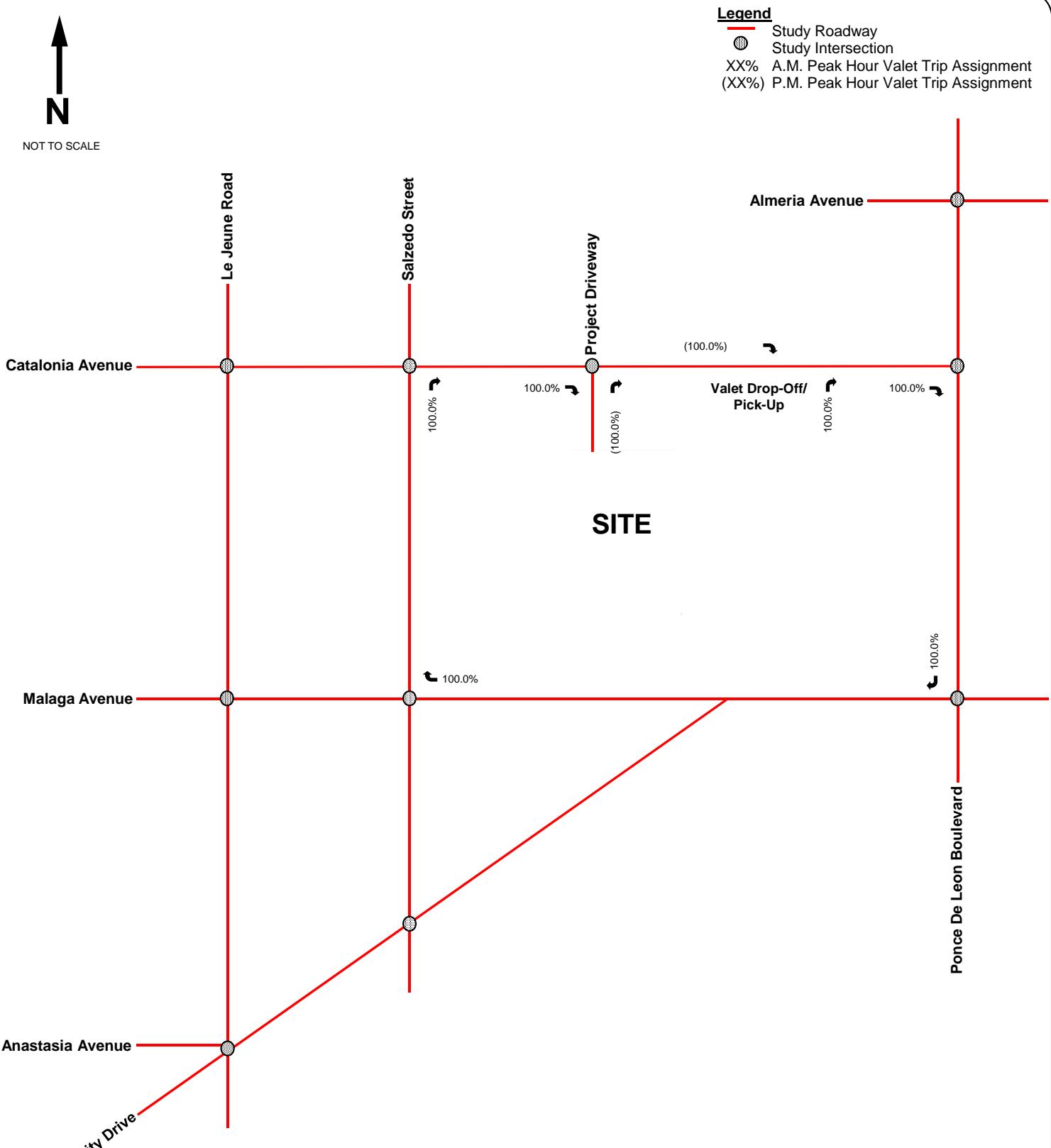
- Legend**
- Study Roadway
 - Study Intersection
 - XX% Entering Pass-By Trip Distribution
 - (XX%) Exiting Pass-By Trip Distribution





Legend
Study Roadway
Study Intersection
XX P.M. Peak Hour Pass-By Assignment



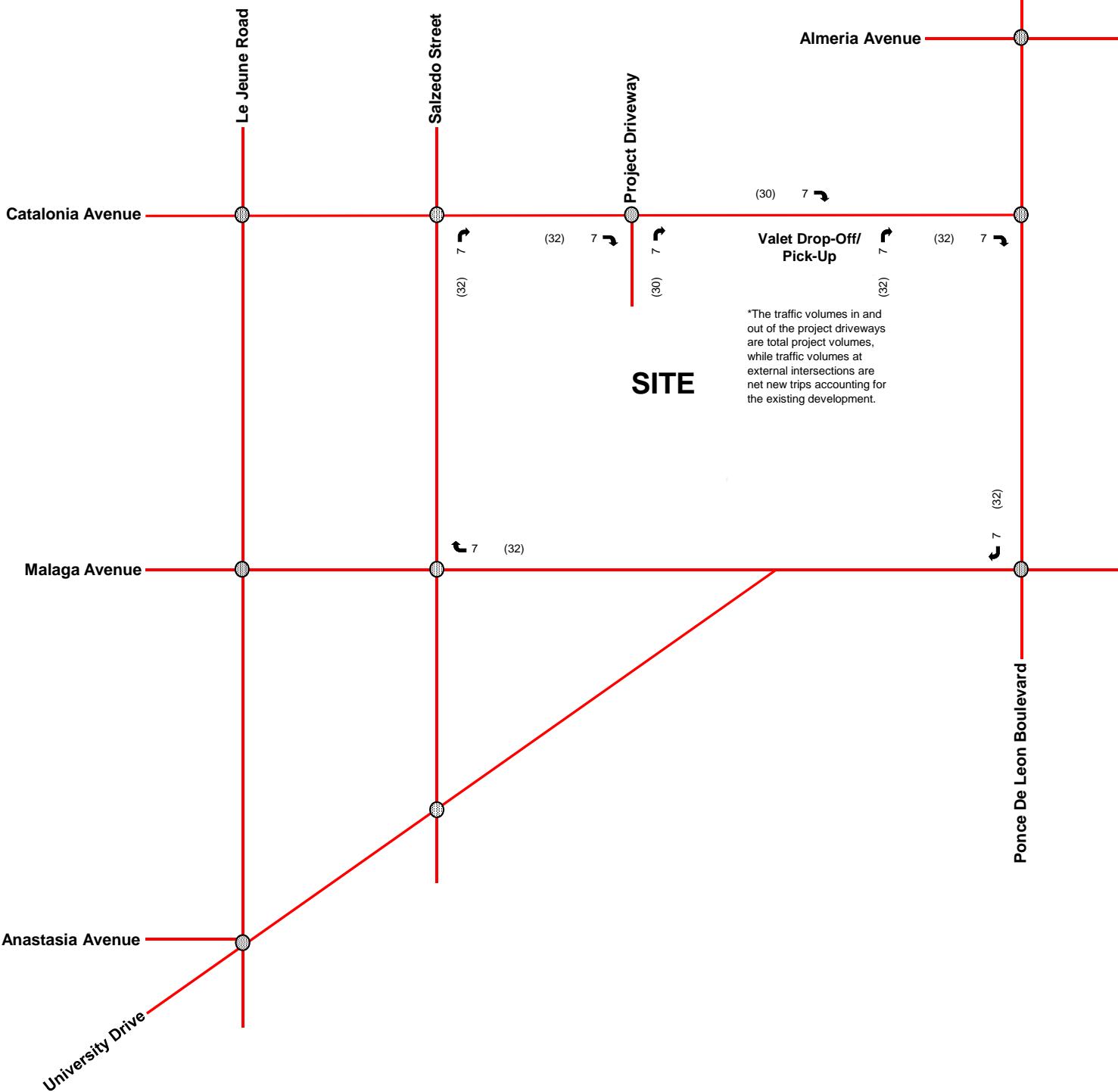




NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Valet Trip Assignment
- (XX) P.M. Peak Hour Valet Trip Assignment



FUTURE TOTAL TRAFFIC

Future total traffic conditions are defined as the expected traffic conditions in the year 2022 after the opening of the project. Total traffic volumes considered in the analysis for this project are the sum of the background traffic volumes and the expected project traffic volumes. The A.M. and P.M. peak hour future traffic volumes are shown in Figure 10. Volume Development worksheets for the study intersections are included in Appendix H.

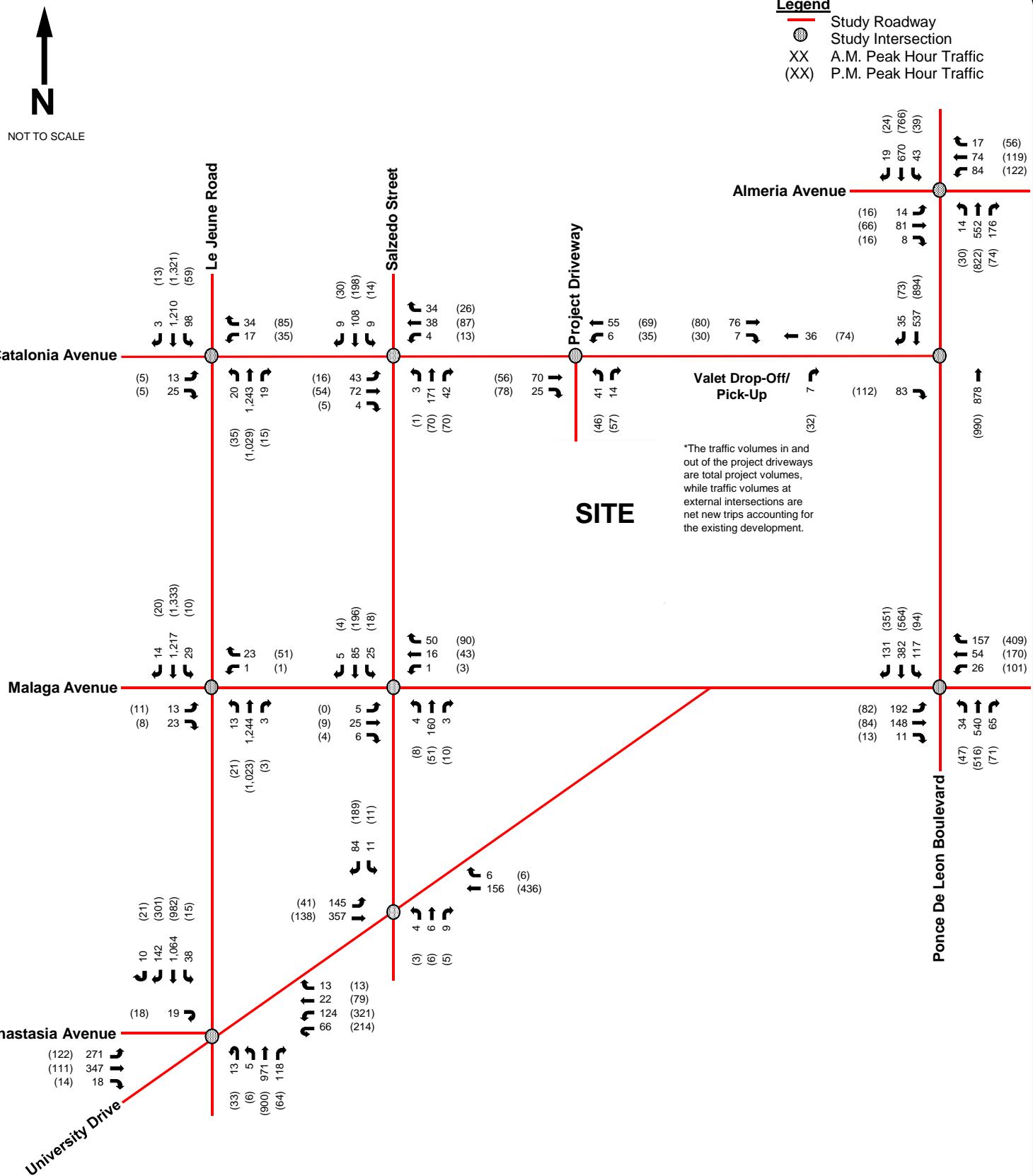


Figure 10
Future Total Peak Hour Traffic
Ponce Park Tower
Coral Gables, Florida

INTERSECTION CAPACITY ANALYSIS

The study area intersection operating conditions were analyzed for three (3) scenarios (existing conditions, future background conditions, and future total conditions) using Trafficware's *SYNCHRO 10* software, which applies methodologies outlined in the Transportation Research Board's (TRB's) *Highway Capacity Manual* (HCM), 2000/6th Edition. Synchro worksheets for the study intersections are included in Appendix I. Per Policy MOB-2.1.1 of the City of Coral Gables Comprehensive Plan, the lowest acceptable level of service in this area is LOS E+20% as there is public transit with headways of twenty (20) minutes or less within a distance of half a mile (the Coral Gables Trolley operates along Ponce de Leon Boulevard with headways of 15 minutes or less).

A summary of the intersection analyses for the A.M. and P.M. peak hours is presented in Table 4 and Table 5. As shown, all study intersections are expected to operate at accepted levels of service during the A.M. and P.M. peak hours under all analysis conditions. However, the westbound approach at the intersection of University Drive and LeJeune Road operates at LOS F (worse than E+20%) during the P.M. peak hour under future background and future total analysis conditions. Note that the proposed project does not assign traffic to this approach.

Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
			EB	WB	NB	SB
<i>Existing Conditions (Future Background Conditions) [Future Total Conditions]</i>						
Almeria Avenue and Ponce de Leon Boulevard	Signalized	B/14.3 sec (B/12.8 sec) [B/12.9 sec]	E (E) [E]	E+4% (E+3%) [E+3%]	A (A) [A]	A (A) [A]
Catalonia Avenue and LeJeune Road	Two-Way Stop Control	(1)	C (C) [C]	C (C) [D]	(2)	(2)
Catalonia Avenue and Salzedo Street	All-Way Stop Control	A/8.9 sec (A/9.0 sec) [A/9.2 sec]	A (A) [A]	A (A) [A]	A (A) [A]	A (A) [A]
Catalonia Avenue and Ponce de Leon Boulevard	One-Way Stop Control	(1)	B (A) [A]	(3)	(2)	(2)
University Drive and Ponce de Leon Boulevard	Free ⁽⁴⁾	(1) (⁽¹⁾) [⁽⁵⁾]	(3) (⁽³⁾) [⁽⁵⁾]	(3) (⁽³⁾) [⁽⁵⁾]	(2) (⁽²⁾) [⁽⁵⁾]	(2) (⁽²⁾) [⁽⁵⁾]
Malaga Avenue and LeJeune Road	Two-Way Stop Control	(1)	C (C) [C]	B (B) [B]	(2)	(2)
Malaga Avenue and Salzedo Street	Two-Way Stop Control	(1)	A (A) [A]	A (A) [A]	(2)	(2)
Malaga Avenue and Ponce de Leon Boulevard	Signalized	B/18.1 sec (C/29.2 sec) ⁽⁶⁾ [C/27.7 sec] ⁽⁷⁾	D (E) [E]	E (E) [E]	A (B) [B]	A (A) [A]
University Drive and Salzedo Street	Signalized	A/7.5 sec (A/6.6 sec) [A/6.6 sec]	A (A) [A]	A (A) [A]	D (D) [D]	D (D) [D]
University Drive and LeJeune Road	Signalized	D/36.3 sec (D/38.6 sec) [D/38.9 sec]	E (E) [E]	E (E) [E]	C (C) [C]	C (C) [C]
Catalonia Avenue and Project Driveway	One-Way Stop Control	(1)	(2)	(2)	(⁽³⁾) (⁽³⁾) [A]	(3)

Notes:

(1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.

(2) Approach operates under free-flow conditions. LOS is not defined.

(3) Approach does not exist.

(4) Intersection cannot be analyzed in HCM 6th Edition. Therefore, HCM 2000 was used.

(5) Intersection eliminated under future total conditions.

(6) Includes proposed improvements proposed by The Plaza Coral Gables development.

(7) Includes proposed reconfiguration of southbound approach to include a shared through/right lane.

Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
			EB	WB	NB	SB
<i>Existing Conditions (Future Background Conditions) [Future Total Conditions]</i>						
Almeria Avenue and Ponce de Leon Boulevard	Signalized	B/19.1 sec (B/17.8 sec) [B/18.0 sec]	E (E) [E]	E (E+1%) [E+1%]	A (A) [A]	A (A) [A]
Catalonia Avenue and LeJeune Road	Two-Way Stop Control	(1)	C (C) [C]	C (C) [C]	(2)	(2)
Catalonia Avenue and Salzedo Street	All-Way Stop Control	A/8.9 sec (A/9.0 sec) [A/9.4 sec]	A (A) [A]	A (A) [A]	A (A) [A]	A (A) [B]
Catalonia Avenue and Ponce de Leon Boulevard	One-Way Stop Control	(1)	B (B) [B]	(3)	(2)	(2)
University Drive and Ponce de Leon Boulevard	Free ⁽⁴⁾	(1) (⁽¹⁾) [⁽⁵⁾]	(3) (⁽³⁾) [⁽⁵⁾]	(3) (⁽³⁾) [⁽⁵⁾]	(2) (⁽²⁾) [⁽⁵⁾]	(2) (⁽²⁾) [⁽⁵⁾]
Malaga Avenue and LeJeune Road	Two-Way Stop Control	(1)	C (C) [C]	B (B) [B]	(2)	(2)
Malaga Avenue and Salzedo Street	Two-Way Stop Control	(1)	A (A) [A]	A (A) [A]	(2)	(2)
Malaga Avenue and Ponce de Leon Boulevard	Signalized	C/31.8 sec (D/39.6 sec) ⁽⁶⁾ [D/38.1 sec] ⁽⁷⁾	D (D) [D]	F/>E+20% (E+1%) [E+12%]	A (C) [B]	A (B) [B]
University Drive and Salzedo Street	Signalized	C/25.6 sec (C/21.9 sec) [C/21.8 sec]	A (A) [A]	A (A) [A]	E (E) [E]	E+8% (E+7%) [E+7%]
University Drive and LeJeune Road	Signalized	D/39.8 sec (D/47.2 sec) [D/47.6 sec]	D (D) [D]	E (F/>E+20%) [F/>E+20%]	C (C) [C]	C (D) [D]
Catalonia Avenue and Project Driveway	One-Way Stop Control	(1)	(2)	(2)	(⁽³⁾) [A]	(3)

Notes:

⁽¹⁾ Overall intersection LOS is not defined, as intersection operates under stop-control conditions.⁽²⁾ Approach operates under free-flow conditions. LOS is not defined.⁽³⁾ Approach does not exist.⁽⁴⁾ Intersection cannot be analyzed in HCM 6th Edition. Therefore, HCM 2000 was used.⁽⁵⁾ Intersection eliminated under future total conditions.⁽⁶⁾ Includes proposed improvements proposed by The Plaza Coral Gables development.⁽⁷⁾ Includes proposed reconfiguration of southbound approach to include a shared through/right lane.

TURN LANE QUEUE ANALYSIS

A turn lane queue analysis was performed to determine if the existing exclusive turn lane storage lengths at all study area intersections can accommodate expected 95th percentile vehicle queue lengths under existing, future background, and future total traffic conditions. The 95th percentile queue lengths were calculated using Trafficware's *SYNCHRO 10* software.

The results of the queue length analysis are summarized in Table 6 and Table 7. Synchro worksheets for the study intersections are included in Appendix I. The results of the analysis indicate that all existing exclusive turn lanes can accommodate the expected vehicle queues at all study intersections under all analysis conditions with the exception of following:

- The northeastbound left-turn lane at the intersection of University Drive and LeJeune Road which extends beyond the provided storage length during the A.M. peak hour under existing, future background, and future total traffic conditions. This turn lane is constrained and cannot be extended.
- The southbound left-turn lane at the intersection of Almeria Avenue and Ponce de Leon Boulevard which extends beyond the provided storage length during the P.M. peak hour under future total traffic conditions. Note that the expected vehicle queues are anticipated to extend beyond the provided turn lane storage length by two (2) feet. As this distance is negligible, mitigation is not required.

Table 6: A.M. Peak Hour Turn Lane Queuing Analysis				
Existing Conditions (Future Background Conditions) [Future Total Conditions]				
Intersection	Movement	95 th Percentile Queue (ft) ⁽¹⁾	Existing Storage Length (ft)	Turn Lane Sufficient?
Almeria Avenue and Ponce de Leon Boulevard	Southbound Left-Turn	38 (40) [40]	50	Yes (Yes) [Yes]
Catalonia Avenue and LeJeune Road	Southbound Left-Turn	<25 (<25) [<25]	35	Yes (Yes) [Yes]
	Northbound Left-Turn	<25 (<25) [<25]	25	Yes (Yes) [Yes]
Malaga Avenue and LeJeune Road	Southbound Left-Turn	<25 (<25) [<25]	30	Yes (Yes) [Yes]
	Northbound Left-Turn	<25 (<25) [<25]	25	Yes (Yes) [Yes]
Malaga Avenue and Ponce de Leon Boulevard	Southbound Left-Turn ⁽²⁾	(65) [100]	125	(Yes) [Yes]
University Drive and Salzedo Street	Northbound Left-Turn	<25 (<25) [<25]	160	Yes (Yes) [Yes]
University Drive and LeJeune Road	Northbound Left-Turn	32 (31) [33]	200	Yes (Yes) [Yes]
	Southbound Left-Turn	59 (63) [63]	80	Yes (Yes) [Yes]
	Northeastbound Left-Turn	353 (355) [355]	300	No (No) [No]

Notes: ⁽¹⁾ The 95th percentile queue length is based on Synchro 10 capacity analyses. Minimum queue of 25 feet assumed.

⁽²⁾ Turn-lane proposed by The Plaza Coral Gables development and does not exist under existing conditions.

Table 7: P.M. Peak Hour Turn Lane Queuing Analysis				
Existing Conditions (Future Background Conditions) [Future Total Conditions]				
Intersection	Movement	95 th Percentile Queue (ft) ⁽¹⁾	Existing Storage Length (ft)	Turn Lane Sufficient?
Almeria Avenue and Ponce de Leon Boulevard	Southbound Left-Turn	46 (46) [52]	50	Yes (Yes) [No] ⁽³⁾
Catalonia Avenue and LeJeune Road	Southbound Left-Turn	<25 (<25) [<25]	35	Yes (Yes) [Yes]
	Northbound Left-Turn	<25 (<25) [<25]	25	Yes (Yes) [Yes]
Malaga Avenue and LeJeune Road	Southbound Left-Turn	<25 (<25) [<25]	30	Yes (Yes) [Yes]
	Northbound Left-Turn	<25 (<25) [<25]	25	Yes (Yes) [Yes]
Malaga Avenue and Ponce de Leon Boulevard	Southbound Left-Turn ⁽²⁾	(m53) [m55]	125	(Yes) [Yes]
University Drive and Salzedo Street	Northbound Left-Turn	<25 (<25) [<25]	160	Yes (Yes) [Yes]
University Drive and LeJeune Road	Northbound Left-Turn	68 (69) [76]	200	Yes (Yes) [Yes]
	Southbound Left-Turn	25 (25) [26]	80	Yes (Yes) [Yes]
	Northeastbound Left-Turn	156 (157) [160]	300	Yes (Yes) [Yes]

Notes: ⁽¹⁾ The 95th percentile queue length is based on Synchro 10 capacity analyses. Minimum queue of 25 feet assumed.

⁽²⁾ Turn-lane proposed by The Plaza Coral Gables development and does not exist under existing conditions.

⁽³⁾ Storage distance exceeded by queue is negligible, mitigation not required.

m 95th percentile queue is metered by upstream signal.

MULTIMODAL ANALYSIS

Multimodal level of service analyses were performed using *ARTPLAN 2012* software which applies methodologies from the FDOT *Quality/Level of Service Handbook*. Multimodal level of service analyses were performed for the following roadways within the immediate vicinity of the project site:

- Ponce de Leon Boulevard between Palermo Avenue and Catalonia Avenue
- Salzedo Street between Palermo Avenue and Catalonia Avenue
- LeJeune Road between Malaga Avenue and Catalonia Avenue
- University Drive between Salzedo Street and Malaga Avenue

Note that sidewalks are present along both sides of each street within a two-block radius of the site. However, bicycle lanes are only provided along a segment of Salzedo Street north of Catalonia Avenue. The nearest bus stop locations are located on the east side of LeJeune Road, just north of Catalonia Avenue and on the west side of LeJeune Road, just north of Palermo Avenue. These bus stops are served by the Miami-Dade Metrobus Routes 42 and 56. The nearest Coral Gables Trolley stops are located on the east side of Ponce de Leon Boulevard, just north of Catalonia Avenue and on the west side of Ponce de Leon Boulevard, just north of Palermo Avenue.

A summary of the multimodal analyses for the A.M. and P.M. peak hours are presented in Tables 8 and 9. As these tables indicate, the study roadways are expected to have bicycle, pedestrian, and transit levels of service of LOS E or better during the A.M. and P.M. peak hours under all analysis conditions. *ARTPLAN* worksheets for the study roadways are included in Appendix J.

Table 8: A.M. Peak Hour Multimodal Analysis

Roadway	From/To	Direction	Bicycle LOS	Pedestrian LOS	Transit LOS
<i>Existing Conditions (Background Conditions) [Future Total Conditions]</i>					
Ponce de Leon Boulevard	Palermo Avenue to Catalonia Avenue	NB	C (C) [C]	B (B) [B]	D (D) [D]
			C (C) [C]	A (A) [A]	D (D) [D]
			C (C) [C]	A (A) [A]	N/A ⁽¹⁾
	Salzedo Street	SB	B (B) [B]	A (A) [A]	N/A ⁽¹⁾
			E (E) [E]	C (C) [C]	E (E) [E]
			E (E) [E]	C (C) [C]	E (E) [E]
LeJeune Road	Malaga Avenue to Catalonia Avenue	NB	C (C) [C]	A (A) [A]	N/A ⁽¹⁾
			B (B) [B]	C (C) [C]	N/A ⁽¹⁾
		SB	C (C) [C]	A (A) [A]	N/A ⁽¹⁾
			B (B) [B]	C (C) [C]	N/A ⁽¹⁾
University Drive	Salzedo Street to Malaga Avenue	NB	C (C) [C]	A (A) [A]	N/A ⁽¹⁾
			B (B) [B]	C (C) [C]	N/A ⁽¹⁾

Note: ⁽¹⁾ Transit level of service not applicable as transit service is not available along segment.

Table 9: P.M. Peak Hour Multimodal Analysis

Roadway	From/To	Direction	Bicycle LOS	Pedestrian LOS	Transit LOS
<i>Existing Conditions (Background Conditions) [Future Total Conditions]</i>					
Ponce de Leon Boulevard	Palermo Avenue to Catalonia Avenue	NB	C (C) [C]	B (B) [B]	D (D) [D]
		SB	D (D) [D]	A (A) [A]	D (D) [D]
Salzedo Street	Palermo Avenue to Catalonia Avenue	NB	B (B) [B]	A (A) [A]	N/A ⁽¹⁾
		SB	C (C) [C]	A (A) [A]	N/A ⁽¹⁾
LeJeune Road	Malaga Avenue to Catalonia Avenue	NB	D (D) [D]	C (C) [C]	E (E) [E]
		SB	E (E) [E]	C (C) [C]	E (E) [E]
University Drive	Salzedo Street to Malaga Avenue	NB	B (B) [B]	A (A) [A]	N/A ⁽¹⁾
		SB	C (C) [C]	D (D) [D]	N/A ⁽¹⁾

Note: ⁽¹⁾ Transit level of service not applicable as transit service is not available along segment.

ENTRY GATE ANALYSIS

An entry gate queue analysis for the proposed redevelopment using the methodology outlined in ITE's *Transportation and Land Development*, 1988 was performed at the parking garage entry gate. The entry gate will be located on the first level of the parking garage and will provide access to residents only. Based on the project trip generation, a total of 14 A.M. peak hour inbound trips and 21 P.M. peak hour inbound trips are expected at the entry gate.

A proximity card access control system was assumed, which has a processing time of six (6) seconds per vehicle based on *Parking Structures 3rd Edition: Planning, Design, Construction, Maintenance, and Repair*, 2001.

The queuing analysis used the single-channel waiting line model with Poisson arrivals and exponential service times. The queuing analysis is based on the coefficient of utilization, ρ , which is the ratio of the average vehicle arrival rate over the average service rate multiplied by the number of channels. If the coefficient of utilization (average service rate/valet attendant service capacity) is greater than one (>1), the calculation methodology does not yield a finite queue length. This result indicates overcapacity conditions for the entry gate area. The entry gate service capacity is the number of vehicles the entry gate can service in a one-hour period multiplied by the number of entry gates. The analysis determined the required queue storage, M , which is exceeded P percent of the time. Table 10 summarizes the entry gate analysis.

Table 10: Peak Hour Entry Gate Analysis			
A.M. Peak Hour (P.M. Peak Hour)			
Entrance	Entering Volumes (vph)	Service Rates (minutes/vehicle)	95 th Percentile Queue
Resident Gate	14 (21)	0.100 (0.100)	< 1 vehicle (< 1 vehicle)

The 95th percentile queue length for the resident entry gate is less than one (1) vehicle behind the service position during the A.M. and P.M. peak hours. Detailed entry gate calculations are included in Appendix K.

VALET ANALYSIS

A valet operations analysis for the proposed redevelopment was prepared consistent with procedures described in the ITE's *Transportation and Land Development*, 1988. The redevelopment will be served by one (1) on-street valet drop-off/pick-up area located along Catalonia Avenue just west of Ponce de Leon Boulevard. The valet drop-off/pick-up area provides storage for three (3) vehicles. Valet service will be provided for residential guests and retail patrons. It is expected that 10 percent (10%) of residential trips and 50 percent (50%) of retail trips will utilize the valet service.

The analysis results indicate that two (2) valet attendants would be required at the valet drop-off/pick-up area during the A.M. peak hour and five (5) valet attendants would be required at the valet drop-off/pick-up area during the P.M. peak hour in order to accommodate the 95th percentile queues within the valet service area. The valet area will occupy three (3) on-street parking spaces. A detailed valet analysis memorandum is included in Appendix L.

MANEUVERABILITY ANALYSIS

A maneuverability analysis for the proposed redevelopment was prepared for the parking garage and ground level access to the loading area. The analysis was performed using Transoft's *AutoTurn 10* software design vehicle turning templates and vehicle turning templates consistent with American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets*, 2004/2011/2018. The analysis was prepared using passenger car (P) design vehicles for the parking garage. Single-unit 30-foot (SU-30) design vehicles were used for deliveries and loading activities in the loading area.

The analysis determined that passenger vehicles will be able to ingress, egress, and travel through the parking garage without conflicting with oncoming traffic or structural elements. Similarly, loading vehicles will be able to maneuver into and out of the on-site loading area without conflicting with structural elements. However, note that a back-in maneuver is required for loading vehicles to access the loading area. A detailed maneuverability analysis memorandum is included in Appendix M.

CONCLUSION

The parcels located in the southwest quadrant of the intersection of Ponce de Leon Boulevard and Catalonia Avenue in Coral Gables, Florida are proposed to be redeveloped. Currently, the parcels proposed for redevelopment are occupied by 7,614 square feet of office space and 3,386 square feet of retail space. The proposed redevelopment consists of approximately 18,107 square feet of retail space and 171 high-rise multifamily residential units. Furthermore, the redevelopment proposes to eliminate the southbound free-flow right-turn from Ponce de Leon Boulevard to University Drive and modify the southbound approach at the intersection of Ponce de Leon Boulevard and Malaga Avenue to include a shared through/right-turn lane. The redevelopment is expected to be completed and opened by year 2022.

Primary access to the proposed redevelopment will be provided via one (1) full access driveway along the south side of Catalonia Avenue west of Ponce de Leon Boulevard. Self-parking will be provided within the proposed on-site parking garage. Note that a dedicated valet drop-off/pick-up area will be provided along the south side of Catalonia Avenue west of Ponce de Leon Boulevard. Loading access will be provided via a driveway along Malaga Avenue.

Trip generation for the proposed redevelopment was calculated using rates and/or equations contained in the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, 10th Edition. The project is expected to generate 40 net new weekday A.M. peak hour vehicular trips and 81 net new weekday P.M. peak hour vehicular trips.

Capacity analyses indicate that the study intersections and corridors are expected to operate at accepted levels of service (LOS E+20% or better) during the A.M. and P.M. peak hours under all analysis conditions. However, the westbound approach at the intersection of University Drive and LeJeune Road operates at LOS F (worse than E+20%) during the P.M. peak hour under future background and future total analysis conditions. Note that the proposed project does not assign traffic to this approach.

A queuing analysis was performed to determine if the existing exclusive turn lane storage lengths at all study area intersections can accommodate expected vehicle queue lengths under existing, future background, and future total traffic conditions. The results of the analysis indicate that all existing exclusive turn lanes are able to accommodate the expected vehicle queues at all study intersections.

under all analysis conditions with the exception of following:

- The northeastbound left-turn lane at the intersection of University Drive and LeJeune Road which extends beyond the provided storage length during the A.M. peak hour under existing, future background, and future total traffic conditions. This turn lane is constrained and cannot be extended.
- The southbound left-turn lane at the intersection of Almeria Avenue and Ponce de Leon Boulevard which extends beyond the provided storage length during the P.M. peak hour under future total traffic conditions. Note that the expected vehicle queues are anticipated to extend beyond the provided turn lane storage length by two (2) feet. As this distance is negligible, mitigation is not required.

The results of the multimodal level of service analyses (bicycle, pedestrian, and transit) indicate that the study corridors are expected to operate at accepted levels of service (LOS E+20% or better) during the A.M. and P.M. peak hours under all analysis conditions.

An entry gate queue analysis was prepared for the proposed redevelopment using the methodology outlined in ITE's *Transportation and Land Development*, 1988. The results of the analysis indicate that all anticipated queues are expected to be accommodated within the site without extending into the public right-of-way on Catalonia Avenue.

The results of the valet analysis indicate that two (2) valet attendants would be required at the valet drop-off/pick-up area during the A.M. peak hour and five (5) valet attendants would be required at the valet drop-off/pick-up area during the P.M. peak hour in order to accommodate the 95th percentile queues within the valet service area. The valet area will occupy three (3) on-street parking spaces.

Finally, the maneuverability analysis determined that passenger vehicles will be able to ingress, egress, and travel through the parking garage without conflicting with oncoming traffic or structural elements. Similarly, loading vehicles will be able to maneuver into and out of the on-site loading area without conflicting with structural elements. However, note that a back-in maneuver is required for loading vehicles to access the loading area.

Appendix A

Site Plan

Project No
1812

Project Address
216 and 224 Catalonia Ave.,
3000 Ponce De Leon Blvd.,
and 203 University Drive

Client
PONCE PARK RESIDENCES
The Allen Morris Company
121 Alhambra Plaza Suite 1600
Miami, FL 33134

Design Architect
Oppenheim Architecture
245 NE 37 Street
Miami FL 33137
P 305 576 8404
F 305 576 8433
W oppen.com

Civil Engineer
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Miami Lakes, FL 33016-5848
P 786 264 7200
W langan.com

Landscape Architect
Naturalficial, Inc.
6915 Red Road, Suite 224
Coral Gables, FL 33143
P 786 717 6564
W naturalficial.com

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Chad Oppenheim
No. AR 0016620

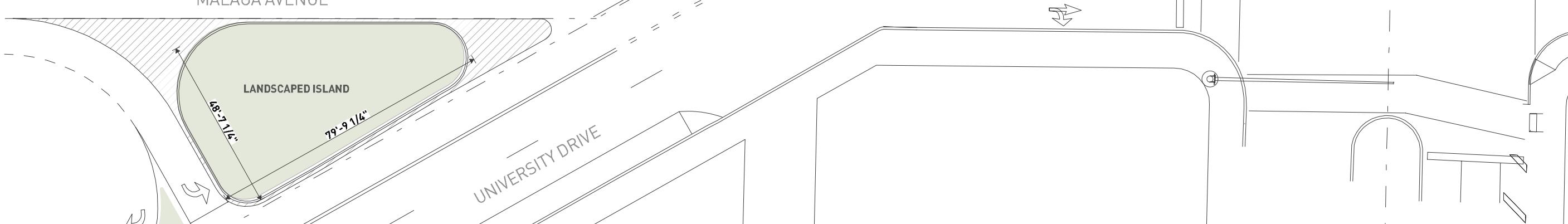
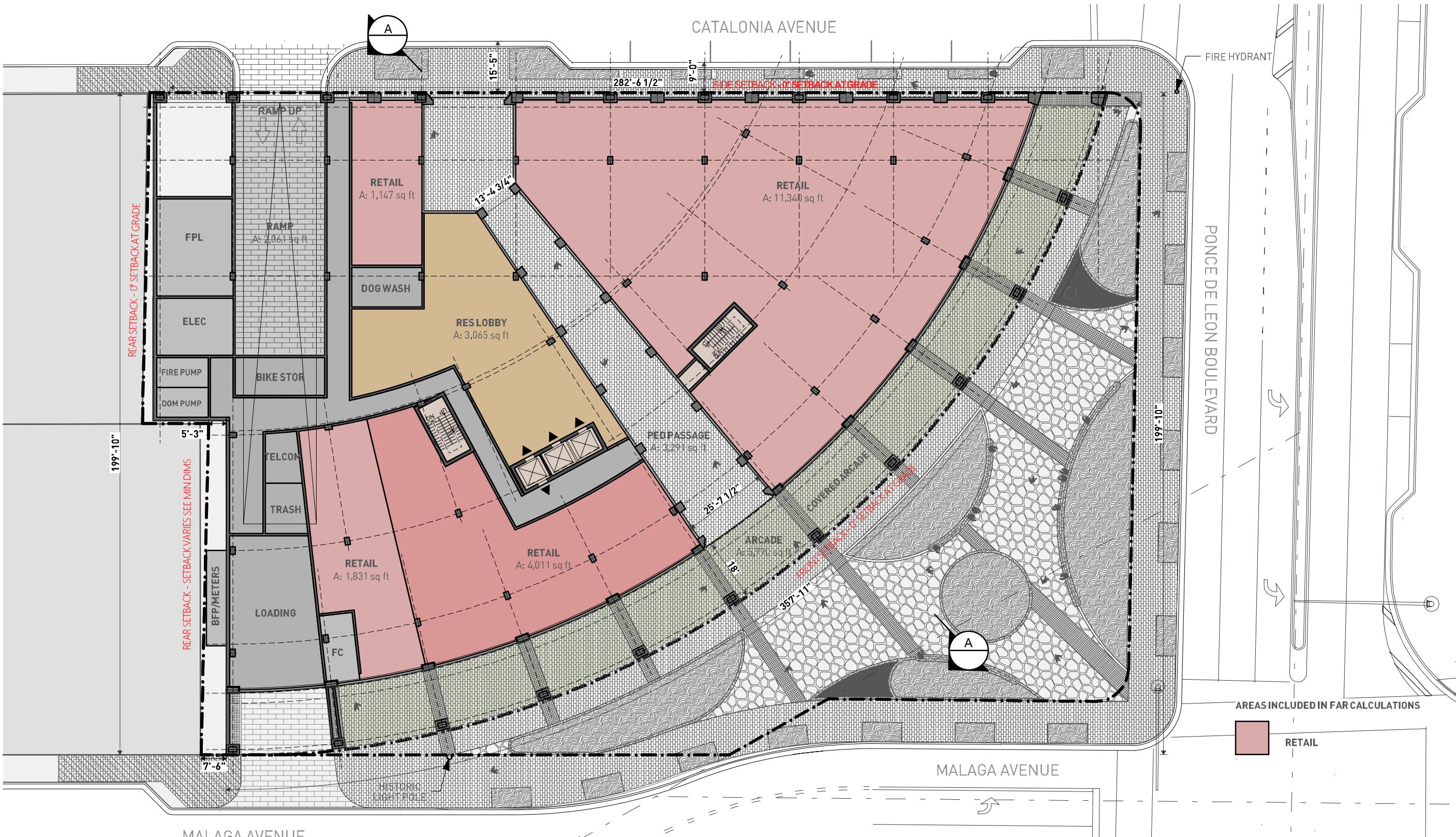
Title
Level 1

1" = 30'
NOT FOR CONSTRUCTION

Board of Architects Review App
Preliminary and Med Bonus App

1812
PONCE PARK RESIDENCES

Drawing Issued on 11/05/2020



A-32

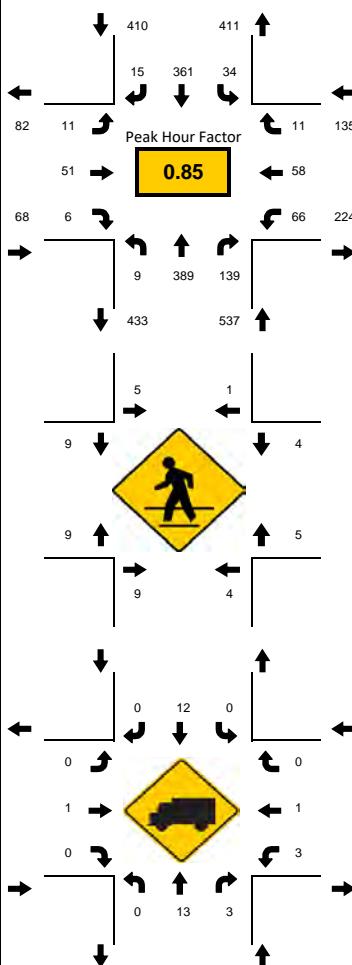
Appendix B

Traffic Data

Turning Movement Counts

LOCATION: Ponce De Leon Blvd & Almeria Ave
CITY/STATE: Coral Gables, FL

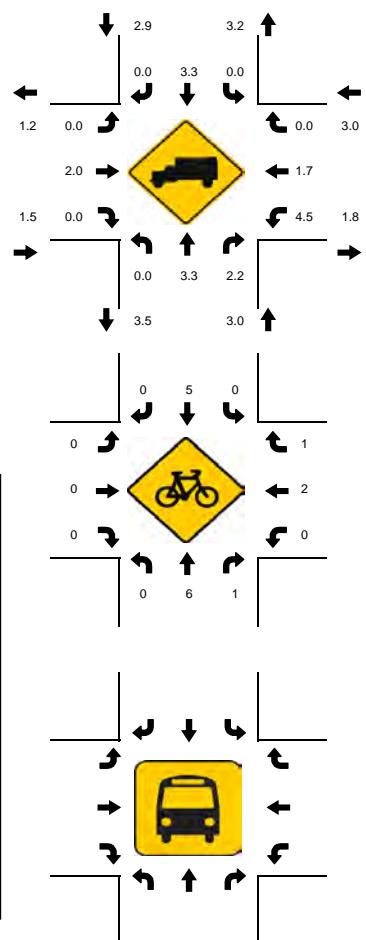
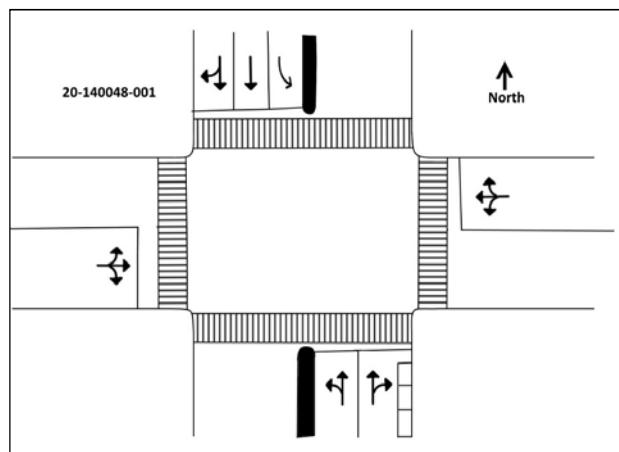
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DATE: 10/14/2020



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Peak 15-Minute: 08:45 AM - 09:00 AM

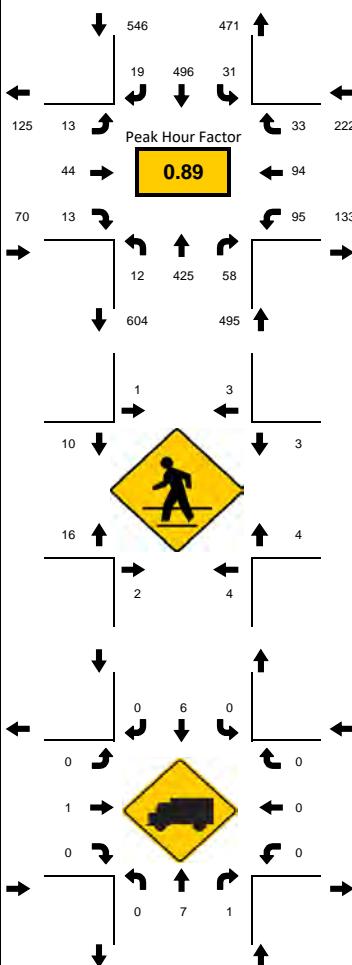


National Data & Surveying Services



LOCATION: Ponce De Leon Blvd & Almeria Ave
CITY/STATE: Coral Gables, FL

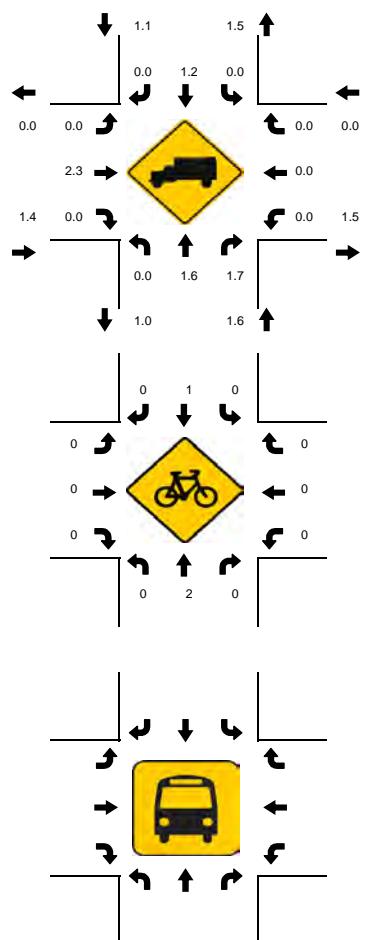
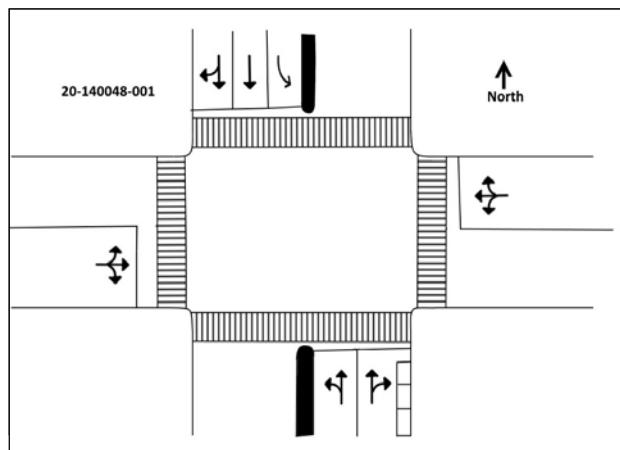
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DATE: 10/14/2020



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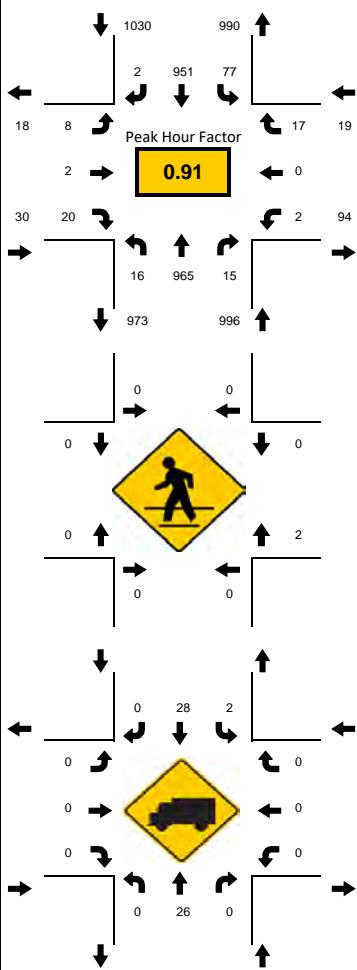


National Data & Surveying Services



LOCATION: SW 42nd Ave & Catalonia Ave
CITY/STATE: Coral Gables, FL

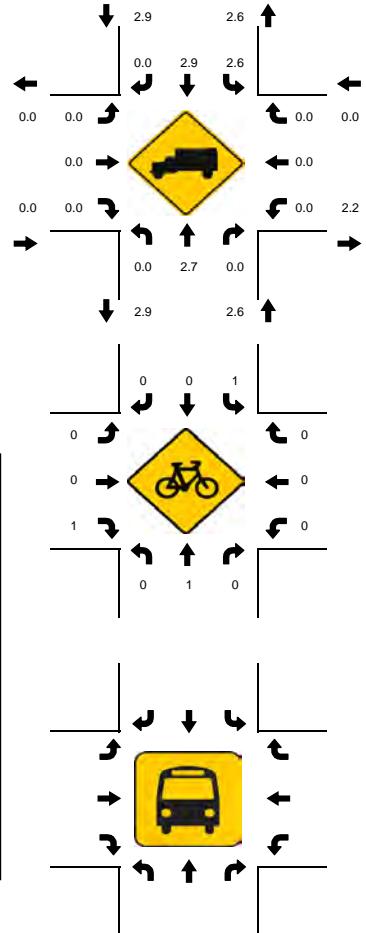
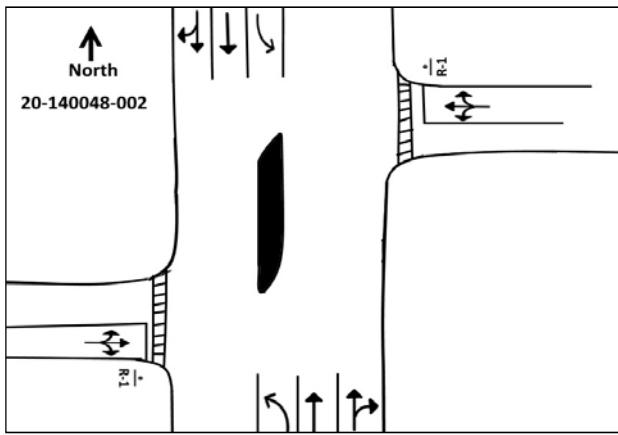
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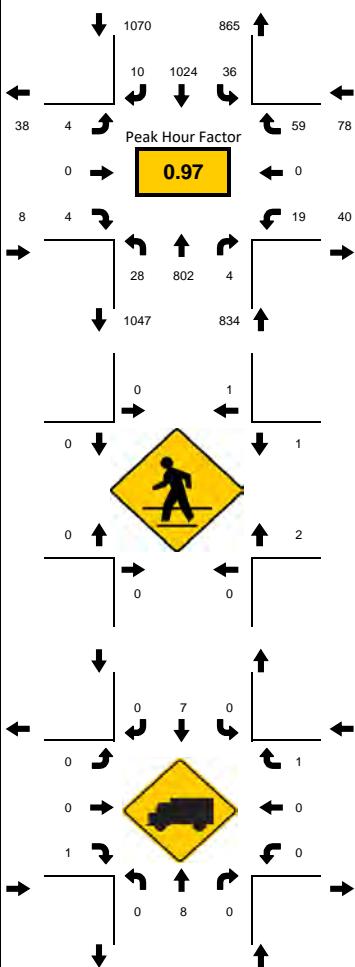
National Data & Surveying Services



15-Min Count Period Beginning At	SW 42nd Ave Northbound					SW 42nd Ave Southbound					Catalonia Ave Eastbound					Catalonia Ave Westbound					Total	Hourly Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*			
	07:00 AM	3	161	0	0	6	162	0	0		3	0	1	0		2	0	2	0		340	1529	
07:15 AM	0	175	1	0		9	160	0	0		2	1	4	0		1	0	2	0		355	1693	
07:30 AM	3	178	0	0		13	182	0	0		0	0	4	0		0	0	2	0		382	1827	
07:45 AM	2	190	5	0		18	225	0	0		1	0	6	0		2	0	3	0		452	1960	
08:00 AM	3	226	1	0		10	252	0	1		2	0	4	0		0	0	5	0		504	2075	
08:15 AM	4	225	3	0		22	224	1	0		3	1	4	0		0	0	2	0		489	1571	
08:30 AM	3	233	4	0		21	237	0	0		1	0	7	0		0	0	9	0		515	1082	
08:45 AM	6	281	7	0		22	238	1	1		2	1	5	0		2	0	1	0		567	567	
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total		
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*			
All Vehicles	24	1124	28	0		88	1008	4	4		12	4	28	0		8	0	36	0		2368		
Heavy Trucks	0	32	0			4	40	0			0	0	0			0	0	0			76		
Pedestrians		0					0					0					4					4	
Bicycles		0					0					0					0					12	
Railroad		0					0					0					0						
Stopped Buses		0					0					0					0						

LOCATION: SW 42nd Ave & Catalonia Ave
CITY/STATE: Coral Gables, FL

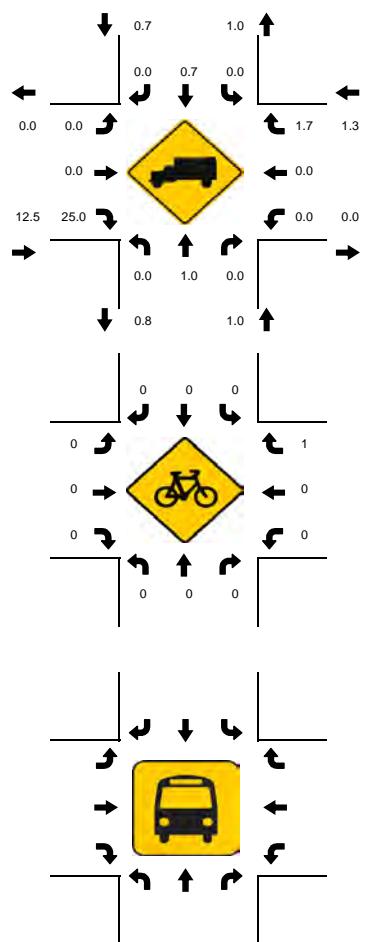
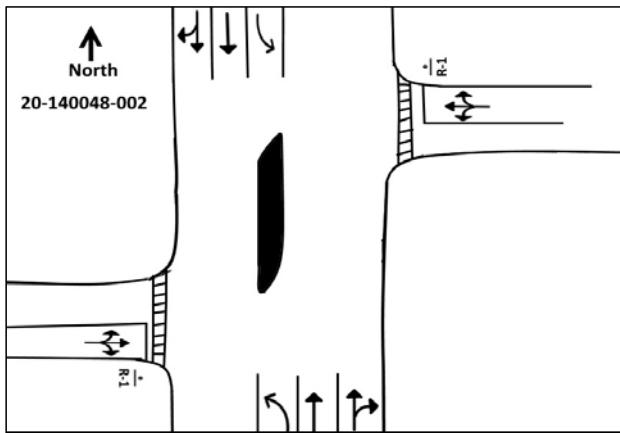
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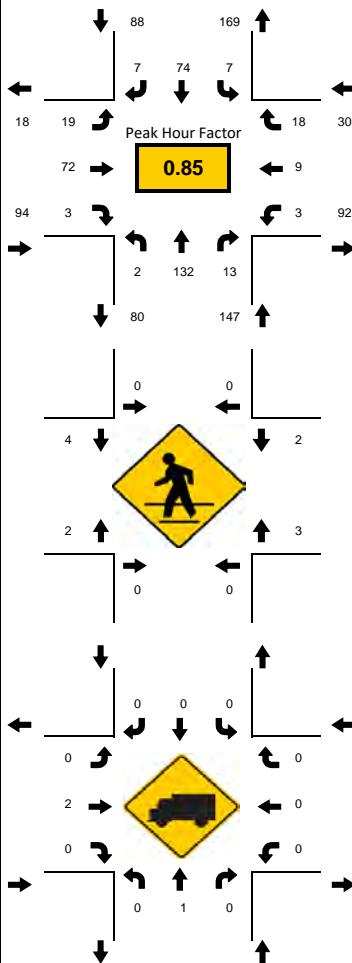


National Data & Surveying Services



LOCATION: Salzedo St & Catalonia Ave
CITY/STATE: Coral Gables, FL

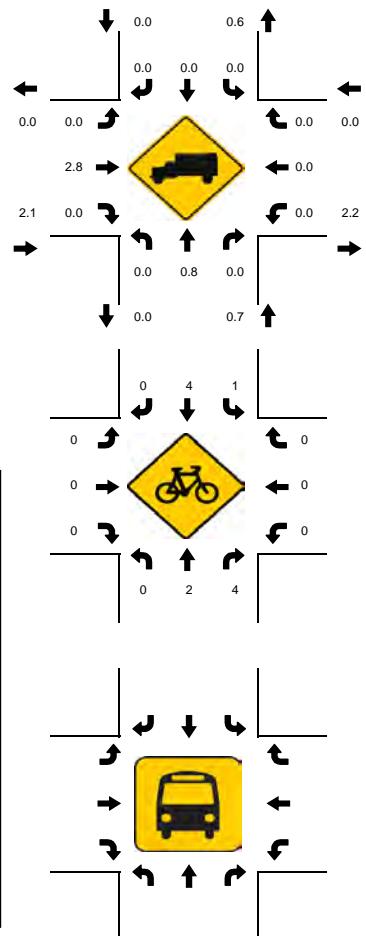
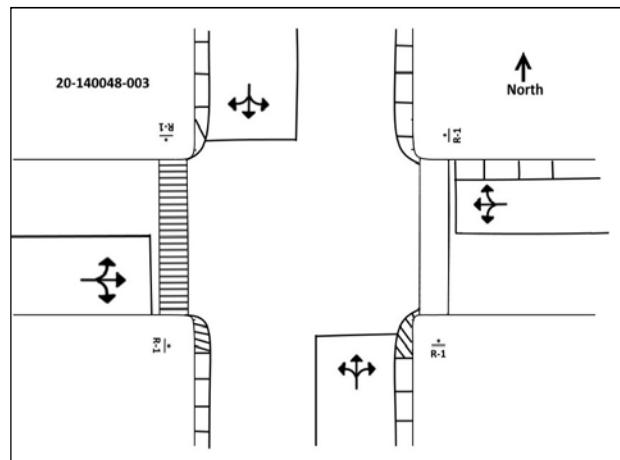
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Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:30 AM - 08:45 AM

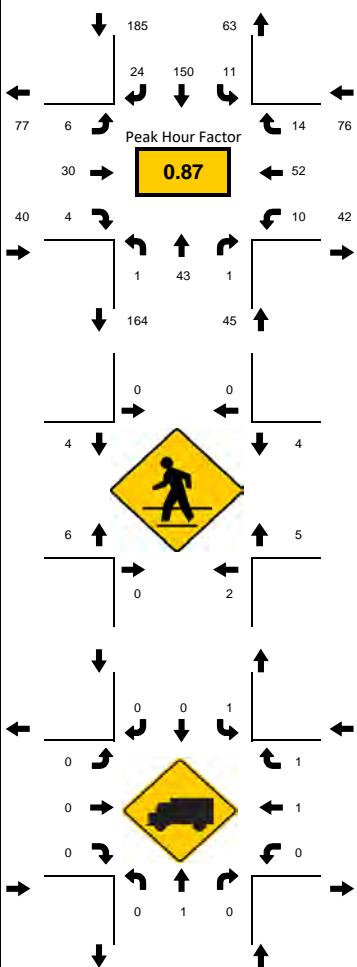


National Data & Surveying Services



LOCATION: Salzedo St & Catalonia Ave
CITY/STATE: Coral Gables, FL

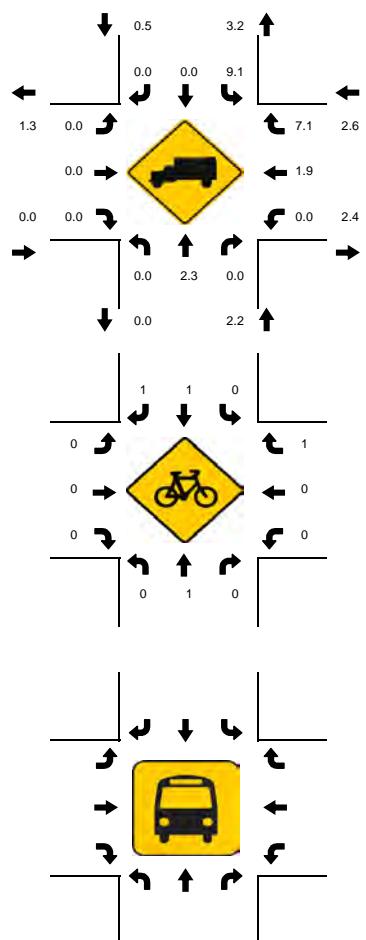
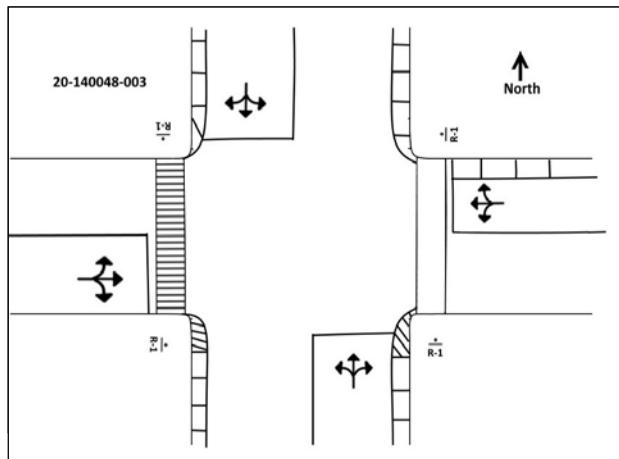
PROJECT ID: 20-140048-003
DATE: 10/14/2020



Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:45 PM - 06:00 PM

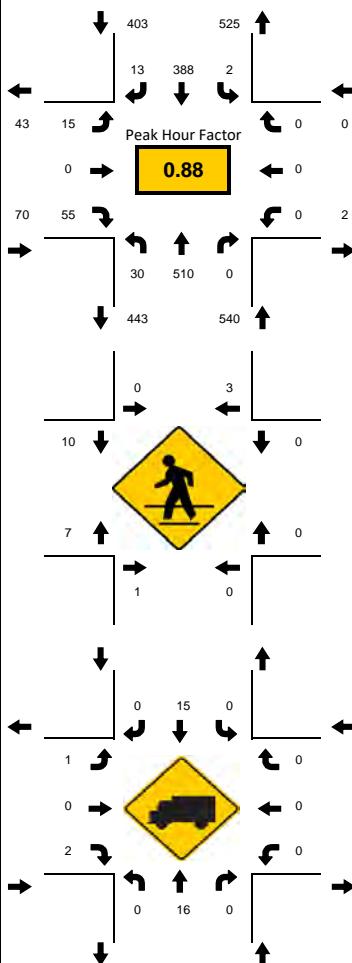


National Data & Surveying Services



LOCATION: Ponce De Leon Blvd & Catalonia Ave
CITY/STATE: Coral Gables, FL

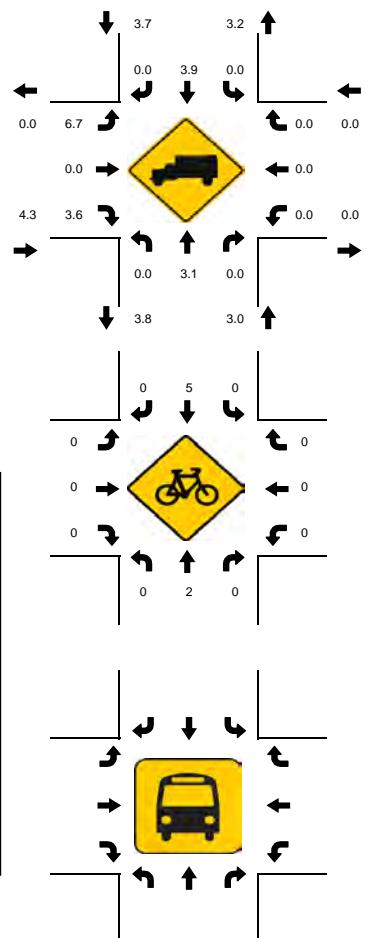
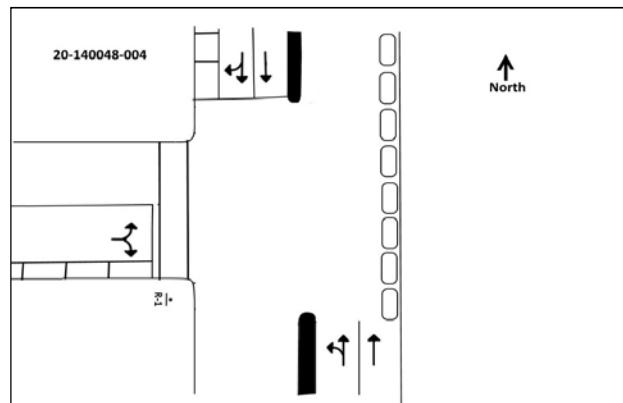
PROJECT ID: 20-140048-004
DATE: 10/14/2020



Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM

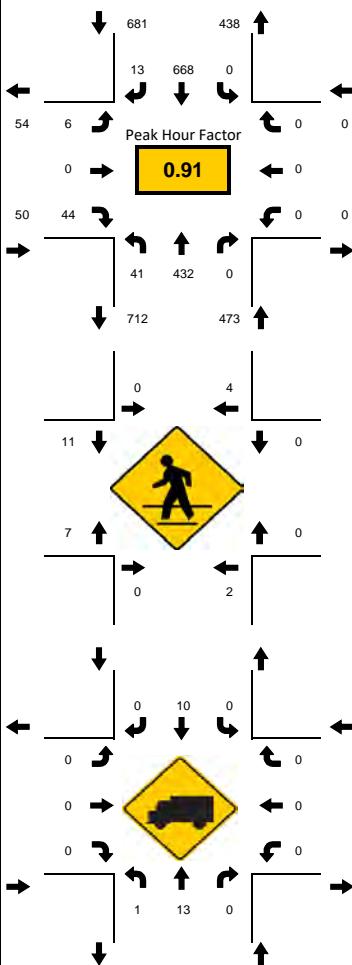


National Data & Surveying Services



LOCATION: Ponce De Leon Blvd & Catalonia Ave
CITY/STATE: Coral Gables, FL

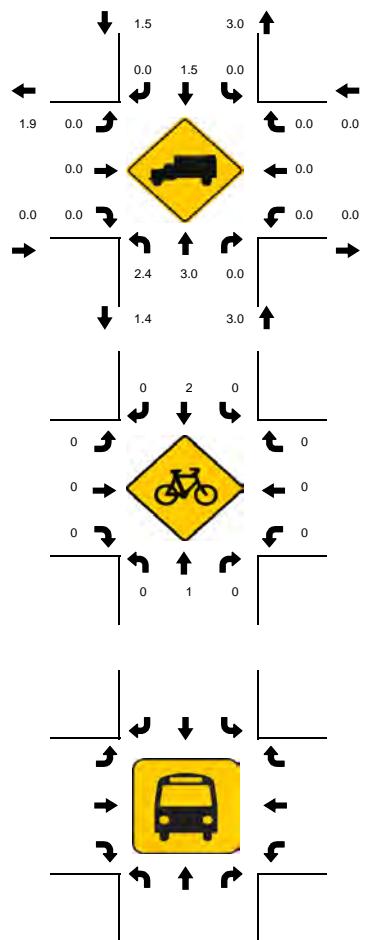
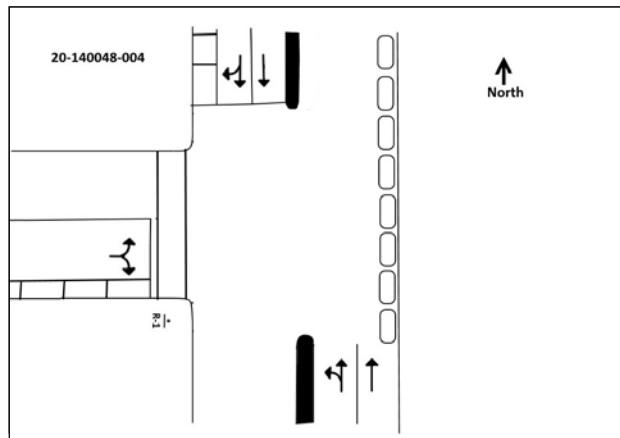
PROJECT ID: 20-140048-004
DATE: 10/14/2020



Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:00 PM - 05:15 PM

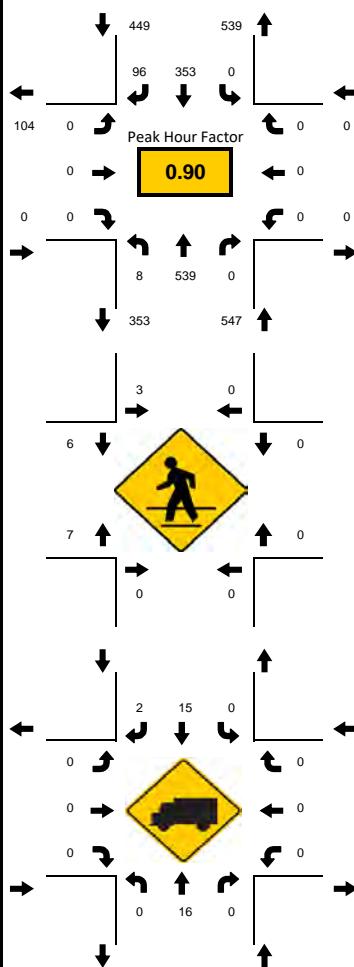


National Data & Surveying Services



LOCATION: Ponce De Leon Blvd & University Dr
CITY/STATE: Coral Gables, FL

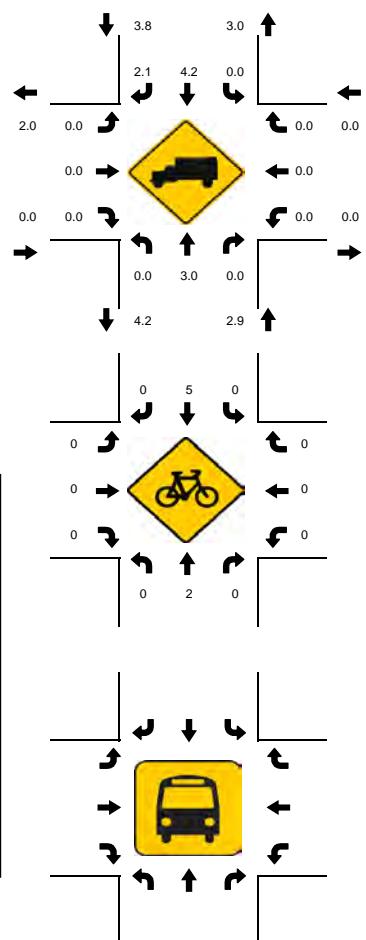
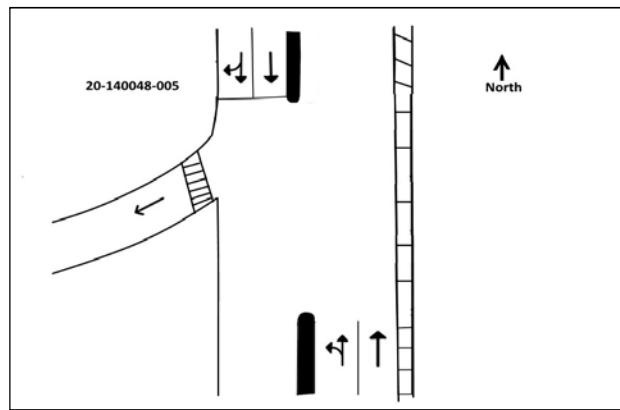
PROJECT ID: 20-140048-005
DATE: 10/14/2020



Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM

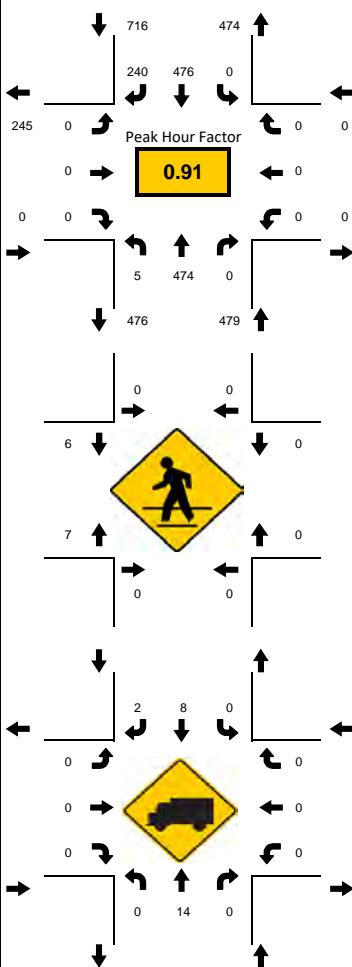


National Data & Surveying Services



LOCATION: Ponce De Leon Blvd & University Dr
CITY/STATE: Coral Gables, FL

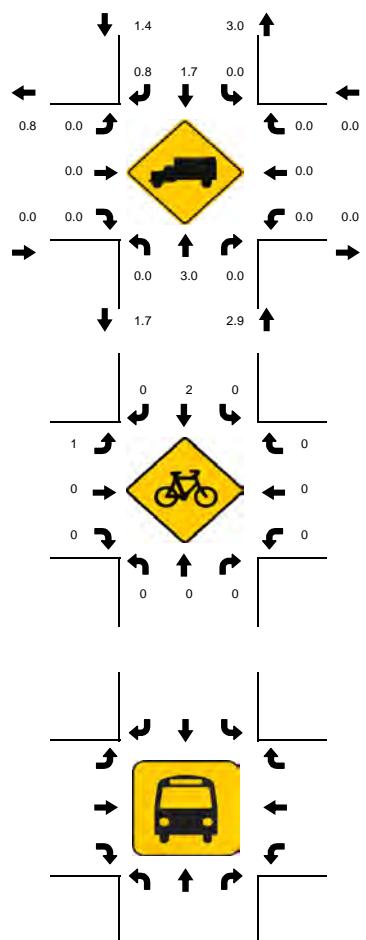
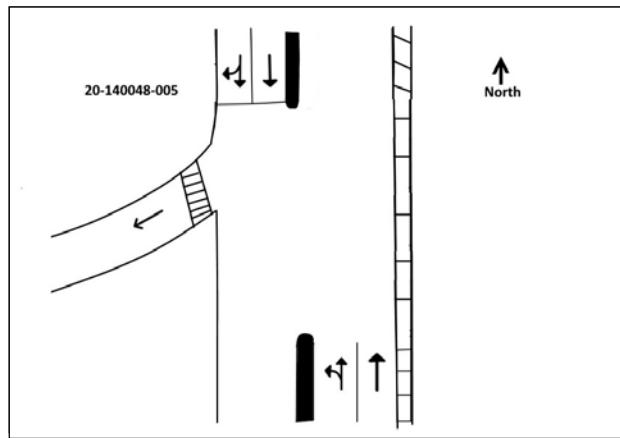
PROJECT ID: 20-140048-005
DATE: 10/14/2020



Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:00 PM - 05:15 PM

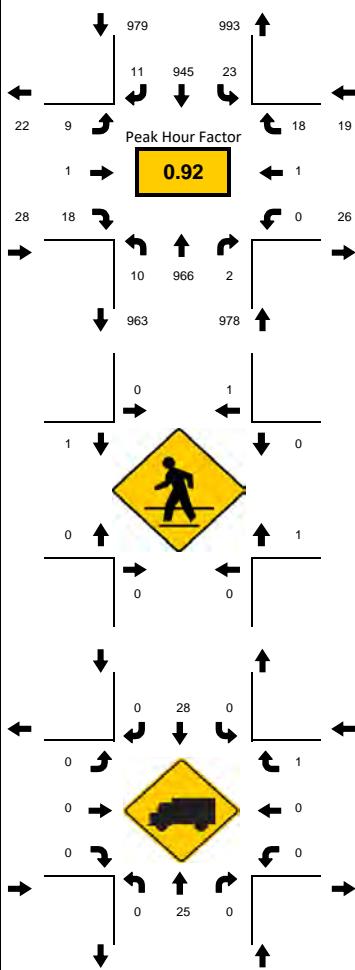


National Data & Surveying Services



LOCATION: SW 42nd Ave & Malaga Ave
CITY/STATE: Coral Gables, FL

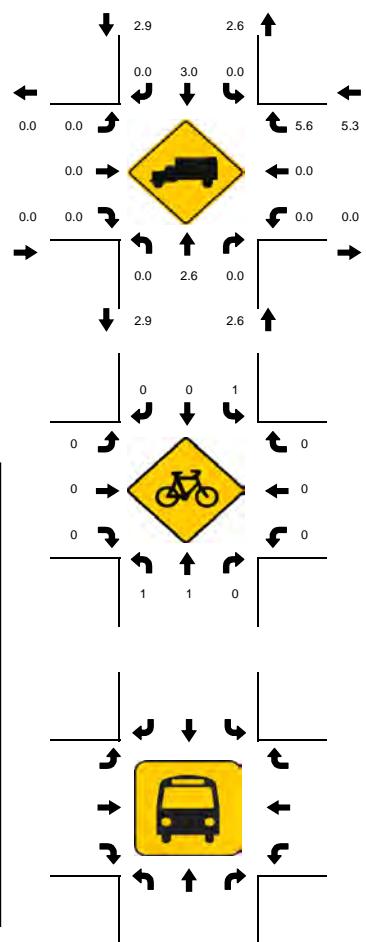
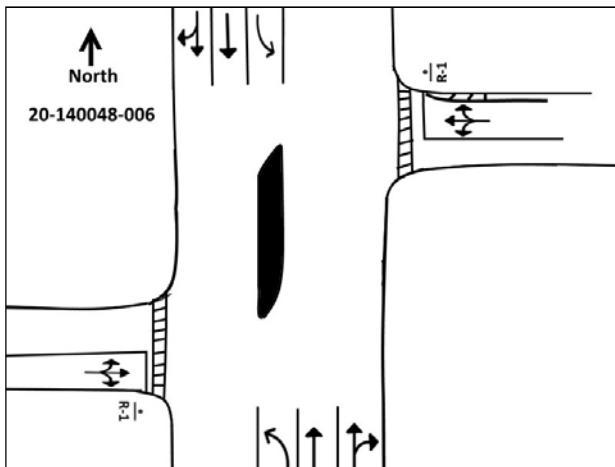
PROJECT ID: 20-140048-006
DATE: 10/14/2020



Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM

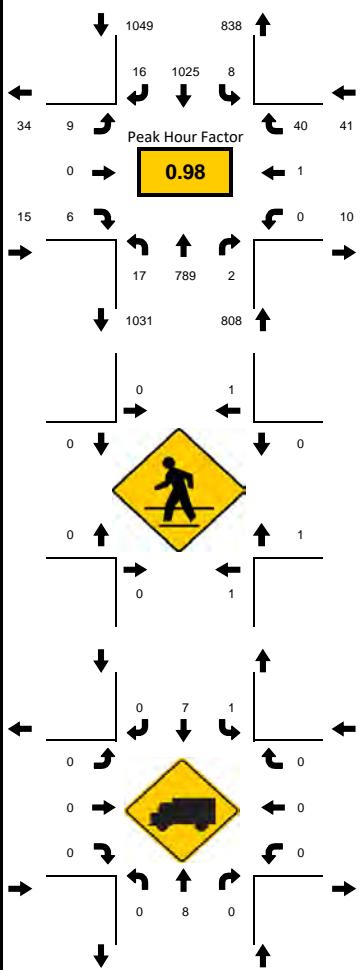


National Data & Surveying Services



LOCATION: SW 42nd Ave & Malaga Ave
CITY/STATE: Coral Gables, FL

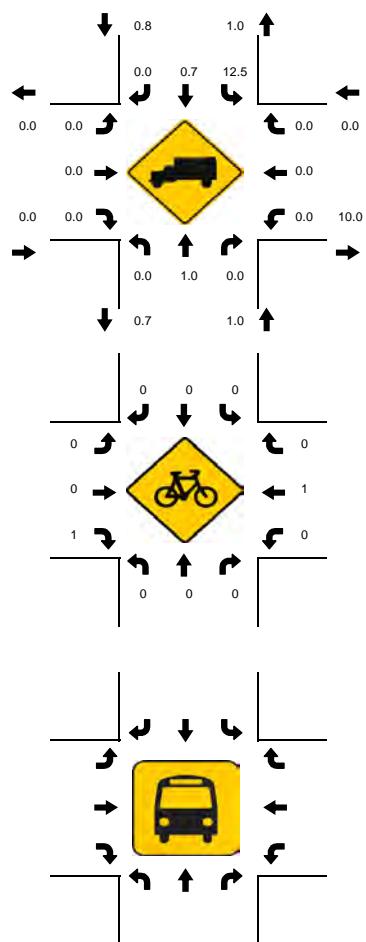
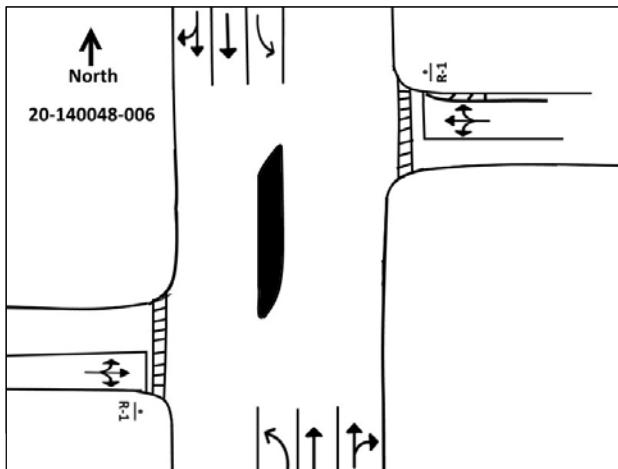
PROJECT ID: 20-140048-006
DATE: 10/14/2020



Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:30 PM - 05:45 PM

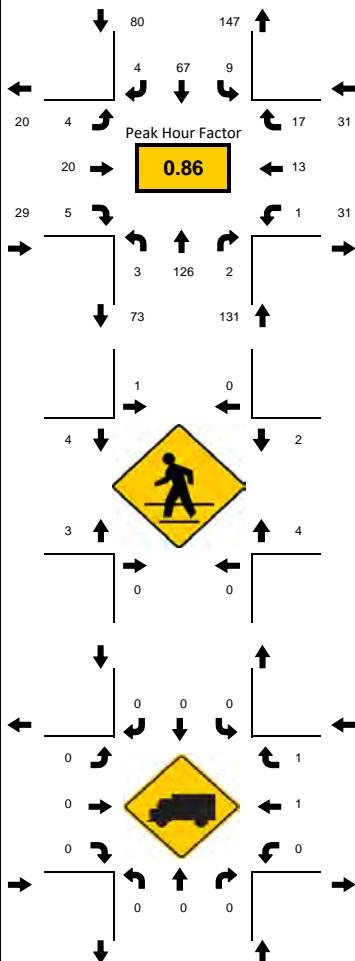


National Data & Surveying Services



LOCATION: Salzedo St & Malaga Ave
CITY/STATE: Coral Gables, FL

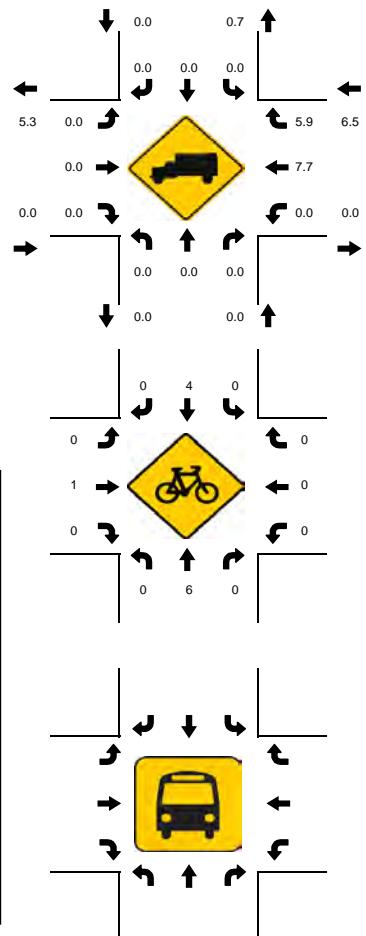
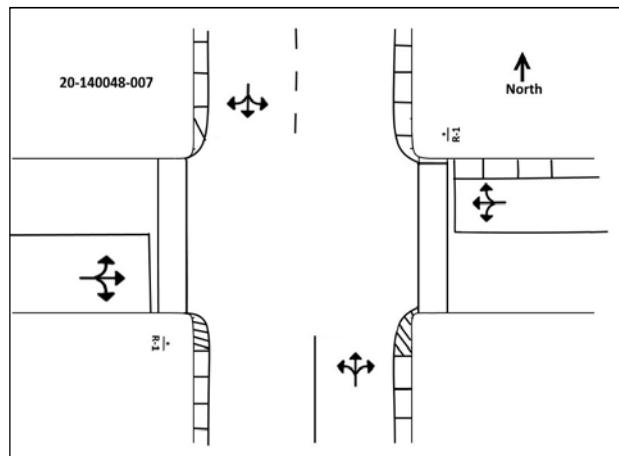
PROJECT ID: 20-140048-007
DATE: 10/14/2020



Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM

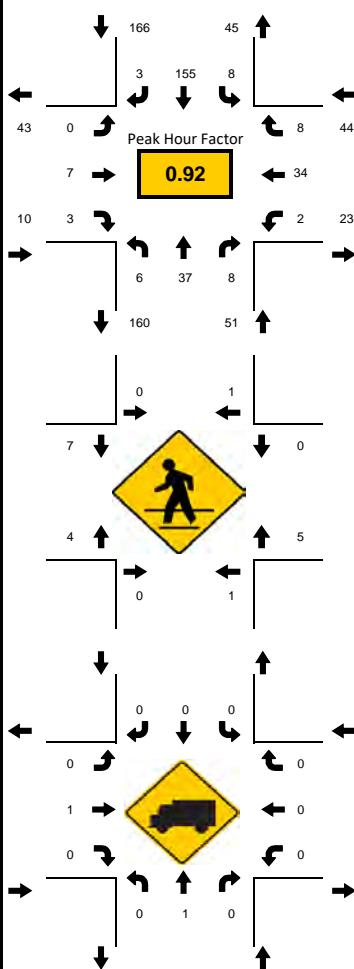


National Data & Surveying Services



LOCATION: Salzedo St & Malaga Ave
CITY/STATE: Coral Gables, FL

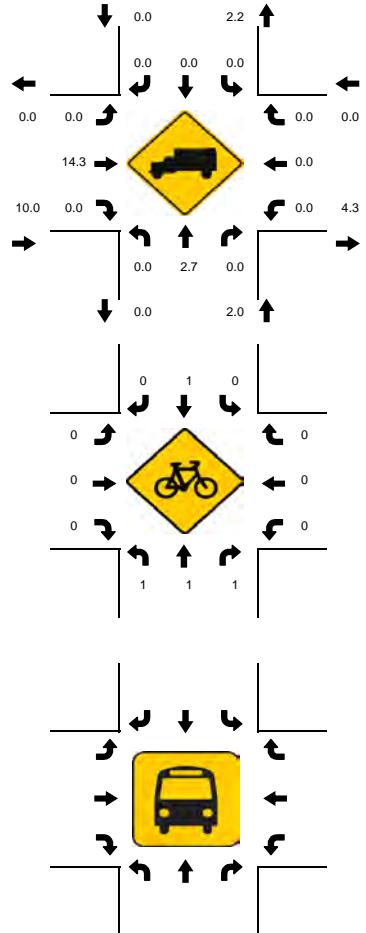
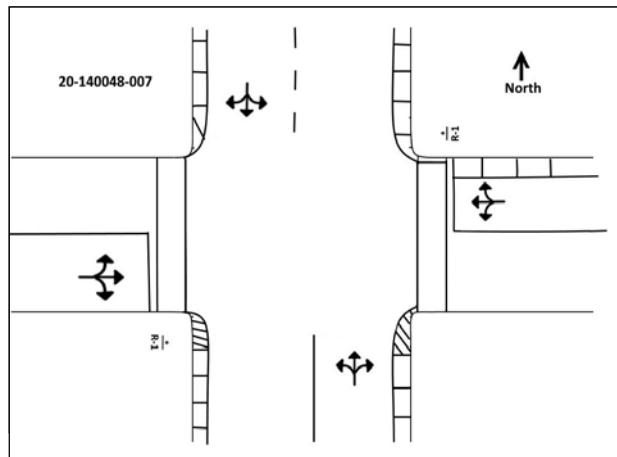
PROJECT ID: 20-140048-007
DATE: 10/14/2020



Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:45 PM - 06:00 PM

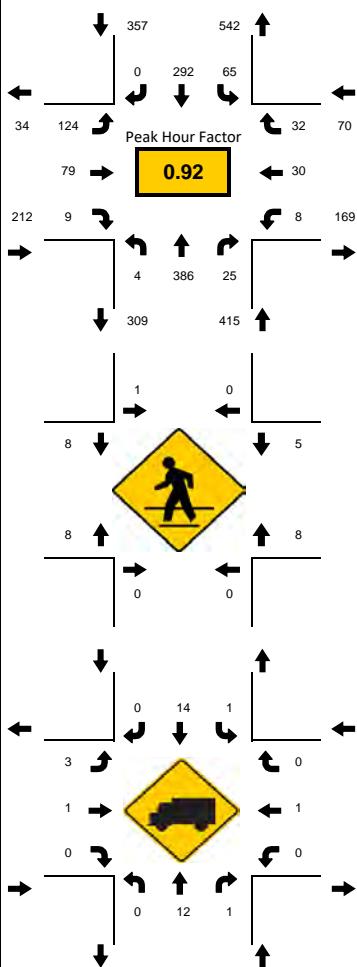


National Data & Surveying Services



LOCATION: Ponce De Leon Blvd & Malaga Ave
CITY/STATE: Coral Gables, FL

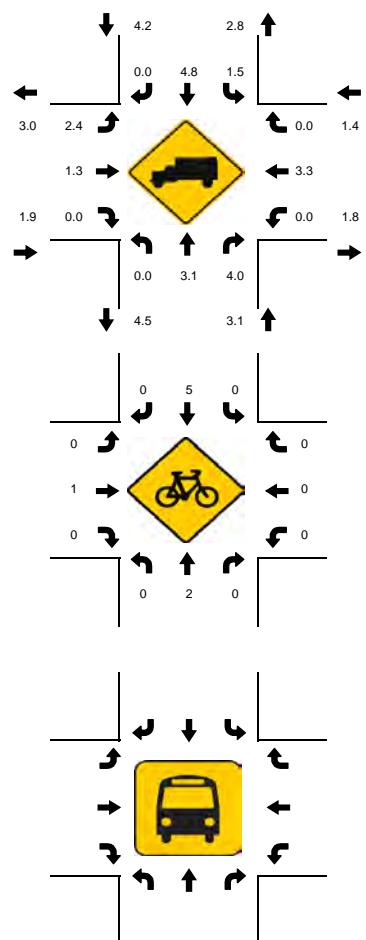
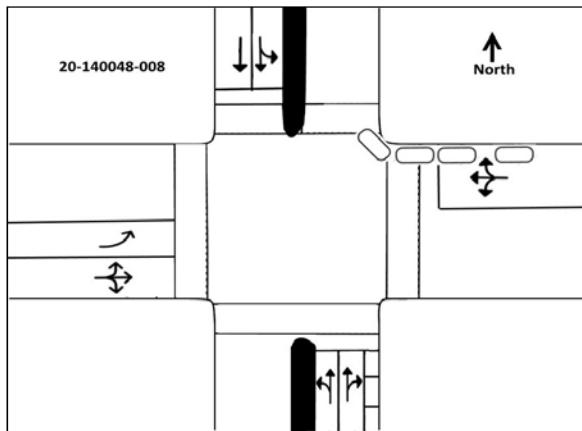
PROJECT ID: 20-140048-008
DATE: 10/14/2020



Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM

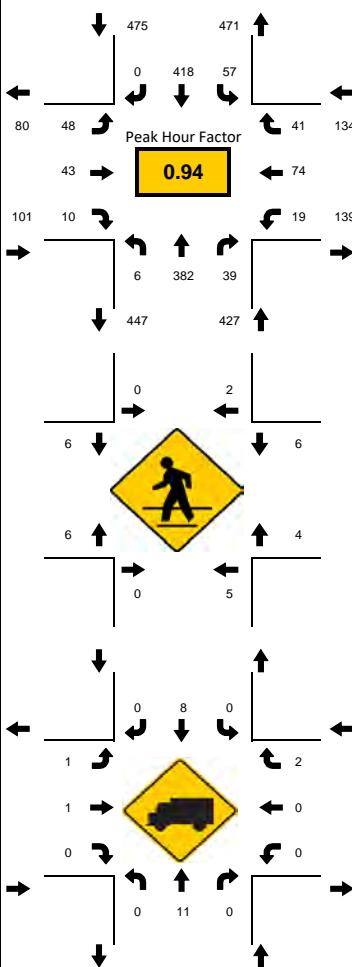


National Data & Surveying Services



LOCATION: Ponce De Leon Blvd & Malaga Ave
CITY/STATE: Coral Gables, FL

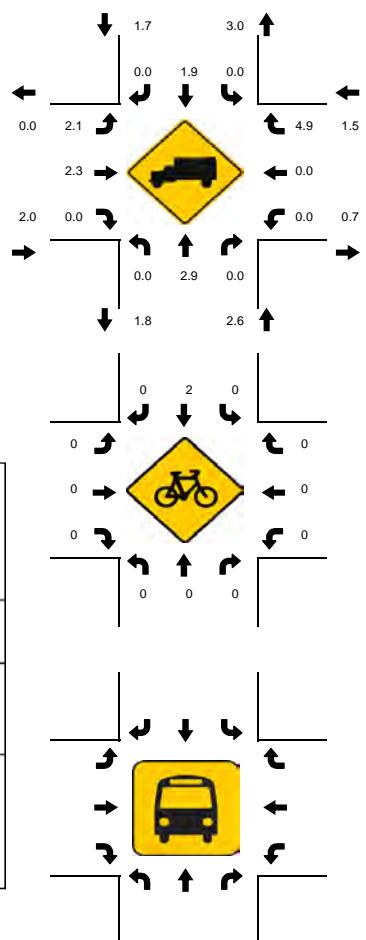
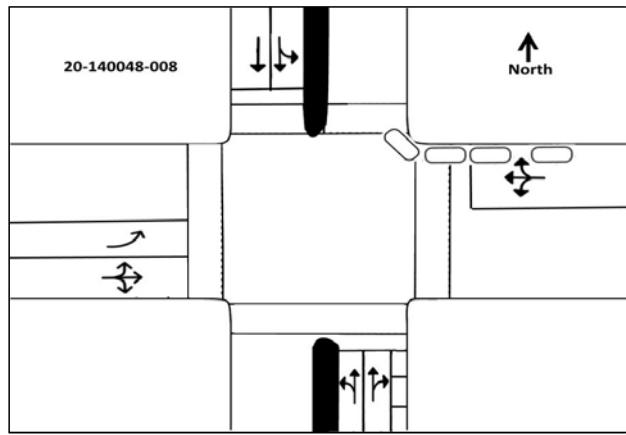
PROJECT ID: 20-140048-008
DATE: 10/14/2020



Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:00 PM - 05:15 PM

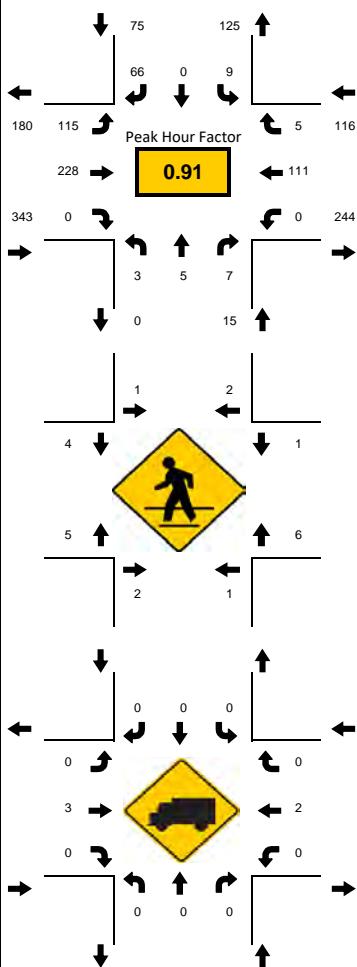


National Data & Surveying Services



LOCATION: Salzedo Ave & University Dr
CITY/STATE: Coral Gables, FL

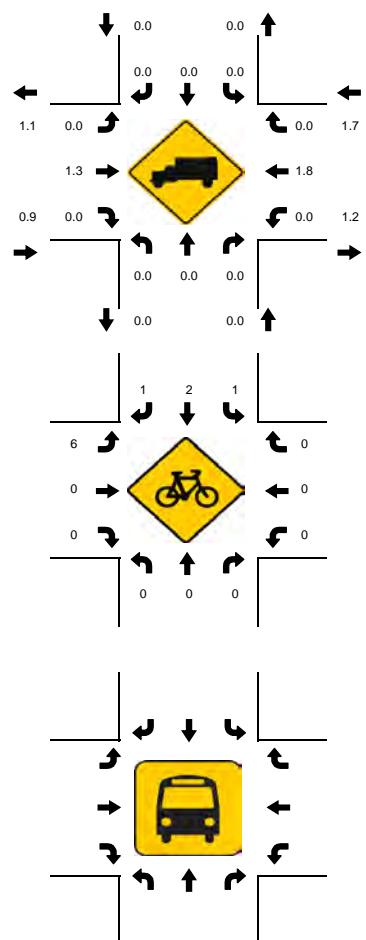
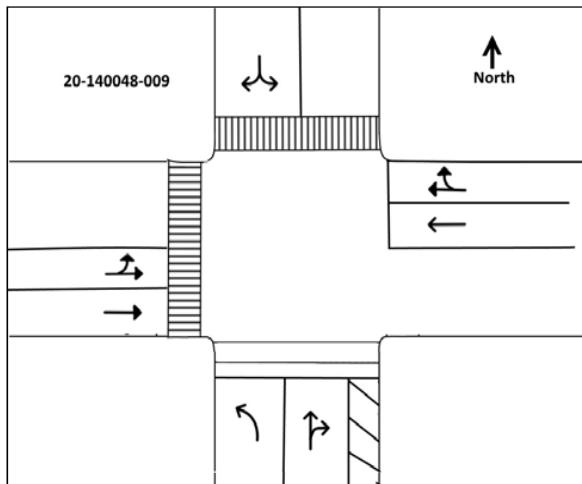
PROJECT ID: 20-140048-009
DATE: 10/14/2020



Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:30 AM - 08:45 AM

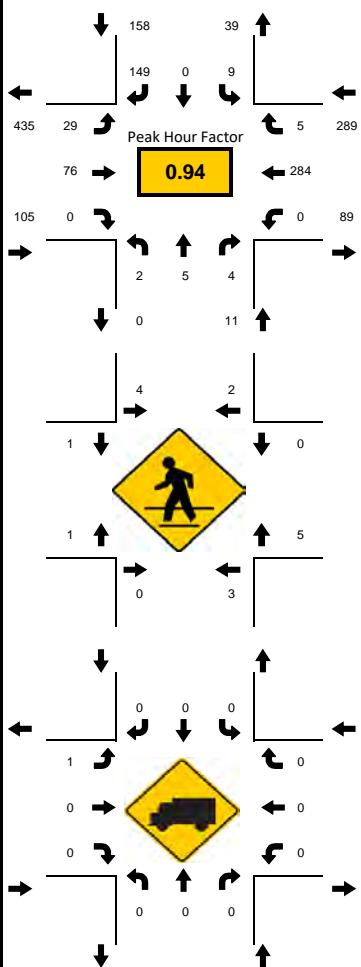


National Data & Surveying Services



LOCATION: Salzedo Ave & University Dr
CITY/STATE: Coral Gables, FL

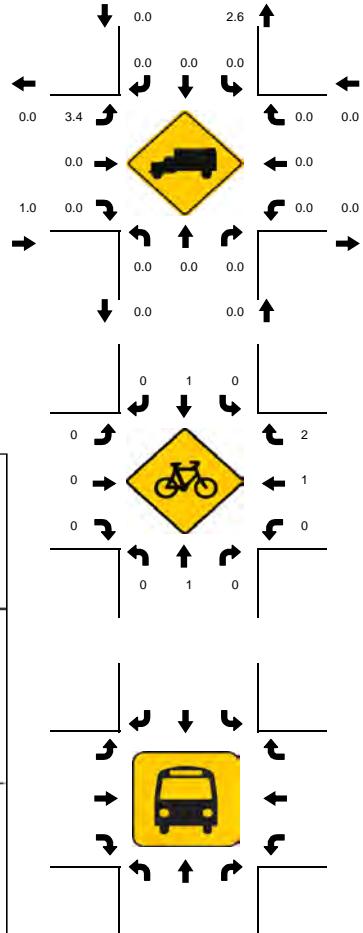
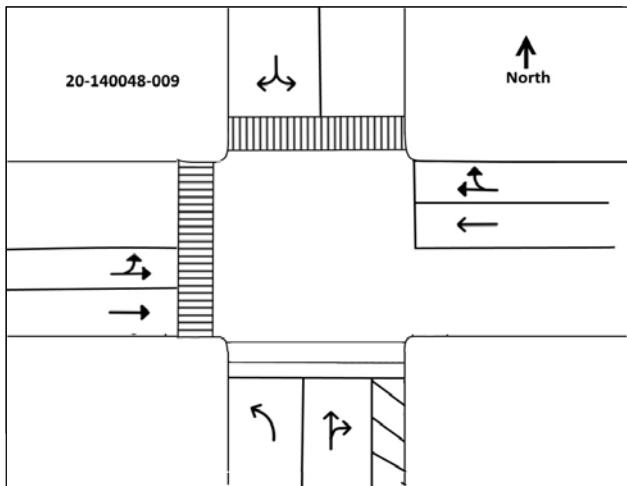
PROJECT ID: 20-140048-009
DATE: 10/14/2020



Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:00 PM - 05:15 PM



National Data & Surveying Services



National Data & Surveying Services
Intersection Turning Movement Count

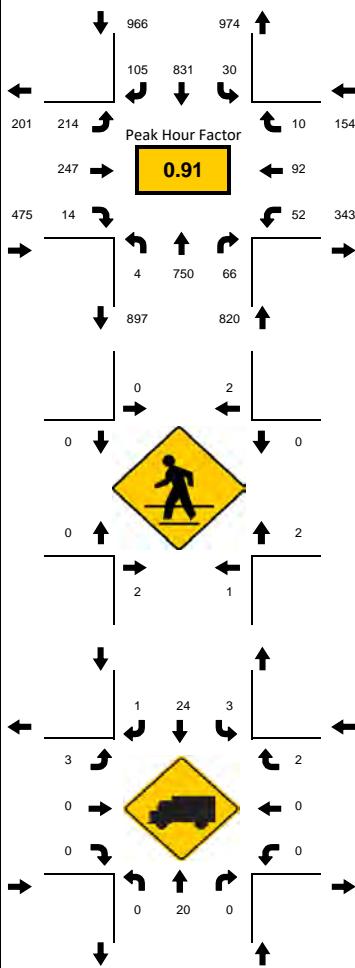
Location: SW 42nd Ave & University Dr/Anastasia Ave
City: Coral Gables
Control: Signalized

Project ID: 20-140048-010
Date: 10/14/2020

NS/EW Streets:		SW 42nd Ave										University Dr/Anastasia Ave														
		NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2				
AM	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	WT2	E2L2	E2U2	TOTAL				
	7:00 AM	0	119	7	0	1	2	141	20	0	1	38	31	1	0	8	15	3	0	2	0	1	390			
7:15 AM	0	118	5	0	3	4	141	19	0	2	50	54	3	0	3	15	4	0	2	0	0	423				
7:30 AM	2	133	7	0	4	8	136	29	0	4	40	44	1	0	10	12	3	0	2	0	1	436				
7:45 AM	1	152	16	0	3	5	204	32	0	2	34	57	3	0	9	20	1	0	6	0	2	547				
8:00 AM	2	172	13	0	1	8	228	25	0	1	56	55	4	0	10	23	2	0	4	0	4	608				
8:15 AM	0	162	15	0	4	8	163	21	0	4	63	60	6	0	11	23	3	0	4	0	5	552				
8:30 AM	1	188	23	0	3	4	232	31	0	2	48	62	3	0	8	15	1	0	1	0	1	623				
8:45 AM	1	228	15	0	2	10	208	28	0	1	47	70	1	0	23	31	4	0	2	0	5	676				
TOTAL VOLUMES	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	WT2	E2L2	E2U2	TOTAL				
APPROACH %'s	7	1272	101	0	21	49	1453	205	0	17	376	433	22	0	82	154	21	0	23	0	19	4255				
PEAK HR	08:00 AM - 09:00 AM										2.84%	84.28%	11.89%	0.00%	0.99%	45.25%	52.11%	2.65%	0.00%	29.29%	55.00%	7.50%	0.00%	8.21%	0.00%	100.00%
PEAK HR VOL	4	750	66	0	10	30	831	105	0	8	214	247	14	0	52	92	10	0	11	0	15	TOTAL				
PEAK HR FACTOR	0.500	0.822	0.717	0.000	0.625	0.750	0.895	0.847	0.000	0.500	0.849	0.882	0.583	0.000	0.565	0.742	0.625	0.000	0.688	0.000	0.750	2459	0.909			
PM		NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					EASTBOUND2		TOTAL		
		0	0	0	0	0	0	0	0	0	EL	0	0	0	0	0	0	0	0	0	0	0	0			
4:00 PM	3	198	5	0	8	7	158	56	0	4	45	38	4	0	26	52	5	0	12	0	4	625				
4:15 PM	2	223	9	0	6	2	167	43	0	1	30	23	4	0	27	44	3	0	6	0	3	593				
4:30 PM	1	177	15	0	4	1	178	45	0	6	26	17	4	0	26	39	3	0	7	0	1	550				
4:45 PM	0	176	8	0	3	2	186	39	0	1	26	22	1	0	26	46	7	0	9	0	4	556				
5:00 PM	0	166	9	0	7	3	178	57	0	5	28	19	2	0	48	67	5	0	9	0	1	604				
5:15 PM	3	188	10	0	8	1	210	64	0	2	23	15	2	0	41	42	2	0	13	0	8	632				
5:30 PM	0	177	4	0	6	5	195	46	0	5	23	23	4	0	34	64	1	0	5	0	0	592				
5:45 PM	2	163	8	0	5	3	185	50	0	5	20	13	3	0	46	50	2	0	6	0	5	566				
TOTAL VOLUMES	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	WT2	E2L2	E2U2	TOTAL				
APPROACH %'s	11	1468	68	0	47	24	1457	400	0	29	221	170	24	0	274	404	28	0	67	0	26	4718				
PEAK HR	05:00 PM - 06:00 PM										1.26%	76.28%	20.94%	0.00%	1.52%	53.25%	40.96%	5.78%	0.00%	35.45%	52.26%	3.62%	0.00%	8.67%	0.00%	100.00%
PEAK HR VOL	5	694	31	0	26	12	768	217	0	17	94	70	11	0	169	223	10	0	33	0	14	TOTAL				
PEAK HR FACTOR	0.417	0.923	0.775	0.000	0.813	0.600	0.914	0.848	0.000	0.850	0.839	0.761	0.688	0.000	0.880	0.832	0.500	0.000	0.635	0.000	0.438	2394	0.947			

LOCATION: SW 42nd Ave & University Dr/Anastasia Ave
CITY/STATE: Coral Gables, FL

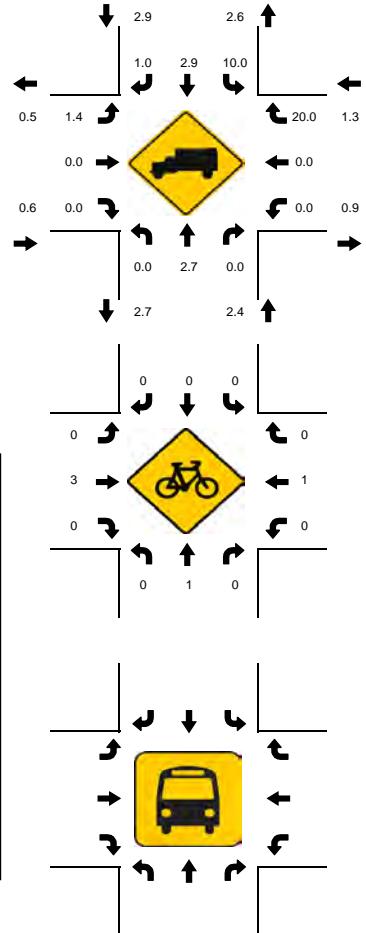
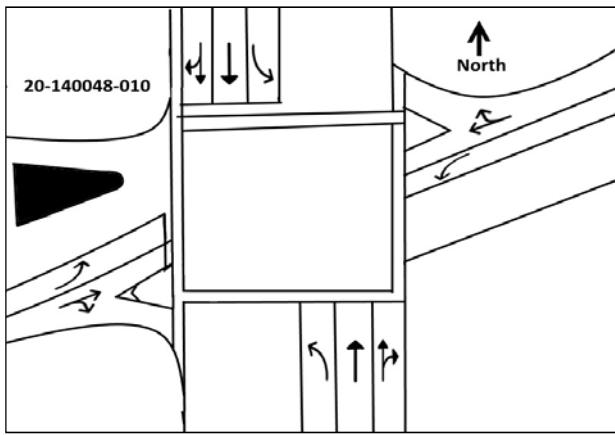
PROJECT ID: 20-140048-010
DATE: 10/14/2020



Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM

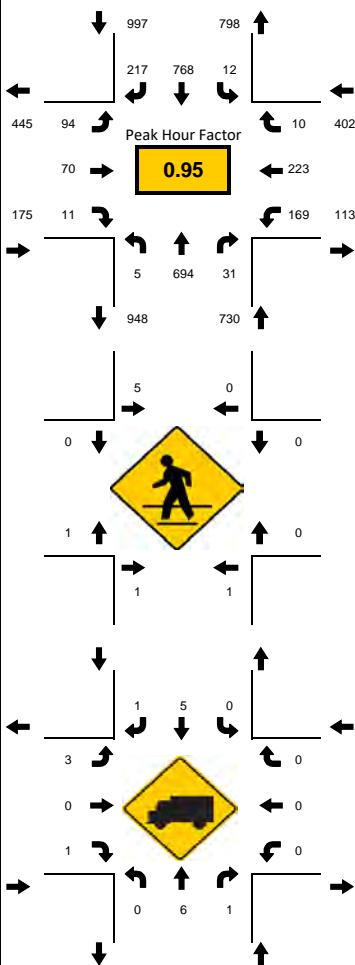


National Data & Surveying Services



LOCATION: SW 42nd Ave & University Dr/Anastasia Ave
CITY/STATE: Coral Gables, FL

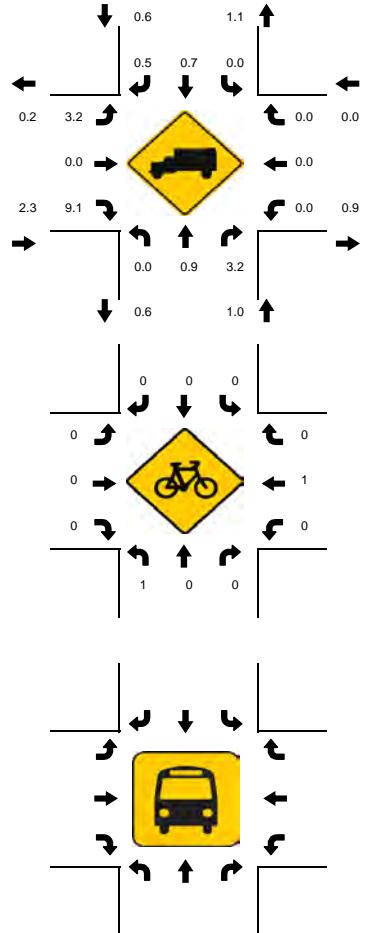
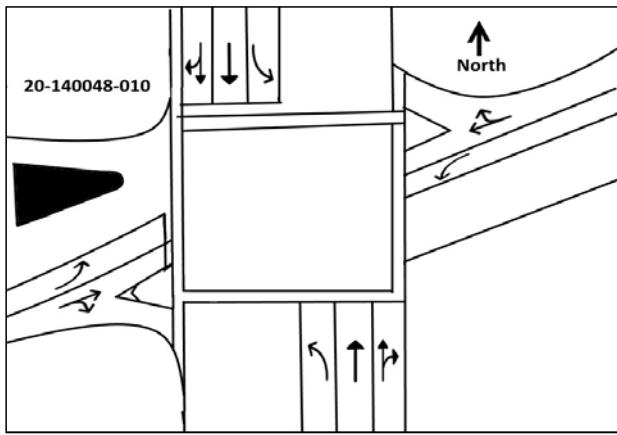
PROJECT ID: 20-140048-010
DATE: 10/14/2020



Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services



48-Hour Continuous Traffic Counts

VOLUME

Ponce De Leon Blvd Bet. Coral Way & Andalusia Ave

Day: Wednesday
Date: 10/14/2020City: Coral Gables
Project #: FL20_140049_001

DAILY TOTALS				NB	SB	EB	WB					Total
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	6	6			12	12:00	122	117			239	
00:15	5	4			9	12:15	107	118			225	
00:30	3	4			7	12:30	121	131			252	
00:45	4	18	2	16	34	12:45	126	476	156	522	282 998	
01:00	1	2			3	13:00	150	135			285	
01:15	3	0			3	13:15	119	133			252	
01:30	0	0			0	13:30	111	128			239	
01:45	2	6	1	3	9	13:45	107	487	127	523	234 1010	
02:00	2	3			5	14:00	118	120			238	
02:15	1	0			1	14:15	108	147			255	
02:30	0	3			3	14:30	144	122			266	
02:45	0	3	4	10	13	14:45	109	479	138	527	247 1006	
03:00	1	2			3	15:00	125	119			244	
03:15	1	0			1	15:15	98	130			228	
03:30	0	0			0	15:30	115	116			231	
03:45	0	2	0	2	4	15:45	141	479	105	470	246 949	
04:00	3	2			5	16:00	131	130			261	
04:15	2	1			3	16:15	131	136			267	
04:30	2	1			3	16:30	125	135			260	
04:45	6	13	5	9	22	16:45	107	494	120	521	227 1015	
05:00	1	1			2	17:00	141	127			268	
05:15	2	7			9	17:15	119	168			287	
05:30	7	6			13	17:30	146	145			291	
05:45	9	19	6	20	39	17:45	103	509	131	571	234 1080	
06:00	12	12			24	18:00	106	128			234	
06:15	10	18			28	18:15	94	120			214	
06:30	26	33			59	18:30	86	131			217	
06:45	33	81	55	118	199	18:45	97	383	103	482	200 865	
07:00	42	57			99	19:00	78	124			202	
07:15	73	57			130	19:15	81	93			174	
07:30	66	61			127	19:30	69	85			154	
07:45	64	245	85	260	505	19:45	70	298	66	368	136 666	
08:00	102	94			196	20:00	62	69			131	
08:15	103	110			213	20:15	46	56			102	
08:30	125	108			233	20:30	50	45			95	
08:45	128	458	108	420	878	20:45	29	187	59	229	88 416	
09:00	142	102			244	21:00	44	51			95	
09:15	127	94			221	21:15	25	35			60	
09:30	94	81			175	21:30	27	41			68	
09:45	113	476	94	371	847	21:45	22	118	33	160	55 278	
10:00	111	85			196	22:00	26	25			51	
10:15	112	84			196	22:15	19	22			41	
10:30	109	93			202	22:30	16	20			36	
10:45	115	447	113	375	822	22:45	12	73	26	93	38 166	
11:00	107	102			209	23:00	11	15			26	
11:15	119	113			232	23:15	19	9			28	
11:30	126	118			244	23:30	13	5			18	
11:45	124	476	124	457	933	23:45	7	50	8	37	15 87	
TOTALS	2244			2061		4305		TOTALS	4033		4503	8536
SPLIT %	52.1%			47.9%		33.5%		SPLIT %	47.2%		52.8%	66.5%

DAILY TOTALS				NB	SB	EB	WB					Total
AM Peak Hour	08:30	11:45		11:45	PM Peak Hour	15:45	17:15				17:00	
AM Pk Volume	522	490		964	PM Pk Volume	528	572				1080	
Pk Hr Factor	0.919	0.935		0.956	Pk Hr Factor	0.936	0.851				0.928	
7 - 9 Volume	703	680	0	0	1383	4 - 6 Volume	1003	1092	0	0	2095	
7 - 9 Peak Hour	08:00	08:00		08:00	4 - 6 Peak Hour	16:45	17:00				17:00	
7 - 9 Pk Volume	458	420	0	0	878	4 - 6 Pk Volume	513	571	0	0	1080	
Pk Hr Factor	0.895	0.955	0.000	0.000	0.930	Pk Hr Factor	0.878	0.850	0.000	0.000	0.928	

VOLUME

Ponce De Leon Blvd Bet. Coral Way & Andalusia Ave

Day: Thursday
Date: 10/15/2020City: Coral Gables
Project #: FL20_140049_001

DAILY TOTALS				NB	SB	EB	WB					Total
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	2	7			9	12:00	135	133			268	
00:15	4	3			7	12:15	108	121			229	
00:30	1	2			3	12:30	111	114			225	
00:45	1	8	1	13	21	12:45	134	488	132	500	266 988	
01:00	11	3			14	13:00	122	136			258	
01:15	2	2			4	13:15	120	130			250	
01:30	3	4			7	13:30	134	145			279	
01:45	1	17	0	9	26	13:45	112	488	114	525	226 1013	
02:00	2	1			3	14:00	124	136			260	
02:15	1	2			3	14:15	121	131			252	
02:30	1	1			2	14:30	136	122			258	
02:45	1	5	1	5	10	14:45	137	518	120	509	257 1027	
03:00	3	3			6	15:00	109	152			261	
03:15	0	0			0	15:15	110	148			258	
03:30	0	0			0	15:30	111	128			239	
03:45	0	3	1	4	7	15:45	131	461	114	542	245 1003	
04:00	3	2			5	16:00	118	144			262	
04:15	0	1			1	16:15	116	128			244	
04:30	0	1			1	16:30	101	134			235	
04:45	2	5	5	9	14	16:45	98	433	126	532	224 965	
05:00	2	1			3	17:00	117	150			267	
05:15	3	5			8	17:15	117	160			277	
05:30	6	4			10	17:30	120	149			269	
05:45	8	19	6	16	35	17:45	136	490	143	602	279 1092	
06:00	9	12			21	18:00	98	111			209	
06:15	15	22			37	18:15	103	137			240	
06:30	25	33			58	18:30	103	115			218	
06:45	32	81	57	124	205	18:45	80	384	105	468	185 852	
07:00	52	62			114	19:00	76	98			174	
07:15	64	63			127	19:15	78	117			195	
07:30	64	63			127	19:30	96	79			175	
07:45	54	234	88	276	510	19:45	68	318	91	385	159 703	
08:00	91	123			214	20:00	57	95			152	
08:15	98	92			190	20:15	66	56			122	
08:30	108	115			223	20:30	46	72			118	
08:45	122	419	107	437	856	20:45	54	223	60	283	114 506	
09:00	139	96			235	21:00	41	53			94	
09:15	135	84			219	21:15	39	42			81	
09:30	104	82			186	21:30	23	39			62	
09:45	93	471	97	359	830	21:45	33	136	26	160	59 296	
10:00	111	81			192	22:00	27	25			52	
10:15	86	102			188	22:15	31	21			52	
10:30	95	99			194	22:30	17	17			34	
10:45	115	407	126	408	815	22:45	21	96	22	85	43 181	
11:00	86	91			177	23:00	14	19			33	
11:15	100	88			188	23:15	12	12			24	
11:30	108	104			212	23:30	10	13			23	
11:45	110	404	106	389	793	23:45	13	49	18	62	31 111	
TOTALS	2073				4122	TOTALS	4084				8737	
SPLIT %	50.3%				32.1%	SPLIT %	46.7%				67.9%	

DAILY TOTALS				NB	SB	EB	WB					Total
AM Peak Hour	08:30	11:45		11:45	PM Peak Hour	14:00	17:00				17:00	
AM Pk Volume	504	474		938	PM Pk Volume	518	602				1092	
Pk Hr Factor	0.906	0.891		0.875	Pk Hr Factor	0.945	0.941				0.978	
7 - 9 Volume	653	713	0	0	1366	4 - 6 Volume	923	1134	0	0	2057	
7 - 9 Peak Hour	08:00	08:00		08:00	4 - 6 Peak Hour	17:00	17:00				17:00	
7 - 9 Pk Volume	419	437	0	0	856	4 - 6 Pk Volume	490	602	0	0	1092	
Pk Hr Factor	0.859	0.888	0.000	0.000	0.934	Pk Hr Factor	0.901	0.941	0.000	0.000	0.978	

VOLUME

SW 42nd Ave Bet. Coral Way & Andalusia Ave

Day: Wednesday
Date: 10/14/2020

City: Coral Gables
Project #: FL20 140049 002

DAILY TOTALS				NB 13,985	SB 12,364	EB 0	WB 0	Total 26,349				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	38	20			58	12:00	261	165			426	
00:15	22	13			35	12:15	265	212			477	
00:30	17	17			34	12:30	253	185			438	
00:45	14	91	9	59	23	12:45	257	1036	193	755	450 1791	
01:00	13	9			22	13:00	251	192			443	
01:15	12	3			15	13:15	276	205			481	
01:30	4	6			10	13:30	243	230			473	
01:45	5	34	8	26	13	13:45	254	1024	193	820	447 1844	
02:00	4	4			8	14:00	268	218			486	
02:15	3	9			12	14:15	243	215			458	
02:30	5	3			8	14:30	271	194			465	
02:45	5	17	6	22	11	14:45	271	1053	226	853	497 1906	
03:00	5	2			7	15:00	302	204			506	
03:15	5	7			12	15:15	283	200			483	
03:30	6	7			13	15:30	247	218			465	
03:45	11	27	8	24	19	15:45	230	1062	188	810	418 1872	
04:00	9	4			13	16:00	260	193			453	
04:15	6	15			21	16:15	283	174			457	
04:30	20	21			41	16:30	239	209			448	
04:45	23	58	20	60	43	16:45	218	1000	196	772	414 1772	
05:00	21	18			39	17:00	234	202			436	
05:15	21	20			41	17:15	264	229			493	
05:30	41	34			75	17:30	248	220			468	
05:45	55	138	44	116	99	17:45	207	953	222	873	429 1826	
06:00	74	71			145	18:00	232	200			432	
06:15	89	117			206	18:15	220	198			418	
06:30	115	152			267	18:30	204	203			407	
06:45	111	389	174	514	285	18:45	178	834	175	776	353 1610	
07:00	137	187			324	19:00	196	140			336	
07:15	150	188			338	19:15	190	156			346	
07:30	159	190			349	19:30	147	155			302	
07:45	164	610	231	796	395	19:45	159	692	155	606	314 1298	
08:00	201	275			476	20:00	165	134			299	
08:15	213	256			469	20:15	162	136			298	
08:30	208	240			448	20:30	122	119			241	
08:45	222	844	261	1032	483	20:45	92	541	78	467	170 1008	
09:00	250	233			483	21:00	108	92			200	
09:15	238	213			451	21:15	104	96			200	
09:30	178	163			341	21:30	130	93			223	
09:45	200	866	155	764	355	21:45	78	420	70	351	148 771	
10:00	197	203			400	22:00	71	67			138	
10:15	257	182			439	22:15	80	66			146	
10:30	206	164			370	22:30	64	73			137	
10:45	231	891	179	728	410	22:45	52	267	46	252	98 519	
11:00	239	171			410	23:00	66	50			116	
11:15	241	170			411	23:15	46	39			85	
11:30	231	188			419	23:30	37	41			78	
11:45	250	961	191	720	441	23:45	28	177	38	168	66 345	
TOTALS	4926			4861		9787	TOTALS	9059		7503		16562
SPLIT %	50.3%			49.7%		37.1%	SPLIT %	54.7%		45.3%		62.9%

DAILY TOTALS		NB 13,985	SB 12,364	EB 0	WB 0	Total 26,349		
AM Peak Hour	11:45	08:00		08:15	PM Peak Hour	14:30	17:00	14:30
AM Pk Volume	1029	1032		1883	PM Pk Volume	1127	873	1951
Pk Hr Factor	0.971	0.938		0.975	Pk Hr Factor	0.933	0.953	0.964
7 - 9 Volume	1454	1828	0	3282	4 - 6 Volume	1953	1645	3598
7 - 9 Peak Hour	08:00	08:00		08:00	4 - 6 Peak Hour	16:00	17:00	17:00
7 - 9 Pk Volume	844	1032	0	1876	4 - 6 Pk Volume	1000	873	1826
Pk Hr Factor	0.950	0.938	0.000	0.971	Pk Hr Factor	0.883	0.953	0.926

VOLUME

SW 42nd Ave Bet. Coral Way & Andalusia Ave

Day: Thursday

Date: 10/15/2020

City: Coral Gables

Project #: FL20_140049_002

DAILY TOTALS				NB 14,466	SB 12,666	EB 0	WB 0	Total 27,132			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	23	22			45	12:00	248	193			441
00:15	26	21			47	12:15	257	192			449
00:30	19	22			41	12:30	271	207			478
00:45	19	87	8	73	27	12:45	265	1041	199	791	464 1832
01:00	9	10			19	13:00	238	150			388
01:15	11	9			20	13:15	251	218			469
01:30	12	6			18	13:30	257	234			491
01:45	6	38	10	35	16	13:45	241	987	186	788	427 1775
02:00	10	10			20	14:00	248	225			473
02:15	12	7			19	14:15	249	249			498
02:30	6	7			13	14:30	276	210			486
02:45	6	34	3	27	9	14:45	299	1072	197	881	496 1953
03:00	9	5			14	15:00	275	182			457
03:15	6	11			17	15:15	243	191			434
03:30	6	4			10	15:30	254	186			440
03:45	4	25	10	30	14	15:45	273	1045	191	750	464 1795
04:00	4	12			16	16:00	250	182			432
04:15	14	10			24	16:15	271	202			473
04:30	16	21			37	16:30	264	231			495
04:45	13	47	21	64	34	16:45	240	1025	205	820	445 1845
05:00	12	17			29	17:00	246	217			463
05:15	25	31			56	17:15	273	257			530
05:30	37	39			76	17:30	240	251			491
05:45	55	129	56	143	111	17:45	198	957	226	951	424 1908
06:00	71	53			124	18:00	272	209			481
06:15	85	110			195	18:15	238	194			432
06:30	105	150			255	18:30	207	210			417
06:45	139	400	194	507	333	18:45	214	931	197	810	411 1741
07:00	173	226			399	19:00	205	126			331
07:15	187	203			390	19:15	172	185			357
07:30	194	233			427	19:30	169	158			327
07:45	174	728	259	921	433	19:45	173	719	149	618	322 1337
08:00	205	282			487	20:00	177	127			304
08:15	242	261			503	20:15	167	132			299
08:30	229	203			432	20:30	130	92			222
08:45	222	898	265	1011	487	20:45	99	573	92	443	191 1016
09:00	271	228			499	21:00	103	83			186
09:15	208	207			415	21:15	117	70			187
09:30	221	185			406	21:30	101	101			202
09:45	236	936	183	803	419	21:45	96	417	85	339	181 756
10:00	229	208			437	22:00	92	69			161
10:15	228	196			424	22:15	59	47			106
10:30	224	179			403	22:30	72	58			130
10:45	234	915	189	772	423	22:45	83	306	47	221	130 527
11:00	224	172			396	23:00	76	32			108
11:15	216	159			375	23:15	52	41			93
11:30	266	198			464	23:30	42	28			70
11:45	250	956	198	727	448	23:45	30	200	40	141	70 341
TOTALS	5193	5113			10306	TOTALS	9273	7553			16826
SPLIT %	50.4%	49.6%			38.0%	SPLIT %	55.1%	44.9%			62.0%

