City of Coral Gables
Planning and Zoning Staff Report

Property: **110 Phoenetia Avenue**

Applicant: FRC Realty, LLC

Application:
1. Small Scale Comprehensive Plan Map Amendments
2. Zoning Code Map Amendments
3. Planned Area Development (PAD)
4. Conditional Use – Mixed-use Site Plan, Private School, Live/Work Units, and Encroachment Agreement

Public Hearing: Planning and Zoning Board

Date & Time: June 17, 2026, 6:00 – 9:00 p.m.

Location: Community Meeting Room, Police and Fire Headquarters,
2151 Salzedo Street, Coral Gables, Florida, 33134

1. APPLICATION REQUEST

The Application requests are for Small Scale Comprehensive Plan Map Amendments, Zoning Code Map Amendments, Planned Area Development (PAD), and Conditional Use for a mixed-use project referred to as "Crystal Residences" located at 110 Phoenetia Avenue.

1. **Change of Land Use.** *An Ordinance of the City Commission of Coral Gables, Florida amending the Future Land Use Map and Mixed Use Overlay District Map of the City of Coral Gables Comprehensive Plan pursuant to Zoning Code Article 14, "Process," Section 14-213, "Comprehensive Plan Text and Map Amendments," and Small Scale amendment procedures (ss. 163.3187, Florida Statutes), from "Religious/Institutional" to "Commercial Mid-Rise Intensity" and to include within the boundaries of the North Ponce Mixed Use District Overlay, Block 21, Revised Plat of Coral Gables Douglas Section (110 Phoenetia Avenue), Coral Gables, Florida; providing for a repealer provision, severability clause, and an effective date.*

2. **Change of Zoning.** *An Ordinance of the City Commission of Coral Gables, Florida making Zoning District boundary changes pursuant to Zoning Code Article 14, "Process," Section 14-212, "Zoning Code Text and Map Amendments:" 1) from "Special Use" to "Mixed Use 2", and 2) to include within the boundaries of the North Ponce Mixed Use District Overlay, Block 21 Revised Plat of Coral Gables Douglas Section (110 Phoenetia Avenue), Coral Gables, Florida; providing for a repealer provision, severability clause, and an effective date.*

3. **Planned Area Development (PAD).** *An Ordinance of the City Commission of Coral Gables, Florida granting approval of a Planned Area Development (PAD) pursuant to Zoning Code Article 14, "Process," Section 14-206, "General Procedures for Planned Area Development" for a mixed-use project referred to as "Crystal Residences," including a private school, on property legally described as Block 21, Revised Plat of Coral Gables Douglas Section (110 Phoenetia Avenue), Coral Gables, Florida; superseding Ordinance No. 1909 and*

Ordinance No. 2962; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date.

4. **Conditional Use.** *A Resolution of the City Commission of Coral Gables, Florida, requesting Mixed-Use Site Plan Review and an Encroachment Agreement pursuant to Article 14, "Process" Section 14-203, "Conditional Uses," for a proposed mixed-use project, referred to as "Crystal Residences," including a private school and live/work units; on property legally described as Block 21, Revised Plat of Coral Gables Douglas Section (110 Phoenetia Avenue), Coral Gables, Florida; superseding Ordinance No. 1909 and Ordinance No. 2962, to permit the current accessory school as a principal use; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date.*

The application requests require review and recommendation by the Planning and Zoning Board at one (1) public hearing, and consideration by the City Commission at two (2) public hearings.

2. APPLICATION SUMMARY

The Application has been submitted by Jorge L. Navarro, Esq. of Greenberg Traurig, P.A., on behalf of FRC Realty, LLC (the "Applicant"), requesting Small Scale Comprehensive Plan Map Amendments, Zoning Code Map Amendments, Planned Area Development (PAD), and Conditional Use approval for a mixed-use development referred to as "Crystal Residences."

The subject property is located at 110 Phoenetia Avenue and consists of approximately 1.47 acres (64,337 square feet), occupying a full city block within the Douglas Section. The property is designated "Religious/Institutional" on the Future Land Use Map and is zoned Special Use (S). It is also located within the North Ponce Neighborhood Conservation District Overlay (NPCO) and directly abuts the North Ponce Mixed Use District (MXD) Overlay.

The site is currently occupied by the Church of St. James Evangelical Lutheran, Crystal Academy, and associated facilities and landscaped areas. In 1971, pursuant to Ordinance No. 1909, the zoning classification of the subject property was changed to permit church purposes, including a day school. Subsequently, in 1991, Ordinance No. 2962 approved the expansion of the school with conditions on the property.

The Applicant proposes to redevelop the Property with a 9-story mixed-use project incorporating ground-floor live-work units, upper-level residential units, and dedicated educational space for Crystal Academy. Key components of the proposal include:

- Lot Area is 64,337 square feet (1.47 acre)
- Building height is 9 stories at 93 ft
- Total square footage 226,193 square feet
- Sixteen (16) ground floor live-work units
- Approximately 5,000 square feet ground floor educational space for Crystal Academy
- 184 upper-level residential units
- 20,508 square feet (31.6%) of total open space
- 301 total parking spaces

To facilitate the proposed development, the Applicant requests:

(i) a Future Land Use Map amendment from "Religious/Institutional" to "Commercial Mid-Rise Intensity," and incorporation into the North Ponce Mixed Use District Overlay,

(ii) a rezoning from Special Use (S) to Mixed Use-2 (MX2), inclusion within the North Ponce Mixed Use District Overlay, and removal from the North Ponce Neighborhood Conservation District Overlay (NPCO), in which the property is currently located,

(iii) approval of a Planned Area Development (PAD) to allow design flexibility and integrated site planning,

(iv) Conditional Use approval for the proposed mixed-use project including a private school, live/work units, and encroachment request.

The application package submitted by the Applicant is provided as Attachment A.

Project Location

The subject property is located at 110 Phoenetia Avenue and is bounded by Phoenetia Avenue, Antilla Avenue, Galiano Street, and East Ponce de Leon Boulevard. The site occupies a transitional location between the established mixed-use corridor along Ponce de Leon Boulevard and the adjacent Douglas Section multi-family residential neighborhood. The surrounding area includes a range of mid- to high-rise residential and office developments, reflecting the corridor's evolving urban character.

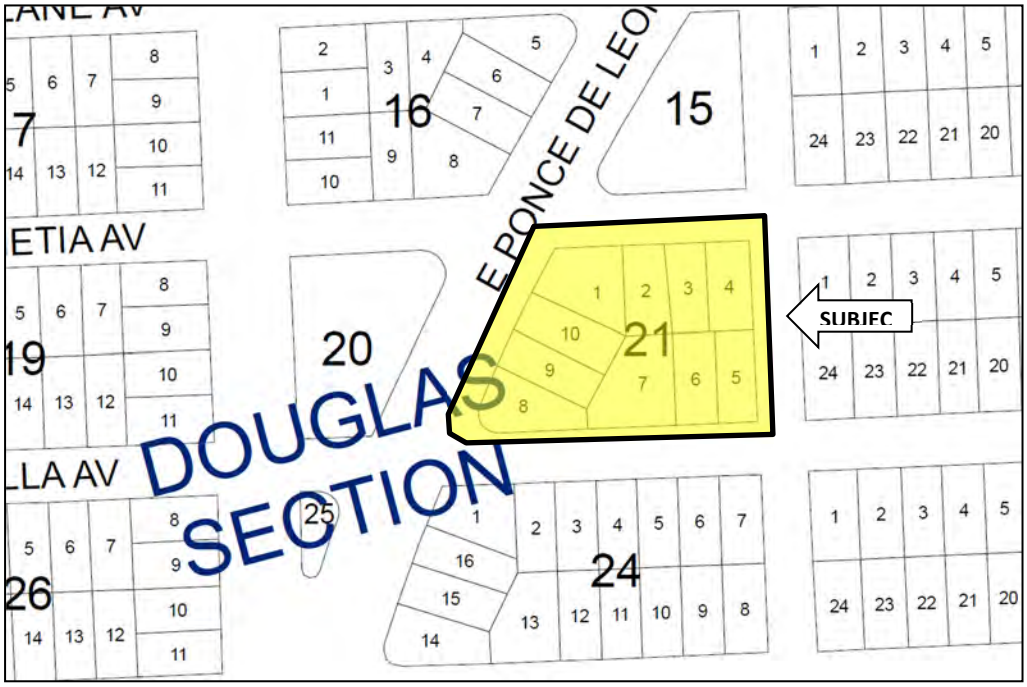
The surrounding area is characterized by a mix of residential, institutional, and commercial uses. The Ponce de Leon Boulevard and SW 8th Street corridors provide access to neighborhood-serving retail, dining, office, and service uses within walking and biking distance of the site. The property is also served by public transit, including Coral Gables Trolley routes along Ponce de Leon Boulevard and nearby Miami-Dade County Metrobus stops, supporting multimodal accessibility.

Additionally, the property is located within the Residential Infill Regulations Overlay District (RIR), which encourages greater housing opportunities within close proximity to transit, employment centers, parks and schools. Given its location along a major corridor and proximity to existing mixed-use development, the site is positioned to support a transition in land use intensity while maintaining compatibility with adjacent residential areas.

Context information exhibited below.

Aerial Map





Lot, Subdivision, and Plat Map

Site Data and Surrounding Uses. The following tables provide the subject property's designations and surrounding land uses:

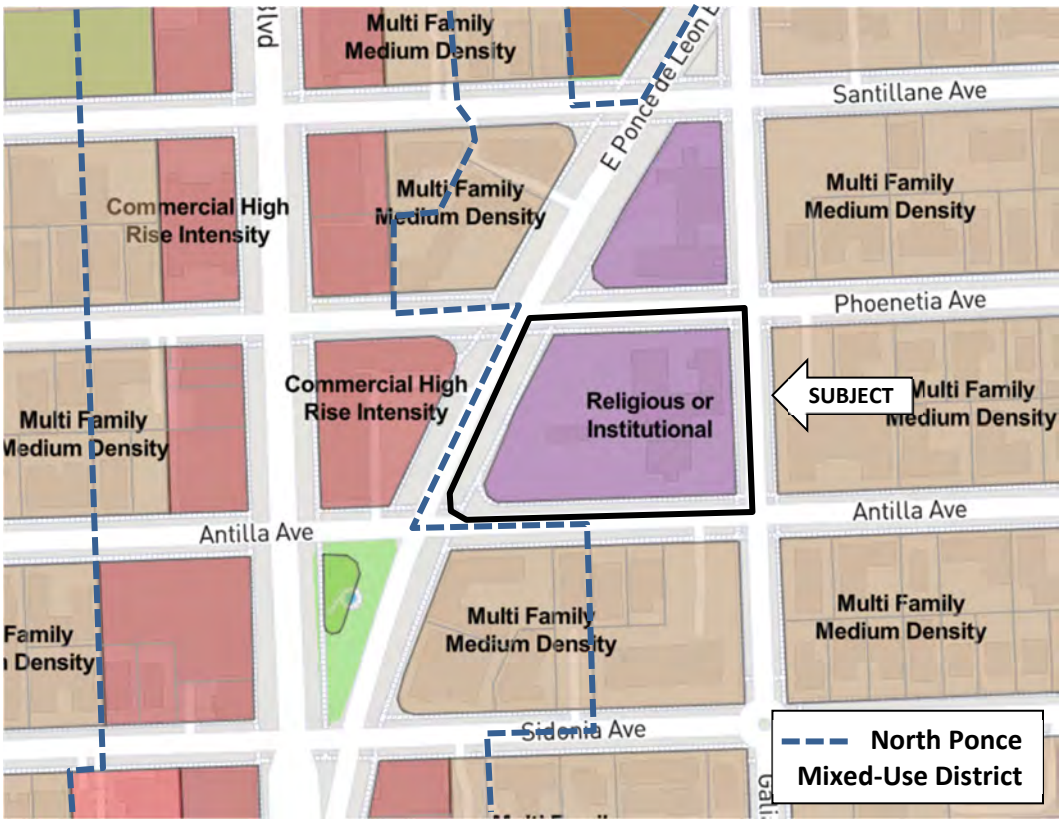
Existing Property Designations

Future Land Use Map designation	Religious or Institutional
Zoning Map designation	Special Use (S)

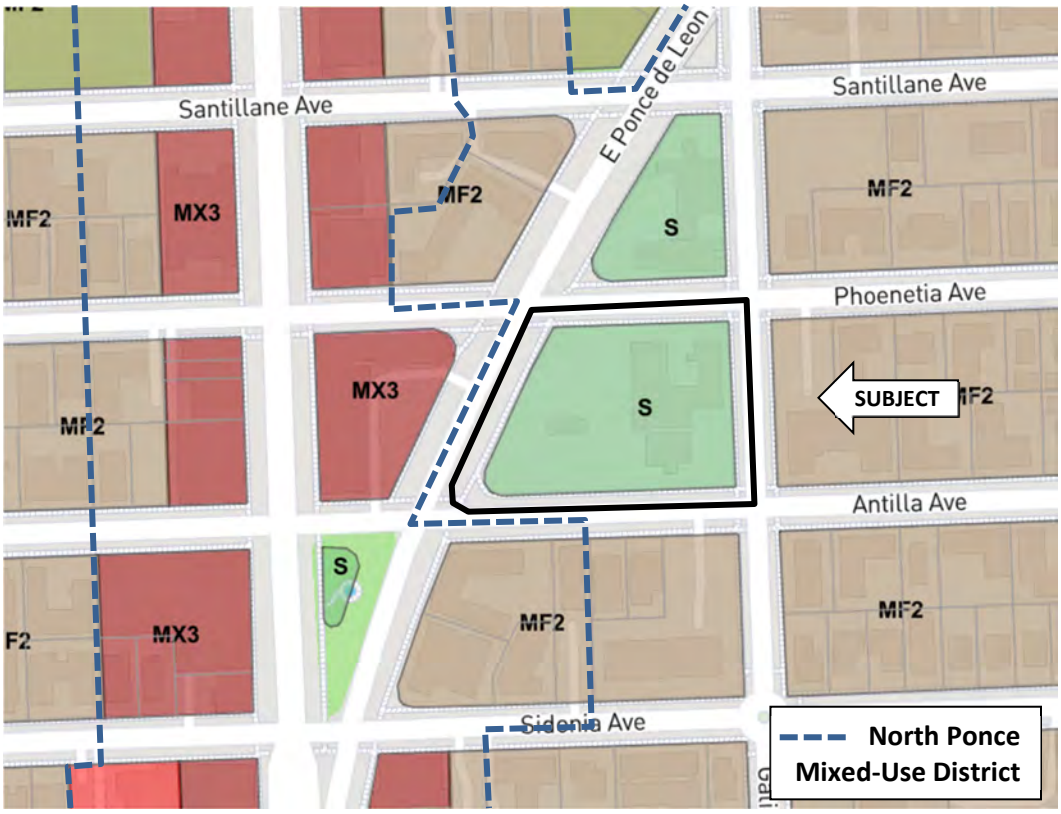
Surrounding Land Uses

LOCATION	EXISTING LAND USES	FLUM DESIGNATIONS	ZONING DESIGNATIONS
North	Coral Gables Woman's Club	Religious or Institutional	Special Use (S)
South	Residential	Multi Family Medium Density	Multi-Family 2 (MF2)
East	Residential	Multi Family Medium Density	Multi-Family 2 (MF2)
West	Retail, Hotel	Commercial High-Rise Intensity	Mixed-Use 3 (MX3)

Existing Future Land Use Map



Existing Zoning Map



3. FINDINGS OF FACT

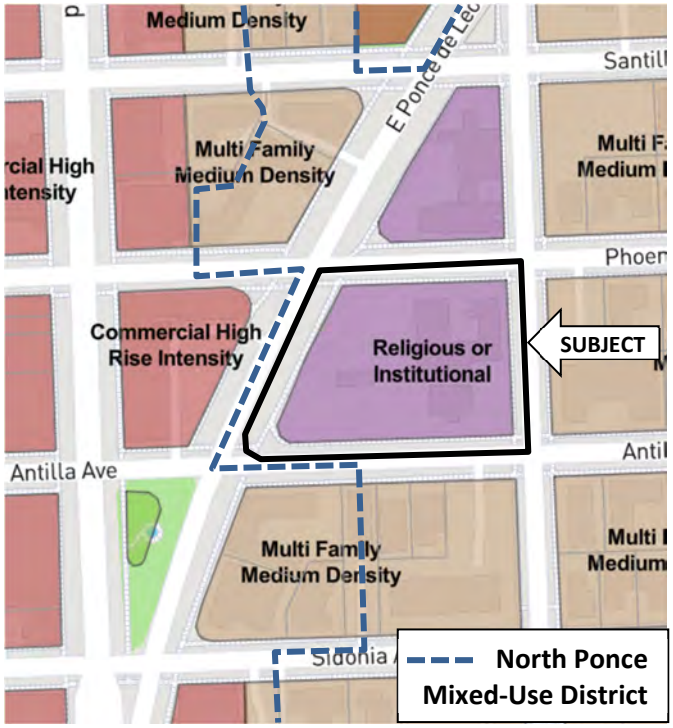
A. Comprehensive Plan Map Amendment

This section of the report presents City Staff's evaluation of the Application and Findings of Fact. The City's responsibility is to review the Application for consistency with the City's Comprehensive Plan (CP) Goals, Objectives, and Policies, compliance with the Zoning Code, and compliance with other applicable portions of the City Code.

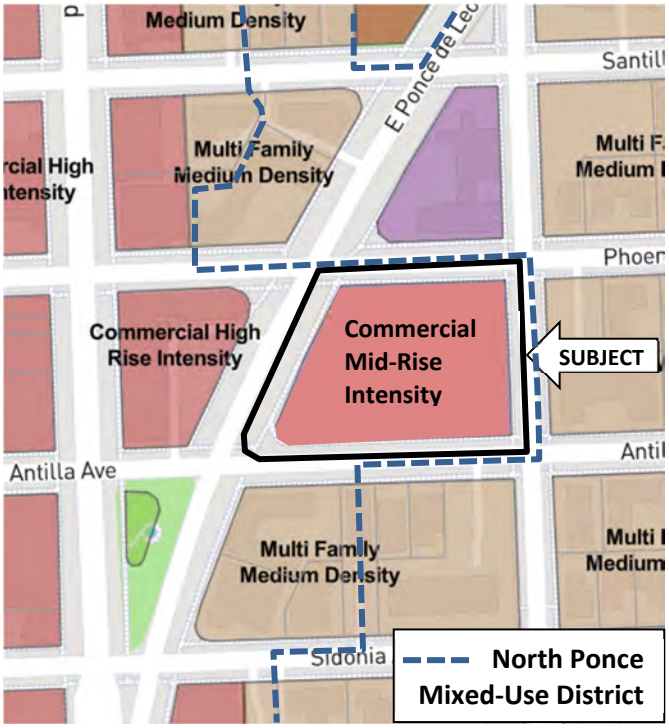
The application proposes a Small-Scale Comprehensive Plan/Future Land Use Map Amendment from "Religious/Institutional" to "Commercial Mid-Rise Intensity". Additionally property is proposed to be incorporated into the North Ponce Mixed Use District Overlay on the Mixed-Use Overlay District Map.

A comparison of the property's existing Future Land Use Map designations and the Applicant's requested designation is shown on the following maps:

Future Land Use Map
Existing North Ponce Mixed-Use District



Proposed Future Land Use Map
Proposed North Ponce Mixed-Use District



Findings of Fact – Land Use Map Amendment

Zoning Code Section 14-213.6 provides review standards for Comprehensive Plan amendments:

Standard	Staff Evaluation
1. Whether it specifically advances any objective or policy of the Comprehensive Land Use Plan.	The requested amendment to "Commercial Mid-Rise Intensity" allows for increased building height and additional uses (such as multi-family, commercial, and the school as a principal use). Although there are existing multi-family land uses immediately adjacent on the south and

	east side of the subject property, the map amendment advances multiple objectives and policies by facilitating redevelopment of the site to provide a mix of residential, neighborhood-serving uses, and the established school. The subject property is located adjacent to the Ponce de Leon Boulevard corridor, which is characterized by medium- to higher-intensity development, and its proximity to transit supports a more efficient land use pattern and reinforces the City's planning objectives for infill redevelopment. The proposed amendment supports the evolution of this corridor by allowing a more intensive, pedestrian-oriented development pattern that incorporates residential and institutional components. The project includes the continuation of an existing educational use, which contributes to the policy of locating community-serving facilities within proximity to surrounding neighborhoods.
2. Whether it is internally consistent with Comprehensive Land Use Plan.	The proposed "Commercial Mid-Rise Intensity" designation is consistent with the Comprehensive Plan's framework for directing moderate- to higher-intensity development toward Ponce de Leon Boulevard and transitioning areas appropriately to the east or west with "Commercial Mid-Rise Intensity" classifications. The subject property is situated between an established mixed-use corridor and adjacent multi-family residential areas, and functions as a transitional site. The amendment aligns with the Comprehensive Plan's policies promoting compact development, walkability, and a mix of uses in proximity to transit and employment centers. In addition, the proposed commercial land use classification would permit the existing school to remain as a principal use. As such, the amendment is internally consistent with the goals, objectives, and policies of the Comprehensive Plan.
3. Its effect on the level of service of public infrastructure.	The subject property is located within an urbanized area with access to existing roadway infrastructure, public utilities, and transit services, including Coral Gables Trolley routes and Miami-Dade County bus routes. The proposed development is expected to generate additional traffic growth and trips that may have a nominal increase in traffic demands and delays. However, the traffic impact study shows most of the intersections will operate with an acceptable level of service and that the development will not have a negative impact on the surrounding roadway network after implementation of the report's recommendations (which are included as conditions of approval). Based on preliminary concurrency review, the proposed development is anticipated to meet applicable level-of-service standards. Any infrastructure improvements required will be addressed during subsequent stages of review. Therefore, the amendment is not expected to adversely impact the level of service of public infrastructure below the minimum standards established in the Comprehensive Plan.
4. Its effect on environmental resources.	The proposed amendment facilitates redevelopment of an already developed site and is not expected to adversely impact environmental resources. The project incorporates landscaped open space areas and is anticipated to include tree preservation and replacement in accordance

		with City regulations. Additionally, the site's proximity to transit and neighborhood services supports reduced reliance on vehicular travel, which may contribute to reduced emissions over time. As such, no significant negative impacts to environmental resources are anticipated.
5.	Its effect on the availability of housing that is affordable to people who live or work in the City of Coral Gables.	While the Application does not include a designated workforce or affordable housing component, the addition of residential units in a transit-accessible and mixed-use environment may support broader housing availability within the City. The inclusion of live-work units may also provide opportunities for individuals to both reside and work within the same location, potentially reducing overall living and transportation costs.
6.	Any other effect that the City determines is relevant to the City Commission's decision on the application.	The proposed amendment enables redevelopment of a site that currently contains aging institutional structures with a project that integrates residential and educational uses. A notable component of the proposal is the retention and enhancement of the existing educational institution (Crystal Academy), which serves as a community resource.

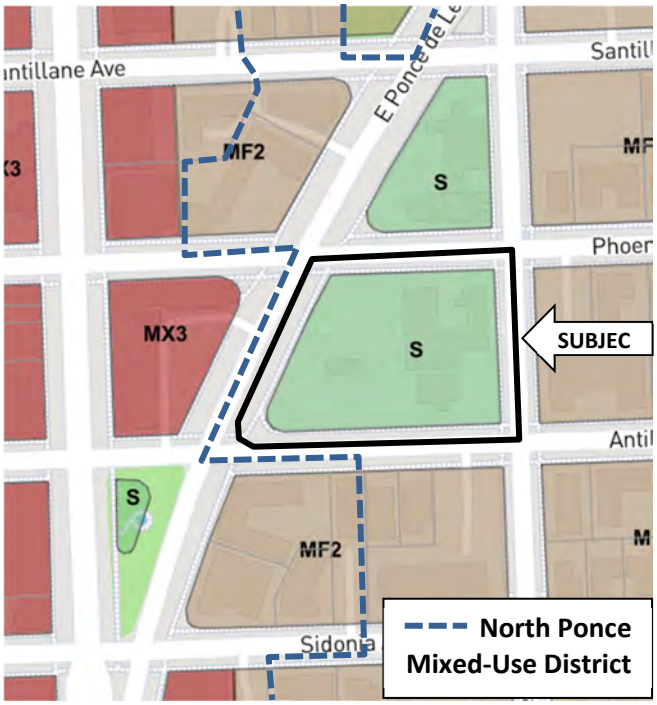
Staff's Findings: Based upon the Findings of Fact provided herein, Staff finds that the Application satisfies the provisions of the Zoning Code for the proposed Future Land Use Map amendment from "Religious/Institutional" to "Commercial Mid-Rise Intensity," and is consistent with the applicable review standards of the Comprehensive Plan.

B. Zoning Code Map Amendment

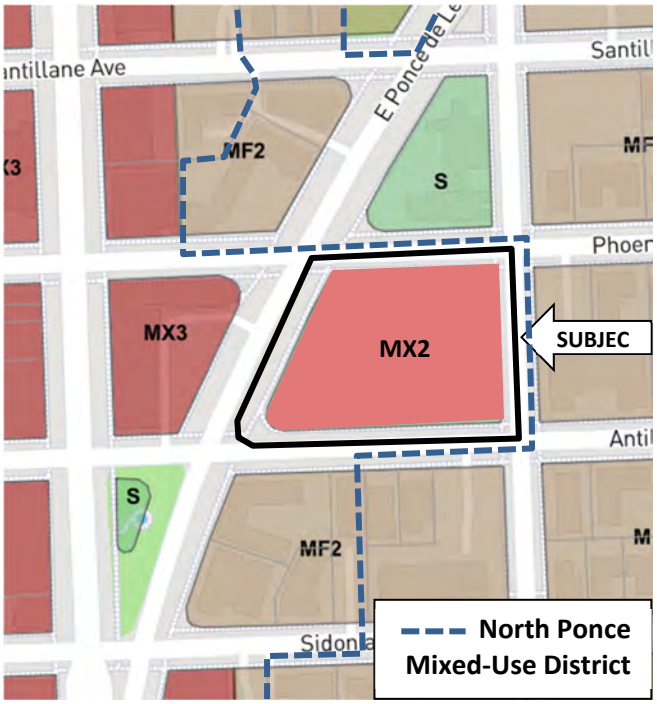
This section of the report presents City Staff's evaluation of the Application and Findings of Facts for the requested Zoning Map amendments.

The project proposes a corresponding Zoning Map Amendment to align with the Future Land Use Map changes. The amendments include a rezoning from Special Use (S) to Mixed Use-2 (MX2), inclusion within the North Ponce Mixed Use District Overlay, and removal from the North Ponce Neighborhood Conservation District Overlay (NPCO), in which the property is currently located.

A comparison of the property's existing Zoning Map and the Applicant's request proposal is shown on the following maps:



Existing Zoning Map
Existing North Ponce Mixed-Use District



Proposed Zoning Map
Proposed North Ponce Mixed-Use District

Findings of Fact – Zoning Map Amendment

Zoning Code Section 14-212.4 provides review standards for Zoning Code Map amendments:

Standard	Staff Evaluation
1. **It is consistent with the Comprehensive Plan in that:**	
a. Does not permit uses which are prohibited in the future land use category of the parcel proposed for development.	**Yes.** The proposed Zoning Map Amendment of rezoning to Mixed Use-2 (MX2) does not permit uses that are prohibited in the corresponding Commercial Mid-Rise Intensity future land use category. The amendment is intended to align zoning with the proposed Future Land Use Map designation, thereby ensuring consistency between the two. The proposed development program- which includes residential, live-work, and educational uses - is consistent with and permitted under the proposed Future Land Use designation and Zoning district. Therefore, the rezoning does not introduce uses that would be prohibited.

b. Does not allow densities or intensities in excess of the densities and intensities which are permitted by the future land use category of the parcel proposed for development.	**Yes.** The proposed MX2 zoning district establishes density and intensity standards that are consistent with the proposed Land Use category. Based on the plans submitted, the proposed residential unit count, floor area, and building height are within the allowable limits of the MX2 district and applicable overlay standards. Accordingly, the rezoning does not permit densities or intensities exceeding those allowed under the Comprehensive Plan.
c. Will not cause a decline in the level of service for public infrastructure to a level of service which is less than the minimum requirements of the Comprehensive Plan.	**Yes**. The subject property is located within an urbanized area with access to existing roadway infrastructure, public transit, and utilities. Based on preliminary concurrency review and the site's proximity to transit corridors, the proposed development is anticipated to meet applicable level-of-service standards. Any required infrastructure improvements will be addressed at subsequent stages of review. Therefore, the rezoning is not expected to result in a decline in public infrastructure levels of service below adopted standards.
d. Does not directly conflict with any objective or policy of the Comprehensive Plan.	**Yes.** The proposed rezoning supports multiple Comprehensive Plan objectives, including promoting mixed-use development patterns, enhancing walkability, and encouraging redevelopment in appropriate infill locations. The site's location adjacent to a major corridor and existing mixed-use development supports the transition to a more urban, mixed-use designation. The rezoning is therefore consistent with and does not conflict with the Comprehensive Plan.
2. **Will provide a benefit to the City in that it will achieve two or more of the following objectives**	
a. Improve mobility by reducing vehicle miles traveled for residents within a one-half (1/2) mile radius by: i. Balancing land uses in a manner that reduces vehicle miles traveled; ii. Creating a mix of uses that creates an internal trip capture rate of greater than twenty (20%) percent; iii. Increasing the share of trips that use alternative modes of transportation, such as transit ridership, walking, or bicycle riding.	The proposed mixed-use development introduces residential, live-work, and educational uses within a walkable urban context, in proximity to transit services along Ponce de Leon Boulevard. While the internal capture rate is less than 20%, the integration of uses on-site and within the surrounding area is expected to reduce reliance on single-occupancy vehicle trips. Additionally, the site's accessibility to trolley and bus routes supports alternative transportation modes, thereby contributing to reduced vehicle miles traveled.
b. Promote high-quality development or redevelopment in an area that is experiencing declining or flat property values.	**Yes.** The Application proposes the redevelopment of an existing institutional site with a mixed-use project that incorporates structured parking, open space, and pedestrian-oriented design features. The proposed Mediterranean architectural design and integrated site planning are consistent with the City's design objectives and are expected to enhance the visual quality and functionality of the site. The

	rezoning would facilitate redevelopment that is compatible with the surrounding urban context of North Ponce.
c. Create affordable housing opportunities for people who live or work in the City of Coral Gables.	**Yes.** The Application includes a range of residential unit types - which will introduce additional housing supply in a transit-accessible location - may contribute to broader housing availability within the City.
d. Implement specific objectives and policies of the Comprehensive Plan.	**Yes.** The proposed rezoning advances several Comprehensive Plan objectives, including encouraging infill development, promoting mixed-use land use patterns, enhancing multimodal mobility, and supporting neighborhood-serving uses. The integration of residential and non-residential uses within a walkable environment is consistent with adopted planning policies.
3. Will not cause a substantial diminution of the market value of adjacent property or materially diminish the suitability of adjacent property for its existing or approved use.	**Yes.** The proposed rezoning to MX2 is consistent with the existing development pattern along the Ponce de Leon Boulevard corridor, which includes a mix of mid- and high-density residential and commercial uses. The subject property functions as a transitional site between the corridor and adjacent residential areas. The proposed zoning designation and development intensity are compatible with surrounding uses and are not anticipated to negatively impact adjacent property values or suitability.

Staff comments. The request for a Zoning Code Map Amendment is connected to the requests for the requested Comprehensive Land Use Map Amendments. Based upon the Findings of Facts provided herein, Staff finds the Application satisfies the provisions of the Zoning Code for the proposed Zoning Code Map Amendments.

C. Planned Area Development (PAD)

Planned Area Development (PAD) is a development option in the City of Coral Gables for the purpose of allowing creative and imaginative development while providing substantial additional public benefit. In addition, PAD provides some flexibility in terms of massing, design, location of paseos and open spaces, etc. PAD site is a contiguous unified parcel with a minimum lot width of two hundred (200) feet and minimum lot depth of one hundred (100) feet and a minimum site area of no less than an acre.

Purpose and Objectives
Section 2-500 of the Zoning Code states the purpose of the PAD is as follows:

a. *Allow opportunities for more creative and imaginative development than generally possible under the strict applications of these regulations so that new development may provide substantial additional public benefit.*
b. *Encourage enhancement and preservation of lands which are unique or of outstanding scenic, environmental, cultural and historical significance.*
c. *Provide an alternative for more efficient use and, safer networks of streets, promoting greater opportunities for public and private open space, and recreation areas and enforce and maintain neighborhood and community identity.*
d. *Encourage harmonious and coordinated development of the site, through the use of a variety of architectural solutions to promote Mediterranean architectural attributes, promoting variations in bulk and massing, preservation of natural features, scenic areas, community facilities, reduce land utilization for roads and separate pedestrian and vehicular circulation systems and promote urban design amenities.*

e. Require the application of professional planning and design techniques to achieve overall coordinated development eliminating the negative impacts of unplanned and piecemeal developments likely to result from rigid adherence to the standards found elsewhere in these regulations.

The project, proposed as a Planned Area Development (PAD), will provide public benefits, including enhanced landscaped open space, improved pedestrian circulation and streetscape design, and the coordinated integration of residential and educational uses within a unified site plan. A notable component of the proposal is the retention and enhancement of the existing educational institution, Crystal Academy, which serves as a community resource.

Findings of Fact – Planned Area Development (PAD)

Section 14-206 of the Zoning Code states the required findings for a proposed PAD project are as follows:

Standard	Staff Evaluation
1. In what respects the proposed plan is or is not consistent with the stated purpose and intent of the PAD regulations.	The proposed PAD is consistent with the purpose and intent of the PAD regulations, which are intended to allow flexibility in site planning to achieve a more coordinated and high-quality development. The project incorporates an integrated site design with residential and educational uses, internalized parking, and enhanced pedestrian-oriented features, including landscaped open spaces and improved streetscape elements. Additionally, the PAD framework facilitates the retention and enhancement of the existing Crystal Academy, allowing for the continuation of a community-serving institutional use within a redeveloped site. Overall, the proposed plan reflects a coordinated development approach with context-sensitive massing, open space integration, and improved pedestrian connectivity.
2. The extent to which the proposed plan departs from the zoning and subdivision regulations otherwise applicable to the subject property, including but not limited to density, size, area, bulk and use, and the reasons why such departures are or are not deemed to be in the public interest.	The Applicant is proposing a PAD designation to allow flexibility in the requirements of the underlying zoning district of Mixed Use (MX2): • **Building Stories**: The project proposes 9 stories with a maximum height of 93 ft, whereas the MX2 district with Mediterranean Bonus II allows up to 8 stories with a height of 97 ft. The proposed building remains below the maximum permitted height and incorporates step-backs and tiered massing to reduce perceived scale and provide a transition toward adjacent properties. The additional flexibility allows for a more efficient building layout and contributes to the provision of open space and integrated site design. It also allows the Project to incorporate active liner uses to screen the internal parking garage along all frontages. • **Ground floor transparency**: Approximately 27% ground floor is glazed with windows along the Phoenetia Avenue frontage, which is below the 60% transparency requirement for the underlying zoning district. The reduced transparency is limited to a single frontage and is associated with back-of-house, service, access, and operational functions. The remaining frontages incorporate active uses and pedestrian-oriented design elements, maintaining an overall

		activated streetscape. The placement of these functions along Phoenetia Avenue helps minimize impacts on primary frontages and supports a more cohesive site design. The historic Women's Club building located across the street similarly places its loading and back-of-house operations along Phoenetia Avenue. Accordingly, the proposed reduced transparency along this limited frontage is consistent with the existing context and maintains neighborhood compatibility.
3.	The extent to which the proposed plan meets the requirements and standards of the PAD regulations.	The proposed PAD meets the applicable requirements and standards of the PAD regulations. The project presents a coordinated site plan that integrates residential and educational uses, structured parking, and enhanced open space of 31% within a unified development. The design reflects a comprehensive planning approach, incorporating pedestrian-oriented features, landscaped areas, and context-sensitive building massing.
4.	The physical design of the proposed PAD and the manner in which said design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, provide for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment.	The physical design of the proposed PAD provides for adequate public services, vehicular circulation, and open space. Access is consolidated and designed to minimize conflicts between vehicles and pedestrians, while internalized parking reduces visual impacts along street frontages. The project includes landscaped open space areas, pedestrian pathways, and streetscape improvements that enhance walkability and the overall public realm. The site design also accommodates operational needs, including pick-up and drop-off activities for the school, within the property, reducing potential impacts on adjacent streets.
5.	The compatibility of the proposed PAD with the adjacent properties and neighborhood as well as the current neighborhood context including current uses.	The proposed PAD is compatible with the surrounding neighborhood context, which includes a mix of medium- to higher-intensity residential, office, and mixed-use development along the Ponce de Leon Boulevard corridor. The subject property serves as a transition between this corridor and adjacent residential areas. The project's scale, building height, and massing are generally consistent with nearby development, and design features such as step-backs and landscaping support compatibility with surrounding properties.
6.	The desirability of the proposed PAD to physical development of the entire community.	The proposed PAD contributes positively to the physical development of the community by facilitating the redevelopment of underutilized and aged buildings with a more integrated and higher-quality project. The development enhances the site through improved open space, pedestrian-oriented design, and a coordinated mix of uses. In addition, the project includes the retention and improvement of the on-site educational institution, which will be provided with updated facilities, supporting its continued operation as a community-serving use.
7.	The conformity of the proposed PAD with the goals and	The proposed PAD conforms with the Comprehensive Plan and the requested Future Land Use Map designation of "Commercial Mid-Rise

objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Plan.	Intensity." The project supports the Plan's objectives related to infill development, mixed-use land use patterns, and multimodal accessibility. The site's location along a major corridor and in proximity to transit supports an efficient land use pattern and reinforces the City's planning objectives.

Staff's Findings: Based upon the Findings of Fact provided herein, Staff finds the Application satisfies the provisions of the Zoning Code for the Planned Area Development (PAD). The proposed PAD is consistent with the applicable review standards, provides a coordinated and context-sensitive site design, and results in public benefits, including enhanced open space, improved pedestrian circulation, and the integration of residential and educational uses.

D. Conditional Use

This section of the report presents City Staff's evaluation of the Application and Findings of Facts for the requested conditional uses. The City's responsibility is to review the Application for consistency with the City's Comprehensive Plan Goals, Objectives and Policies and compliance with the Zoning Code and City Code.

Mediterranean Architectural Style

The proposed project was reviewed by the Board of Architects several times. The design received preliminary approval which included Mediterranean architectural style approval on October 19, 2023.

Traffic Impact Study

The Applicant's Trip Generation Analysis was reviewed by Public Works. The trip rates and resulting peak hour trip estimates in the statement are consistent with the ITE Trip Generation calculations. The results indicate that the peak hour trips would increase by more than 50 trips. As such, additional traffic impact analysis has been completed and accepted by Public Works on October 14, 2022, and is attached hereto. The results of the corridor and intersection capacity analyses determined that the proposed development traffic will not have a negative impact on the adjacent roadway network.

Encroachments

As reflected on the Applicant's submittal package to PZB prepared by Corwil Architects, the Project includes limited building encroachments along the southeast portion of Galiano Street. Specifically, the school's entrance canopy projects approximately 4'5" into the sidewalk and is elevated at a height of 15'8", thereby maintaining adequate clearance for pedestrian access and circulation along the public sidewalk.

Live/Work Units

As reflected on the Applicant's submittal package to PZB prepared by Corwil Architects, the Project includes sixteen (16) ground floor live-work units. As the site plan is developed, these live-work units will comply with the requirements of Section 3-210 of the Zoning Code.

Site Plan Information:

The project composed of a private school and live/work units meets the threshold of a lot exceeding 20,000 square feet requiring Conditional Use Review for the proposed mixed-use site plan. The purpose of the Mixed-Use District

is to encourage the construction of residential mixed-use projects that support a pedestrian-friendly environment within urban areas of Coral Gables.

Type	Allowed/Required	Proposed Zoning	Proposed Project
Area existing lot			1.49 acres or 64,778 sq. ft.
FAR	Special Use (S)	Mixed Use 2 (MX2)	Mixed Use 2 (MX2)
	FAR 1.0	FAR 3.5 (w/ Med Bonus)	FAR 3.5, or 226,193 sq. ft
Building height	45’	97’ (w/ Med Bonus)	93’
Number of stories	3 stories	8 stories	9 stories
Proposed Uses:			
Residential		186 units	184 units
		125 DU/acre	123.5 DU/acre
Live/Work			16 units
Ground Floor School			5,000 sq. ft
Parking			
Live/Work @ 1/unit+1/350 sq. ft		32	
Residential Units			
1BR, 88 units @1/unit		88	
2BR, 72 units @1.75/unit		126	
3BR, 24 units @2.25/unit		54	
School @ 1/FTE		40	
Total Parking		340	
Total Parking w/ Shared Parking Reduction		272	301
Open Space at ground level	22,672.3 sq. ft. (35%) of the site area	12,955.6 sq. ft (20%) of the PAD site area	20,508 sq. ft. (31.6%)

Setbacks	Current Zoning	Proposed Zoning	Proposed Project
	Special Use (S)	Mixed Use 2 (MX2)	Mixed Use 2 (MX2)
Primary street frontages (E Ponce De Leon Boulevard)	25 ft. NA	0 10 ft above 45 ft	10 ft. 10 ft above 45 ft
East street (Galiano Street)	15 ft. NA	0 10 ft above 45 ft	9 inch 10 ft above 45 ft
North street (Phoenetia Ave)	15 ft. NA	0 10 ft above 45 ft	0 10 ft above 45 ft
South street (Antilla Ave)	15 ft. NA	0 10 ft above 45 ft	8 inch 10 ft above 45 ft

Findings of Fact

This section of the report presents City Staff's evaluation of the Application and Findings of Facts. The City's responsibility is to review the Application for consistency with the City's Comprehensive Plan Goals, Objectives and Policies and compliance with the Zoning Code and City Code.

To provide an overview of the purpose and intent of the Conditional Use provisions, Zoning Code Section 14-203, "Purpose and Applicability" provides for the following:

> *"The purpose of providing for conditional uses within each zoning district is to recognize that there are uses which may have beneficial effects and serve important public interests, but which may, but not necessarily, have adverse effects on the environment, particularly residential areas, overburden public services, or change the desired character of an area. Individualized review of these uses is necessary due to the potential individual or cumulative impacts that they may have on the surrounding area or neighborhood. The review process allows the imposition of conditions to mitigate identified concerns or to deny the use if concerns cannot be resolved."*

A Conditional Use review must comply with Zoning Code Section 14-203.8, "Standards for Review" as follows:

STANDARD	STAFF EVALUATION
A. The proposed conditional use is consistent with and furthers the goals, objectives and policies of the Comprehensive Land Use Plan and furthers the purposes of these regulations and other City ordinances and actions designed to implement the Plan.	**Yes.** The proposed mixed-use project is consistent with and advances the Comprehensive Plan. The project supports infill redevelopment along a major corridor, promotes a mix of uses, and enhances walkability and multimodal accessibility. The development also incorporates a community-serving educational use, which contributes to the provision of institutional services within the surrounding area.
B. The available use to which the property may be put is appropriate to the property that is subject to the proposed conditional use and compatible with existing and planned uses in the area.	**Yes.** The proposed uses of residential, live/work, and the school are appropriate for the property and compatible with existing and planned uses in the area. The site is located along the Ponce de Leon Boulevard corridor, which is characterized by a mix of residential, office, and commercial uses. The integration of residential and educational components is consistent with the surrounding development pattern and planned land use framework. Specifically, the North Ponce Community Vision identifies a portion of the project site for a future neighborhood park, as proposed by the Applicant in the northeast corner of the site plan.
C. The proposed conditional use does not conflict with the needs and character of the neighborhood and the City.	**Yes.** The proposed conditional use is consistent with the needs and character of the neighborhood and the City to provide landscaped front yards. The project also introduces a coordinated development that enhances the site while maintaining compatibility with the surrounding context. The inclusion of pedestrian-oriented design features and open space supports the character of the area and contributes to the overall urban environment.
D. The proposed conditional use will not adversely or unreasonably affect the use of other property in the area.	**Yes.** The proposed conditional use is not expected to adversely or unreasonably affect the use of surrounding properties. The project is designed with consideration of adjacent uses, and features such as internalized parking, controlled access points, and site planning help

	minimize potential impacts on neighboring properties.
E. The proposed use is compatible with the nature, condition and development of adjacent uses, buildings and structures and will not adversely affect the adjacent uses, buildings or structures.	**Yes.** The proposed development is compatible with the nature and scale of adjacent uses, buildings, and structures. The project's building height and massing are generally consistent with nearby development, and design elements such as step-backs and landscaping support a transition to surrounding properties. Landscaped front yards on Antilla and Galiano are compatible with the apartment buildings across the street.
F. The parcel proposed for development is adequate in size and shape to accommodate all development features.	**Yes.** The subject property is adequate in size and shape to accommodate the proposed development. The approximately 1.5-acre site allows for the integration of building structures, parking, access, open space, and circulation in a manner that supports a cohesive and functional development plan.
G. The nature of the proposed development is not detrimental to the health, safety and general welfare of the community.	**Yes.** The proposed conditional use is not detrimental to the health, safety, or general welfare of the community. The project incorporates appropriate site design, circulation, and operational features that support safe access and functionality. The inclusion of an educational use and pedestrian-oriented design further contributes to the overall community benefit.
H. The design of the proposed driveways, circulation patterns and parking is well defined to promote vehicular and pedestrian circulation.	**Yes.** The design of driveways, circulation patterns, and parking is well-defined and supports both vehicular and pedestrian movement. Access is consolidated to improve circulation efficiency, and internalized parking reduces conflicts along public frontages. Pedestrian pathways and streetscape improvements further enhance walkability and connectivity.
I. The proposed conditional use satisfies the concurrency standards of Section 14-218 and will not adversely burden public facilities, including the traffic-carrying capacities of streets, in an unreasonable or disproportionate manner.	**Yes.** Based on preliminary review, the project is not expected to adversely burden public facilities, including the traffic-carrying capacity of adjacent streets, in an unreasonable or disproportionate manner. Any required improvements will be addressed during subsequent stages of review.

Staff's Findings: Based upon the Findings of Facts provided herein, Staff finds the Application satisfies the provisions of the Zoning Code for the Mixed-Use Site Plan. Staff review finds that the proposed plans and Staff's recommended conditions of approval incorporate measures to mitigate potentially negative impacts that could have adverse effects on neighboring properties.

Consistency Evaluation of the Comprehensive Plan (CP) Goals, Objectives and Policies

This section provides those CP Goals, Objectives and Policies applicable to the Application and the determination of consistency:

REF. NO.	COMPREHENSIVE PLAN GOAL, OBJECTIVE AND POLICY	STAFF REVIEW
1	**Goal FLU-1.** Protect, strengthen, and enhance the City of Coral Gables as a vibrant community ensuring that its neighborhoods, business opportunities, shopping, employment centers, cultural activities, historic value, desirable housing, open spaces, and natural resources make the City a very desirable place to work, live, and play.	Complies
2	**Objective FLU-1.1.** Preserve Coral Gables as a "placemaker" where the balance of existing and future uses is maintained to achieve a high quality living environment by encouraging compatible land uses, restoring and protecting the natural environment, and providing facilities and services which meet or exceed the minimum Level of Service (LOS) standards and meet the social and economic needs of the community through the Comprehensive Plan and Future Land Use Classifications and Map (see FLU-1: Future Land Use Map).	Complies
3	**Objective FLU-1.7.2.** The City shall continue to enforce the Mediterranean architectural provisions by providing incentives for infill and redevelopment that address, at a minimum, the impact on the following issues: • Surrounding land use compatibility • Historic resources • Neighborhood identity • Public facilities including roadways • Intensity/density of the use • Access and parking • Landscaping and buffering	Complies
4	**Policy FLU-1.10.2.** The City shall continue to maintain regulations consistent with the Comprehensive Plan which regulate the use and development of land in a manner which, at a minimum, provides for land use consistent with the Future Land Use Plan map series, interpretive text and Land Use Element goal, objectives and policies; regulate the subdivision of land; regulate signage; regulate development and use in areas subject to seasonal or periodic flooding, provide for stormwater management; open space and regulate on-site traffic flow and parking.	Complies
5	**Policy FLU-1.11.1.** Maintain and enforce effective development and maintenance regulations through site plan review, code enforcement, and design review boards and committees.	Complies
6	**Objective DES-1.1.** Preserve and promote high quality, creative design and site planning that is compatible with the City's architectural heritage, surrounding development, public spaces and open spaces.	Complies
7	**Policy DES-1.2.1.** Continue the award of development bonuses and/or other incentives to promote Coral Gables Mediterranean design character providing for but not limited to the following: creative use of architecture to promote public realm improvements and pedestrian amenities; provide a visual linkage between contemporary architecture and the existing and new architectural fabric; encourage landmark opportunities; and creation of public open spaces.	Complies
8	**Goal HOU-1.** Provide a supply of housing that addresses the City's needs that shall include a variety of housing opportunities for all income ranges, provide housing diversity to enhance the City's social and economic growth and continue to be a distinctive, diverse, attractive and desirable place to live.	Complies

REF. NO.	COMPREHENSIVE PLAN GOAL, OBJECTIVE AND POLICY	STAFF REVIEW
9	**Objective HOU-1.5.** Support the infill of housing in association with mixed use development	Complies
10	**Policy HOU-1.2.6.** New development shall be compatible with adjacent established residential areas.	
11	**Policy HOU-1.2.7.** New housing shall be designed and located that ensures the preservation of the unique character of the City's existing neighborhoods.	Complies
12	**Policy MOB-1.1.1.** Promote mixed use development to provide housing and commercial services near employment centers, thereby reducing the need to drive.	Complies
13	**Policy MOB-1.1.2.** Encourage land use decisions that encourage infill, redevelopment and reuse of vacant or underutilized parcels that support walking, bicycling and public transit use.	Complies
14	**Policy MOB-1.1.4.** Support incentives that promote walking, bicycling and public transit and those that improve pedestrian and bicycle access to/and between local destinations such as public facilities, governmental facilities, schools, parks, open space, employment centers, downtown, commercial centers, high concentrations of residential, private/public schools, University of Miami and multimodal transit centers/stations.	Complies
15	**Policy MOB-1.1.5.** Improve amenities within public spaces, streets, alleys and parks to include the following improvements: seating; art; architectural elements (at street level); lighting; bicycle parking; street trees; improved pedestrian crossing with bulb-outs, small curb radii, on-street parking along sidewalks, pedestrian paths and bicycle paths to encourage walking and cycling with the intent of enhancing the feeling of safety.	Complies

Staff Comments: The above evaluation indicates that requests for Small Scale Comprehensive Plan Map Amendments, Zoning Code Map Amendment, Planned Area Development (PAD), and Conditional Use for the Crystal Residences project are consistent with the Comprehensive Plan's goals, objectives, and policies as determined by Staff.

Specifically, the project supports Goal FLU-1 by contributing to a vibrant community through the integration of residential, educational, and open space components. It advances Objective FLU-1.1 and related policies by promoting compatible land use patterns, enhancing site design, and maintaining appropriate levels of service. The proposal is also consistent with Objective DES-1.1 and Policy DES-1.2.1, as it incorporates high-quality design, Mediterranean architectural character, and pedestrian-oriented features that enhance the public realm.

In addition, the project furthers housing-related goals and policies (Goal HOU-1 and Objective HOU-1.5) by contributing to the supply of housing in an infill location and ensuring compatibility with surrounding residential areas. It supports mobility policies (Policies MOB-1.1.1, MOB-1.1.2, and MOB-1.1.4) by promoting mixed-use development, walkability, and proximity to transit, thereby encouraging reduced vehicle reliance. The project also aligns with Policy MOB-1.1.5 by enhancing streetscape elements and pedestrian amenities that improve the overall public environment.

Therefore, Staff's determination is that this application is consistent with the Comprehensive Plan Goals, Objectives and Policies that are identified is based upon compliance with conditions of approval recommended by Staff and proffered by the Applicant.

4. REVIEW TIMELINE AND PUBLIC NOTIFICATION

City Review Timeline

The submitted applications have undergone the following City reviews:

REVIEW COMMITTEES AND BOARDS	DATE
Development Review Committee	01.28.22
Board of Architects	12.15.22 02.29.23 04.27.23 06.29.23 10.19.23
Planning and Zoning Board	06.17.26
City Commission – 1st Reading	TBD
City Commission – 2nd Reading	TBD

Department	DRC 01.28.22	Board of Architects 12.15.22, 02.29.23, 04.27.23, 06.29.23, 10.19.23	Staff Meeting 03.31.26	Comments Provided
Historical Resources and Cultural Arts	X		X	Y
Art in Public Places	X		X	Y
Parking	X		X	Y
Police	X		X	Y
Fire	X		X	Y
Public Works Engineering	X		X	Y
Public Works Utilities	X		X	Y
Public Works (Transportation)	X		X	Y
Public Works Greenspace Management	X		X	Y
Zoning	X		X	Y
Planning	X		X	Y
City Architect	X	X		Y
Building	X			Y

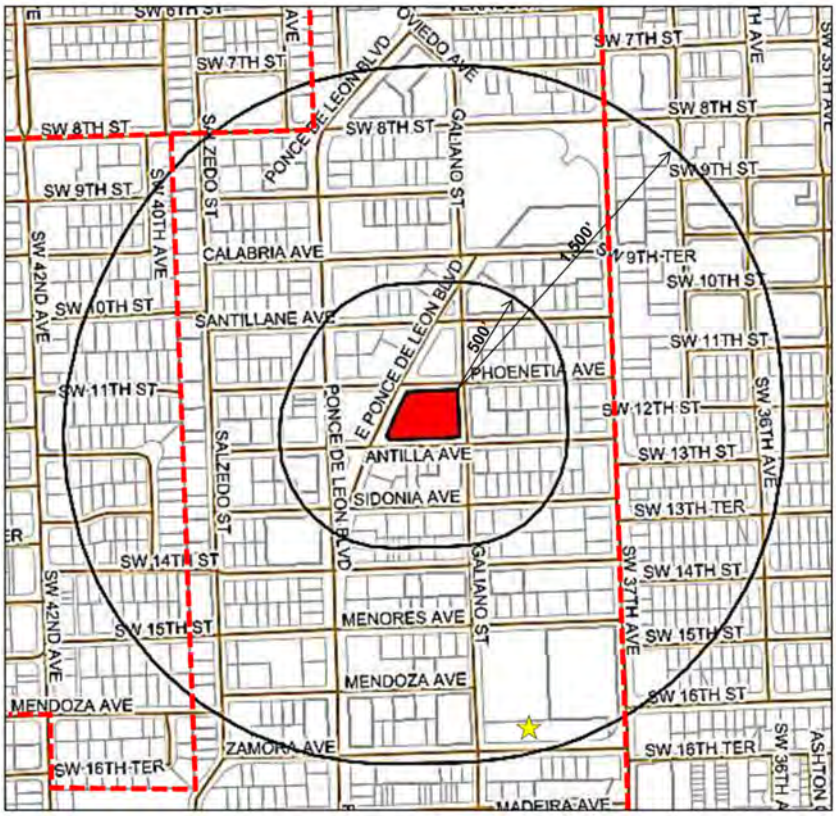
Public Notification and Comments

The Applicant held neighborhood meetings on May 4, 2026, with notification to all property owners within 1,500 feet of the property. A copy of each meeting invitation and attendance list is on file with the Planning Division. Summaries of the meetings are provided under Attachment A.