DAILY TOTALS				NB 14,466	SB 12,666	EB 0	WB 0	Total 27,132
AM Peak Hour	11:45	07:30		08:15	PM Peak Hour	14:15	17:00	14:00
AM Pk Volume	1026	1035		1921	PM Pk Volume	1099	951	1953
Pk Hr Factor	0.946	0.918		0.955	Pk Hr Factor	0.919	0.925	0.980
7 - 9 Volume	1626	1932	0	3558	4 - 6 Volume	1982	1771	0
7 - 9 Peak Hour	08:00	07:30		08:00	4 - 6 Peak Hour	16:00	17:00	16:30
7 - 9 Pk Volume	898	1035	0	1909	4 - 6 Pk Volume	1025	951	0
Pk Hr Factor	0.928	0.918	0.000	0.949	Pk Hr Factor	0.946	0.925	0.912

FDOT AADTs

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	32000 C	N 17000	S 15000	9.00	56.00	5.80
2018	32500 C	N 17500	S 15000	9.00	54.30	6.10
2017	31500 C	N 18500	S 13000	9.00	54.00	7.00
2016	36000 C	N 18000	S 18000	9.00	56.10	4.90
2015	35500 C	N 16500	S 19000	9.00	57.40	4.60
2014	44500 C	N 23500	S 21000	9.00	59.30	5.90
2013	34000 C	N 18000	S 16000	9.00	58.90	5.70
2012	35500 C	N 18000	S 17500	9.00	59.70	4.00
2011	35500 C	N 18000	S 17500	9.00	58.20	5.70
2010	44500 C	N 22000	S 22500	7.87	58.27	3.80
2009	43000 C	N 22500	S 20500	7.98	59.96	3.20
2008	45000 C	N 23500	S 21500	8.07	66.31	3.50
2007	42000 C	N 22000	S 20000	7.90	63.12	4.70
2006	34000 C	N 15000	S 19000	7.39	58.66	7.20
2005	48000 F	N 21500	S 26500	7.70	65.70	5.50
2004	41000 C	N 18500	S 22500	8.20	67.10	9.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8410 - PONCE DE LEON, 200 FT S OF MIRACLE MILE (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	16500 F	N 9000	S 7500	9.00	56.00	2.90
2018	16800 C	N 9200	S 7600	9.00	54.30	2.90
2017	19800 T	N 11000	S 8800	9.00	59.30	2.70
2016	19900 S	N 11000	S 8900	9.00	56.10	3.30
2015	20000 F	N 11000	S 9000	9.00	57.40	5.30
2014	20100 C	N 11000	S 9100	9.00	59.30	7.50
2013	21000 F	N 10500	S 10500	9.00	58.90	16.20
2012	21000 C	N 10500	S 10500	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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

Peak Season Conversion Factors

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.97
 PSCF

WEEK	DATES	SF	
=====			
1	01/01/2019 - 01/05/2019	1.03	1.06
2	01/06/2019 - 01/12/2019	1.02	1.05
3	01/13/2019 - 01/19/2019	1.01	1.04
4	01/20/2019 - 01/26/2019	1.00	1.03
* 5	01/27/2019 - 02/02/2019	0.98	1.01
* 6	02/03/2019 - 02/09/2019	0.97	1.00
* 7	02/10/2019 - 02/16/2019	0.96	0.99
* 8	02/17/2019 - 02/23/2019	0.96	0.99
* 9	02/24/2019 - 03/02/2019	0.96	0.99
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.97	1.00
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.98	1.01
*16	04/14/2019 - 04/20/2019	0.98	1.01
*17	04/21/2019 - 04/27/2019	0.98	1.01
18	04/28/2019 - 05/04/2019	0.99	1.02
19	05/05/2019 - 05/11/2019	0.99	1.02
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.00	1.03
22	05/26/2019 - 06/01/2019	1.01	1.04
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.02	1.05
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.02	1.05
28	07/07/2019 - 07/13/2019	1.03	1.06
29	07/14/2019 - 07/20/2019	1.03	1.06
30	07/21/2019 - 07/27/2019	1.03	1.06
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.02	1.05
34	08/18/2019 - 08/24/2019	1.02	1.05
35	08/25/2019 - 08/31/2019	1.02	1.05
36	09/01/2019 - 09/07/2019	1.03	1.06
37	09/08/2019 - 09/14/2019	1.03	1.06
38	09/15/2019 - 09/21/2019	1.03	1.06
39	09/22/2019 - 09/28/2019	1.02	1.05
40	09/29/2019 - 10/05/2019	1.01	1.04
41	10/06/2019 - 10/12/2019	1.00	1.03
42	10/13/2019 - 10/19/2019	0.99	1.02
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	1.01	1.04
46	11/10/2019 - 11/16/2019	1.01	1.04
47	11/17/2019 - 11/23/2019	1.02	1.05
48	11/24/2019 - 11/30/2019	1.02	1.05
49	12/01/2019 - 12/07/2019	1.02	1.05
50	12/08/2019 - 12/14/2019	1.03	1.06
51	12/15/2019 - 12/21/2019	1.03	1.06
52	12/22/2019 - 12/28/2019	1.02	1.05
53	12/29/2019 - 12/31/2019	1.01	1.04

* PEAK SEASON

14-FEB-2020 15:39:30

830UPD

6_8700_PKSEASON.TXT

Signal Timings

TOD Schedule Report

for 2589: Almeria Av&Ponce De Leon Blvd

Print Date:

9/24/2019

Print Time:

4:38 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>
2589	Almeria Av&Ponce De Leon Blvd	DOW-3		[07] NOON/LUNCH	190	42	N/A	1	Max 2

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	108	0	69	0	108	0	69



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>							
	Phase Bank			1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 -	0	-	0	0	0	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0		
2 SBT	7	-	7	7	10	-	10	-	10	7	-	7	-	7	1	-	1	-	1	40	-	40	-	40	0	-	40	-	40
3 -	0	-	0	0	0	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0		
4 WBT	7	-	7	7	17	-	17	-	17	7	-	7	-	7	2.5	-	2.5	-	2.5	18	-	18	-	18	69	-	26	-	26
5 -	0	-	0	0	0	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0		
6 NBT	7	-	7	7	10	-	10	-	10	7	-	7	-	7	1	-	1	-	1	40	-	40	-	40	0	-	40	-	40
7 -	0	-	0	0	0	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0		
8 EBT	7	-	7	7	17	-	17	-	17	7	-	7	-	7	2.5	-	2.5	-	2.5	18	-	18	-	18	69	-	26	-	26

Last In Service Date: unknown

Permitted Phases

12345678

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

TOD Schedule Report

for 2589: Almeria Av&Ponce De Leon Blvd

Print Date:

9/24/2019

Print Time:

4:38 PM

<u>Current</u> TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1	-	SBT	2	-	WBT	3	-	NBT	4	-	EBT
1		90	0	53	0	24	0	53	0	24	0	29
2		170	0	108	0	49	0	108	0	49	0	47
3		100	0	63	0	24	0	63	0	24	0	53
5		190	0	110	0	67	0	110	0	67	0	18
6		170	0	103	0	54	0	103	0	54	0	25
7		190	0	108	0	69	0	108	0	69	0	42
8		80	0	43	0	24	0	43	0	24	0	41
9		75	0	38	0	24	0	38	0	24	0	21
10		100	0	63	0	24	0	63	0	24	0	53
11		120	0	65	0	42	0	65	0	42	0	48
20		75	0	38	0	24	0	38	0	24	0	25
23		70	0	33	0	24	0	33	0	24	0	23

Local TOD Schedule

Time	Plan	DOW
0000	20	Su S
0000	23	M T W Th F
0100	23	Su S
0115	Flash	M T W Th F
0230	Flash	Su S
0230	Flash	M T W Th F
0330	Flash	S S
0500	20	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	20	Su S
2330	23	Su M T W Th

Current Time of Day Function

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

Local Time of Day Function

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

* Settings

Blank - FREE - Phase Bank 1, Max 1

Blank - Plan - Phase Bank 1, Max 2

1 - Phase Bank 2, Max 1

2 - Phase Bank 2, Max 2

3 - Phase Bank 3, Max 1

4 - Phase Bank 3, Max 2

5 - EXTERNAL PERMIT 1

6 - EXTERNAL PERMIT 2

7 - X-PED OMIT

8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report

for 3771: Malaga Av&Ponce De Leon Blvd

Print Date:

9/24/2019

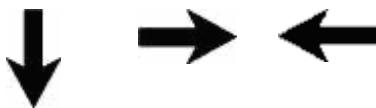
Print Time:

7:19 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>
3771	Malaga Av&Ponce De Leon Blvd	DOW-3		[07] NOON/LUNCH	95	47	N/A	1	Max 2

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	EBT	WBT	-	NBT	-	-
0	38	29	8	0	38	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>							
	Phase Bank			1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3					
1 -	0	-	0	0	0	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0					
2 SBT	0	-	0	0	0	0	16	-	16	-	16	1	-	1	-	1	28	-	28	-	28	0	-	28	-	28			
3 EBT	7	-	7	7	16	-	16	-	16	7	-	7	-	7	4	-	2.5	-	2.5	25	-	25	-	25	44	-	25	-	25
4 WBT	0	-	0	0	0	0	0	-	0	7	-	7	-	7	4	-	2.5	-	2.5	10	-	10	-	10	29	-	10	-	10
5 -	0	-	0	0	0	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0		
6 NBT	0	-	0	0	0	0	16	-	16	-	16	1	-	1	-	1	28	-	28	-	28	0	-	28	-	28			
7 -	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		

Last In Service Date: unknown

Permitted Phases

12345678

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

TOD Schedule Report

for 3771: Malaga Av&Ponce De Leon Blvd

Print Date:

9/24/2019

Print Time:

7:19 PM

<u>Current</u> TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1	2	3	4	5	6	7	8		
-	-	SBT	EBT	WBT	-	NBT	-	-	-	-	-	-
1		90	0	38	27	5	0	38	0	0	0	10
2		170	0	91	38	22	0	91	0	0	0	26
3		100	0	51	22	7	0	51	0	0	0	14
5		95	0	38	30	7	0	38	0	0	0	3
6		170	0	94	40	17	0	94	0	0	0	74
7		95	0	38	29	8	0	38	0	0	0	47
8		80	0	33	22	5	0	33	0	0	0	53
9		75	0	26	23	6	0	26	0	0	0	58
10		100	0	51	22	7	0	51	0	0	0	91
11		120	0	49	42	10	0	49	0	0	0	17
20		75	0	26	23	6	0	26	0	0	0	56

Local TOD Schedule

Time	Plan	DOW
0000	Flash	M T W Th F
0000	20	Su S
0100	Flash	Su S
0500	20	Su S
0500	20	M T W Th F
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	20	Su S
2330	Flash	Su M T W Th

Current Time of Day Function

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

Local Time of Day Function

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

* Settings

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

No Calendar Defined/Enabled

TOD Schedule Report

for 4749: Salzedo St&University Dr

Print Date:

9/24/2019

Print Time:

9:24 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>
4749	Salzedo St&University Dr	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>
-	SWT	-	NBT	-	NET	-	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>			
	Phase Bank			1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	
1 -	0	-	0	0	0	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0
2 SWT	0	-	0	0	0	0	12	-	12	12	1	-	1	-	1	30	-	30	30	0	-	0	0	4	2.4
3 -	0	-	0	0	0	0	0	-	0	0	0	-	0	0	-	0	0	-	0	0	-	0	0	0	0
4 NBT	0	-	0	0	0	0	7	-	7	7	4	-	2.5	-	2.5	20	-	20	20	81	-	0	0	4	2.2
5 -	0	-	0	0	0	0	0	-	0	0	0	-	0	0	-	0	0	-	0	0	-	0	0	0	0
6 NET	0	-	0	0	0	0	12	-	12	12	1	-	1	-	1	30	-	30	30	0	-	0	0	4	2.4
7 -	0	-	0	0	0	0	0	-	0	0	0	-	0	0	-	0	0	-	0	0	-	0	0	0	0
8 SBT	0	-	0	0	0	0	7	-	7	7	4	-	2.5	-	2.5	20	-	20	20	81	-	0	0	4	2.2

Last In Service Date: unknown

Permitted Phases

12345678

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

<u>Current</u>	<u>TOD Schedule</u>	<u>Plan</u>	<u>Cycle</u>	<u>Green Time</u>								<u>Ring Offset</u>	<u>Offset</u>	
				1	2	3	4	5	6	7	8			
		5		95	0	50	0	33	0	50	0	33	0	73
		6		85	0	39	0	34	0	39	0	34	0	44
		7		190	0	99	0	79	0	99	0	79	0	99
		14		75	0	44	0	19	0	44	0	19	0	67

Local TOD Schedule

<u>Time</u>	<u>Plan</u>	<u>DOW</u>
0000	Free	Su M T W Th F S
0600	14	Su
0600	5	M T W Th F
1000	6	Su
1030	6	M T W Th F
1530	7	M T W Th F
2000	Free	M T W Th F
2200	Free	Su

TOD Schedule Report

for 4749: Salzedo St&University Dr

Print Date:

9/24/2019

Print Time:

9:24 PM

Current Time of Day Function

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

Local Time of Day Function

<u>Time</u>	<u>Function</u>	<u>Settings</u> *	<u>Day of Week</u>
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

Miami-Dade, FL



TOD Schedule Report

2627 - LeJeune Rd & University Dr

2070-1C-Econolite Type-Cobalt

3/30/2020, 2:03 PM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
2	S - T	108	1	7	23	7	34	1	0	0	4.4	2.2
			2	7	23	7	40	1	40	0	4.4	2.2
			3	7	23	7	40	1	40	0	4.4	2.2
			4	0	0	0	0	0	0	0	0	0
3	E - L	18	1	0	0	5	5	2	17	0	3.7	2
			2	0	0	5	7	2	10	0	3.7	2
			3	0	0	5	7	2	10	0	3.7	2
			4	0	0	0	0	0	0	0	0	0
4	W - T	44	1	7	18	7	18	3.5	59	0	4	3
			2	7	18	7	17	2.5	21	0	4	3
			3	7	18	7	17	2.5	21	0	4	3
			4	0	0	0	0	0	0	0	0	0
6	N - T	108	1	7	23	7	34	1	0	0	4.4	2.2
			2	7	23	7	40	1	40	0	4.4	2.2
			3	7	23	7	40	1	40	0	4.4	2.2
			4	0	0	0	0	0	0	0	0	0
7	W - L	18	1	0	0	5	5	2	17	0	3.7	2
			2	0	0	5	7	2	10	0	3.7	2
			3	0	0	5	7	2	10	0	3.7	2
			4	0	0	0	0	0	0	0	0	0
8	E - T	44	1	7	18	7	18	3.5	59	0	4	3
			2	7	18	7	17	2.5	21	0	4	3
			3	7	18	7	17	2.5	21	0	4	3
			4	0	0	0	0	0	0	0	0	0

Schedule - 1

Day of Week									
SUN	MON	TUE	WED	THU	FRI	SAT			
-	X	X	X	X	X	-			
Day Plan - 1 -									
Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	14	75	68	41	12	22	41	12	22
00:30:00	62	-	-	-	-	-	-	-	-
05:00:00	14	75	68	41	12	22	41	12	22
06:00:00	5	190	57	106	20	64	106	20	64
10:30:00	6	170	39	108	18	44	108	18	44
15:30:00	7	190	24	110	25	55	110	25	55
16:00:00	37	190	24	110	25	55	110	25	55
18:30:00	7	190	24	110	25	55	110	25	55
20:00:00	12	80	84	46	12	22	46	12	22
21:00:00	14	75	68	41	12	22	41	12	22

Schedule - 2

Day of Week									
SUN	MON	TUE	WED	THU	FRI	SAT			
X	-	-	-	-	-	X			
Day Plan - 2 -									
Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	14	75	68	41	12	22	41	12	22
01:00:00	62	-	-	-	-	-	-	-	-
05:00:00	14	75	68	41	12	22	41	12	22
10:00:00	6	170	39	108	18	44	108	18	44
22:00:00	14	75	68	41	12	22	41	12	22

Action Plan

Name	Pattern	Enabled Logic Processor Statements
14	14	N/A
62	Free	N/A
14	14	N/A
5	5	N/A
6	6	N/A
7	7	N/A
37	7	N/A
7	7	N/A
12	12	N/A
14	14	N/A



Miami-Dade, FL



2627 - LeJeune Rd & University Dr - 2070-1C - Econolite Type - Cobalt

Configuration Controller Sequence**Phase Ring Sequence and Assignment (MM) 1-1-1**

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
B	B															

Sequence 1

Ring 1	|	2	|	3	4	.	.	.	.	.	.	.	.	.	.	.
Ring 2	|	6	|	7	8	.	.	.	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use		X	X	X		X	X									
Exclusive Ped																

Phase Compatibility (MM)

1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Approach	N	S	E	W	N	N	W	E	N	N	N	N	N	N	N	N
Movement		T	L	T		T	L	T								
Associated PED		X		X		X		X								
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM) 1-7-1

Enable Controller/Cabinet No

Interlock CRC

CRC (16 bit) 1B18

Enable Automatic Backup Yes
to Datakey

Backup Prevent (MM) 1-1-3

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phases	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	X	.	.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Simultaneous Gap (MM) 1-1-4

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	1	.	.	.	X	X	.	.	.	.	.	.	.	.	.	.
Must	2	.	.	.	X	X	.	.	.	.	.	.	.	.	.	.
Gap	3	.	.	.	.	.	X	X	.	.	.	.	.	.	.	.
With	4	.	.	.	.	.	X	X	.	.	.	.	.	.	.	.
Phase	5	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.
6	X	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
7	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.	.
8	.	.	X	X	.	.	.	.	.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
		Red	Yellow	Green	Dark		Red	Yellow	
1	0	.	.	.	.	+	.	.	.
2	V	.	.	.	.	+	Yel	.	X X
3	V	.	.	.	.	+	Red	X	.
4	V	.	.	.	.	+	Red	X	.
5	0	.	.	.	.	+	.	.	.
6	V	.	.	.	.	+	Yel	.	X X
7	V	.	.	.	.	+	Red	X	.
8	V	.	.	.	.	+	Red	X	.
9	0	.	.	.	.	+	.	.	.
10	0	.	.	.	.	+	.	.	.
11	0	.	.	.	.	+	.	.	.
12	0	.	.	.	.	+	.	.	.
13	P	.	.	.	.	+	.	.	.
14	P	.	.	.	.	+	.	.	.
15	P	.	.	.	.	+	.	.	.
16	P	.	.	.	.	+	.	.	.



Miami-Dade, FL



2627 - LeJeune Rd & University Dr - 2070-1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1
Plan 1 - "Phase Bank 1"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	0	7	5	7	0	7	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	23	0	18	0	23	0	18	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	2.0	3.5	0.0	1.0	2.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	34	5	18	0	34	5	18	0	0	0	0	0	0	0	0
Max2	0	0	17	59	0	0	17	59	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.4	3.7	4.0	0.0	4.4	3.7	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.2	2.0	3.0	0.0	2.2	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	2.0	3.5	0.0	1.0	2.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - "Phase Bank 2"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	0	7	5	7	0	7	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	23	0	18	0	23	0	18	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	2.0	2.5	0.0	1.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	40	7	17	0	40	7	17	0	0	0	0	0	0	0	0
Max2	0	40	10	21	0	40	10	21	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.4	3.7	4.0	0.0	4.4	3.7	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.2	2.0	3.0	0.0	2.2	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	2.0	2.5	0.0	1.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - "Phase Bank 3"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	0	7	5	7	0	7	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	23	0	18	0	23	0	18	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	2.0	2.5	0.0	1.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	40	7	17	0	40	7	17	0	0	0	0	0	0	0	0
Max2	0	40	10	21	0	40	10	21	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.4	3.7	4.0	0.0	4.4	3.7	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.2	2.0	3.0	0.0	2.2	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	2.0	2.5	0.0	1.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - "Phase Bank 4"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



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Controller Overlaps
Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green
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Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green
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PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable
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Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	4	7	3.0	2.0	5
B02	5	4	7	3.0	2.0	5
C03	5	4	7	3.0	2.0	5
D04	5	4	7	3.0	2.0	5
E05	5	4	7	3.0	2.0	5
F06	5	4	7	3.0	2.0	5
G07	5	4	7	3.0	2.0	5
H08	5	4	7	3.0	2.0	5
I09	5	4	7	3.0	2.0	5
J10	5	4	7	3.0	2.0	5
K11	5	4	7	3.0	2.0	5
L12	5	4	7	3.0	2.0	5
M13	5	4	7	3.0	2.0	5
N14	5	4	7	3.0	2.0	5
O15	5	4	7	3.0	2.0	5
P16	5	4	7	3.0	2.0	5



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Controller Pedestrian Overlaps**Vehicle / Pedestrian Overlaps (MM) 2-3**

Included	Pedestrian Overlaps
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Controller Options**Controller Options (MM) 2-6-1**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph
Guar Passage																
Non-Act I																
Non-Act II																
Dual Entry			X					X								
Cond Service																
Cond Reservce																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel			X					X								
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 5.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8**Plan # 1**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X				X										
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan # 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X				X										
Max Recall		X				X										
Soft Recall																
No Rest																
AI Calc																

Plan # 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X				X										
Max Recall		X				X										
Soft Recall																
No Rest																
AI Calc																

Plan # 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																

Max Recall											
Soft Recall											
No Rest											
AI Calc											



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Coordination Options**Options (MM) 3-1**

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	PTN
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Lag	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	Yes
Local Zero Override	Yes	FO Added Ini	No
Re-sync Count	0	Green Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0



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Coordination Pattern Data**Coordinator Pattern Data (MM) 3-2****Coordinator Pattern # 3**

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	90	Std (COS)	25	Offsets In	Seconds
Offset Value	54s	Dwell/Add Time	0		
Actuated Coord No		Timing Plan	0		
Actuated Walk	No	Sequence	0		
Rest					
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	0	51	15	24	0	51	15	24	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	90s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 4

Split Pattern 4 TS2 (Pat-Off) 1-1 Splits In Seconds
 Cycle 70 Std (COS) 33 Offsets In Seconds
 Offset Value 45s Dwell/Add Time 0
 Actuated Coord No Timing Plan 0
 Actuated Walk Rest Sequence 0
 Phase Reservice No Action Plan 0
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 4)	0	36	12	22	0	36	12	22	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	70s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase								X	X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 5

Split Pattern 5 TS2 (Pat-Off) 1-2 Splits In Seconds
 Cycle 190 Std (COS) 41 Offsets In Seconds
 Offset Value 57s Dwell/Add Time 0
 Actuated Coord No Timing Plan 1
 Actuated Walk Rest Sequence 1
 Phase Reservice No Action Plan 0
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 5)	0	106	20	64	0	106	20	64	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	190s	190s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase								X	X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern 6 TS2 (Pat-Off) 1-3 Splits In Seconds
 Cycle 170 Std (COS) 73 Offsets In Seconds
 Offset Value 39s Dwell/Add Time 0
 Actuated Coord No Timing Plan 1
 Actuated Walk Rest
 No Sequence 1
 Phase Reservice No Action Plan 0
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	0	108	18	44	0	108	18	44	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	170s	170s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase								X	X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 7

Split Pattern 7 TS2 (Pat-Off) 2-1 Splits In Seconds
 Cycle 190 Std (COS) 81 Offsets In Seconds
 Offset Value 24s Dwell/Add Time 0
 Actuated Coord No Timing Plan 1
 Actuated Walk Rest
 No Sequence 1
 Phase Reservice No Action Plan 0
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	0	110	25	55	0	110	25	55	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	190s	190s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase								X	X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 8

Split Pattern 8 TS2 (Pat-Off) 2-2 Splits In Seconds
 Cycle 100 Std (COS) 89 Offsets In Seconds
 Offset Value 42s Dwell/Add Time 0
 Actuated Coord No Timing Plan 0
 Actuated Walk Rest Sequence 0
 Phase Reservice No Action Plan 0
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 8)	0	63	15	22	0	63	15	22	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100s	100s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase								X	X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 12

Split Pattern 12 TS2 (Pat-Off) 3-3 Splits In Seconds
 Cycle 80 Std (COS) 145 Offsets In Seconds
 Offset Value 84s Dwell/Add Time 0
 Actuated Coord No Timing Plan 1
 Actuated Walk Rest Sequence 1
 Phase Reservice No Action Plan 0
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 12)	0	46	12	22	0	46	12	22	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	80s	0s	0s

Misc. Data
 Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase								X	X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 14

Split Pattern 14 TS2 (Pat-Off) 4-2 Splits In Seconds
 Cycle 75 Std (COS) 161 Offsets In Seconds
 Offset Value 68s Dwell/Add Time 0
 Actuated Coord No Timing Plan 1
 Actuated Walk Rest Sequence 1
 Phase No Action Plan 0
 Reservice None
 Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 14)	0	41	12	22	0	41	12	22	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	75s	75s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																



Miami-Dade, FL



2627 - LeJeune Rd & University Dr - 2070-1C - Econolite Type - Cobalt

**Time Base Action Plan
Action Plan (MM) 5-2**
Action Plan - 1 - "1"

Pattern	Auto	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag	2	Ped Det Diag	0
Plan		Plan	
Dimming Enable	No	Pmt Veh Priority	No
		Ret	
Pmt Ped Priority	No	Pmt Queue Delay	No
Ret			
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 3 - "3"

Pattern 3 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 4 - "4"

Pattern 4 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 5 - "5"

Pattern 5 Override Sys No
 Timing Plan 0 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 2 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 6 - "6"

Pattern 6 Override Sys No
 Timing Plan 0 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 2 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 7 - "7"

Pattern 7 Override Sys No
 Timing Plan 0 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 2 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 8 - "8"

Pattern 8 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 12 - "12"

Pattern 12 Override Sys No
 Timing Plan 0 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 2 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 14 - "14"

Pattern 14 Override Sys No
 Timing Plan 0 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 2 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 37 - "37"

Pattern 7 Override Sys No
 Timing Plan 0 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall			X													
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 62 - "62"

Pattern Free Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100

Action Plan - 63 - "63"

Pattern Flash Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan0 Det Log None
 Flash No Red Rest No
 Veh Det Diag 0 Ped Det Diag 0
 Plan Plan
 Dimming Enable No Pmt Veh Priority No
 Ret Ret
 Pmt Ped Priority No Pmt Queue Delay No
 Ret
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP 91-100



Miami-Dade, FL



2627 - LeJeune Rd & University Dr - 2070-1C - Econolite Type - Cobalt

**Time Base Day Plan/Schedule
Day Plan (MM) 5-3****Day Plan #1 - "1"**

Event	Action Plan	Start Time
1	14	00:00
2	62	00:30
3	14	05:00
4	5	06:00
5	6	10:30
6	7	15:30
7	37	16:00
8	7	18:30
9	12	20:00
10	14	21:00

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	14	00:00
2	62	01:00
3	14	05:00
4	6	10:00
5	14	22:00

Schedule (MM) 5-4**Schedule Number - 1**

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Appendix C

Growth Rate Calculations

FDOT Historic Growth Trends

FDOT Growth Rate Summary

Station Number	Location	Historic Growth- Linear				Historic Growth- Exponential				Historic Growth- Decaying Exponential			
		5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared
0024	SR 953/Le Jeune Road -- 200 feet south of Coral Way/SR 972	-2.95%	63.00%	-2.34%	37.57%	-3.09%	62.61%	-2.53%	40.08%	-3.05%	64.34%	-2.70%	39.43%
8410	Ponce De Leon -- 200 feet south of Miracle Mile	-4.85%	80.07%	-	-	-5.37%	79.99%	-	-	-4.78%	64.93%	-	-
	Total	-3.90%	71.54%	-2.34%	37.57%	-4.23%	71.30%	-2.53%	40.08%	-3.92%	64.64%	-2.70%	39.43%

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	32000 C	N 17000	S 15000	9.00	56.00	5.80
2018	32500 C	N 17500	S 15000	9.00	54.30	6.10
2017	31500 C	N 18500	S 13000	9.00	54.00	7.00
2016	36000 C	N 18000	S 18000	9.00	56.10	4.90
2015	35500 C	N 16500	S 19000	9.00	57.40	4.60
2014	44500 C	N 23500	S 21000	9.00	59.30	5.90
2013	34000 C	N 18000	S 16000	9.00	58.90	5.70
2012	35500 C	N 18000	S 17500	9.00	59.70	4.00
2011	35500 C	N 18000	S 17500	9.00	58.20	5.70
2010	44500 C	N 22000	S 22500	7.87	58.27	3.80
2009	43000 C	N 22500	S 20500	7.98	59.96	3.20
2008	45000 C	N 23500	S 21500	8.07	66.31	3.50
2007	42000 C	N 22000	S 20000	7.90	63.12	4.70
2006	34000 C	N 15000	S 19000	7.39	58.66	7.20
2005	48000 F	N 21500	S 26500	7.70	65.70	5.50
2004	41000 C	N 18500	S 22500	8.20	67.10	9.00

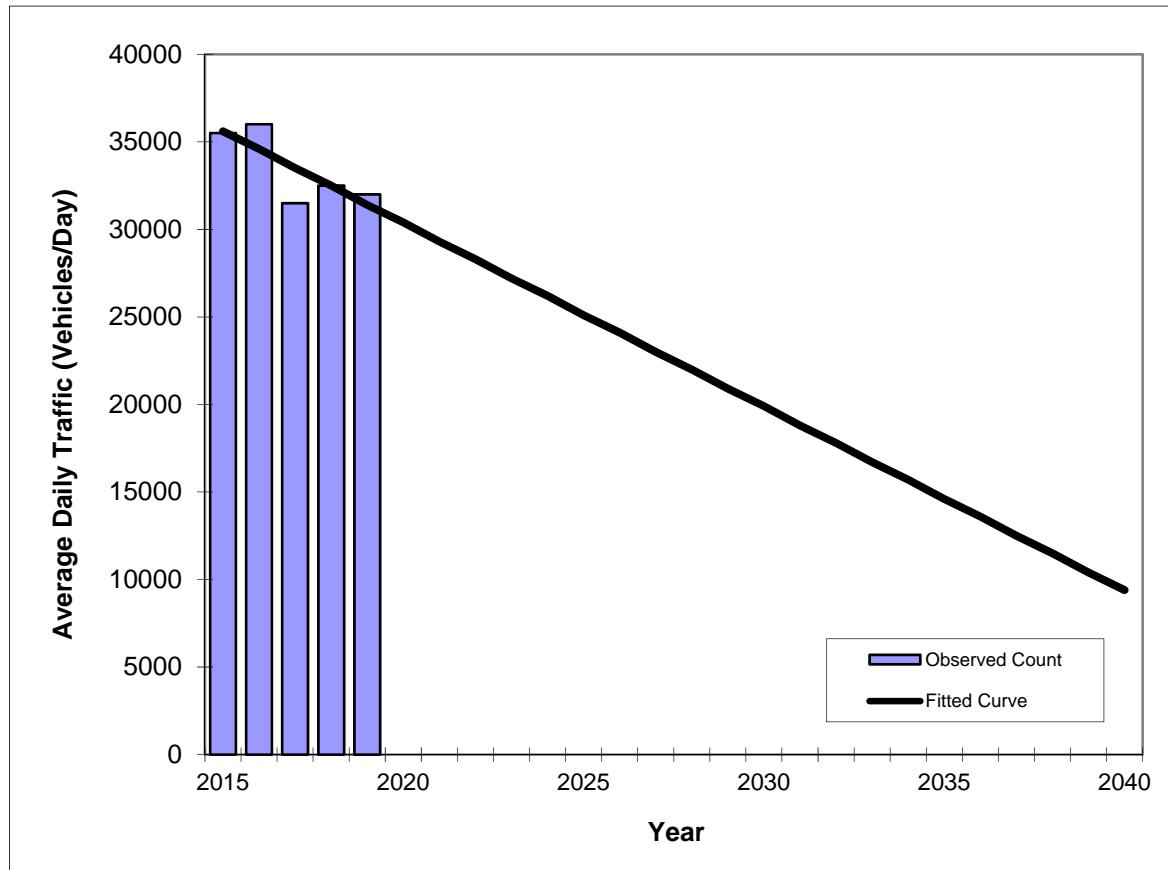
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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

Traffic Trends

SR 953/Le Jeune Road -- 200 feet south of Coral Way/SR 972

County:	Miami (87)
Station #:	0024
Highway:	SR 953/Le Jeune Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	35500	35600
2016	36000	34600
2017	31500	33500
2018	32500	32500
2019	32000	31400

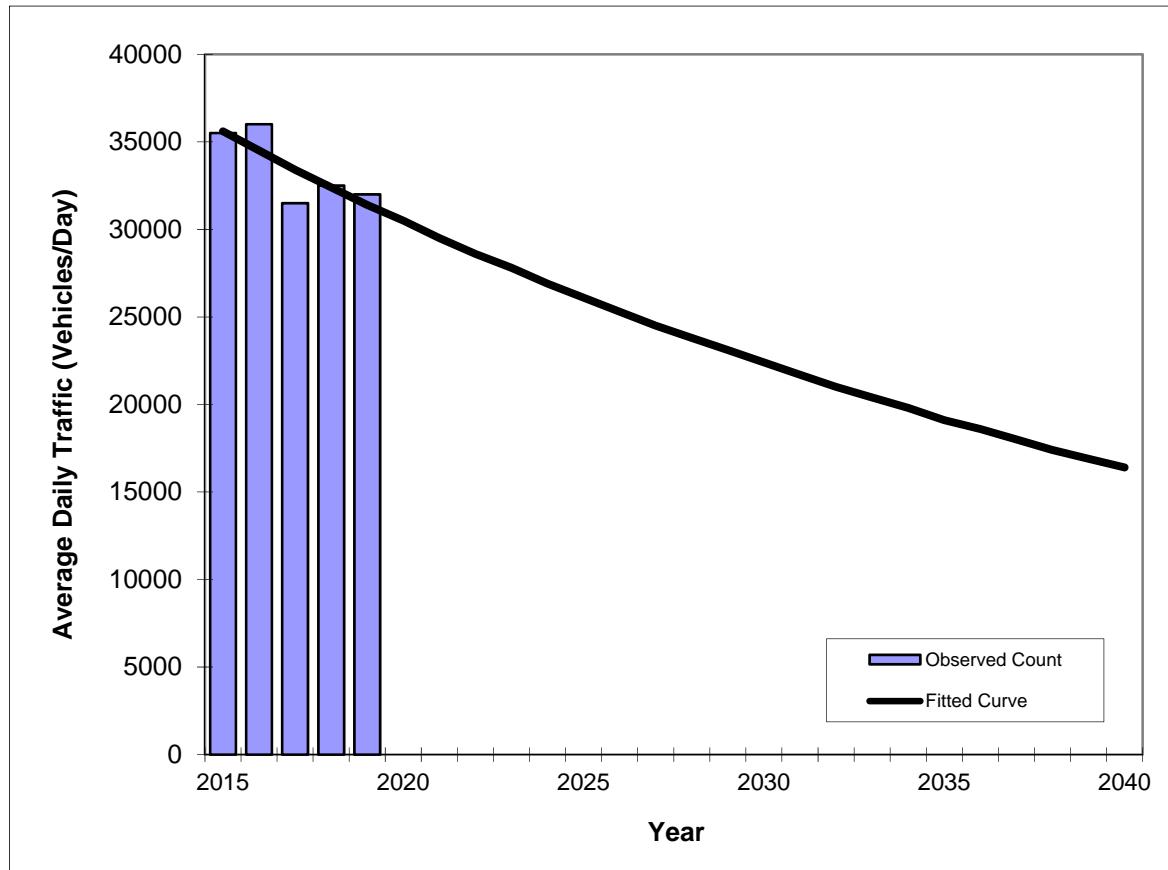
Trend R-squared: 63.00%
 Trend Annual Historic Growth Rate: -2.95%
 Printed: 21-Oct-20
Straight Line Growth Option

*Axe-Adjusted

Traffic Trends

SR 953/Le Jeune Road -- 200 feet south of Coral Way/SR 972

County:	Miami (87)
Station #:	0024
Highway:	SR 953/Le Jeune Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	35500	35600
2016	36000	34500
2017	31500	33400
2018	32500	32400
2019	32000	31400

Trend R-squared: 62.61%
 Compounded Annual Historic Growth Rate: -3.09%
 Printed: 21-Oct-20

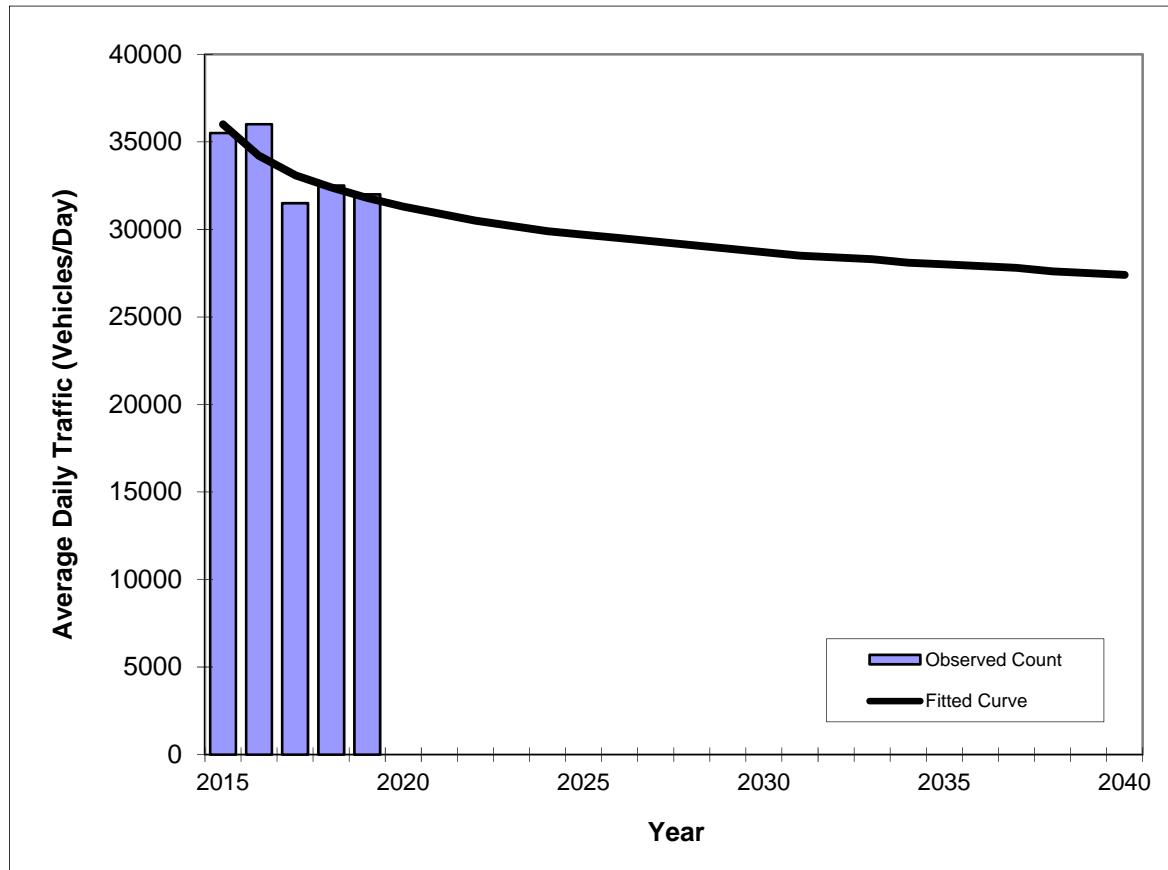
Exponential Growth Option

*Axe-Adjusted

Traffic Trends

SR 953/Le Jeune Road -- 200 feet south of Coral Way/SR 972

County:	Miami (87)
Station #:	0024
Highway:	SR 953/Le Jeune Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	35500	36000
2016	36000	34200
2017	31500	33100
2018	32500	32400
2019	32000	31800

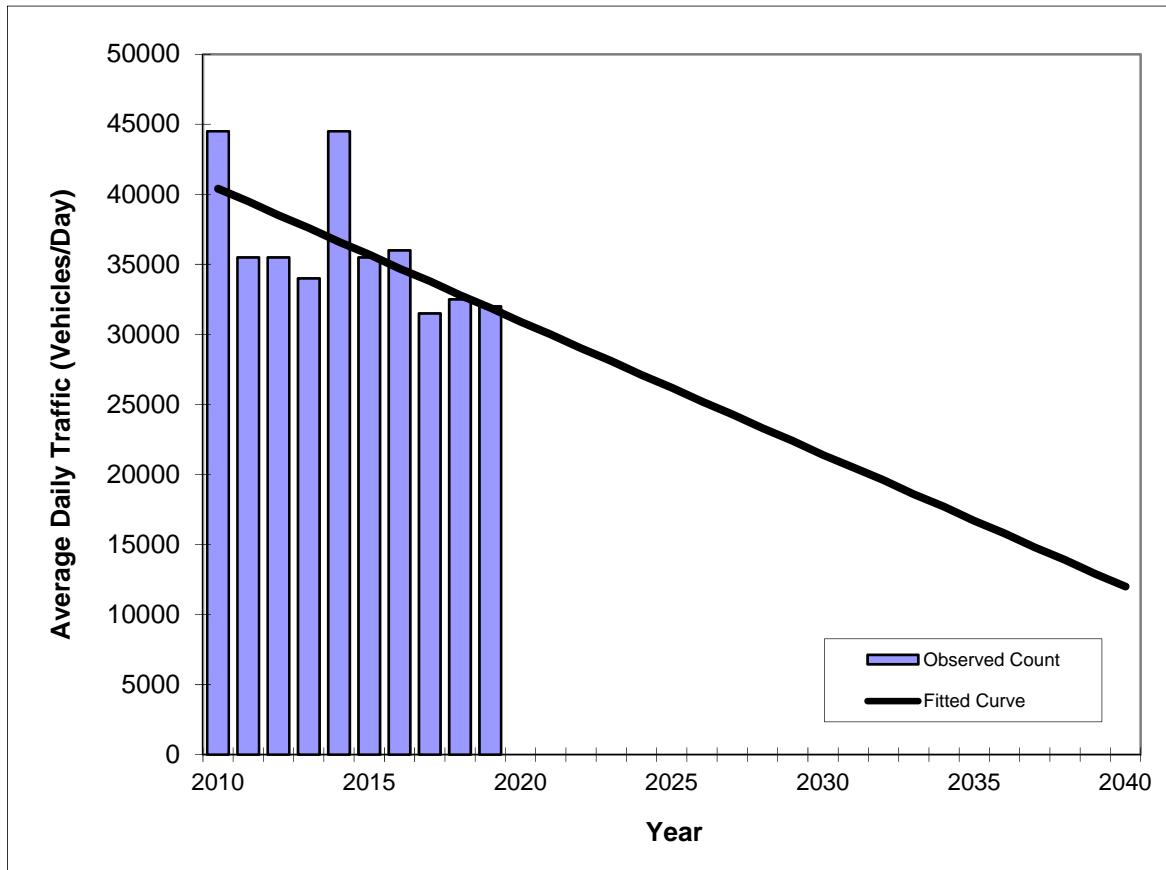
Trend R-squared: 64.34%
 Compounded Annual Historic Growth Rate: -3.05%
 Printed: 21-Oct-20
Decaying Exponential Growth Option

*Axe-Adjusted

Traffic Trends

SR 953/Le Jeune Road -- 200 feet south of Coral Way/SR 972

County:	Miami (87)
Station #:	0024
Highway:	SR 953/Le Jeune Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	44500	40400
2011	35500	39500
2012	35500	38500
2013	34000	37600
2014	44500	36600
2015	35500	35700
2016	36000	34700
2017	31500	33800
2018	32500	32800
2019	32000	31900

Trend R-squared: 37.57%
 Trend Annual Historic Growth Rate: -2.34%
 Printed: 21-Oct-20

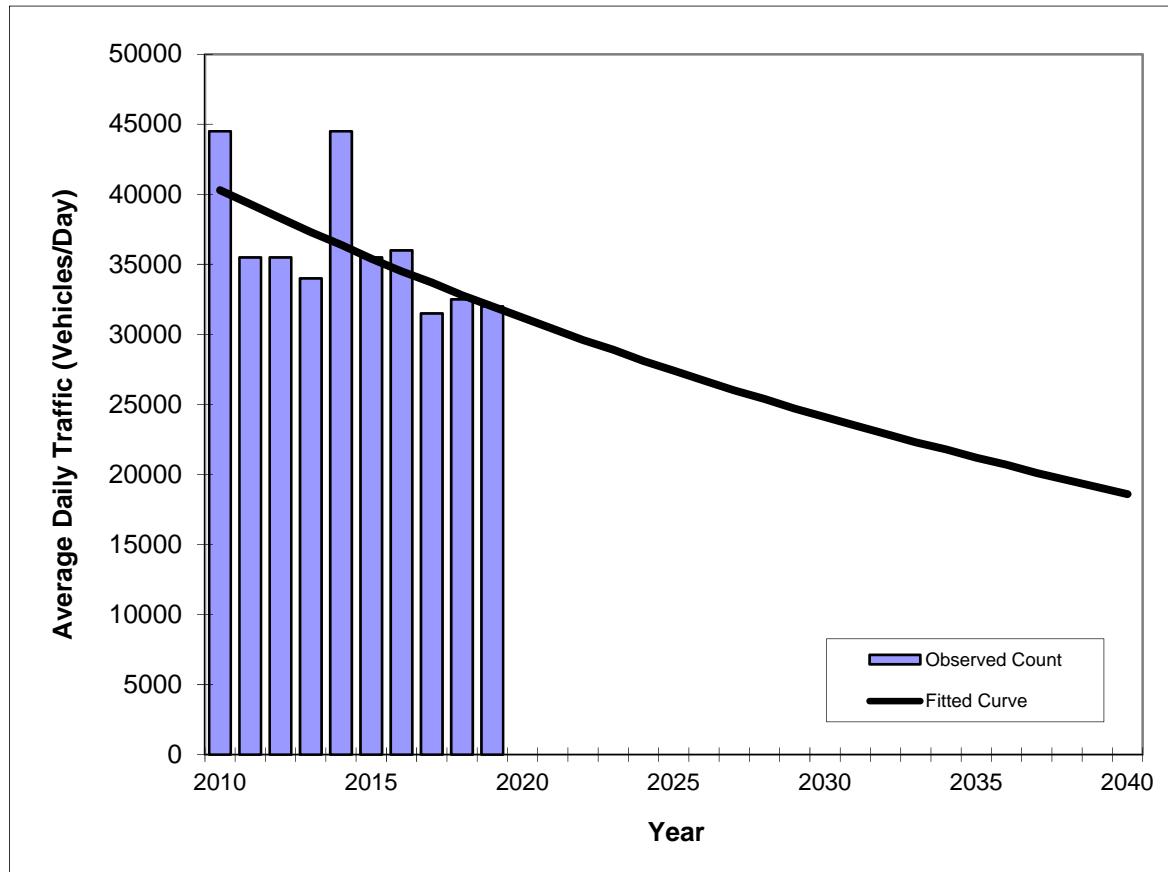
Straight Line Growth Option

*Axe-Adjusted

Traffic Trends

SR 953/Le Jeune Road -- 200 feet south of Coral Way/SR 972

County:	Miami (87)
Station #:	0024
Highway:	SR 953/Le Jeune Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	44500	40300
2011	35500	39300
2012	35500	38300
2013	34000	37300
2014	44500	36400
2015	35500	35400
2016	36000	34500
2017	31500	33700
2018	32500	32800
2019	32000	32000

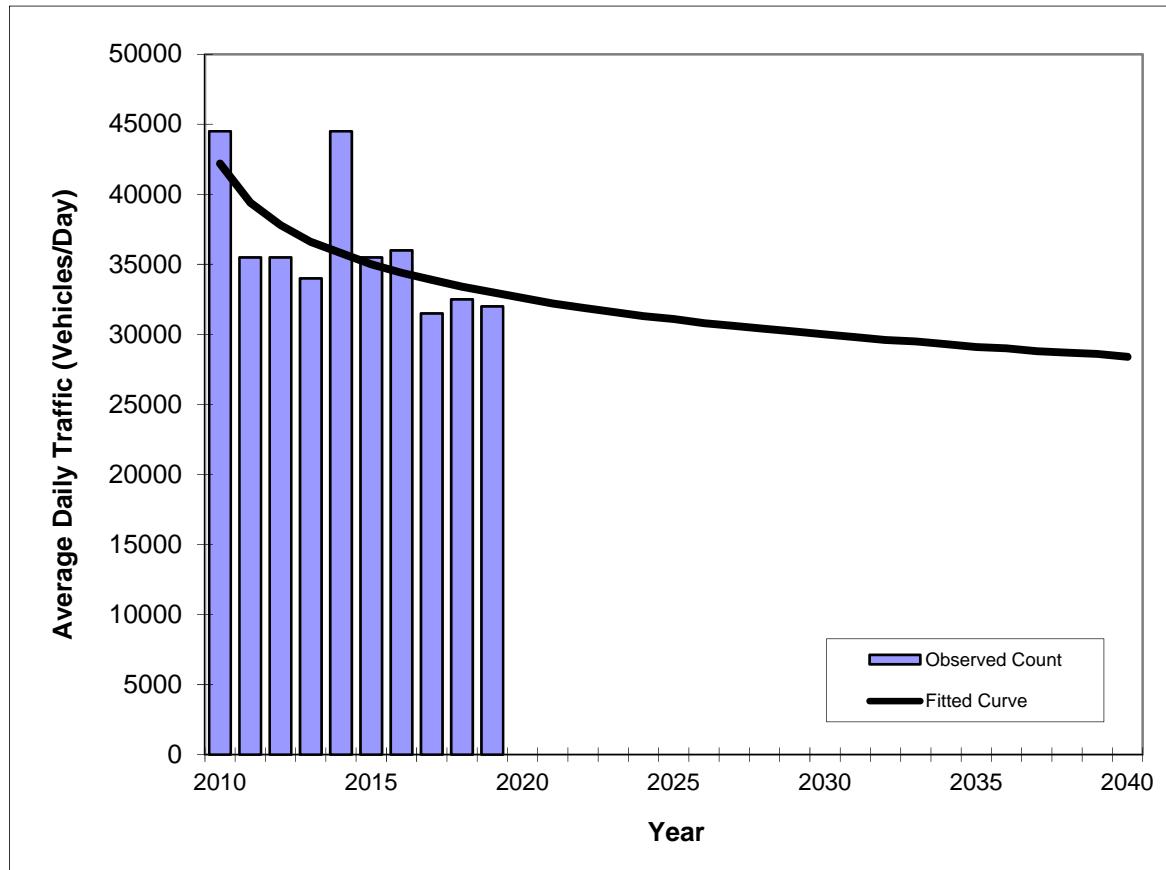
Trend R-squared: 40.08%
 Compounded Annual Historic Growth Rate: -2.53%
 Printed: 21-Oct-20
Exponential Growth Option

*Axe-Adjusted

Traffic Trends

SR 953/Le Jeune Road -- 200 feet south of Coral Way/SR 972

County:	Miami (87)
Station #:	0024
Highway:	SR 953/Le Jeune Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	44500	42200
2011	35500	39400
2012	35500	37800
2013	34000	36600
2014	44500	35800
2015	35500	35000
2016	36000	34400
2017	31500	33900
2018	32500	33400
2019	32000	33000

Trend R-squared: 39.43%
 Compounded Annual Historic Growth Rate: -2.70%
 Printed: 21-Oct-20
Decaying Exponential Growth Option

*Axe-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8410 - PONCE DE LEON, 200 FT S OF MIRACLE MILE (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	16500 F	N 9000	S 7500	9.00	56.00	2.90
2018	16800 C	N 9200	S 7600	9.00	54.30	2.90
2017	19800 T	N 11000	S 8800	9.00	59.30	2.70
2016	19900 S	N 11000	S 8900	9.00	56.10	3.30
2015	20000 F	N 11000	S 9000	9.00	57.40	5.30
2014	20100 C	N 11000	S 9100	9.00	59.30	7.50
2013	21000 F	N 10500	S 10500	9.00	58.90	16.20
2012	21000 C	N 10500	S 10500	9.00	59.70	16.00

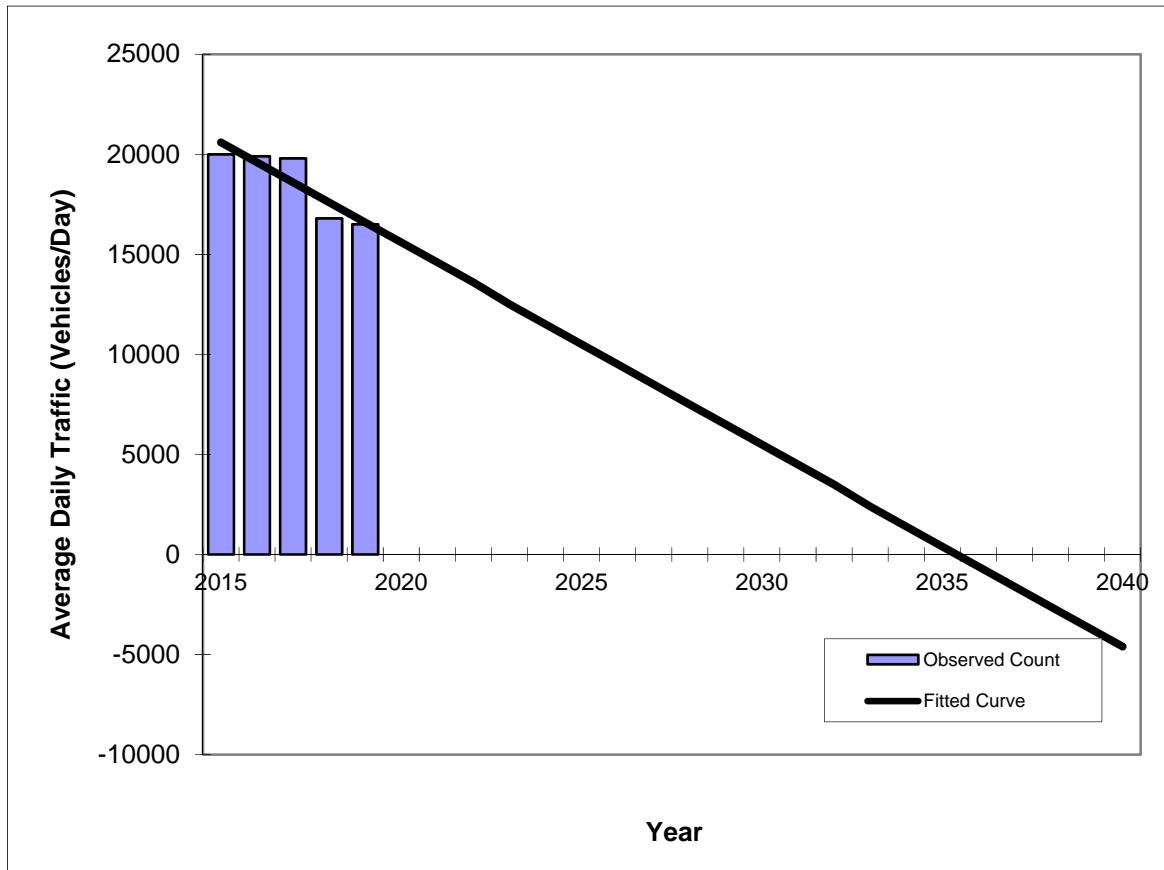
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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

Traffic Trends

Ponce De Leon -- 200 feet south of Miracle Mile

County:	Miami (87)
Station #:	8410
Highway:	Ponce De Leon



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	20000	20600
2016	19900	19600
2017	19800	18600
2018	16800	17600
2019	16500	16600

Trend R-squared: 80.07%
Trend Annual Historic Growth Rate: -4.85%
Printed: 21-Oct-20

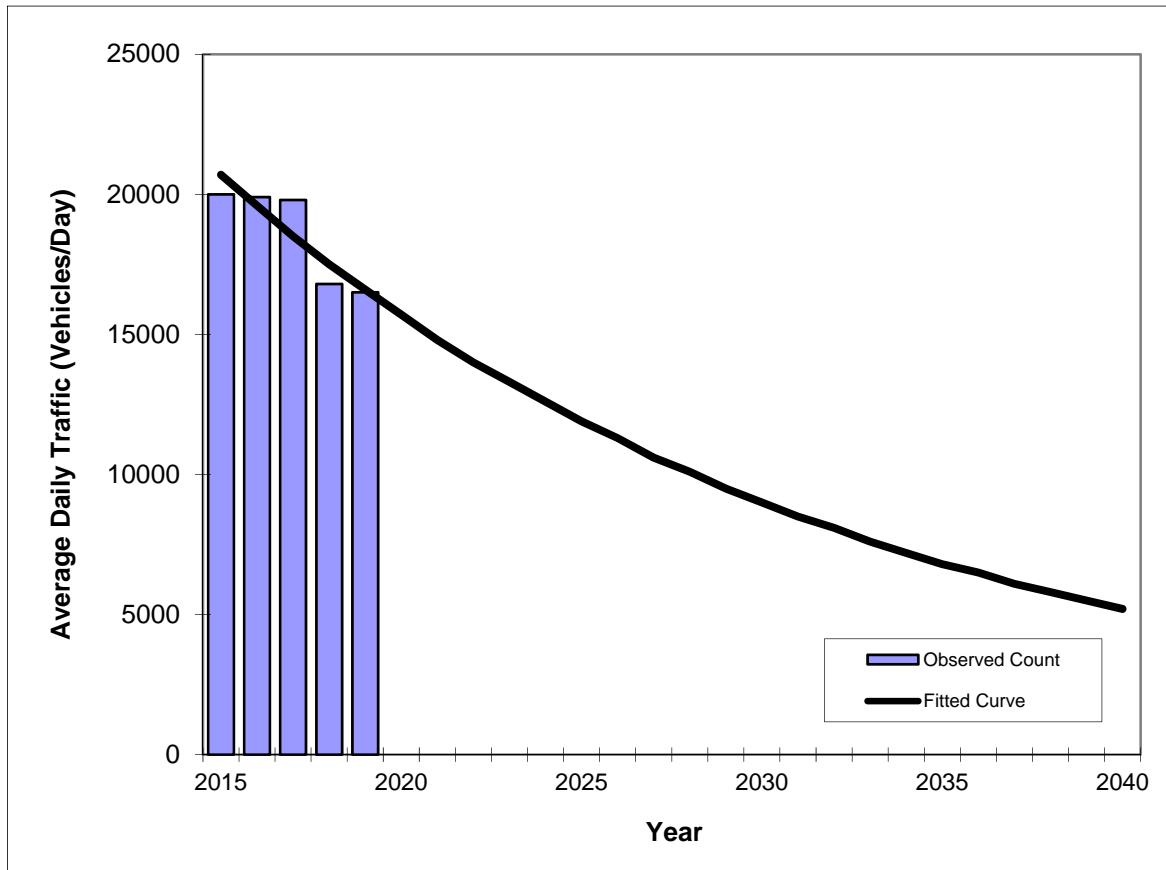
Straight Line Growth Option

*Axe-Adjusted

Traffic Trends

Ponce De Leon -- 200 feet south of Miracle Mile

County:	Miami (87)
Station #:	8410
Highway:	Ponce De Leon



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	20000	20700
2016	19900	19600
2017	19800	18500
2018	16800	17500
2019	16500	16600

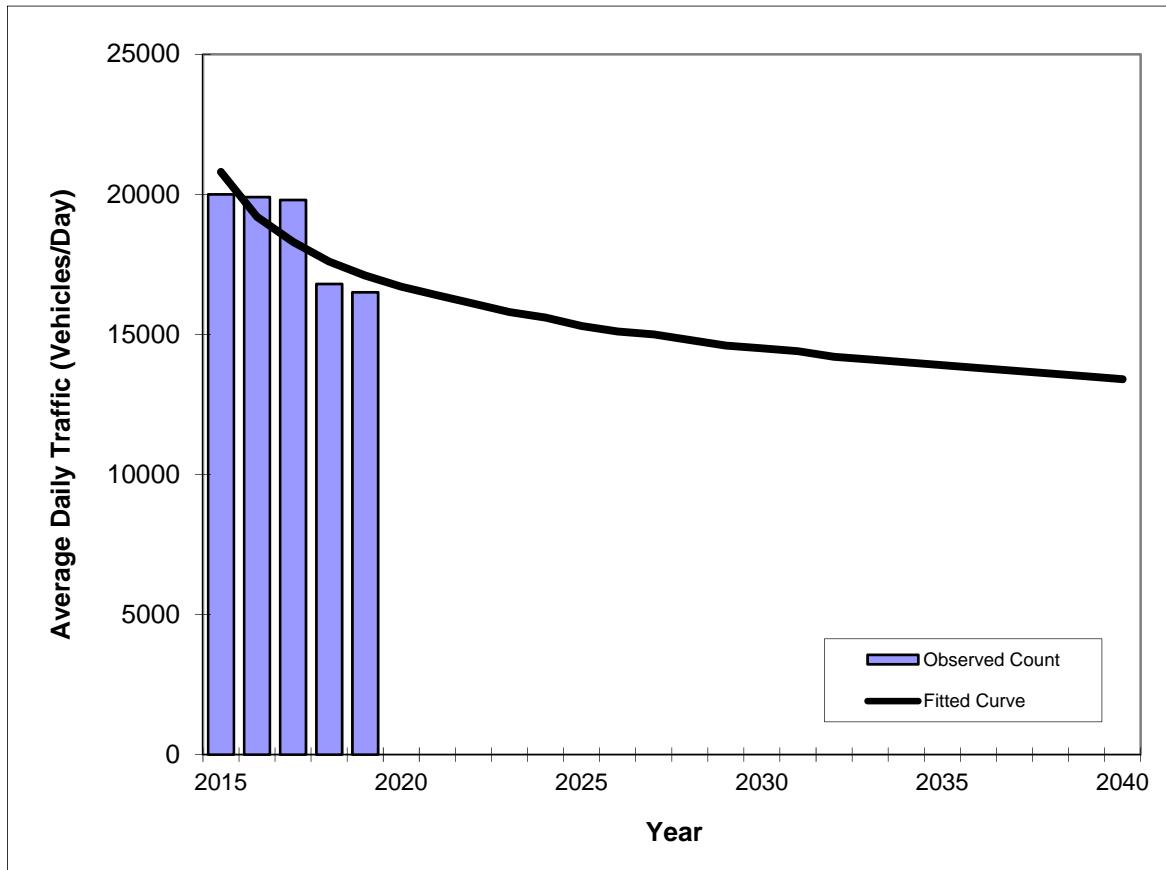
Trend R-squared: 79.99%
 Compounded Annual Historic Growth Rate: -5.37%
 Printed: 21-Oct-20
Exponential Growth Option

*Axe-Adjusted

Traffic Trends

Ponce De Leon -- 200 feet south of Miracle Mile

County:	Miami (87)
Station #:	8410
Highway:	Ponce De Leon



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	20000	20800
2016	19900	19200
2017	19800	18300
2018	16800	17600
2019	16500	17100