Article 15, "Notices," Section 15-100 of the Zoning Code requires notification be provided to all property owners

within 1,500 feet of the property within City limits, and within a five hundred (500) foot radius of the property beyond the City limits. The notice indicates the following: applications filed; public hearing dates/time/location; where the application files can be reviewed; and provides for an opportunity to submit comments. There were 2,346 notices, including 9 internationally mailed on June 4, 2026 to notify property owners of the Planning and Zoning Board meeting. A copy of the notice is provided as Attachment C. A map of the notice radius is provided below, with the City limits illustrated in a dashed red line.

Notification Radius Map



The following has been completed to solicit input and provide notice of the Application:

PUBLIC NOTICE	DATE
Applicant neighborhood meeting	05.04.26
Mailed Notification for PZB meeting	06.04.26
Legal advertisement	06.05.26
Sign posting of property	06.05.26
Posted Staff report on City web page	06.12.26

4. STAFF RECOMMENDATION AND CONDITIONS OF APPROVAL

1. *An Ordinance of the City Commission of Coral Gables, Florida amending the Future Land Use Map and Mixed Use Overlay District Map of the City of Coral Gables Comprehensive Plan pursuant to Zoning Code Article 14, "Process," Section 14-213, "Comprehensive Plan Text and Map Amendments," and Small Scale amendment*

procedures (ss. 163.3187, Florida Statutes), from "Religious/Institutional" to "Commercial Mid-Rise Intensity" and to include within the boundaries of the North Ponce Mixed Use District Overlay, Block 21, Revised Plat of Coral Gables Douglas Section (110 Phoenetia Avenue), Coral Gables, Florida; providing for a repealer provision, severability clause, and an effective date.

Staff recommends **Approval.**

2. *An Ordinance of the City Commission of Coral Gables, Florida making Zoning District boundary changes pursuant to Zoning Code Article 14, "Process," Section 14-212, "Zoning Code Text and Map Amendments:" 1) from "Special Use" to "Mixed Use 2", and 2) to include within the boundaries of the North Ponce Mixed Use District Overlay, Block 21 Revised Plat of Coral Gables Douglas Section (110 Phoenetia Avenue), Coral Gables, Florida; providing for a repealer provision, severability clause, and an effective date.*

   Staff recommends **Approval.**

3. *An Ordinance of the City Commission of Coral Gables, Florida granting approval of a Planned Area Development (PAD) pursuant to Zoning Code Article 14, "Process," Section 14-206, "General Procedures for Planned Area Development" for a mixed-use project referred to as "Crystal Residences," including a private school, on property legally described as Block 21, Revised Plat of Coral Gables Douglas Section (110 Phoenetia Avenue), Coral Gables, Florida; superseding Ordinance No. 1909 and Ordinance No. 2962; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date.*

   Staff recommends **Approval, with conditions.**

4. *A Resolution of the City Commission of Coral Gables, Florida, requesting Mixed-Use Site Plan Review and an Encroachment Agreement pursuant to Article 14, "Process" Section 14-203, "Conditional Uses," for a proposed mixed-use project, referred to as "Crystal Residences," including a private school and live/work units; on property legally described as Block 21, Revised Plat of Coral Gables Douglas Section (110 Phoenetia Avenue), Coral Gables, Florida; superseding Ordinance No. 1909 and Ordinance No. 2962, to permit the current accessory school as a principal use; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date.*

   Staff recommends **Approval, with conditions.**

Conditions of Approval

In furtherance of the Comprehensive Plan's Goals, Objectives and Policies, and all other applicable Zoning Code and City Code provisions, the recommendation for approval of the proposed project is subject to all of the following conditions of approval. Additional conditions of approval may be added to this list prior to Commission review.

1. **Application/Supporting Documentation. Construction of the proposed project shall be in substantial conformance with all of the following:**
   a. The Applicant's submittal package to PZB prepared by Corwil Architects. to include:

i. Maximum building height shall not exceed 9 stories/93ft.
ii. Total square footage 226,193 square feet
iii. Sixteen (16) ground floor live-work units
iv. Approximately 5,000 square feet ground floor educational space for Crystal Academy
v. 184 upper-level residential units
vi. 20,508 square feet (31.6%) of total on-site open space
vii. 301 total parking spaces

b. Applicant shall coordinate with the City Architect to revise the frontage type on Antilla Avenue from arcade/loggia design to stoops/porches with front yards.
c. Applicant shall provide 18" minimum setback along Phoenetia Avenue for landscaping.
d. All representations preferred by the Applicant's representatives as a part of the review of the Application at public hearings.

2. **Restrictive covenant.** The Applicant, property owner(s), its successors or assigns shall submit a restrictive covenant for City Attorney review and approval outlining all conditions of approval as approved by the City Commission prior to building permit issuance. It is recognized that the requirements contained in the restrictive covenant constitute regulatory conditions of approval and shall survive as regulatory conditions of approval even if the restrictive covenant is later found to be void or unenforceable.

3. **Prior to issuance of the first Building Permit,** Applicant shall:
   a. **Impact Fees.** The Applicant shall include the payment of all applicable City of Coral Gables impact fees, sewer capacity fees and service charges prior to the issuance of a building permit. No impact fee shall be waived.
   b. **Off-site improvements and landscape requirements.** Provide all necessary plans and documents for proposed off-site and public realm improvements, subject to Miami-Dade County approval. Provided landscape shall exceed requirements provided in Article 6 of the Coral Gables Zoning Code. Minimum tree planting height in the right-of-way shall exceed sixteen (16) feet, three-and-a-half (3.5) inch caliper, and regularly spaced at 25 to 35 feet on-center. Tree species shall be consistent with the streetscape master plan or existing street species, as deemed appropriate by the Greenspace Management Division. Silva cells under sidewalks near proposed trees shall be provided at 32" minimum in depth within the public right-of-way and subject property.
   c. **Art in Public Places.** Applicant shall provide a complete and notarized copy of the Project Value Application to the City. Prior to the issuance of the first Building Permit, applicant must make the required contribution to the appropriate Art in Public Places fund or receive approval for a waiver in accordance with the requirements of Article 9-103(B).
   d. **On-street parking.** Payment shall be provided by Applicant, its successors or assigns according to established City requirements for the loss of any on-street parking spaces as a result of the project. Payment for loss of on-street parking as a result of the proposed off-site bumpouts will not be required.
   e. **Parking Garage Design.** The parking garage openings shall be screened so that interior lights and car headlights are not visible from surrounding properties and rights-of-way.
   f. **Ground Floor Design.** The ground floor of all sides of all buildings shall continue to be designed to optimize pedestrian activity and access with a continuous and leveled sidewalk through the proposed curbcuts and driveways. Front yards shall be designed consistent with the landscape standards of the North Ponce Neighborhood Conservation District Overlay with maximum landscape area. Fences, walls, and hedges will be prohibited.
   g. **Drainage.** All stormwater runoff must be retained on site, and drainage improvements within the right-of-way may be required at the Applicant's expense.

h. **Encroachment Agreement and Covenant.** All encroachments illustrated in the Applicant's submittal package, including the southwest corner roof overhang, special treatment sidewalks, decorative pavers, landscaping, irrigation, street lighting, landscaping lighting, and any other encroachments into, onto, under and over the right of way as shown in the site plan are approved by the City Commission in in the Site Plan approval and a Hold Harmless agreement must be executed approving the encroachments. Execute and record a restrictive covenant regarding encroachments and utilities in, below and above the public rights-of-way, in a form acceptable to the Public Works Director, the Risk Management Division, and the City Attorney, which shall include the precise locations and dimensions of the proposed areas of all encroachments. It is recognized that the requirements contained in the restrictive covenant constitute regulatory conditions of approval and shall survive as regulatory conditions of approval even if the restrictive covenant is later found to be void or unenforceable.

i. **Bond to Restore Project Property**. Provide to the City a surety bond, or other form of security deemed acceptable by the City, covering the estimated maximum cost of the full restoration of the Property under construction, including installation of sod and landscaping to City Code standards, and removal of all construction fencing.

j. **Bond for Offsite Improvements.** Provide to the City a surety bond, or other form of security deemed acceptable by the City, in the amount of 100% of the estimated total hard and soft cost of all Offsite Improvements as determined by the Public Works Director.

k. **Construction Notices.** Provide written notice to all properties within one thousand (1,000) feet of the project boundaries providing a specific liaison/contact person for the project including the contact name, contact telephone number and email, to allow communication between adjacent neighbors or interested parties of construction activities, project status, potential concerns, etc.

l. **Construction staging.** Submit a construction staging plan to the Building Division. A checklist of requirements shall be provided upon request. Construction phasing/staging shall maintain pedestrian access and circulation along Ponce de Leon Boulevard. No equipment, outriggers, tracks, tires, RTU or vehicles permitted within the sidewalk area at any time.

m. **Electric Vehicle Charging.** As voluntarily proffered, the Applicant shall provide a minimum of 10 of the required off-street parking spaces to be equipped with an electric vehicle (EV) charging station. Additionally, 25 of the required off-street parking spaces shall be "EV-Ready," and 30 Capable shall be "EV-Capable." The remaining parking spaces shall have sleeving to allow for future installation of EV charging infrastructure.

n. **Underground overhead utilities.** Applicant shall provide all necessary plans and documents to underground all utilities abutting to the property, subject to review and approval by the Directors of Public Works, Landscape Services, and Planning and Zoning.

4. Prior to issuance of the first Certificate of Occupancy or Temporary Certificate of Occupancy / Completion, Applicant shall:

a. **Sustainability Certification.** The developer/owner/contractor shall provide the City with a performance bond, cash or irrevocable letter of credit payment (Green Building Bond) in the amount of three (3%) percent of the master building permit construction cost value.

b. **Underground utilities.** Complete the undergrounding of all utilities, subject to review and approval by the Directors of Public Works, Landscape Services, and Planning and Zoning.

c. **Art in Public Places.** The Applicant shall comply with all City requirements for Art in Public Places.

d. **Bicycle/Pedestrian Plan.** The bicycle routes on Ponce de Leon Boulevard shall comply with the City's Bicycle Pedestrian Master Plan to be designed as a Bike Lane, to be reviewed and approved by the Public Works Director. All driveways shall be designed with a flare-style curb cut with a continuous and level sidewalk through each driveway to create a pedestrian-friendly environment.

Proposed crosswalk(s) across Ponce de Leon Boulevard shall be installed to increase pedestrian safety.

e. **Right-of-way and public realm improvements.** Install all right-of-way improvements, including the intersection improvements, pedestrian crossings, and streetscape beautification, subject to review and approval by Public Works Department and the Planning and Zoning Division. Any changes to and departures from the right-of-way and public realm improvements identified via the permitting process shall be subject to review and approval by Directors of Public Works, Landscape Services, Planning and Zoning, and Parking.

f. **Publicly Accessible Open Spaces Easement.** Execute and record a Publicly Accessible Open Spaces Easement Agreement between the City and the Owner for the corner park, the covered walkway and the courtyard. The Easement Agreement shall include the following:

i. The courtyard and covered walkway shall be accessible to the public from dawn to dusk, daily and the corner park shall be accessible to the public after school hours.

ii. All open spaces and any associated park furniture and amenities shall be maintained by the applicant or their successor in perpetuity, at a standard comparable to City parks such as Ingraham Park or Merrick Park.

iii. Hammock use and any other associated lines are not permitted.

5. Following issuance of the first Certificate of Occupancy, Applicant shall:

a. **Sustainability Certification.** Within two years of the issuance of a Final Certificate of Occupancy, the building must achieve Green Building certification per Section 7-102 of the Zoning Code.

i. The City will hold the Green Building Bond for the time necessary for the green certification, or equivalent, to be issued for twenty-four (24) months after issuance of the Certificate of Occupancy or Completion unless extended by the City Manager for good cause; whichever occurs first. Upon receiving final documentation of certification from the developer/owner/contractor, the City shall release the full amount of the bond within thirty (30) days.

ii. If the developer/owner/contractor is unable to provide proof of green certification, or equivalent, within twenty-four (24) months after issuance of the Certificate of Occupancy or Completion or such extended period as approved by the City Manager, the full amount of the Green Building Bond shall be forfeited to the City. Any proceeds from the forfeiture of the bond under this section shall be allocated toward funding Sustainability Master Plan initiatives.

b. **Traffic Monitoring**. At the Applicant's expense, the City shall perform an annual traffic monitoring study for three years beginning one year from the issuance of the first Temporary Certificate of Occupancy at locations to be determined by the Public Works Director. If the Public Works Director determines that livability improvements are warranted on any of these roadways, the Applicant shall construct or pay for any physical livability improvements required by these studies within one year of the completion of these studies, as approved by the Public Works Director, in an amount not to exceed $200,000.

c. **School Operation**. The school is subject to the following conditions and restrictions:

i. That the maximum number of students permitted to attend the school shall be limited to seventy-five (75).

ii. That the school shall meet all applicable requirements of Florida Law.

iii. That the school shall operate in substantial conformance with the School Site Operations map prepared by Kimley-Horn, as provided by the Applicant and approved by the City.

6. ATTACHMENTS

A. Applicant's submittal package.
B. Traffic Impact Study.
C. Ordinance No. 1909 & Ordinance No. 2962.
D. Notice mailed to all property owners within 1,500 feet of the property.
E. Public Comments.
F. PowerPoint Presentation.

Please visit the City's webpage at www.coralgables.com to view all Application materials, notices, applicable public comments, minutes, etc. The complete Application and all background information also is on file and available for examination during business hours at the Planning and Zoning Division, 427 Biltmore Way, Suite 201, Coral Gables, Florida, 33134.

Respectfully submitted,

Jennifer Garcia, AICP, CNU-A
Assistant Director of Development Services
for Planning and Zoning
City of Coral Gables, Florida

CITY OF CORAL GABLES

- MEMORANDUM -

TO: Sergio Pino
DEVELOPER

DATE: October 14, 2022

FROM: Mairelys Gensler, E.I.
TRANSPORTATION ENGINEER

SUBJECT: Century Crystal Group, LLC Development

Proposed Development: Century Crystal Group Development – Residential/church/school

Contents of Development: 9-story building with 193 residential units, 60-student school, and a 7,805 SF church

Proposed Location: 110 Phoenetia Ave/ 1101 E Ponce de Leon Blvd, Coral Gables, Florida

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Resolution

The City of Coral Gables Public Works Department reviewed the information, comments provided by the consultants, and revised traffic study. Based on the City's review, the traffic study for the proposed development at 110 Phoenetia Ave/ 1101 E Ponce de Leon Blvd meets the requirements stated within City of Coral Gables *Ordinance 2018-09* and applicable TIS Standards.

Based on the traffic study's findings, it is recommended that Century Crystal Group conduct the following:

- Complete a traffic circulation plan during the school arrival and dismissal time to accommodate oncoming traffic and mitigate expected excess queues during the school dismissal time.
- Coordinate with Miami-Dade County Traffic Signals and Signs Division to discuss and/or adjust standard times for All-Red and Yellow Change intervals as needed for various intersections listed in the analysis.
- Coordinate with Miami-Dade County Traffic Signals and Signs Division to review signal timing of various intersections based on the results of the intersection capacity analysis.

These items should be addressed before the project can move forward.

Should there be any changes or questions, please contact the Project Manager, Mairelys Gensler at mgensler@coralgables.com.

OCTOBER 11, 2022

CRYSTAL DEVELOPMENT

TRAFFIC IMPACT STUDY

A&P
A CHA Company

ENGINEER'S CERTIFICATION

PROJECT: Crystal Development – Traffic Impact Study

LOCATION: 110 Phoenetia Avenue, Coral Gables, FL 33134

Dima Poe, State of Florida, Professional Engineer, License No. 88878.
This item has been digitally signed and sealed by Dima Poe, P.E. on the date indicated here.
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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1 INTRODUCTION

1.1 Project Background

The proposed development will be a mixed-use development located at 110 Phoenetia Avenue in Coral Gables, Florida. It will replace a 7,805 SF church and 60-student special needs school (to be relocated within the new development). It will consist of 184 dwelling units, 16 live/work units, a 60-student school, and a seven-level parking garage. Its location will be within a Traffic Concurrency Exemption Area in the Gables Redevelopment Infill District (GRID). A location map of the development is provided in **Figure 1**.

Access to the site will be provided through a one-way inbound only driveway located on Antilla Avenue and a one-way outbound only driveway on Phoenetia Avenue. A school drop off/pick up area will be included inside the development north of the one-way inbound only driveway on Antilla Avenue. The one-way inbound only driveway on Antilla will be gated. The gate will be open during school operating hours (from 8:30 AM to 5:00 PM) and closed afterward. Access control will be provided when gate is closed. The project is expected to be completed by the year 2025. A site plan of the project is provided in **Appendix A**.

1.2 Study Objective

The purpose of this study is to conduct a traffic impact analysis of the proposed development on the adjacent roadway network. This study includes an analysis of the roadway and intersection capacity, trip generation, trip distribution, and queue analysis for the proposed development.

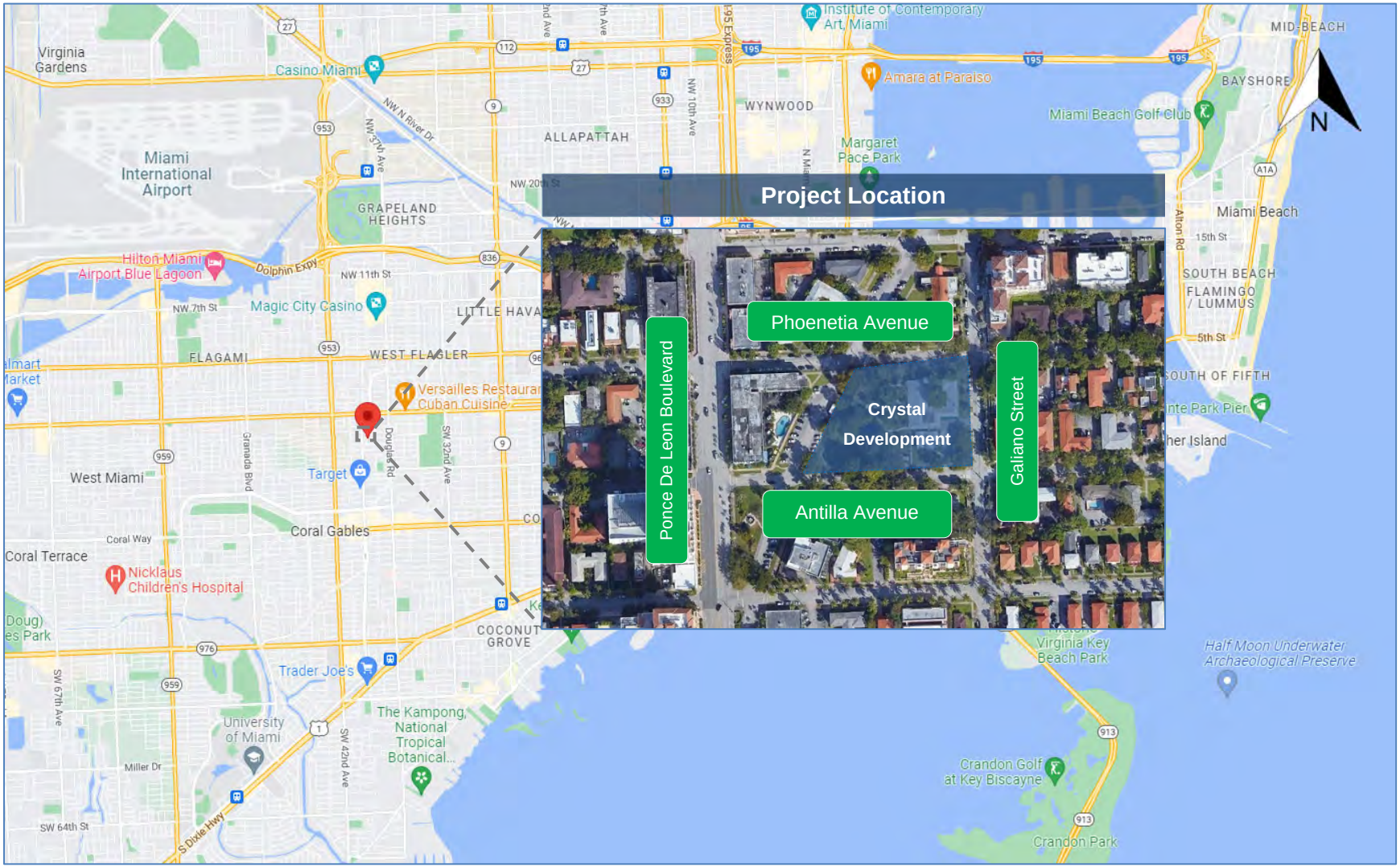


Figure 1. Location Map

1.3 Study Methodology

The study methodology is based upon the City of Coral Gables' Traffic Impact Study Process and Methodology document. The traffic impact study requirements were discussed with and approved by the City of Coral Gables at a methodology meeting held on May 23rd, 2022, with the developer. A summary of the study tasks and methodology is as follows:

Data Collection

- Collect 72-Hour vehicular traffic counts during typical weekdays (Tuesday, Wednesday, and Thursday), avoiding holidays, adverse weather events, school closures, special events, and/or incidents.
- Collect 6-Hour Turning Movement Counts (TMCs), two hours each during the AM, Midday, and PM peak periods, covering school arrival/dismissal times.
- Obtain and review all relevant documentation, including intersection signal data (check operations and clearances), traffic impact studies of previously committed developments, and a list of programmed projects within the vicinity of the development.
- Conduct field reviews during the AM and PM peak periods as well as during school arrival/dismissal times on a typical weekday to assess traffic operations at the adjacent roadway links, intersections, and identify any existing attractors/generators in the area.

Traffic Analysis

- Develop project-specific trip generation rates and distribute traffic along the surrounding roadway network.
- Develop future projected traffic volumes.
- Conduct level-of-service (LOS), arterial capacity and multimodal LOS analysis for existing and future conditions.
- Perform queue analysis for school drop-off/pick-up area and gate entrance.

2 DATA COLLECTION & EXISTING CONDITIONS

2.1 Seventy-Two-Hour Vehicular Traffic Counts

The seventy-two-hour vehicular traffic counts were collected from Tuesday, May 31st, 2022, to Thursday, June 2nd, 2022, at the following roadway segments adjacent to the project area:

- Ponce De Leon Boulevard between Antilla Avenue and Phoenetia Avenue
- Galiano Street between Antilla Avenue and Phoenetia Avenue
- Antilla Avenue between Ponce De Leon Boulevard and Galiano Street
- Phoenetia Avenue between Ponce De Leon Boulevard and Galiano Street

The counts revealed that overall peak hours of traffic were from 7:30 AM - 9:30 AM, 1:30 PM - 3:30 PM, and from 4:30 PM - 6:30 PM. The raw 72-hour counts are provided in **Appendix B**.

2.2 Six-Hour Turning Movement Counts (TMCs)

Six-hour turning movement counts (TMCs) were collected for the AM, Midday, and PM Peak hours (two hours per peak period) on June 1st, 2022, at the following intersections:

- SR 90/SW 8th Street and Ponce De Leon Boulevard (Signalized)
- Ponce De Leon Boulevard and Salamanca Avenue (Signalized)
- Ponce De Leon Boulevard and Antilla Avenue (Unsignalized)
- Ponce De Leon Boulevard and Phoenetia Avenue (Unsignalized)
- Galiano Street and Antilla Avenue (Unsignalized)
- Galiano Street and Phoenetia Avenue (Unsignalized)

Figure 2 provides a general location map of the intersections. Per review of the TMCs, the TMCs from the AM peak hour from 8:15 AM - 9:15 AM and PM peak hour from 5:00 PM - 6:00 PM were used for the analysis per having the highest volumes. The Florida Department of Transportation (FDOT) Peak Seasonal Conversion Factor (PSCF) of 1.14 was applied to the existing TMCs to account for seasonal variations. The TMCs were utilized in the capacity analysis for the existing conditions, as well as for future conditions with and without the development with an applied growth rate. The existing lane configuration and signalization for the analyzed intersections are shown in **Figure 3**. The existing AM and PM peak hour TMCs with the applied PSCF are shown in **Figure 4**. The raw TMC data are provided in **Appendix B**. The FDOT PSCF report is provided in **Appendix C**.

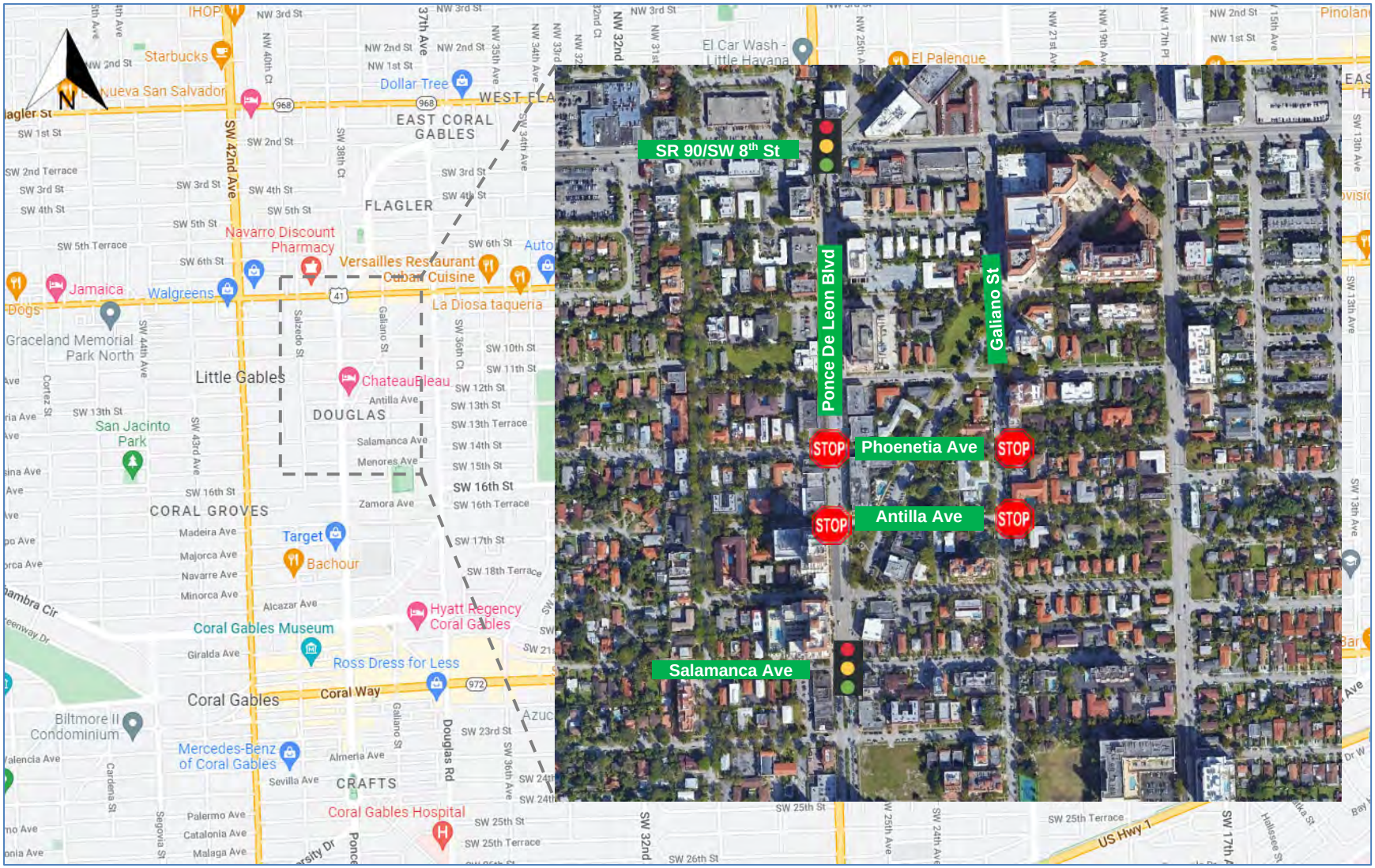


Figure 2. Intersection Location Map

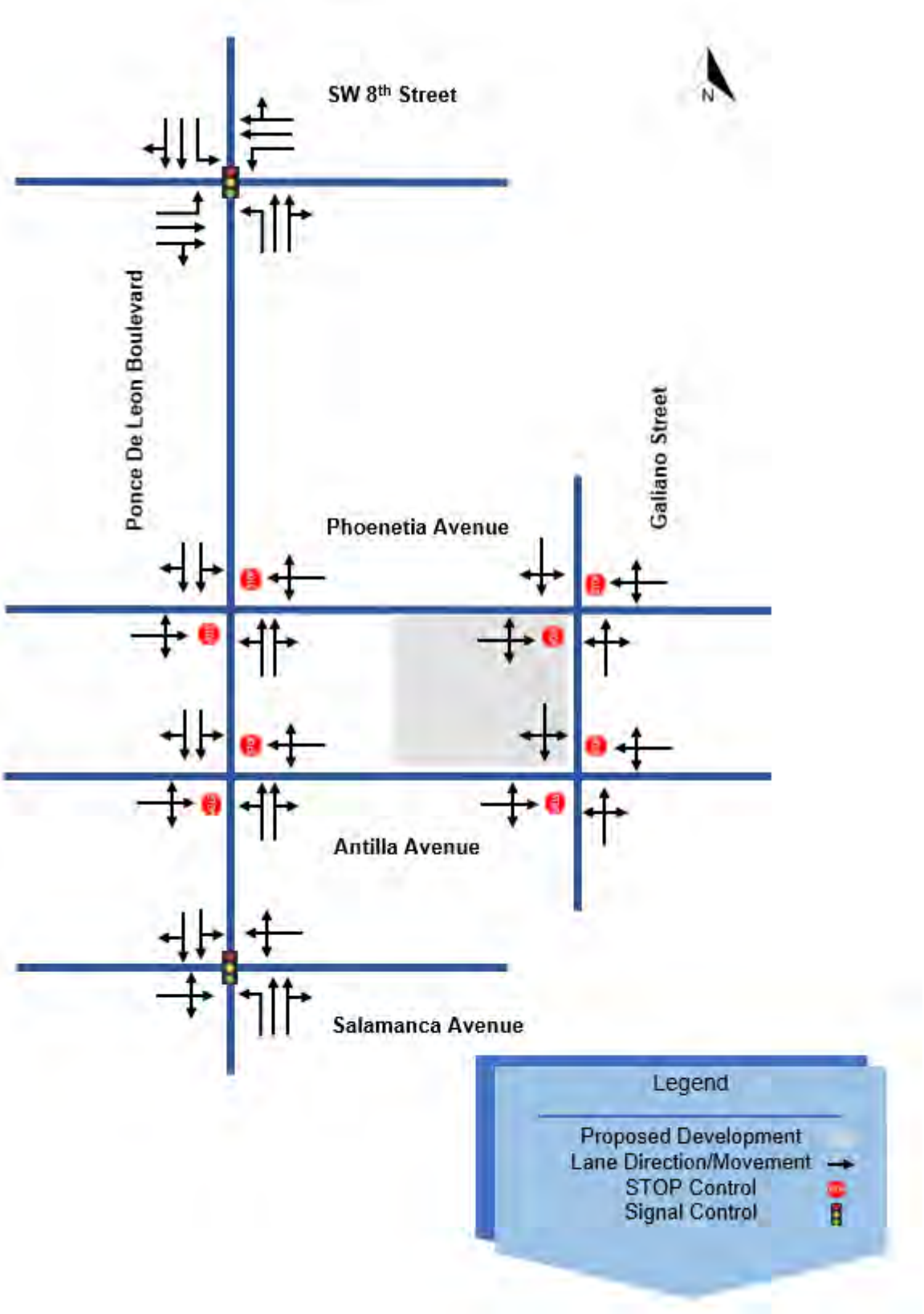


Figure 3. Existing Lane Configuration at Analyzed Intersections

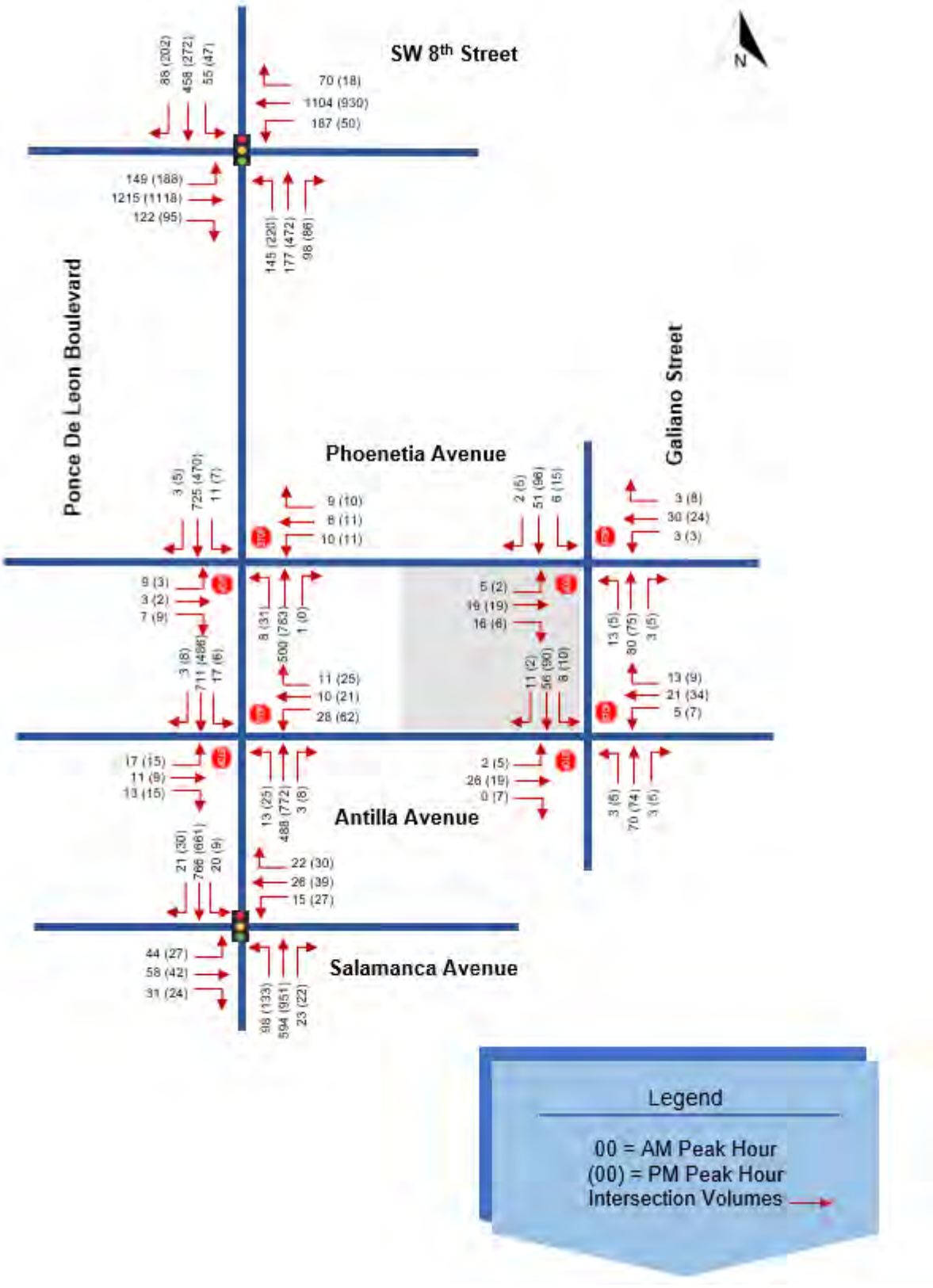


Figure 4. Existing Traffic Volumes (AM and PM Peak Periods)

2.3 Signalized Intersection Data

Signal timing data for the two signalized intersections within the study area was obtained from the Miami-Dade County's Traffic Signals and Signs Division (TS&S) - Department of Transportation and Public Works (DTPW). The two signalized intersections within the study area are semi-actuated; vehicle actuation is provided via loop detection, and pedestrian actuation via push buttons. The intersection of SR 90/SW 8th Street and Ponce De Leon Boulevard operates under six signal phases, while the intersection of Ponce De Leon Boulevard and Salamanca Avenue operates under two signal phases.

The traffic signal at SR 90/SW 8th Street and Ponce De Leon Boulevard is coordinated eastbound/westbound along SR 90/SW 8th Street with other traffic signals from SR 953/Le Jeune Road to SW 29th Court/SW 30th Avenue during both the AM and PM peak hours with a cycle length of 180 seconds. The traffic signal at Ponce de Leon Boulevard and Salamanca Avenue intersection is coordinated northbound/southbound along Ponce de Leon Boulevard with other traffic signals as the northern limit from Salamanca Avenue to Almeria Avenue during both the AM and PM peak hours with a cycle length of 190 seconds. The coordination of the intersection of Ponce De Leon Boulevard and Salamanca Avenue along the northbound/southbound section includes two pedestrian signals. The pedestrian signals are located between Zamora Avenue and Mendoza Avenue and between Minorca Avenue and Navarre Avenue. The pedestrian signal between Zamora Avenue and Mendoza Avenue is coordinated during the AM peak only, and the pedestrian signal between Minorca Avenue and Navarre Avenue is coordinated during the PM peak only.

A review of the All-Red Clearance Intervals and Yellow Change Intervals at the signalized intersections of Ponce De Leon Boulevard at Salamanca Avenue and SR 90/SW 8th Street was performed based on the ITE (Institute of Transportation Engineers) Method from Section 3.6.2 of the FDOT Traffic Engineering Manual, revised 2022 edition shown below, to verify that the controllers' safety parameters meet the minimum standards. The results are summarized in **Table 1**.

All-Red Clearance Intervals

$$R = \frac{W + L}{1.47\,V}$$

Where:
R: Length of red interval, sec

W: Width of the intersection measured from the near-side stop line, feet

L: Length of vehicle (Use 20 ft.)

V: Speed of approaching vehicles, mph

Yellow Change Intervals

$$Y = t + \frac{1.47\,V}{2(a + Gg)}$$

Where:
Y: Length of yellow interval, sec.

t: Perception-reaction time (use 1.4 sec.)

V: Speed of approaching vehicles, mph.

a: Deceleration rate in response to the onset of a yellow indication (use 10 ft. /sec2)

g: Acceleration due to gravity (use 32.2 ft. /sec^2)

G: Grade, with uphill positive and downhill negative (percent grade /100)

Table 1. Signal Change and Clearance Intervals

2625 – SR 90/SW 8th St & Ponce De Leon Blvd									
Current Timings									
Vehicular Movement		1	2	3	4	5	6	7	8
Function	Approach Direction	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
	Approach Posted Speed (MPH)	35	35	30	35	35	35	35	30
	All Red Distance (Feet)*	114	118	54	80	95	112	72	80
	Yellow Clearance	4	4	3.7	4	4	4	3.7	4
	All Red	2	2.7	2	2.4	2	2.7	2	2.4
Required/Recommended Timings									
Vehicular Movement		1	2	3	4	5	6	7	8
Function	Approach Direction	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
	Approach Posted Speed (MPH)	35	35	30	35	35	35	35	30
	All Red Distance (Feet)	114	118	54	80	95	112	72	80
	Yellow Clearance	4	4	3.7	4	4	4	4	3.7
	All Red	2.7	2.7	1.7	2.0	2.3	2.6	1.8	2.3

4107 - Ponce De Leon Blvd and Salamanca Ave									
Current Timings									
Vehicular Movement		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Function	Approach Direction		NBT		WBT		SBT		EBT
	Approach Posted Speed (MPH)		35		25		35		25
	All Red Distance (Feet)*		52		89		53		85
	Yellow Clearance		4		4		4		4
	All Red		2		2.7		2		2.7
Required/Recommended Timings									
Vehicular Movement		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Function	Approach Direction		NBT		WBT		SBT		EBT
	Approach Posted Speed (MPH)		35		25		35		25
	All Red Distance (Feet)		52		89		53		85
	Yellow Clearance		4		3.3		4		3.3
	All Red		1.4		3.0		1.5		2.9

*Measured using Google Earth Pro

The results showed that the current All-Red Clearance Intervals for the eastbound and westbound left turn movements at the intersection of Ponce De Leon Boulevard and SR 90/SW 8th Street did not meet minimum standard times. The results also showed that the westbound and eastbound thru movements at the intersection of Ponce De Leon Boulevard and Salamanca Avenue, did not meet the minimum standard times. The results also showed that the current Yellow Change Interval for the northbound left turn movement at the intersection of Ponce De Leon Boulevard and SR 90/SW 8th Street did not meet the minimum standard time. All other movements at both intersections met both the All-Red Clearance and Yellow Change Interval times. Coordination with Miami-Dade County Traffic Signals and Signs Division should be performed to discuss and/or adjust below standard times.

Additionally, the pedestrian clearance intervals were reviewed for all the marked crosswalks at both signalized intersections per MUTCD Chapter 4E – Pedestrian Control Features. The results are summarized in **Table 2**.

Table 2. Pedestrian Clearance Interval

2625 – SR 90/SW 8th St & Ponce De Leon Blvd			
Crossing	**Crossing Distance* (ft)**	**Calculated Ped Clearance (Crossing Distance/Walk Speed of 3.5 ft/s)**	**Existing Ped Clearance (FDW + Yellow + All Red) (Sec)**
North Crosswalk	100	29	29.7
South Crosswalk	91	26	29.7
East Crosswalk	60	17	18.4
West Crosswalk	58	17	18.4
4107 - Ponce De Leon Blvd and Salamanca Ave			
Crossing	**Crossing Distance* (ft)**	**Calculated Ped Clearance (Crossing Distance/Walk Speed of 3.5 ft/s)**	**Existing Ped Clearance (FDW + Yellow + All Red) (Sec)**
North Crosswalk	72	21	26.7
South Crosswalk	64	18	26.7
East Crosswalk	28	8	14
West Crosswalk	28	8	14

*Measured using Google Earth Pro

The results show that all pedestrian clearance times at both signalized intersections meet the minimum standard calculated pedestrian clearance time.

The signal timings sheets, Signal Operating Plan (SOP), Time of Day (TOD) schedule and signalization plan sketch for both signalized intersections are provided in **Appendix D**. Furthermore, the signal timing data for the AM and PM peaks were used to develop the existing and future scenarios in Synchro 11 for the capacity analyses.

2.4 Land Uses

The land uses in the vicinity of the development are residential. Commercial, office, institutional, park, and other residential uses are also within the vicinity of the study area.

2.5 Multimodal Facilities

A continuous sidewalk network, with curb and gutter, from the major roadway facilities to the development location is provided on both sides of Ponce de Leon Boulevard and SR 90/SW 8th Street. Crosswalks with pedestrian curb ramps, detectable warnings, countdown pedestrian signal heads, and pedestrian push buttons are provided at both signalized intersections. There are no bicycle facilities (exclusive bicycle lanes or shared bicycle pavement markings) in the

vicinity of the development. The development site can be accessed via transit through two different transit systems within the study network: Miami-Dade Metrobus (Route 8 along SR 90/SW 8th Street), and Coral Gables Trolley (along Ponce De Leon Boulevard and Galiano Street). There is a total of nine (9) bus stops within the study network: two (2) along SR 90/SW 8th Street (for Miami-Dade Metrobus Route 8), seven (7) along Ponce De Leon Boulevard (for Coral Gables Trolley). Miami-Dade County and City transit maps are provided in **Appendix E**.

2.6 Future Approved and Funded Transportation Projects

FDOT's Five Year Work Program was reviewed, two (2) upcoming projects in the vicinity of the proposed development were found:

- FM 440183-1: SR 90/SW 8th ST SIGNALIZED INTER. LIGHTING FM SW 62 AVE TO SE 1st Ave
  - ✓ Work Mix: Lighting
  - ✓ Letting Date: 02/17/2021
  - ✓ FDOT PM: Patrick Marchant

- FM 443917-1: SR 90/SW 8th STREET FROM EAST OF SW 42 AVENUE TO EAST OF SW 27 AVE
  - ✓ Work Mix: Resurfacing
  - ✓ Letting Date: 05/25/2022
  - ✓ FDOT PM: Joaquin De La Cruz

The Miami-Dade County 2045 Long Range Transportation Plan (LRTP) was also reviewed for any multimodal improvements for the roadways in the vicinity of the project. There is a transit project along SR 90/SW 8th Street for bus enhancement from Florida International University Modesto A. Maidique Campus (FIU-MMC) to Brickell MetroRail Station. There are two (2) proposed On-Road Bicycle Facility Improvement projects along Galiano Street from Ponce De Leon Boulevard to Alhambra Circle and from Alhambra Circle to SR 90/SW 8th Street. There is also one (1) On-Road Bicycle Facility Improvement project along Ponce De Leon Boulevard from SR 90/SW 8th Street to SR 968/West Flagler Street. However, all these projects are currently unfunded projects within the 2045 LRTP and thus were not included in the multimodal LOS analysis for future conditions.

Additionally, there is an upcoming City of Coral Gables median installation and roadway improvement project along Ponce De Leon Boulevard from Menores Avenue to Antiquera Avenue.

Excerpts from the FDOT Work Program, Miami-Dade's LRTP, and the proposed plans from the City of Coral Gables project are provided in **Appendix F**.

3 FIELD REVIEWS

Field reviews were conducted on Thursday, June 2nd, 2022, during the morning (AM) peak period from 8:00 AM to 9:00 AM and the afternoon (PM) peak period from 4:30 PM to 5:30 PM. The field review continued Tuesday, June 7th, 2022, during school arrival from 7:45 AM to 8:45 AM and school dismissal from 2:15 PM to 3:15 PM. The peak period field reviews focused on assessing traffic operations at the adjacent roadway links, intersections, and existing attractors/generators in the area. School arrival and dismissal field reviews focused on school drop off/pick area and impact on adjacent roadways. The key findings from each review are summarized in the next sections.

3.1 AM Peak Observations – Thursday, June 2nd, 2022 (8:00 AM to 9:00 AM)

- Low traffic volumes along adjacent roads to development (Phoenetia Avenue, Galiano Street, and Antilla Avenue)
- Moderate traffic volumes along Ponce De Leon Boulevard
- Efficient traffic operations at the signalized intersection of Ponce De Leon Boulevard and Salamanca Avenue
- Non-functioning pedestrian signal head (countdown portion) on the south-east corner of the intersection of Ponce De Leon Boulevard and Salamanca Avenue
- Some pedestrian activity at Ponce De Leon Boulevard and Salamanca Avenue intersection
- High traffic volumes along SR 90/SW 8th Street; mostly westbound traffic
- Exceeding capacity westbound approach at SR 90/SW 8th Street and Ponce De Leon Boulevard intersection with extended queues along SR 90/SW 8th Street reaching Galiano Street; efficient operations for all other approaches (clearing within one cycle and non-extensive queues)
- Westbound traffic queues at SR 90/SW 8th Street and Ponce De Leon Boulevard blocked the intersection for moments during the green phase
- Some pedestrian activity at SR 90/SW 8th Street and Ponce De Leon Boulevard intersection



Photo 1 – Westbound traffic queues on SR 90/SW 8th Street at Ponce De Leon Boulevard reaching Galiano Street



Photo 2 – Westbound traffic queues on SR 90/SW 8th Street at Ponce De Leon Boulevard momentarily blocking intersection

3.2 PM Peak Observations – Thursday, June 2nd, 2022 (4:30 PM to 5:30 PM)

- Low traffic volumes along adjacent roads to development (Phoenetia Avenue, Galiano Street, and Antilla Avenue)
- Moderate traffic volumes along Ponce De Leon Boulevard
- Efficient traffic operations at the signalized intersection of Ponce De Leon Boulevard and Salamanca Avenue
- Some pedestrian activity at Ponce De Leon Boulevard and Salamanca Avenue intersection
- High traffic volumes along SR 90/SW 8th Street
- Above capacity northbound and westbound approaches at SR 90/SW 8th Street and Ponce De Leon Boulevard intersection with extended queues along SR 90/SW 8th Street reaching Galiano Street and extended queues at Ponce De Leon Boulevard extending past Phoenetia Avenue; efficient operations for other approaches (clearing within one cycle and non-extensive queues)
- Westbound traffic queues at SR 90/SW 8th Street and Ponce De Leon Boulevard blocked the intersection for moments during the green phase
- Some pedestrian activity at SR 90/SW 8th Street and Ponce De Leon Boulevard intersection



Photo 3 – Westbound traffic queues on SR 90/SW 8th Street at Ponce De Leon Boulevard reaching Galiano Street



Photo 4 – Northbound traffic queues on Ponce De Leon Boulevard at SR 90/SW 8th Street reaching past Phoenetia Avenue



Photo 5 – Northbound traffic queues on Ponce De Leon Boulevard at SR 90/SW 8th Street reaching past Phoenetia Avenue

3.3 School Arrival Observations – Thursday, June 7th, 2022 (7:45 AM to 8:45 AM)

- Low traffic volumes on adjacent roadways (Phoenetia Avenue, Galiano Street, and Antilla Avenue)
- Vehicle on-street parking for employees
- Nearby school student bus pick up on NW corner of Galiano Street and Antilla Avenue
- Maximum two (2) vehicle queues at drop off/pick up area with some drop off parking; not reaching capacity



Photo 6 – Nearby school bus pick up at NW corner of Galiano Street and Antilla Avenue



Photo 7 – Maximum vehicle stacking of two (2) vehicles at drop off/pick up area

3.4 School Dismissal Observations – Thursday, June 7th, 2022 (2:15 PM to 3:15 PM)

- Low traffic volumes on adjacent roadways (Phoenetia Avenue, Galiano Street, and Antilla Avenue)
- Maximum six (6) vehicle queues at drop off/pick up area with some drop off parking; exceeding capacity into Antilla Avenue



Photo 8 – Maximum vehicle stacking of six (6) vehicles at drop off/pick up area extending into Antilla Avenue

4 EXISTING CONDITIONS ANALYSIS

Analysis of existing traffic conditions was performed for the AM and PM peak hour conditions on the roadway segments and each intersection within the study area. The following sections document the results of the Corridor Arterial Capacity Analysis and the Intersection LOS Analysis. **Appendix G** contains the Synchro and SimTraffic 11 output sheets for the corridor arterial and intersection capacity analyses.

4.1 Corridor Arterial Capacity Analysis

The corridor arterial capacity analysis was performed using the adjacent area to the proposed development modeled in Synchro 11. A total of 10 simulations were run via SimTraffic 11. The analyzed parameters were delay (in seconds), travel time (in seconds), and 95th percentile queues (in feet). **Table 3** presents the results of the analysis per adjacent roadway segment for the AM and PM peak periods.

Table 3. Existing Arterial Capacity Analysis - AM and PM Peak Hours

Segment	Direction	AM Peak Delay (sec)	AM Peak Travel Time (sec)	AM Peak 95th % Queues* (ft)	PM Peak Delay (sec)	PM Peak Travel Time (sec)	PM Peak 95th % Queues* (ft)
Ponce De Leon Boulevard between Antilla Avenue and Phoenetia Avenue	NB	0.30	5.70	36.00	3.30	8.70	121.00
	SB	0.50	5.90	27.00	0.40	5.80	21.00
Antilla Avenue between Ponce De Leon Boulevard and Galiano Street	EB	6.10	21.80	48.00	6.30	19.60	44.00
	WB	16.60	29.50	61.00	21.50	32.40	90.00
Phoenetia Avenue between Ponce De Leon Boulevard and Galiano Street	EB	5.40	13.60	46.00	5.50	14.20	45.00
	WB	5.90	16.90	45.00	19.00	33.80	55.00
Galiano Street between Antilla Avenue and Phoenetia Avenue	NB	0.20	6.00	10.00	0.10	6.20	7.00
	SB	0.20	6.10	6.00	0.10	6.40	7.00

*Maximum queue at approach

4.2 Intersection Level of Service Analysis

The intersection LOS was determined using Synchro 11 (HCM 6th Edition) for the AM and PM peak periods for the study intersections. The adopted maximum LOS for intersections and roadways is LOS E.

Signalized intersection LOS is stated in terms of average control delay per vehicle (in seconds) during a specified time period (e.g., weekday AM peak hour). LOS is measured based on many variables, including signal cycle length and traffic volumes with respect to intersection capacity and resulting queues.

Unsignalized intersection LOS is evaluated by intersection type: all-way stop, two-way stop, and roundabout control. In this study, only two-way stop-controlled intersections were analyzed.

Capacity analyses were performed at the six study intersections. **Table 4** presents the results of the existing conditions analysis for the weekday AM and PM peak hour periods.

Table 4. Existing Intersection LOS Analysis - AM and PM Peak Hours

Intersection	Intersection Type[1]	Direction	AM Peak LOS	AM Peak Delay (sec)	AM V/C*	PM Peak LOS	PM Peak Delay (sec)	PM V/C*
Ponce De Leon Boulevard at Salamanca Avenue	S	EB	F	89.20	0.77	F	90.40	0.70
		WB	F	81.10	0.38	F	90.90	0.71
		NB	A	4.00	0.22	A	3.70	0.34
		SB	A	4.00	0.30	A	3.00	0.26
		Intersection	B	13.40	-	B	11.70	-
Ponce De Leon Boulevard at Antilla Avenue	U	EB	D	30.20	0.24	D	28.20	0.22
		WB	D	29.70	0.27	F	79.20	0.76
		NB	A	0.30	0.02	A	0.50	0.03
		SB	A	0.30	0.02	A	0.20	0.01
Ponce De Leon Boulevard at Phoenetia Avenue	U	EB	C	24.40	0.10	C	17.90	0.05
		WB	C	22.60	0.12	D	32.30	0.21
		NB	A	0.20	0.01	A	0.50	0.03
		SB	A	0.20	0.01	A	0.20	0.01
SR 90/SW 8th Street at Ponce De Leon Boulevard	S	EB	C	28.40	0.69	C	23.30	0.60
		WB	C	27.90	0.84	C	21.50	0.48
		NB	F	113.00	1.18	F	174.20	1.60
		SB	F	98.70	0.93	F	82.50	0.85
		Intersection	D	48.80	-	E	63.10	-
Galiano Street at Antilla Avenue	U	EB	B	10.20	0.04	B	10.20	0.05
		WB	A	9.80	0.05	B	10.40	0.08
		NB	A	0.30	0.00	A	0.40	0.00
		SB	A	0.80	0.01	A	0.70	0.01
Galiano Street at Phoenetia Avenue	U	EB	A	9.80	0.05	B	10.30	0.04
		WB	B	10.30	0.06	B	10.40	0.05
		NB	A	1.00	0.01	A	0.40	0.00
		SB	A	0.80	0.00	A	1.00	0.01

[1]S = Signalized, U = Unsignalized; *Maximum V/C ratio at each approach

5 FUTURE TRAFFIC PROJECTIONS

The purpose of the analysis is to isolate the impacts of the traffic associated with the project from traffic due to population growth, proposed roadway improvements, and upcoming developments in the area.

The following sections describe the process used to determine future traffic and roadway conditions in the study area.

5.1 Background Traffic

Background traffic for this study was developed by applying a yearly growth rate to the seasonally adjusted 2022 traffic counts to estimate the background traffic for the year 2025, which is the year the project is expected to be completed.