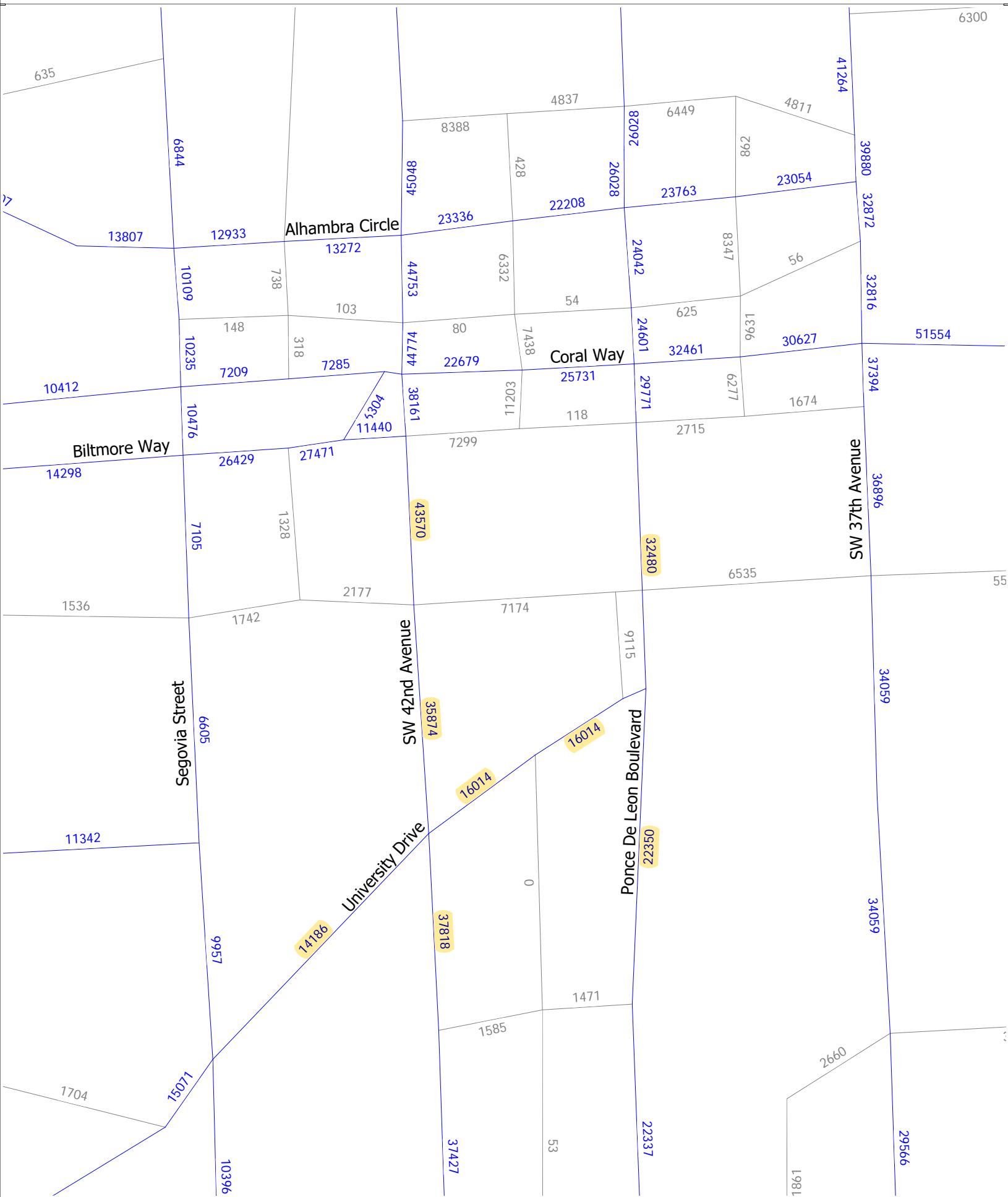
Trend R-squared: 64.93%
 Compounded Annual Historic Growth Rate: -4.78%
 Printed: 21-Oct-20
Decaying Exponential Growth Option

*Axe-Adjusted

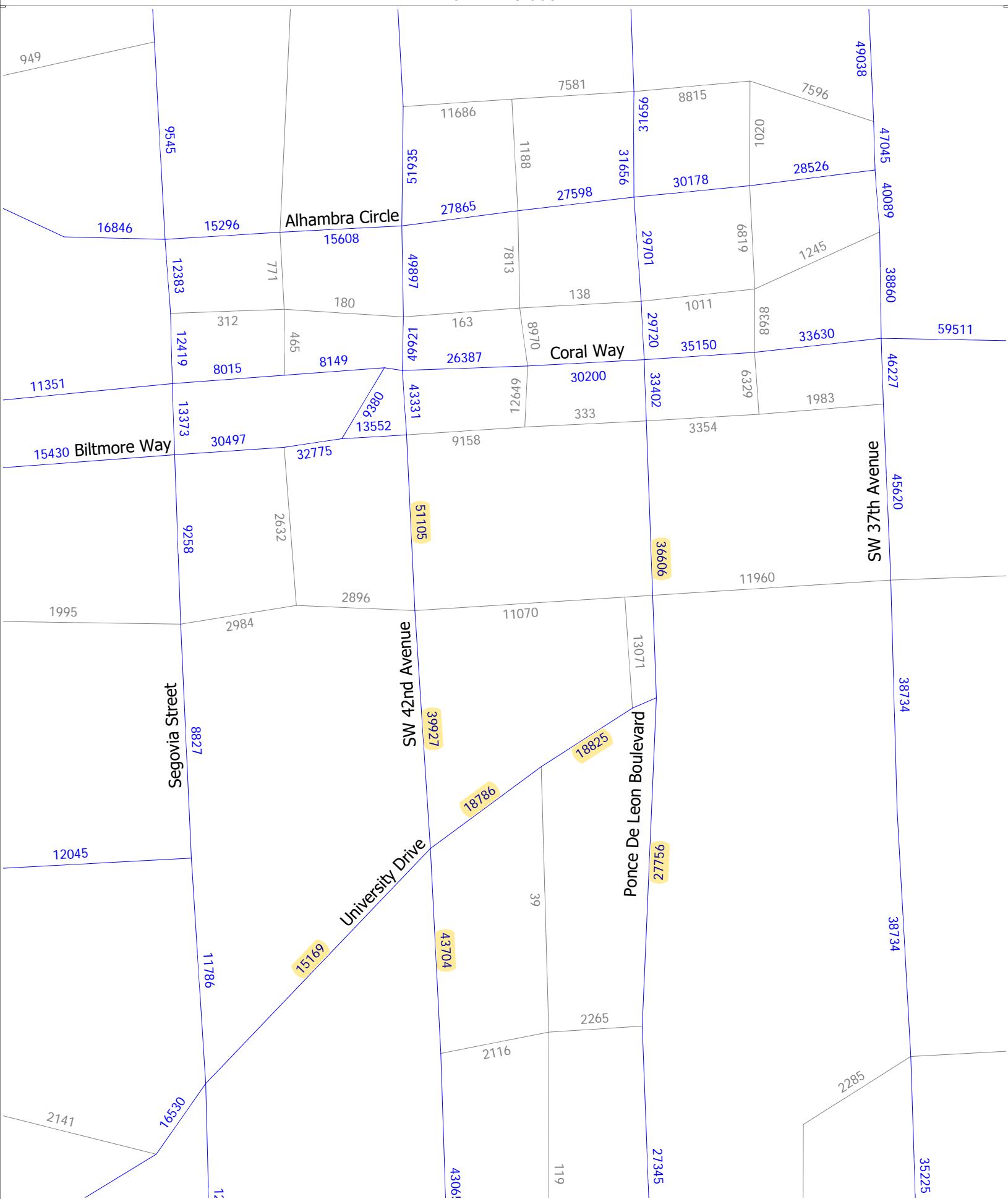
SERPM Analysis

SERPM Growth Rate Summary					
Street Name	2015	2045	Difference	Growth Rate	Annual Growth Rate
SW 42nd Avenue	43,570	51,105	7,535	17.29%	0.58%
	35,874	39,927	4,053	11.30%	0.38%
	37,818	43,704	5,886	15.56%	0.52%
Ponce De Leon Boulevard	32,480	36,606	4,126	12.70%	0.42%
	22,350	27,756	5,406	24.19%	0.81%
University Drive	14,186	15,169	983	6.93%	0.23%
	16,014	18,786	2,772	17.31%	0.58%
	16,014	18,825	2,811	17.55%	0.59%
Total	218,306	251,878	33,572	15.38%	0.51%

Ponce Park Tower
2015 Volumes
SERPM 8.503



Ponce Park Tower
2045 Volumes
SERPM 8.503



Appendix D

Committed Development Data

Traffic Impact Analysis

The Plaza Coral Gables Coral Gables, Florida



Kimley»Horn

© 2018 Kimley-Horn and Associates, Inc.
Revised May 2018

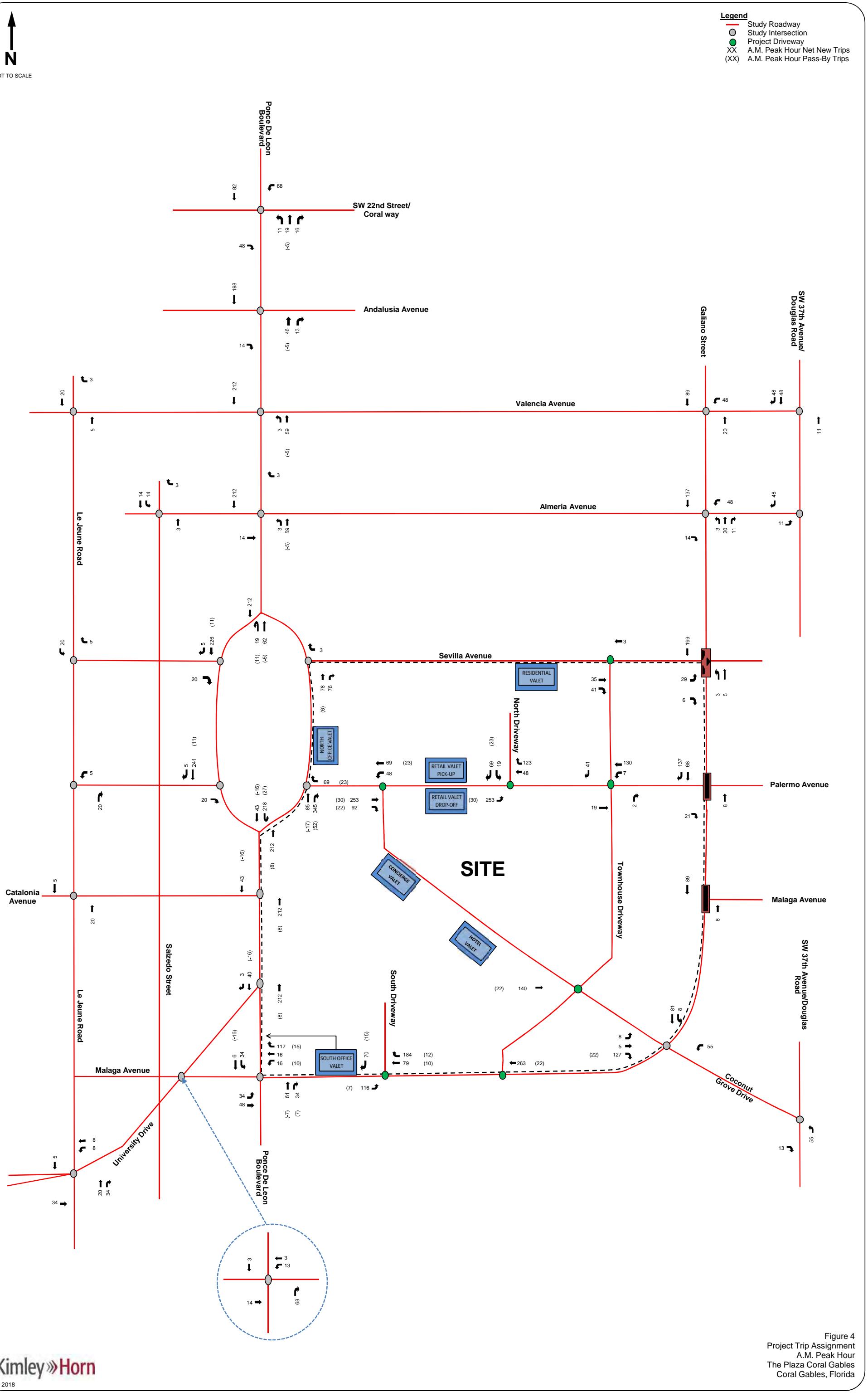


Figure 4
Project Trip Assignment
A.M. Peak Hour
The Plaza Coral Gables
Coral Gables, Florida



NOT TO SCALE

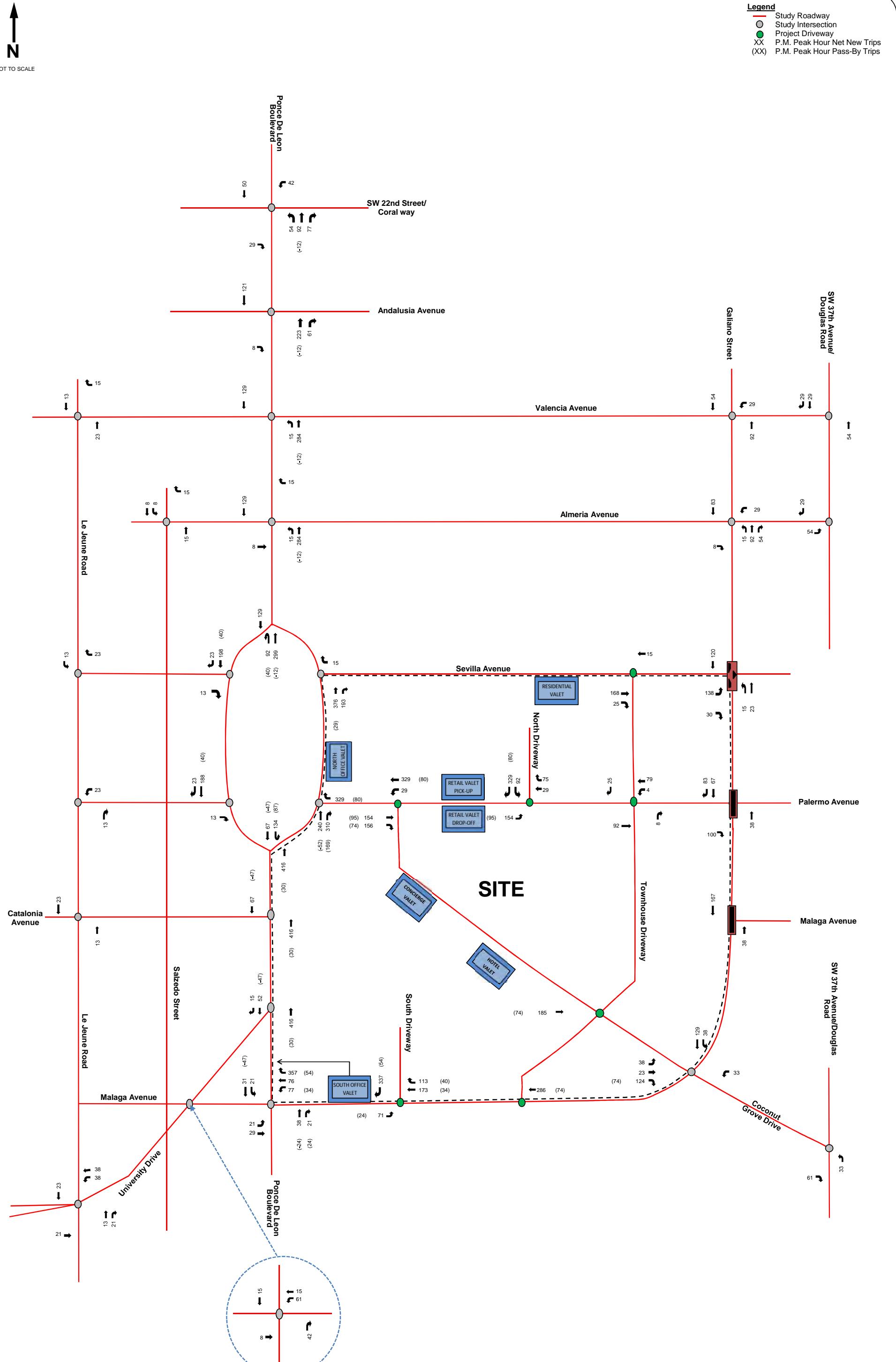
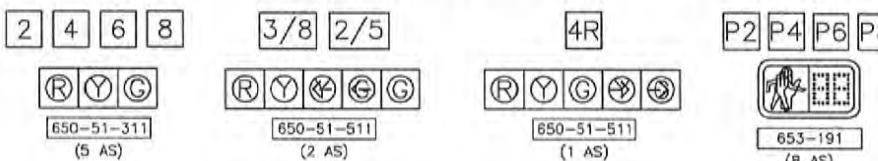
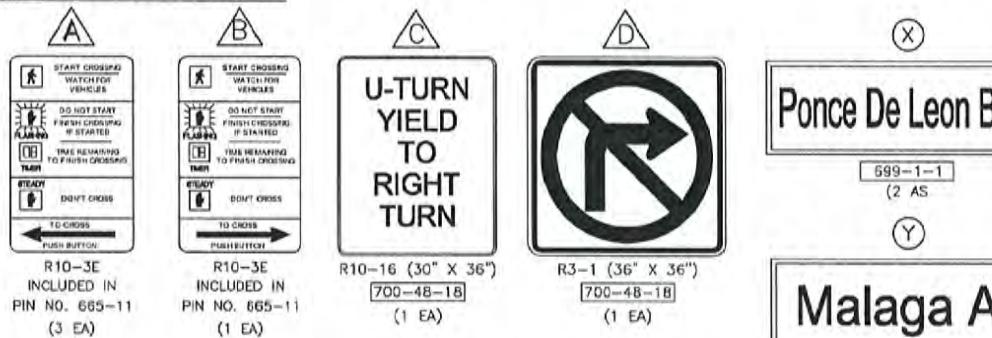


Figure 5
Project Trip Assignment
P.M. Peak Hour
The Plaza Coral Gables
Coral Gables, Florida

SIGNAL DISPLAY DETAILS

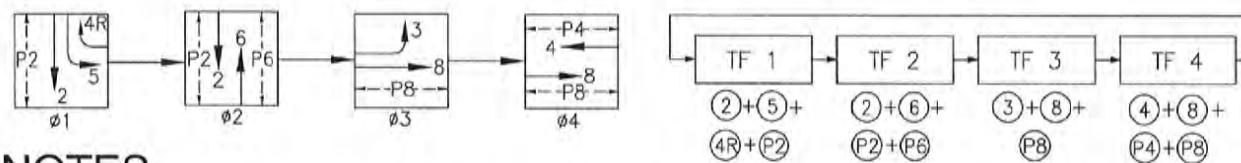


SIGN DETAILS



VIDEO DETECTOR CHART		
DETECTOR	MOVEMENTS	ZONE
V1	4	00-4.1, 4.2
V2	3, 8	00-3.1, 8.1
V3	5	00-5.1

SOP



NOTES

1. SIGNAL HEAD MOUNTING HEIGHTS SHALL MEET MUTCD REQUIREMENTS.
2. CONTRACTOR TO PROVIDE WIRELESS COMMUNICATIONS PER MIAMI-DADE COUNTY STANDARDS.

CONTROLLER OPERATIONS

1. MAJOR STREET IS PONCE DE LEON BOULEVARD. MINOR STREET IS MALAGA AVENUE.
2. SIGNAL OPERATING PLAN AS SHOWN.
3. MOVEMENTS 3, 4, 5, AND 8 ACTUATED MOVEMENTS 2 AND 6 RECALL.
4. FLASHING OPERATION SHALL BE RED FOR MOVEMENTS 3, 4, AND 8, AND YELLOW FOR MOVEMENTS 2, 5, AND 6.
5. TRAFFIC SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION PUBLIC WORKS, TRAFFIC SIGNALS AND SIGNS DIVISION.
6. THIS SIGNAL IS OWNED AND OPERATED BY MDC. ALL MATERIALS USED ARE TO BE ON THE COUNTY'S QPL.



DESIGN ENGINEER:
JOHN J. MCWILLIAMS
FLORIDA REGISTRATION NUMBER:
62541

Kimley»Horn
© 2020 KIMLEY-HORN AND ASSOCIATES, INC.
600 N PINE ISLAND ROAD, SUITE 450, PLANTATION, FL 33324
PHONE (954) 535-5100
WWW.KIMLEY-HORN.COM CA 0000696

SCALE AS SHOWN
DESIGNED BY JJM
DRAWN BY CHS
CHECKED BY AHB

MIAMI-DADE COUNTY

DATE 02/2020
PROJECT NO. 043567006

FLORIDA

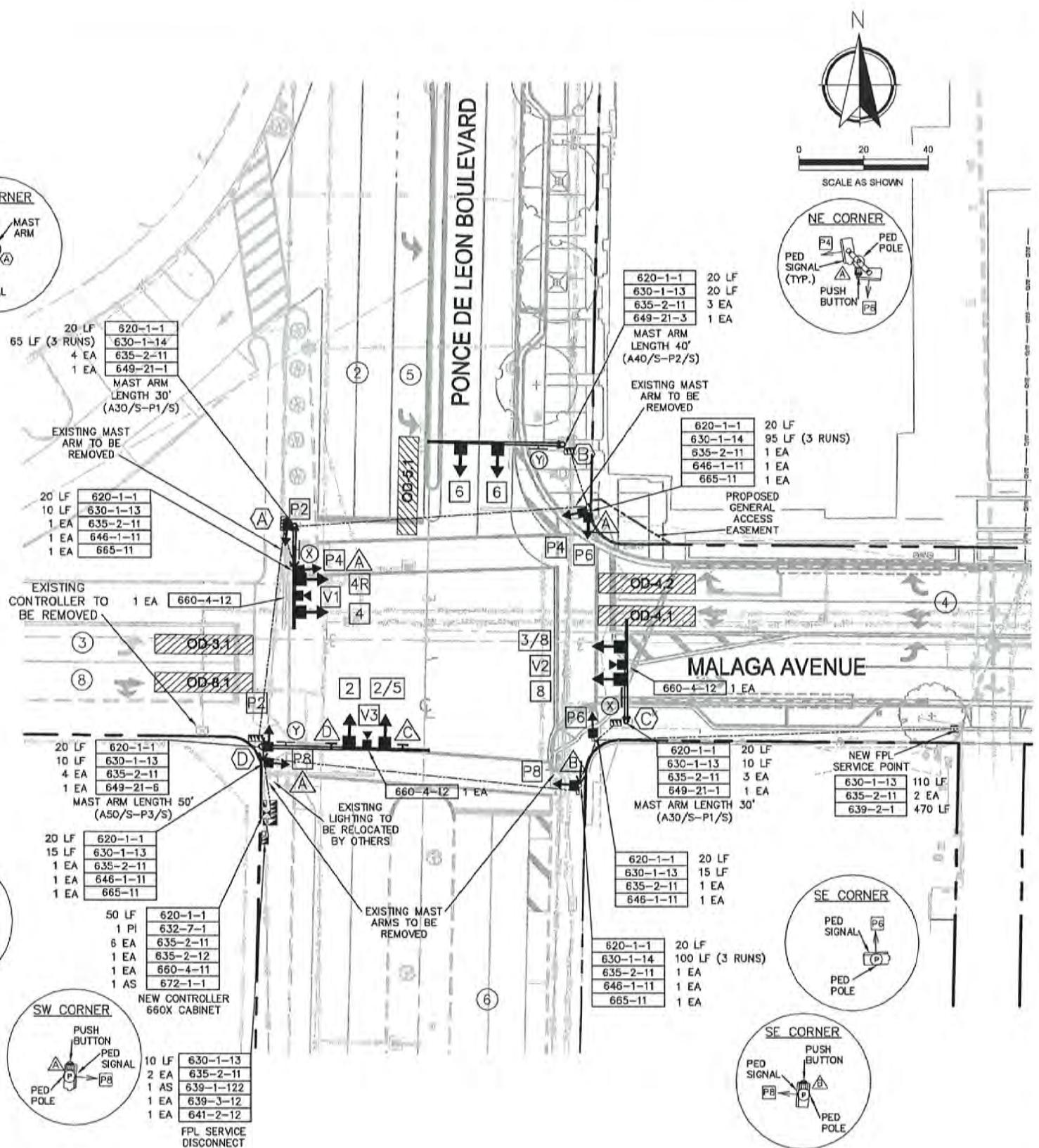
AGAVE PONCE, LLC

MIAMI-DADE COUNTY

MALAGA AV & PONCE DE LEON BLVD
ASSET ID 3771

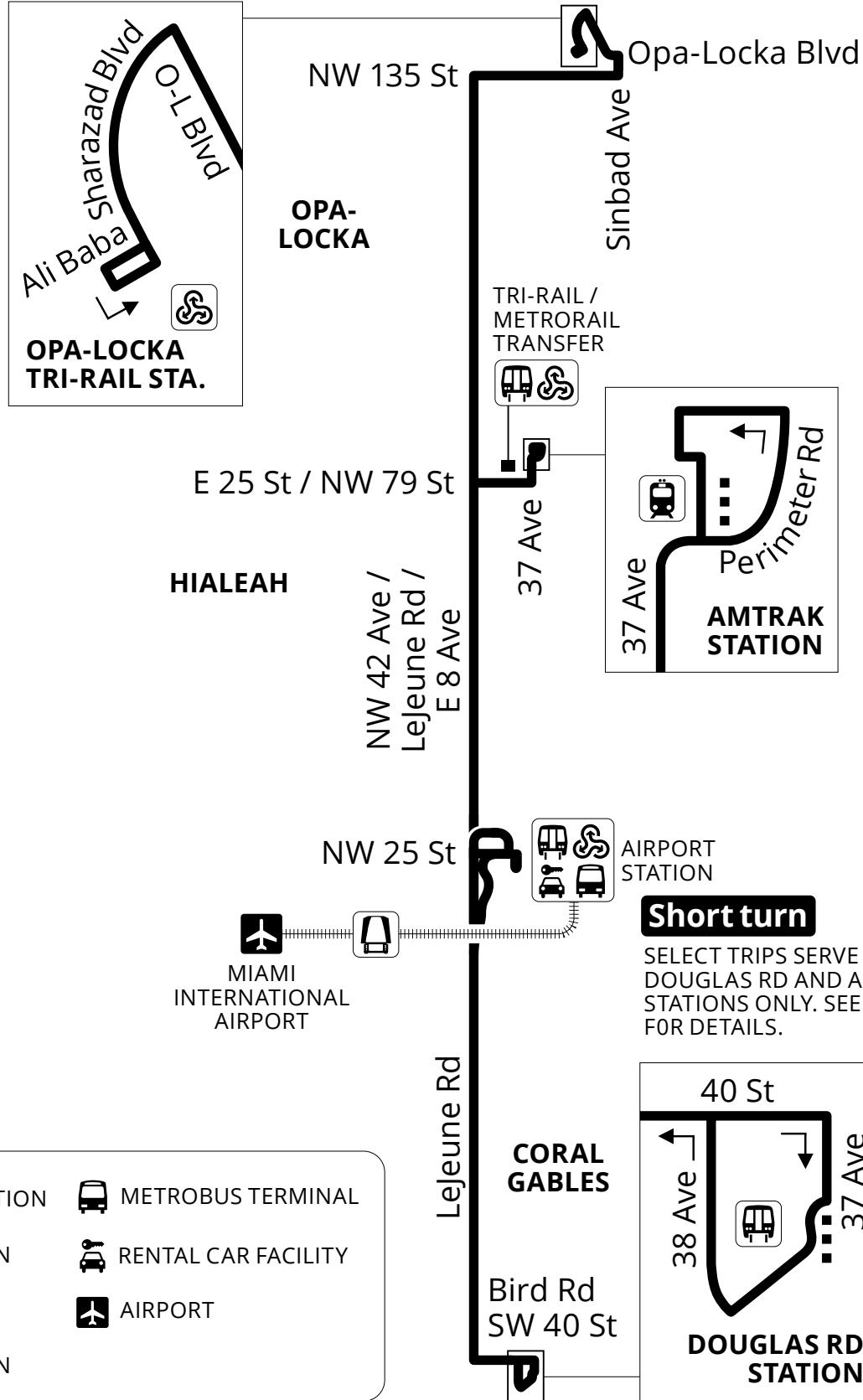
SIGNALIZATION PLAN
PONCE DE LEON BOULEVARD
AT MALAGA AVENUE

SHEET NUMBER
T-4
4 of 9



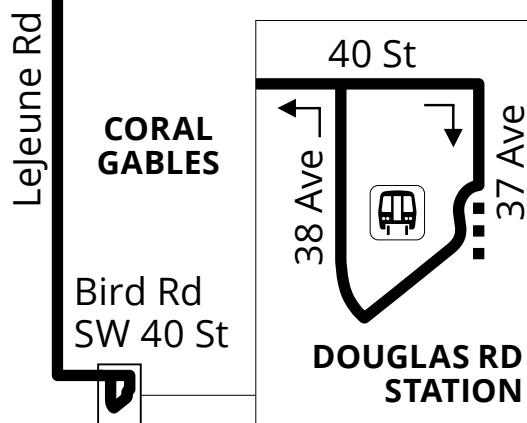
Appendix E

Transit Service Data



METRORAIL STATION
TRI-RAIL STATION
MIA MOVER
AMTRAK STATION

METROBUS TERMINAL
RENTAL CAR FACILITY
AIRPORT



NORTH
10/2018

WEEKDAYS / DIAS LABORABLES / LASEMÈN

NORTHBOUND RUMBO NORTE / DIREKSYON NÒ		MORNING / MAÑANA / MATEN												AM	PM	AFTERNOON / TARDE / APRÈMIDI															
 Douglas Road Metrorail Station	5:20	5:55	6:30	7:04	7:36	8:12	8:40	9:06	9:41	10:14	10:47	11:19	11:53	12:26	12:58	1:31	2:05	2:36	3:08	3:43	4:14	4:47	5:19	5:49	6:24	7:00	7:32	8:22	9:22	10:22	11:18
SW 42 Ave & Candia Ave	5:23	5:58	6:34	7:08	7:40	8:16	8:44	9:10	9:45	10:18	10:51	11:23	11:57	12:30	1:02	1:35	2:09	2:40	3:12	3:47	4:18	4:51	5:23	5:53	6:28	7:04	7:36	8:26	9:26	10:25	11:21
Le Jeune Rd & Miracle Mile	5:26	6:02	6:38	7:12	7:44	8:20	8:48	9:15	9:50	10:23	10:56	11:28	12:02	12:35	1:07	1:40	2:14	2:45	3:17	3:52	4:23	4:56	5:28	5:58	6:33	7:08	7:40	8:30	9:30	10:28	11:24
Le Jeune Rd & W Flagler St	5:31	6:09	6:45	7:19	7:51	8:27	8:55	9:23	9:58	10:31	11:04	11:36	12:10	12:43	1:15	1:48	2:22	2:53	3:27	4:02	4:33	5:06	5:38	6:08	6:43	7:14	7:46	8:36	9:36	10:33	11:29
  MIA Metrorail Station	5:38	6:18	6:54	7:28	8:00	8:36	9:05	9:33	10:08	10:41	11:14	11:46	12:20	12:53	1:25	1:58	2:32	3:04	3:38	4:13	4:44	5:17	5:49	6:19	6:54	7:23	7:55	8:45	9:45	10:40	11:36
Okeechobee Rd & Le Jeune Rd	5:45	-	7:02	-	8:08	-	9:13	-	10:16	-	11:22	-	12:28	-	1:33	-	2:40	-	3:47	-	4:53	-	5:58	-	7:03	-	8:03	-	-	-	-
NW 37 Ave Amtrak Station	5:57	-	7:17	-	8:23	-	9:28	-	10:31	-	11:37	-	12:43	-	1:48	-	2:55	-	4:02	-	5:08	-	6:13	-	7:16	-	8:16	-	-	-	-
E 8 Ave & 49 St Hialeah	6:06	-	7:26	-	8:32	-	9:37	-	10:40	-	11:46	-	12:52	-	1:57	-	3:04	-	4:11	-	5:17	-	6:22	-	7:24	-	8:24	-	-	-	-
 Opa-Locka Tri-Rail Station	6:22	-	7:42	-	8:48	-	9:53	-	10:56	-	12:02	-	1:08	-	2:13	-	3:21	-	4:28	-	5:34	-	6:39	-	7:38	-	8:38	-	-	-	-
SOUTHBOUND RUMBO SUR / DIREKSYON SID		MORNING / MAÑANA / MATEN												AM	PM	AFTERNOON / TARDE / APRÈ MIDI															
 Opa-Locka Tri-Rail Station	4:35	5:17	6:07	-	7:12	-	8:15	-	9:20	-	10:26	-	11:31	-	12:36	-	1:41	-	2:44	-	3:46	-	4:51	-	5:57	-	-	-	-	-	
E 8 Ave & 49 St Hialeah	4:47	5:29	6:22	-	7:27	-	8:30	-	9:35	-	10:41	-	11:46	-	12:51	-	1:56	-	2:59	-	4:04	-	5:09	-	6:15	-	-	-	-	-	
NW 37 Ave Amtrak Station	4:55	5:37	6:33	-	7:38	-	8:41	-	9:47	-	10:53	-	11:58	-	1:03	-	2:08	-	3:12	-	4:17	-	5:22	-	6:28	-	-	-	-	-	
NW 42 Ave & 36 St	5:07	5:49	6:49	-	7:54	-	8:57	-	10:03	-	11:09	-	12:14	-	1:19	-	2:24	-	3:28	-	4:33	-	5:38	-	6:44	-	-	-	-	-	
  MIA Metrorail Station	5:11	5:53	6:55	6:23	8:00	7:28	9:03	8:31	10:09	9:38	11:15	10:43	12:20	11:48	1:25	12:56	2:30	1:58	3:35	3:04	4:40	4:08	5:45	5:13	6:51	6:21	7:55	8:55	9:55	10:54	
Le Jeune Rd & W Flagler St	5:21	6:04	7:06	6:34	8:11	7:39	9:15	8:42	10:21	9:50	11:27	10:55	12:32	12:00	1:37	1:08	2:42	2:10	3:48	3:17	4:53	4:21	5:58	5:26	7:04	6:34	8:06	9:06	10:06	11:04	
SW 42 Ave & Coral Way	5:26	6:10	7:12	6:40	8:17	7:45	9:21	8:48	10:27	9:56	11:33	11:01	12:38	12:06	1:43	1:14	2:48	2:16	3:54	3:23	4:59	4:27	6:04	5:32	7:09	6:40	8:11	9:11	10:10	11:08	
SW 40 St & Le Jeune Rd	5:30	6:16	7:18	6:46	8:23	7:51	9:27	8:54	10:33	10:02	11:39	11:07	12:44	12:12	1:49	1:20	2:54	2:22	4:00	3:29	5:05	4:33	6:10	5:38	7:14	6:46	8:16	9:16	10:14	11:12	
 Douglas Road Metrorail Station	5:33	6:20	7:22	6:50	8:27	7:55	9:31	8:58	10:37	10:06	11:43	11:11	12:48	12:16	1:53	1:24	2:58	2:26	4:04	3:33	5:09	4:37	6:14	5:42	7:18	6:50	8:20	9:20	10:17	11:15	

Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions.

Las horas publicadas son aproximadas, pues dependen del tráfico y otras condiciones de las vías. | Ore yo apwoksimatif. / Vre le bis yo ap rive oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.

SATURDAY / SÁBADO / SAMDI

NORTHBOUND RUMBO NORTE / DIREKSYON NÒ		MORNING / MAÑANA / MATEÑ												AM	PM	AFTERNOON / TARDE / APRÈMIDI											
		5:40	6:20	7:00	7:40	8:20	9:00	9:40	10:20	11:00	11:40	12:20	1:00	1:40	2:20	3:00	3:40	4:20	5:00	5:40	6:30	7:30	8:18	9:18	10:18	11:18	
 Douglas Road Metrorail Station		5:40	6:20	7:00	7:40	8:20	9:00	9:40	10:20	11:00	11:40	12:20	1:00	1:40	2:20	3:00	3:40	4:20	5:00	5:40	6:30	7:30	8:18	9:18	10:18	11:18	
SW 42 Ave & Candia Ave		5:43	6:23	7:04	7:44	8:24	9:04	9:44	10:24	11:04	11:44	12:24	1:04	1:44	2:24	3:04	3:44	4:24	5:04	5:44	6:34	7:33	8:21	9:21	10:21	11:21	
Le Jeune Rd & Miracle Mile		5:47	6:27	7:08	7:48	8:28	9:09	9:49	10:29	11:09	11:49	12:29	1:09	1:49	2:29	3:09	3:49	4:29	5:09	5:49	6:39	7:37	8:25	9:25	10:25	11:25	
Le Jeune Rd & W Flagler St		5:52	6:33	7:14	7:54	8:34	9:17	9:57	10:37	11:17	11:57	12:37	1:17	1:57	2:37	3:16	3:56	4:36	5:16	5:56	6:46	7:43	8:31	9:31	10:30	11:30	
   MIA Metrorail Station		5:59	6:41	7:22	8:02	8:42	9:25	10:05	10:45	11:25	12:05	12:45	1:25	2:05	2:45	3:24	4:04	4:44	5:24	6:04	6:54	7:51	8:39	9:39	10:37	11:37	
Okeechobee Rd & Le Jeune Rd		6:04	6:47	7:28	8:08	8:48	9:31	10:11	10:51	11:31	12:11	12:51	1:31	2:11	2:51	3:30	4:10	4:50	5:30	6:10	-	-	-	-	-	-	
NW 37 Ave Amtrak Station		6:15	7:00	7:41	8:21	9:01	9:44	10:24	11:04	11:44	12:24	1:04	1:44	2:24	3:04	3:43	4:23	5:03	5:43	6:23	-	-	-	-	-	-	
E 8 Ave & 49 St Hialeah		6:21	7:08	7:49	8:29	9:09	9:52	10:32	11:12	11:52	12:32	1:12	1:52	2:32	3:12	3:51	4:31	5:11	5:51	6:31	-	-	-	-	-	-	
 Opa-Locka Tri-Rail Station		6:36	7:23	8:04	8:44	9:24	10:07	10:47	11:27	12:07	12:47	1:27	2:07	2:47	3:27	4:06	4:46	5:26	6:06	6:46	-	-	-	-	-	-	
SOUTHBOUND RUMBO SUR / DIREKSYON SID		MORNING / MAÑANA / MATEÑ												AM	PM	AFTERNOON / TARDE / APRÈ MIDI											
		5:35	6:20	7:00	7:40	8:20	9:00	9:40	10:20	11:00	11:40	12:20	1:00	1:40	2:20	3:00	3:40	4:20	5:00	5:40	6:20	-	-	-	-	-	-
 Opa-Locka Tri-Rail Station		5:45	6:32	7:12	7:52	8:32	9:12	9:52	10:32	11:12	11:52	12:32	1:12	1:52	2:32	3:12	3:52	4:32	5:12	5:52	6:32	-	-	-	-	-	-
NW 37 Ave Amtrak Station		5:53	6:41	7:21	8:01	8:41	9:21	10:01	10:41	11:21	12:01	12:41	1:21	2:01	2:41	3:21	4:01	4:41	5:21	6:01	6:41	-	-	-	-	-	-
NW 42 Ave & 36 St		6:05	6:55	7:35	8:15	8:55	9:35	10:15	10:55	11:35	12:15	12:55	1:35	2:15	2:55	3:35	4:15	4:55	5:35	6:15	6:55	-	-	-	-	-	-
   MIA Metrorail Station		6:09	7:00	7:40	8:20	9:00	9:40	10:20	11:00	11:40	12:20	1:00	1:40	2:20	3:00	3:40	4:20	5:00	5:40	6:20	7:00	7:54	8:54	9:54	10:54		
Le Jeune Rd & W Flagler St		6:18	7:10	7:50	8:30	9:10	9:50	10:30	11:10	11:50	12:30	1:10	1:50	2:30	3:11	3:51	4:31	5:11	5:51	6:31	7:10	8:03	9:03	10:03	11:02		
SW 42 Ave & Coral Way		6:23	7:15	7:55	8:35	9:15	9:55	10:35	11:15	11:55	12:35	1:15	1:55	2:35	3:16	3:56	4:36	5:16	5:56	6:36	7:15	8:08	9:08	10:07	11:06		
SW 40 St & Le Jeune Rd		6:27	7:20	8:00	8:40	9:20	10:02	10:42	11:22	12:02	12:42	1:22	2:02	2:42	3:23	4:03	4:43	5:23	6:03	6:43	7:20	8:13	9:13	10:11	11:10		
 Douglas Road Metrorail Station		6:31	7:24	8:04	8:44	9:24	10:06	10:46	11:26	12:06	12:46	1:26	2:06	2:46	3:26	4:06	4:46	5:26	6:06	6:46	7:23	8:16	9:16	10:14	11:13		

SUNDAY / DOMINGO / DIMANCH

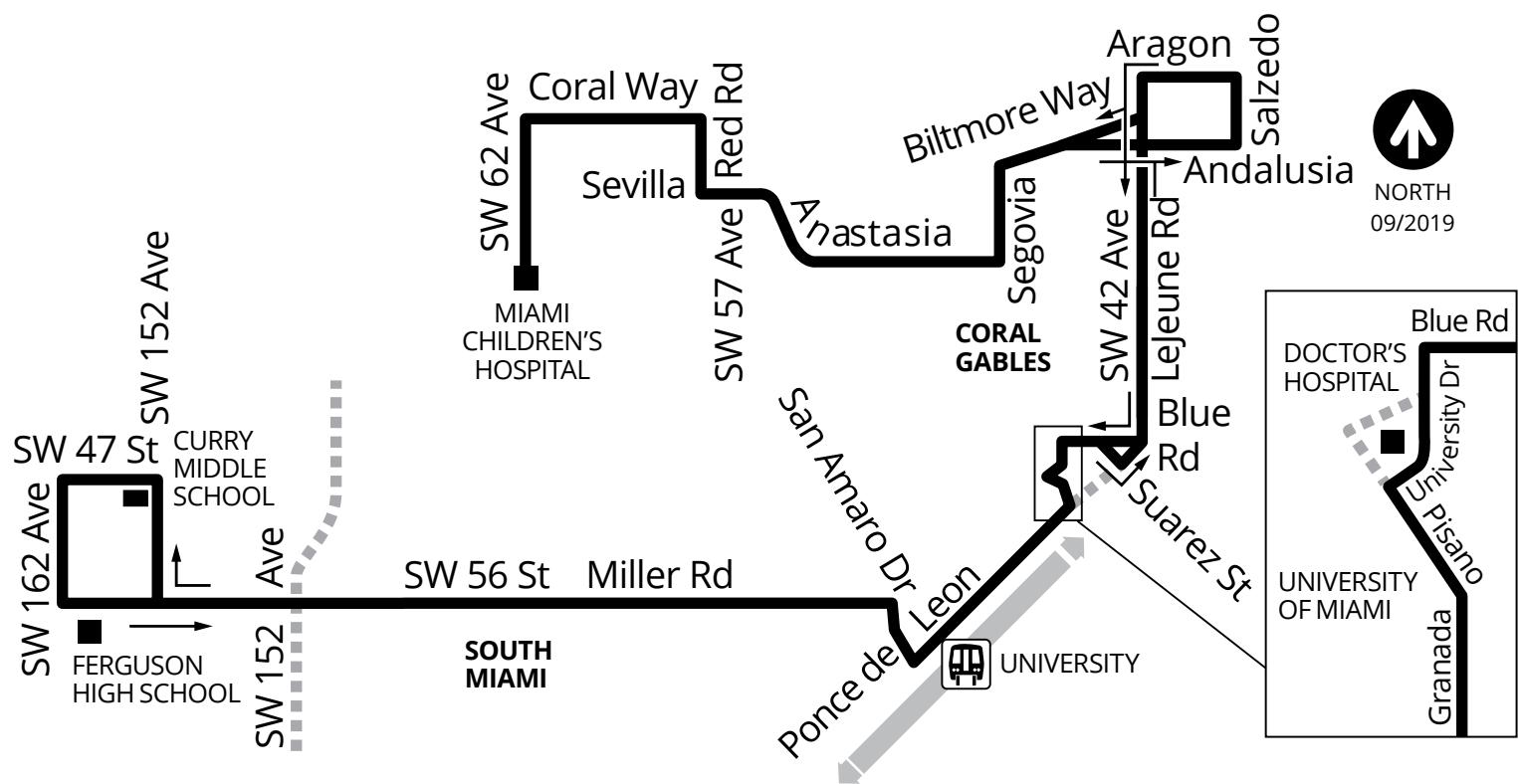
NORTHBOUND RUMBO NORTE / DIREKSYON NÒ		MORNING / MAÑANA / MATEÑ AM								AFTERNOON / TARDE / APRÈMIDI											
		5:50	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:18	9:18	10:18	11:18	
⌚	Douglas Road Metrorail Station	5:50	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:18	9:18	10:18	11:18	
	SW 42 Ave & Candia Ave	5:53	6:49	7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	7:48	8:21	9:21	10:21	11:21	
	Le Jeune Rd & Miracle Mile	5:57	6:53	7:53	8:53	9:54	10:54	11:54	12:54	1:54	2:54	3:54	4:54	5:54	6:54	7:52	8:25	9:25	10:25	11:25	
	Le Jeune Rd & W Flagler St	6:02	6:59	7:59	8:59	10:01	11:01	12:01	1:01	2:01	3:01	4:01	5:01	6:01	7:01	7:58	8:31	9:31	10:30	11:30	
⌚ ⚽ ✈️	MIA Metrorail Station	6:09	7:07	8:07	9:07	10:09	11:09	12:09	1:09	2:09	3:09	4:09	5:09	6:09	7:09	8:06	8:39	9:39	10:37	11:37	
	Okeechobee Rd & Le Jeune Rd	6:14	7:12	8:12	9:12	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14	-	-	-	-	-	-	
	NW 37 Ave Amtrak Station	6:23	7:23	8:23	9:24	10:26	11:26	12:26	1:26	2:26	3:26	4:26	5:26	6:26	-	-	-	-	-	-	
	E 8 Ave & 49 St Hialeah	6:29	7:31	8:31	9:32	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34	6:34	-	-	-	-	-	-	
⌚	Opa-Locka Tri-Rail Station	6:44	7:46	8:46	9:47	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	-	-	-	-	-	-	
SOUTHBOUND RUMBO SUR / DIREKSYON SID		MORNING / MAÑANA / MATEÑ AM								AFTERNOON / TARDE / APRÈMIDI											
		5:35	6:28	7:28	8:28	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:28	-	-	-	-	-	
⌚	Opa-Locka Tri-Rail Station	5:35	6:28	7:28	8:28	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:28	-	-	-	-	-	-
	E 8 Ave & 49 St Hialeah	5:45	6:40	7:40	8:40	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37	6:40	-	-	-	-	-	-
	NW 37 Ave Amtrak Station	05:53	6:49	7:49	8:49	9:46	10:46	11:46	12:46	1:46	2:46	3:46	4:46	5:46	6:49	-	-	-	-	-	-
	NW 42 Ave & 36 St	6:04	7:02	8:02	9:02	9:59	10:59	11:59	12:59	1:59	2:59	3:59	4:59	5:59	7:02	-	-	-	-	-	-
⌚ ⚽ ✈️	MIA Metrorail Station	6:08	7:07	8:07	9:07	10:04	11:04	12:04	1:04	2:04	3:04	4:04	5:04	6:04	7:07	7:54	8:54	9:54	10:54	-	-
	Le Jeune Rd & W Flagler St	6:17	7:16	8:16	9:16	10:14	11:14	12:14	1:14	2:14	3:15	4:15	5:15	6:15	7:17	8:03	9:03	10:03	11:02	-	-
	SW 42 Ave & Coral Way	6:22	7:21	8:21	9:21	10:19	11:19	12:19	1:19	2:19	3:20	4:20	5:20	6:20	7:22	8:08	9:08	10:07	11:06	-	-
	SW 40 St & Le Jeune Rd	6:26	7:26	8:26	9:26	10:26	11:26	12:26	1:26	2:26	3:27	4:27	5:27	6:27	7:27	8:13	9:13	10:11	11:10	-	-
⌚	Douglas Road Metrorail Station	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:16	9:16	10:14	11:13	-	-

Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions.

Las horas publicadas son aproximadas, pues dependen del tráfico y otras condiciones de las vías. | Ore yo apwoksimatif. / Vre le bis yo ap rive oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.



56



@GoMiamiDade



GO Miami-Dade Transit

WEEKDAYS / DIAS LABORABLES / LASEMÈN

WESTBOUND RUMBO OESTE / DIREKSYON WÈS	MORNING / MAÑANA / MATEÑ								AM	PM AFTERNOON / TARDE / APRÈ MIDI							
	-	6:02	-	7:09	8:07	9:09	10:09	11:10		12:10	1:10	2:06	3:04	4:04	5:14	6:14	7:16
Miami Childrens Hospital	-	6:02	-	7:09	8:07	9:09	10:09	11:10		12:10	1:10	2:06	3:04	4:04	5:14	6:14	7:16
Andalusia Ave & Le Jeune Rd	-	6:14	-	7:23	8:23	9:24	10:24	11:24		12:24	1:24	2:20	3:20	4:20	5:30	6:30	7:29
 University Metrorail Station	-	6:30	-	7:40	8:40	9:40	10:40	11:40		12:40	1:40	2:40	3:40	4:40	5:50	6:50	7:45
SW 56 St & 72 Ave	-	6:40	-	7:50	8:50	9:51	10:51	11:49		12:49	1:49	2:54	3:54	4:54	6:04	7:04	7:54
SW 56 St & SW 107 Ave	-	6:53	-	8:03	9:03	10:02	11:02	12:00		1:00	2:01	3:09	4:09	5:09	6:19	7:14	8:04
SW 56 St & SW 147 Ave	5:48	7:6	6:28	8:16	9:16	10:15	11:13	12:11		1:11	2:12	3:25	4:25	5:25	6:35	7:28	8:18
SW 56 St & 162 Ave	5:53	7:16	6:35	8:26	9:26	10:25	11:22	12:20		1:20	2:21	3:34	4:34	5:34	6:44	7:36	8:26
SW 56 St & 152 Ave	5:56	7:20	6:38	8:30	9:30	10:29	11:26	12:24		1:24	2:29	3:37	4:37	5:37	6:47	7:39	8:29
EASTBOUND RUMBO ESTE / DIREKSYON IS	MORNING / MAÑANA / MATEÑ								AM	PM AFTERNOON / TARDE / APRÈ MIDI							
SW 56 St & 152 Ave	5:56	6:38	7:31	8:38	9:46	10:46	11:46			12:46	1:46	2:43	3:53	4:53	5:53		
SW 56 St & SW 147 Ave	5:57	6:39	7:33	8:40	9:48	10:48	11:48			12:48	1:48	2:45	3:55	4:55	5:55		
SW 56 St & SW 107 Ave	6:11	6:53	7:53	9:00	10:00	11:00	12:00			1:00	2:00	2:59	4:09	5:09	6:09		
SW 56 St & 72 Ave	6:21	7:08	8:08	9:10	10:10	11:10	12:10			1:10	2:10	3:10	4:20	5:20	6:20		
 University Metrorail Station	6:30	7:20	8:20	9:20	10:20	11:20	12:20			1:20	2:20	3:20	4:30	5:30	6:30		
Andalusia Ave & Le Jeune Rd	6:43	7:39	8:39	9:35	10:35	11:35	12:35			1:35	2:37	3:37	4:47	5:47	6:47		
Miami Childrens Hospital	6:57	7:55	8:55	9:52	10:52	11:51	12:51			1:51	2:57	3:57	5:07	6:07	7:07		

Coral Gables

TROLLEY ROUTE & POINTS OF INTEREST

Trolley Stops & Route

Municipal Parking Garage

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

2

Coral Gables Woman's Club 3

4

Ponce De Leon Park 4

5

Phillips Park 5

Hotel Place St. Michel 6

7

Alhambra Plaza 7

Hyatt Regency Hotel 8

Coral Gables Museum 9

10

Books & Books 10

Coral Gables Art Cinema 11

Westin Colonnade Hotel 12

Coral Gables City Hall 13

Miracle Mile Shops 14

15

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.

Appendix F

Trip Generation

AM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION			BASELINE TRIPS			MULTIMODAL REDUCTION			GROSS TRIPS			INTERNAL CAPTURE			EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE			NET NEW EXTERNAL TRIPS		
				Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total				
G R O U P 1	1 General Office Building	ITE Edition	ITE Code	Scale	ITE Units																						
	2 Shopping Center	10	710	7.614	ksf	86%	14%	29	5	34	8.3%	3	27	4	31	3.2%	1	27	3	30	0.0%	0	27	3	30		
	3	10	820	3.386	ksf	62%	38%	2	1	3	8.3%	0	2	1	3	33.3%	1	1	1	2	0.0%	0	1	1	2		
	4																										
	5																										
	6																										
	7																										
	8																										
	9																										
	10																										
	11																										
	12																										
	13																										
	14																										
	15																										
ITE Land Use Code				Rate or Equation		Total:			31	6	37	8.3%	3	29	5	34	5.9%	2	28	4	32	0.0%	0	28	4	32	
				710		Y=0.94*(X)+26.49																					
				820		Y=0.94(X)																					

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION			BASELINE TRIPS			MULTIMODAL REDUCTION			GROSS TRIPS			INTERNAL CAPTURE			EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE			NET NEW EXTERNAL TRIPS		
				Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total				
G R O U P 2	1 Shopping Center	ITE Edition	ITE Code	Scale	ITE Units																						
	2 Multifamily Housing (High-Rise)	10	820	18.107	ksf	62%	38%	11	6	17	8.3%	1	10	6	16	0.0%	0	10	6	16	0.0%	0	10	6	16		
	3	10	222	171	du	24%	76%	15	46	61	8.3%	5	14	42	56	0.0%	0	14	42	56	0.0%	0	14	42	56		
	4																										
	5																										
	6																										
	7																										
	8																										
	9																										
	10																										
	11																										
	12																										
	13																										
	14																										
	15																										
ITE Land Use Code				Rate or Equation		Total:			26	52	78	8.3%	6	24	48	72	0.0%	0	24	48	72	0.0%	0	24	48	72	
				820		Y=0.94(X)																					
				222		Y=0.28*(X)+12.86																					

	IN	OUT	TOTAL
NET NEW TRIPS	-4	44	40

	Valet Trips		
	IN	OUT	TOTAL
Retail	5	3	8
Residential Guests	2	4	6
TOTAL	7	7	14

PM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION			BASELINE TRIPS			MULTIMODAL REDUCTION			GROSS TRIPS			INTERNAL CAPTURE			EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE			NET NEW EXTERNAL TRIPS		
				Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total				
G R O U P 1	1 General Office Building	ITE Edition	ITE Code	Scale	ITE Units	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total				
	2 Shopping Center	10	710	7.614	ksf	16%	84%	2	8	10	8.3%	1	2	7	9	11.1%	1	2	6	8	0.0%	0	2	6	8		
		10	820	3.386	ksf	48%	52%	21	23	44	8.3%	3	20	21	41	2.4%	1	19	21	40	34.0%	14	12	14	26		
	3																										
	4																										
	5																										
	6																										
	7																										
	8																										
	9																										
	10																										
	11																										
	12																										
	13																										
	14																										
	15																										
ITE Land Use Code		Rate or Equation		Total:		23	31	54	8.3%	4	22	28	50	4.0%	2	21	27	48	29.2%	14	14	20	34				
		710		LN(Y) = 0.95*LN(X)+0.36																							
		820		LN(Y) = 0.74*LN(X)+2.89																							

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION			BASELINE TRIPS			MULTIMODAL REDUCTION			GROSS TRIPS			INTERNAL CAPTURE			EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE			NET NEW EXTERNAL TRIPS		
				Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total				
G R O U P 2	1 Shopping Center	ITE Edition	ITE Code	Scale	ITE Units	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total				
	2 Multifamily Housing (High-Rise)	10	820	18.107	ksf	48%	52%	73	80	153	8.3%	13	67	73	140	17.1%	24	60	56	116	34.0%	39	40	77			
		10	222	171	du	61%	39%	41	26	67	8.3%	5	38	24	62	38.7%	24	21	17	38	0.0%	0	21	17	38		
	3																										
	4																										
	5																										
	6																										
	7																										
	8																										
	9																										
	10																										
	11																										
	12																										
	13																										
	14																										
	15																										
ITE Land Use Code		Rate or Equation		Total:		114	106	220	8.3%	18	105	97	202	23.8%	48	81	73	154	25.3%	39	61	54	115				
		820		LN(Y) = 0.74*LN(X)+2.89																							
		222		Y=0.34*(X)+8.56																							

Valet Trips		
IN	OUT	TOTAL
Retail	30	28
Residential Guests	2	2
TOTAL	32	30
		62

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour based on the Trip Generation Handbook,
3rd Edition, published by the Institute of Transportation Engineers

SUMMARY (EXISTING)

GROSS TRIP GENERATION					
INPUT	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
	Office	27	4	2	7
	Retail	2	1	20	21
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
		29	5	22	28

INTERNAL TRIPS					
OUTPUT	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
	Office	0	1	0	1
	Retail	1	0	1	0
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
		1	1	1	1

EXTERNAL TRIPS					
OUTPUT	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
	Office	27	3	2	6
	Retail	1	1	19	21
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	0	0
		28	4	21	27

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour based on the Trip Generation Handbook,
3rd Edition, published by the Institute of Transportation Engineers

SUMMARY (PROPOSED)

GROSS TRIP GENERATION					
INPUT	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
	Office	0	0	0	0
	Retail	10	6	67	73
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	14	42	38	24
		24	48	105	97

INTERNAL TRIPS					
OUTPUT	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
	Office	0	0	0	0
	Retail	0	0	7	17
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	17	7
		0	0	24	24

OUTPUT	Total % Reduction	0.0%		23.8%
	Office			
	Retail	0.0%		17.1%
	Restaurant			
	Cinema/Entertainment			
	Residential	0.0%		38.7%
	Hotel			

EXTERNAL TRIPS					
OUTPUT	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
	Office	0	0	0	0
	Retail	10	6	60	56
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	14	42	21	17
		24	48	81	73

MEANS OF TRANSPORTATION TO WORK

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

$$(47+6+34)/1,042=8.3\%$$

Label	Census Tract 62.03, Miami-Dade County, Florida		
	Estimate	Margin of Error	
▼ Total:	1,042	±181	
▼ Car, truck, or van:	797	±155	
Drove alone	696	±146	
▼ Carpoled:	101	±90	
In 2-person carpool	92	±88	
In 3-person carpool	9	±16	
In 4-person carpool	0	±13	
In 5- or 6-person carpool	0	±13	
In 7-or-more-person carpool	0	±13	
▼ Public transportation (excluding taxicab):	47	±47	
Bus or trolley bus	35	±44	
Streetcar or trolley car (carro publico in Puerto Rico)	0	±13	
Subway or elevated	12	±21	
Railroad	0	±13	
Ferryboat	0	±13	
Taxicab	0	±13	
Motorcycle	0	±13	
Bicycle	6	±10	
Walked	34	±27	
Other means	40	±40	
Worked at home	118	±66	

Table Notes

MEANS OF TRANSPORTATION TO WORK

Survey/Program:

American Community Survey

Universe:

Workers 16 years and over

Year:

2018

Estimates:

5-Year

Table ID:

B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2014-2018 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

An "##" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.

An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.

An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.

An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.

An "###" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

An "(X)" means that the estimate is not applicable or not available.