The growth rate calculations were based on historical traffic counts (up to 2021) obtained from the FDOT Florida Traffic Online count stations in the vicinity of the study area. The following FDOT count stations were referenced for this analysis:

- Count Station No 875117, located on SR 90/US-41/SW 8th Street, 200' E of SW 37th Ave
- Count Station No 878150, located on Ponce De Leon Boulevard, 200' S of SW 8th Street/Tamiami Trail
- Count Station No 878151, located on Ponce De Leon Boulevard, 200' W of SW 37th Ave
- Count Station No 8265, located on SW/NW 37th Ave, 200' S of SW 8th Street

The FDOT Traffic Trend Analysis tool was used to determine the historical growth rate in the area, following the Project Traffic Forecasting Handbook guidelines. This growth rate was applied to the 2022 traffic counts to estimate the future background traffic volumes within the study area. Since negative annual growth rates were determined for each analysis, a one-half percent annual growth rate was used. A summary of the analysis is provided in **Table 5**. The historical growth rate data with historical traffic counts are provided in **Appendix H**.

Table 5. Growth Rate Analysis Summary

Station	5-Year Historical	8-Year Historical	10-Year Historical	Recommended Growth Rate	Recommended Growth Factor
875117	-3.88%	-1.64%	-0.68%		
878150	-6.25%	-4.76%	-1.40%		
878151	-4.69%	-10.99%	-7.64%	0.50%	1.02
878265	-1.37%	5.20%	6.34%		
Average	-4.05%	-3.05%	-0.85%		

5.2 Planned or Programmed Projects

There is an upcoming City of Coral Gables median installation and roadway improvement project along Ponce De Leon Boulevard from Menores Avenue to Antiquera Avenue. The project will restrict access (thru movements and/or left turn movements) at the analyzed intersections of Antilla Avenue and Phoenetia Avenue, change the posted speed along Ponce De Leon Boulevard from 35 MPH to 30 MPH within the study limits, and install a single lane roundabout at Santillane Avenue. Based on this, the future traffic volumes were re-routed along the study network considering the use of the single lane roundabout at Santillane Avenue and future condition Synchro models were modified to include access restrictions at Phoenetia Avenue and Antilla Avenue, as well as posted speed change along Ponce De Leon Boulevard.

5.3 Committed Developments

The City of Coral Gables Development Projects GIS tool was used to identify any committed developments within the study network. Five committed developments were identified and included in the analysis for estimating future traffic volumes: 1000 Ponce, Regency on the Park, 211 Santillane, 23 Sidonia, and 1505 Ponce. **Table 6** summarizes the net external trips generated by the developments during the AM and PM peak hours. The trip generation information for each development is provided in **Appendix I**. Trip distribution data for the projects of 1000 Ponce, 211 Santillane, 23 Sidonia, and 1505 Ponce was estimated for implementation onto future traffic volumes using the Miami-Dade Metropolitan Planning Organization's (MPO's) 2045 Cost Feasible Plan travel demand model as it was not provided with the trip generation data.

Table 6. Committed Development Trip Generation

Project	Vehicle Trips	AM Peak Trips			PM Peak Trips		
		Entry	Exit	Total	Entry	Exit	Total
1000 Ponce*	Net External Trips (Proposed)	-23	2	-21	9	-2	7
Regency on the Park*		22	43	65	39	32	71
211 Santillane*		6	17	23	18	11	29
23 Sidonia*		5	13	18	14	9	23
1505 Ponce		24	31	55	31	28	59

*ITE Trip Generation Manual 10th Edition

6 FUTURE WITHOUT (W/O) PROJECT ANALYSIS

Tables 7 and **8** summarize the results of the future without project corridor arterial capacity analysis and intersection capacity analysis for the AM and PM peak hours, respectively. **Figure 5** illustrates the future without project traffic volumes for the AM and PM peak hours. **Appendix J** contains the Synchro and Simtraffic output sheets.

Table 7. Future W/O Project Corridor Arterial Capacity Analysis - AM and PM Peak Hours

Segment	Direction	AM Peak Delay (sec)	AM Peak Travel Time (sec)	AM Peak 95th % Queues* (ft)	PM Peak Delay (sec)	PM Peak Travel Time (sec)	PM Peak 95th % Queues* (ft)
Ponce De Leon Boulevard between Antilla Avenue and Phoenetia Avenue	NB	0.20	6.50	-	12.50	19.10	224.00
	SB	0.80	7.00	52.00	0.60	6.80	50.00
Antilla Avenue between Ponce De Leon Boulevard and Galiano Street	EB	4.00	20.10	48.00	5.90	14.90	45.00
	WB	4.80	20.00	51.00	50.50	84.20	235.00
Phoenetia Avenue between Ponce De Leon Boulevard and Galiano Street	EB	5.20	13.00	48.00	5.40	12.90	46.00
	WB	5.50	24.30	46.00	107.4	124.20	120.00
Galiano Street between Antilla Avenue and Phoenetia Avenue	NB	0.20	6.10	10.00	0.10	6.40	8.00
	SB	0.10	6.30	8.00	0.20	6.50	10.00

*Maximum queue at approach

Table 8. Future W/O Project Intersection LOS Analysis - AM and PM Peak Hours

Intersection	Intersection Type[1]	Direction	AM Peak LOS	AM Peak Delay (sec)	AM V/C*	PM Peak LOS	PM Peak Delay (sec)	PM V/C*
Ponce De Leon Boulevard at Salamanca Avenue	S	EB	F	88.80	0.77	F	88.50	0.68
		WB	F	81.30	0.45	F	90.00	0.73
		NB	A	4.40	0.23	A	4.30	0.36
		SB	A	4.60	0.36	A	3.70	0.33
		Intersection	B	13.70	-	B	12.00	-
Ponce De Leon Boulevard at Antilla Avenue	U	EB	B	11.70	0.08	B	10.70	0.06
		WB	B	10.40	0.08	B	13.10	0.22
		NB	A	0.30	0.02	A	0.50	0.03
		SB	A	0.70	0.04	A	0.50	0.03
Ponce De Leon Boulevard at Phoenetia Avenue	U	EB	B	11.50	0.04	B	10.60	0.02
		WB	B	10.40	0.04	B	12.50	0.07
		NB	-	0.00	-	-	0.00	-
		SB	-	0.00	-	-	0.00	-
Ponce De Leon Boulevard at SR 90/SW 8th Street	S	EB	C	29.60	0.71	C	25.20	0.64
		WB	C	30.00	0.88	C	22.30	0.49
		NB	F	157.20	1.45	F	200.20	1.76
		SB	F	98.90	0.94	F	82.20	0.85
		Intersection	E	55.7	-	E	69.80	-
Galiano Street at Antilla Avenue	U	EB	B	10.50	0.05	B	10.40	0.05
		WB	B	10.10	0.06	B	10.80	0.08
		NB	A	0.60	0.01	A	0.60	0.01
		SB	A	0.70	0.01	A	0.60	0.01
Galiano Street at Phoenetia Avenue	U	EB	B	10.00	0.06	B	10.60	0.04
		WB	B	10.60	0.06	B	10.60	0.06
		NB	A	0.90	0.01	A	0.40	0.00
		SB	A	0.60	0.00	A	0.80	0.01

[1]S = Signalized, U = Unsignalized; *Maximum V/C ratio at each approach

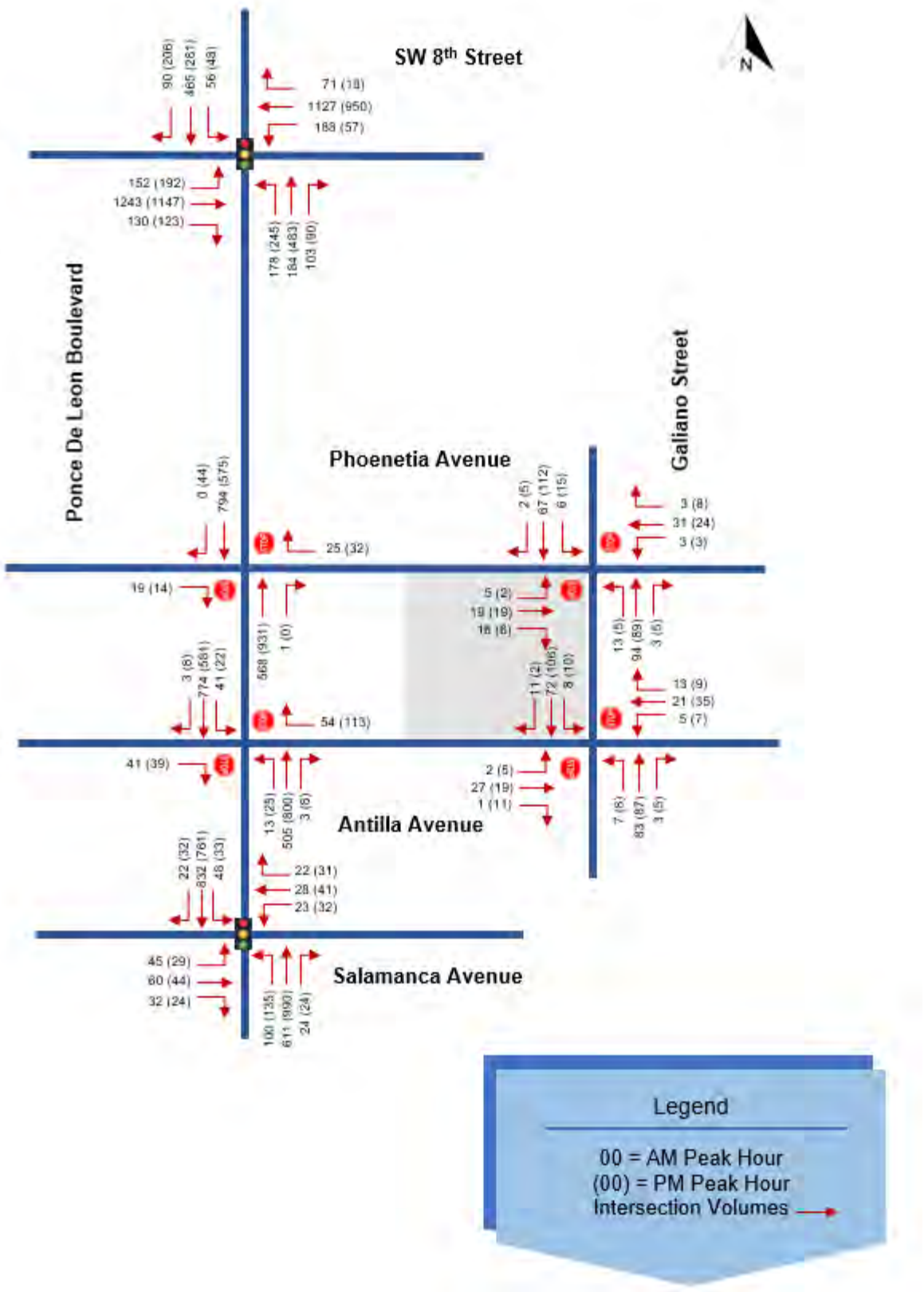


Figure 5. Future W/O Project Traffic Volumes (AM & PM Peak Periods)

7 PROJECT TRAFFIC

7.1 Trip Generation

The methodology outlined in the ITE Trip Generation Report 11th Edition was used for the trip generation analysis. Trip generation was obtained for the existing and proposed land uses. The existing trip generation used ITE Land Use Codes 560 (Church) and 532 (Private School K-12). The proposed trip generation used ITE Land Use Codes 221 (Multifamily Housing – Mid-Rise), 712 (Small Office Building), and 532 (Private School K-12). **Table 9** summarizes the trip generation analysis.

Due to the complementary nature of the proposed project's land uses, there are some trips that are expected among the on-site uses. The internal capture trips for the project were determined based on the methodology contained in the ITE Trip Generation Handbook, 3rd Edition. The AM peak hour internal capture rate is expected to be 0%, while the PM peak hour internal capture rate is expected to be 2%. The applied internal capture percentages are presented in **Table 9**. See **Appendix K** for trip generation report and internal capture rates sheets.

Table 9. Trip Generation Summary

ITE Land Use Code[1]	Size/Units	Daily Vehicle Trips	AM Peak Trips			PM Peak Trips		
			Entry	Exit	Total	Entry	Exit	Total
Existing								
Church Land Use Code: 560	7,805 SF	93	1	1	2	4	4	8
Private School (K-12) Land Use Code: 532	60 students	149	38	22	60	4	6	10
Total		**242**	**39**	**23**	**62**	**8**	**10**	**18**
Proposed								
Multifamily Housing (Mid-Rise) Land Use Code: 221	200 units	908	17	59	76	48	30	78
Small Office Building Land Use Code: 712	5,455 SF	78	7	2	9	4	8	12
Private School (K-12) Land Use Code: 532	60 students	149	38	22	60	4	6	10
Subtotal Gross Trips		1,135	62	83	145	56	44	100
Internalization[2]	AM 0.0% PM 2.0%	N/A	0	0	0	-1	-1	-2
Total			**62**	**83**	**145**	**55**	**43**	**98**
Difference (Proposed – Existing)			**23**	**60**	**83**	**47**	**33**	**80**

[1] Based on ITE Trip Generation Manual, 11th Edition
[2] Based on ITE Trip Generation Handbook, 3rd Edition

7.2 Trip Distribution and Assignment

The trip distribution was based on a cardinal trip distribution for the project site's traffic analysis zone (TAZ 1054) obtained from the Miami-Dade Metropolitan Planning Organization's (MPO's) 2045 Cost Feasible Plan travel demand model. Roadways available to travel to the desired location, and attractiveness and convenience of traveling on a specific roadway were factors considered when determining the project trip distribution. The distribution percentages are presented in **Table 10**. **Figures 6** and **7** show the proposed trip distribution and traffic assignment on the roadway network for the proposed development. The proposed single lane roundabout was considered as part of the distribution. The distribution data is provided in **Appendix L**.

Table 10. Cardinal Distributions for TAZ 1054

Direction	% Distribution
NNE	14%
ENE	16%
ESE	5%
SSE	8%
SSW	17%
WSW	11%
WNW	10%
NNW	19%

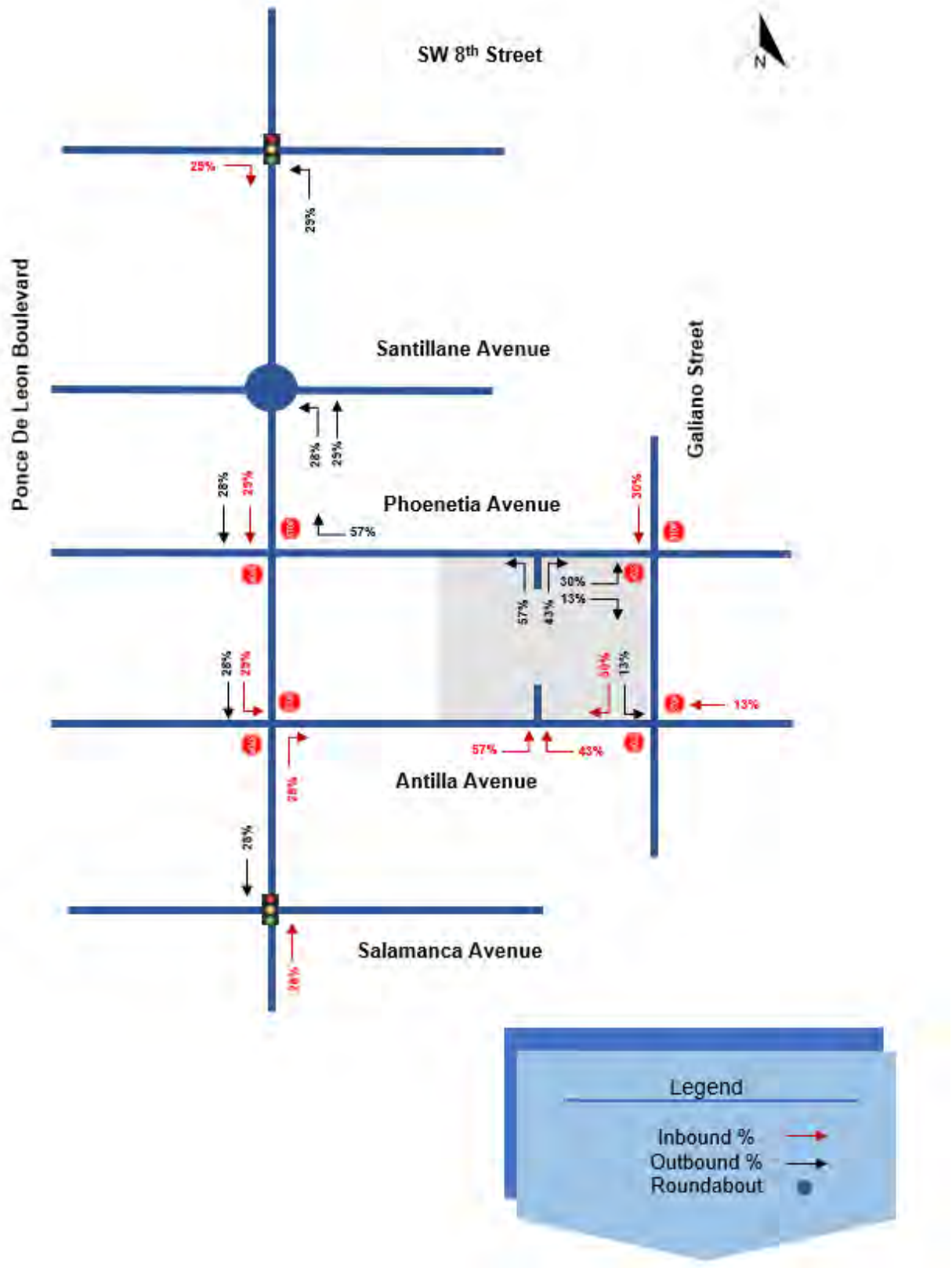


Figure 6. Project Traffic Distribution



Figure 7. Project Traffic Assignment

8 FUTURE WITH (W) PROJECT ANALYSIS

Tables 11 and **12** summarize the results of the corridor arterial capacity analysis and intersection capacity analysis for the AM and PM peak hours, respectively. **Figure 8** illustrates the future with project analysis traffic volumes for the AM and PM peak hours. **Appendix M** contains the Synchro and Simtraffic output sheets.

Table 11. Future W/Project Corridor Arterial Capacity Analysis - AM and PM Peak Hours

Segment	Direction	AM Peak Delay (s)	AM Peak Travel Time (s)	AM Peak 95th % Queues* (ft)	PM Peak Delay (s)	PM Peak Travel Time (s)	PM Peak 95th % Queues* (ft)
Ponce De Leon Boulevard between Antilla Avenue and Phoenetia Avenue	NB	0.20	6.50	-	13.60	20.10	243.00
	SB	0.80	7.10	54.00	0.90	7.10	74.00
Antilla Avenue between Ponce De Leon Boulevard and Galiano Street	EB	5.60	22.50	46.00	5.20	15.40	47.00
	WB	6.10	22.70	52.00	29.90	49.00	133.00
Phoenetia Avenue between Ponce De Leon Boulevard and Galiano Street	EB	4.70	14.20	47.00	4.80	14.20	47.00
	WB	6.10	24.40	50.00	111.60	128.50	206.00
Galiano Street between Antilla Avenue and Phoenetia Avenue	NB	0.20	6.20	11.00	0.10	6.40	10.00
	SB	0.20	6.40	11.00	0.30	6.60	11.00

*Maximum queue at approach

Table 12. Future W/Project Intersection Capacity Analysis - AM and PM Peak Hours

Intersection	Intersection Type[1]	Direction	AM Peak LOS	AM Peak Delay (sec)	AM V/C*	PM Peak LOS	PM Peak Delay (sec)	PM V/C*
Ponce De Leon Boulevard at Salamanca Avenue	S	EB	F	88.80	0.77	F	88.50	0.68
		WB	F	81.30	0.45	F	90.00	0.73
		NB	A	4.40	0.23	A	4.40	0.36
		SB	A	4.60	0.36	A	3.70	0.33
		Intersection	B	13.70	-	B	11.90	-
Ponce De Leon Boulevard at Antilla Avenue	U	EB	B	11.80	0.08	B	10.70	0.06
		WB	B	10.50	0.08	B	13.20	0.22
		NB	A	0.30	0.02	A	0.50	0.03
		SB	A	0.90	0.05	B	0.90	0.05
Ponce De Leon Boulevard at Phoenetia Avenue	U	EB	B	11.70	0.04	B	10.70	0.02
		WB	B	10.80	0.09	B	12.90	0.11
		NB	-	0.00	-	-	0.00	-
		SB	-	0.00	-	-	0.00	-
Ponce De Leon Boulevard at SR 90/SW 8th Street	S	EB	C	29.80	0.72	C	25.40	0.65
		WB	C	30.30	0.89	C	22.30	0.49
		NB	F	186.60	1.59	F	212.90	1.84
		SB	F	98.90	0.94	F	82.00	0.85
		Intersection	E	59.80	-	E	72.80	-
Galiano Street at Antilla Avenue	U	EB	B	10.70	0.05	B	10.50	0.06
		WB	B	10.30	0.06	B	11.00	0.09
		NB	A	0.60	0.01	A	0.60	0.01
		SB	A	1.10	0.01	A	0.80	0.01
Galiano Street at Phoenetia Avenue	U	EB	B	10.30	0.10	B	10.80	0.07
		WB	B	10.60	0.06	B	10.70	0.06
		NB	A	0.90	0.01	A	0.40	0.00
		SB	A	0.50	0.00	A	0.80	0.01
Phoenetia Avenue at Driveway (Out Only)	U	NB	A	9.00	0.07	A	8.80	0.04

[1]S = Signalized, U = Unsignalized; *Maximum V/C ratio at each approach

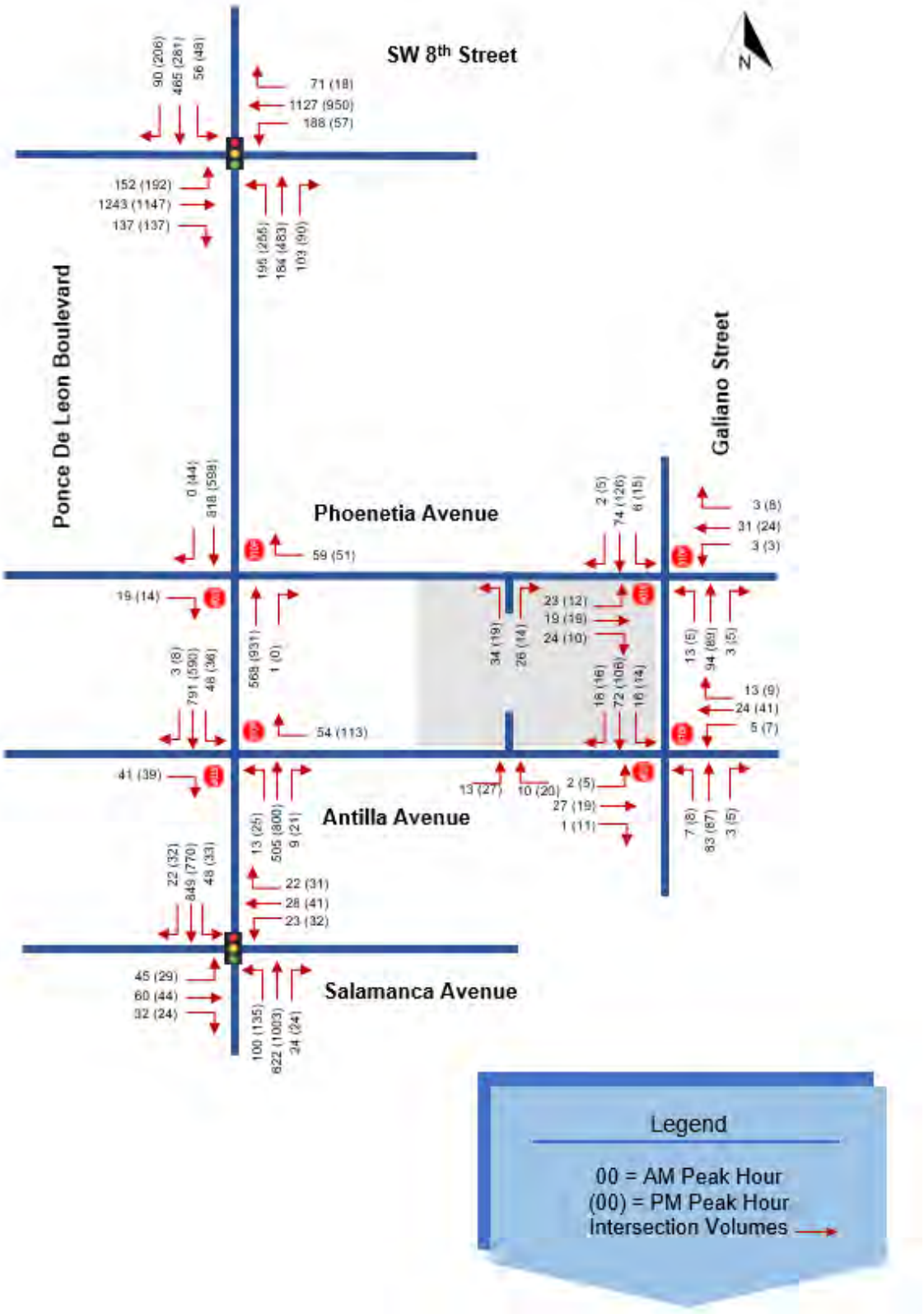


Figure 8. Future W/Project Traffic Volumes (AM & PM Peak Periods)

9 MULTIMODAL ANALYSIS

The multimodal LOS analysis was conducted using the ARTPLAN software. This software considers the facility's roadway, traffic, control, and multimodal characteristics to determine the LOS for the automobile, bicycle, pedestrian, and bus modes. The software implements the urban streets methodology describe in Chapter 17 of the HCM. It is important to note that ARTPLAN does not combine the LOS for each of the modes into one overall LOS for the facility since there is not professionally acceptable or scientifically valid technique for combining LOS, instead it calculates an individual LOS for each mode based on common roadway characteristics. **Tables 13** and **14** provide the LOS analysis results for pedestrian, bicycle, and bus modes of transportation for existing and future conditions, respectively. The ARTPLAN output sheets are provided in **Appendix N**.

Table 13. Existing Conditions Multimodal LOS

Segment	Mode	LOS Score	Multimodal LOS
Ponce De Leon Blvd from Salamanca Ave to SR 90/SW 8th St	Pedestrian	1.51	A
	Bicyclist	9.49	F
	Bus	10.87	A
Antilla Ave from Ponce De Leon Blvd to Galiano St	Pedestrian	0.61	A
	Bicyclist	2.02	B
	Bus	0.00	F
Phoenetia Ave from Ponce De Leon Blvd to Galiano St	Pedestrian	0.61	A
	Bicyclist	2.02	B
	Bus	0.00	F
Galiano St from Antilla Ave to Phoenetia Ave	Pedestrian	0.64	A
	Bicyclist	2.57	B
	Bus	0.00	F

Table 14. Future Conditions Multimodal LOS

Segment	Mode	LOS Score	Multimodal LOS
Ponce De Leon Blvd from Salamanca Ave to SR 90/SW 8th St	Pedestrian	1.42	A
	Bicyclist	8.73	F
	Bus	10.87	A
Antilla Ave from Ponce De Leon Blvd to Galiano St	Pedestrian	0.61	A
	Bicyclist	2.02	B
	Bus	0.00	F
Phoenetia Ave from Ponce De Leon Blvd to Galiano St	Pedestrian	0.61	A
	Bicyclist	2.02	B
	Bus	0.00	F
Galiano St from Antilla Ave to Phoenetia Ave	Pedestrian	0.65	A
	Bicyclist	2.59	B
	Bus	0.00	F

The results show that there was not a change in the LOS for pedestrian, bicyclist or bus modes. The multimodal analysis indicated that the quality of service of the analyzed modes would not be adversely impacted by the additional traffic from the proposed development.

10 QUEUEING ANALYSIS

A queueing analysis was performed for the school drop-off/pick-up area. The school drop-off/pick-up zone's geometrics characteristics constitute a one-way lane—ingress at Antilla Avenue and egress at Phoenetia Avenue. The school drop-off/pick-up area was analyzed for queueing during the school arrival (8:30 AM) and dismissal (2:30 PM) times. Additionally, queueing was also analyzed with the security gate being closed during the PM peak hour (5:00 PM to 6:00 PM). It is worth noting that the security gate will be left open during school operating hours (i.e., 8:30 AM – 5:00 PM). During all other times, the security gate will remain closed with an access control entry.

The queueing analysis was based on the methodology outlined in the ITE's Transportation and Land Development Manual, 1988. 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. If the coefficient of utilization is greater than one, the calculation methodology does not yield a finite queue length. This result would indicate overcapacity conditions. The model assumes 3 (three) attendants, i.e., school guards. The model also assumes an 95% level of confidence, trip generation for the school arrival/dismissal times (school land use only), trip generation for PM peak hour (all land uses), three-vehicle storage for the drop-off/pick-up area, and two-vehicle storage for the security gate based on the proposed site plan. It is worth noting that the school dismissal trips were calculated as the difference between the total weekday trips and the peak period trips (i.e., AM and PM) for the school land use.

The drop-off trip service time was calculated based on the time it would take a parent to stop the vehicle, drop-off their child with their baggage (in some cases with assistance from school staff) and drive off. Whereas the pick-up service time was calculated based on the time a parent would take to stop the vehicle, wait for the student to come or retrieve them, and drive off. The gate analysis was based on the time a vehicle would take to enter the building using the access control entry. The following summarizes the total drop-off/pick-up and gate service time assumptions:

Student Drop-Off Service Time:

- Student drop-off including unloading bagged (1.5 minutes)
- Driver deceleration/acceleration (30 seconds)
- Total service rate: 2 minutes

Student Pick-Up Service Time:

- Student pick-up, including loading baggage (2.75 minutes)
- Driver deceleration/acceleration (30 seconds)
- Total service rate: 3.25 minutes

Security Gate Service Time:

- Access control entry (30 seconds)
- Driver deceleration/acceleration (30 seconds)
- Total service rate: 1.0 minutes

The results of the queueing analysis showed that the proposed storage capacity provided on-site for the school drop-off/pick-up area was not exceeded by the number of vehicles in queue during the school arrival time; however, it was exceeded during the school dismissal time. The results also showed that the proposed storage provided on-site for the security gate during the PM peak hour, when the gate is closed, was not exceed by the number of vehicles in queue at the access control entry. The detailed queueing analysis spreadsheets are provided in **Appendix O**.

11 CONCLUSIONS

The purpose of this study was to conduct a Traffic Impact Analysis for the proposed "Crystal Development", located at 110 Phoenetia Avenue in Coral Gables, Florida. The proposed development will be mixed-use and consist of 184 dwelling units, 16 live/work units, a 60-student school, and a seven-level parking garage. It will replace a 7,805 SF church and 60-student special needs school (to be relocated within the new development). The project is also within a Traffic Concurrency Exemption Area at the Gables Redevelopment Infill District (GRID).

Access to the site will be provided through a one-way inbound only driveway located on Antilla Avenue and a one-way outbound only driveway on Phoenetia Avenue. A school drop off/pick up area will be included inside the development north of the one-way inbound only driveway on Antilla

Avenue. The one-way inbound only driveway on Antilla will be gated. The gate will be open during school operating hours (from 8:30 AM to 5:00 PM) and closed afterward. Access control will be provided when gate is closed. The project is expected to be built out by the year 2025.

Trip generation calculation results indicated that the project is expected to generate 83 new vehicular trips during the AM peak hour and 80 new vehicular trips during the PM peak hour.

Corridor arterial capacity analyses and intersection capacity analyses were performed for existing conditions and for future conditions with and without project traffic. The existing and future LOS were estimated with the aid of Synchro 11 using HCM 6th Edition methodology.

The results of the corridor arterial and intersection capacity analyses showed that the proposed development traffic will not have a negative impact on the adjacent roadway network. Results of the analyses are as follows:

- The corridor arterial capacity analyses showed minimal increases to the delay, travel time and 95th percentile queues after inclusion of the proposed development traffic for majority of the roadways with the exception of the westbound approach for Phoenetia Avenue during the PM peak period. The 95th percentile queues there increased by 86 feet which is slightly higher than about 4 car lengths.
- Delay, travel time, and 95th percentile queues were longest in the Synchro/Simtraffic models along northbound Ponce De Leon Boulevard during the PM peak with queues extending past Phoenetia Avenue from SR 90/SW 8th Street under existing and future conditions with no project traffic. This pattern was also observed during the field review periods. The analysis results also included extended westbound queues at the intersections of Ponce De Leon Boulevard with Antilla and Phoenetia Avenue. The extended queues could be attributed to access restrictions of the thru and left turn movements at both intersections as part of the City of Coral Gables median installation project along Ponce De Leon Boulevard from Menores Avenue to Antiquera Avenue.
- The intersection capacity analyses showed little to no changes in the approach and intersection LOS at the intersections within the study network after inclusion of the proposed development traffic.
- LOS increases were observed from existing conditions to future conditions without project traffic for the eastbound and westbound approaches at the intersections of Ponce De Leon Boulevard and Antilla Avenue and Phoenetia Avenue during the AM and PM peak periods.

LOS increased from “C”, “D”, and “F” under existing conditions to “B” in future conditions without project traffic. LOS remained unchanged for future conditions with project traffic. The increases in the LOS could be attributed to the previously mentioned access restrictions of the thru and left turn movements at both intersections as part of the City of Coral Gables median installation project along Ponce De Leon Boulevard from Menores Avenue to Antiquera Avenue.

- LOS for signalized intersection minor approaches is at “F” under existing conditions and remains at “F” under future conditions with and without project traffic during the AM and PM peak periods. The minor approaches were the eastbound and westbound approaches at Ponce De Leon Boulevard and Salamanca Avenue and the northbound and southbound approaches at SR 90/SW 8th Street and Ponce De Leon Boulevard. Additionally, the northbound approach at SR 90/SW 8th Street along Ponce De Leon Boulevard experienced the highest delays and above capacity V/C ratio under existing and future conditions with and without project traffic.
- All other approaches at all other intersections within the study network operate at or above the adopted maximum LOS “E” for existing and future conditions with and without project traffic.

The multimodal analysis results showed that the quality of service of the existing modes of transportation adjacent to the proposed development would not be adversely affected by the additional traffic from the proposed development as there was not a change in the LOS for pedestrian, bicyclist or bus modes.

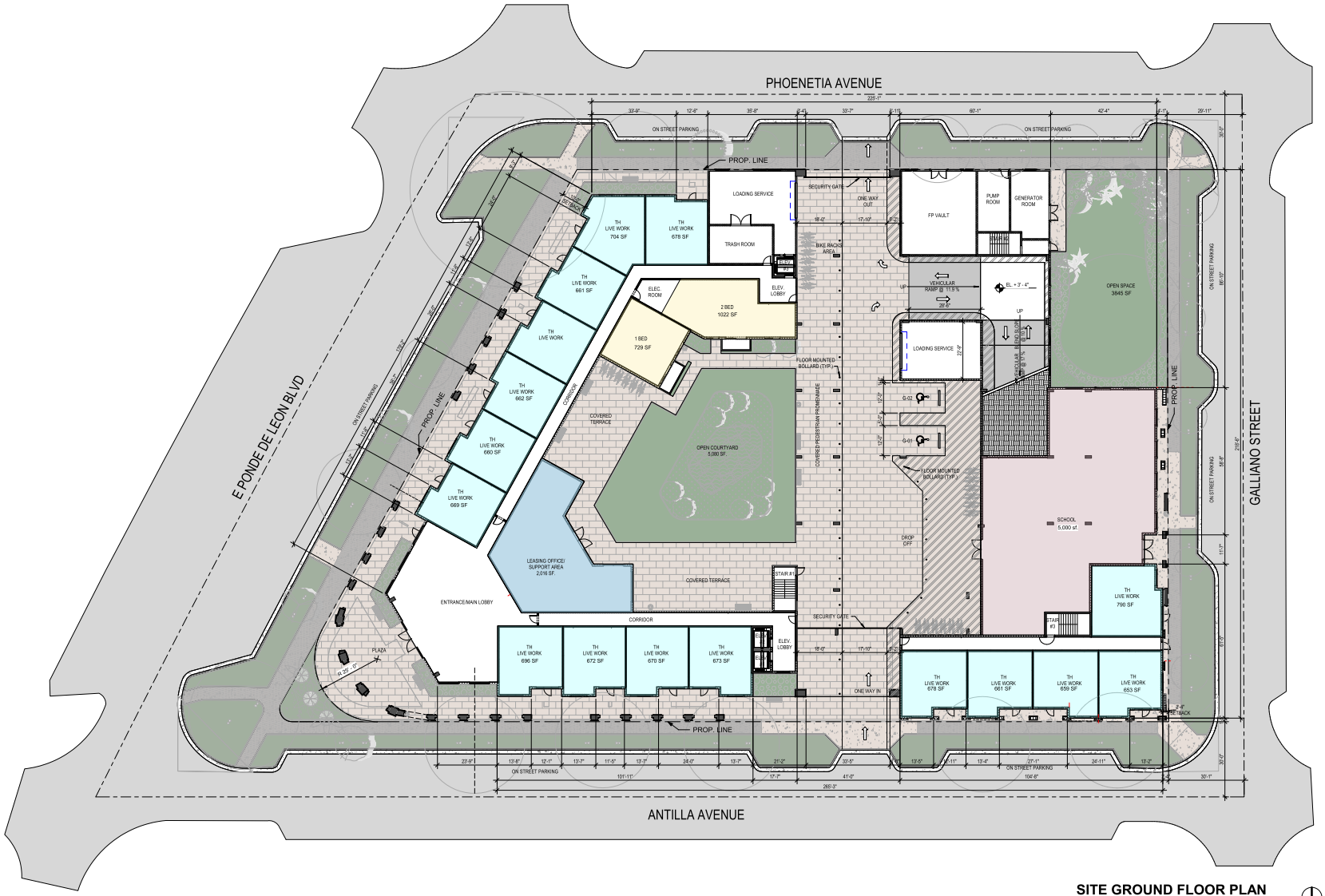
The results of the queueing analysis showed that the proposed storage space provided on-site for the school drop-off/pick-up area is sufficient for the school arrival time and not sufficient for the school dismissal time. The number of vehicles in queue during the school dismissal time exceeded the storage capacity provided for the school drop-off/pick-up area. It is worth noting that the number of vehicles in queue under existing conditions at the school reach capacity per field observations. Furthermore, the results of the analysis for the gate entry during the PM peak hour, when the gate is closed, showed that the proposed storage space provided on-site is sufficient for the number of vehicles in queue at the access control entry for the gate. Based on the results, a traffic circulation plan is recommended during the school arrival and dismissal time to accommodate oncoming traffic and mitigate expected excess queues during the school dismissal time.

In addition to the traffic impact analysis, a review of the All-Red Clearance Intervals, Yellow Change Intervals, and pedestrian clearance intervals was conducted at the existing signalized intersections of Ponce De Leon Boulevard with Salamanca Avenue and SR 90/SW 8th Street within the project limits. The review showed that the current All-Red Clearance Intervals for the eastbound and westbound left turn movements at the intersection of Ponce De Leon Boulevard at SR 90/SW 8th Street and the westbound and eastbound thru movements at the intersection of Ponce De Leon Boulevard at Salamanca Avenue did not meet minimum standards. The review of the Yellow Change Intervals showed that the current Yellow Change Intervals for the northbound left turn movement at the intersection of Ponce De Leon Boulevard at SR 90/SW 8th Street also did not meet minimum standards. The review of the pedestrian clearance intervals showed that pedestrian clearance times meet minimum standards at both signalized intersections. Coordination with Miami-Dade County Traffic Signals and Signs Division is recommended to discuss and/or adjust below standard times for All-Red and Yellow Change intervals as needed.

Furthermore, per results of the intersection capacity analyses and field observations, reviews of signal timing at the intersections of Ponce De Leon Boulevard and Salamanca Avenue, SR 90/SW 8th Street and Ponce De Leon Boulevard, and SR 90/SW 8th Street and Galiano Street are recommended. Coordination with Miami-Dade County Traffic Signals and Signs Division would be necessary.

APPENDIX A

Site Plan



SITE GROUND FLOOR PLAN

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

CORWIL ARCHITECTS

PROJECT:

CRYSTAL

1101 E. PONCE DE LEON BLVD.
Coral Gables, FL 33134

DEVELOPERS:

CENTURY CRYSTAL GROUP/LLC

1801 PONCE DE LEON BLVD.
CORAL GABLES, FL. 33134

SITE/ GROUND FLOOR PLAN

PHASE:

DRC SUBMITTAL

REVISIONS		
Revision #	Revision Description	Date

SEAL:

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APPROVED BY: **AMC**
PRINTED: **8/18/2022 4:35:32 PM**

SHEET NUMBER:

A-2.00

APPENDIX B

Vehicular Traffic Counts

Phoenetia Ave at Galiano St (N/S) - ATR

Tue May 31, 2022
Full Length (12 AM-12 AM (+3))
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959576, Location: 25.761382, -80.257119

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
2022-05-31 12:00AM	2	**2**	2	**2**	**4**
12:15AM	0	**0**	2	**2**	**2**
12:30AM	2	**2**	1	**1**	**3**
12:45AM	1	**1**	3	**3**	**4**
Hourly Total	5	**5**	8	**8**	**13**
1:00AM	2	**2**	0	**0**	**2**
1:15AM	0	**0**	0	**0**	**0**
1:30AM	1	**1**	1	**1**	**2**
1:45AM	0	**0**	0	**0**	**0**
Hourly Total	3	**3**	1	**1**	**4**
2:00AM	0	**0**	2	**2**	**2**
2:15AM	1	**1**	0	**0**	**1**
2:30AM	0	**0**	0	**0**	**0**
2:45AM	0	**0**	0	**0**	**0**
Hourly Total	1	**1**	2	**2**	**3**
3:00AM	0	**0**	0	**0**	**0**
3:15AM	0	**0**	0	**0**	**0**
3:30AM	0	**0**	0	**0**	**0**
3:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
4:00AM	0	**0**	0	**0**	**0**
4:15AM	0	**0**	1	**1**	**1**
4:30AM	1	**1**	0	**0**	**1**
4:45AM	0	**0**	1	**1**	**1**
Hourly Total	1	**1**	2	**2**	**3**
5:00AM	0	**0**	1	**1**	**1**
5:15AM	1	**1**	0	**0**	**1**
5:30AM	1	**1**	1	**1**	**2**
5:45AM	0	**0**	1	**1**	**1**
Hourly Total	2	**2**	3	**3**	**5**
6:00AM	2	**2**	1	**1**	**3**
6:15AM	3	**3**	3	**3**	**6**
6:30AM	4	**4**	1	**1**	**5**
6:45AM	8	**8**	2	**2**	**10**
Hourly Total	17	**17**	7	**7**	**24**
7:00AM	3	**3**	5	**5**	**8**
7:15AM	7	**7**	9	**9**	**16**
7:30AM	8	**8**	9	**9**	**17**
7:45AM	11	**11**	11	**11**	**22**
Hourly Total	29	**29**	34	**34**	**63**
8:00AM	11	**11**	18	**18**	**29**
8:15AM	14	**14**	15	**15**	**29**
8:30AM	16	**16**	18	**18**	**34**
8:45AM	13	**13**	20	**20**	**33**
Hourly Total	54	**54**	71	**71**	**125**
9:00AM	8	**8**	13	**13**	**21**
9:15AM	14	**14**	12	**12**	**26**
9:30AM	10	**10**	10	**10**	**20**
9:45AM	14	**14**	8	**8**	**22**
Hourly Total	46	**46**	43	**43**	**89**
10:00AM	11	**11**	8	**8**	**19**
10:15AM	4	**4**	9	**9**	**13**
10:30AM	10	**10**	15	**15**	**25**
10:45AM	17	**17**	9	**9**	**26**

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	42	**42**	41	**41**	**83**
11:00AM	7	**7**	11	**11**	**18**
11:15AM	6	**6**	7	**7**	**13**
11:30AM	9	**9**	12	**12**	**21**
11:45AM	15	**15**	16	**16**	**31**
Hourly Total	37	**37**	46	**46**	**83**
12:00PM	20	**20**	13	**13**	**33**
12:15PM	14	**14**	17	**17**	**31**
12:30PM	13	**13**	10	**10**	**23**
12:45PM	12	**12**	20	**20**	**32**
Hourly Total	59	**59**	60	**60**	**119**
1:00PM	11	**11**	13	**13**	**24**
1:15PM	13	**13**	17	**17**	**30**
1:30PM	9	**9**	14	**14**	**23**
1:45PM	19	**19**	14	**14**	**33**
Hourly Total	52	**52**	58	**58**	**110**
2:00PM	12	**12**	5	**5**	**17**
2:15PM	12	**12**	13	**13**	**25**
2:30PM	11	**11**	11	**11**	**22**
2:45PM	8	**8**	18	**18**	**26**
Hourly Total	43	**43**	47	**47**	**90**
3:00PM	23	**23**	13	**13**	**36**
3:15PM	25	**25**	11	**11**	**36**
3:30PM	18	**18**	12	**12**	**30**
3:45PM	18	**18**	10	**10**	**28**
Hourly Total	84	**84**	46	**46**	**130**
4:00PM	11	**11**	10	**10**	**21**
4:15PM	16	**16**	10	**10**	**26**
4:30PM	15	**15**	26	**26**	**41**
4:45PM	10	**10**	19	**19**	**29**
Hourly Total	52	**52**	65	**65**	**117**
5:00PM	17	**17**	24	**24**	**41**
5:15PM	6	**6**	15	**15**	**21**
5:30PM	16	**16**	16	**16**	**32**
5:45PM	17	**17**	18	**18**	**35**
Hourly Total	56	**56**	73	**73**	**129**
6:00PM	13	**13**	19	**19**	**32**
6:15PM	15	**15**	16	**16**	**31**
6:30PM	15	**15**	14	**14**	**29**
6:45PM	8	**8**	6	**6**	**14**
Hourly Total	51	**51**	55	**55**	**106**
7:00PM	7	**7**	9	**9**	**16**
7:15PM	8	**8**	6	**6**	**14**
7:30PM	7	**7**	5	**5**	**12**
7:45PM	9	**9**	9	**9**	**18**
Hourly Total	31	**31**	29	**29**	**60**
8:00PM	7	**7**	8	**8**	**15**
8:15PM	9	**9**	6	**6**	**15**
8:30PM	5	**5**	7	**7**	**12**
8:45PM	11	**11**	4	**4**	**15**
Hourly Total	32	**32**	25	**25**	**57**
9:00PM	9	**9**	6	**6**	**15**
9:15PM	7	**7**	4	**4**	**11**
9:30PM	4	**4**	3	**3**	**7**
9:45PM	5	**5**	4	**4**	**9**
Hourly Total	25	**25**	17	**17**	**42**
10:00PM	1	**1**	5	**5**	**6**
10:15PM	3	**3**	5	**5**	**8**
10:30PM	2	**2**	1	**1**	**3**
10:45PM	1	**1**	1	**1**	**2**

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	7	**7**	12	**12**	**19**
11:00PM	5	**5**	2	**2**	**7**
11:15PM	1	**1**	0	**0**	**1**
11:30PM	2	**2**	1	**1**	**3**
11:45PM	1	**1**	2	**2**	**3**
Hourly Total	9	**9**	5	**5**	**14**
2022-06-01 12:00AM	2	**2**	2	**2**	**4**
12:15AM	0	**0**	2	**2**	**2**
12:30AM	0	**0**	2	**2**	**2**
12:45AM	0	**0**	1	**1**	**1**
Hourly Total	2	**2**	7	**7**	**9**
1:00AM	2	**2**	1	**1**	**3**
1:15AM	0	**0**	1	**1**	**1**
1:30AM	0	**0**	3	**3**	**3**
1:45AM	2	**2**	1	**1**	**3**
Hourly Total	4	**4**	6	**6**	**10**
2:00AM	1	**1**	0	**0**	**1**
2:15AM	1	**1**	1	**1**	**2**
2:30AM	2	**2**	1	**1**	**3**
2:45AM	1	**1**	0	**0**	**1**
Hourly Total	5	**5**	2	**2**	**7**
3:00AM	0	**0**	0	**0**	**0**
3:15AM	0	**0**	0	**0**	**0**
3:30AM	0	**0**	0	**0**	**0**
3:45AM	2	**2**	0	**0**	**2**
Hourly Total	2	**2**	0	**0**	**2**
4:00AM	0	**0**	1	**1**	**1**
4:15AM	0	**0**	1	**1**	**1**
4:30AM	2	**2**	0	**0**	**2**
4:45AM	0	**0**	1	**1**	**1**
Hourly Total	2	**2**	3	**3**	**5**
5:00AM	0	**0**	0	**0**	**0**
5:15AM	1	**1**	0	**0**	**1**
5:30AM	1	**1**	0	**0**	**1**
5:45AM	0	**0**	0	**0**	**0**
Hourly Total	2	**2**	0	**0**	**2**
6:00AM	3	**3**	0	**0**	**3**
6:15AM	2	**2**	1	**1**	**3**
6:30AM	2	**2**	2	**2**	**4**
6:45AM	2	**2**	2	**2**	**4**
Hourly Total	9	**9**	5	**5**	**14**
7:00AM	3	**3**	10	**10**	**13**
7:15AM	7	**7**	2	**2**	**9**
7:30AM	15	**15**	9	**9**	**24**
7:45AM	10	**10**	9	**9**	**19**
Hourly Total	35	**35**	30	**30**	**65**
8:00AM	18	**18**	15	**15**	**33**
8:15AM	27	**27**	21	**21**	**48**
8:30AM	21	**21**	17	**17**	**38**
8:45AM	18	**18**	12	**12**	**30**
Hourly Total	84	**84**	65	**65**	**149**
9:00AM	19	**19**	10	**10**	**29**
9:15AM	14	**14**	12	**12**	**26**
9:30AM	15	**15**	10	**10**	**25**
9:45AM	8	**8**	12	**12**	**20**
Hourly Total	56	**56**	44	**44**	**100**
10:00AM	10	**10**	6	**6**	**16**
10:15AM	8	**8**	15	**15**	**23**
10:30AM	12	**12**	9	**9**	**21**
10:45AM	7	**7**	15	**15**	**22**

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	37	**37**	45	**45**	**82**
11:00AM	7	**7**	7	**7**	**14**
11:15AM	13	**13**	13	**13**	**26**
11:30AM	7	**7**	11	**11**	**18**
11:45AM	9	**9**	14	**14**	**23**
Hourly Total	36	**36**	45	**45**	**81**
12:00PM	13	**13**	16	**16**	**29**
12:15PM	14	**14**	10	**10**	**24**
12:30PM	14	**14**	10	**10**	**24**
12:45PM	11	**11**	13	**13**	**24**
Hourly Total	52	**52**	49	**49**	**101**
1:00PM	16	**16**	21	**21**	**37**
1:15PM	21	**21**	14	**14**	**35**
1:30PM	16	**16**	14	**14**	**30**
1:45PM	19	**19**	19	**19**	**38**
Hourly Total	72	**72**	68	**68**	**140**
2:00PM	15	**15**	9	**9**	**24**
2:15PM	19	**19**	4	**4**	**23**
2:30PM	18	**18**	10	**10**	**28**
2:45PM	12	**12**	8	**8**	**20**
Hourly Total	64	**64**	31	**31**	**95**
3:00PM	13	**13**	10	**10**	**23**
3:15PM	20	**20**	21	**21**	**41**
3:30PM	16	**16**	8	**8**	**24**
3:45PM	15	**15**	19	**19**	**34**
Hourly Total	64	**64**	58	**58**	**122**
4:00PM	9	**9**	27	**27**	**36**
4:15PM	8	**8**	16	**16**	**24**
4:30PM	16	**16**	20	**20**	**36**
4:45PM	22	**22**	15	**15**	**37**
Hourly Total	55	**55**	78	**78**	**133**
5:00PM	25	**25**	30	**30**	**55**
5:15PM	14	**14**	16	**16**	**30**
5:30PM	17	**17**	23	**23**	**40**
5:45PM	24	**24**	23	**23**	**47**
Hourly Total	80	**80**	92	**92**	**172**
6:00PM	22	**22**	14	**14**	**36**
6:15PM	13	**13**	12	**12**	**25**
6:30PM	17	**17**	13	**13**	**30**
6:45PM	10	**10**	9	**9**	**19**
Hourly Total	62	**62**	48	**48**	**110**
7:00PM	12	**12**	10	**10**	**22**
7:15PM	7	**7**	8	**8**	**15**
7:30PM	11	**11**	7	**7**	**18**
7:45PM	6	**6**	11	**11**	**17**
Hourly Total	36	**36**	36	**36**	**72**
8:00PM	7	**7**	6	**6**	**13**
8:15PM	6	**6**	5	**5**	**11**
8:30PM	6	**6**	8	**8**	**14**
8:45PM	7	**7**	6	**6**	**13**
Hourly Total	26	**26**	25	**25**	**51**
9:00PM	8	**8**	6	**6**	**14**
9:15PM	2	**2**	4	**4**	**6**
9:30PM	7	**7**	6	**6**	**13**
9:45PM	1	**1**	6	**6**	**7**
Hourly Total	18	**18**	22	**22**	**40**
10:00PM	5	**5**	2	**2**	**7**
10:15PM	4	**4**	2	**2**	**6**
10:30PM	2	**2**	1	**1**	**3**
10:45PM	2	**2**	4	**4**	**6**

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	13	**13**	9	**9**	**22**
11:00PM	2	**2**	3	**3**	**5**
11:15PM	0	**0**	0	**0**	**0**
11:30PM	1	**1**	3	**3**	**4**
11:45PM	1	**1**	0	**0**	**1**
Hourly Total	4	**4**	6	**6**	**10**
2022-06-02 12:00AM	1	**1**	1	**1**	**2**
12:15AM	1	**1**	1	**1**	**2**
12:30AM	1	**1**	1	**1**	**2**
12:45AM	0	**0**	2	**2**	**2**
Hourly Total	3	**3**	5	**5**	**8**
1:00AM	0	**0**	1	**1**	**1**
1:15AM	2	**2**	0	**0**	**2**
1:30AM	1	**1**	0	**0**	**1**
1:45AM	1	**1**	0	**0**	**1**
Hourly Total	4	**4**	1	**1**	**5**
2:00AM	1	**1**	0	**0**	**1**
2:15AM	0	**0**	0	**0**	**0**
2:30AM	0	**0**	0	**0**	**0**
2:45AM	0	**0**	0	**0**	**0**
Hourly Total	1	**1**	0	**0**	**1**
3:00AM	0	**0**	0	**0**	**0**
3:15AM	0	**0**	0	**0**	**0**
3:30AM	0	**0**	0	**0**	**0**
3:45AM	1	**1**	1	**1**	**2**
Hourly Total	1	**1**	1	**1**	**2**
4:00AM	0	**0**	1	**1**	**1**
4:15AM	0	**0**	1	**1**	**1**
4:30AM	0	**0**	0	**0**	**0**
4:45AM	0	**0**	1	**1**	**1**
Hourly Total	0	**0**	3	**3**	**3**
5:00AM	0	**0**	0	**0**	**0**
5:15AM	1	**1**	0	**0**	**1**
5:30AM	0	**0**	1	**1**	**1**
5:45AM	0	**0**	0	**0**	**0**
Hourly Total	1	**1**	1	**1**	**2**
6:00AM	1	**1**	0	**0**	**1**
6:15AM	2	**2**	0	**0**	**2**
6:30AM	6	**6**	3	**3**	**9**
6:45AM	4	**4**	3	**3**	**7**
Hourly Total	13	**13**	6	**6**	**19**
7:00AM	3	**3**	3	**3**	**6**
7:15AM	8	**8**	6	**6**	**14**
7:30AM	15	**15**	13	**13**	**28**
7:45AM	12	**12**	15	**15**	**27**
Hourly Total	38	**38**	37	**37**	**75**
8:00AM	12	**12**	14	**14**	**26**
8:15AM	24	**24**	21	**21**	**45**
8:30AM	18	**18**	11	**11**	**29**
8:45AM	12	**12**	16	**16**	**28**
Hourly Total	66	**66**	62	**62**	**128**
9:00AM	21	**21**	10	**10**	**31**
9:15AM	8	**8**	10	**10**	**18**
9:30AM	10	**10**	9	**9**	**19**
9:45AM	10	**10**	16	**16**	**26**
Hourly Total	49	**49**	45	**45**	**94**
10:00AM	12	**12**	8	**8**	**20**
10:15AM	19	**19**	17	**17**	**36**
10:30AM	21	**21**	10	**10**	**31**
10:45AM	12	**12**	9	**9**	**21**