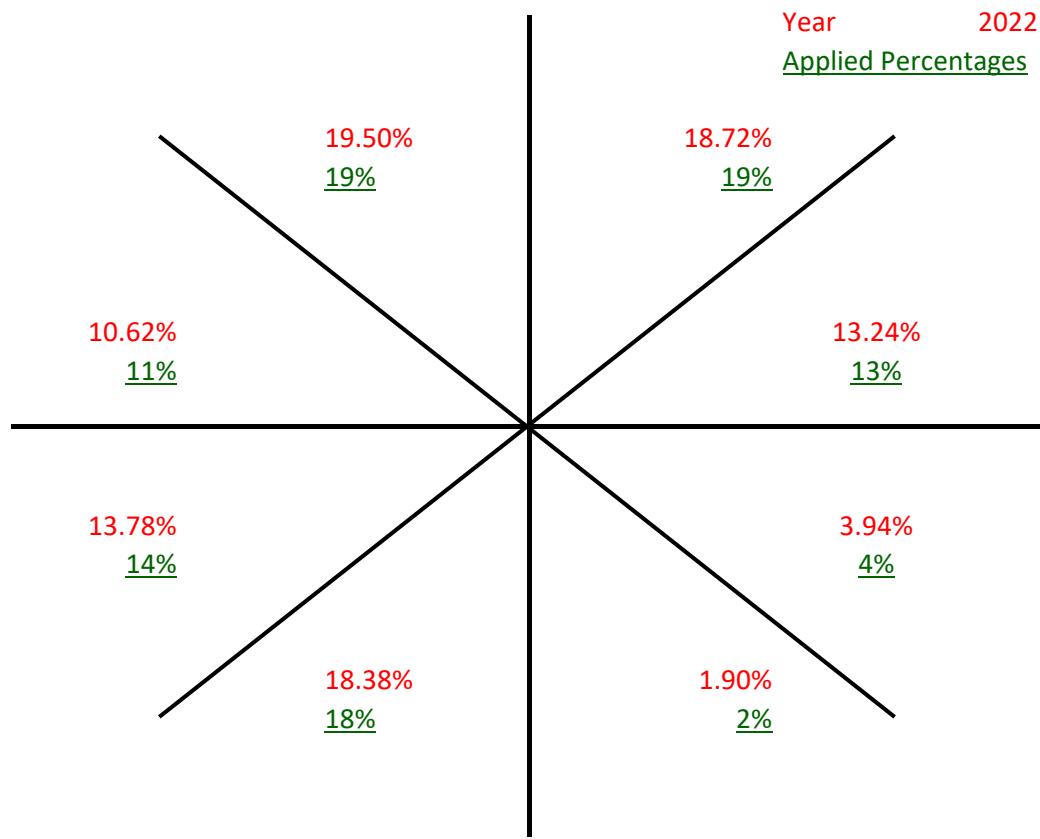
Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Appendix G

Cardinal Trip Distribution

Cardinal Distribution for TAZ 1077



Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2022 Interpolated	2022 Rounded
	2015	2045		
North-Northeast	18.20%	19.50%	18.72%	19.00%
East-Northeast	13.00%	13.60%	13.24%	13.00%
East-Southeast	4.10%	3.70%	3.94%	4.00%
South-Southeast	2.10%	1.60%	1.90%	2.00%
South-Southwest	18.50%	18.20%	18.38%	18.00%
West-Southwest	14.10%	13.30%	13.78%	14.00%
West-Northwest	10.90%	10.20%	10.62%	11.00%
North-Northwest	19.30%	19.80%	19.50%	19.00%
Total	100.2%	99.9%	100.08%	100.00%



MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2045 LRTP
SUPPORTING DOCUMENTS

**DIRECTIONAL TRIP
DISTRIBUTION REPORT**

SEPTEMBER 2019

DIRECTIONAL TRIP DISTRIBUTION REPORT

Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1067	3967	Trips	293	112	13	43	24	318	211	282	1,303
1067	3967	Percent	22.6	8.7	1.0	3.3	1.9	24.6	16.3	21.7	
1068	3968	Trips	838	180	27	10	86	735	610	619	3,197
1068	3968	Percent	27.0	5.8	0.9	0.3	2.8	23.7	19.7	19.9	
1069	3969	Trips	1,418	506	87	0	169	1,470	1,014	1,453	6,368
1069	3969	Percent	23.2	8.3	1.4	-	2.8	24.0	16.6	23.8	
1070	3970	Trips	755	369	125	0	434	1,050	751	1,188	4,831
1070	3970	Percent	16.2	7.9	2.7	-	9.3	22.5	16.1	25.4	
1071	3971	Trips	836	533	74	74	379	1,139	766	1,101	5,045
1071	3971	Percent	17.1	10.9	1.5	1.5	7.7	23.2	15.6	22.5	
1072	3972	Trips	1,007	551	48	152	474	1,136	769	999	5,317
1072	3972	Percent	19.6	10.7	0.9	3.0	9.2	22.1	15.0	19.5	
1073	3973	Trips	1,047	864	169	276	509	1,252	896	1,223	6,437
1073	3973	Percent	16.8	13.9	2.7	4.4	8.2	20.1	14.4	19.6	
1074	3974	Trips	1,285	910	171	422	1,027	1,041	1,081	1,623	7,885
1074	3974	Percent	17.0	12.0	2.3	5.6	13.6	13.8	14.3	21.5	
1075	3975	Trips	797	575	281	300	991	721	550	1,233	5,606
1075	3975	Percent	14.6	10.6	5.2	5.5	18.2	13.2	10.1	22.6	
1076	3976	Trips	1,465	1,450	649	663	1,030	1,173	1,023	1,722	9,406
1076	3976	Percent	16.0	15.8	7.1	7.2	11.2	12.8	11.2	18.8	
1077	3977	Trips	2,105	1,507	469	238	2,141	1,625	1,255	2,227	11,872
1077	3977	Percent	18.2	13.0	4.1	2.1	18.5	14.1	10.9	19.3	
1078	3978	Trips	482	595	129	191	357	289	234	440	2,798
1078	3978	Percent	17.7	21.9	4.7	7.0	13.1	10.7	8.6	16.2	
1079	3979	Trips	467	832	122	196	313	295	340	572	3,185
1079	3979	Percent	14.9	26.5	3.9	6.3	10.0	9.4	10.8	18.2	
1080	3980	Trips	810	794	386	220	491	549	501	609	4,418
1080	3980	Percent	18.6	18.2	8.8	5.0	11.3	12.6	11.5	14.0	
1081	3981	Trips	711	515	289	99	443	443	421	575	3,568
1081	3981	Percent	20.4	14.7	8.3	2.8	12.7	12.7	12.1	16.4	
1082	3982	Trips	392	156	105	135	238	191	149	331	1,707
1082	3982	Percent	23.1	9.2	6.2	8.0	14.0	11.3	8.8	19.5	
1083	3983	Trips	416	242	174	84	358	328	208	601	2,480
1083	3983	Percent	17.3	10.0	7.2	3.5	14.8	13.6	8.6	24.9	
1084	3984	Trips	1,013	640	316	81	495	1,195	741	1,235	5,864
1084	3984	Percent	17.7	11.2	5.5	1.4	8.7	20.9	13.0	21.6	
1085	3985	Trips	439	291	76	148	187	544	389	538	2,668
1085	3985	Percent	16.8	11.1	2.9	5.7	7.2	20.8	14.9	20.6	
1086	3986	Trips	3,909	1,348	523	-	1,164	3,849	3,181	4,298	19,630
1086	3986	Percent	21.4	7.4	2.9	-	6.4	21.1	17.4	23.5	
1087	3987	Trips	904	485	68	272	223	1,031	567	914	4,570
1087	3987	Percent	20.3	10.9	1.5	6.1	5.0	23.1	12.7	20.5	
1088	3988	Trips	1,992	452	92	-	493	1,724	1,985	2,109	9,370
1088	3988	Percent	22.5	5.1	1.0	-	5.6	19.5	22.4	23.8	
1089	3989	Trips	389	96	11	-	92	268	239	255	1,349
1089	3989	Percent	28.8	7.1	0.8	-	6.8	19.9	17.7	18.9	
1090	3990	Trips	329	37	4	8	50	247	156	330	1,186
1090	3990	Percent	28.3	3.2	0.4	0.7	4.3	21.3	13.5	28.4	
1091	3991	Trips	539	35	6	-	82	302	314	599	1,901
1091	3991	Percent	28.7	1.9	0.4	-	4.4	16.1	16.7	31.9	
1092	3992	Trips	748	361	9	8	162	375	286	803	2,793
1092	3992	Percent	27.2	13.1	0.3	0.3	5.9	13.6	10.4	29.2	

DIRECTIONAL TRIP DISTRIBUTION REPORT

Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1067	3967	Trips	533	204	4	41	98	528	396	468	2,300
1067	3967	Percent	23.5	9.0	0.2	1.8	4.3	23.3	17.4	20.6	
1068	3968	Trips	1,109	222	31	38	178	1,001	824	863	4,350
1068	3968	Percent	26.0	5.2	0.7	0.9	4.2	23.5	19.3	20.2	
1069	3969	Trips	1,922	483	89	0	328	1,707	1,274	1,695	7,716
1069	3969	Percent	25.6	6.4	1.2	-	4.4	22.8	17.0	22.6	
1070	3970	Trips	1,520	697	103	0	641	1,214	980	1,453	6,788
1070	3970	Percent	23.0	10.6	1.6	-	9.7	18.4	14.8	22.0	
1071	3971	Trips	1,344	673	64	81	400	1,193	983	1,440	6,360
1071	3971	Percent	21.8	10.9	1.0	1.3	6.5	19.3	15.9	23.3	
1072	3972	Trips	1,405	799	105	117	530	1,564	1,094	1,336	7,229
1072	3972	Percent	20.2	11.5	1.5	1.7	7.6	22.5	15.7	19.2	
1073	3973	Trips	1,639	1,100	181	257	736	1,732	1,298	1,760	8,943
1073	3973	Percent	18.8	12.6	2.1	3.0	8.5	19.9	14.9	20.2	
1074	3974	Trips	1,797	1,161	116	366	1,345	1,281	1,247	1,955	9,543
1074	3974	Percent	19.4	12.5	1.3	4.0	14.5	13.8	13.5	21.1	
1075	3975	Trips	1,243	851	247	192	1,228	1,007	776	1,645	7,371
1075	3975	Percent	17.3	11.9	3.4	2.7	17.1	14.0	10.8	22.9	
1076	3976	Trips	1,898	2,076	623	753	1,612	1,422	1,280	2,160	12,044
1076	3976	Percent	16.1	17.6	5.3	6.4	13.6	12.0	10.8	18.3	
1077	3977	Trips	3,656	2,549	697	305	3,420	2,497	1,917	3,707	19,299
1077	3977	Percent	19.5	13.6	3.7	1.6	18.2	13.3	10.2	19.8	
1078	3978	Trips	751	721	107	233	449	360	399	722	3,827
1078	3978	Percent	20.1	19.3	2.9	6.2	12.0	9.6	10.7	19.3	
1079	3979	Trips	661	970	160	278	471	411	478	848	4,328
1079	3979	Percent	15.5	22.7	3.7	6.5	11.0	9.6	11.2	19.8	
1080	3980	Trips	1,190	1,171	442	242	734	797	675	855	6,251
1080	3980	Percent	19.5	19.2	7.2	4.0	12.0	13.1	11.1	14.0	
1081	3981	Trips	899	712	337	172	621	573	577	759	4,770
1081	3981	Percent	19.3	15.3	7.3	3.7	13.4	12.3	12.4	16.3	
1082	3982	Trips	561	331	153	110	324	320	289	577	2,688
1082	3982	Percent	21.0	12.4	5.7	4.1	12.2	12.0	10.9	21.7	
1083	3983	Trips	433	256	81	63	295	284	230	459	2,110
1083	3983	Percent	20.6	12.2	3.8	3.0	14.0	13.5	11.0	21.9	
1084	3984	Trips	1,256	617	243	39	638	1,332	751	1,593	6,678
1084	3984	Percent	19.4	9.5	3.8	0.6	9.9	20.6	11.6	24.6	
1085	3985	Trips	548	328	67	90	200	539	475	535	2,811
1085	3985	Percent	19.7	11.8	2.4	3.2	7.2	19.4	17.1	19.2	
1086	3986	Trips	4,671	1,691	575	-	1,561	4,133	3,773	5,005	22,670
1086	3986	Percent	21.8	7.9	2.7	-	7.3	19.3	17.6	23.4	
1087	3987	Trips	1,350	667	79	342	482	1,633	906	1,399	7,056
1087	3987	Percent	19.7	9.7	1.2	5.0	7.0	23.8	13.2	20.4	
1088	3988	Trips	3,114	751	134	-	788	2,312	2,491	2,905	13,130
1088	3988	Percent	24.9	6.0	1.1	-	6.3	18.5	19.9	23.3	
1089	3989	Trips	489	143	15	-	153	349	360	484	2,029
1089	3989	Percent	24.5	7.2	0.7	-	7.7	17.5	18.1	24.3	
1090	3990	Trips	492	58	12	2	69	277	195	481	1,630
1090	3990	Percent	31.0	3.7	0.8	0.1	4.3	17.5	12.3	30.3	
1091	3991	Trips	728	77	9	-	62	418	329	613	2,259
1091	3991	Percent	32.6	3.4	0.4	-	2.8	18.7	14.7	27.4	
1092	3992	Trips	949	375	9	2	238	549	338	869	3,360
1092	3992	Percent	28.5	11.3	0.3	0.1	7.2	16.5	10.2	26.1	

Appendix H

Volume Development Worksheets

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Almeria Avenue and Ponce De Leon Boulevard
 COUNT DATE: October 14, 2020
 AM PEAK HOUR FACTOR: 0.85
 PM PEAK HOUR FACTOR: 0.89

"AM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
AM Raw Turning Movements		11	51	6		66	58	11	9	389	139	34	361	15					
Peak Season Correction Factor		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020		
Adjustment Factor		1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23		
AM EXISTING CONDITIONS		14	64	8		83	73	14		11	488	174		43	453	19			
"PM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PM Raw Turning Movements		13	44	13		95	94	33		12	425	58		31	496	19			
Peak Season Correction Factor		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020		
Adjustment Factor		1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23		
PM EXISTING CONDITIONS		16	55	16		119	118	41		15	533	73		39	622	24			
"AM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PDL Blvd and Malaga Ave Signal Imp																			
PDL Median																			
The Plaza Coral Gables									3		3	59			212				
TOTAL "VESTED" TRAFFIC		0	14	0		0	0	3		3	59	0		0	212	0			
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Yearly Growth Rate		0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%		
AM BACKGROUND TRAFFIC GROWTH		0	1	0		1	1	0		0	5	2		0	5	0			
AM NON-PROJECT TRAFFIC		14	79	8		84	74	17		14	552	176		43	670	19			
"PM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PDL Blvd and Malaga Ave Signal Imp																			
PDL Median																			
The Plaza Coral Gables						8			15		15	284				129			
TOTAL "VESTED" TRAFFIC		0	8	0		0	0	15		15	284	0		0	129	0			
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Yearly Growth Rate		0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%		
PM BACKGROUND TRAFFIC GROWTH		0	1	0		1	1	0		0	5	1		0	6	0			
PM NON-PROJECT TRAFFIC		16	64	16		120	119	56		30	822	74		39	757	24			
"AM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution		Entering																	
		Exiting																	
Valet Distribution		Entering																	
		Exiting																	
Net New Distribution		Entering							5.0%							19.0%			
		Exiting																	
"PM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution		Entering																	
		Exiting																	
Valet Distribution		Entering																	
		Exiting														19.0%			
Net New Distribution		Entering							5.0%										
		Exiting																	
"AM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																			
Project Trips		Pass - By																	
		Valet																	
		Net New				2		0								0			
AM TOTAL PROJECT TRAFFIC				0	2	0		0	0	0		0	0	0		0	0		
AM TOTAL TRAFFIC				14	81	8		84	74	17		14	552	176		43	670	19	
"PM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																			
Project Trips		Pass - By																	
		Valet																	
		Net New				2		0		0		0	0	0		9			
PM TOTAL PROJECT TRAFFIC				0	2	0		2	0	0		0	0	0		0	9	0	
PM TOTAL TRAFFIC				16	66	16		122	119	56		30	822	74		39	766	24	

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Catalonia Avenue and SW 42nd Avenue
 COUNT DATE: October 14, 2020
 AM PEAK HOUR FACTOR: 0.91
 PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
AM Raw Turning Movements		10	0	20		2	0	17		16	965	15		77	951	2			
Peak Season Correction Factor		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020			
Adjustment Factor		1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23			
AM EXISTING CONDITIONS		13	0	25		3	0	21		20	1,211	19		97	1,193	3			
"PM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PM Raw Turning Movements		4	0	4		19	0	59		28	802	4		36	1,024	10			
Peak Season Correction Factor		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020			
Adjustment Factor		1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23			
PM EXISTING CONDITIONS		5	0	5		24	0	74		35	1,006	5		45	1,285	13			
"AM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PDL Blvd and Malaga Ave Signal Imp																			
PDL Median																			
The Plaza Coral Gables														20		5			
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	20	0		0	5	0			
Years To Buildout		2	2	2	2	2	2	2		2	2	2	2	2	2	2			
Yearly Growth Rate		0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%		0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%			
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	12	0		1	12	0			
AM NON-PROJECT TRAFFIC		13	0	25		3	0	21		20	1,243	19		98	1,210	3			
"PM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PDL Blvd and Malaga Ave Signal Imp																			
PDL Median																			
The Plaza Coral Gables														13		23			
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	13	0		0	23	0			
Years To Buildout		2	2	2	2	2	2	2		2	2	2	2	2	2	2			
Yearly Growth Rate		0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%		0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%			
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	1		0	10	0		0	13	0			
PM NON-PROJECT TRAFFIC		5	0	5		24	0	75		35	1,029	5		45	1,321	13			
"AM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution		Entering																	
		Exiting																	
Valet Distribution		Entering																	
		Exiting																	
Net New Distribution		Entering												22.0%		30.0%			
		Exiting						32.0%		30.0%									
"PM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution		Entering																	
		Exiting																	
Valet Distribution		Entering																	
		Exiting												22.0%		30.0%			
Net New Distribution		Entering																	
		Exiting						32.0%		30.0%									
"AM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																			
Project Trips		Pass - By																	
		Valet																	
		Net New						14		13				0		0			
AM TOTAL PROJECT TRAFFIC		0	0	0		14	0	13		0	0	0		0	0	0	0		
AM TOTAL TRAFFIC		13	0	25		17	0	34		20	1,243	19		98	1,210	3			
"PM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																			
Project Trips		Pass - By																	
		Valet																	
		Net New						11		10				10		14			
PM TOTAL PROJECT TRAFFIC		0	0	0		11	0	10		0	0	10		14	0	0			
PM TOTAL TRAFFIC		5	0	5		35	0	85		35	1,029	15		59	1,321	13			

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Catalonia Avenue and Salzedo Street
 COUNT DATE: October 14, 2020
 AM PEAK HOUR FACTOR: 0.85
 PM PEAK HOUR FACTOR: 0.87

"AM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
AM Raw Turning Movements		19	72	3		3	9	18		2	132	13		7	74	7			
Peak Season Correction Factor		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020			
Adjustment Factor		1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23			
AM EXISTING CONDITIONS		24	90	4		4	11	23		3	166	16		9	93	9			
"PM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PM Raw Turning Movements		6	30	4		10	52	14		1	43	1		11	150	24			
Peak Season Correction Factor		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020			
Adjustment Factor		1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23			
PM EXISTING CONDITIONS		8	38	5		13	65	18		1	54	1		14	188	30			
"AM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PDL Blvd and Malaga Ave Signal Imp																			
PDL Median		19	-19																
The Plaza Coral Gables																			
TOTAL "VESTED" TRAFFIC		19	-19	0		0	0	0		0	3	19		0	14	0			
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Yearly Growth Rate		0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%			
AM BACKGROUND TRAFFIC GROWTH		0	1	0		0	0	0		0	2	0		0	1	0			
AM NON-PROJECT TRAFFIC		43	72	4		4	11	23		3	171	35		9	108	9			
"PM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PDL Blvd and Malaga Ave Signal Imp																			
PDL Median		8	-8																
The Plaza Coral Gables																			
TOTAL "VESTED" TRAFFIC		8	-8	0		0	0	0		0	15	26		0	8	0			
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Yearly Growth Rate		0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%			
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	1	0		0	1	0		0	2	0			
PM NON-PROJECT TRAFFIC		16	30	5		13	66	18		1	70	27		14	198	30			
"AM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution		Entering																	
Valet Distribution		Exiting																	
		Entering																	
		Exiting																	
Net New Distribution		Entering				52.0%													
		Exiting																	
TOTAL "VESTED" TRAFFIC																			
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Yearly Growth Rate		0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%		
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	1	0		0	1	0		0	2	0			
"AM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																			
Project Trips		Pass - By																	
Valet																			
Net New						0				27	11								
AM TOTAL PROJECT TRAFFIC						0	0	0		0	27	11		0	0	7			
AM TOTAL TRAFFIC						43	72	4		4	38	34		3	171	42			
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Yearly Growth Rate		0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%		
AM PROJECT TRAFFIC GROWTH		0	0	0		0	1	0		0	1	0		0	0	0			
"PM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																			
Project Trips		Pass - By																	
Valet																			
Net New						24				21	8				11				
PM TOTAL PROJECT TRAFFIC						0	24	0		0	21	8		0	0	43			
PM TOTAL TRAFFIC						16	54	5		13	87	26		1	70	70			

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION:	Catalonia Avenue and Ponce De Leon Boulevard																	
COUNT DATE:	October 14, 2020																	
AM PEAK HOUR FACTOR:	0.88																	
PM PEAK HOUR FACTOR:	0.91																	
"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
AM Raw Turning Movements	15	0	55		0	0	0		30	510	0		0	390	13			
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020			
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23			
AM EXISTING CONDITIONS	19	0	69		0	0	0		38	640	0		0	489	16			
"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PM Raw Turning Movements	6	0	44		0	0	0		41	432	0		0	668	13			
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020			
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23			
PM EXISTING CONDITIONS	8	0	55		0	0	0		51	542	0		0	838	16			
"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PDL Blvd and Malaga Ave Signal Imp										-38	19							
PDL Median		-19								212				43				
The Plaza Coral Gables																		
TOTAL "VESTED" TRAFFIC	-19	0	0		0	0	0		-38	231	0		0	43	19			
Years To Buildout	2	2	2	2	2	2	2		2	2	2	2	2	2	2			
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%		0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%			
AM BACKGROUND TRAFFIC GROWTH	0	0	1		0	0	0		0	7	0		0	5	0			
AM NON-PROJECT TRAFFIC	0	0	70		0	0	0		0	878	0		0	537	35			
"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PDL Blvd and Malaga Ave Signal Imp										-52	26							
PDL Median		-8								416				67				
The Plaza Coral Gables																		
TOTAL "VESTED" TRAFFIC	-8	0	0		0	0	0		-52	442	0		0	67	26			
Years To Buildout	2	2	2	2	2	2	2		2	2	2	2	2	2	2			
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%		0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%			
PM BACKGROUND TRAFFIC GROWTH	0	0	1		0	0	0		1	6	0		0	9	0			
PM NON-PROJECT TRAFFIC	0	0	56		0	0	0		0	990	0		0	914	42			
"AM PROJECT DISTRIBUTION"	LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																	
	Exiting																	
Valet Distribution	Entering					100.0%												
	Exiting																	
Net New Distribution	Entering														24.0%			
	Exiting					14.0%												
"PM PROJECT DISTRIBUTION"	LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering														-100.0%	100.0%		
	Exiting					100.0%												
Valet Distribution	Entering					100.0%												
	Exiting														24.0%			
Net New Distribution	Entering																	
	Exiting					14.0%												
"AM PROJECT TRAFFIC"	LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																		
Project Trips	Pass - By																	
	Valet					7												
	Net New					6											0	
AM TOTAL PROJECT TRAFFIC			0	0	13		0	0	0		0	0	0		0	0	0	
AM TOTAL TRAFFIC			0	0	83		0	0	0		0	878	0		0	537	35	
"PM PROJECT TRAFFIC"	LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																		
Project Trips	Pass - By														-20	20		
	Valet					32												
	Net New					5										11		
PM TOTAL PROJECT TRAFFIC			0	0	56		0	0	0		0	0	0		0	-20	31	
PM TOTAL TRAFFIC			0	0	112		0	0	0		0	990	0		0	894	73	

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:	University Drive and Ponce De Leon Boulevard October 14, 2020 0.9 0.91																
"AM EXISTING TRAFFIC"																	
AM Raw Turning Movements	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	
AM EXISTING CONDITIONS	0	0	0		0	0	0		10	676	0	0	443	120			
"PM EXISTING TRAFFIC"																	
PM Raw Turning Movements	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	
PM EXISTING CONDITIONS	0	0	0		0	0	0		6	595	0	0	597	301			
"AM BACKGROUND TRAFFIC"																	
PDL Blvd and Malaga Ave Signal Imp	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PDL Median										-10							
The Plaza Coral Gables											-19						
												212			40	3	
TOTAL "VESTED" TRAFFIC	0	0	0		0	0	0		-10	193	0	0	40	3			
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	
AM BACKGROUND TRAFFIC GROWTH	0	0	0		0	0	0		0	7	0	0	5	1			
AM NON-PROJECT TRAFFIC	0	0	0		0	0	0		0	876	0	0	488	124			
"PM BACKGROUND TRAFFIC"																	
PDL Blvd and Malaga Ave Signal Imp	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PDL Median										-6							
The Plaza Coral Gables											-26						
												416			52	15	
TOTAL "VESTED" TRAFFIC	0	0	0		0	0	0		-6	390	0	0	52	15			
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	
PM BACKGROUND TRAFFIC GROWTH	0	0	0		0	0	0		0	6	0	0	6	3			
PM NON-PROJECT TRAFFIC	0	0	0		0	0	0		0	991	0	0	655	319			
"AM PROJECT DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering															100.0%	
	Exiting																
Net New Distribution	Entering															14.0%	
	Exiting																
"PM PROJECT DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering															-100.0%	
	Exiting															100.0%	
Valet Distribution	Entering															100.0%	
	Exiting																
Net New Distribution	Entering															14.0%	
	Exiting																
"AM PROJECT TRAFFIC"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																124	-124
Project Trips	Pass - By															7	
	Valet															6	
AM TOTAL PROJECT TRAFFIC	0	0	0		0	0	0		0	0	0	0	0	0	0	137	-124
AM TOTAL TRAFFIC	0	0	0		0	0	0		0	876	0	0	625	0			
"PM PROJECT TRAFFIC"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																319	-319
Project Trips	Pass - By															-1	
	Valet															32	
PM TOTAL PROJECT TRAFFIC	0	0	0		0	0	0		0	0	0	0	0	0	0	355	-319
PM TOTAL TRAFFIC	0	0	0		0	0	0		0	991	0	0	0	1,010	0		

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:	Malaga Avenue and SW 42nd Avenue October 14, 2020 0.92 0.98																
"AM EXISTING TRAFFIC"																	
AM Raw Turning Movements	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	
AM EXISTING CONDITIONS	13	0	23		1	0	23		13	1,212	3		29	1,186	14		
"PM EXISTING TRAFFIC"																	
PM Raw Turning Movements	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	
PM EXISTING CONDITIONS	11	0	8		1	0	50		21	990	3		10	1,286	20		
"AM BACKGROUND TRAFFIC"																	
PDL Blvd and Malaga Ave Signal Imp	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PDL Median																	
The Plaza Coral Gables													20		5		
TOTAL "VESTED" TRAFFIC	0	0	0		0	0	0		0	20	0		0	5	0		
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%		
AM BACKGROUND TRAFFIC GROWTH	0	0	0		0	0	0		0	12	0		0	12	0		
AM NON-PROJECT TRAFFIC	13	0	23		1	0	23		13	1,244	3		29	1,203	14		
"PM BACKGROUND TRAFFIC"																	
PDL Blvd and Malaga Ave Signal Imp	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PDL Median																	
The Plaza Coral Gables													13		23		
TOTAL "VESTED" TRAFFIC	0	0	0		0	0	0		0	13	0		0	23	0		
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%		
PM BACKGROUND TRAFFIC GROWTH	0	0	0		0	0	1		0	10	0		0	13	0		
PM NON-PROJECT TRAFFIC	11	0	8		1	0	51		21	1,013	3		10	1,322	20		
"AM PROJECT DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering												22.0%				
	Exiting													32.0%			
"PM PROJECT DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting												22.0%				
Net New Distribution	Entering														32.0%		
"AM PROJECT TRAFFIC"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New												0		14		
AM TOTAL PROJECT TRAFFIC	0	0	0		0	0	0		0	0	0		0	14	0		
AM TOTAL TRAFFIC	13	0	23		1	0	23		13	1,244	3		29	1,217	14		
"PM PROJECT TRAFFIC"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New												10		11		
PM TOTAL PROJECT TRAFFIC	0	0	0		0	0	0		0	10	0		0	11	0		
PM TOTAL TRAFFIC	11	0	8		1	0	51		21	1,023	3		10	1,333	20		

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:	Malaga Avenue and Salzedo Street October 14, 2020 0.86 0.92																	
"AM EXISTING TRAFFIC"																		
AM Raw Turning Movements	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020		
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23		
AM EXISTING CONDITIONS	5	25	6		1	16	21		4	158	3		11	84	5			
"PM EXISTING TRAFFIC"																		
PM Raw Turning Movements	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020		
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23		
PM EXISTING CONDITIONS	0	9	4		3	43	10		8	46	10		10	194	4			
"AM BACKGROUND TRAFFIC"																		
PDL Blvd and Malaga Ave Signal Imp	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PDL Median																		
The Plaza Coral Gables																14		
TOTAL "VESTED" TRAFFIC	0	0	0		0	0	22		0	0	0		14	0	0			
Years To Buildout																		
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%			
AM BACKGROUND TRAFFIC GROWTH	0	0	0		0	0	0		0	2	0		0	1	0			
AM NON-PROJECT TRAFFIC	5	25	6		1	16	43		4	160	3		25	85	5			
"PM BACKGROUND TRAFFIC"																		
PDL Blvd and Malaga Ave Signal Imp	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PDL Median																		
The Plaza Coral Gables																8		
TOTAL "VESTED" TRAFFIC	0	0	0		0	0	41		0	0	0		8	0	0			
Years To Buildout																		
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%			
PM BACKGROUND TRAFFIC GROWTH	0	0	0		0	0	0		0	0	0		0	2	0			
PM NON-PROJECT TRAFFIC	0	9	4		3	43	51		8	46	10		18	196	4			
"AM PROJECT DISTRIBUTION"																		
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Pass-By Distribution	Entering																	
	Exiting																	
Valet Distribution	Entering															100.0%		
	Exiting																	
Net New Distribution	Entering															14.0%		
	Exiting															10.0%		
"PM PROJECT DISTRIBUTION"	LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																	
	Exiting																	
Valet Distribution	Entering															100.0%		
	Exiting																	
Net New Distribution	Entering															14.0%		
	Exiting															10.0%		
"AM PROJECT TRAFFIC"																		
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM TRAFFIC DIVERSIONS																		
Project Trips	Pass - By																	
	Valet															7		
	Net New															0		
AM TOTAL PROJECT TRAFFIC	0	0	0		0	0	7		0	0	0		0	0	0	0		
AM TOTAL TRAFFIC	5	25	6		1	16	50		4	160	3		25	85	5			
"PM PROJECT TRAFFIC"																		
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PM TRAFFIC DIVERSIONS																		
Project Trips	Pass - By																	
	Valet															32		
	Net New															7		
PM TOTAL PROJECT TRAFFIC	0	0	0		0	0	39		0	5	0		0	0	0	0		
PM TOTAL TRAFFIC	0	9	4		3	43	90		8	51	10		18	196	4			

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Malaga Avenue and Ponce De Leon Boulevard
 COUNT DATE: October 14, 2020
 AM PEAK HOUR FACTOR: 0.92
 PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
AM Raw Turning Movements		124	79	9	8	30	32	4	386	25	65	292	0						
Peak Season Correction Factor		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020			
Adjustment Factor		1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23			
AM EXISTING CONDITIONS		156	99	11		10	38	40		5	484	31		82	366	0			
"PM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PM Raw Turning Movements		48	43	10		19	74	41		6	382	39		57	418	0			
Peak Season Correction Factor		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020			
Adjustment Factor		1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23			
PM EXISTING CONDITIONS		60	54	13		24	93	51		8	479	49		72	524	0			
"AM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PDL Blvd and Malaga Ave Signal Imp										10	-10								
PDL Median										19									
The Plaza Coral Gables		34	48			16	16	117			61	34		34	6				
TOTAL "VESTED" TRAFFIC		34	48	0		16	16	117		29	51	34		34	6	0			
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Yearly Growth Rate		0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%			
AM BACKGROUND TRAFFIC GROWTH		2	1	0		0	0	0		0	5	0		1	4	0			
AM NON-PROJECT TRAFFIC		192	148	11		26	54	157		34	540	65		117	376	0			
"PM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PDL Blvd and Malaga Ave Signal Imp										6	-6								
PDL Median										26									
The Plaza Coral Gables		21	29			77	76	357			38	21		21	31				
TOTAL "VESTED" TRAFFIC		21	29	0		77	76	357		32	32	21		21	31	0			
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Yearly Growth Rate		0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%			
PM BACKGROUND TRAFFIC GROWTH		1	1	0		0	1	1		0	5	1		1	5	0			
PM NON-PROJECT TRAFFIC		82	84	13		101	170	409		40	516	71		94	560	0			
"AM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution		Entering																	
Valet Distribution		Entering																	
Net New Distribution		Entering																	
TOTAL "VESTED" TRAFFIC																			
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Yearly Growth Rate		0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%			
AM PROJECT TRAFFIC		82	84	13		101	170	409		40	516	71		94	560	0			
"PM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution		Entering															-100.0%		
Valet Distribution		Entering															100.0%		
Net New Distribution		Entering															100.0%		
TOTAL "VESTED" TRAFFIC																			
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Yearly Growth Rate		0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%			
PM PROJECT TRAFFIC		82	84	13		101	170	409		40	516	71		94	560	0			
"AM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	124		
Project Trips		Pass - By															7		
Net New		Valet															6		
AM TOTAL PROJECT TRAFFIC		0	0	0		0	0	0		0	0	0		0	6	131			
AM TOTAL TRAFFIC		192	148	11		26	54	157		34	540	65		117	382	131			
"PM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	319		
Project Trips		Pass - By															-1		
Net New		Valet															32		
PM TOTAL PROJECT TRAFFIC		0	0	0		0	0	0		7	0	0		0	4	351			
PM TOTAL TRAFFIC		82	84	13		101	170	409		47	516	71		94	564	351			

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: University Drive and Salzedo Street
 COUNT DATE: October 14, 2020
 AM PEAK HOUR FACTOR: 0.91
 PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
AM Raw Turning Movements		115	228	0		0	111	5		3	5	7		9	0	66			
Peak Season Correction Factor		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020			
Adjustment Factor		1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23			
AM EXISTING CONDITIONS		144	286	0		0	139	6		4	6	9		11	0	83			
"PM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PM Raw Turning Movements		29	76	0		0	284	5		2	5	4		9	0	149			
Peak Season Correction Factor		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020			
Adjustment Factor		1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23			
PM EXISTING CONDITIONS		36	95	0		0	356	6		3	6	5		11	0	187			
"AM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PDL Blvd and Malaga Ave Signal Imp																			
PDL Median																			
The Plaza Coral Gables																			
TOTAL "VESTED" TRAFFIC		0	68	0		0	16	0		0	0	0		0	0	0			
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Yearly Growth Rate		0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%			
AM BACKGROUND TRAFFIC GROWTH		1	3	0		0	1	0		0	0	0	0	0	0	1			
AM NON-PROJECT TRAFFIC		145	357	0		0	156	6		4	6	9		11	0	84			
"PM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PDL Blvd and Malaga Ave Signal Imp																			
PDL Median																			
The Plaza Coral Gables																			
TOTAL "VESTED" TRAFFIC		0	42	0		0	76	0		0	0	0		0	0	0			
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Yearly Growth Rate		0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%			
PM BACKGROUND TRAFFIC GROWTH		0	1	0		0	4	0		0	0	0	0	0	0	2			
PM NON-PROJECT TRAFFIC		36	138	0		0	436	6		3	6	5		11	0	189			
"AM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution		Entering																	
		Exiting																	
Valet Distribution		Entering																	
		Exiting																	
Net New Distribution		Entering																	
		Exiting																	
"PM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution		Entering																	
		Exiting																	
Valet Distribution		Entering																	
		Exiting																	
Net New Distribution		Entering																	
		Exiting																	
"AM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																			
Project Trips		Pass - By																	
		Valet																	
		Net New																	
AM TOTAL PROJECT TRAFFIC		0	0	0		0	0	0		0	0	0	0	0	0	0	0		
AM TOTAL TRAFFIC		145	357	0		0	156	6		4	6	9		11	0	84			
"PM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																			
Project Trips		Pass - By																	
		Valet																	
		Net New																	
PM TOTAL PROJECT TRAFFIC		5	0	0		0	0	0		0	0	0	0	0	0	0	0		
PM TOTAL TRAFFIC		41	138	0		0	436	6		3	6	5		11	0	189			

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:	University Drive and SW 42nd Avenue October 14, 2020 0.91 0.95																	
"AM EXISTING TRAFFIC"																		
AM Raw Turning Movements	15	214	247	14	52	92	11	10	10	4	750	66	30	831	105	8		
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	
AM EXISTING CONDITIONS	19	268	310	18	65	115	14	13	13	5	941	83	38	1,043	132	10		
"PM EXISTING TRAFFIC"																		
PM Raw Turning Movements	14	94	70	11	169	223	33	10	26	5	694	31	12	768	217	17		
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	
PM EXISTING CONDITIONS	18	118	88	14	212	280	41	13	33	6	871	39	15	964	272	21		
"AM BACKGROUND TRAFFIC"																		
PDL Blvd and Malaga Ave Signal Imp																		
PDL Median																		
The Plaza Coral Gables																		
TOTAL "VESTED" TRAFFIC	0	0	34	0	0	8	8	0	0	0	20	34	0	0	5	0		
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	
AM BACKGROUND TRAFFIC GROWTH	0	3	3	0	1	1	0	0	0	0	10	1	0	11	1	0		
AM NON-PROJECT TRAFFIC	19	271	347	18	66	124	22	13	13	5	971	118	38	1,054	138	10		
"PM BACKGROUND TRAFFIC"																		
PDL Blvd and Malaga Ave Signal Imp																		
PDL Median																		
The Plaza Coral Gables																		
TOTAL "VESTED" TRAFFIC	0	0	21	0	0	38	38	0	0	0	13	21	0	0	23	0		
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	
PM BACKGROUND TRAFFIC GROWTH	0	1	1	0	2	3	0	0	0	0	9	0	0	10	3	0		
PM NON-PROJECT TRAFFIC	18	119	110	14	214	321	79	13	33	6	893	60	15	974	298	21		
"AM PROJECT DISTRIBUTION"																		
LAND USE	TYPE	EB2R	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2	
Pass-By Distribution	Entering																	
	Exiting																	
Valet Distribution	Entering																	
	Exiting																	
Net New Distribution	Entering																	
	Exiting	7.0%	2.0%															
TOTAL "VESTED" TRAFFIC	0	0	21	0	0	38	38	0	0	0	13	21	0	0	23	0		
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	
PM PROJECT DISTRIBUTION"	LAND USE	TYPE	EB2R	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Pass-By Distribution	Entering																	
	Exiting																	
Valet Distribution	Entering																	
	Exiting																	
Net New Distribution	Entering																	
	Exiting	7.0%	2.0%															
TOTAL "VESTED" TRAFFIC	0	0	21	0	0	38	38	0	0	0	13	21	0	0	23	0		
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	
AM PROJECT TRAFFIC"	LAND USE	TYPE	EB2R	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
AM TRAFFIC DIVERSIONS																		
Project Trips	Pass - By																	
	Valet																	
	Net New		0	0														
AM TOTAL PROJECT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	4	0	
AM TOTAL TRAFFIC	19	271	347	18	66	124	22	13	13	5	971	118	38	1,064	142	10		
"PM PROJECT TRAFFIC"																		
LAND USE	TYPE	EB2R	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2	
PM TRAFFIC DIVERSIONS	Pass - By																	
Project Trips	Valet																	
	Net New		3	1											7	4	0	
PM TOTAL PROJECT TRAFFIC	0	3	1	0	0	0	0	0	0	0	0	0	0	0	8	3	0	
PM TOTAL TRAFFIC	18	122	111	14	214	321	79	13	33	6	900	64	15	982	301	21		

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Catalonia Avenue and Project Driveway
 COUNT DATE: October 14, 2020
 AM PEAK HOUR FACTOR: 0.92
 PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
AM Raw Turning Movements		0	70	0		0	43	0		0	0	0	0	0	0	0	0		
Peak Season Correction Factor		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020		
Adjustment Factor		1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23		
AM EXISTING CONDITIONS		0	88	0		0	54	0		0	0	0	0	0	0	0	0		
"PM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PM Raw Turning Movements		0	50	0		0	54	0		0	0	0	0	0	0	0	0		
Peak Season Correction Factor		1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020		
Adjustment Factor		1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23		
PM EXISTING CONDITIONS		0	63	0		0	68	0		0	0	0	0	0	0	0	0		
"AM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PDL Blvd and Malaga Ave Signal Imp																			
PDL Median			-19																
The Plaza Coral Gables																			
TOTAL "VESTED" TRAFFIC		0	-19	0		0	0	0		0	0	0	0	0	0	0	0		
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Yearly Growth Rate		0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%		
AM BACKGROUND TRAFFIC GROWTH		0	1	0		0	1	0		0	0	0	0	0	0	0	0		
AM NON-PROJECT TRAFFIC		0	70	0		0	55	0		0	0	0	0	0	0	0	0		
"PM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PDL Blvd and Malaga Ave Signal Imp																			
PDL Median			-8																
The Plaza Coral Gables																			
TOTAL "VESTED" TRAFFIC		0	-8	0		0	0	0		0	0	0	0	0	0	0	0		
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Yearly Growth Rate		0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%		
PM BACKGROUND TRAFFIC GROWTH		0	1	0		0	1	0		0	0	0	0	0	0	0	0		
PM NON-PROJECT TRAFFIC		0	56	0		0	69	0		0	0	0	0	0	0	0	0		
"AM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution		Entering																	
		Exiting																	
Valet Distribution		Entering						100.0%											
		Exiting																	
Net New Distribution		Entering						76.0%		24.0%									
		Exiting																	
"PM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution		Entering							100.0%										
		Exiting																	
Valet Distribution		Entering						100.0%											
		Exiting																	
Net New Distribution		Entering						76.0%		24.0%									
		Exiting																	
"AM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																			
Project Trips		Pass - By																	
		Valet						7											
		Net New						18		6			41		7				
AM TOTAL PROJECT TRAFFIC				0	0	25		6	0	0		41	0	14	0	0	0		
AM TOTAL TRAFFIC				0	70	25		6	55	0		41	0	14	0	0	0		
"PM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																			
Project Trips		Pass - By																	
		Valet							20						19				
		Net New							32						30				
PM TOTAL PROJECT TRAFFIC				0	0	78		35	0	0		46	0	57	0	0	0		
PM TOTAL TRAFFIC				0	56	78		35	69	0		46	0	57	0	0	0		

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION:	Catalonia Avenue and Valet Drop-Off/Pick-Up																	
COUNT DATE:	October 14, 2020																	
AM PEAK HOUR FACTOR:	0.92																	
PM PEAK HOUR FACTOR:	0.92																	
"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
AM Raw Turning Movements	0	70	0	0	43	0	0	0	0	0	0	0	0	0	0	0		
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020		
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23		
AM EXISTING CONDITIONS	0	88	0	0	54	0	0	0	0	0	0	0	0	0	0	0		
"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PM Raw Turning Movements	0	50	0	0	54	0	0	0	0	0	0	0	0	0	0	0		
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020		
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23		
PM EXISTING CONDITIONS	0	63	0	0	68	0	0	0	0	0	0	0	0	0	0	0		
"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PDL Blvd and Malaga Ave Signal Imp																		
PDL Median			-19															
The Plaza Coral Gables																		
TOTAL "VESTED" TRAFFIC	0	-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%		
AM BACKGROUND TRAFFIC GROWTH	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
AM NON-PROJECT TRAFFIC	0	70	0	0	55	0	0	0	0	0	0	0	0	0	0	0		
"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PDL Blvd and Malaga Ave Signal Imp																		
PDL Median			-8															
The Plaza Coral Gables																		
TOTAL "VESTED" TRAFFIC	0	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%		
PM BACKGROUND TRAFFIC GROWTH	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
PM NON-PROJECT TRAFFIC	0	56	0	0	69	0	0	0	0	0	0	0	0	0	0	0		
"AM PROJECT DISTRIBUTION"	LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																	
	Exiting																	
Valet Distribution	Entering																	
	Exiting																	
Net New Distribution	Entering																	
	Exiting																	
"PM PROJECT DISTRIBUTION"	LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																	
	Exiting																	
Valet Distribution	Entering																	
	Exiting																	
Net New Distribution	Entering																	
	Exiting																	
"AM PROJECT TRAFFIC"	LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																		
Project Trips	Pass - By																	
	Valet																	
	Net New																	
AM TOTAL PROJECT TRAFFIC			0	17	7		0	0	0		0	0	7		0	0	0	
AM TOTAL TRAFFIC			0	87	7		0	55	0		0	0	7		0	0	0	
"PM PROJECT TRAFFIC"	LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																		
Project Trips	Pass - By																	
	Valet																	
	Net New																	
PM TOTAL PROJECT TRAFFIC			0	32	30		0	38	0		0	0	32		0	0	0	
PM TOTAL TRAFFIC			0	88	30		0	107	0		0	0	32		0	0	0	

Appendix I

Intersection Capacity Analysis Worksheets

A.M. Peak Hour

Existing Conditions

Timings

1: Ponce De Leon Boulevard & Almeria Avenue

Existing Conditions

A.M. Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↑↓		↑↓		↑↓	↑↓	↑↓
Traffic Volume (vph)	14	64	83	73	11	488	43	453
Future Volume (vph)	14	64	83	73	11	488	43	453
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.6	30.6	30.6	30.6	23.0	23.0	23.0	23.0
Total Split (s)	74.0	74.0	74.0	74.0	116.0	116.0	116.0	116.0
Total Split (%)	38.9%	38.9%	38.9%	38.9%	61.1%	61.1%	61.1%	61.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 190

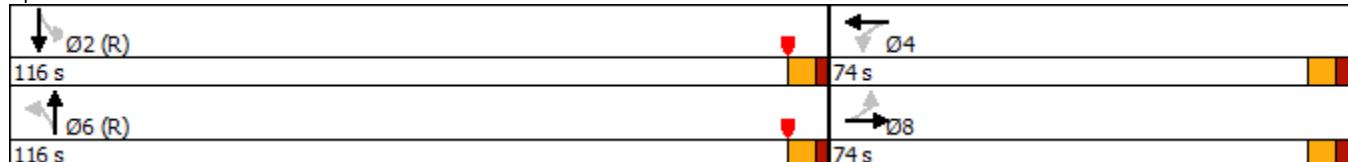
Actuated Cycle Length: 190

Offset: 18 (9%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & Almeria Avenue



Queues

Existing Conditions

1: Ponce De Leon Boulevard & Almeria Avenue

A.M. Peak Hour



Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	100	200	792	51	555
v/c Ratio	0.36	0.90	0.35	0.11	0.22
Control Delay	67.1	113.7	7.0	8.7	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	67.1	113.7	7.0	8.7	8.0
Queue Length 50th (ft)	107	245	97	16	100
Queue Length 95th (ft)	151	306	109	38	146
Internal Link Dist (ft)	175	205	779		147
Turn Bay Length (ft)				50	
Base Capacity (vph)	540	425	2244	463	2495
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.19	0.47	0.35	0.11	0.22

Intersection Summary

HCM 6th Signalized Intersection Summary
1: Ponce De Leon Boulevard & Almeria Avenue

Existing Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	64	8	83	73	14	11	488	174	43	453	19
Future Volume (veh/h)	14	64	8	83	73	14	11	488	174	43	453	19
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	0.99		0.96	0.99		0.97	1.00	0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90
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	16	75	9	98	86	16	13	574	205	51	533	22
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	209	23	132	98	17	43	1777	627	564	2512	103
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	163	1222	137	603	571	102	30	2330	822	690	3294	136
Grp Volume(v), veh/h	100	0	0	200	0	0	456	0	336	51	287	268
Grp Sat Flow(s), veh/h/ln	1522	0	0	1276	0	0	1834	0	1349	690	1777	1653
Q Serve(g_s), s	0.0	0.0	0.0	19.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.2	0.0	0.0	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.16		0.09	0.49		0.08	0.03		0.61	1.00		0.08
Lane Grp Cap(c), veh/h	283	0	0	247	0	0	1418	0	1029	564	1355	1260
V/C Ratio(X)	0.35	0.00	0.00	0.81	0.00	0.00	0.32	0.00	0.33	0.09	0.21	0.21
Avail Cap(c_a), veh/h	566	0	0	497	0	0	1418	0	1029	564	1355	1260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.4	0.0	0.0	78.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	4.7	0.0	0.0	0.6	0.0	0.8	0.3	0.4	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(50%), veh/ln	4.4	0.0	0.0	10.0	0.0	0.0	0.2	0.0	0.2	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.0	0.0	0.0	82.9	0.0	0.0	0.6	0.0	0.8	0.3	0.4	0.4
LnGrp LOS	E	A	A	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h	100			200			792		606			
Approach Delay, s/veh	70.0			82.9			0.7		0.4			
Approach LOS	E			F			A		A			
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+R _c), s	150.9		39.1		150.9		39.1					
Change Period (Y+R _c), s	6.0		6.6		6.0		6.6					
Max Green Setting (Gmax), s	110.0		67.4		110.0		67.4					
Max Q Clear Time (g_c+l1), s	2.0		31.5		2.0		12.2					
Green Ext Time (p_c), s	1.4		1.0		2.0		0.5					
Intersection Summary												
HCM 6th Ctrl Delay			14.3									
HCM 6th LOS			B									

HCM 6th TWSC
2: SW 42nd Avenue & Catalonia Avenue

Existing Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh 0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↑		↑	↑↑
Traffic Vol, veh/h	3	21	1224	19	97	1196
Future Vol, veh/h	3	21	1224	19	97	1196
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	35	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	23	1345	21	107	1314

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2229	685	0	0	1368
Stage 1	1358	-	-	-	-
Stage 2	871	-	-	-	-
Critical Hdwy	5	5	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22
Pot Cap-1 Maneuver	119	608	-	-	498
Stage 1	221	-	-	-	-
Stage 2	411	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	93	607	-	-	497
Mov Cap-2 Maneuver	93	-	-	-	-
Stage 1	221	-	-	-	-
Stage 2	323	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.8	0	1.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	359	497	-
HCM Lane V/C Ratio	-	-	0.073	0.214	-
HCM Control Delay (s)	-	-	15.8	14.2	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.8	-

HCM 6th TWSC
102: SW 42nd Avenue & Catalonia Avenue

Existing Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		↑	↑↑	↑↑	
Traffic Vol, veh/h	13	25	20	1230	1196	3
Future Vol, veh/h	13	25	20	1230	1196	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	27	22	1352	1314	3

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	2036	659	1317	0	-
Stage 1	1316	-	-	-	-
Stage 2	720	-	-	-	-
Critical Hdwy	5	5	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-
Pot Cap-1 Maneuver	147	624	521	-	-
Stage 1	234	-	-	-	-
Stage 2	496	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	141	624	521	-	-
Mov Cap-2 Maneuver	141	-	-	-	-
Stage 1	224	-	-	-	-
Stage 2	496	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.7	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	521	-	287	-	-
HCM Lane V/C Ratio	0.042	-	0.145	-	-
HCM Control Delay (s)	12.2	-	19.7	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

HCM 6th AWSC
3: Salzedo Street & Catalonia Avenue

Existing Conditions
A.M. Peak Hour

Intersection

Intersection Delay, s/veh 8.9
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↖			↖			↖	
Traffic Vol, veh/h	24	90	4	4	11	23	3	166	16	9	93	9
Future Vol, veh/h	24	90	4	4	11	23	3	166	16	9	93	9
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	106	5	5	13	27	4	195	19	11	109	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8.9			7.9			9.2			8.6		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	20%	11%	8%
Vol Thru, %	90%	76%	29%	84%
Vol Right, %	9%	3%	61%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	185	118	38	111
LT Vol	3	24	4	9
Through Vol	166	90	11	93
RT Vol	16	4	23	9
Lane Flow Rate	218	139	45	131
Geometry Grp	1	1	1	1
Degree of Util (X)	0.271	0.185	0.057	0.167
Departure Headway (Hd)	4.479	4.803	4.569	4.591
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	801	745	781	780
Service Time	2.511	2.843	2.614	2.626
HCM Lane V/C Ratio	0.272	0.187	0.058	0.168
HCM Control Delay	9.2	8.9	7.9	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	0.7	0.2	0.6

HCM 6th TWSC
4: Ponce De Leon Boulevard & Catalonia Avenue

Existing Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑↑	↑↑	
Traffic Vol, veh/h	19	69	38	640	489	16
Future Vol, veh/h	19	69	38	640	489	16
Conflicting Peds, #/hr	3	1	17	0	0	17
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	78	43	727	556	18

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	1035	305	591	0	-
Stage 1	582	-	-	-	-
Stage 2	453	-	-	-	-
Critical Hdwy	5	5	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-
Pot Cap-1 Maneuver	425	890	981	-	-
Stage 1	589	-	-	-	-
Stage 2	691	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	381	875	965	-	-
Mov Cap-2 Maneuver	381	-	-	-	-
Stage 1	536	-	-	-	-
Stage 2	680	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	965	-	684	-	-
HCM Lane V/C Ratio	0.045	-	0.146	-	-
HCM Control Delay (s)	8.9	0.3	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

HCM Unsignalized Intersection Capacity Analysis
5: Ponce De Leon Boulevard & University Drive

Existing Conditions
A.M. Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	10	676	443	120
Future Volume (Veh/h)	0	0	10	676	443	120
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	11	751	492	133
Pedestrians	13				3	
Lane Width (ft)	0.0				12.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				131	978	
pX, platoon unblocked	0.92	0.99	0.99			
vC, conflicting volume	972	326	505			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	743	299	480			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	99			
cM capacity (veh/h)	318	690	1068			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	261	501	328	297		
Volume Left	11	0	0	0		
Volume Right	0	0	0	133		
cSH	1068	1700	1700	1700		
Volume to Capacity	0.01	0.29	0.19	0.17		
Queue Length 95th (ft)	1	0	0	0		
Control Delay (s)	0.5	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.2		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization		29.1%		ICU Level of Service		
Analysis Period (min)		15			A	

HCM 6th TWSC
6: SW 42nd Avenue & Malaga Avenue

Existing Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↑		↑	↑↑
Traffic Vol, veh/h	1	23	1225	3	29	1200
Future Vol, veh/h	1	23	1225	3	29	1200
Conflicting Peds, #/hr	0	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	30	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	25	1332	3	32	1304

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2051	670	0	0	1336
Stage 1	1335	-	-	-	-
Stage 2	716	-	-	-	-
Critical Hdwy	5	5	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22
Pot Cap-1 Maneuver	145	618	-	-	512
Stage 1	228	-	-	-	-
Stage 2	499	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	136	617	-	-	512
Mov Cap-2 Maneuver	136	-	-	-	-
Stage 1	228	-	-	-	-
Stage 2	468	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	538	512	-
HCM Lane V/C Ratio	-	-	0.048	0.062	-
HCM Control Delay (s)	-	-	12	12.5	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

HCM 6th TWSC
106: SW 42nd Avenue & Malaga Avenue

Existing Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		T	↑↑	↑↑	
Traffic Vol, veh/h	13	23	13	1215	1187	14
Future Vol, veh/h	13	23	13	1215	1187	14
Conflicting Peds, #/hr	1	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	25	14	1321	1290	15

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	1989	654	1306	0	-
Stage 1	1299	-	-	-	-
Stage 2	690	-	-	-	-
Critical Hdwy	5	5	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-
Pot Cap-1 Maneuver	155	628	526	-	-
Stage 1	239	-	-	-	-
Stage 2	515	-	-	-	-
Platoon blocked, %		-	-	-	-
Mov Cap-1 Maneuver	151	627	525	-	-
Mov Cap-2 Maneuver	151	-	-	-	-
Stage 1	232	-	-	-	-
Stage 2	514	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.2	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	525	-	293	-	-
HCM Lane V/C Ratio	0.027	-	0.134	-	-
HCM Control Delay (s)	12	-	19.2	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

HCM 6th TWSC
7: Salzedo Street & Malaga Avenue

Existing Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	25	6	1	16	21	4	158	3	11	84	5
Future Vol, veh/h	5	25	6	1	16	21	4	158	3	11	84	5
Conflicting Peds, #/hr	1	0	0	0	0	1	7	0	6	6	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	29	7	1	19	24	5	184	3	13	98	6

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	352	337	108	347	339	193	111	0	0	193	0	0
Stage 1	134	134	-	202	202	-	-	-	-	-	-	-
Stage 2	218	203	-	145	137	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	849	862	1080	853	860	994	1479	-	-	1380	-	-
Stage 1	1010	1033	-	925	957	-	-	-	-	-	-	-
Stage 2	906	955	-	996	1029	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	799	839	1073	812	837	987	1469	-	-	1372	-	-
Mov Cap-2 Maneuver	799	839	-	812	837	-	-	-	-	-	-	-
Stage 1	999	1015	-	916	947	-	-	-	-	-	-	-
Stage 2	862	945	-	952	1012	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	9.1	0.2	0.8
HCM LOS	A	A	A	A

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1469	-	-	864	913	1372	-	-
HCM Lane V/C Ratio	0.003	-	-	0.048	0.048	0.009	-	-
HCM Control Delay (s)	7.5	0	-	9.4	9.1	7.6	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Timings

8: Ponce De Leon Boulevard & Malaga Avenue

Existing Conditions

A.M. Peak Hour

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↑	↓	↔	←	↑	↓	↑
Traffic Volume (vph)	156	99	38	5	484	82	366
Future Volume (vph)	156	99	38	5	484	82	366
Turn Type	Split	NA	NA	Perm	NA	Perm	NA
Protected Phases	8	8	4		6		2
Permitted Phases					6		2
Detector Phase	8	8	4	6	6	2	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0
Minimum Split (s)	29.7	29.7	13.5	22.3	22.3	22.3	22.3
Total Split (s)	37.0	37.0	14.0	44.0	44.0	44.0	44.0
Total Split (%)	38.9%	38.9%	14.7%	46.3%	46.3%	46.3%	46.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	2.7	2.5	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	6.7	6.7	6.5		6.3		6.3
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 95

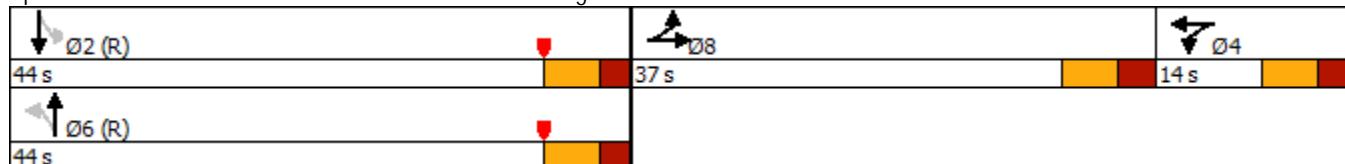
Actuated Cycle Length: 95

Offset: 3 (3%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Splits and Phases: 8: Ponce De Leon Boulevard & Malaga Avenue

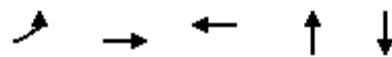


Queues

8: Ponce De Leon Boulevard & Malaga Avenue

Existing Conditions

A.M. Peak Hour



Lane Group	EBL	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	143	147	95	565	487
v/c Ratio	0.56	0.55	0.47	0.32	0.33
Control Delay	44.9	42.9	33.5	13.8	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	42.9	33.5	13.8	16.9
Queue Length 50th (ft)	85	84	35	94	85
Queue Length 95th (ft)	138	138	80	164	212
Internal Link Dist (ft)		136	199	145	51
Turn Bay Length (ft)					
Base Capacity (vph)	536	555	204	1772	1479
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.26	0.47	0.32	0.33

Intersection Summary

HCM 6th Signalized Intersection Summary
8: Ponce De Leon Boulevard & Malaga Avenue

Existing Conditions

A.M. Peak Hour

Movement	EBL	EBT	EBC	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↓			↑			↑↓			↑	
Traffic Volume (veh/h)	156	99	11	10	38	40	5	484	31	82	366	0
Future Volume (veh/h)	156	99	11	10	38	40	5	484	31	82	366	0
Initial Q (Q _b), 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	0.99		0.97	0.99	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	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	0
Adj Flow Rate, veh/h	145	143	12	11	41	43	5	526	34	89	398	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	218	208	17	13	50	52	42	1878	120	325	1457	0
Arrive On Green	0.12	0.12	0.12	0.07	0.07	0.07	0.79	0.79	0.79	0.79	0.79	0.00
Sat Flow, veh/h	1781	1699	143	179	667	699	7	3144	201	457	2524	0
Grp Volume(v), veh/h	145	0	155	95	0	0	314	0	251	229	258	0
Grp Sat Flow(s), veh/h/ln	1781	0	1842	1545	0	0	1864	0	1487	1279	1617	0
Q Serve(g_s), s	7.4	0.0	7.7	5.8	0.0	0.0	0.0	0.0	4.3	0.4	4.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	7.7	5.8	0.0	0.0	4.2	0.0	4.3	4.6	4.0	0.0
Prop In Lane	1.00			0.08	0.12		0.45	0.02		0.14	0.39	
Lane Grp Cap(c), veh/h	218	0	226	116	0	0	1152	0	888	817	966	0
V/C Ratio(X)	0.66	0.00	0.69	0.82	0.00	0.00	0.27	0.00	0.28	0.28	0.27	0.00
Avail Cap(c_a), veh/h	568	0	587	122	0	0	1152	0	888	817	966	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.8	0.0	39.9	43.3	0.0	0.0	4.4	0.0	4.4	4.2	4.3	0.0
Incr Delay (d2), s/veh	4.9	0.0	5.2	34.4	0.0	0.0	0.6	0.0	0.8	0.9	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	3.5	0.0	3.8	3.3	0.0	0.0	1.5	0.0	1.3	1.2	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.7	0.0	45.1	77.7	0.0	0.0	5.0	0.0	5.2	5.1	5.0	0.0
LnGrp LOS	D	A	D	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		300			95			565			487	
Approach Delay, s/veh		44.9			77.7			5.0			5.1	
Approach LOS		D			E			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		63.0		13.6		63.0		18.3				
Change Period (Y+Rc), s		* 6.3		6.5		* 6.3		6.7				
Max Green Setting (Gmax), s		* 38		7.5		* 38		30.3				
Max Q Clear Time (g_c+l1), s		6.6		7.8		6.3		9.7				
Green Ext Time (p_c), s		1.3		0.0		1.2		1.8				

Intersection Summary

HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
9: Salzedo Street & University Drive

Existing Conditions
A.M. Peak Hour

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↑↑	↑↑	↑	↑		↓
Traffic Volume (vph)	144	286	139	4	6	11	0
Future Volume (vph)	144	286	139	4	6	11	0
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		6	2		4		8
Permitted Phases		6			4		8
Detector Phase		6	2	4	4	8	8
Switch Phase							
Minimum Initial (s)	12.0	12.0	12.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.4	18.4	18.4	13.2	13.2	13.2	13.2
Total Split (s)	56.0	56.0	56.0	39.0	39.0	39.0	39.0
Total Split (%)	58.9%	58.9%	58.9%	41.1%	41.1%	41.1%	41.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.4	6.4	6.2	6.2		6.2
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 95

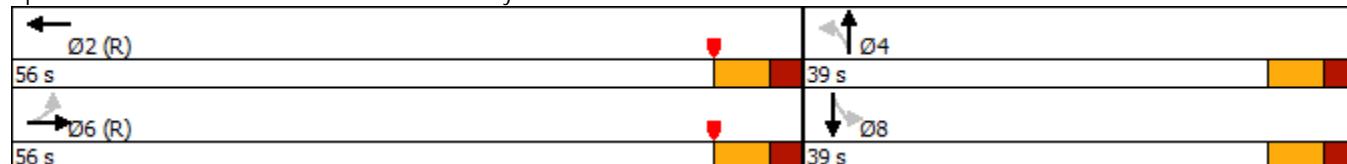
Actuated Cycle Length: 95

Offset: 73 (77%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 40

Control Type: Actuated-Coordinated

Splits and Phases: 9: Salzedo Street & University Drive



Queues
9: Salzedo Street & University Drive

Existing Conditions

A.M. Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	472	160	4	17	103
v/c Ratio	0.21	0.06	0.04	0.11	0.49
Control Delay	1.4	2.6	38.0	26.5	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	1.4	2.6	38.0	26.5	19.2
Queue Length 50th (ft)	21	7	2	4	7
Queue Length 95th (ft)	48	19	12	23	53
Internal Link Dist (ft)	690	480		161	207
Turn Bay Length (ft)			160		
Base Capacity (vph)	2251	2868	411	528	537
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.06	0.01	0.03	0.19

Intersection Summary

HCM 6th Signalized Intersection Summary
9: Salzedo Street & University Drive

Existing Conditions

A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑		↑	↑		↓	↔	
Traffic Volume (veh/h)	144	286	0	0	139	6	4	6	9	11	0	83
Future Volume (veh/h)	144	286	0	0	139	6	4	6	9	11	0	83
Initial Q (Q _b), 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	0.98		0.97	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No		No		
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	158	314	0	0	153	7	4	7	10	12	0	91
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	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	780	1589	0	0	2662	121	182	61	86	51	7	119
Arrive On Green	1.00	1.00	0.00	0.00	1.00	1.00	0.10	0.10	0.10	0.10	0.00	0.10
Sat Flow, veh/h	931	2151	0	0	3555	157	1286	616	880	87	72	1209
Grp Volume(v), veh/h	230	242	0	0	78	82	4	0	17	103	0	0
Grp Sat Flow(s), veh/h/ln	1379	1617	0	0	1777	1842	1286	0	1496	1369	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	1.0	6.9	0.0	0.0
Prop In Lane	0.69		0.00	0.00		0.09	1.00		0.59	0.12		0.88
Lane Grp Cap(c), veh/h	1125	1244	0	0	1367	1416	182	0	147	177	0	0
V/C Ratio(X)	0.20	0.19	0.00	0.00	0.06	0.06	0.02	0.00	0.12	0.58	0.00	0.00
Avail Cap(c_a), veh/h	1125	1244	0	0	1367	1416	500	0	516	509	0	0
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.48	0.48	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	38.8	0.0	39.1	41.7	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	0.1	0.1	0.1	0.0	0.5	4.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.4	2.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.2	0.2	0.0	0.0	0.1	0.1	38.8	0.0	39.6	46.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h		472			160			21			103	
Approach Delay, s/veh		0.2			0.1			39.4			46.0	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+R _c), s		79.5		15.5		79.5		15.5				
Change Period (Y+R _c), s		6.4		* 6.2		6.4		* 6.2				
Max Green Setting (Gmax), s		49.6		* 33		49.6		* 33				
Max Q Clear Time (g_c+l1), s		2.0		3.0		2.0		8.9				
Green Ext Time (p_c), s		0.3		0.1		1.1		0.8				

Intersection Summary

HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
10: University Drive & SW 42nd Avenue & Anastasia Avenue