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	64	**64**	44	**44**	**108**
11:00AM	8	**8**	13	**13**	**21**
11:15AM	11	**11**	6	**6**	**17**
11:30AM	8	**8**	12	**12**	**20**
11:45AM	12	**12**	9	**9**	**21**
Hourly Total	39	**39**	40	**40**	**79**
12:00PM	16	**16**	12	**12**	**28**
12:15PM	19	**19**	15	**15**	**34**
12:30PM	13	**13**	8	**8**	**21**
12:45PM	21	**21**	4	**4**	**25**
Hourly Total	69	**69**	39	**39**	**108**
1:00PM	14	**14**	12	**12**	**26**
1:15PM	11	**11**	12	**12**	**23**
1:30PM	7	**7**	14	**14**	**21**
1:45PM	13	**13**	11	**11**	**24**
Hourly Total	45	**45**	49	**49**	**94**
2:00PM	13	**13**	14	**14**	**27**
2:15PM	6	**6**	9	**9**	**15**
2:30PM	12	**12**	8	**8**	**20**
2:45PM	11	**11**	16	**16**	**27**
Hourly Total	42	**42**	47	**47**	**89**
3:00PM	16	**16**	11	**11**	**27**
3:15PM	10	**10**	6	**6**	**16**
3:30PM	12	**12**	11	**11**	**23**
3:45PM	14	**14**	8	**8**	**22**
Hourly Total	52	**52**	36	**36**	**88**
4:00PM	16	**16**	13	**13**	**29**
4:15PM	11	**11**	11	**11**	**22**
4:30PM	16	**16**	15	**15**	**31**
4:45PM	15	**15**	12	**12**	**27**
Hourly Total	58	**58**	51	**51**	**109**
5:00PM	20	**20**	20	**20**	**40**
5:15PM	12	**12**	23	**23**	**35**
5:30PM	15	**15**	24	**24**	**39**
5:45PM	21	**21**	18	**18**	**39**
Hourly Total	68	**68**	85	**85**	**153**
6:00PM	19	**19**	21	**21**	**40**
6:15PM	15	**15**	13	**13**	**28**
6:30PM	20	**20**	14	**14**	**34**
6:45PM	12	**12**	11	**11**	**23**
Hourly Total	66	**66**	59	**59**	**125**
7:00PM	5	**5**	14	**14**	**19**
7:15PM	12	**12**	11	**11**	**23**
7:30PM	15	**15**	7	**7**	**22**
7:45PM	4	**4**	8	**8**	**12**
Hourly Total	36	**36**	40	**40**	**76**
8:00PM	11	**11**	10	**10**	**21**
8:15PM	7	**7**	7	**7**	**14**
8:30PM	5	**5**	4	**4**	**9**
8:45PM	8	**8**	6	**6**	**14**
Hourly Total	31	**31**	27	**27**	**58**
9:00PM	6	**6**	3	**3**	**9**
9:15PM	2	**2**	3	**3**	**5**
9:30PM	4	**4**	1	**1**	**5**
9:45PM	5	**5**	3	**3**	**8**
Hourly Total	17	**17**	10	**10**	**27**
10:00PM	1	**1**	4	**4**	**5**
10:15PM	4	**4**	2	**2**	**6**
10:30PM	1	**1**	4	**4**	**5**
10:45PM	2	**2**	3	**3**	**5**

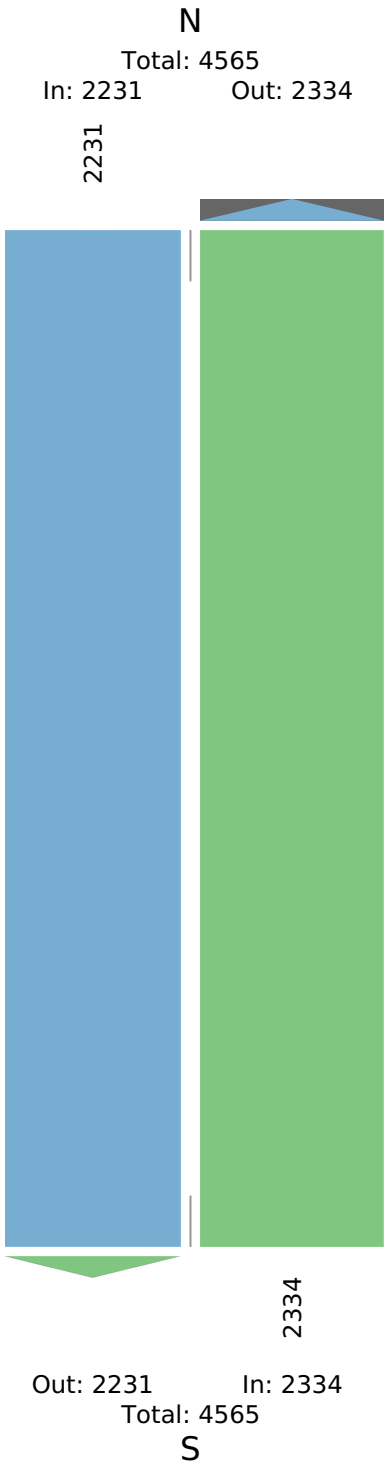
Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	8	**8**	13	**13**	**21**
11:00PM	1	**1**	1	**1**	**2**
11:15PM	1	**1**	2	**2**	**3**
11:30PM	2	**2**	1	**1**	**3**
11:45PM	1	**1**	2	**2**	**3**
Hourly Total	5	**5**	6	**6**	**11**
Total	2334	**2334**	2231	**2231**	**4565**
% Approach	100%	**-**	100%	**-**	-
% Total	51.1%	**51.1%**	48.9%	**48.9%**	-
Lights	2307	**2307**	2203	**2203**	4510
% Lights	98.8%	**98.8%**	98.7%	**98.7%**	98.8%
Articulated Trucks and Single-Unit Trucks	23	**23**	22	**22**	45
% Articulated Trucks and Single-Unit Trucks	1.0%	**1.0%**	1.0%	**1.0%**	1.0%
Buses	4	**4**	6	**6**	10
% Buses	0.2%	**0.2%**	0.3%	**0.3%**	0.2%

*T: Thru

Phoenetia Ave at Galiano St (N/S) - ATR

Tue May 31, 2022
Full Length (12 AM-12 AM (+3))
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959576, Location: 25.761382, -80.257119

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US



Phoenetia Ave at Galiano St (N/S) - ATR

Wed Jun 1, 2022
AM Peak (Jun 01 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959576, Location: 25.761382, -80.257119

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

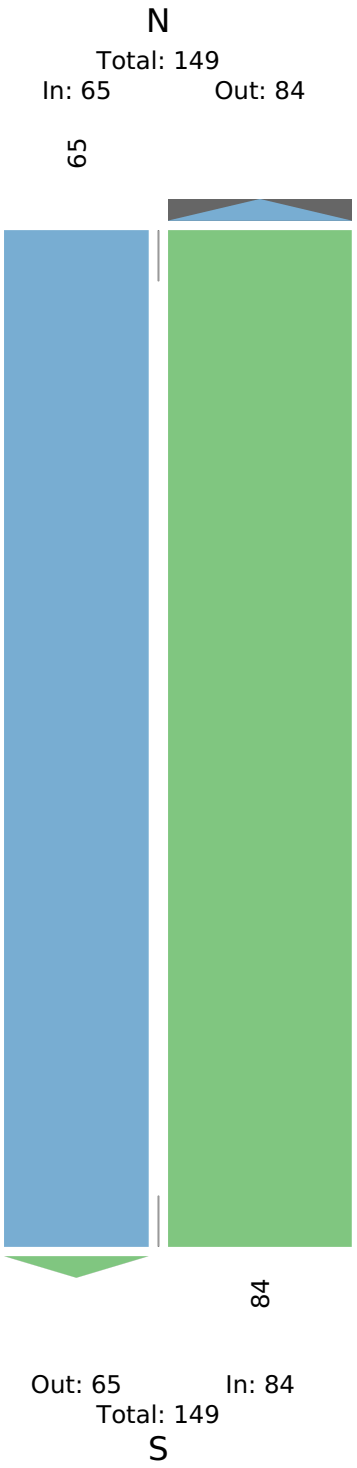
Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
2022-06-01 8:00AM	18	**18**	15	**15**	**33**
8:15AM	27	**27**	21	**21**	**48**
8:30AM	21	**21**	17	**17**	**38**
8:45AM	18	**18**	12	**12**	**30**
Total	84	**84**	65	**65**	**149**
% Approach	100%	**-**	100%	**-**	-
% Total	56.4%	**56.4%**	43.6%	**43.6%**	-
PHF	0.778	**0.778**	0.774	**0.774**	0.776
Lights	82	**82**	64	**64**	146
% Lights	97.6%	**97.6%**	98.5%	**98.5%**	98.0%
Articulated Trucks and Single-Unit Trucks	1	**1**	0	**0**	1
% Articulated Trucks and Single-Unit Trucks	1.2%	**1.2%**	0%	**0%**	0.7%
Buses	1	**1**	1	**1**	2
% Buses	1.2%	**1.2%**	1.5%	**1.5%**	1.3%

*T: Thru

Phoenetia Ave at Galiano St (N/S) - ATR

Wed Jun 1, 2022
AM Peak (Jun 01 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959576, Location: 25.761382, -80.257119

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US



Phoenetia Ave at Galiano St (N/S) - ATR

Wed Jun 1, 2022
Midday Peak (Jun 01 2022 1PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959576, Location: 25.761382, -80.257119

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

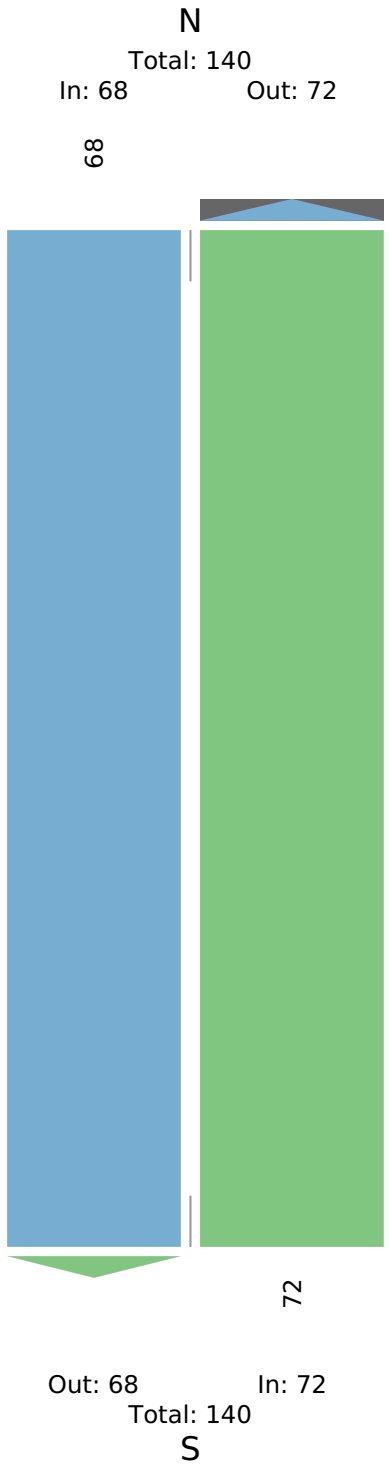
Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
2022-06-01 1:00PM	16	**16**	21	**21**	**37**
1:15PM	21	**21**	14	**14**	**35**
1:30PM	16	**16**	14	**14**	**30**
1:45PM	19	**19**	19	**19**	**38**
Total	72	**72**	68	**68**	**140**
% Approach	100%	**-**	100%	**-**	-
% Total	51.4%	**51.4%**	48.6%	**48.6%**	-
PHF	0.857	**0.857**	0.810	**0.810**	0.921
Lights	72	**72**	68	**68**	140
% Lights	100%	**100%**	100%	**100%**	100%
Articulated Trucks and Single-Unit Trucks	0	**0**	0	**0**	0
% Articulated Trucks and Single-Unit Trucks	0%	**0%**	0%	**0%**	0%
Buses	0	**0**	0	**0**	0
% Buses	0%	**0%**	0%	**0%**	0%

*T: Thru

Phoenetia Ave at Galiano St (N/S) - ATR

Wed Jun 1, 2022
Midday Peak (Jun 01 2022 1PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959576, Location: 25.761382, -80.257119

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US



Phoenetia Ave at Galiano St (N/S) - ATR

Wed Jun 1, 2022
PM Peak (Jun 01 2022 5PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959576, Location: 25.761382, -80.257119

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
2022-06-01 5:00PM	25	**25**	30	**30**	**55**
5:15PM	14	**14**	16	**16**	**30**
5:30PM	17	**17**	23	**23**	**40**
5:45PM	24	**24**	23	**23**	**47**
Total	80	**80**	92	**92**	**172**
% Approach	100%	**-**	100%	**-**	-
% Total	46.5%	**46.5%**	53.5%	**53.5%**	-
PHF	0.800	**0.800**	0.767	**0.767**	0.782
Lights	79	**79**	91	**91**	170
% Lights	98.8%	**98.8%**	98.9%	**98.9%**	98.8%
Articulated Trucks and Single-Unit Trucks	1	**1**	1	**1**	2
% Articulated Trucks and Single-Unit Trucks	1.3%	**1.3%**	1.1%	**1.1%**	1.2%
Buses	0	**0**	0	**0**	0
% Buses	0%	**0%**	0%	**0%**	0%

*T: Thru

Phoenetia Ave at Galiano St (N/S) - ATR

Wed Jun 1, 2022
PM Peak (Jun 01 2022 5PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959576, Location: 25.761382, -80.257119

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US



Ponce de Leon at Antilla Ave (E/W) - ATR

Tue May 31, 2022
Full Length (12 AM-12 AM (+3))
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959580, Location: 25.760556, -80.259017

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

Leg Direction	West Eastbound		East Westbound		
Time	T	App	T	App	Int
2022-05-31 12:00AM	2	**2**	2	**2**	**4**
12:15AM	1	**1**	0	**0**	**1**
12:30AM	0	**0**	3	**3**	**3**
12:45AM	0	**0**	3	**3**	**3**
Hourly Total	3	**3**	8	**8**	**11**
1:00AM	1	**1**	0	**0**	**1**
1:15AM	0	**0**	0	**0**	**0**
1:30AM	0	**0**	2	**2**	**2**
1:45AM	2	**2**	0	**0**	**2**
Hourly Total	3	**3**	2	**2**	**5**
2:00AM	0	**0**	1	**1**	**1**
2:15AM	1	**1**	0	**0**	**1**
2:30AM	0	**0**	0	**0**	**0**
2:45AM	0	**0**	0	**0**	**0**
Hourly Total	1	**1**	1	**1**	**2**
3:00AM	0	**0**	0	**0**	**0**
3:15AM	1	**1**	0	**0**	**1**
3:30AM	2	**2**	1	**1**	**3**
3:45AM	0	**0**	0	**0**	**0**
Hourly Total	3	**3**	1	**1**	**4**
4:00AM	1	**1**	0	**0**	**1**
4:15AM	0	**0**	1	**1**	**1**
4:30AM	2	**2**	0	**0**	**2**
4:45AM	0	**0**	2	**2**	**2**
Hourly Total	3	**3**	3	**3**	**6**
5:00AM	0	**0**	1	**1**	**1**
5:15AM	0	**0**	2	**2**	**2**
5:30AM	1	**1**	1	**1**	**2**
5:45AM	0	**0**	2	**2**	**2**
Hourly Total	1	**1**	6	**6**	**7**
6:00AM	1	**1**	2	**2**	**3**
6:15AM	0	**0**	3	**3**	**3**
6:30AM	2	**2**	5	**5**	**7**
6:45AM	1	**1**	6	**6**	**7**
Hourly Total	4	**4**	16	**16**	**20**
7:00AM	1	**1**	9	**9**	**10**
7:15AM	3	**3**	7	**7**	**10**
7:30AM	1	**1**	11	**11**	**12**
7:45AM	5	**5**	8	**8**	**13**
Hourly Total	10	**10**	35	**35**	**45**
8:00AM	4	**4**	12	**12**	**16**
8:15AM	4	**4**	8	**8**	**12**
8:30AM	2	**2**	9	**9**	**11**
8:45AM	5	**5**	18	**18**	**23**
Hourly Total	15	**15**	47	**47**	**62**
9:00AM	7	**7**	9	**9**	**16**
9:15AM	4	**4**	7	**7**	**11**
9:30AM	5	**5**	7	**7**	**12**
9:45AM	5	**5**	6	**6**	**11**
Hourly Total	21	**21**	29	**29**	**50**
10:00AM	3	**3**	7	**7**	**10**
10:15AM	1	**1**	4	**4**	**5**
10:30AM	1	**1**	5	**5**	**6**
10:45AM	5	**5**	4	**4**	**9**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	10	**10**	20	**20**	**30**
11:00AM	5	**5**	5	**5**	**10**
11:15AM	3	**3**	6	**6**	**9**
11:30AM	2	**2**	5	**5**	**7**
11:45AM	3	**3**	6	**6**	**9**
Hourly Total	13	**13**	22	**22**	**35**
12:00PM	3	**3**	9	**9**	**12**
12:15PM	6	**6**	10	**10**	**16**
12:30PM	0	**0**	6	**6**	**6**
12:45PM	4	**4**	6	**6**	**10**
Hourly Total	13	**13**	31	**31**	**44**
1:00PM	3	**3**	10	**10**	**13**
1:15PM	8	**8**	10	**10**	**18**
1:30PM	2	**2**	8	**8**	**10**
1:45PM	4	**4**	8	**8**	**12**
Hourly Total	17	**17**	36	**36**	**53**
2:00PM	6	**6**	7	**7**	**13**
2:15PM	2	**2**	13	**13**	**15**
2:30PM	4	**4**	7	**7**	**11**
2:45PM	2	**2**	18	**18**	**20**
Hourly Total	14	**14**	45	**45**	**59**
3:00PM	3	**3**	9	**9**	**12**
3:15PM	7	**7**	16	**16**	**23**
3:30PM	5	**5**	14	**14**	**19**
3:45PM	3	**3**	14	**14**	**17**
Hourly Total	18	**18**	53	**53**	**71**
4:00PM	2	**2**	18	**18**	**20**
4:15PM	5	**5**	16	**16**	**21**
4:30PM	10	**10**	13	**13**	**23**
4:45PM	3	**3**	11	**11**	**14**
Hourly Total	20	**20**	58	**58**	**78**
5:00PM	3	**3**	23	**23**	**26**
5:15PM	3	**3**	16	**16**	**19**
5:30PM	8	**8**	21	**21**	**29**
5:45PM	3	**3**	20	**20**	**23**
Hourly Total	17	**17**	80	**80**	**97**
6:00PM	3	**3**	17	**17**	**20**
6:15PM	2	**2**	13	**13**	**15**
6:30PM	7	**7**	10	**10**	**17**
6:45PM	6	**6**	6	**6**	**12**
Hourly Total	18	**18**	46	**46**	**64**
7:00PM	1	**1**	8	**8**	**9**
7:15PM	6	**6**	6	**6**	**12**
7:30PM	6	**6**	5	**5**	**11**
7:45PM	6	**6**	3	**3**	**9**
Hourly Total	19	**19**	22	**22**	**41**
8:00PM	4	**4**	6	**6**	**10**
8:15PM	1	**1**	1	**1**	**2**
8:30PM	4	**4**	3	**3**	**7**
8:45PM	1	**1**	2	**2**	**3**
Hourly Total	10	**10**	12	**12**	**22**
9:00PM	1	**1**	2	**2**	**3**
9:15PM	1	**1**	3	**3**	**4**
9:30PM	6	**6**	2	**2**	**8**
9:45PM	2	**2**	3	**3**	**5**
Hourly Total	10	**10**	10	**10**	**20**
10:00PM	5	**5**	4	**4**	**9**
10:15PM	4	**4**	2	**2**	**6**
10:30PM	2	**2**	4	**4**	**6**
10:45PM	3	**3**	2	**2**	**5**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	14	**14**	12	**12**	**26**
11:00PM	0	**0**	3	**3**	**3**
11:15PM	0	**0**	2	**2**	**2**
11:30PM	0	**0**	3	**3**	**3**
11:45PM	1	**1**	0	**0**	**1**
Hourly Total	1	**1**	8	**8**	**9**
2022-06-01 12:00AM	2	**2**	0	**0**	**2**
12:15AM	1	**1**	0	**0**	**1**
12:30AM	1	**1**	0	**0**	**1**
12:45AM	0	**0**	0	**0**	**0**
Hourly Total	4	**4**	0	**0**	**4**
1:00AM	1	**1**	1	**1**	**2**
1:15AM	1	**1**	2	**2**	**3**
1:30AM	1	**1**	0	**0**	**1**
1:45AM	1	**1**	3	**3**	**4**
Hourly Total	4	**4**	6	**6**	**10**
2:00AM	3	**3**	0	**0**	**3**
2:15AM	2	**2**	1	**1**	**3**
2:30AM	1	**1**	0	**0**	**1**
2:45AM	0	**0**	0	**0**	**0**
Hourly Total	6	**6**	1	**1**	**7**
3:00AM	1	**1**	1	**1**	**2**
3:15AM	1	**1**	0	**0**	**1**
3:30AM	0	**0**	0	**0**	**0**
3:45AM	0	**0**	0	**0**	**0**
Hourly Total	2	**2**	1	**1**	**3**
4:00AM	1	**1**	2	**2**	**3**
4:15AM	1	**1**	0	**0**	**1**
4:30AM	0	**0**	0	**0**	**0**
4:45AM	1	**1**	2	**2**	**3**
Hourly Total	3	**3**	4	**4**	**7**
5:00AM	0	**0**	0	**0**	**0**
5:15AM	0	**0**	0	**0**	**0**
5:30AM	2	**2**	2	**2**	**4**
5:45AM	1	**1**	3	**3**	**4**
Hourly Total	3	**3**	5	**5**	**8**
6:00AM	0	**0**	2	**2**	**2**
6:15AM	0	**0**	1	**1**	**1**
6:30AM	1	**1**	5	**5**	**6**
6:45AM	1	**1**	7	**7**	**8**
Hourly Total	2	**2**	15	**15**	**17**
7:00AM	0	**0**	7	**7**	**7**
7:15AM	1	**1**	6	**6**	**7**
7:30AM	2	**2**	5	**5**	**7**
7:45AM	10	**10**	7	**7**	**17**
Hourly Total	13	**13**	25	**25**	**38**
8:00AM	1	**1**	13	**13**	**14**
8:15AM	5	**5**	9	**9**	**14**
8:30AM	9	**9**	11	**11**	**20**
8:45AM	8	**8**	16	**16**	**24**
Hourly Total	23	**23**	49	**49**	**72**
9:00AM	5	**5**	6	**6**	**11**
9:15AM	1	**1**	7	**7**	**8**
9:30AM	1	**1**	5	**5**	**6**
9:45AM	5	**5**	12	**12**	**17**
Hourly Total	12	**12**	30	**30**	**42**
10:00AM	2	**2**	12	**12**	**14**
10:15AM	4	**4**	10	**10**	**14**
10:30AM	5	**5**	7	**7**	**12**
10:45AM	1	**1**	4	**4**	**5**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	12	**12**	33	**33**	**45**
11:00AM	4	**4**	10	**10**	**14**
11:15AM	3	**3**	8	**8**	**11**
11:30AM	3	**3**	6	**6**	**9**
11:45AM	3	**3**	13	**13**	**16**
Hourly Total	13	**13**	37	**37**	**50**
12:00PM	2	**2**	12	**12**	**14**
12:15PM	8	**8**	14	**14**	**22**
12:30PM	4	**4**	15	**15**	**19**
12:45PM	8	**8**	13	**13**	**21**
Hourly Total	22	**22**	54	**54**	**76**
1:00PM	4	**4**	10	**10**	**14**
1:15PM	7	**7**	11	**11**	**18**
1:30PM	2	**2**	7	**7**	**9**
1:45PM	6	**6**	12	**12**	**18**
Hourly Total	19	**19**	40	**40**	**59**
2:00PM	5	**5**	11	**11**	**16**
2:15PM	7	**7**	12	**12**	**19**
2:30PM	4	**4**	5	**5**	**9**
2:45PM	0	**0**	8	**8**	**8**
Hourly Total	16	**16**	36	**36**	**52**
3:00PM	2	**2**	8	**8**	**10**
3:15PM	4	**4**	17	**17**	**21**
3:30PM	6	**6**	15	**15**	**21**
3:45PM	3	**3**	14	**14**	**17**
Hourly Total	15	**15**	54	**54**	**69**
4:00PM	3	**3**	12	**12**	**15**
4:15PM	6	**6**	13	**13**	**19**
4:30PM	4	**4**	17	**17**	**21**
4:45PM	4	**4**	15	**15**	**19**
Hourly Total	17	**17**	57	**57**	**74**
5:00PM	6	**6**	29	**29**	**35**
5:15PM	3	**3**	31	**31**	**34**
5:30PM	5	**5**	24	**24**	**29**
5:45PM	4	**4**	15	**15**	**19**
Hourly Total	18	**18**	99	**99**	**117**
6:00PM	4	**4**	24	**24**	**28**
6:15PM	3	**3**	9	**9**	**12**
6:30PM	3	**3**	8	**8**	**11**
6:45PM	6	**6**	5	**5**	**11**
Hourly Total	16	**16**	46	**46**	**62**
7:00PM	5	**5**	6	**6**	**11**
7:15PM	3	**3**	6	**6**	**9**
7:30PM	1	**1**	1	**1**	**2**
7:45PM	2	**2**	7	**7**	**9**
Hourly Total	11	**11**	20	**20**	**31**
8:00PM	2	**2**	6	**6**	**8**
8:15PM	2	**2**	4	**4**	**6**
8:30PM	5	**5**	4	**4**	**9**
8:45PM	4	**4**	4	**4**	**8**
Hourly Total	13	**13**	18	**18**	**31**
9:00PM	1	**1**	4	**4**	**5**
9:15PM	1	**1**	0	**0**	**1**
9:30PM	4	**4**	0	**0**	**4**
9:45PM	5	**5**	2	**2**	**7**
Hourly Total	11	**11**	6	**6**	**17**
10:00PM	3	**3**	0	**0**	**3**
10:15PM	2	**2**	0	**0**	**2**
10:30PM	1	**1**	3	**3**	**4**
10:45PM	0	**0**	0	**0**	**0**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	6	**6**	3	**3**	**9**
11:00PM	4	**4**	2	**2**	**6**
11:15PM	3	**3**	5	**5**	**8**
11:30PM	4	**4**	0	**0**	**4**
11:45PM	2	**2**	1	**1**	**3**
Hourly Total	13	**13**	8	**8**	**21**
2022-06-02 12:00AM	2	**2**	1	**1**	**3**
12:15AM	2	**2**	0	**0**	**2**
12:30AM	0	**0**	2	**2**	**2**
12:45AM	1	**1**	0	**0**	**1**
Hourly Total	5	**5**	3	**3**	**8**
1:00AM	0	**0**	0	**0**	**0**
1:15AM	1	**1**	1	**1**	**2**
1:30AM	0	**0**	1	**1**	**1**
1:45AM	1	**1**	0	**0**	**1**
Hourly Total	2	**2**	2	**2**	**4**
2:00AM	2	**2**	0	**0**	**2**
2:15AM	0	**0**	0	**0**	**0**
2:30AM	3	**3**	1	**1**	**4**
2:45AM	0	**0**	0	**0**	**0**
Hourly Total	5	**5**	1	**1**	**6**
3:00AM	0	**0**	0	**0**	**0**
3:15AM	0	**0**	2	**2**	**2**
3:30AM	0	**0**	1	**1**	**1**
3:45AM	1	**1**	0	**0**	**1**
Hourly Total	1	**1**	3	**3**	**4**
4:00AM	1	**1**	2	**2**	**3**
4:15AM	1	**1**	0	**0**	**1**
4:30AM	0	**0**	0	**0**	**0**
4:45AM	0	**0**	1	**1**	**1**
Hourly Total	2	**2**	3	**3**	**5**
5:00AM	0	**0**	0	**0**	**0**
5:15AM	0	**0**	1	**1**	**1**
5:30AM	1	**1**	2	**2**	**3**
5:45AM	0	**0**	2	**2**	**2**
Hourly Total	1	**1**	5	**5**	**6**
6:00AM	0	**0**	1	**1**	**1**
6:15AM	1	**1**	4	**4**	**5**
6:30AM	1	**1**	6	**6**	**7**
6:45AM	0	**0**	2	**2**	**2**
Hourly Total	2	**2**	13	**13**	**15**
7:00AM	1	**1**	10	**10**	**11**
7:15AM	1	**1**	3	**3**	**4**
7:30AM	3	**3**	8	**8**	**11**
7:45AM	6	**6**	5	**5**	**11**
Hourly Total	11	**11**	26	**26**	**37**
8:00AM	4	**4**	6	**6**	**10**
8:15AM	3	**3**	5	**5**	**8**
8:30AM	6	**6**	11	**11**	**17**
8:45AM	3	**3**	13	**13**	**16**
Hourly Total	16	**16**	35	**35**	**51**
9:00AM	2	**2**	11	**11**	**13**
9:15AM	2	**2**	4	**4**	**6**
9:30AM	3	**3**	7	**7**	**10**
9:45AM	3	**3**	8	**8**	**11**
Hourly Total	10	**10**	30	**30**	**40**
10:00AM	3	**3**	7	**7**	**10**
10:15AM	6	**6**	9	**9**	**15**
10:30AM	2	**2**	2	**2**	**4**
10:45AM	4	**4**	8	**8**	**12**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	15	**15**	26	**26**	**41**
11:00AM	3	**3**	8	**8**	**11**
11:15AM	2	**2**	6	**6**	**8**
11:30AM	4	**4**	6	**6**	**10**
11:45AM	3	**3**	12	**12**	**15**
Hourly Total	12	**12**	32	**32**	**44**
12:00PM	5	**5**	9	**9**	**14**
12:15PM	1	**1**	9	**9**	**10**
12:30PM	3	**3**	13	**13**	**16**
12:45PM	6	**6**	13	**13**	**19**
Hourly Total	15	**15**	44	**44**	**59**
1:00PM	1	**1**	9	**9**	**10**
1:15PM	0	**0**	15	**15**	**15**
1:30PM	4	**4**	8	**8**	**12**
1:45PM	7	**7**	9	**9**	**16**
Hourly Total	12	**12**	41	**41**	**53**
2:00PM	2	**2**	11	**11**	**13**
2:15PM	4	**4**	7	**7**	**11**
2:30PM	4	**4**	7	**7**	**11**
2:45PM	0	**0**	11	**11**	**11**
Hourly Total	10	**10**	36	**36**	**46**
3:00PM	9	**9**	9	**9**	**18**
3:15PM	7	**7**	8	**8**	**15**
3:30PM	5	**5**	5	**5**	**10**
3:45PM	1	**1**	13	**13**	**14**
Hourly Total	22	**22**	35	**35**	**57**
4:00PM	3	**3**	7	**7**	**10**
4:15PM	5	**5**	13	**13**	**18**
4:30PM	3	**3**	15	**15**	**18**
4:45PM	4	**4**	18	**18**	**22**
Hourly Total	15	**15**	53	**53**	**68**
5:00PM	4	**4**	24	**24**	**28**
5:15PM	3	**3**	20	**20**	**23**
5:30PM	2	**2**	25	**25**	**27**
5:45PM	2	**2**	19	**19**	**21**
Hourly Total	11	**11**	88	**88**	**99**
6:00PM	8	**8**	16	**16**	**24**
6:15PM	3	**3**	23	**23**	**26**
6:30PM	2	**2**	13	**13**	**15**
6:45PM	7	**7**	9	**9**	**16**
Hourly Total	20	**20**	61	**61**	**81**
7:00PM	3	**3**	10	**10**	**13**
7:15PM	4	**4**	5	**5**	**9**
7:30PM	5	**5**	9	**9**	**14**
7:45PM	3	**3**	6	**6**	**9**
Hourly Total	15	**15**	30	**30**	**45**
8:00PM	1	**1**	0	**0**	**1**
8:15PM	4	**4**	2	**2**	**6**
8:30PM	0	**0**	2	**2**	**2**
8:45PM	2	**2**	2	**2**	**4**
Hourly Total	7	**7**	6	**6**	**13**
9:00PM	1	**1**	2	**2**	**3**
9:15PM	3	**3**	2	**2**	**5**
9:30PM	0	**0**	1	**1**	**1**
9:45PM	1	**1**	2	**2**	**3**
Hourly Total	5	**5**	7	**7**	**12**
10:00PM	1	**1**	1	**1**	**2**
10:15PM	2	**2**	1	**1**	**3**
10:30PM	3	**3**	1	**1**	**4**
10:45PM	1	**1**	4	**4**	**5**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	7	**7**	7	**7**	**14**
11:00PM	2	**2**	5	**5**	**7**
11:15PM	1	**1**	2	**2**	**3**
11:30PM	1	**1**	2	**2**	**3**
11:45PM	2	**2**	3	**3**	**5**
Hourly Total	6	**6**	12	**12**	**18**
Total	759	**759**	1849	**1849**	**2608**
% Approach	100%	**-**	100%	**-**	-
% Total	29.1%	**29.1%**	70.9%	**70.9%**	-
Lights	747	**747**	1822	**1822**	2569
% Lights	98.4%	**98.4%**	98.5%	**98.5%**	98.5%
Articulated Trucks and Single-Unit Trucks	9	**9**	24	**24**	33
% Articulated Trucks and Single-Unit Trucks	1.2%	**1.2%**	1.3%	**1.3%**	1.3%
Buses	3	**3**	3	**3**	6
% Buses	0.4%	**0.4%**	0.2%	**0.2%**	0.2%