Existing Conditions

A.M. Peak Hour

Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL	NER
Lane Configurations										
Traffic Volume (vph)	65	115	14	13	5	941	38	1043	268	310
Future Volume (vph)	65	115	14	13	5	941	38	1043	268	310
Turn Type	pm+pt	Perm	NA	Perm	Perm	NA	Perm	NA	pm+pt	Prot
Protected Phases	7		4			6		2	3	8
Permitted Phases	4	4		6	6		2		8	
Detector Phase	7	4	4	6	6	6	2	2	3	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0
Minimum Split (s)	10.7	32.0	32.0	36.6	36.6	36.6	36.6	36.6	10.7	32.0
Total Split (s)	20.0	64.0	64.0	106.0	106.0	106.0	106.0	106.0	20.0	64.0
Total Split (%)	10.5%	33.7%	33.7%	55.8%	55.8%	55.8%	55.8%	55.8%	10.5%	33.7%
Yellow Time (s)	3.7	4.0	4.0	4.4	4.4	4.4	4.4	4.4	3.7	4.0
All-Red Time (s)	2.0	3.0	3.0	2.2	2.2	2.2	2.2	2.2	2.0	3.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		7.0		6.6	6.6	6.6	6.6	5.7	7.0
Lead/Lag	Lead	Lag	Lag						Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 190

Actuated Cycle Length: 190

Offset: 57 (30%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 10: University Drive & SW 42nd Avenue & Anastasia Avenue



Queues

10: University Drive & SW 42nd Avenue & Anastasia Avenue

Existing Conditions

A.M. Peak Hour

Lane Group	WBL2	WBT	NBL	NBT	SBL	SBT	NEL	NER
Lane Group Flow (vph)	64	162	19	1125	42	1302	295	361
v/c Ratio	0.39	0.60	0.12	0.53	0.20	0.61	0.68	0.88
Control Delay	47.7	71.7	21.9	23.5	22.8	26.0	61.4	82.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.7	71.7	21.9	23.5	22.8	26.0	61.4	82.4
Queue Length 50th (ft)	60	189	10	409	23	516	301	384
Queue Length 95th (ft)	87	253	32	577	59	721	353	483
Internal Link Dist (ft)		690		270		458	149	
Turn Bay Length (ft)			200		80			175
Base Capacity (vph)	202	382	162	2142	215	2130	433	512
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.42	0.12	0.53	0.20	0.61	0.68	0.71

Intersection Summary

HCM Signalized Intersection Capacity Analysis
10: University Drive & SW 42nd Avenue & Anastasia Avenue

Existing Conditions

A.M. Peak Hour

Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	65	115	14	13	13	5	941	83	38	1043	132	10
Future Volume (vph)	65	115	14	13	13	5	941	83	38	1043	132	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Fr _t	1.00		0.99			1.00	0.99		1.00	0.98		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1681		1508			1770	3492		1769	3476		
Flt Permitted	0.20		0.81			0.14	1.00		0.19	1.00		
Satd. Flow (perm)	353		1267			264	3492		352	3476		
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	71	126	15	14	14	5	1034	91	42	1146	145	11
RTOR Reduction (vph)	0	0	2	0	0	0	3	0	0	0	0	0
Lane Group Flow (vph)	64	0	160	0	0	19	1122	0	42	1302	0	0
Confl. Peds. (#/hr)	3			2			2	2				
Confl. Bikes (#/hr)				1			1					
Parking (#/hr)			0	0								
Turn Type	pm+pt	Perm	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7		4				6			2		
Permitted Phases	4	4			6	6			2			
Actuated Green, G (s)	50.1		40.0			116.4	116.4		116.4	116.4		
Effective Green, g (s)	50.1		40.0			116.4	116.4		116.4	116.4		
Actuated g/C Ratio	0.26		0.21			0.61	0.61		0.61	0.61		
Clearance Time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Vehicle Extension (s)	2.0		3.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	163		266			161	2139		215	2129		
v/s Ratio Prot	0.02						0.32			c0.37		
v/s Ratio Perm	0.08		0.13			0.07			0.12			
v/c Ratio	0.39		0.60			0.12	0.52		0.20	0.61		
Uniform Delay, d1	55.4		67.8			15.4	21.0		16.2	22.8		
Progression Factor	0.97		0.96			1.00	1.00		1.00	1.00		
Incremental Delay, d2	0.6		4.0			1.5	0.9		2.0	1.3		
Delay (s)	54.2		69.3			16.9	21.9		18.2	24.1		
Level of Service	D		E			B	C		B	C		
Approach Delay (s)			65.0				21.8			23.9		
Approach LOS			E				C			C		
Intersection Summary												
HCM 2000 Control Delay		36.3		HCM 2000 Level of Service					D			
HCM 2000 Volume to Capacity ratio		0.70										
Actuated Cycle Length (s)		190.0		Sum of lost time (s)					19.3			
Intersection Capacity Utilization		78.2%		ICU Level of Service					D			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 10: University Drive & SW 42nd Avenue & Anastasia Avenue

Existing Conditions
 A.M. Peak Hour



Movement	NEL	NER	NER2
Lane Configurations	1	1	1
Traffic Volume (vph)	268	310	18
Future Volume (vph)	268	310	18
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	5.7	7.0	
Lane Util. Factor	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	
Fr _t	1.00	0.85	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1765	1583	
Flt Permitted	0.69	1.00	
Satd. Flow (perm)	1273	1583	
Peak-hour factor, PHF	0.91	0.91	0.91
Adj. Flow (vph)	295	341	20
RTOR Reduction (vph)	0	41	0
Lane Group Flow (vph)	295	320	0
Confl. Peds. (#/hr)	2	3	
Confl. Bikes (#/hr)		3	
Parking (#/hr)			
Turn Type	pm+pt	Prot	
Protected Phases	3	8	
Permitted Phases	8		
Actuated Green, G (s)	58.5	44.2	
Effective Green, g (s)	58.5	44.2	
Actuated g/C Ratio	0.31	0.23	
Clearance Time (s)	5.7	7.0	
Vehicle Extension (s)	2.0	3.5	
Lane Grp Cap (vph)	428	368	
v/s Ratio Prot	c0.05	c0.20	
v/s Ratio Perm	0.16		
v/c Ratio	0.69	0.87	
Uniform Delay, d1	57.0	70.1	
Progression Factor	1.00	1.00	
Incremental Delay, d2	3.7	19.9	
Delay (s)	60.7	90.0	
Level of Service	E	F	
Approach Delay (s)	76.8		
Approach LOS	E		

Intersection Summary

Future Background Conditions

Timings

1: Ponce De Leon Boulevard & Almeria Avenue

Future Background Conditions

A.M. Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↑↓		↑↓		↑↓	↑↓	↑↓
Traffic Volume (vph)	14	79	84	74	14	552	43	670
Future Volume (vph)	14	79	84	74	14	552	43	670
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.6	30.6	30.6	30.6	23.0	23.0	23.0	23.0
Total Split (s)	74.0	74.0	74.0	74.0	116.0	116.0	116.0	116.0
Total Split (%)	38.9%	38.9%	38.9%	38.9%	61.1%	61.1%	61.1%	61.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 190

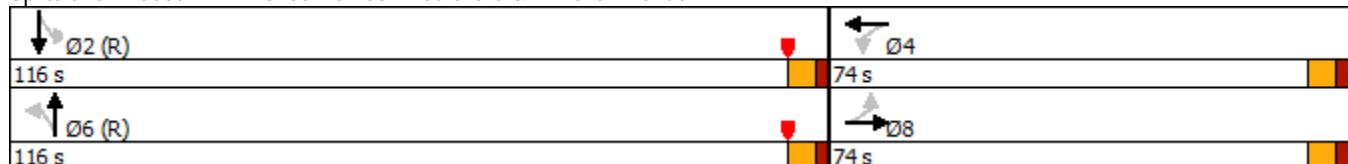
Actuated Cycle Length: 190

Offset: 18 (9%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & Almeria Avenue



Queues

1: Ponce De Leon Boulevard & Almeria Avenue

Future Background Conditions

A.M. Peak Hour



Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	118	206	872	51	810
v/c Ratio	0.40	0.93	0.40	0.12	0.33
Control Delay	67.9	117.8	9.8	9.5	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	67.9	117.8	9.8	9.5	9.6
Queue Length 50th (ft)	128	253	174	17	168
Queue Length 95th (ft)	173	316	214	40	235
Internal Link Dist (ft)	175	205	779		147
Turn Bay Length (ft)				50	
Base Capacity (vph)	548	407	2198	414	2475
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.22	0.51	0.40	0.12	0.33

Intersection Summary

HCM 6th Signalized Intersection Summary
1: Ponce De Leon Boulevard & Almeria Avenue

Future Background Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	79	8	84	74	17	14	552	176	43	670	19
Future Volume (veh/h)	14	79	8	84	74	17	14	552	176	43	670	19
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	0.99		0.96	1.00		0.97	1.00	0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90
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	16	93	9	99	87	20	16	649	207	51	788	22
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	236	22	132	99	22	46	1791	566	520	2514	70
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	134	1295	118	568	544	120	35	2384	753	643	3346	93
Grp Volume(v), veh/h	118	0	0	206	0	0	497	0	375	51	418	392
Grp Sat Flow(s), veh/h/ln	1546	0	0	1231	0	0	1807	0	1364	643	1777	1663
Q Serve(g_s), s	0.0	0.0	0.0	19.6	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1
Cycle Q Clear(g_c), s	11.9	0.0	0.0	31.6	0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.1
Prop In Lane	0.14		0.08	0.48		0.10	0.03		0.55	1.00		0.06
Lane Grp Cap(c), veh/h	304	0	0	253	0	0	1377	0	1025	520	1335	1249
V/C Ratio(X)	0.39	0.00	0.00	0.82	0.00	0.00	0.36	0.00	0.37	0.10	0.31	0.31
Avail Cap(c_a), veh/h	573	0	0	486	0	0	1377	0	1025	520	1335	1249
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.4	0.0	0.0	77.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	4.8	0.0	0.0	0.7	0.0	1.0	0.4	0.6	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	5.2	0.0	0.0	10.3	0.0	0.0	0.3	0.0	0.3	0.1	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.0	0.0	0.0	82.1	0.0	0.0	0.8	0.0	1.0	0.4	0.6	0.7
LnGrp LOS	E	A	A	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		118			206			872			861	
Approach Delay, s/veh	69.0			82.1				0.9			0.6	
Approach LOS		E			F			A			A	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+R _c), s	148.7		41.3		148.7		41.3					
Change Period (Y+R _c), s	6.0		6.6		6.0		6.6					
Max Green Setting (Gmax), s	110.0		67.4		110.0		67.4					
Max Q Clear Time (g_c+l1), s	2.1		33.6		2.1		13.9					
Green Ext Time (p_c), s	2.1		1.1		2.2		0.6					
Intersection Summary												
HCM 6th Ctrl Delay			12.8									
HCM 6th LOS			B									

HCM 6th TWSC
2: SW 42nd Avenue & Catalonia Avenue

Future Background Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh 0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↑		↑	↑↑
Traffic Vol, veh/h	3	21	1243	19	98	1210
Future Vol, veh/h	3	21	1243	19	98	1210
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	35	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	23	1366	21	108	1330

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2260	696	0	0	1389
Stage 1	1379	-	-	-	-
Stage 2	881	-	-	-	-
Critical Hdwy	5	5	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22
Pot Cap-1 Maneuver	115	602	-	-	489
Stage 1	216	-	-	-	-
Stage 2	406	-	-	-	-
Platoon blocked, %		-	-	-	-
Mov Cap-1 Maneuver	89	601	-	-	488
Mov Cap-2 Maneuver	89	-	-	-	-
Stage 1	216	-	-	-	-
Stage 2	316	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.1	0	1.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	350	488	-
HCM Lane V/C Ratio	-	-	0.075	0.221	-
HCM Control Delay (s)	-	-	16.1	14.5	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.8	-

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		↑	↑↑	↑↑	
Traffic Vol, veh/h	13	25	20	1242	1208	3
Future Vol, veh/h	13	25	20	1242	1208	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	27	22	1365	1327	3

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	2056	665	1330	0	-
Stage 1	1329	-	-	-	-
Stage 2	727	-	-	-	-
Critical Hdwy	5	5	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-
Pot Cap-1 Maneuver	144	621	515	-	-
Stage 1	230	-	-	-	-
Stage 2	492	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	138	621	515	-	-
Mov Cap-2 Maneuver	138	-	-	-	-
Stage 1	220	-	-	-	-
Stage 2	492	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.9	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	515	-	283	-	-
HCM Lane V/C Ratio	0.043	-	0.148	-	-
HCM Control Delay (s)	12.3	-	19.9	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

HCM 6th AWSC
3: Salzedo Street & Catalonia Avenue

Future Background Conditions
A.M. Peak Hour

Intersection

Intersection Delay, s/veh 9.1
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	43	72	4	4	11	23	3	171	35	9	108	9
Future Vol, veh/h	43	72	4	4	11	23	3	171	35	9	108	9
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	85	5	5	13	27	4	201	41	11	127	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	9.2			8			9.5			8.8		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	36%	11%	7%
Vol Thru, %	82%	61%	29%	86%
Vol Right, %	17%	3%	61%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	209	119	38	126
LT Vol	3	43	4	9
Through Vol	171	72	11	108
RT Vol	35	4	23	9
Lane Flow Rate	246	140	45	148
Geometry Grp	1	1	1	1
Degree of Util (X)	0.305	0.192	0.058	0.191
Departure Headway (Hd)	4.466	4.938	4.681	4.639
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	804	725	761	772
Service Time	2.5	2.983	2.733	2.678
HCM Lane V/C Ratio	0.306	0.193	0.059	0.192
HCM Control Delay	9.5	9.2	8	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.3	0.7	0.2	0.7

HCM 6th TWSC
4: Ponce De Leon Boulevard & Catalonia Avenue

Future Background Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑↑	↑↑	
Traffic Vol, veh/h	0	70	0	878	537	35
Future Vol, veh/h	0	70	0	878	537	35
Conflicting Peds, #/hr	3	1	17	0	0	17
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	80	0	998	610	40

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1149	343	667	0	-	0
Stage 1	647	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	378	857	919	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	366	842	904	-	-	-
Mov Cap-2 Maneuver	366	-	-	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	640	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	904	-	842	-	-
HCM Lane V/C Ratio	-	-	0.094	-	-
HCM Control Delay (s)	0	-	9.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

HCM Unsignalized Intersection Capacity Analysis
5: Ponce De Leon Boulevard & University Drive

Future Background Conditions
A.M. Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑↑	↑↑	
Traffic Volume (veh/h)	0	0	0	876	488	124
Future Volume (Veh/h)	0	0	0	876	488	124
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	973	542	138
Pedestrians	13				3	
Lane Width (ft)	0.0				12.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				131	978	
pX, platoon unblocked	0.89	1.00	1.00			
vC, conflicting volume	1114	353	555			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	888	351	553			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	253	645	1012			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	486	486	361	319		
Volume Left	0	0	0	0		
Volume Right	0	0	0	138		
cSH	1700	1700	1700	1700		
Volume to Capacity	0.29	0.29	0.21	0.19		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay		0.0				
Intersection Capacity Utilization		27.5%		ICU Level of Service		
Analysis Period (min)		15			A	

HCM 6th TWSC
6: SW 42nd Avenue & Malaga Avenue

Future Background Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↑		↑	↑↑
Traffic Vol, veh/h	1	23	1224	3	29	1198
Future Vol, veh/h	1	23	1224	3	29	1198
Conflicting Peds, #/hr	0	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	30	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	25	1330	3	32	1302

Major/Minor	Minor1	Major1	Major2	
Conflicting Flow All	2048	669	0	0 1334 0
Stage 1	1333	-	-	-
Stage 2	715	-	-	-
Critical Hdwy	5	5	-	4.14 -
Critical Hdwy Stg 1	5.84	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-
Follow-up Hdwy	3	3	-	2.22 -
Pot Cap-1 Maneuver	146	618	-	513 -
Stage 1	229	-	-	-
Stage 2	499	-	-	-
Platoon blocked, %		-	-	-
Mov Cap-1 Maneuver	137	617	-	513 -
Mov Cap-2 Maneuver	137	-	-	-
Stage 1	229	-	-	-
Stage 2	468	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	538	513	-
HCM Lane V/C Ratio	-	-	0.048	0.061	-
HCM Control Delay (s)	-	-	12	12.5	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

HCM 6th TWSC
106: SW 42nd Avenue & Malaga Avenue

Future Background Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		T	↑↑	↑↓	
Traffic Vol, veh/h	13	23	13	1227	1199	14
Future Vol, veh/h	13	23	13	1227	1199	14
Conflicting Peds, #/hr	1	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	25	14	1334	1303	15

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	2008	660	1319	0	-
Stage 1	1312	-	-	-	-
Stage 2	696	-	-	-	-
Critical Hdwy	5	5	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-
Pot Cap-1 Maneuver	152	624	520	-	-
Stage 1	235	-	-	-	-
Stage 2	511	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	148	623	520	-	-
Mov Cap-2 Maneuver	148	-	-	-	-
Stage 1	228	-	-	-	-
Stage 2	510	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	520	-	289	-	-
HCM Lane V/C Ratio	0.027	-	0.135	-	-
HCM Control Delay (s)	12.1	-	19.4	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection

Int Delay, s/veh

3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↖			↖			↖	
Traffic Vol, veh/h	5	25	6	1	16	43	4	160	3	25	85	5
Future Vol, veh/h	5	25	6	1	16	43	4	160	3	25	85	5
Conflicting Peds, #/hr	1	0	0	0	0	1	7	0	6	6	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	29	7	1	19	50	5	186	3	29	99	6

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	400	372	109	382	374	195	112	0	0	195	0	0
Stage 1	167	167	-	204	204	-	-	-	-	-	-	-
Stage 2	233	205	-	178	170	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	810	832	1079	824	831	992	1478	-	-	1378	-	-
Stage 1	968	995	-	922	954	-	-	-	-	-	-	-
Stage 2	888	953	-	954	992	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	735	800	1072	776	799	985	1468	-	-	1370	-	-
Mov Cap-2 Maneuver	735	800	-	776	799	-	-	-	-	-	-	-
Stage 1	957	966	-	913	944	-	-	-	-	-	-	-
Stage 2	822	943	-	899	963	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.6	9.2	0.2	1.7
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1468	-	-	825	924	1370	-	-
HCM Lane V/C Ratio	0.003	-	-	0.051	0.076	0.021	-	-
HCM Control Delay (s)	7.5	0	-	9.6	9.2	7.7	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.1	-	-

Timings

8: Ponce De Leon Boulevard & Malaga Avenue

Future Background Conditions

A.M. Peak Hour

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↑	↑		↑	↑		↑↑	↑	↑↑
Traffic Volume (vph)	192	148	26	54	157	34	540	117	376
Future Volume (vph)	192	148	26	54	157	34	540	117	376
Turn Type	pm+pt	NA	Perm	NA	pm+ov	Perm	NA	pm+pt	NA
Protected Phases	3	8		4	5		6	5	2
Permitted Phases	8			4		6		2	
Detector Phase	3	8	4	4	5	6	6	5	2
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	16.0	16.0	5.0	16.0
Minimum Split (s)	29.7	36.5	37.5	37.5	24.5	28.5	28.5	24.5	24.2
Total Split (s)	35.0	78.0	43.0	43.0	29.0	83.0	83.0	29.0	112.0
Total Split (%)	18.4%	41.1%	22.6%	22.6%	15.3%	43.7%	43.7%	15.3%	58.9%
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)	2.2	2.5	2.5	2.5	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.5		6.5	6.2		6.2	6.2	6.2
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 190

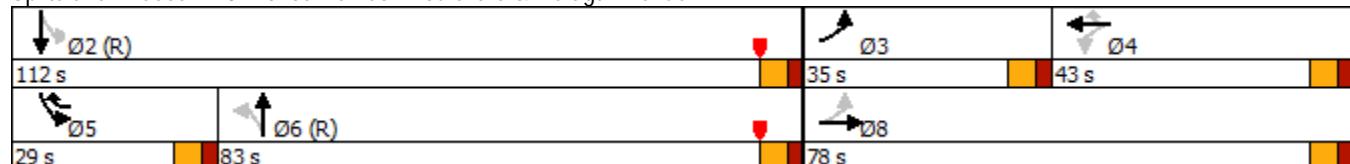
Actuated Cycle Length: 190

Offset: 3 (2%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 125

Control Type: Actuated-Coordinated

Splits and Phases: 8: Ponce De Leon Boulevard & Malaga Avenue



Queues

8: Ponce De Leon Boulevard & Malaga Avenue

Future Background Conditions

A.M. Peak Hour



Lane Group	EBL	EBT	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	209	173	87	171	695	127	409
v/c Ratio	0.61	0.36	0.67	0.48	0.40	0.27	0.17
Control Delay	65.9	57.7	106.5	11.7	23.2	11.1	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	57.7	106.5	11.7	23.2	11.1	9.8
Queue Length 50th (ft)	220	176	107	0	240	41	71
Queue Length 95th (ft)	289	236	171	70	342	65	93
Internal Link Dist (ft)		136	199		145		51
Turn Bay Length (ft)						125	
Base Capacity (vph)	359	694	266	439	1731	545	2389
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.25	0.33	0.39	0.40	0.23	0.17

Intersection Summary

HCM 6th Signalized Intersection Summary
8: Ponce De Leon Boulevard & Malaga Avenue

Future Background Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑			↑	↑		↑↑		↑	↑↑	
Traffic Volume (veh/h)	192	148	11	26	54	157	34	540	65	117	376	0
Future Volume (veh/h)	192	148	11	26	54	157	34	540	65	117	376	0
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach	No			No			No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	209	161	12	28	59	171	37	587	71	127	409	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	337	475	35	81	160	245	102	1594	191	509	2332	0
Arrive On Green	0.11	0.28	0.28	0.13	0.13	0.13	0.78	0.78	0.78	0.05	0.87	0.00
Sat Flow, veh/h	1781	1717	128	426	1211	1423	140	2733	328	1781	3647	0
Grp Volume(v), veh/h	209	0	173	87	0	171	379	0	316	127	409	0
Grp Sat Flow(s), veh/h/ln	1781	0	1845	1637	0	1423	1741	0	1459	1781	1777	0
Q Serve(g_s), s	18.8	0.0	14.2	4.6	0.0	21.5	0.0	0.0	13.0	5.4	3.3	0.0
Cycle Q Clear(g_c), s	18.8	0.0	14.2	8.8	0.0	21.5	11.8	0.0	13.0	5.4	3.3	0.0
Prop In Lane	1.00		0.07	0.32		1.00	0.10		0.22	1.00		0.00
Lane Grp Cap(c), veh/h	337	0	511	241	0	245	1036	0	851	509	2332	0
V/C Ratio(X)	0.62	0.00	0.34	0.36	0.00	0.70	0.37	0.00	0.37	0.25	0.18	0.00
Avail Cap(c_a), veh/h	406	0	694	337	0	331	1036	0	851	651	2332	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	60.1	0.0	54.8	75.3	0.0	74.0	10.2	0.0	10.3	14.2	4.4	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.6	1.3	0.0	5.4	1.0	0.0	1.2	0.3	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	8.9	0.0	6.8	4.0	0.0	8.3	4.7	0.0	4.0	2.2	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.0	0.0	55.4	76.6	0.0	79.4	11.2	0.0	11.6	14.5	4.5	0.0
LnGrp LOS	E	A	E	E	A	E	B	A	B	B	A	A
Approach Vol, veh/h						258			695		536	
Approach Delay, s/veh						78.5			11.4		6.9	
Approach LOS						E			B		A	
Timer - Assigned Phs	2	3	4	5	6				8			
Phs Duration (G+Y+R _c), s	130.9	27.6	31.5	13.9	117.0				59.1			
Change Period (Y+R _c), s	* 6.2	* 6.2	6.5	* 6.2	* 6.2				6.5			
Max Green Setting (Gmax), s	* 1.1E2	* 29	36.5	* 23	* 77				71.5			
Max Q Clear Time (g_c+l1), s	5.3	20.8	23.5	7.4	15.0				16.2			
Green Ext Time (p_c), s	1.1	0.6	1.2	0.3	1.6				1.6			

Intersection Summary

HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

9: Salzedo Street & University Drive

Future Background Conditions

A.M. Peak Hour

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↑↑	↑↑	↑	↑		↓
Traffic Volume (vph)	145	357	156	4	6	11	0
Future Volume (vph)	145	357	156	4	6	11	0
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		6	2		4		8
Permitted Phases		6			4		8
Detector Phase		6	2	4	4	8	8
Switch Phase							
Minimum Initial (s)	12.0	12.0	12.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.4	18.4	18.4	13.2	13.2	13.2	13.2
Total Split (s)	56.0	56.0	56.0	39.0	39.0	39.0	39.0
Total Split (%)	58.9%	58.9%	58.9%	41.1%	41.1%	41.1%	41.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.4	6.4	6.2	6.2		6.2
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 95

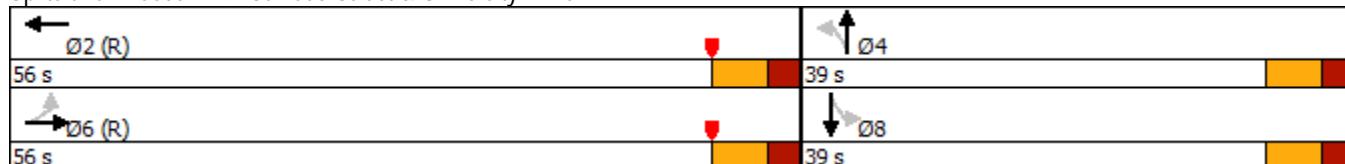
Actuated Cycle Length: 95

Offset: 73 (77%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 40

Control Type: Actuated-Coordinated

Splits and Phases: 9: Salzedo Street & University Drive



Queues
9: Salzedo Street & University Drive

Future Background Conditions

A.M. Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	551	178	4	17	104
v/c Ratio	0.24	0.06	0.04	0.11	0.49
Control Delay	2.5	2.6	38.0	26.5	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	2.5	2.6	38.0	26.5	19.2
Queue Length 50th (ft)	41	9	2	4	7
Queue Length 95th (ft)	m15	21	12	23	53
Internal Link Dist (ft)	690	480		161	207
Turn Bay Length (ft)			160		
Base Capacity (vph)	2281	2871	408	528	538
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.06	0.01	0.03	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
9: Salzedo Street & University Drive

Future Background Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑		↑	↑		↓	↔	
Traffic Volume (veh/h)	145	357	0	0	156	6	4	6	9	11	0	84
Future Volume (veh/h)	145	357	0	0	156	6	4	6	9	11	0	84
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	0.98		0.97	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach	No				No			No		No		
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	159	392	0	0	171	7	4	7	10	12	0	92
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	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	690	1701	0	0	2673	109	182	61	87	51	7	120
Arrive On Green	1.00	1.00	0.00	0.00	1.00	1.00	0.10	0.10	0.10	0.10	0.00	0.10
Sat Flow, veh/h	820	2299	0	0	3573	142	1285	616	880	86	72	1211
Grp Volume(v), veh/h	268	283	0	0	87	91	4	0	17	104	0	0
Grp Sat Flow(s), veh/h/ln	1417	1617	0	0	1777	1845	1285	0	1496	1369	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	1.0	7.0	0.0	0.0
Prop In Lane	0.59		0.00	0.00		0.08	1.00		0.59	0.12		0.88
Lane Grp Cap(c), veh/h	1149	1242	0	0	1365	1417	182	0	148	178	0	0
V/C Ratio(X)	0.23	0.23	0.00	0.00	0.06	0.06	0.02	0.00	0.11	0.58	0.00	0.00
Avail Cap(c_a), veh/h	1149	1242	0	0	1365	1417	499	0	516	510	0	0
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	38.7	0.0	39.0	41.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.5	4.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.4	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	0.0	0.1	0.1	38.8	0.0	39.5	46.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h	551				178				21		104	
Approach Delay, s/veh	0.0				0.1				39.3		46.0	
Approach LOS	A				A				D		D	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	79.4		15.6		79.4		15.6					
Change Period (Y+Rc), s	6.4		* 6.2		6.4		* 6.2					
Max Green Setting (Gmax), s	49.6		* 33		49.6		* 33					
Max Q Clear Time (g_c+l1), s	2.0		3.0		2.0		9.0					
Green Ext Time (p_c), s	0.4		0.1		1.3		0.8					

Intersection Summary

HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

10: University Drive & SW 42nd Avenue & Anastasia Avenue

Future Background Conditions

A.M. Peak Hour

Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL	NER
Lane Configurations										
Traffic Volume (vph)	66	124	22	13	5	971	38	1054	271	347
Future Volume (vph)	66	124	22	13	5	971	38	1054	271	347
Turn Type	pm+pt	Perm	NA	Perm	Perm	NA	Perm	NA	pm+pt	Prot
Protected Phases	7		4			6		2	3	8
Permitted Phases	4	4		6	6		2		8	
Detector Phase	7	4	4	6	6	6	2	2	3	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0
Minimum Split (s)	10.7	32.0	32.0	36.6	36.6	36.6	36.6	36.6	10.7	32.0
Total Split (s)	20.0	64.0	64.0	106.0	106.0	106.0	106.0	106.0	20.0	64.0
Total Split (%)	10.5%	33.7%	33.7%	55.8%	55.8%	55.8%	55.8%	55.8%	10.5%	33.7%
Yellow Time (s)	3.7	4.0	4.0	4.4	4.4	4.4	4.4	4.4	3.7	4.0
All-Red Time (s)	2.0	3.0	3.0	2.2	2.2	2.2	2.2	2.2	2.0	3.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		7.0		6.6	6.6	6.6	6.6	5.7	7.0
Lead/Lag	Lead	Lag	Lag						Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 190

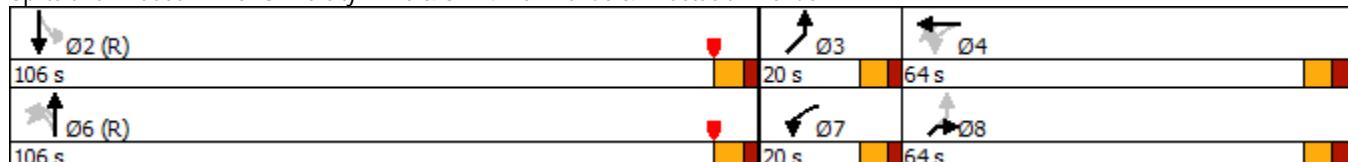
Actuated Cycle Length: 190

Offset: 57 (30%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 10: University Drive & SW 42nd Avenue & Anastasia Avenue



Queues

10: University Drive & SW 42nd Avenue & Anastasia Avenue

Future Background Conditions

A.M. Peak Hour



Lane Group	WBL2	WBT	NBL	NBT	SBL	SBT	NEL	NER
Lane Group Flow (vph)	66	181	19	1197	42	1183	298	401
v/c Ratio	0.41	0.63	0.10	0.58	0.24	0.57	0.64	0.91
Control Delay	46.5	71.4	22.6	26.8	26.3	26.6	56.8	84.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.5	71.4	22.6	26.8	26.3	26.6	56.8	84.9
Queue Length 50th (ft)	58	208	10	480	25	472	293	433
Queue Length 95th (ft)	91	275	31	637	63	625	355	554
Internal Link Dist (ft)		690		270		458	149	
Turn Bay Length (ft)			200		80			175
Base Capacity (vph)	198	371	182	2061	178	2089	463	512
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.49	0.10	0.58	0.24	0.57	0.64	0.78

Intersection Summary

HCM Signalized Intersection Capacity Analysis

10: University Drive & SW 42nd Avenue & Anastasia Avenue

Future Background Conditions

A.M. Peak Hour

Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	66	124	22	13	13	5	971	118	38	1054	13	10
Future Volume (vph)	66	124	22	13	13	5	971	118	38	1054	13	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		0.99			1.00	0.98		1.00	1.00		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1681		1512			1770	3475		1770	3528		
Flt Permitted	0.17		0.78			0.17	1.00		0.16	1.00		
Satd. Flow (perm)	303		1233			309	3475		302	3528		
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	73	136	24	14	14	5	1067	130	42	1158	14	11
RTOR Reduction (vph)	0	0	2	0	0	0	4	0	0	0	0	0
Lane Group Flow (vph)	66	0	179	0	0	19	1193	0	42	1183	0	0
Confl. Peds. (#/hr)	3			2			2	2				
Confl. Bikes (#/hr)				1			1					
Parking (#/hr)			0	0								
Turn Type	pm+pt	Perm	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7		4				6			2		
Permitted Phases	4	4			6	6			2			
Actuated Green, G (s)	54.1		43.9			112.5	112.5		112.5	112.5		
Effective Green, g (s)	54.1		43.9			112.5	112.5		112.5	112.5		
Actuated g/C Ratio	0.28		0.23			0.59	0.59		0.59	0.59		
Clearance Time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Vehicle Extension (s)	2.0		3.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	160		284			182	2057		178	2088		
v/s Ratio Prot	0.02						c0.34			0.34		
v/s Ratio Perm	0.10		0.15			0.06			0.14			
v/c Ratio	0.41		0.63			0.10	0.58		0.24	0.57		
Uniform Delay, d1	53.1		65.8			16.8	24.1		18.4	23.8		
Progression Factor	0.97		0.97			1.00	1.00		1.00	1.00		
Incremental Delay, d2	0.6		4.7			1.1	1.2		3.1	1.1		
Delay (s)	52.3		68.4			18.0	25.3		21.5	24.9		
Level of Service	D		E			B	C		C	C		
Approach Delay (s)			64.1				25.2			24.8		
Approach LOS			E				C			C		
Intersection Summary												
HCM 2000 Control Delay			38.6			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			190.0			Sum of lost time (s)			19.3			
Intersection Capacity Utilization			79.1%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 10: University Drive & SW 42nd Avenue & Anastasia Avenue

Future Background Conditions
 A.M. Peak Hour



Movement	NEL	NER	NER2
Lane Configurations	1	1	1
Traffic Volume (vph)	271	347	18
Future Volume (vph)	271	347	18
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	5.7	7.0	
Lane Util. Factor	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	
Fr _t	1.00	0.85	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1765	1583	
Flt Permitted	0.69	1.00	
Satd. Flow (perm)	1286	1583	
Peak-hour factor, PHF	0.91	0.91	0.91
Adj. Flow (vph)	298	381	20
RTOR Reduction (vph)	0	40	0
Lane Group Flow (vph)	298	361	0
Confl. Peds. (#/hr)	2	3	
Confl. Bikes (#/hr)		3	
Parking (#/hr)			
Turn Type	pm+pt	Prot	
Protected Phases	3	8	
Permitted Phases	8		
Actuated Green, G (s)	62.3	48.0	
Effective Green, g (s)	62.3	48.0	
Actuated g/C Ratio	0.33	0.25	
Clearance Time (s)	5.7	7.0	
Vehicle Extension (s)	2.0	3.5	
Lane Grp Cap (vph)	457	399	
v/s Ratio Prot	c0.05	c0.23	
v/s Ratio Perm	0.16		
v/c Ratio	0.65	0.91	
Uniform Delay, d1	53.8	68.8	
Progression Factor	1.00	1.00	
Incremental Delay, d2	2.5	23.9	
Delay (s)	56.4	92.7	
Level of Service	E	F	
Approach Delay (s)	77.2		
Approach LOS	E		

Intersection Summary

Future Total Conditions

Timings

1: Ponce De Leon Boulevard & Almeria Avenue

Future Total Conditions

A.M. Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	14	81	84	74	14	552	43	670
Future Volume (vph)	14	81	84	74	14	552	43	670
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.6	30.6	30.6	30.6	23.0	23.0	23.0	23.0
Total Split (s)	74.0	74.0	74.0	74.0	116.0	116.0	116.0	116.0
Total Split (%)	38.9%	38.9%	38.9%	38.9%	61.1%	61.1%	61.1%	61.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 190

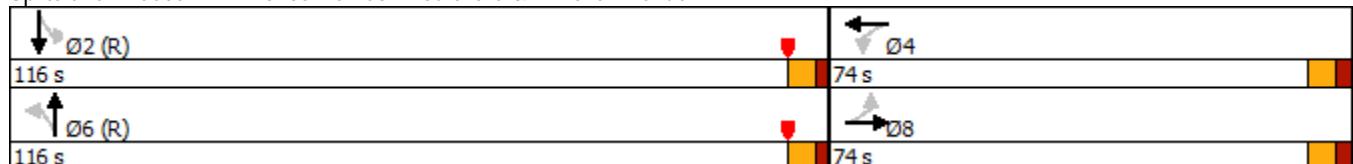
Actuated Cycle Length: 190

Offset: 18 (9%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & Almeria Avenue



Queues

1: Ponce De Leon Boulevard & Almeria Avenue

Future Total Conditions

A.M. Peak Hour



Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	120	206	872	51	810
v/c Ratio	0.40	0.93	0.40	0.12	0.33
Control Delay	68.0	118.6	10.0	9.5	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	68.0	118.6	10.0	9.5	9.6
Queue Length 50th (ft)	131	254	185	17	168
Queue Length 95th (ft)	174	317	261	40	236
Internal Link Dist (ft)	175	205	779		147
Turn Bay Length (ft)				50	
Base Capacity (vph)	549	404	2197	414	2474
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.22	0.51	0.40	0.12	0.33

Intersection Summary

HCM 6th Signalized Intersection Summary
1: Ponce De Leon Boulevard & Almeria Avenue

Future Total Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	81	8	84	74	17	14	552	176	43	670	19
Future Volume (veh/h)	14	81	8	84	74	17	14	552	176	43	670	19
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	0.99		0.96	1.00		0.97	1.00	0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90
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	16	95	9	99	87	20	16	649	207	51	788	22
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	239	21	132	99	22	46	1789	565	520	2511	70
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	131	1302	116	565	542	119	35	2384	753	643	3346	93
Grp Volume(v), veh/h	120	0	0	206	0	0	497	0	375	51	418	392
Grp Sat Flow(s), veh/h/ln	1549	0	0	1225	0	0	1807	0	1364	643	1777	1663
Q Serve(g_s), s	0.0	0.0	0.0	19.6	0.0	0.0	0.0	0.0	0.2	0.1	0.1	0.1
Cycle Q Clear(g_c), s	12.1	0.0	0.0	31.7	0.0	0.0	0.1	0.0	0.2	0.2	0.1	0.1
Prop In Lane	0.13		0.07	0.48		0.10	0.03		0.55	1.00		0.06
Lane Grp Cap(c), veh/h	305	0	0	253	0	0	1376	0	1024	520	1333	1248
V/C Ratio(X)	0.39	0.00	0.00	0.82	0.00	0.00	0.36	0.00	0.37	0.10	0.31	0.31
Avail Cap(c_a), veh/h	574	0	0	484	0	0	1376	0	1024	520	1333	1248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.3	0.0	0.0	77.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	4.8	0.0	0.0	0.7	0.0	1.0	0.4	0.6	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	5.3	0.0	0.0	10.3	0.0	0.0	0.3	0.0	0.3	0.1	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.9	0.0	0.0	82.1	0.0	0.0	0.8	0.0	1.1	0.4	0.7	0.7
LnGrp LOS	E	A	A	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		120			206			872			861	
Approach Delay, s/veh		68.9			82.1			0.9			0.7	
Approach LOS		E			F			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+R _c), s	148.6		41.4		148.6		41.4					
Change Period (Y+R _c), s	6.0		6.6		6.0		6.6					
Max Green Setting (Gmax), s	110.0		67.4		110.0		67.4					
Max Q Clear Time (g_c+l1), s	2.2		33.7		2.2		14.1					
Green Ext Time (p_c), s	2.1		1.1		2.2		0.6					
Intersection Summary												
HCM 6th Ctrl Delay			12.9									
HCM 6th LOS			B									

HCM 6th TWSC
2: SW 42nd Avenue & Catalonia Avenue

Future Total Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh 1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↑		↑	↑↑
Traffic Vol, veh/h	17	34	1243	19	98	1210
Future Vol, veh/h	17	34	1243	19	98	1210
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	35	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	37	1366	21	108	1330

Major/Minor	Minor1	Major1	Major2	
Conflicting Flow All	2260	696	0	0 1389 0
Stage 1	1379	-	-	-
Stage 2	881	-	-	-
Critical Hdwy	5	5	-	4.14 -
Critical Hdwy Stg 1	5.84	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-
Follow-up Hdwy	3	3	-	2.22 -
Pot Cap-1 Maneuver	115	602	-	489 -
Stage 1	216	-	-	-
Stage 2	406	-	-	-
Platoon blocked, %		-	-	-
Mov Cap-1 Maneuver	89	601	-	488 -
Mov Cap-2 Maneuver	89	-	-	-
Stage 1	216	-	-	-
Stage 2	316	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.9	0	1.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	206	488	-
HCM Lane V/C Ratio	-	-	0.272	0.221	-
HCM Control Delay (s)	-	-	28.9	14.5	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	1.1	0.8	-

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		T	↑↑	↑↓	
Traffic Vol, veh/h	13	25	20	1242	1222	3
Future Vol, veh/h	13	25	20	1242	1222	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	27	22	1365	1343	3

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	2072	673	1346	0	-
Stage 1	1345	-	-	-	-
Stage 2	727	-	-	-	-
Critical Hdwy	5	5	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-
Pot Cap-1 Maneuver	142	616	508	-	-
Stage 1	225	-	-	-	-
Stage 2	492	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	136	616	508	-	-
Mov Cap-2 Maneuver	136	-	-	-	-
Stage 1	215	-	-	-	-
Stage 2	492	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.2	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	508	-	279	-	-
HCM Lane V/C Ratio	0.043	-	0.15	-	-
HCM Control Delay (s)	12.4	-	20.2	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

HCM 6th AWSC
3: Salzedo Street & Catalonia Avenue

Future Total Conditions
A.M. Peak Hour

Intersection

Intersection Delay, s/veh 9.3
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	43	72	4	4	38	34	3	171	42	9	108	9
Future Vol, veh/h	43	72	4	4	38	34	3	171	42	9	108	9
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	85	5	5	45	40	4	201	49	11	127	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	9.3			8.5			9.8			9		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	36%	5%	7%
Vol Thru, %	79%	61%	50%	86%
Vol Right, %	19%	3%	45%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	216	119	76	126
LT Vol	3	43	4	9
Through Vol	171	72	38	108
RT Vol	42	4	34	9
Lane Flow Rate	254	140	89	148
Geometry Grp	1	1	1	1
Degree of Util (X)	0.322	0.196	0.119	0.196
Departure Headway (Hd)	4.568	5.034	4.803	4.772
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	783	708	741	749
Service Time	2.615	3.092	2.865	2.826
HCM Lane V/C Ratio	0.324	0.198	0.12	0.198
HCM Control Delay	9.8	9.3	8.5	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.4	0.7	0.4	0.7

HCM 6th TWSC
4: Ponce De Leon Boulevard & Catalonia Avenue

Future Total Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑↑	↑↑	
Traffic Vol, veh/h	0	83	0	878	537	35
Future Vol, veh/h	0	83	0	878	537	35
Conflicting Peds, #/hr	3	1	17	0	0	17
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	94	0	998	610	40

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1149	343	667	0	-	0
Stage 1	647	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	378	857	919	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	366	842	904	-	-	-
Mov Cap-2 Maneuver	366	-	-	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	640	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	904	-	842	-	-
HCM Lane V/C Ratio	-	-	0.112	-	-
HCM Control Delay (s)	0	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

HCM 6th TWSC
6: SW 42nd Avenue & Malaga Avenue

Future Total Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↑		↑	↑↑
Traffic Vol, veh/h	1	23	1224	3	29	1212
Future Vol, veh/h	1	23	1224	3	29	1212
Conflicting Peds, #/hr	0	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	30	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	25	1330	3	32	1317

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2056	669	0	0	1334
Stage 1	1333	-	-	-	-
Stage 2	723	-	-	-	-
Critical Hdwy	5	5	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22
Pot Cap-1 Maneuver	144	618	-	-	513
Stage 1	229	-	-	-	-
Stage 2	494	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	135	617	-	-	513
Mov Cap-2 Maneuver	135	-	-	-	-
Stage 1	229	-	-	-	-
Stage 2	463	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	537	513	-
HCM Lane V/C Ratio	-	-	0.049	0.061	-
HCM Control Delay (s)	-	-	12	12.5	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

HCM 6th TWSC
106: SW 42nd Avenue & Malaga Avenue

Future Total Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		T	↑↑	↑↓	
Traffic Vol, veh/h	13	23	13	1227	1213	14
Future Vol, veh/h	13	23	13	1227	1213	14
Conflicting Peds, #/hr	1	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	25	14	1334	1318	15

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	2023	668	1334	0	-
Stage 1	1327	-	-	-	-
Stage 2	696	-	-	-	-
Critical Hdwy	5	5	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-
Pot Cap-1 Maneuver	150	619	513	-	-
Stage 1	230	-	-	-	-
Stage 2	511	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	146	618	513	-	-
Mov Cap-2 Maneuver	146	-	-	-	-
Stage 1	224	-	-	-	-
Stage 2	510	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.6	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	513	-	285	-	-
HCM Lane V/C Ratio	0.028	-	0.137	-	-
HCM Control Delay (s)	12.2	-	19.6	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

HCM 6th TWSC
7: Salzedo Street & Malaga Avenue

Future Total Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↖			↖			↖	
Traffic Vol, veh/h	5	25	6	1	16	50	4	160	3	25	85	5
Future Vol, veh/h	5	25	6	1	16	50	4	160	3	25	85	5
Conflicting Peds, #/hr	1	0	0	0	0	1	7	0	6	6	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	29	7	1	19	58	5	186	3	29	99	6

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	404	372	109	382	374	195	112	0	0	195	0	0
Stage 1	167	167	-	204	204	-	-	-	-	-	-	-
Stage 2	237	205	-	178	170	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	806	832	1079	824	831	992	1478	-	-	1378	-	-
Stage 1	968	995	-	922	954	-	-	-	-	-	-	-
Stage 2	884	953	-	954	992	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	725	800	1072	776	799	985	1468	-	-	1370	-	-
Mov Cap-2 Maneuver	725	800	-	776	799	-	-	-	-	-	-	-
Stage 1	957	966	-	913	944	-	-	-	-	-	-	-
Stage 2	811	943	-	899	963	-	-	-	-	-	-	-

Approach	EB	WB			NB		SB	
HCM Control Delay, s	9.6	9.2			0.2		1.7	
HCM LOS	A	A			-		-	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1468	-	-	823	930	1370	-	-
HCM Lane V/C Ratio	0.003	-	-	0.051	0.084	0.021	-	-
HCM Control Delay (s)	7.5	0	-	9.6	9.2	7.7	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0.1	-	-

Timings

8: Ponce De Leon Boulevard & Malaga Avenue

Future Total Conditions

A.M. Peak Hour

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↑	↑		↑	↑		↑↑	↑	↑↑
Traffic Volume (vph)	192	148	26	54	157	34	540	117	382
Future Volume (vph)	192	148	26	54	157	34	540	117	382
Turn Type	pm+pt	NA	Perm	NA	pm+ov	Perm	NA	pm+pt	NA
Protected Phases	3	8		4	5		6	5	2
Permitted Phases	8			4		4		2	
Detector Phase	3	8	4	4	5	6	6	5	2
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	16.0	16.0	5.0	16.0
Minimum Split (s)	29.7	36.5	37.5	37.5	11.2	28.2	28.2	11.2	24.2
Total Split (s)	37.0	74.0	37.5	37.5	28.0	88.0	88.0	28.0	116.0
Total Split (%)	19.4%	38.8%	19.7%	19.7%	14.7%	46.2%	46.2%	14.7%	60.9%
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)	2.2	2.5	2.5	2.5	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.5		6.5	6.2		6.2	6.2	6.2
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 190.5

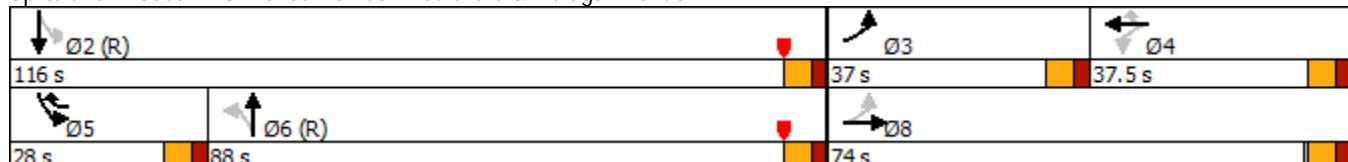
Actuated Cycle Length: 190.5

Offset: 3 (2%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Splits and Phases: 8: Ponce De Leon Boulevard & Malaga Avenue



Queues

8: Ponce De Leon Boulevard & Malaga Avenue

Future Total Conditions

A.M. Peak Hour



Lane Group	EBL	EBT	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	209	173	87	171	695	127	557
v/c Ratio	0.61	0.36	0.67	0.48	0.41	0.27	0.25
Control Delay	65.3	57.4	106.7	11.7	23.8	13.8	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	57.4	106.7	11.7	23.8	13.8	12.3
Queue Length 50th (ft)	221	176	107	0	241	54	126
Queue Length 95th (ft)	284	233	171	70	354	100	189
Internal Link Dist (ft)			136	199		145	170
Turn Bay Length (ft)							125
Base Capacity (vph)	370	659	225	432	1693	537	2245
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.26	0.39	0.40	0.41	0.24	0.25

Intersection Summary

HCM 6th Signalized Intersection Summary
8: Ponce De Leon Boulevard & Malaga Avenue

Future Total Conditions

A.M. Peak Hour

Movement	EBL	EBT	EBC	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑			↑	↑		↑↑		↑	↑↑	
Traffic Volume (veh/h)	192	148	11	26	54	157	34	540	65	117	382	131
Future Volume (veh/h)	192	148	11	26	54	157	34	540	65	117	382	131
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	0.99		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach	No			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	209	161	12	28	59	171	37	587	71	127	415	142
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	336	474	35	80	158	243	101	1579	189	509	1697	573
Arrive On Green	0.11	0.28	0.28	0.13	0.13	0.13	0.78	0.78	0.78	0.05	0.87	0.87
Sat Flow, veh/h	1781	1717	128	425	1213	1423	138	2702	324	1781	2582	872
Grp Volume(v), veh/h	209	0	173	87	0	171	375	0	320	127	284	273
Grp Sat Flow(s), veh/h/ln	1781	0	1845	1638	0	1423	1704	0	1460	1781	1777	1676
Q Serve(g_s), s	18.8	0.0	14.2	4.6	0.0	21.5	0.0	0.0	13.1	5.4	4.9	5.0
Cycle Q Clear(g_c), s	18.8	0.0	14.2	8.8	0.0	21.5	11.6	0.0	13.1	5.4	4.9	5.0
Prop In Lane	1.00		0.07	0.32		1.00	0.10		0.22	1.00		0.52
Lane Grp Cap(c), veh/h	336	0	509	238	0	243	1017	0	853	509	1168	1102
V/C Ratio(X)	0.62	0.00	0.34	0.37	0.00	0.71	0.37	0.00	0.37	0.25	0.24	0.25
Avail Cap(c_a), veh/h	423	0	656	291	0	289	1017	0	853	642	1168	1102
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.3	0.0	55.0	75.5	0.0	74.3	10.1	0.0	10.2	14.1	4.4	4.4
Incr Delay (d2), s/veh	2.7	0.0	0.6	1.3	0.0	7.3	1.0	0.0	1.3	0.3	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	8.9	0.0	6.8	4.0	0.0	8.4	4.6	0.0	4.0	2.2	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.0	0.0	55.5	76.9	0.0	81.6	11.1	0.0	11.5	14.4	4.9	4.9
LnGrp LOS	E	A	E	E	A	F	B	A	B	B	A	A
Approach Vol, veh/h						258			695		684	
Approach Delay, s/veh	59.6					80.0			11.3		6.7	
Approach LOS		E				F			B		A	
Timer - Assigned Phs	2	3	4	5	6			8				
Phs Duration (G+Y+Rc), s	131.1	27.7	31.2	13.8	117.3			58.9				
Change Period (Y+Rc), s	* 6.2	* 6.2	6.5	* 6.2	* 6.2			6.5				
Max Green Setting (Gmax), s	* 1.1E2	* 31	31.0	* 22	* 82			67.5				
Max Q Clear Time (g_c+l1), s	7.0	20.8	23.5	7.4	15.1			16.2				
Green Ext Time (p_c), s	1.3	0.6	0.9	0.3	1.7			1.6				

Intersection Summary

HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
9: Salzedo Street & University Drive

Future Total Conditions

A.M. Peak Hour

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↑↑	↑↑	↑	↑		↓
Traffic Volume (vph)	145	357	156	4	6	11	0
Future Volume (vph)	145	357	156	4	6	11	0
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		6	2		4		8
Permitted Phases		6			4		8
Detector Phase		6	2	4	4	8	8
Switch Phase							
Minimum Initial (s)	12.0	12.0	12.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.4	18.4	18.4	13.2	13.2	13.2	13.2
Total Split (s)	56.0	56.0	56.0	39.0	39.0	39.0	39.0
Total Split (%)	58.9%	58.9%	58.9%	41.1%	41.1%	41.1%	41.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.4	6.4	6.2	6.2		6.2
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 95

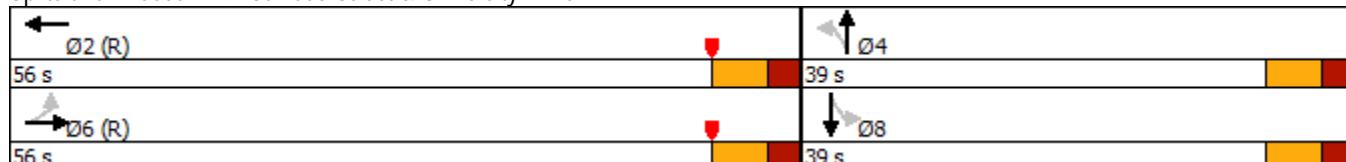
Actuated Cycle Length: 95

Offset: 73 (77%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 40

Control Type: Actuated-Coordinated

Splits and Phases: 9: Salzedo Street & University Drive



Queues
9: Salzedo Street & University Drive

Future Total Conditions

A.M. Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	551	178	4	17	104
v/c Ratio	0.24	0.06	0.04	0.11	0.49
Control Delay	2.5	2.6	38.0	26.5	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	2.5	2.6	38.0	26.5	19.2
Queue Length 50th (ft)	41	9	2	4	7
Queue Length 95th (ft)	m15	21	12	23	53
Internal Link Dist (ft)	690	480		161	207
Turn Bay Length (ft)			160		
Base Capacity (vph)	2281	2871	408	528	538
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.06	0.01	0.03	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
9: Salzedo Street & University Drive

Future Total Conditions
A.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑		↑	↑		↓	↔	
Traffic Volume (veh/h)	145	357	0	0	156	6	4	6	9	11	0	84
Future Volume (veh/h)	145	357	0	0	156	6	4	6	9	11	0	84
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	0.98		0.97	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach	No				No			No		No		
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	159	392	0	0	171	7	4	7	10	12	0	92
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	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	690	1701	0	0	2673	109	182	61	87	51	7	120
Arrive On Green	1.00	1.00	0.00	0.00	1.00	1.00	0.10	0.10	0.10	0.10	0.00	0.10
Sat Flow, veh/h	820	2299	0	0	3573	142	1285	616	880	86	72	1211
Grp Volume(v), veh/h	268	283	0	0	87	91	4	0	17	104	0	0
Grp Sat Flow(s), veh/h/ln	1417	1617	0	0	1777	1845	1285	0	1496	1369	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	1.0	7.0	0.0	0.0
Prop In Lane	0.59		0.00	0.00		0.08	1.00		0.59	0.12		0.88
Lane Grp Cap(c), veh/h	1149	1242	0	0	1365	1417	182	0	148	178	0	0
V/C Ratio(X)	0.23	0.23	0.00	0.00	0.06	0.06	0.02	0.00	0.11	0.58	0.00	0.00
Avail Cap(c_a), veh/h	1149	1242	0	0	1365	1417	499	0	516	510	0	0
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	38.7	0.0	39.0	41.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.5	4.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.4	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	0.0	0.1	0.1	38.8	0.0	39.5	46.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h	551				178				21		104	
Approach Delay, s/veh	0.0				0.1				39.3		46.0	
Approach LOS	A				A				D		D	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	79.4		15.6		79.4		15.6					
Change Period (Y+Rc), s	6.4		* 6.2		6.4		* 6.2					
Max Green Setting (Gmax), s	49.6		* 33		49.6		* 33					
Max Q Clear Time (g_c+l1), s	2.0		3.0		2.0		9.0					
Green Ext Time (p_c), s	0.4		0.1		1.3		0.8					

Intersection Summary

HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
10: University Drive & SW 42nd Avenue & Anastasia Avenue

Future Total Conditions

A.M. Peak Hour

Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL	NER
Lane Configurations										
Traffic Volume (vph)	66	124	22	13	5	971	38	1064	271	347
Future Volume (vph)	66	124	22	13	5	971	38	1064	271	347
Turn Type	pm+pt	Perm	NA	Perm	Perm	NA	Perm	NA	pm+pt	Prot
Protected Phases	7		4			6		2	3	8
Permitted Phases	4	4		6	6		2		8	
Detector Phase	7	4	4	6	6	6	2	2	3	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0
Minimum Split (s)	10.7	32.0	32.0	36.6	36.6	36.6	36.6	36.6	10.7	32.0
Total Split (s)	20.0	64.0	64.0	106.0	106.0	106.0	106.0	106.0	20.0	64.0
Total Split (%)	10.5%	33.7%	33.7%	55.8%	55.8%	55.8%	55.8%	55.8%	10.5%	33.7%
Yellow Time (s)	3.7	4.0	4.0	4.4	4.4	4.4	4.4	4.4	3.7	4.0
All-Red Time (s)	2.0	3.0	3.0	2.2	2.2	2.2	2.2	2.2	2.0	3.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		7.0		6.6	6.6	6.6	6.6	5.7	7.0
Lead/Lag	Lead	Lag	Lag						Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 190

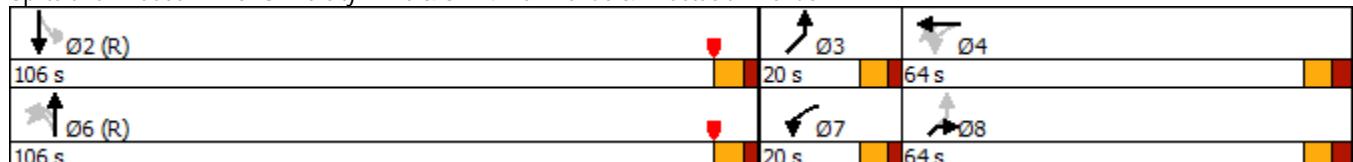
Actuated Cycle Length: 190

Offset: 57 (30%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 10: University Drive & SW 42nd Avenue & Anastasia Avenue



Queues

10: University Drive & SW 42nd Avenue & Anastasia Avenue

Future Total Conditions

A.M. Peak Hour

Lane Group	WBL2	WBT	NBL	NBT	SBL	SBT	NEL	NER
Lane Group Flow (vph)	66	181	19	1197	42	1336	298	401
v/c Ratio	0.41	0.63	0.14	0.58	0.24	0.65	0.64	0.91
Control Delay	46.5	71.4	24.4	26.8	26.3	29.2	56.8	84.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.5	71.4	24.4	26.8	26.3	29.2	56.8	84.9
Queue Length 50th (ft)	58	208	10	480	25	576	293	433
Queue Length 95th (ft)	91	275	33	637	63	758	355	554
Internal Link Dist (ft)		690		270		458	149	
Turn Bay Length (ft)			200		80			175
Base Capacity (vph)	198	371	139	2061	178	2055	463	512
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.49	0.14	0.58	0.24	0.65	0.64	0.78

Intersection Summary

HCM Signalized Intersection Capacity Analysis
10: University Drive & SW 42nd Avenue & Anastasia Avenue

Future Total Conditions

A.M. Peak Hour

Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	66	124	22	13	13	5	971	118	38	1064	142	10
Future Volume (vph)	66	124	22	13	13	5	971	118	38	1064	142	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Fr _t	1.00		0.99			1.00	0.98		1.00	0.98		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1681		1512			1770	3475		1770	3473		
Flt Permitted	0.17		0.78			0.13	1.00		0.16	1.00		
Satd. Flow (perm)	303		1233			235	3475		302	3473		
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	73	136	24	14	14	5	1067	130	42	1169	156	11
RTOR Reduction (vph)	0	0	2	0	0	0	4	0	0	0	0	0
Lane Group Flow (vph)	66	0	179	0	0	19	1193	0	42	1336	0	0
Confl. Peds. (#/hr)	3			2			2	2				
Confl. Bikes (#/hr)				1			1					
Parking (#/hr)			0	0								
Turn Type	pm+pt	Perm	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7		4				6			2		
Permitted Phases	4	4			6	6			2			
Actuated Green, G (s)	54.1		43.9			112.5	112.5		112.5	112.5		
Effective Green, g (s)	54.1		43.9			112.5	112.5		112.5	112.5		
Actuated g/C Ratio	0.28		0.23			0.59	0.59		0.59	0.59		
Clearance Time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Vehicle Extension (s)	2.0		3.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	160		284			139	2057		178	2056		
v/s Ratio Prot	0.02						0.34			c0.38		
v/s Ratio Perm	0.10		0.15			0.08			0.14			
v/c Ratio	0.41		0.63			0.14	0.58		0.24	0.65		
Uniform Delay, d1	53.1		65.8			17.2	24.1		18.4	25.7		
Progression Factor	0.97		0.97			1.00	1.00		1.00	1.00		
Incremental Delay, d2	0.6		4.7			2.0	1.2		3.1	1.6		
Delay (s)	52.3		68.4			19.2	25.3		21.5	27.3		
Level of Service	D		E			B	C		C	C		
Approach Delay (s)			64.1				25.2			27.1		
Approach LOS			E				C			C		
Intersection Summary												
HCM 2000 Control Delay			38.9							D		
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			190.0							19.3		
Intersection Capacity Utilization			81.8%							D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 10: University Drive & SW 42nd Avenue & Anastasia Avenue

Future Total Conditions
 A.M. Peak Hour



Movement	NEL	NER	NER2
Lane Configurations	1	1	1
Traffic Volume (vph)	271	347	18
Future Volume (vph)	271	347	18
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	5.7	7.0	
Lane Util. Factor	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	
Fr _t	1.00	0.85	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1765	1583	
Flt Permitted	0.69	1.00	
Satd. Flow (perm)	1286	1583	
Peak-hour factor, PHF	0.91	0.91	0.91
Adj. Flow (vph)	298	381	20
RTOR Reduction (vph)	0	40	0
Lane Group Flow (vph)	298	361	0
Confl. Peds. (#/hr)	2	3	
Confl. Bikes (#/hr)		3	
Parking (#/hr)			
Turn Type	pm+pt	Prot	
Protected Phases	3	8	
Permitted Phases	8		
Actuated Green, G (s)	62.3	48.0	
Effective Green, g (s)	62.3	48.0	
Actuated g/C Ratio	0.33	0.25	
Clearance Time (s)	5.7	7.0	
Vehicle Extension (s)	2.0	3.5	
Lane Grp Cap (vph)	457	399	
v/s Ratio Prot	c0.05	c0.23	
v/s Ratio Perm	0.16		
v/c Ratio	0.65	0.91	
Uniform Delay, d1	53.8	68.8	
Progression Factor	1.00	1.00	
Incremental Delay, d2	2.5	23.9	
Delay (s)	56.4	92.7	
Level of Service	E	F	
Approach Delay (s)	77.2		
Approach LOS	E		

Intersection Summary

HCM 6th TWSC
11: Project Driveway & Catalonia Avenue

Future Total Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh 2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↑	Y		
Traffic Vol, veh/h	70	25	6	55	41	14
Future Vol, veh/h	70	25	6	55	41	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	27	7	60	45	15

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	103	0	164
Stage 1	-	-	-	-	90
Stage 2	-	-	-	-	74
Critical Hdwy	-	-	4.12	-	5
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3
Pot Cap-1 Maneuver	-	-	1489	-	1022
Stage 1	-	-	-	-	1088
Stage 2	-	-	-	-	1107
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1489	-	1017
Mov Cap-2 Maneuver	-	-	-	-	1017
Stage 1	-	-	-	-	1088
Stage 2	-	-	-	-	1101

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1037	-	-	1489	-
HCM Lane V/C Ratio	0.058	-	-	0.004	-
HCM Control Delay (s)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

P.M. Peak Hour

Existing Conditions

Timings

1: Ponce De Leon Boulevard & Almeria Avenue

Existing Conditions

P.M. Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↑↓		↑↓		↑↓	↑↓	↑↓
Traffic Volume (vph)	16	55	119	118	15	533	39	622
Future Volume (vph)	16	55	119	118	15	533	39	622
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.6	30.6	30.6	30.6	23.0	23.0	23.0	23.0
Total Split (s)	76.0	76.0	76.0	76.0	114.0	114.0	114.0	114.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 190

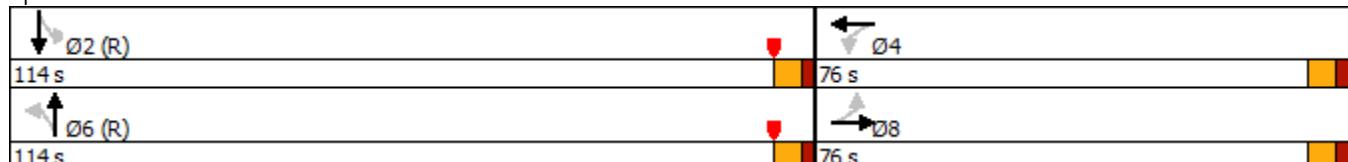
Actuated Cycle Length: 190

Offset: 42 (22%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & Almeria Avenue



Queues

Existing Conditions

1: Ponce De Leon Boulevard & Almeria Avenue

P.M. Peak Hour



Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	98	313	698	44	726
v/c Ratio	0.25	0.90	0.35	0.10	0.33
Control Delay	50.1	94.6	12.5	14.3	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	94.6	12.5	14.3	14.8
Queue Length 50th (ft)	90	376	117	19	193
Queue Length 95th (ft)	132	462	283	46	280
Internal Link Dist (ft)	175	205	779		147
Turn Bay Length (ft)				50	
Base Capacity (vph)	536	475	2023	438	2221
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.18	0.66	0.35	0.10	0.33

Intersection Summary

HCM 6th Signalized Intersection Summary
1: Ponce De Leon Boulevard & Almeria Avenue

Existing Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBC	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	55	16	119	118	41	15	533	73	39	622	24
Future Volume (veh/h)	16	55	16	119	118	41	15	533	73	39	622	24
Initial Q (Q _b), 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		0.96	1.00	0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90
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	18	62	18	134	133	46	17	599	82	44	699	27
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	236	64	168	143	49	56	1921	260	536	2266	87
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.91	0.91	0.91	0.91	0.91	0.91
Sat Flow, veh/h	204	951	260	569	579	198	53	2800	380	756	3304	128
Grp Volume(v), veh/h	98	0	0	313	0	0	386	0	312	44	376	350
Grp Sat Flow(s), veh/h/ln	1415	0	0	1347	0	0	1787	0	1445	756	1777	1654
Q Serve(g_s), s	0.0	0.0	0.0	34.2	0.0	0.0	0.0	0.0	5.0	1.5	4.9	4.9
Cycle Q Clear(g_c), s	9.2	0.0	0.0	43.4	0.0	0.0	4.7	0.0	5.0	6.5	4.9	4.9
Prop In Lane	0.18			0.18	0.43		0.15	0.04		0.26	1.00	0.08
Lane Grp Cap(c), veh/h	373	0	0	361	0	0	1246	0	991	536	1219	1135
V/C Ratio(X)	0.26	0.00	0.00	0.87	0.00	0.00	0.31	0.00	0.31	0.08	0.31	0.31
Avail Cap(c_a), veh/h	547	0	0	524	0	0	1246	0	991	536	1219	1135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	0.0	0.0	70.7	0.0	0.0	2.8	0.0	2.8	3.2	2.8	2.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	9.2	0.0	0.0	0.6	0.0	0.8	0.3	0.7	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	3.9	0.0	0.0	16.0	0.0	0.0	1.8	0.0	1.5	0.2	1.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.5	0.0	0.0	79.9	0.0	0.0	3.5	0.0	3.7	3.5	3.5	3.5
LnGrp LOS	E	A	A	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		98			313			698			770	
Approach Delay, s/veh		57.5			79.9			3.6			3.5	
Approach LOS		E			E			A			A	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+R _c), s	136.3		53.7		136.3		53.7					
Change Period (Y+R _c), s	6.0		6.6		6.0		6.6					
Max Green Setting (Gmax), s	108.0		69.4		108.0		69.4					
Max Q Clear Time (g_c+l1), s	8.5		45.4		7.0		11.2					
Green Ext Time (p_c), s	1.8		1.6		1.7		0.5					
Intersection Summary												
HCM 6th Ctrl Delay			19.1									
HCM 6th LOS			B									

HCM 6th TWSC
2: SW 42nd Avenue & Catalonia Avenue

Existing Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↑		↑	↑↑
Traffic Vol, veh/h	24	74	1011	5	45	1298
Future Vol, veh/h	24	74	1011	5	45	1298
Conflicting Peds, #/hr	0	1	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	35	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	76	1042	5	46	1338

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1809	528	0	0	1050
Stage 1	1048	-	-	-	-
Stage 2	761	-	-	-	-
Critical Hdwy	5	5	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22
Pot Cap-1 Maneuver	188	712	-	-	659
Stage 1	329	-	-	-	-
Stage 2	472	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	174	709	-	-	657
Mov Cap-2 Maneuver	174	-	-	-	-
Stage 1	328	-	-	-	-
Stage 2	439	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.9	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	404	657	-
HCM Lane V/C Ratio	-	-	0.25	0.071	-
HCM Control Delay (s)	-	-	16.9	10.9	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	1	0.2	-

HCM 6th TWSC
102: SW 42nd Avenue & Catalonia Avenue

Existing Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		↑	↑↑	↑↑	
Traffic Vol, veh/h	5	5	35	1011	1309	13
Future Vol, veh/h	5	5	35	1011	1309	13
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	36	1042	1349	13

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	1950	681	1362	0	-
Stage 1	1356	-	-	-	-
Stage 2	594	-	-	-	-
Critical Hdwy	5	5	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-
Pot Cap-1 Maneuver	162	611	501	-	-
Stage 1	222	-	-	-	-
Stage 2	580	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	150	611	501	-	-
Mov Cap-2 Maneuver	150	-	-	-	-
Stage 1	206	-	-	-	-
Stage 2	580	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.6	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	501	-	241	-	-
HCM Lane V/C Ratio	0.072	-	0.043	-	-
HCM Control Delay (s)	12.7	-	20.6	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	-	-

HCM 6th AWSC
3: Salzedo Street & Catalonia Avenue

Existing Conditions
P.M. Peak Hour

Intersection

Intersection Delay, s/veh 8.9
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↖			↖			↖	
Traffic Vol, veh/h	8	38	5	13	65	18	1	54	1	14	188	30
Future Vol, veh/h	8	38	5	13	65	18	1	54	1	14	188	30
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	44	6	15	75	21	1	62	1	16	216	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8.2			8.5			8.1			9.4		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	16%	14%	6%
Vol Thru, %	96%	75%	68%	81%
Vol Right, %	2%	10%	19%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	51	96	232
LT Vol	1	8	13	14
Through Vol	54	38	65	188
RT Vol	1	5	18	30
Lane Flow Rate	64	59	110	267
Geometry Grp	1	1	1	1
Degree of Util (X)	0.083	0.078	0.143	0.322
Departure Headway (Hd)	4.625	4.797	4.674	4.349
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	774	746	767	827
Service Time	2.655	2.83	2.704	2.372
HCM Lane V/C Ratio	0.083	0.079	0.143	0.323
HCM Control Delay	8.1	8.2	8.5	9.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.5	1.4

HCM 6th TWSC
4: Ponce De Leon Boulevard & Catalonia Avenue

Existing Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑↑	↑↑	
Traffic Vol, veh/h	8	55	51	542	838	16
Future Vol, veh/h	8	55	51	542	838	16
Conflicting Peds, #/hr	4	2	18	0	0	18
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	60	56	596	921	18

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1362	490	957	0	-	0
Stage 1	948	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	303	740	714	-	-	-
Stage 1	373	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	258	726	702	-	-	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	323	-	-	-	-	-
Stage 2	713	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	702	-	590	-	-
HCM Lane V/C Ratio	0.08	-	0.117	-	-
HCM Control Delay (s)	10.6	0.5	11.9	-	-
HCM Lane LOS	B	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.4	-	-

HCM Unsignalized Intersection Capacity Analysis
5: Ponce De Leon Boulevard & University Drive

Existing Conditions
P.M. Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	6	595	597	301
Future Volume (Veh/h)	0	0	6	595	597	301
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	0	7	654	656	331
Pedestrians	13					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				131	978	
pX, platoon unblocked	0.94	0.92	0.92			
vC, conflicting volume	1176	506	669			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	689	298	474			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	99			
cM capacity (veh/h)	354	645	1001			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	225	436	437	550		
Volume Left	7	0	0	0		
Volume Right	0	0	0	331		
cSH	1001	1700	1700	1700		
Volume to Capacity	0.01	0.26	0.26	0.32		
Queue Length 95th (ft)	1	0	0	0		
Control Delay (s)	0.3	0.0	0.0	0.0		
Lane LOS	A					
Approach Delay (s)	0.1		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization		29.9%		ICU Level of Service		
Analysis Period (min)		15			A	

HCM 6th TWSC
6: SW 42nd Avenue & Malaga Avenue

Existing Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↑		↑	↑↑
Traffic Vol, veh/h	1	50	1001	3	10	1306
Future Vol, veh/h	1	50	1001	3	10	1306
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	30	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	51	1021	3	10	1333

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1712	514	0	0	1025
Stage 1	1024	-	-	-	-
Stage 2	688	-	-	-	-
Critical Hdwy	5	5	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22
Pot Cap-1 Maneuver	209	723	-	-	673
Stage 1	339	-	-	-	-
Stage 2	516	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	205	722	-	-	672
Mov Cap-2 Maneuver	205	-	-	-	-
Stage 1	339	-	-	-	-
Stage 2	508	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	688	672	-
HCM Lane V/C Ratio	-	-	0.076	0.015	-
HCM Control Delay (s)	-	-	10.7	10.4	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

HCM 6th TWSC
106: SW 42nd Avenue & Malaga Avenue

Existing Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		T	↑↑	↑↑	
Traffic Vol, veh/h	11	8	21	993	1287	20
Future Vol, veh/h	11	8	21	993	1287	20
Conflicting Peds, #/hr	1	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	8	21	1013	1313	20

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1873	668	1333	0	-	0
Stage 1	1323	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	176	619	513	-	-	-
Stage 1	232	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	169	618	513	-	-	-
Mov Cap-2 Maneuver	169	-	-	-	-	-
Stage 1	222	-	-	-	-	-
Stage 2	613	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.1	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	513	-	243	-	-
HCM Lane V/C Ratio	0.042	-	0.08	-	-
HCM Control Delay (s)	12.3	-	21.1	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

HCM 6th TWSC
7: Salzedo Street & Malaga Avenue

Existing Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	9	4	3	43	10	8	46	10	10	194	4
Future Vol, veh/h	0	9	4	3	43	10	8	46	10	10	194	4
Conflicting Peds, #/hr	1	0	1	1	0	1	11	0	5	5	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	4	3	47	11	9	50	11	11	211	4

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	350	330	225	322	327	62	226	0	0	66	0	0
Stage 1	246	246	-	79	79	-	-	-	-	-	-	-
Stage 2	104	84	-	243	248	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	851	868	963	875	871	1130	1342	-	-	1536	-	-
Stage 1	874	910	-	1084	1098	-	-	-	-	-	-	-
Stage 2	1050	1092	-	877	908	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	789	842	952	849	845	1124	1328	-	-	1529	-	-
Mov Cap-2 Maneuver	789	842	-	849	845	-	-	-	-	-	-	-
Stage 1	859	894	-	1071	1085	-	-	-	-	-	-	-
Stage 2	987	1079	-	856	892	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.4	1	0.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1328	-	-	873	884	1529	-	-
HCM Lane V/C Ratio	0.007	-	-	0.016	0.069	0.007	-	-
HCM Control Delay (s)	7.7	0	-	9.2	9.4	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Timings

8: Ponce De Leon Boulevard & Malaga Avenue

Existing Conditions

P.M. Peak Hour

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↑	↓	↔	←	↑	↓	↑
Traffic Volume (vph)	60	54	93	8	479	72	524
Future Volume (vph)	60	54	93	8	479	72	524
Turn Type	Split	NA	NA	Perm	NA	Perm	NA
Protected Phases	8	8	4		6		2
Permitted Phases					6		2
Detector Phase	8	8	4	6	6	2	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0
Minimum Split (s)	29.7	29.7	13.5	22.3	22.3	22.3	22.3
Total Split (s)	36.0	36.0	15.0	44.0	44.0	44.0	44.0
Total Split (%)	37.9%	37.9%	15.8%	46.3%	46.3%	46.3%	46.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	2.7	2.5	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	6.7	6.7	6.5		6.3		6.3
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 95

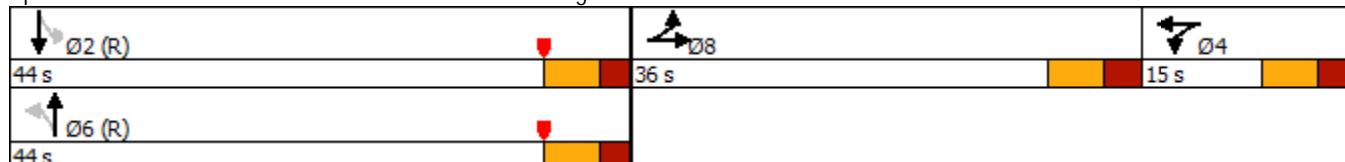
Actuated Cycle Length: 95

Offset: 47 (49%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 8: Ponce De Leon Boulevard & Malaga Avenue

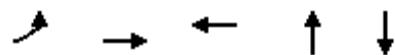


Queues

8: Ponce De Leon Boulevard & Malaga Avenue

Existing Conditions

P.M. Peak Hour



Lane Group	EBL	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	58	77	179	571	634
v/c Ratio	0.32	0.40	0.51	0.36	0.45
Control Delay	43.2	39.1	35.3	16.1	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	39.1	35.3	16.1	21.1
Queue Length 50th (ft)	34	38	87	107	148
Queue Length 95th (ft)	72	82	150	166	321
Internal Link Dist (ft)		136	199	145	51
Turn Bay Length (ft)					
Base Capacity (vph)	518	535	353	1576	1420
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.11	0.14	0.51	0.36	0.45

Intersection Summary

HCM 6th Signalized Intersection Summary
8: Ponce De Leon Boulevard & Malaga Avenue

Existing Conditions

P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↓			↑			↑↓			↑	
Traffic Volume (veh/h)	60	54	13	24	93	51	8	479	49	72	524	0
Future Volume (veh/h)	60	54	13	24	93	51	8	479	49	72	524	0
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			0.98	1.00		0.98	1.00		0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	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	0
Adj Flow Rate, veh/h	64	57	14	26	99	54	9	510	52	77	557	0
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	0
Cap, veh/h	147	119	29	20	78	43	50	1870	188	247	1728	0
Arrive On Green	0.08	0.08	0.08	0.09	0.09	0.09	0.83	0.83	0.83	0.83	0.83	0.00
Sat Flow, veh/h	1781	1444	355	229	872	476	17	3004	302	321	2860	0
Grp Volume(v), veh/h	64	0	71	179	0	0	317	0	254	309	325	0
Grp Sat Flow(s), veh/h/ln	1781	0	1799	1577	0	0	1850	0	1474	1480	1617	0
Q Serve(g_s), s	3.2	0.0	3.6	8.5	0.0	0.0	0.0	0.0	3.6	0.0	4.5	0.0
Cycle Q Clear(g_c), s	3.2	0.0	3.6	8.5	0.0	0.0	3.6	0.0	3.6	3.5	4.5	0.0
Prop In Lane	1.00		0.20	0.15		0.30	0.03		0.20	0.25		0.00
Lane Grp Cap(c), veh/h	147	0	149	141	0	0	1190	0	918	969	1007	0
V/C Ratio(X)	0.43	0.00	0.48	1.27	0.00	0.00	0.27	0.00	0.28	0.32	0.32	0.00
Avail Cap(c_a), veh/h	549	0	555	141	0	0	1190	0	918	969	1007	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.5	0.0	41.6	43.3	0.0	0.0	3.4	0.0	3.4	3.4	3.5	0.0
Incr Delay (d2), s/veh	2.9	0.0	3.4	165.1	0.0	0.0	0.5	0.0	0.7	0.9	0.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.5	0.0	1.7	9.7	0.0	0.0	1.3	0.0	1.1	1.3	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.3	0.0	45.0	208.4	0.0	0.0	3.9	0.0	4.1	4.2	4.3	0.0
LnGrp LOS	D	A	D	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		135			179			571			634	
Approach Delay, s/veh		44.7			208.4			4.0			4.3	
Approach LOS		D			F			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		65.4		15.0		65.4		14.6				
Change Period (Y+Rc), s		* 6.3		6.5		* 6.3		6.7				
Max Green Setting (Gmax), s		* 38		8.5		* 38		29.3				
Max Q Clear Time (g_c+l1), s		6.5		10.5		5.6		5.6				
Green Ext Time (p_c), s		1.6		0.0		1.3		0.8				

Intersection Summary

HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
9: Salzedo Street & University Drive

Existing Conditions
P.M. Peak Hour

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↑↑	↑↑	↑	↑		↓
Traffic Volume (vph)	36	95	356	3	6	11	0
Future Volume (vph)	36	95	356	3	6	11	0
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		6	2		4		8
Permitted Phases		6			4		8
Detector Phase		6	2	4	4	8	8
Switch Phase							
Minimum Initial (s)	12.0	12.0	12.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.4	18.4	18.4	13.2	13.2	13.2	13.2
Total Split (s)	105.0	105.0	105.0	85.0	85.0	85.0	85.0
Total Split (%)	55.3%	55.3%	55.3%	44.7%	44.7%	44.7%	44.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.4	6.4	6.2	6.2		6.2
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 190

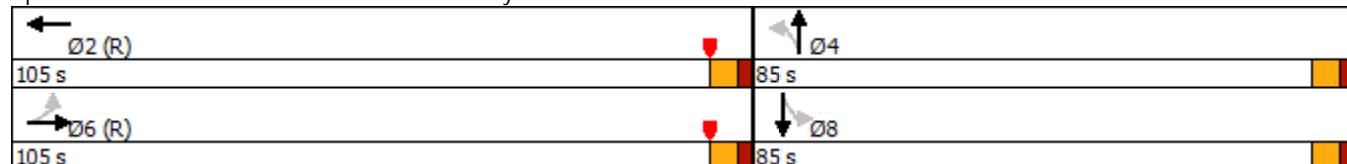
Actuated Cycle Length: 190

Offset: 99 (52%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 40

Control Type: Actuated-Coordinated

Splits and Phases: 9: Salzedo Street & University Drive



Queues
9: Salzedo Street & University Drive

Existing Conditions
P.M. Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	139	385	3	11	211
v/c Ratio	0.06	0.12	0.08	0.11	0.78
Control Delay	1.2	2.0	84.0	59.4	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	1.2	2.0	84.0	59.4	31.5
Queue Length 50th (ft)	4	23	4	7	15
Queue Length 95th (ft)	11	54	16	31	110
Internal Link Dist (ft)	690	480		161	207
Turn Bay Length (ft)			160		
Base Capacity (vph)	2401	3086	273	646	702
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.12	0.01	0.02	0.30

Intersection Summary

HCM 6th Signalized Intersection Summary
9: Salzedo Street & University Drive

Existing Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑		↑	↑		↓	↔	
Traffic Volume (veh/h)	36	95	0	0	356	6	3	6	5	11	0	187
Future Volume (veh/h)	36	95	0	0	356	6	3	6	5	11	0	187
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No		No		
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	101	0	0	379	6	3	6	5	12	0	199
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	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	543	1698	0	0	2734	43	107	142	119	27	6	224
Arrive On Green	1.00	1.00	0.00	0.00	1.00	1.00	0.17	0.17	0.17	0.17	0.00	0.17
Sat Flow, veh/h	673	2308	0	0	3672	57	1179	839	699	42	37	1317
Grp Volume(v), veh/h	71	68	0	0	188	197	3	0	11	211	0	0
Grp Sat Flow(s), veh/h/ln	1279	1617	0	0	1777	1859	1179	0	1539	1397	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	13.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	1.1	28.0	0.0	0.0
Prop In Lane	0.54		0.00	0.00		0.03	1.00		0.45	0.06		0.94
Lane Grp Cap(c), veh/h	1007	1235	0	0	1357	1420	107	0	261	257	0	0
V/C Ratio(X)	0.07	0.06	0.00	0.00	0.14	0.14	0.03	0.00	0.04	0.82	0.00	0.00
Avail Cap(c_a), veh/h	1007	1235	0	0	1357	1420	396	0	638	597	0	0
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.98	0.98	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	66.2	0.0	66.0	77.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	0.2	0.2	0.2	0.0	0.1	8.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.5	10.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.1	0.1	0.0	0.0	0.2	0.2	66.3	0.0	66.1	86.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	E	F	A	A
Approach Vol, veh/h	139				385				14			211
Approach Delay, s/veh	0.1				0.2				66.1			86.0
Approach LOS	A				A				E			F
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+R _c), s	151.6		38.4		151.6		38.4					
Change Period (Y+R _c), s	6.4		* 6.2		6.4		* 6.2					
Max Green Setting (Gmax), s	98.6		* 79		98.6		* 79					
Max Q Clear Time (g _{c+l1}), s	2.0		3.7		2.0		30.0					
Green Ext Time (p _c), s	0.8		0.1		0.3		2.2					

Intersection Summary

HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
10: University Drive & SW 42nd Avenue & Anastasia Avenue

Existing Conditions

P.M. Peak Hour

Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL	NER
Lane Configurations										
Traffic Volume (vph)	212	280	41	33	6	871	15	964	118	88
Future Volume (vph)	212	280	41	33	6	871	15	964	118	88
Turn Type	pm+pt	Perm	NA	Perm	Perm	NA	Perm	NA	pm+pt	Prot
Protected Phases	7		4			6		2	3	8
Permitted Phases	4	4		6	6		2		8	
Detector Phase	7	4	4	6	6	6	2	2	3	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0
Minimum Split (s)	10.7	32.0	32.0	36.6	36.6	36.6	36.6	36.6	10.7	32.0
Total Split (s)	25.0	55.0	55.0	110.0	110.0	110.0	110.0	110.0	25.0	55.0
Total Split (%)	13.2%	28.9%	28.9%	57.9%	57.9%	57.9%	57.9%	57.9%	13.2%	28.9%
Yellow Time (s)	3.7	4.0	4.0	4.4	4.4	4.4	4.4	4.4	3.7	4.0
All-Red Time (s)	2.0	3.0	3.0	2.2	2.2	2.2	2.2	2.2	2.0	3.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		7.0		6.6	6.6	6.6	6.6	5.7	7.0
Lead/Lag	Lead	Lag	Lag						Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 190

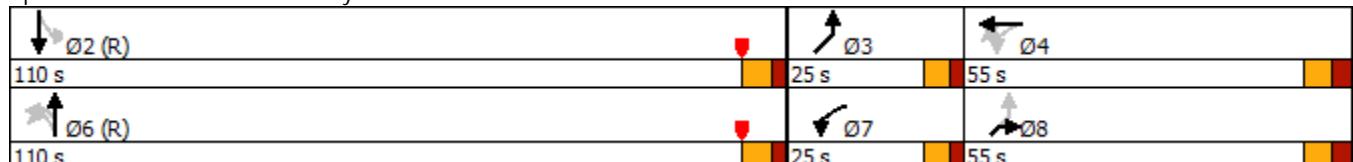
Actuated Cycle Length: 190

Offset: 24 (13%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 10: University Drive & SW 42nd Avenue & Anastasia Avenue



Queues

10: University Drive & SW 42nd Avenue & Anastasia Avenue

Existing Conditions

P.M. Peak Hour

Lane Group	WBL2	WBT	NBL	NBT	SBL	SBT	NEL	NER
Lane Group Flow (vph)	201	374	41	958	16	1323	124	108
v/c Ratio	0.45	0.91	0.33	0.48	0.07	0.69	0.26	0.26
Control Delay	47.4	95.2	33.5	26.4	21.5	32.9	41.2	30.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	95.2	33.5	26.4	21.5	32.9	41.2	30.4
Queue Length 50th (ft)	185	470	28	386	9	638	102	54
Queue Length 95th (ft)	275	#711	68	446	25	722	156	115
Internal Link Dist (ft)		690		270		458	149	
Turn Bay Length (ft)			200		80			175
Base Capacity (vph)	449	415	123	1979	237	1909	525	439
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.90	0.33	0.48	0.07	0.69	0.24	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
10: University Drive & SW 42nd Avenue & Anastasia Avenue

Existing Conditions

P.M. Peak Hour

Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	212	280	41	13	33	6	871	39	15	964	272	21
Future Volume (vph)	212	280	41	13	33	6	871	39	15	964	272	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	0.99		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Fr _t	1.00		0.99			1.00	0.99		1.00	0.97		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1678		1514			1770	3516		1770	3395		
Flt Permitted	0.59		0.98			0.12	1.00		0.23	1.00		
Satd. Flow (perm)	1051		1541			220	3516		422	3395		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	223	295	43	14	35	6	917	41	16	1015	286	22
RTOR Reduction (vph)	0	0	1	0	0	0	2	0	0	0	0	0
Lane Group Flow (vph)	201	0	373	0	0	41	956	0	16	1323	0	0
Confl. Peds. (#/hr)	2			5	1	1					1	1
Confl. Bikes (#/hr)					1							
Parking (#/hr)				0	0							
Turn Type	pm+pt	Perm	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7		4				6			2		
Permitted Phases	4	4			6	6				2		
Actuated Green, G (s)	68.5		50.5			106.8	106.8		106.8	106.8		
Effective Green, g (s)	68.5		50.5			106.8	106.8		106.8	106.8		
Actuated g/C Ratio	0.36		0.27			0.56	0.56		0.56	0.56		
Clearance Time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Vehicle Extension (s)	2.0		3.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	438		409			123	1976		237	1908		
v/s Ratio Prot	c0.04						0.27			c0.39		
v/s Ratio Perm	0.12		c0.24			0.19			0.04			
v/c Ratio	0.46		0.91			0.33	0.48		0.07	0.69		
Uniform Delay, d1	44.3		67.6			22.4	25.0		18.9	29.8		
Progression Factor	1.04		1.03			1.00	1.00		1.00	1.00		
Incremental Delay, d2	0.3		24.5			7.1	0.9		0.5	2.1		
Delay (s)	46.5		94.0			29.6	25.9		19.5	31.9		
Level of Service	D		F			C	C		B	C		
Approach Delay (s)			77.4				26.0			31.8		
Approach LOS			E				C			C		
Intersection Summary												
HCM 2000 Control Delay		39.8								D		
HCM 2000 Volume to Capacity ratio		0.75										
Actuated Cycle Length (s)		190.0								19.3		
Intersection Capacity Utilization		77.0%								D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 10: University Drive & SW 42nd Avenue & Anastasia Avenue

Existing Conditions
 P.M. Peak Hour



Movement	NEL	NER	NER2
Lane Configurations	1	1	1
Traffic Volume (vph)	118	88	14
Future Volume (vph)	118	88	14
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	5.7	7.0	
Lane Util. Factor	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	
Flpb, ped/bikes	0.99	1.00	
Fr _t	1.00	0.85	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1755	1583	
Flt Permitted	0.76	1.00	
Satd. Flow (perm)	1399	1583	
Peak-hour factor, PHF	0.95	0.95	0.95
Adj. Flow (vph)	124	93	15
RTOR Reduction (vph)	0	40	0
Lane Group Flow (vph)	124	68	0
Confl. Peds. (#/hr)	5	2	2
Confl. Bikes (#/hr)			
Parking (#/hr)			
Turn Type	pm+pt	Prot	
Protected Phases	3	8	
Permitted Phases	8		
Actuated Green, G (s)	59.3	45.9	
Effective Green, g (s)	59.3	45.9	
Actuated g/C Ratio	0.31	0.24	
Clearance Time (s)	5.7	7.0	
Vehicle Extension (s)	2.0	3.5	
Lane Grp Cap (vph)	461	382	
v/s Ratio Prot	0.02	0.04	
v/s Ratio Perm	0.06		
v/c Ratio	0.27	0.18	
Uniform Delay, d1	48.4	57.1	
Progression Factor	1.00	1.00	
Incremental Delay, d2	0.1	0.3	
Delay (s)	48.5	57.4	
Level of Service	D	E	
Approach Delay (s)	52.6		
Approach LOS	D		

Intersection Summary

Future Background Conditions

Timings

1: Ponce De Leon Boulevard & Almeria Avenue

Future Background Conditions

P.M. Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	16	64	120	119	30	822	39	757
Future Volume (vph)	16	64	120	119	30	822	39	757
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases				8		4		2
Permitted Phases						6		2
Detector Phase					8	4	6	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.6	30.6	30.6	30.6	23.0	23.0	23.0	23.0
Total Split (s)	76.0	76.0	76.0	76.0	114.0	114.0	114.0	114.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				0.0		0.0	0.0	0.0
Total Lost Time (s)				6.6		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

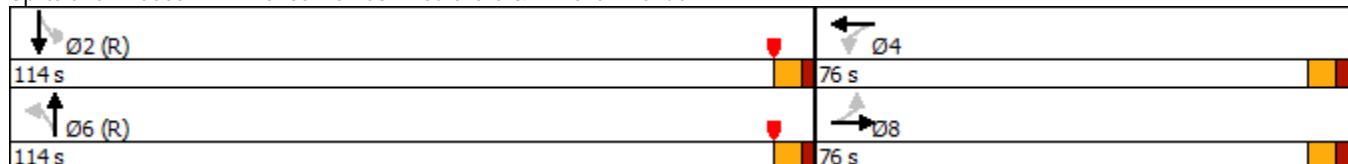
Actuated Cycle Length: 190

Offset: 42 (22%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & Almeria Avenue



Queues

1: Ponce De Leon Boulevard & Almeria Avenue

Future Background Conditions

P.M. Peak Hour



Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	108	332	1041	44	878
v/c Ratio	0.26	0.91	0.55	0.16	0.40
Control Delay	49.3	93.3	15.0	17.3	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	49.3	93.3	15.0	17.3	17.3
Queue Length 50th (ft)	99	397	296	21	262
Queue Length 95th (ft)	142	483	355	51	367
Internal Link Dist (ft)	175	205	779		147
Turn Bay Length (ft)				50	
Base Capacity (vph)	541	472	1893	273	2176
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.70	0.55	0.16	0.40

Intersection Summary

HCM 6th Signalized Intersection Summary
1: Ponce De Leon Boulevard & Almeria Avenue

Future Background Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBC	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	64	16	120	119	56	30	822	74	39	757	24
Future Volume (veh/h)	16	64	16	120	119	56	30	822	74	39	757	24
Initial Q (Q _b), 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		0.96	1.00	0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90
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	18	72	18	135	134	63	34	924	83	44	851	27
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	264	62	168	144	67	72	1918	171	378	2233	71
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.89	0.89	0.89	0.89	0.89	0.89
Sat Flow, veh/h	183	1001	237	537	548	254	77	2860	255	559	3330	106
Grp Volume(v), veh/h	108	0	0	332	0	0	561	0	480	44	454	424
Grp Sat Flow(s), veh/h/ln	1421	0	0	1339	0	0	1719	0	1473	559	1777	1659
Q Serve(g_s), s	0.0	0.0	0.0	36.4	0.0	0.0	0.0	0.0	11.8	3.2	8.0	8.0
Cycle Q Clear(g_c), s	9.9	0.0	0.0	46.3	0.0	0.0	10.3	0.0	11.8	15.0	8.0	8.0
Prop In Lane	0.17		0.17	0.41		0.19	0.06		0.17	1.00		0.06
Lane Grp Cap(c), veh/h	396	0	0	379	0	0	1172	0	988	378	1191	1112
V/C Ratio(X)	0.27	0.00	0.00	0.88	0.00	0.00	0.48	0.00	0.49	0.12	0.38	0.38
Avail Cap(c_a), veh/h	548	0	0	521	0	0	1172	0	988	378	1191	1112
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	0.0	0.0	69.3	0.0	0.0	3.9	0.0	4.0	5.5	3.8	3.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	11.0	0.0	0.0	1.4	0.0	1.7	0.6	0.9	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.2	0.0	0.0	17.1	0.0	0.0	3.4	0.0	3.0	0.4	2.7	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.5	0.0	0.0	80.3	0.0	0.0	5.3	0.0	5.7	6.1	4.8	4.8
LnGrp LOS	E	A	A	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h	108			332			1041			922		
Approach Delay, s/veh	55.5			80.3			5.5			4.8		
Approach LOS	E			F			A			A		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+R _c), s	133.4		56.6		133.4		56.6					
Change Period (Y+R _c), s	6.0		6.6		6.0		6.6					
Max Green Setting (Gmax), s	108.0		69.4		108.0		69.4					
Max Q Clear Time (g_c+l1), s	17.0		48.3		13.8		11.9					
Green Ext Time (p_c), s	2.3		1.7		2.8		0.6					
Intersection Summary												
HCM 6th Ctrl Delay			17.8									
HCM 6th LOS			B									

HCM 6th TWSC
2: SW 42nd Avenue & Catalonia Avenue

Future Background Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↑		↑	↑↑
Traffic Vol, veh/h	24	75	1029	5	45	1321
Future Vol, veh/h	24	75	1029	5	45	1321
Conflicting Peds, #/hr	0	1	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	35	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	77	1061	5	46	1362

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1840	537	0	0	1069
Stage 1	1067	-	-	-	-
Stage 2	773	-	-	-	-
Critical Hdwy	5	5	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22
Pot Cap-1 Maneuver	182	706	-	-	648
Stage 1	321	-	-	-	-
Stage 2	464	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	169	703	-	-	646
Mov Cap-2 Maneuver	169	-	-	-	-
Stage 1	320	-	-	-	-
Stage 2	431	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.1	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	398	646	-
HCM Lane V/C Ratio	-	-	0.256	0.072	-
HCM Control Delay (s)	-	-	17.1	11	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	1	0.2	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		↑	↑↑	↑↑	
Traffic Vol, veh/h	5	5	35	1021	1322	13
Future Vol, veh/h	5	5	35	1021	1322	13
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	36	1053	1363	13

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	1970	688	1376	0	-
Stage 1	1370	-	-	-	-
Stage 2	600	-	-	-	-
Critical Hdwy	5	5	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-
Pot Cap-1 Maneuver	158	606	494	-	-
Stage 1	218	-	-	-	-
Stage 2	576	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	146	606	494	-	-
Mov Cap-2 Maneuver	146	-	-	-	-
Stage 1	202	-	-	-	-
Stage 2	576	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	494	-	235	-	-
HCM Lane V/C Ratio	0.073	-	0.044	-	-
HCM Control Delay (s)	12.9	-	21	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	-	-

HCM 6th AWSC
3: Salzedo Street & Catalonia Avenue

Future Background Conditions
P.M. Peak Hour

Intersection

Intersection Delay, s/veh 9.1
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	16	30	5	13	66	18	1	70	27	14	198	30
Future Vol, veh/h	16	30	5	13	66	18	1	70	27	14	198	30
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	34	6	15	76	21	1	80	31	16	228	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8.5			8.7			8.3			9.7		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	31%	13%	6%
Vol Thru, %	71%	59%	68%	82%
Vol Right, %	28%	10%	19%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	98	51	97	242
LT Vol	1	16	13	14
Through Vol	70	30	66	198
RT Vol	27	5	18	30
Lane Flow Rate	113	59	111	278
Geometry Grp	1	1	1	1
Degree of Util (X)	0.141	0.081	0.149	0.341
Departure Headway (Hd)	4.498	4.967	4.809	4.417
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	795	719	744	815
Service Time	2.534	3.012	2.849	2.447
HCM Lane V/C Ratio	0.142	0.082	0.149	0.341
HCM Control Delay	8.3	8.5	8.7	9.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.3	0.5	1.5

HCM 6th TWSC
4: Ponce De Leon Boulevard & Catalonia Avenue

Future Background Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑		↑↑	↑↓	
Traffic Vol, veh/h	0	56	0	990	914	42
Future Vol, veh/h	0	56	0	990	914	42
Conflicting Peds, #/hr	4	2	18	0	0	18
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	62	0	1088	1004	46

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	545	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	5	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3	-	-	-
Pot Cap-1 Maneuver	0	700	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	687	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	687	-	-
HCM Lane V/C Ratio	-	0.09	-	-
HCM Control Delay (s)	-	10.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

HCM Unsignalized Intersection Capacity Analysis
5: Ponce De Leon Boulevard & University Drive

Future Background Conditions
P.M. Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	991	655	319
Future Volume (Veh/h)	0	0	0	991	655	319
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	0	0	1089	720	351
Pedestrians	13					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)				131	978	
pX, platoon unblocked	0.94	0.89	0.89			
vC, conflicting volume	1453	548	733			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	815	245	452			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	295	672	983			
Direction, Lane #	NB 1	NB 2	SB 1	SB 2		
Volume Total	363	726	480	591		
Volume Left	0	0	0	0		
Volume Right	0	0	0	351		
cSH	983	1700	1700	1700		
Volume to Capacity	0.00	0.43	0.28	0.35		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS						
Approach Delay (s)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay		0.0				
Intersection Capacity Utilization		32.1%		ICU Level of Service		
Analysis Period (min)		15			A	

HCM 6th TWSC
6: SW 42nd Avenue & Malaga Avenue

Future Background Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↑		↑	↑↑
Traffic Vol, veh/h	1	51	1000	3	10	1299
Future Vol, veh/h	1	51	1000	3	10	1299
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	30	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	52	1020	3	10	1326

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1707	514	0	0	1024
Stage 1	1023	-	-	-	-
Stage 2	684	-	-	-	-
Critical Hdwy	5	5	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22
Pot Cap-1 Maneuver	210	723	-	-	674
Stage 1	339	-	-	-	-
Stage 2	519	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	206	722	-	-	673
Mov Cap-2 Maneuver	206	-	-	-	-
Stage 1	339	-	-	-	-
Stage 2	511	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	689	673	-
HCM Lane V/C Ratio	-	-	0.077	0.015	-
HCM Control Delay (s)	-	-	10.7	10.4	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

HCM 6th TWSC
106: SW 42nd Avenue & Malaga Avenue

Future Background Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		↑	↑↑	↑↑	
Traffic Vol, veh/h	11	8	21	1003	1300	20
Future Vol, veh/h	11	8	21	1003	1300	20
Conflicting Peds, #/hr	1	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	8	21	1023	1327	20

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	1892	675	1347	0	-
Stage 1	1337	-	-	-	-
Stage 2	555	-	-	-	-
Critical Hdwy	5	5	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-
Pot Cap-1 Maneuver	172	614	507	-	-
Stage 1	227	-	-	-	-
Stage 2	609	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	165	613	507	-	-
Mov Cap-2 Maneuver	165	-	-	-	-
Stage 1	218	-	-	-	-
Stage 2	609	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.5	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	507	-	238	-	-
HCM Lane V/C Ratio	0.042	-	0.081	-	-
HCM Control Delay (s)	12.4	-	21.5	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	9	4	3	43	51	8	46	10	18	196	4
Future Vol, veh/h	0	9	4	3	43	51	8	46	10	18	196	4
Conflicting Peds, #/hr	1	0	1	1	0	1	11	0	5	5	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	4	3	47	55	9	50	11	20	213	4

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	392	350	227	342	347	62	228	0	0	66	0	0
Stage 1	266	266	-	79	79	-	-	-	-	-	-	-
Stage 2	126	84	-	263	268	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	816	851	961	858	853	1130	1340	-	-	1536	-	-
Stage 1	851	890	-	1084	1098	-	-	-	-	-	-	-
Stage 2	1020	1092	-	855	888	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	721	820	950	827	821	1124	1326	-	-	1529	-	-
Mov Cap-2 Maneuver	721	820	-	827	821	-	-	-	-	-	-	-
Stage 1	837	868	-	1071	1085	-	-	-	-	-	-	-
Stage 2	921	1079	-	828	866	-	-	-	-	-	-	-

Approach	EB	WB			NB		SB	
HCM Control Delay, s	9.3	9.2			1		0.6	
HCM LOS	A	A			-		-	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1326	-	-	856	957	1529	-	-
HCM Lane V/C Ratio	0.007	-	-	0.017	0.11	0.013	-	-
HCM Control Delay (s)	7.7	0	-	9.3	9.2	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-

Timings

8: Ponce De Leon Boulevard & Malaga Avenue

Future Background Conditions

P.M. Peak Hour

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↑	↑		↑	↑		↑↑	↑	↑↑
Traffic Volume (vph)	82	84	101	170	409	40	516	94	560
Future Volume (vph)	82	84	101	170	409	40	516	94	560
Turn Type	pm+pt	NA	Perm	NA	pm+ov	Perm	NA	pm+pt	NA
Protected Phases	3	8		4	5		6	5	2
Permitted Phases	8			4		6		2	
Detector Phase	3	8	4	4	5	6	6	5	2
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	16.0	16.0	5.0	16.0
Minimum Split (s)	29.7	36.5	37.5	37.5	11.2	28.2	28.2	11.2	24.2
Total Split (s)	29.7	89.7	60.0	60.0	34.0	66.3	66.3	34.0	100.3
Total Split (%)	15.6%	47.2%	31.6%	31.6%	17.9%	34.9%	34.9%	17.9%	52.8%
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)	2.2	2.5	2.5	2.5	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.5		6.5	6.2		6.2	6.2	6.2
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 190

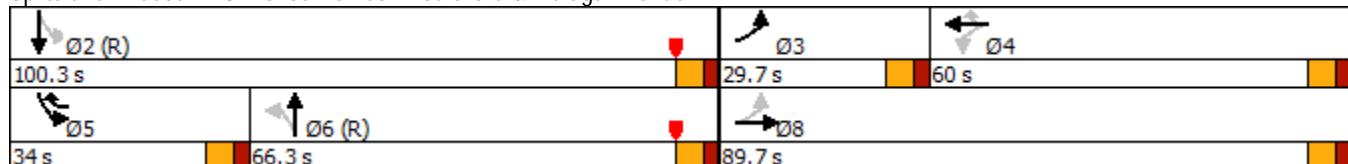
Actuated Cycle Length: 190

Offset: 47 (25%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Splits and Phases: 8: Ponce De Leon Boulevard & Malaga Avenue



Queues

8: Ponce De Leon Boulevard & Malaga Avenue

Future Background Conditions

P.M. Peak Hour



Lane Group	EBL	EBT	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	87	103	288	435	668	100	596
v/c Ratio	0.34	0.17	0.87	0.73	0.47	0.25	0.28
Control Delay	44.6	40.2	94.0	28.2	33.3	13.5	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	40.2	94.0	28.2	33.3	13.5	12.6
Queue Length 50th (ft)	76	86	349	204	277	33	107
Queue Length 95th (ft)	110	122	443	300	406	m53	130
Internal Link Dist (ft)			136	199		145	51
Turn Bay Length (ft)							125
Base Capacity (vph)	328	799	397	701	1426	518	2105
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.13	0.73	0.62	0.47	0.19	0.28

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
8: Ponce De Leon Boulevard & Malaga Avenue

Future Background Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBC	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑			↑	↑		↑↑		↑	↑↑	
Traffic Volume (veh/h)	82	84	13	101	170	409	40	516	71	94	560	0
Future Volume (veh/h)	82	84	13	101	170	409	40	516	71	94	560	0
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		0.99	1.00		0.99	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	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	0
Adj Flow Rate, veh/h	87	89	14	107	181	435	43	549	76	100	596	0
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	0
Cap, veh/h	220	568	89	192	286	454	104	1304	179	429	2037	0
Arrive On Green	0.05	0.36	0.36	0.28	0.28	0.28	0.67	0.67	0.67	0.05	0.76	0.00
Sat Flow, veh/h	1781	1577	248	589	1014	1419	166	2598	357	1781	3647	0
Grp Volume(v), veh/h	87	0	103	288	0	435	356	0	312	100	596	0
Grp Sat Flow(s), veh/h/ln	1781	0	1824	1603	0	1419	1658	0	1463	1781	1777	0
Q Serve(g_s), s	6.5	0.0	7.3	29.3	0.0	53.5	1.9	0.0	18.8	5.1	9.8	0.0
Cycle Q Clear(g_c), s	6.5	0.0	7.3	29.9	0.0	53.5	16.5	0.0	18.8	5.1	9.8	0.0
Prop In Lane	1.00			0.14	0.37		1.00	0.12		0.24	1.00	0.00
Lane Grp Cap(c), veh/h	220	0	657	477	0	454	853	0	734	429	2037	0
V/C Ratio(X)	0.40	0.00	0.16	0.60	0.00	0.96	0.42	0.00	0.42	0.23	0.29	0.00
Avail Cap(c_a), veh/h	359	0	799	477	0	454	853	0	734	621	2037	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.8	0.0	41.2	59.7	0.0	63.4	18.4	0.0	18.8	21.3	10.8	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.2	2.6	0.0	31.7	1.5	0.0	1.8	0.3	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	3.0	0.0	3.4	12.6	0.0	24.7	6.9	0.0	6.3	2.2	3.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.4	0.0	41.4	62.3	0.0	95.0	19.9	0.0	20.6	21.6	11.2	0.0
LnGrp LOS	D	A	D	E	A	F	B	A	C	C	B	A
Approach Vol, veh/h		190			723			668			696	
Approach Delay, s/veh		44.6			82.0			20.2			12.7	
Approach LOS		D			F			C			B	
Timer - Assigned Phs	2	3	4	5	6			8				
Phs Duration (G+Y+Rc), s	115.1	14.9	60.0	13.5	101.6			74.9				
Change Period (Y+Rc), s	* 6.2	* 6.2	6.5	* 6.2	* 6.2			6.5				
Max Green Setting (Gmax), s	* 94	* 24	53.5	* 28	* 60			83.2				
Max Q Clear Time (g_c+l1), s	11.8	8.5	55.5	7.1	20.8			9.3				
Green Ext Time (p_c), s	1.6	0.3	0.0	0.2	1.6			0.9				

Intersection Summary

HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

9: Salzedo Street & University Drive

Future Background Conditions

P.M. Peak Hour

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↑↑	↑↑	↑	↑		↓
Traffic Volume (vph)	36	138	436	3	6	11	0
Future Volume (vph)	36	138	436	3	6	11	0
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		6	2		4		8
Permitted Phases		6			4		8
Detector Phase		6	2	4	4	8	8
Switch Phase							
Minimum Initial (s)	12.0	12.0	12.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.4	18.4	18.4	13.2	13.2	13.2	13.2
Total Split (s)	105.0	105.0	105.0	85.0	85.0	85.0	85.0
Total Split (%)	55.3%	55.3%	55.3%	44.7%	44.7%	44.7%	44.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.4	6.4	6.2	6.2		6.2
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 190

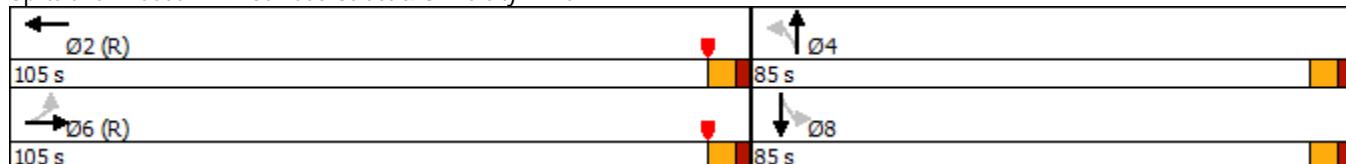
Actuated Cycle Length: 190

Offset: 99 (52%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 40

Control Type: Actuated-Coordinated

Splits and Phases: 9: Salzedo Street & University Drive



Queues
9: Salzedo Street & University Drive

Future Background Conditions

P.M. Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	185	470	3	11	213
v/c Ratio	0.08	0.15	0.08	0.11	0.78
Control Delay	0.6	2.1	83.7	59.4	31.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.6	2.1	83.7	59.4	31.4
Queue Length 50th (ft)	2	29	4	7	15
Queue Length 95th (ft)	m4	67	16	31	110
Internal Link Dist (ft)	690	480		161	207
Turn Bay Length (ft)			160		
Base Capacity (vph)	2429	3085	273	646	703
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.08	0.15	0.01	0.02	0.30

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
9: Salzedo Street & University Drive

Future Background Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑		↑	↑		↓	↔	
Traffic Volume (veh/h)	36	138	0	0	436	6	3	6	5	11	0	189
Future Volume (veh/h)	36	138	0	0	436	6	3	6	5	11	0	189
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach	No				No			No		No		
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	147	0	0	464	6	3	6	5	12	0	201
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	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	427	1847	0	0	2738	35	107	144	120	27	6	226
Arrive On Green	1.00	1.00	0.00	0.00	1.00	1.00	0.17	0.17	0.17	0.17	0.00	0.17
Sat Flow, veh/h	525	2507	0	0	3685	46	1177	839	700	42	37	1318
Grp Volume(v), veh/h	94	91	0	0	229	241	3	0	11	213	0	0
Grp Sat Flow(s), veh/h/ln	1330	1617	0	0	1777	1861	1177	0	1539	1397	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	13.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	1.1	28.3	0.0	0.0
Prop In Lane	0.41		0.00	0.00		0.02	1.00		0.45	0.06		0.94
Lane Grp Cap(c), veh/h	1041	1233	0	0	1355	1419	107	0	263	259	0	0
V/C Ratio(X)	0.09	0.07	0.00	0.00	0.17	0.17	0.03	0.00	0.04	0.82	0.00	0.00
Avail Cap(c_a), veh/h	1041	1233	0	0	1355	1419	393	0	638	597	0	0
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	65.9	0.0	65.7	76.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.3	0.3	0.1	0.0	0.1	8.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.5	10.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	0.0	0.3	0.3	66.1	0.0	65.8	85.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	E	F	A	A
Approach Vol, veh/h	185				470				14			213
Approach Delay, s/veh	0.0				0.3				65.9			85.8
Approach LOS	A				A				E			F
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+R _c), s	151.3		38.7		151.3		38.7					
Change Period (Y+R _c), s	6.4		* 6.2		6.4		* 6.2					
Max Green Setting (Gmax), s	98.6		* 79		98.6		* 79					
Max Q Clear Time (g_c+l1), s	2.0		3.7		2.0		30.3					
Green Ext Time (p_c), s	1.0		0.1		0.4		2.2					

Intersection Summary

HCM 6th Ctrl Delay	21.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings

10: University Drive & SW 42nd Avenue & Anastasia Avenue

Future Background Conditions

P.M. Peak Hour

Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL	NER
Lane Configurations										
Traffic Volume (vph)	214	321	79	33	6	893	15	974	119	110
Future Volume (vph)	214	321	79	33	6	893	15	974	119	110
Turn Type	pm+pt	Perm	NA	Perm	Perm	NA	Perm	NA	pm+pt	Prot
Protected Phases	7		4			6		2	3	8
Permitted Phases	4	4		6	6		2		8	
Detector Phase	7	4	4	6	6	6	2	2	3	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0
Minimum Split (s)	10.7	32.0	32.0	36.6	36.6	36.6	36.6	36.6	10.7	32.0
Total Split (s)	25.0	55.0	55.0	110.0	110.0	110.0	110.0	110.0	25.0	55.0
Total Split (%)	13.2%	28.9%	28.9%	57.9%	57.9%	57.9%	57.9%	57.9%	13.2%	28.9%
Yellow Time (s)	3.7	4.0	4.0	4.4	4.4	4.4	4.4	4.4	3.7	4.0
All-Red Time (s)	2.0	3.0	3.0	2.2	2.2	2.2	2.2	2.2	2.0	3.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		7.0		6.6	6.6	6.6	6.6	5.7	7.0
Lead/Lag	Lead	Lag	Lag						Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 190

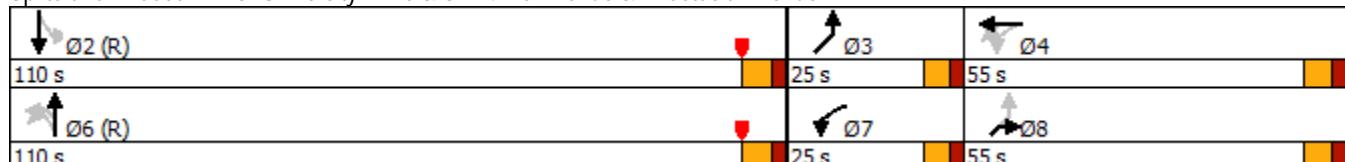
Actuated Cycle Length: 190

Offset: 24 (13%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 10: University Drive & SW 42nd Avenue & Anastasia Avenue



Queues

10: University Drive & SW 42nd Avenue & Anastasia Avenue

Future Background Conditions

P.M. Peak Hour

Lane Group	WBL2	WBT	NBL	NBT	SBL	SBT	NEL	NER
Lane Group Flow (vph)	202	458	41	1003	16	1361	125	131
v/c Ratio	0.45	1.04	0.40	0.52	0.08	0.74	0.25	0.29
Control Delay	45.4	117.6	39.6	28.7	22.0	36.0	39.7	35.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.4	117.6	39.6	28.7	22.0	36.0	39.7	35.3
Queue Length 50th (ft)	187	~650	29	411	9	670	102	78
Queue Length 95th (ft)	273	#952	74	474	26	758	157	147
Internal Link Dist (ft)		690		270		458	149	
Turn Bay Length (ft)			200		80			175
Base Capacity (vph)	453	440	103	1911	207	1843	552	451
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	1.04	0.40	0.52	0.08	0.74	0.23	0.29

Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

10: University Drive & SW 42nd Avenue & Anastasia Avenue

Future Background Conditions

P.M. Peak Hour

Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations	↑	↔	↔	↔	↑	↑	↑↔	↑	↑	↑↔	↑	↔
Traffic Volume (vph)	214	321	79	13	33	6	893	60	15	974	298	21
Future Volume (vph)	214	321	79	13	33	6	893	60	15	974	298	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	0.99		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		1.00			1.00	0.99		1.00	0.96		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1678		1520			1770	3506		1770	3386		
Flt Permitted	0.57		0.98			0.10	1.00		0.20	1.00		
Satd. Flow (perm)	1001		1547			190	3506		381	3386		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	225	338	83	14	35	6	940	63	16	1025	314	22
RTOR Reduction (vph)	0	0	1	0	0	0	3	0	0	0	0	0
Lane Group Flow (vph)	202	0	457	0	0	41	1000	0	16	1361	0	0
Confl. Peds. (#/hr)	2			5	1	1					1	1
Confl. Bikes (#/hr)				1								
Parking (#/hr)				0	0							
Turn Type	pm+pt	Perm	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7		4				6			2		
Permitted Phases	4	4			6	6			2			
Actuated Green, G (s)	71.8		54.0			103.4	103.4		103.4	103.4		
Effective Green, g (s)	71.8		54.0			103.4	103.4		103.4	103.4		
Actuated g/C Ratio	0.38		0.28			0.54	0.54		0.54	0.54		
Clearance Time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Vehicle Extension (s)	2.0		3.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	441		439			103	1908		207	1842		
v/s Ratio Prot	c0.04						0.29			c0.40		
v/s Ratio Perm	0.13		c0.30			0.22			0.04			
v/c Ratio	0.46		1.04			0.40	0.52		0.08	0.74		
Uniform Delay, d1	42.0		68.0			25.2	27.6		20.6	33.0		
Progression Factor	1.03		1.02			1.00	1.00		1.00	1.00		
Incremental Delay, d2	0.3		54.0			11.1	1.0		0.7	2.7		
Delay (s)	43.7		123.1			36.3	28.6		21.3	35.7		
Level of Service	D		F			D	C		C	D		
Approach Delay (s)			98.8				28.9			35.5		
Approach LOS			F				C			D		
Intersection Summary												
HCM 2000 Control Delay			47.2			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			190.0			Sum of lost time (s)			19.3			
Intersection Capacity Utilization			81.3%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 10: University Drive & SW 42nd Avenue & Anastasia Avenue

Future Background Conditions
 P.M. Peak Hour



Movement	NEL	NER	NER2
Lane Configurations	1	1	
Traffic Volume (vph)	119	110	14
Future Volume (vph)	119	110	14
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	5.7	7.0	
Lane Util. Factor	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	
Flpb, ped/bikes	0.99	1.00	
Fr _t	1.00	0.85	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1755	1583	
Flt Permitted	0.76	1.00	
Satd. Flow (perm)	1399	1583	
Peak-hour factor, PHF	0.95	0.95	0.95
Adj. Flow (vph)	125	116	15
RTOR Reduction (vph)	0	39	0
Lane Group Flow (vph)	125	92	0
Confl. Peds. (#/hr)	5	2	2
Confl. Bikes (#/hr)			
Parking (#/hr)			
Turn Type	pm+pt	Prot	
Protected Phases	3	8	
Permitted Phases	8		
Actuated Green, G (s)	62.8	49.5	
Effective Green, g (s)	62.8	49.5	
Actuated g/C Ratio	0.33	0.26	
Clearance Time (s)	5.7	7.0	
Vehicle Extension (s)	2.0	3.5	
Lane Grp Cap (vph)	487	412	
v/s Ratio Prot	0.02	0.06	
v/s Ratio Perm	0.07		
v/c Ratio	0.26	0.22	
Uniform Delay, d1	45.8	55.1	
Progression Factor	1.00	1.00	
Incremental Delay, d2	0.1	0.3	
Delay (s)	45.9	55.5	
Level of Service	D	E	
Approach Delay (s)	50.8		
Approach LOS	D		

Intersection Summary

Future Total Conditions

Timings

1: Ponce De Leon Boulevard & Almeria Avenue

Future Total Conditions

P.M. Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	16	66	122	119	30	822	39	766
Future Volume (vph)	16	66	122	119	30	822	39	766
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.6	30.6	30.6	30.6	23.0	23.0	23.0	23.0
Total Split (s)	76.0	76.0	76.0	76.0	114.0	114.0	114.0	114.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 190

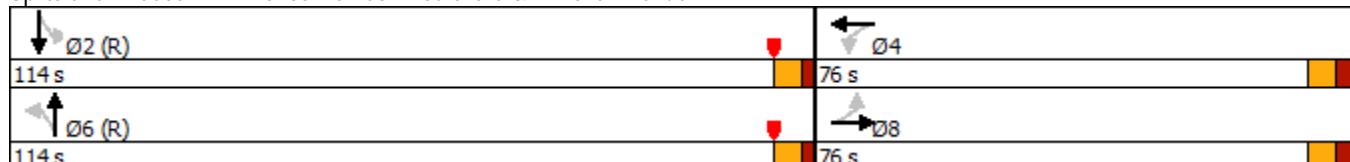
Actuated Cycle Length: 190

Offset: 42 (22%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & Almeria Avenue



Queues

1: Ponce De Leon Boulevard & Almeria Avenue

Future Total Conditions

P.M. Peak Hour



Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	110	334	1041	44	888
v/c Ratio	0.26	0.92	0.55	0.16	0.41
Control Delay	49.1	93.1	16.1	17.5	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	49.1	93.1	16.1	17.5	17.6
Queue Length 50th (ft)	101	399	296	21	267
Queue Length 95th (ft)	145	487	389	52	375
Internal Link Dist (ft)	175	205	779		147
Turn Bay Length (ft)				50	
Base Capacity (vph)	543	470	1884	271	2168
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.71	0.55	0.16	0.41

Intersection Summary

HCM 6th Signalized Intersection Summary
1: Ponce De Leon Boulevard & Almeria Avenue

Future Total Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBC	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	66	16	122	119	56	30	822	74	39	766	24
Future Volume (veh/h)	16	66	16	122	119	56	30	822	74	39	766	24
Initial Q (Q _b), 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		0.96	1.00	0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90
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	18	74	18	137	134	63	34	924	83	44	861	27
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	270	62	170	144	67	71	1909	170	375	2225	70
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.89	0.89	0.89	0.89	0.89	0.89
Sat Flow, veh/h	180	1014	234	539	542	251	77	2859	255	559	3332	104
Grp Volume(v), veh/h	110	0	0	334	0	0	561	0	480	44	459	429
Grp Sat Flow(s), veh/h/ln	1428	0	0	1333	0	0	1717	0	1473	559	1777	1659
Q Serve(g_s), s	0.0	0.0	0.0	36.8	0.0	0.0	0.0	0.0	12.2	3.3	8.4	8.4
Cycle Q Clear(g_c), s	10.1	0.0	0.0	46.8	0.0	0.0	10.6	0.0	12.2	15.5	8.4	8.4
Prop In Lane	0.16			0.16	0.41		0.19	0.06		0.17	1.00	0.06
Lane Grp Cap(c), veh/h	402	0	0	381	0	0	1167	0	984	375	1187	1108
V/C Ratio(X)	0.27	0.00	0.00	0.88	0.00	0.00	0.48	0.00	0.49	0.12	0.39	0.39
Avail Cap(c_a), veh/h	550	0	0	519	0	0	1167	0	984	375	1187	1108
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	0.0	0.0	69.1	0.0	0.0	4.1	0.0	4.2	5.7	4.0	4.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	11.2	0.0	0.0	1.4	0.0	1.7	0.6	1.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.3	0.0	0.0	17.2	0.0	0.0	3.5	0.0	3.1	0.4	2.8	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.2	0.0	0.0	80.3	0.0	0.0	5.5	0.0	5.9	6.4	4.9	5.0
LnGrp LOS	E	A	A	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h	110			334			1041			932		
Approach Delay, s/veh	55.2			80.3			5.7			5.0		
Approach LOS	E			F			A			A		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+R _c), s	132.9		57.1		132.9		57.1					
Change Period (Y+R _c), s	6.0		6.6		6.0		6.6					
Max Green Setting (Gmax), s	108.0		69.4		108.0		69.4					
Max Q Clear Time (g _{c+l1}), s	17.5		48.8		14.2		12.1					
Green Ext Time (p _c), s	2.3		1.7		2.8		0.6					
Intersection Summary												
HCM 6th Ctrl Delay			18.0									
HCM 6th LOS			B									

HCM 6th TWSC
2: SW 42nd Avenue & Catalonia Avenue

Future Total Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↑		↑	↑↑
Traffic Vol, veh/h	35	85	1029	15	59	1321
Future Vol, veh/h	35	85	1029	15	59	1321
Conflicting Peds, #/hr	0	1	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	35	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	88	1061	15	61	1362

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1875	542	0	0	1079
Stage 1	1072	-	-	-	-
Stage 2	803	-	-	-	-
Critical Hdwy	5	5	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22
Pot Cap-1 Maneuver	175	703	-	-	642
Stage 1	319	-	-	-	-
Stage 2	447	-	-	-	-
Platoon blocked, %		-	-	-	-
Mov Cap-1 Maneuver	158	700	-	-	640
Mov Cap-2 Maneuver	158	-	-	-	-
Stage 1	318	-	-	-	-
Stage 2	405	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.8	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	350	640	-
HCM Lane V/C Ratio	-	-	0.353	0.095	-
HCM Control Delay (s)	-	-	20.8	11.2	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	1.6	0.3	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		↑	↑↑	↑↑	
Traffic Vol, veh/h	5	5	35	1031	1333	13
Future Vol, veh/h	5	5	35	1031	1333	13
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	36	1063	1374	13

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	1986	694	1387	0	-
Stage 1	1381	-	-	-	-
Stage 2	605	-	-	-	-
Critical Hdwy	5	5	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-
Pot Cap-1 Maneuver	156	603	490	-	-
Stage 1	215	-	-	-	-
Stage 2	573	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	145	603	490	-	-
Mov Cap-2 Maneuver	145	-	-	-	-
Stage 1	199	-	-	-	-
Stage 2	573	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.1	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	490	-	234	-	-
HCM Lane V/C Ratio	0.074	-	0.044	-	-
HCM Control Delay (s)	12.9	-	21.1	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	-	-

HCM 6th AWSC
3: Salzedo Street & Catalonia Avenue

Future Total Conditions
P.M. Peak Hour

Intersection

Intersection Delay, s/veh 9.5
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	16	54	5	13	87	26	1	70	70	14	198	30
Future Vol, veh/h	16	54	5	13	87	26	1	70	70	14	198	30
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	62	6	15	100	30	1	80	80	16	228	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8.9			9.3			8.8			10.3		
HCM LOS	A			A			A			B		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	21%	10%	6%
Vol Thru, %	50%	72%	69%	82%
Vol Right, %	50%	7%	21%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	75	126	242
LT Vol	1	16	13	14
Through Vol	70	54	87	198
RT Vol	70	5	26	30
Lane Flow Rate	162	86	145	278
Geometry Grp	1	1	1	1
Degree of Util (X)	0.205	0.123	0.199	0.358
Departure Headway (Hd)	4.547	5.146	4.957	4.637
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	784	691	718	773
Service Time	2.606	3.219	3.024	2.689
HCM Lane V/C Ratio	0.207	0.124	0.202	0.36
HCM Control Delay	8.8	8.9	9.3	10.3
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.8	0.4	0.7	1.6

HCM 6th TWSC
4: Ponce De Leon Boulevard & Catalonia Avenue

Future Total Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑↑	↑↑	
Traffic Vol, veh/h	0	112	0	990	894	73
Future Vol, veh/h	0	112	0	990	894	73
Conflicting Peds, #/hr	4	2	18	0	0	18
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	123	0	1088	982	80

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1588	551	1080	0	-	0
Stage 1	1040	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	238	696	641	-	-	-
Stage 1	332	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	230	683	630	-	-	-
Mov Cap-2 Maneuver	230	-	-	-	-	-
Stage 1	326	-	-	-	-	-
Stage 2	604	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	630	-	683	-	-
HCM Lane V/C Ratio	-	-	0.18	-	-
HCM Control Delay (s)	0	-	11.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

HCM 6th TWSC
6: SW 42nd Avenue & Malaga Avenue

Future Total Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		↑↑		↑	↑↑
Traffic Vol, veh/h	1	51	1010	3	10	1310
Future Vol, veh/h	1	51	1010	3	10	1310
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	30	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	52	1031	3	10	1337

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1724	519	0	0	1035
Stage 1	1034	-	-	-	-
Stage 2	690	-	-	-	-
Critical Hdwy	5	5	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22
Pot Cap-1 Maneuver	206	719	-	-	667
Stage 1	335	-	-	-	-
Stage 2	515	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	202	718	-	-	666
Mov Cap-2 Maneuver	202	-	-	-	-
Stage 1	335	-	-	-	-
Stage 2	507	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	684	666	-
HCM Lane V/C Ratio	-	-	0.078	0.015	-
HCM Control Delay (s)	-	-	10.7	10.5	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

HCM 6th TWSC
106: SW 42nd Avenue & Malaga Avenue

Future Total Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		↑	↑↑	↑↑	
Traffic Vol, veh/h	11	8	21	1013	1311	20
Future Vol, veh/h	11	8	21	1013	1311	20
Conflicting Peds, #/hr	1	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	8	21	1034	1338	20

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	1908	680	1358	0	-
Stage 1	1348	-	-	-	-
Stage 2	560	-	-	-	-
Critical Hdwy	5	5	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-
Pot Cap-1 Maneuver	169	611	502	-	-
Stage 1	224	-	-	-	-
Stage 2	605	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	162	610	502	-	-
Mov Cap-2 Maneuver	162	-	-	-	-
Stage 1	215	-	-	-	-
Stage 2	605	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.7	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	502	-	235	-	-
HCM Lane V/C Ratio	0.043	-	0.083	-	-
HCM Control Delay (s)	12.5	-	21.7	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

HCM 6th TWSC
7: Salzedo Street & Malaga Avenue

Future Total Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		+			+			+			+	
Traffic Vol, veh/h	0	9	4	3	43	90	8	51	10	10	196	18
Future Vol, veh/h	0	9	4	3	43	90	8	51	10	10	196	18
Conflicting Peds, #/hr	1	0	1	1	0	1	11	0	5	5	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	4	3	47	98	9	55	11	11	213	20

Major/Minor	Minor2	Minor1			Major1			Major2				
Conflicting Flow All	408	345	235	337	350	67	244	0	0	71	0	0
Stage 1	256	256	-	84	84	-	-	-	-	-	-	-
Stage 2	152	89	-	253	266	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	803	855	953	862	851	1124	1322	-	-	1529	-	-
Stage 1	862	900	-	1077	1092	-	-	-	-	-	-	-
Stage 2	987	1086	-	866	890	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	685	829	942	836	825	1118	1308	-	-	1522	-	-
Mov Cap-2 Maneuver	685	829	-	836	825	-	-	-	-	-	-	-
Stage 1	847	884	-	1064	1079	-	-	-	-	-	-	-
Stage 2	855	1073	-	845	874	-	-	-	-	-	-	-

Approach	EB	WB			NB			SB		
HCM Control Delay, s	9.3	9.2			0.9			0.3		
HCM LOS	A	A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1308	-	-	861	998	1522	-	-
HCM Lane V/C Ratio	0.007	-	-	0.016	0.148	0.007	-	-
HCM Control Delay (s)	7.8	0	-	9.3	9.2	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0	-	-

Timings
8: Ponce De Leon Boulevard & Malaga Avenue

Future Total Conditions

P.M. Peak Hour

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↑	↑		↑	↑		↑↑	↑	↑↑
Traffic Volume (vph)	82	84	101	170	409	47	516	94	564
Future Volume (vph)	82	84	101	170	409	47	516	94	564
Turn Type	pm+pt	NA	Perm	NA	pm+ov	Perm	NA	pm+pt	NA
Protected Phases	3	8		4	5		6	5	2
Permitted Phases	8			4		6		2	
Detector Phase	3	8	4	4	5	6	6	5	2
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	16.0	16.0	5.0	16.0
Minimum Split (s)	29.7	36.5	37.5	37.5	11.2	28.2	28.2	11.2	24.2
Total Split (s)	29.7	87.7	58.0	58.0	31.0	71.3	71.3	31.0	102.3
Total Split (%)	15.6%	46.2%	30.5%	30.5%	16.3%	37.5%	37.5%	16.3%	53.8%
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)	2.2	2.5	2.5	2.5	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.5		6.5	6.2		6.2	6.2	6.2
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 190

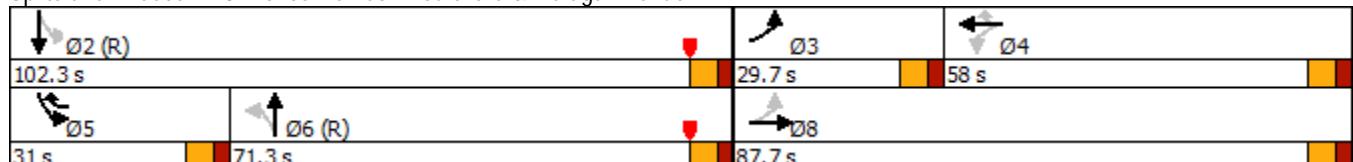
Actuated Cycle Length: 190

Offset: 47 (25%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 110

Control Type: Actuated-Coordinated

Splits and Phases: 8: Ponce De Leon Boulevard & Malaga Avenue



Queues

8: Ponce De Leon Boulevard & Malaga Avenue

Future Total Conditions

P.M. Peak Hour



Lane Group	EBL	EBT	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	87	103	288	435	675	100	973
v/c Ratio	0.34	0.17	0.87	0.73	0.53	0.25	0.50
Control Delay	44.6	40.2	94.0	27.3	35.3	13.8	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	40.2	94.0	27.3	35.3	13.8	13.1
Queue Length 50th (ft)	76	86	349	198	293	34	155
Queue Length 95th (ft)	110	122	443	294	430	m55	198
Internal Link Dist (ft)		136	199		145		170
Turn Bay Length (ft)						125	
Base Capacity (vph)	329	780	385	685	1273	495	1961
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.13	0.75	0.64	0.53	0.20	0.50

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
8: Ponce De Leon Boulevard & Malaga Avenue

Future Total Conditions
P.M. Peak Hour

Movement	EBL	EBT	EBC	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑			↑	↑		↑↑		↑	↑↑	
Traffic Volume (veh/h)	82	84	13	101	170	409	47	516	71	94	564	351
Future Volume (veh/h)	82	84	13	101	170	409	47	516	71	94	564	351
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00		0.99	1.00		0.99	1.00	0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	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	87	89	14	107	181	435	50	549	76	100	600	373
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	210	552	87	186	274	438	115	1238	171	432	1210	752
Arrive On Green	0.05	0.35	0.35	0.27	0.27	0.27	0.68	0.68	0.68	0.05	0.78	0.78
Sat Flow, veh/h	1781	1576	248	589	1013	1419	182	2414	333	1781	2075	1290
Grp Volume(v), veh/h	87	0	103	288	0	435	340	0	335	100	514	459
Grp Sat Flow(s), veh/h/ln	1781	0	1824	1602	0	1419	1462	0	1467	1781	1777	1589
Q Serve(g_s), s	6.6	0.0	7.4	29.9	0.0	51.5	4.3	0.0	19.8	5.0	20.0	20.0
Cycle Q Clear(g_c), s	6.6	0.0	7.4	30.3	0.0	51.5	15.9	0.0	19.8	5.0	20.0	20.0
Prop In Lane	1.00			0.14	0.37		1.00	0.15		0.23	1.00	0.81
Lane Grp Cap(c), veh/h	210	0	639	460	0	438	771	0	752	432	1036	927
V/C Ratio(X)	0.41	0.00	0.16	0.63	0.00	0.99	0.44	0.00	0.44	0.23	0.50	0.50
Avail Cap(c_a), veh/h	348	0	780	460	0	438	771	0	752	597	1036	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	0.0	42.5	61.5	0.0	65.5	17.1	0.0	17.9	20.6	11.1	11.1
Incr Delay (d2), s/veh	1.8	0.0	0.2	3.1	0.0	40.9	1.8	0.0	1.9	0.3	1.7	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	3.1	0.0	3.5	12.9	0.0	26.0	6.2	0.0	6.6	2.1	7.2	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.0	0.0	42.7	64.6	0.0	106.4	18.9	0.0	19.8	20.8	12.8	13.0
LnGrp LOS	D	A	D	E	A	F	B	A	B	C	B	B
Approach Vol, veh/h		190			723			675			1073	
Approach Delay, s/veh		46.1			89.7			19.3			13.7	
Approach LOS		D			F			B			B	
Timer - Assigned Phs	2	3	4	5	6			8				
Phs Duration (G+Y+R _c), s	117.0	15.0	58.0	13.4	103.6			73.0				
Change Period (Y+R _c), s	* 6.2	* 6.2	6.5	* 6.2	* 6.2			6.5				
Max Green Setting (Gmax), s	* 96	* 24	51.5	* 25	* 65			81.2				
Max Q Clear Time (g_c+l1), s	22.0	8.6	53.5	7.0	21.8			9.4				
Green Ext Time (p_c), s	2.6	0.2	0.0	0.2	1.8			0.9				

Intersection Summary

HCM 6th Ctrl Delay	38.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
9: Salzedo Street & University Drive

Future Total Conditions
P.M. Peak Hour

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↑↑	↑↑	↑	↑		↓
Traffic Volume (vph)	41	138	436	3	6	11	0
Future Volume (vph)	41	138	436	3	6	11	0
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		6	2		4		8
Permitted Phases	6			4		8	
Detector Phase	6	6	2	4	4	8	8
Switch Phase							
Minimum Initial (s)	12.0	12.0	12.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.4	18.4	18.4	13.2	13.2	13.2	13.2
Total Split (s)	105.0	105.0	105.0	85.0	85.0	85.0	85.0
Total Split (%)	55.3%	55.3%	55.3%	44.7%	44.7%	44.7%	44.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.4	6.4	6.2	6.2		6.2
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 190

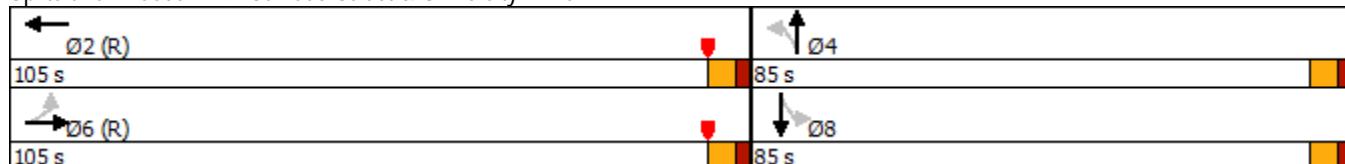
Actuated Cycle Length: 190

Offset: 99 (52%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 40

Control Type: Actuated-Coordinated

Splits and Phases: 9: Salzedo Street & University Drive



Queues
9: Salzedo Street & University Drive

Future Total Conditions

P.M. Peak Hour



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	191	470	3	11	213
v/c Ratio	0.08	0.15	0.08	0.11	0.78
Control Delay	0.6	2.1	83.7	59.4	31.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.6	2.1	83.7	59.4	31.4
Queue Length 50th (ft)	2	29	4	7	15
Queue Length 95th (ft)	m4	67	16	31	110
Internal Link Dist (ft)	690	480		161	207
Turn Bay Length (ft)			160		
Base Capacity (vph)	2361	3085	273	646	703
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.08	0.15	0.01	0.02	0.30

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
9: Salzedo Street & University Drive

Future Total Conditions

P.M. Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑		↑	↑		↓	↔	
Traffic Volume (veh/h)	41	138	0	0	436	6	3	6	5	11	0	189
Future Volume (veh/h)	41	138	0	0	436	6	3	6	5	11	0	189
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		0.98	1.00		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach	No				No			No		No		
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	147	0	0	464	6	3	6	5	12	0	201
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	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	466	1770	0	0	2738	35	107	144	120	27	6	226
Arrive On Green	1.00	1.00	0.00	0.00	1.00	1.00	0.17	0.17	0.17	0.17	0.00	0.17
Sat Flow, veh/h	574	2407	0	0	3685	46	1177	839	700	42	37	1318
Grp Volume(v), veh/h	96	95	0	0	229	241	3	0	11	213	0	0
Grp Sat Flow(s), veh/h/ln	1279	1617	0	0	1777	1861	1177	0	1539	1397	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	13.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	1.1	28.3	0.0	0.0
Prop In Lane	0.46		0.00	0.00		0.02	1.00		0.45	0.06		0.94
Lane Grp Cap(c), veh/h	1003	1233	0	0	1355	1419	107	0	263	259	0	0
V/C Ratio(X)	0.10	0.08	0.00	0.00	0.17	0.17	0.03	0.00	0.04	0.82	0.00	0.00
Avail Cap(c_a), veh/h	1003	1233	0	0	1355	1419	393	0	638	597	0	0
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	65.9	0.0	65.7	76.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.3	0.3	0.1	0.0	0.1	8.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.5	10.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	0.0	0.3	0.3	66.1	0.0	65.8	85.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	E	F	A	A
Approach Vol, veh/h	191				470				14			213
Approach Delay, s/veh	0.0				0.3				65.9			85.8
Approach LOS	A				A				E			F
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	151.3		38.7		151.3		38.7					
Change Period (Y+Rc), s	6.4		* 6.2		6.4		* 6.2					
Max Green Setting (Gmax), s	98.6		* 79		98.6		* 79					
Max Q Clear Time (g_c+l1), s	2.0		3.7		2.0		30.3					
Green Ext Time (p_c), s	1.0		0.1		0.5		2.2					

Intersection Summary

HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings
10: University Drive & SW 42nd Avenue & Anastasia Avenue

Future Total Conditions

P.M. Peak Hour

Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL	NER
Lane Configurations	↑	↔	↔	↑	↑	↑↔	↑	↑↔	↑	↑
Traffic Volume (vph)	214	321	79	33	6	900	15	982	122	111
Future Volume (vph)	214	321	79	33	6	900	15	982	122	111
Turn Type	pm+pt	Perm	NA	Perm	Perm	NA	Perm	NA	pm+pt	Prot
Protected Phases	7		4			6		2	3	8
Permitted Phases	4	4		6	6		2		8	
Detector Phase	7	4	4	6	6	6	2	2	3	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0
Minimum Split (s)	10.7	32.0	32.0	36.6	36.6	36.6	36.6	36.6	10.7	32.0
Total Split (s)	25.0	55.0	55.0	110.0	110.0	110.0	110.0	110.0	25.0	55.0
Total Split (%)	13.2%	28.9%	28.9%	57.9%	57.9%	57.9%	57.9%	57.9%	13.2%	28.9%
Yellow Time (s)	3.7	4.0	4.0	4.4	4.4	4.4	4.4	4.4	3.7	4.0
All-Red Time (s)	2.0	3.0	3.0	2.2	2.2	2.2	2.2	2.2	2.0	3.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		7.0		6.6	6.6	6.6	6.6	5.7	7.0
Lead/Lag	Lead	Lag	Lag						Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 190

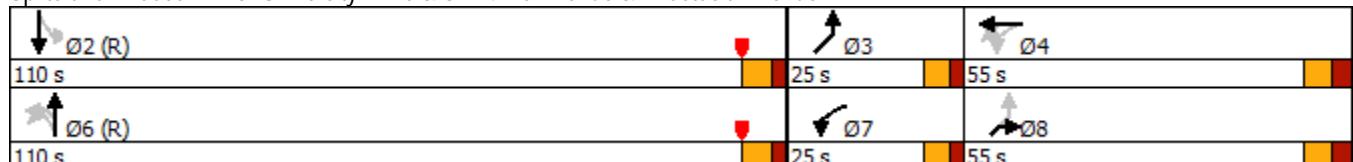
Actuated Cycle Length: 190

Offset: 24 (13%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 10: University Drive & SW 42nd Avenue & Anastasia Avenue



Queues

10: University Drive & SW 42nd Avenue & Anastasia Avenue

Future Total Conditions

P.M. Peak Hour

Lane Group	WBL2	WBT	NBL	NBT	SBL	SBT	NEL	NER
Lane Group Flow (vph)	202	458	41	1014	16	1373	128	132
v/c Ratio	0.45	1.05	0.41	0.53	0.08	0.74	0.26	0.29
Control Delay	45.4	119.1	40.9	28.8	22.1	36.3	39.8	35.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.4	119.1	40.9	28.8	22.1	36.3	39.8	35.5
Queue Length 50th (ft)	187	~653	30	417	9	680	105	79
Queue Length 95th (ft)	273	#955	76	481	26	768	160	148
Internal Link Dist (ft)		690		270		458	149	
Turn Bay Length (ft)			200		80			175
Base Capacity (vph)	453	437	100	1909	203	1843	552	451
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	1.05	0.41	0.53	0.08	0.74	0.23	0.29

Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
10: University Drive & SW 42nd Avenue & Anastasia Avenue

Future Total Conditions

P.M. Peak Hour

Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations	↑	↔	↔	↔	↑	↑	↑↔	↑	↑	↑↔	301	21
Traffic Volume (vph)	214	321	79	13	33	6	900	64	15	982		
Future Volume (vph)	214	321	79	13	33	6	900	64	15	982	301	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	0.99		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Fr _t	1.00		1.00			1.00	0.99		1.00	0.96		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1678		1520			1770	3504		1770	3386		
Flt Permitted	0.57		0.98			0.10	1.00		0.20	1.00		
Satd. Flow (perm)	1004		1546			184	3504		374	3386		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	225	338	83	14	35	6	947	67	16	1034	317	22
RTOR Reduction (vph)	0	0	1	0	0	0	3	0	0	0	0	0
Lane Group Flow (vph)	202	0	457	0	0	41	1011	0	16	1373	0	0
Confl. Peds. (#/hr)	2			5	1	1					1	1
Confl. Bikes (#/hr)				1								
Parking (#/hr)				0	0							
Turn Type	pm+pt	Perm	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7		4				6			2		
Permitted Phases	4	4			6	6			2			
Actuated Green, G (s)	71.5		53.7			103.4	103.4		103.4	103.4		
Effective Green, g (s)	71.5		53.7			103.4	103.4		103.4	103.4		
Actuated g/C Ratio	0.38		0.28			0.54	0.54		0.54	0.54		
Clearance Time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Vehicle Extension (s)	2.0		3.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	440		436			100	1906		203	1842		
v/s Ratio Prot	c0.04						0.29			c0.41		
v/s Ratio Perm	0.13		c0.30			0.22			0.04			
v/c Ratio	0.46		1.05			0.41	0.53		0.08	0.75		
Uniform Delay, d1	42.2		68.2			25.4	27.7		20.6	33.2		
Progression Factor	1.03		1.02			1.00	1.00		1.00	1.00		
Incremental Delay, d2	0.3		56.3			12.0	1.1		0.8	2.8		
Delay (s)	44.0		125.6			37.4	28.8		21.4	36.0		
Level of Service	D		F			D	C		C	D		
Approach Delay (s)			100.6				29.1			35.8		
Approach LOS			F				C			D		
Intersection Summary												
HCM 2000 Control Delay			47.6			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			190.0			Sum of lost time (s)			19.3			
Intersection Capacity Utilization			81.7%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
 10: University Drive & SW 42nd Avenue & Anastasia Avenue

Future Total Conditions
 P.M. Peak Hour



Movement	NEL	NER	NER2
Lane Configurations	1	1	1
Traffic Volume (vph)	122	111	14
Future Volume (vph)	122	111	14
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	5.7	7.0	
Lane Util. Factor	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	
Flpb, ped/bikes	0.99	1.00	
Fr _t	1.00	0.85	
Fl _t Protected	0.95	1.00	
Satd. Flow (prot)	1755	1583	
Fl _t Permitted	0.76	1.00	
Satd. Flow (perm)	1399	1583	
Peak-hour factor, PHF	0.95	0.95	0.95
Adj. Flow (vph)	128	117	15
RTOR Reduction (vph)	0	39	0
Lane Group Flow (vph)	128	93	0
Confl. Peds. (#/hr)	5	2	2
Confl. Bikes (#/hr)			
Parking (#/hr)			
Turn Type	pm+pt	Prot	
Protected Phases	3	8	
Permitted Phases	8		
Actuated Green, G (s)	63.1	49.5	
Effective Green, g (s)	63.1	49.5	
Actuated g/C Ratio	0.33	0.26	
Clearance Time (s)	5.7	7.0	
Vehicle Extension (s)	2.0	3.5	
Lane Grp Cap (vph)	490	412	
v/s Ratio Prot	0.02	0.06	
v/s Ratio Perm	0.07		
v/c Ratio	0.26	0.23	
Uniform Delay, d1	45.7	55.2	
Progression Factor	1.00	1.00	
Incremental Delay, d2	0.1	0.3	
Delay (s)	45.8	55.5	
Level of Service	D	E	
Approach Delay (s)	50.7		
Approach LOS	D		

Intersection Summary

HCM 6th TWSC
11: Project Driveway & Catalonia Avenue

Future Total Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↔	↔		
Traffic Vol, veh/h	56	78	35	69	46	57
Future Vol, veh/h	56	78	35	69	46	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	85	38	75	50	62

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	146	0	255 104
Stage 1	-	-	-	-	104 -
Stage 2	-	-	-	-	151 -
Critical Hdwy	-	-	4.12	-	5 5
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3 3
Pot Cap-1 Maneuver	-	-	1436	-	935 1084
Stage 1	-	-	-	-	1071 -
Stage 2	-	-	-	-	1017 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1436	-	909 1084
Mov Cap-2 Maneuver	-	-	-	-	909 -
Stage 1	-	-	-	-	1071 -
Stage 2	-	-	-	-	989 -

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	998	-	-	1436	-
HCM Lane V/C Ratio	0.112	-	-	0.026	-
HCM Control Delay (s)	9.1	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Appendix J

Multimodal Analysis

A.M. Peak Hour

Existing Conditions

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Ponce De Leon Boulevard	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palmero Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\AM\Ponce NB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	13230	673	2	30	35	Restrictive	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Good	Typical

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus		Adj. Buses	LOS
	Score	LOS	Score	LOS	1	2	3	Score	LOS		
1 (to Catalonia Avenue)	3.18	C	N/A	N/A				2.33	B	2.56	D
	Bicycle LOS	3.18	C	Pedestrian LOS	2.33	B		Bus LOS	2.56	D	

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Ponce De Leon Boulevard	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palmero Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\AM\Ponce SB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	10700	544	2	30	35	Restrictive	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus				
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS	
1 (to Catalonia Avenue)	3.26	C	N/A	N/A				1.52	A	2.41	D	
	Bicycle LOS	3.26	C		Pedestrian LOS	1.52	A			Bus LOS	2.41	D

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Salzedo Street	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Catalonia Avenue	Modal Analysis	Multimodal
Agency		To	Palermo Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\AM\Salzedo NB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Palermo Avenue)	250	4180	213	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Palermo Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Palermo Avenue)	3.22	C	N/A	N/A				1.38	A		
	Bicycle LOS	3.22	C		Pedestrian LOS	1.38	A		Bus LOS		N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Salzedo Street	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palmero Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\AM\Salzedo SB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	2190	111	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	2.42	B	N/A	N/A				1.07	A		
	Bicycle LOS	2.42	B		Pedestrian LOS	1.07	A		Bus LOS		N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SW 42 Avenue	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Malaga Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\AM\SW 42 NB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	350	24590	1250	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.27	E	N/A	N/A				3.17	C	1.89	E
	Bicycle LOS	4.27	E		Pedestrian LOS	3.17	C		Bus LOS	1.89	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SW 42 Avenue	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Malaga Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\AM\SW 42 SB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	350	24170	1229	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.26	E	N/A	N/A				3.15	C	1.89	E
	Bicycle LOS	4.26	E		Pedestrian LOS	3.15	C		Bus LOS	1.89	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	University Drive	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Salzedo Street	Modal Analysis	Multimodal
Agency		To	Malaga Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\University NB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Malaga Avenue)	500	6020	306	2	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Malaga Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Malaga Avenue)	3.39	C	N/A	N/A				1.39	A		
	Bicycle LOS	3.39	C		Pedestrian LOS	1.39	A		Bus LOS		N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	University Drive	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Salzedo Street	Modal Analysis	Multimodal
Agency		To	Malaga Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\AM\University SB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Malaga Avenue)	500	2850	145	2	30	35	None	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Malaga Avenue)	10	Typical	No	No	N/A	No	N/A	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
	1 (to Malaga Avenue)	2.64	B	N/A	N/A			3.39	C		
	Bicycle LOS	2.64	B	Pedestrian LOS	3.39	C		Bus LOS	N/A		

MultiModal Service Volume Tables
Bicycle

Not Applicable

Future Background Conditions

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palmero Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\Ponce NB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	17275	878	2	30	35	None	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Good	Typical

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus		Adj. Buses	LOS
	Score	LOS	Score	LOS	1	2	3	Score	LOS		
1 (to Catalonia Avenue)	3.33	C	N/A	N/A				2.57	B	2.78	D
	Bicycle LOS	3.33	C	Pedestrian LOS	2.57	B		Bus LOS	2.78	D	

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palmero Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\Ponce SB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	14990	762	2	30	35	Restrictive	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus				
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS	
1 (to Catalonia Avenue)	3.45	C	N/A	N/A				1.76	A	2.89	D	
Bicycle LOS			3.45	C	Pedestrian LOS			1.76	A	Bus LOS	2.89	D

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Salzedo Street	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palermo Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\Salzedo NB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	4670	237	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
	1 (to Catalonia Avenue)	3.28	C	N/A	N/A			1.43	A		
	Bicycle LOS	3.28	C	Pedestrian LOS	1.43	A		Bus LOS	N/A		

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Salzedo Street	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palmero Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\Salzedo SB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	2475	126	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	2.58	B	N/A	N/A				1.12	A		
	Bicycle LOS	2.58	B		Pedestrian LOS			1.12	A	Bus LOS	N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SW 42 Avenue	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Malaga Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\SW 42 NB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	350	25220	1282	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus				
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS	
1 (to Catalonia Avenue)	4.28	E	N/A	N/A				3.21	C	1.89	E	
	Bicycle LOS	4.28	E		Pedestrian LOS			3.21	C	Bus LOS	1.89	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SW 42 Avenue	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Malaga Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\SW 42 SB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	350	24500	1246	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.27	E	N/A	N/A				3.17	C	1.89	E
	Bicycle LOS	4.27	E		Pedestrian LOS	3.17	C		Bus LOS	1.89	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	University Drive	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Salzedo Street	Modal Analysis	Multimodal
Agency		To	Malaga Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\University NB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Malaga Avenue)	250	7420	377	2	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Malaga Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Malaga Avenue)	3.15	C	N/A	N/A				1.34	A		
	Bicycle LOS	3.15	C		Pedestrian LOS	1.34	A		Bus LOS		N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	University Drive	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Salzedo Street	Modal Analysis	Multimodal
Agency		To	Malaga Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\University SB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Malaga Avenue)	500	3180	162	2	30	35	None	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Malaga Avenue)	10	Typical	No	No	N/A	No	N/A	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Malaga Avenue)	3.01	C	N/A	N/A				3.71	D		
	Bicycle LOS	3.01	C		Pedestrian LOS	3.71	D		Bus LOS		N/A

MultiModal Service Volume Tables

Not Applicable

Future Total Conditions

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palmero Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\Ponce NB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	17275	878	2	30	35	None	No	N/A

Automobile LOS

Not Applicable

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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.

Not Applicable

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 Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Good	Typical

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus		Adj. Buses	LOS
	Score	LOS	Score	LOS	1	2	3	Score	LOS		
1 (to Catalonia Avenue)	3.33	C	N/A	N/A				2.57	B	2.78	D
	Bicycle LOS	3.33	C	Pedestrian LOS	2.57	B		Bus LOS	2.78	D	

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palmero Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\Ponce SB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	14990	762	2	30	35	Restrictive	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus				
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS	
1 (to Catalonia Avenue)	3.45	C	N/A	N/A				1.76	A	2.89	D	
	Bicycle LOS	3.45	C		Pedestrian LOS	1.76	A			Bus LOS	2.89	D

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Salzedo Street	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palermo Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\Salzedo NB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	4880	248	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus		
	Score	LOS	Score	LOS	1	2	3	Score	LOS	
									Adj. Buses	LOS
1 (to Catalonia Avenue)	3.30	C	N/A	N/A				1.45	A	
	Bicycle LOS	3.30	C		Pedestrian LOS			1.45	A	Bus LOS N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Salzedo Street	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palmero Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\Salzedo SB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	2475	126	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	2.58	B	N/A	N/A				1.12	A		
	Bicycle LOS	2.58	B		Pedestrian LOS	1.12	A		Bus LOS		N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SW 42 Avenue	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Malaga Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\SW 42 NB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	350	25210	1282	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.28	E	N/A	N/A				3.21	C	1.89	E
	Bicycle LOS	4.28	E		Pedestrian LOS	3.21	C		Bus LOS	1.89	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SW 42 Avenue	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Malaga Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\SW 42 SB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	350	24780	1260	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.27	E	N/A	N/A				3.19	C	1.89	E
	Bicycle LOS	4.27	E		Pedestrian LOS	3.19	C		Bus LOS	1.89	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	University Drive	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Salzedo Street	Modal Analysis	Multimodal
Agency		To	Malaga Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\University NB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Malaga Avenue)	250	7410	377	2	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Malaga Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus		
	Score	LOS	Score	LOS	1	2	3	Score	LOS	
									Adj. Buses	LOS
1 (to Malaga Avenue)	3.15	C	N/A	N/A				1.34	A	
	Bicycle LOS	3.15	C		Pedestrian LOS			1.34	A	Bus LOS N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	University Drive	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Salzedo Street	Modal Analysis	Multimodal
Agency		To	Malaga Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\University SB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Malaga Avenue)	500	3180	162	2	30	35	None	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Malaga Avenue)	10	Typical	No	No	N/A	No	N/A	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Malaga Avenue)	3.01	C	N/A	N/A				3.71	D		
	Bicycle LOS	3.01	C		Pedestrian LOS			3.71	D		Bus LOS
											N/A

MultiModal Service Volume Tables

Not Applicable

P.M. Peak Hour

Existing Conditions

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Ponce De Leon Boulevard	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palmero Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\PM\Ponce NB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	12220	621	2	30	35	Restrictive	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Good	Typical

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	3.14	C	N/A	N/A				2.28	B	2.56	D
	Bicycle LOS	3.14	C	Pedestrian LOS	2.28	B		Bus LOS	2.56	D	

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Ponce De Leon Boulevard	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palmero Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\PM\Ponce SB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	16800	854	2	30	35	Restrictive	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus				
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS	
1 (to Catalonia Avenue)	3.51	D	N/A	N/A				1.87	A	2.89	D	
	Bicycle LOS	3.51	D		Pedestrian LOS	1.87	A			Bus LOS	2.89	D

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Salzedo Street	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palermo Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\PM\Salzedo NB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	1580	80	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	2.05	B	N/A	N/A				0.97	A		
	Bicycle LOS	2.05	B		Pedestrian LOS	0.97	A		Bus LOS		N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Salzedo Street	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palmero Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\PM\Salzedo SB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	4555	232	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	3.26	C	N/A	N/A				1.42	A		
	Bicycle LOS	3.26	C		Pedestrian LOS	1.42	A		Bus LOS		N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SW 42 Avenue	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Malaga Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\PM\SW 42 NB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	350	20670	1051	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.15	D	N/A	N/A				2.95	C	1.79	E
	Bicycle LOS	4.15	D		Pedestrian LOS	2.95	C		Bus LOS	1.79	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SW 42 Avenue	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Malaga Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\PM\SW 42 SB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	350	25880	1316	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.29	E	N/A	N/A				3.25	C	1.89	E
	Bicycle LOS	4.29	E		Pedestrian LOS	3.25	C		Bus LOS	1.89	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	University Drive	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Salzedo Street	Modal Analysis	Multimodal
Agency		To	Malaga Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\University NB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Malaga Avenue)	250	2180	111	2	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Malaga Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus		
	Score	LOS	Score	LOS	1	2	3	Score	LOS	
									Adj. Buses	LOS
1 (to Malaga Avenue)	2.06	B	N/A	N/A				0.97	A	
	Bicycle LOS	2.06	B		Pedestrian LOS			0.97	A	Bus LOS
										N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	University Drive	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Salzedo Street	Modal Analysis	Multimodal
Agency		To	Malaga Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\University SB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Malaga Avenue)	500	7120	362	2	30	35	None	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Malaga Avenue)	10	Typical	No	No	N/A	No	N/A	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Malaga Avenue)	3.46	C	N/A	N/A				3.93	D		
	Bicycle LOS	3.46	C		Pedestrian LOS			3.93	D	Bus LOS	N/A

MultiModal Service Volume Tables

Not Applicable

Future Background Conditions

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palmero Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\Ponce NB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	19475	990	2	30	35	None	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Good	Typical

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus		Adj. Buses	LOS
	Score	LOS	Score	LOS	1	2	3	Score	LOS		
1 (to Catalonia Avenue)	3.40	C	N/A	N/A				2.69	B	2.78	D
	Bicycle LOS	3.40	C	Pedestrian LOS	2.69	B		Bus LOS	2.78	D	

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palmero Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\Ponce SB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	18800	956	2	30	35	Restrictive	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus				
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS	
1 (to Catalonia Avenue)	3.58	D	N/A	N/A				1.98	A	2.89	D	
	Bicycle LOS	3.58	D		Pedestrian LOS			1.98	A	Bus LOS	2.89	D

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Salzedo Street	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palermo Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\Salzedo NB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	2050	104	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
	1 (to Catalonia Avenue)	2.34	B	N/A	N/A			1.05	A		
	Bicycle LOS	2.34	B	Pedestrian LOS	1.05	A		Bus LOS	N/A		

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Salzedo Street	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palmero Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\Salzedo SB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	4750	242	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
	3.29	C	N/A	N/A				1.44	A		
1 (to Catalonia Avenue)	Bicycle LOS	3.29	C	Pedestrian LOS	1.44	A		Bus LOS	N/A		

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SW 42 Avenue	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Malaga Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\SW 42 NB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	350	21150	1075	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.17	D	N/A	N/A				2.98	C	1.79	E
	Bicycle LOS	4.17	D		Pedestrian LOS	2.98	C		Bus LOS	1.79	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SW 42 Avenue	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Malaga Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\SW 42 SB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	350	26590	1352	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.31	E	N/A	N/A				3.29	C	1.89	E
	Bicycle LOS	4.31	E		Pedestrian LOS	3.29	C		Bus LOS	1.89	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	University Drive	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Salzedo Street	Modal Analysis	Multimodal
Agency		To	Malaga Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\University NB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Malaga Avenue)	250	3020	154	2	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Malaga Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
	1 (to Malaga Avenue)	2.48	B	N/A	N/A			1.05	A		
	Bicycle LOS	2.48	B	Pedestrian LOS	1.05	A		Bus LOS	N/A		

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	University Drive	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Salzedo Street	Modal Analysis	Multimodal
Agency		To	Malaga Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\University SB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Malaga Avenue)	500	8700	442	2	30	35	None	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Malaga Avenue)	10	Typical	No	No	N/A	No	N/A	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Malaga Avenue)	3.58	D	N/A	N/A				4.02	D		
	Bicycle LOS	3.58	D		Pedestrian LOS	4.02	D		Bus LOS		N/A

MultiModal Service Volume Tables

Not Applicable

Future Total Conditions

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palmero Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\Ponce NB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	19460	990	2	30	35	None	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Good	Typical

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	3.40	C	N/A	N/A				2.69	B	2.78	D
	Bicycle LOS	3.40	C	Pedestrian LOS	2.69	B		Bus LOS	2.78	D	

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palmero Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\Ponce SB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	19010	967	2	30	35	Restrictive	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus				
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS	
1 (to Catalonia Avenue)	3.58	D	N/A	N/A				2.00	A	2.89	D	
	Bicycle LOS	3.58	D		Pedestrian LOS			2.00	A	Bus LOS	2.89	D

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Salzedo Street	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palermo Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\Salzedo NB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	2200	112	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus		
	Score	LOS	Score	LOS	1	2	3	Score	LOS	
									Adj. Buses	LOS
1 (to Catalonia Avenue)	2.43	B	N/A	N/A				1.07	A	
	Bicycle LOS	2.43	B		Pedestrian LOS			1.07	A	Bus LOS N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	Salzedo Street	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Palmero Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\Salzedo SB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	250	4760	242	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	3.29	C	N/A	N/A				1.44	A		
	Bicycle LOS	3.29	C		Pedestrian LOS	1.44	A		Bus LOS		N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SW 42 Avenue	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Malaga Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\SW 42 NB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	350	21340	1085	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.17	D	N/A	N/A				2.99	C	1.79	E
	Bicycle LOS	4.17	D		Pedestrian LOS	2.99	C		Bus LOS	1.79	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	SW 42 Avenue	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Malaga Avenue	Modal Analysis	Multimodal
Agency		To	Catalonia Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\SW 42 SB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Catalonia Avenue)	350	26800	1363	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.31	E	N/A	N/A				3.30	C	1.89	E
	Bicycle LOS	4.31	E		Pedestrian LOS	3.30	C		Bus LOS	1.89	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	University Drive	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Salzedo Street	Modal Analysis	Multimodal
Agency		To	Malaga Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\University NB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Malaga Avenue)	250	3020	154	2	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

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.

Not Applicable

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 Malaga Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus		
	Score	LOS	Score	LOS	1	2	3	Score	LOS	
									Adj. Buses	LOS
1 (to Malaga Avenue)	2.48	B	N/A	N/A				1.05	A	
	Bicycle LOS	2.48	B		Pedestrian LOS			1.05	A	Bus LOS
										N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	University Drive	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	Salzedo Street	Modal Analysis	Multimodal
Agency		To	Malaga Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\University SB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

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 Malaga Avenue)	500	8700	442	2	30	35	None	No	N/A

Automobile LOS

Not Applicable

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.

Not Applicable

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 Malaga Avenue)	10	Typical	No	No	N/A	No	N/A	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Malaga Avenue)	3.58	D	N/A	N/A				4.02	D		
	Bicycle LOS	3.58	D		Pedestrian LOS	4.02	D		Bus LOS		N/A

MultiModal Service Volume Tables

Not Applicable

Appendix K

Entry Gate Analysis

Ponce Park Tower Residential Entry Gate A.M. Peak Hour (Easy Approach)

Arrival Rate

IN
14

veh/hr

Number Entry Lanes (N) = 1

Level of Confidence = 0.95

Storage Provided On-Site = 1 vehicles

Service Rate

IN
0.10

mins/veh

Total Entering and Exiting Vehicles(q) = 14 veh/hr

Service Capacity per N (60 mins/Service Rate) (Q) = 600.00 veh/hr/pos

Average Service Rate (t) = 0.10 mins/veh

rho (t/Q) = 0.023

Control Delay = min

Service Time = mins/veh

Expected (avg.) number of vehicles in the system

E(m)= 0.00

Expected (avg.) number of vehicles waiting in queue

E(n)= 0.02

Mean time in the queue

E(w)= 0.00 mins

Mean time in system

E(t)= 0.10 mins

Proportion of customers who wait (P) ($E(w) > 0$)= 2.33%

Probability of a queue exceeding a length (M) $P(x > M)$ = 5.00%

Queue length which is exceeded

5.00% of the times is equal to

-0.2 vehicles

Ponce Park Tower Residential Entry Gate P.M. Peak Hour (Easy Approach)

Arrival Rate

IN
21

veh/hr

Number Entry Lanes (N) = 1

Level of Confidence = 0.95

Storage Provided On-Site = 1 vehicles

Service Rate

IN
0.10

mins/veh

Total Entering and Exiting Vehicles(q) = 21 veh/hr

Service Capacity per N (60 mins/Service Rate) (Q) = 600.00 veh/hr/pos

Average Service Rate (t) = 0.10 mins/veh

ρ (t/Q) = 0.035

Control Delay = min

Service Time = mins/veh

Expected (avg.) number of vehicles in the system

$E(m)$ = 0.00

Expected (avg.) number of vehicles waiting in queue

$E(n)$ = 0.04

Mean time in the queue

$E(w)$ = 0.00 mins

Mean time in system

$E(t)$ = 0.10 mins

Proportion of customers who wait (P) ($E(w) > 0$)= 3.50%

Probability of a queue exceeding a length (M) $P(x > M)$ = 5.00%

Queue length which is exceeded

5.00% of the times is equal to

-0.1 vehicles

Appendix L

Valet Analysis



MEMORANDUM

To: Jessica A. Keller, ENV SP
Assistant Director, City of Coral Gables Department of Public Works

From: Omar Kanaan, P.E. 

Cc: Doug Cobb, Ph.D., P.E., PTOE, RSP1
Senior Traffic Engineer, City of Coral Gables Department of Public Works

Date: November 9, 2020

**Subject: Ponce Tower Park
Valet Operations Analysis**

Kimley-Horn and Associates, Inc. has prepared a valet operations analysis for the proposed Ponce Tower Park redevelopment generally located on the west side of Ponce De Leon Boulevard between Catalonia Avenue and Malaga Avenue in the City of Coral Gables, Florida. Currently, the parcels proposed for redevelopment are occupied by 7,614 square-feet of office space and 3,386 square-feet of retail space. The proposed redevelopment consists of approximately 18,107 square feet of retail space and 171 high-rise multifamily residential units. A project location map and conceptual site plan depicting the valet routes are included in Attachment A. The following sections present the valet analysis for the redevelopment.

VALET SERVICE AND OPERATIONS

The redevelopment will be served by one (1) on-street valet drop-off/pick-up area located along Catalonia Avenue just west of Ponce De Leon Boulevard. The valet drop-off/pick-up area provides storage for three (3) vehicles. Valet service will be provided for residential guests and retail patrons; self-parking is provided for residents. It is expected that 10 percent (10%) of residential trips and 50 percent (50%) of retail trips will utilize the valet service.

The valet drop-off route consists of a valet attendee driving vehicles eastbound along Catalonia Avenue, southbound along Ponce De Leon Boulevard, westbound along Malaga Avenue, northbound along Salzedo Street, and eastbound along Catalonia Avenue to access the on-site parking garage. The valet pick-up route consists of vehicles exiting the parking garage and traveling eastbound along Catalonia Avenue and into the valet pick-up area. Refer to the valet routing and queuing plan in Attachment A.

TRIP GENERATION

Trip generation for the proposed redevelopment was calculated using rates contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. Trip generation rates were examined for the weekday A.M. and P.M. peak hours. The trip generation for the proposed redevelopment was determined using ITE Land Use Code (LUC) 820 (Shopping Center) and LUC 222

(Multifamily Housing [High-Rise]). It was estimated that 10 percent (10%) of residential vehicle trips and 50 percent (50%) of retail vehicle trips will utilize the valet drop-off/pick-up area.

The valet analysis was prepared for the A.M. and P.M. peak hours. The proposed redevelopment is expected to generate 14 valet trips during the A.M. peak hour (7 entering and 7 exiting) and 62 valet trips during the P.M. peak hour (32 entering and 30 exiting). Detailed trip generation calculations are included in Attachment B.

VALET OPERATIONS ANALYSIS

The valet queuing operations analysis was performed based on the methodology outlined in ITE's *Transportation and Land Development*, 1988. The analysis was performed to determine if valet operations could accommodate vehicular queues without blocking travel lanes on Catalonia Avenue. Valet operations were analyzed for the number of valet attendants and required vehicle stacking for the redevelopment proposed traffic.

Valet Assumptions

The queuing analysis used the multiple-channel waiting line model with Poisson arrivals and exponential service times. The queuing analysis is based on the coefficient of utilization, ρ , which is the ratio of the average vehicle arrival rate over the average service rate multiplied by the number of channels.

Valet attendants will be stationed at the valet drop-off/pick-up area. Valet drop-off trip service time was calculated based on the time it would take a valet parking attendant to obtain and park a drop-off vehicle within the on-site parking garage. Valet pick-up trip service time was calculated based on the time it would take a valet parking attendant to bring a parked vehicle back to a patron at the valet drop-off/pick-up area for pick-up. The following summarizes the total valet drop-off and pick-up service times.

The service time for valet drop-off operation corresponds to the following:

- Exchange between valet attendant and driver (1.0 minutes)
- Valet attendant drives vehicle from valet drop-off area to on-site parking garage (1.5 minutes)
- Valet attendant returns to valet station (0.8 minutes)
- Total service rate: 3.3 minutes

The service time for valet pick-off operation corresponds to the following:

- Valet attendant proceeds to the garage to retrieve the vehicle (0.8 minutes)
- Valet attendant drives vehicle from on-site parking garage to the valet pick-up area (0.5 minutes)
- Exchange between valet attendant and driver (1.0 minutes)
- Total service rate: 2.3 minutes

The calculated average service time for vehicles valeted from the valet drop-off/pick-up area is 3.3 minutes for valet drop-off and 2.3 minutes for valet pick-up. Detailed travel time calculations are included in Attachment C.

If the coefficient of utilization (average service rate/valet attendant service capacity) is greater than one (> 1), the calculation methodology does not yield a finite queue length. This result indicates overcapacity conditions for the valet area. The valet attendant service capacity is the number of total trips a valet attendant can make in a one-hour period multiplied by the number of valet attendants.

The analysis determined the required queue storage, M , which is exceeded P percent of the time. This analysis seeks to ensure that the queue length does not exceed the storage provided at a level of confidence of 95 percent (95%). Three (3) spaces are provided for valet operations.

Valet Analysis

An iterative approach was used to determine the number of valet attendants required to accommodate the proposed development demand during the analysis hour and ensure that the 95th percentile valet queue does not extend beyond the designated valet service area. Detailed valet analysis worksheets are provided in Attachment C.

Results of the A.M. peak period valet operations analysis demonstrate that two (2) valet attendants would be required at the valet drop-off/pick-up area during the A.M. peak hour so that the vehicle drop-off/pick-up storage would not be exceeded. Similarly, results of the P.M. peak period demonstrate that five (5) valet attendants would be required at the valet drop-off/pick-up area so that the vehicle drop-off/pick-up storage would not be exceeded.

VALET CONCLUSION

Based on the valet operations analysis performed, it was determined that the 95th percentile queues will not extend beyond the valet service area and onto Catalonia Avenue. Based upon the conservative assumptions applied, it was estimated that two (2) valet attendants would be required at the valet drop-off/pick-up area during the A.M. peak hour and five (5) valet attendants would be required at the valet drop-off/pick-up area during the P.M. peak hour. It should be noted that projected vehicular volumes and estimated valet processing times were conservatively assumed in the analysis. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

Attachment A

Valet Routing and Project Location Map

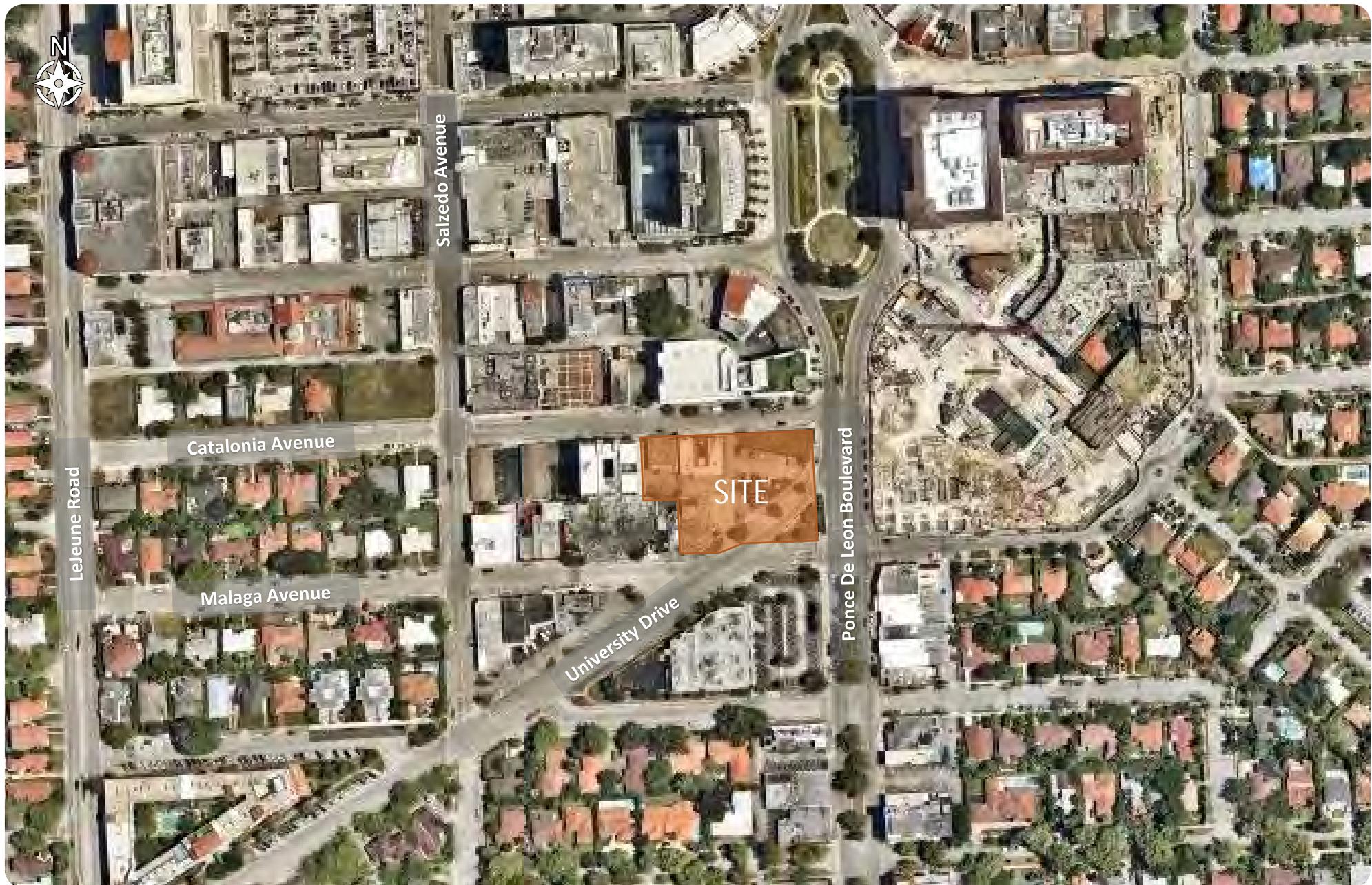


Figure 1
Project Location Map
Ponce Park Tower
Coral Gables, Florida

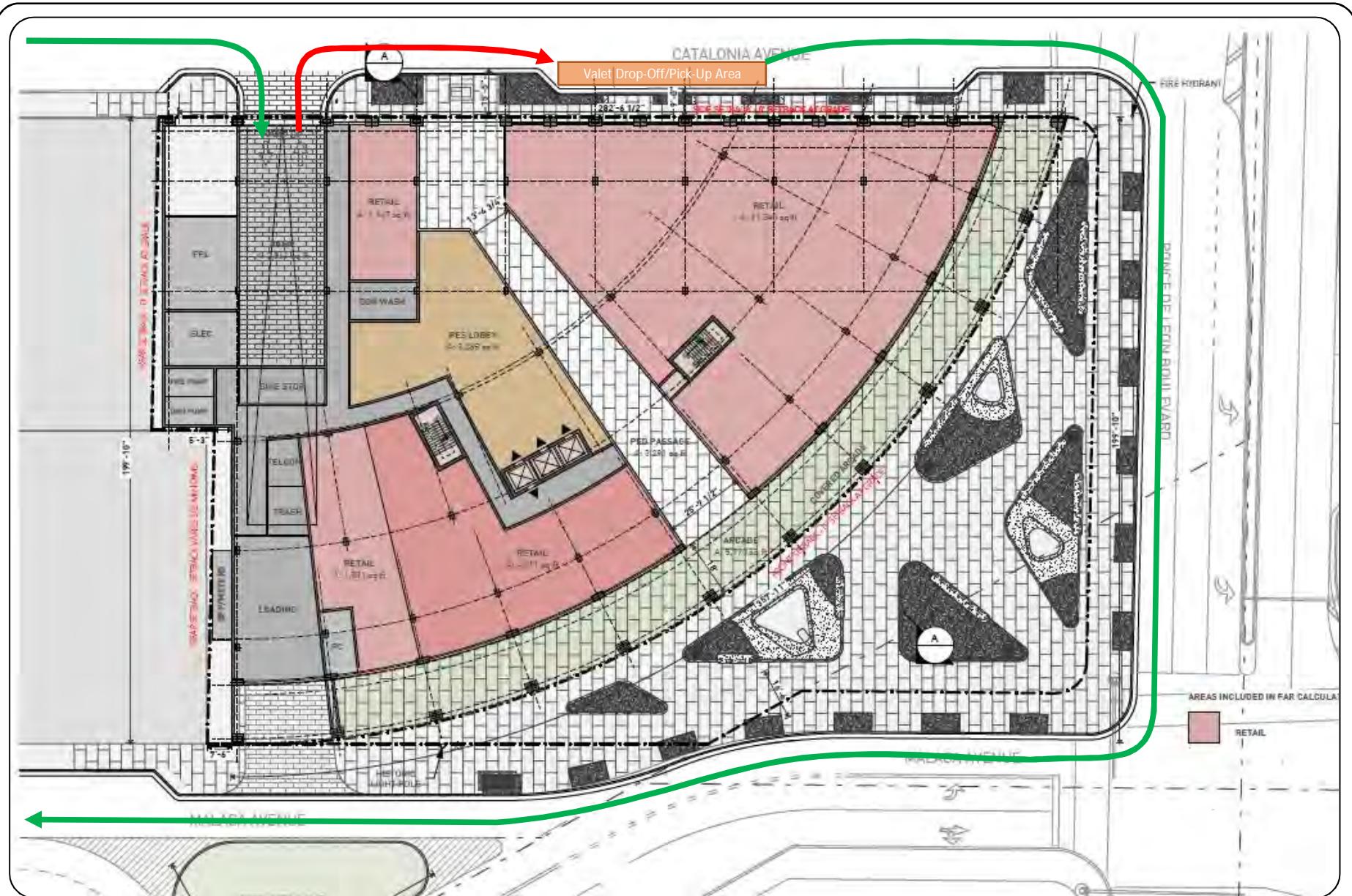


Figure 2
Valet Routing
Ponce Tower Park
Coral Gables, Florida

Attachment B

Trip Generation

AM PEAK HOUR TRIP GENERATION COMPARISON

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION			BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE			EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS																		
GROUP	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total																	
	1 Shopping Center	10	820	18.107	ksf	62%	38%	11	6	17	8.3%	1	10	6	16	0.0%	0	10	6	16	0.0%	0	10	6	16																	
	2 Multifamily Housing (High-Rise)	10	222	171	du	24%	76%	15	46	61	8.3%	5	14	42	56	0.0%	0	14	42	56	0.0%	0	14	42	56																	
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ITE Land Use Code		Rate or Equation		Total:		26	52	78	8.3%	6	24	48	72	0.0%	0	24	48	72	0.0%	0	24	48	72																			
820		Y=0.94(X)				222	Y=0.28*(X)+12.86																																			
<table border="1" style="margin-left: auto; margin-right: 0;"> <thead> <tr> <th colspan="3">Valet Trips</th> </tr> <tr> <th>IN</th><th>OUT</th><th>TOTAL</th></tr> </thead> <tbody> <tr> <td>Retail</td><td>5</td><td>3</td><td>8</td></tr> <tr> <td>Residential Guests</td><td>2</td><td>4</td><td>6</td></tr> <tr> <td>TOTAL</td><td>7</td><td>7</td><td>14</td></tr> </tbody> </table>																									Valet Trips			IN	OUT	TOTAL	Retail	5	3	8	Residential Guests	2	4	6	TOTAL	7	7	14
Valet Trips																																										
IN	OUT	TOTAL																																								
Retail	5	3	8																																							
Residential Guests	2	4	6																																							
TOTAL	7	7	14																																							

PM PEAK HOUR TRIP GENERATION COMPARISON

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION			BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE			EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS						
GROUP	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total					
	1 Shopping Center	10	820	18.107	ksf	48%	52%	73	80	153	8.3%	13	67	73	140	17.1%	24	60	56	116	34.0%	39	40	37	77					
	2 Multifamily Housing (High-Rise)	10	222	171	du	61%	39%	41	26	67	8.3%	5	38	24	62	38.7%	24	21	17	38	0.0%	0	21	17	38					
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ITE Land Use Code		Rate or Equation		Total:		114	106	220	8.3%	18	105	97	202	23.8%	48	81	73	154	25.3%	39	61	54	115							
820		$LN(Y) = 0.74 \cdot LN(X) + 2.89$																												
222		$Y=0.34 \cdot X + 8.56$																												
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IN OUT TOTAL																														
Retail																														
Residential Guests																														
TOTAL																														

Attachment C

Valet Analysis

Valet Processing Time

Ponce Tower Park On-Site Parking Calculated Average Travel Time					
VALET DROP-OFF					
VEHICLE TRAVEL TIME			VALET ATTENDANT TRAVEL TIME		
Travel Times (Assume)		15 mph speed)	Travel Times (Assume)		5 ft/s speed)
To Valet Garage (In vehicle)			Return from Valet Garage (Walk/Run) to Valet Area		
Distance	0.38 miles	Travel Time 1.5 minutes	Distance	0.05 miles	Travel Time 0.8 minutes
Controlled Delay	1.0 Minutes				
Total Time	3.3 Minutes				

Ponce Tower Park On-Site Parking Calculated Average Travel Time					
VALET PICK-UP					
VALET ATTENDANT TRAVEL TIME			VEHICLE TRAVEL TIME		
Travel Times (Assume)		5 ft/s speed)	Travel Times (Assume)		15 mph speed)
To Valet Garage (Walk/Run)			Return from Valet Garage (In Vehicle) to Valet Area		
Distance	0.05 miles	Travel Time 0.8 minutes	Distance	0.13 miles	Travel Time 0.5 minutes
Controlled Delay	1.0 Minutes				
Total Time	2.3 Minutes				

Valet Analysis

A.M. Valet Drop-Off Analysis

Arrival Rate

IN	OUT
7	7

veh/hr

Number of Valet Attendants (N) = 2

Level of Confidence = 0.95

Storage Provided On-Site = 3 vehicles

Service Rate

IN	OUT
3.30	2.30

mins/veh

Total Entering and Exiting Vehicles(q) = 14 veh/hr

Service Capacity per N (60 mins/Service Rate) (Q) = 21.43 veh/hr/pos

Average Service Rate (t) = 2.80 mins/veh

rho (t/Q) = 0.327

Service Time = 2.80 mins/veh

Expected (avg.) number of vehicles in the system E(m)= 0.08

Expected (avg.) number of vehicles waiting in queue E(n)= 0.73

Mean time in the queue E(w)= 0.33 mins

Mean time in system E(t)= 3.13 mins

Proportion of customers who wait (P) (E(w) > 0)= 16.09%

Probability of a queue exceeding a length (M) P(x > M)= 5.00%

Queue length which is exceeded 5.00% of the times is equal to 0.0 vehicles

P.M. Valet Drop-Off Analysis

Arrival Rate

IN	OUT
32	30

veh/hr

Number of Valet Attendants (N) = 5

Level of Confidence = 0.95

Storage Provided On-Site = 3 vehicles

Service Rate

IN	OUT
3.30	2.30

mins/veh

Total Entering and Exiting Vehicles(q) = 62 veh/hr

Service Capacity per N (60 mins/Service Rate) (Q) = 21.31 veh/hr/pos

Average Service Rate (t) = 2.82 mins/veh

rho (t/Q) = 0.582

Service Time = 2.82 mins/veh

Expected (avg.) number of vehicles in the system E(m)= 0.30

Expected (avg.) number of vehicles waiting in queue E(n)= 3.21

Mean time in the queue E(w)= 0.29 mins

Mean time in system E(t)= 3.11 mins

Proportion of customers who wait (P) (E(w) > 0)= 21.45%

Probability of a queue exceeding a length (M) P(x > M)= 5.00%

Queue length which is exceeded 5.00% of the times is equal to 1.7 vehicles

Appendix M

Maneuverability Analysis



MEMORANDUM

To: Jessica A. Keller, ENV SP
Assistant Director, City of Coral Gables Department of Public Works

From: Omar Kanaan, P.E. 

Cc: Doug Cobb, Ph.D., P.E., PTOE, RSP1
Senior Traffic Engineer, City of Coral Gables Department of Public Works

Date: November 10, 2020

**Subject: Ponce Tower Park
Maneuverability Analysis**

Kimley-Horn and Associates, Inc. has prepared a maneuverability analysis for the proposed Ponce Tower Park redevelopment generally located on the west side of Ponce De Leon Boulevard between Catalonia Avenue and Malaga Avenue in the City of Coral Gables, Florida. The analysis was prepared for the parking garage and ground level access to the loading area. The analysis was performed using Transoft's *AutoTurn 10* software design vehicle turning templates and vehicle turning templates consistent with American Association of State Highway and Transportation Officials' (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 2004/2011/2018. The analysis was prepared using passenger car (P) design vehicles for the parking garage. Single-unit 30-foot (SU-30) design vehicles were used for deliveries and loading activities in the loading area. The following summarizes the results of this analysis.

Parking Garage Access and Valet Drop-off/Pick-up Areas

Access to the parking garage is provided via a full-access driveway on the south side of Catalonia Avenue west of Ponce De Leon Boulevard. A P-design vehicle will be able to maneuver into and through the parking garage without conflicting with oncoming traffic or structural elements, refer to Attachment A.

Loading Area

Access to the loading and delivery area is provided by a right-in/right-out driveway located along the north side of Malaga Avenue west of Ponce De Leon Boulevard. A single-unit, 30-foot (SU-30) design vehicle will be able to maneuver into and out of the on-site loading area, refer to Attachment A.

Conclusion

In conclusion, passenger vehicles will be able to ingress, egress, and travel through the parking garage without conflicting with oncoming traffic or structural elements. Similarly, loading vehicles will be able to maneuver into and out of the on-site loading area without conflicting with structural elements. However, note that a back-in maneuver is required for loading vehicles to access the loading area from Malaga Avenue.

Attachment A

Maneuverability Plots