*T: Thru

Ponce de Leon at Antilla Ave (E/W) - ATR

Tue May 31, 2022
Full Length (12 AM-12 AM (+3))
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959580, Location: 25.760556, -80.259017

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US



Ponce de Leon at Antilla Ave (E/W) - ATR

Wed Jun 1, 2022
AM Peak (Jun 01 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959580, Location: 25.760556, -80.259017



Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2022-06-01 8:00AM	1	**1**	13	**13**	**14**
8:15AM	5	**5**	9	**9**	**14**
8:30AM	9	**9**	11	**11**	**20**
8:45AM	8	**8**	16	**16**	**24**
Total	23	**23**	49	**49**	**72**
% Approach	100%	**-**	100%	**-**	-
% Total	31.9%	**31.9%**	68.1%	**68.1%**	-
PHF	0.639	**0.639**	0.766	**0.766**	0.750
Lights	23	**23**	49	**49**	72
% Lights	100%	**100%**	100%	**100%**	100%
Articulated Trucks and Single-Unit Trucks	0	**0**	0	**0**	0
% Articulated Trucks and Single-Unit Trucks	0%	**0%**	0%	**0%**	0%
Buses	0	**0**	0	**0**	0
% Buses	0%	**0%**	0%	**0%**	0%

*T: Thru

Ponce de Leon at Antilla Ave (E/W) - ATR

Wed Jun 1, 2022
AM Peak (Jun 01 2022 8AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959580, Location: 25.760556, -80.259017

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US



Ponce de Leon at Antilla Ave (E/W) - ATR

Wed Jun 1, 2022
Midday Peak (Jun 01 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959580, Location: 25.760556, -80.259017

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2022-06-01 12:00PM	2	**2**	12	**12**	**14**
12:15PM	8	**8**	14	**14**	**22**
12:30PM	4	**4**	15	**15**	**19**
12:45PM	8	**8**	13	**13**	**21**
Total	22	**22**	54	**54**	**76**
% Approach	100%	**-**	100%	**-**	-
% Total	28.9%	**28.9%**	71.1%	**71.1%**	-
PHF	0.688	**0.688**	0.900	**0.900**	0.864
Lights	22	**22**	54	**54**	76
% Lights	100%	**100%**	100%	**100%**	100%
Articulated Trucks and Single-Unit Trucks	0	**0**	0	**0**	0
% Articulated Trucks and Single-Unit Trucks	0%	**0%**	0%	**0%**	0%
Buses	0	**0**	0	**0**	0
% Buses	0%	**0%**	0%	**0%**	0%

*T: Thru

Ponce de Leon at Antilla Ave (E/W) - ATR

Wed Jun 1, 2022
Midday Peak (Jun 01 2022 12PM - 1 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959580, Location: 25.760556, -80.259017

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US



Ponce de Leon at Antilla Ave (E/W) - ATR

Wed Jun 1, 2022
PM Peak (Jun 01 2022 4:45PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959580, Location: 25.760556, -80.259017



Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2022-06-01 4:45PM	4	**4**	15	**15**	**19**
5:00PM	6	**6**	29	**29**	**35**
5:15PM	3	**3**	31	**31**	**34**
5:30PM	5	**5**	24	**24**	**29**
Total	18	**18**	99	**99**	**117**
% Approach	100%	**-**	100%	**-**	-
% Total	15.4%	**15.4%**	84.6%	**84.6%**	-
PHF	0.750	**0.750**	0.798	**0.798**	0.836
Lights	18	**18**	98	**98**	116
% Lights	100%	**100%**	99.0%	**99.0%**	99.1%
Articulated Trucks and Single-Unit Trucks	0	**0**	1	**1**	1
% Articulated Trucks and Single-Unit Trucks	0%	**0%**	1.0%	**1.0%**	0.9%
Buses	0	**0**	0	**0**	0
% Buses	0%	**0%**	0%	**0%**	0%

*T: Thru

Ponce de Leon at Antilla Ave (E/W) - ATR

Wed Jun 1, 2022
PM Peak (Jun 01 2022 4:45PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959580, Location: 25.760556, -80.259017

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US



Ponce de Leon at Antilla Ave (N/S) - ATR

Tue May 31, 2022
Full Length (12 AM-12 AM (+3))
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959571, Location: 25.760556, -80.259017

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
2022-05-31 12:00AM	17	**17**	12	**12**	**29**
12:15AM	4	**4**	7	**7**	**11**
12:30AM	3	**3**	11	**11**	**14**
12:45AM	5	**5**	5	**5**	**10**
Hourly Total	29	**29**	35	**35**	**64**
1:00AM	6	**6**	4	**4**	**10**
1:15AM	2	**2**	5	**5**	**7**
1:30AM	5	**5**	3	**3**	**8**
1:45AM	5	**5**	3	**3**	**8**
Hourly Total	18	**18**	15	**15**	**33**
2:00AM	3	**3**	3	**3**	**6**
2:15AM	1	**1**	5	**5**	**6**
2:30AM	3	**3**	1	**1**	**4**
2:45AM	3	**3**	1	**1**	**4**
Hourly Total	10	**10**	10	**10**	**20**
3:00AM	3	**3**	3	**3**	**6**
3:15AM	2	**2**	2	**2**	**4**
3:30AM	4	**4**	3	**3**	**7**
3:45AM	0	**0**	4	**4**	**4**
Hourly Total	9	**9**	12	**12**	**21**
4:00AM	4	**4**	2	**2**	**6**
4:15AM	4	**4**	2	**2**	**6**
4:30AM	1	**1**	3	**3**	**4**
4:45AM	3	**3**	11	**11**	**14**
Hourly Total	12	**12**	18	**18**	**30**
5:00AM	4	**4**	3	**3**	**7**
5:15AM	4	**4**	7	**7**	**11**
5:30AM	7	**7**	13	**13**	**20**
5:45AM	9	**9**	10	**10**	**19**
Hourly Total	24	**24**	33	**33**	**57**
6:00AM	13	**13**	20	**20**	**33**
6:15AM	18	**18**	26	**26**	**44**
6:30AM	23	**23**	51	**51**	**74**
6:45AM	36	**36**	74	**74**	**110**
Hourly Total	90	**90**	171	**171**	**261**
7:00AM	42	**42**	55	**55**	**97**
7:15AM	59	**59**	76	**76**	**135**
7:30AM	57	**57**	103	**103**	**160**
7:45AM	72	**72**	120	**120**	**192**
Hourly Total	230	**230**	354	**354**	**584**
8:00AM	74	**74**	141	**141**	**215**
8:15AM	116	**116**	146	**146**	**262**
8:30AM	108	**108**	161	**161**	**269**
8:45AM	92	**92**	170	**170**	**262**
Hourly Total	390	**390**	618	**618**	**1008**
9:00AM	75	**75**	142	**142**	**217**
9:15AM	104	**104**	126	**126**	**230**
9:30AM	85	**85**	99	**99**	**184**
9:45AM	108	**108**	110	**110**	**218**
Hourly Total	372	**372**	477	**477**	**849**
10:00AM	74	**74**	119	**119**	**193**
10:15AM	98	**98**	105	**105**	**203**
10:30AM	84	**84**	94	**94**	**178**
10:45AM	88	**88**	96	**96**	**184**

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	344	**344**	414	**414**	**758**
11:00AM	99	**99**	86	**86**	**185**
11:15AM	95	**95**	91	**91**	**186**
11:30AM	91	**91**	104	**104**	**195**
11:45AM	93	**93**	96	**96**	**189**
Hourly Total	378	**378**	377	**377**	**755**
12:00PM	79	**79**	123	**123**	**202**
12:15PM	89	**89**	89	**89**	**178**
12:30PM	104	**104**	115	**115**	**219**
12:45PM	94	**94**	101	**101**	**195**
Hourly Total	366	**366**	428	**428**	**794**
1:00PM	103	**103**	100	**100**	**203**
1:15PM	121	**121**	95	**95**	**216**
1:30PM	74	**74**	105	**105**	**179**
1:45PM	101	**101**	99	**99**	**200**
Hourly Total	399	**399**	399	**399**	**798**
2:00PM	100	**100**	153	**153**	**253**
2:15PM	104	**104**	108	**108**	**212**
2:30PM	118	**118**	103	**103**	**221**
2:45PM	126	**126**	109	**109**	**235**
Hourly Total	448	**448**	473	**473**	**921**
3:00PM	145	**145**	106	**106**	**251**
3:15PM	144	**144**	99	**99**	**243**
3:30PM	145	**145**	98	**98**	**243**
3:45PM	150	**150**	107	**107**	**257**
Hourly Total	584	**584**	410	**410**	**994**
4:00PM	141	**141**	90	**90**	**231**
4:15PM	127	**127**	83	**83**	**210**
4:30PM	132	**132**	90	**90**	**222**
4:45PM	126	**126**	90	**90**	**216**
Hourly Total	526	**526**	353	**353**	**879**
5:00PM	157	**157**	113	**113**	**270**
5:15PM	172	**172**	99	**99**	**271**
5:30PM	209	**209**	118	**118**	**327**
5:45PM	119	**119**	125	**125**	**244**
Hourly Total	657	**657**	455	**455**	**1112**
6:00PM	127	**127**	105	**105**	**232**
6:15PM	113	**113**	97	**97**	**210**
6:30PM	98	**98**	95	**95**	**193**
6:45PM	96	**96**	67	**67**	**163**
Hourly Total	434	**434**	364	**364**	**798**
7:00PM	72	**72**	70	**70**	**142**
7:15PM	67	**67**	52	**52**	**119**
7:30PM	67	**67**	67	**67**	**134**
7:45PM	63	**63**	62	**62**	**125**
Hourly Total	269	**269**	251	**251**	**520**
8:00PM	56	**56**	43	**43**	**99**
8:15PM	55	**55**	52	**52**	**107**
8:30PM	53	**53**	63	**63**	**116**
8:45PM	47	**47**	42	**42**	**89**
Hourly Total	211	**211**	200	**200**	**411**
9:00PM	57	**57**	29	**29**	**86**
9:15PM	47	**47**	34	**34**	**81**
9:30PM	50	**50**	36	**36**	**86**
9:45PM	40	**40**	35	**35**	**75**
Hourly Total	194	**194**	134	**134**	**328**
10:00PM	53	**53**	26	**26**	**79**
10:15PM	35	**35**	22	**22**	**57**
10:30PM	30	**30**	23	**23**	**53**
10:45PM	28	**28**	20	**20**	**48**

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	146	**146**	91	**91**	**237**
11:00PM	23	**23**	10	**10**	**33**
11:15PM	13	**13**	17	**17**	**30**
11:30PM	10	**10**	8	**8**	**18**
11:45PM	12	**12**	11	**11**	**23**
Hourly Total	58	**58**	46	**46**	**104**
2022-06-01 12:00AM	11	**11**	6	**6**	**17**
12:15AM	7	**7**	10	**10**	**17**
12:30AM	6	**6**	7	**7**	**13**
12:45AM	3	**3**	4	**4**	**7**
Hourly Total	27	**27**	27	**27**	**54**
1:00AM	3	**3**	4	**4**	**7**
1:15AM	6	**6**	4	**4**	**10**
1:30AM	4	**4**	1	**1**	**5**
1:45AM	7	**7**	4	**4**	**11**
Hourly Total	20	**20**	13	**13**	**33**
2:00AM	1	**1**	3	**3**	**4**
2:15AM	2	**2**	6	**6**	**8**
2:30AM	1	**1**	3	**3**	**4**
2:45AM	0	**0**	4	**4**	**4**
Hourly Total	4	**4**	16	**16**	**20**
3:00AM	3	**3**	1	**1**	**4**
3:15AM	4	**4**	4	**4**	**8**
3:30AM	5	**5**	1	**1**	**6**
3:45AM	1	**1**	2	**2**	**3**
Hourly Total	13	**13**	8	**8**	**21**
4:00AM	3	**3**	2	**2**	**5**
4:15AM	3	**3**	5	**5**	**8**
4:30AM	0	**0**	4	**4**	**4**
4:45AM	3	**3**	8	**8**	**11**
Hourly Total	9	**9**	19	**19**	**28**
5:00AM	2	**2**	2	**2**	**4**
5:15AM	7	**7**	4	**4**	**11**
5:30AM	6	**6**	10	**10**	**16**
5:45AM	15	**15**	17	**17**	**32**
Hourly Total	30	**30**	33	**33**	**63**
6:00AM	7	**7**	18	**18**	**25**
6:15AM	15	**15**	29	**29**	**44**
6:30AM	29	**29**	47	**47**	**76**
6:45AM	36	**36**	85	**85**	**121**
Hourly Total	87	**87**	179	**179**	**266**
7:00AM	47	**47**	67	**67**	**114**
7:15AM	54	**54**	60	**60**	**114**
7:30AM	60	**60**	78	**78**	**138**
7:45AM	67	**67**	116	**116**	**183**
Hourly Total	228	**228**	321	**321**	**549**
8:00AM	78	**78**	155	**155**	**233**
8:15AM	113	**113**	157	**157**	**270**
8:30AM	130	**130**	165	**165**	**295**
8:45AM	103	**103**	166	**166**	**269**
Hourly Total	424	**424**	643	**643**	**1067**
9:00AM	100	**100**	178	**178**	**278**
9:15AM	95	**95**	142	**142**	**237**
9:30AM	107	**107**	118	**118**	**225**
9:45AM	78	**78**	127	**127**	**205**
Hourly Total	380	**380**	565	**565**	**945**
10:00AM	85	**85**	134	**134**	**219**
10:15AM	105	**105**	119	**119**	**224**
10:30AM	94	**94**	111	**111**	**205**
10:45AM	81	**81**	125	**125**	**206**

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	365	**365**	489	**489**	**854**
11:00AM	98	**98**	128	**128**	**226**
11:15AM	101	**101**	100	**100**	**201**
11:30AM	104	**104**	112	**112**	**216**
11:45AM	109	**109**	117	**117**	**226**
Hourly Total	412	**412**	457	**457**	**869**
12:00PM	106	**106**	123	**123**	**229**
12:15PM	98	**98**	118	**118**	**216**
12:30PM	117	**117**	114	**114**	**231**
12:45PM	103	**103**	126	**126**	**229**
Hourly Total	424	**424**	481	**481**	**905**
1:00PM	101	**101**	132	**132**	**233**
1:15PM	123	**123**	89	**89**	**212**
1:30PM	98	**98**	121	**121**	**219**
1:45PM	116	**116**	115	**115**	**231**
Hourly Total	438	**438**	457	**457**	**895**
2:00PM	131	**131**	121	**121**	**252**
2:15PM	123	**123**	109	**109**	**232**
2:30PM	127	**127**	110	**110**	**237**
2:45PM	121	**121**	121	**121**	**242**
Hourly Total	502	**502**	461	**461**	**963**
3:00PM	146	**146**	95	**95**	**241**
3:15PM	144	**144**	108	**108**	**252**
3:30PM	161	**161**	88	**88**	**249**
3:45PM	113	**113**	103	**103**	**216**
Hourly Total	564	**564**	394	**394**	**958**
4:00PM	175	**175**	102	**102**	**277**
4:15PM	153	**153**	102	**102**	**255**
4:30PM	161	**161**	107	**107**	**268**
4:45PM	148	**148**	97	**97**	**245**
Hourly Total	637	**637**	408	**408**	**1045**
5:00PM	178	**178**	120	**120**	**298**
5:15PM	150	**150**	113	**113**	**263**
5:30PM	185	**185**	95	**95**	**280**
5:45PM	194	**194**	115	**115**	**309**
Hourly Total	707	**707**	443	**443**	**1150**
6:00PM	156	**156**	105	**105**	**261**
6:15PM	154	**154**	91	**91**	**245**
6:30PM	123	**123**	87	**87**	**210**
6:45PM	103	**103**	63	**63**	**166**
Hourly Total	536	**536**	346	**346**	**882**
7:00PM	80	**80**	74	**74**	**154**
7:15PM	71	**71**	68	**68**	**139**
7:30PM	64	**64**	63	**63**	**127**
7:45PM	50	**50**	60	**60**	**110**
Hourly Total	265	**265**	265	**265**	**530**
8:00PM	58	**58**	51	**51**	**109**
8:15PM	48	**48**	43	**43**	**91**
8:30PM	64	**64**	59	**59**	**123**
8:45PM	54	**54**	55	**55**	**109**
Hourly Total	224	**224**	208	**208**	**432**
9:00PM	56	**56**	37	**37**	**93**
9:15PM	64	**64**	39	**39**	**103**
9:30PM	45	**45**	38	**38**	**83**
9:45PM	59	**59**	28	**28**	**87**
Hourly Total	224	**224**	142	**142**	**366**
10:00PM	50	**50**	27	**27**	**77**
10:15PM	45	**45**	27	**27**	**72**
10:30PM	32	**32**	19	**19**	**51**
10:45PM	35	**35**	16	**16**	**51**

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	162	**162**	89	**89**	**251**
11:00PM	22	**22**	19	**19**	**41**
11:15PM	17	**17**	12	**12**	**29**
11:30PM	15	**15**	11	**11**	**26**
11:45PM	18	**18**	14	**14**	**32**
Hourly Total	72	**72**	56	**56**	**128**
2022-06-02 12:00AM	18	**18**	16	**16**	**34**
12:15AM	7	**7**	9	**9**	**16**
12:30AM	15	**15**	7	**7**	**22**
12:45AM	5	**5**	9	**9**	**14**
Hourly Total	45	**45**	41	**41**	**86**
1:00AM	7	**7**	1	**1**	**8**
1:15AM	5	**5**	4	**4**	**9**
1:30AM	4	**4**	0	**0**	**4**
1:45AM	3	**3**	4	**4**	**7**
Hourly Total	19	**19**	9	**9**	**28**
2:00AM	5	**5**	3	**3**	**8**
2:15AM	2	**2**	2	**2**	**4**
2:30AM	4	**4**	5	**5**	**9**
2:45AM	1	**1**	2	**2**	**3**
Hourly Total	12	**12**	12	**12**	**24**
3:00AM	1	**1**	3	**3**	**4**
3:15AM	2	**2**	1	**1**	**3**
3:30AM	4	**4**	2	**2**	**6**
3:45AM	1	**1**	0	**0**	**1**
Hourly Total	8	**8**	6	**6**	**14**
4:00AM	4	**4**	2	**2**	**6**
4:15AM	3	**3**	4	**4**	**7**
4:30AM	0	**0**	3	**3**	**3**
4:45AM	1	**1**	7	**7**	**8**
Hourly Total	8	**8**	16	**16**	**24**
5:00AM	2	**2**	5	**5**	**7**
5:15AM	5	**5**	8	**8**	**13**
5:30AM	8	**8**	9	**9**	**17**
5:45AM	12	**12**	17	**17**	**29**
Hourly Total	27	**27**	39	**39**	**66**
6:00AM	11	**11**	20	**20**	**31**
6:15AM	16	**16**	29	**29**	**45**
6:30AM	25	**25**	48	**48**	**73**
6:45AM	26	**26**	69	**69**	**95**
Hourly Total	78	**78**	166	**166**	**244**
7:00AM	51	**51**	54	**54**	**105**
7:15AM	54	**54**	75	**75**	**129**
7:30AM	56	**56**	92	**92**	**148**
7:45AM	77	**77**	130	**130**	**207**
Hourly Total	238	**238**	351	**351**	**589**
8:00AM	84	**84**	142	**142**	**226**
8:15AM	104	**104**	150	**150**	**254**
8:30AM	130	**130**	145	**145**	**275**
8:45AM	95	**95**	158	**158**	**253**
Hourly Total	413	**413**	595	**595**	**1008**
9:00AM	123	**123**	155	**155**	**278**
9:15AM	91	**91**	127	**127**	**218**
9:30AM	116	**116**	116	**116**	**232**
9:45AM	94	**94**	120	**120**	**214**
Hourly Total	424	**424**	518	**518**	**942**
10:00AM	100	**100**	113	**113**	**213**
10:15AM	72	**72**	101	**101**	**173**
10:30AM	89	**89**	104	**104**	**193**
10:45AM	106	**106**	124	**124**	**230**

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	367	**367**	442	**442**	**809**
11:00AM	127	**127**	132	**132**	**259**
11:15AM	90	**90**	111	**111**	**201**
11:30AM	109	**109**	102	**102**	**211**
11:45AM	92	**92**	127	**127**	**219**
Hourly Total	418	**418**	472	**472**	**890**
12:00PM	103	**103**	105	**105**	**208**
12:15PM	112	**112**	107	**107**	**219**
12:30PM	111	**111**	107	**107**	**218**
12:45PM	116	**116**	103	**103**	**219**
Hourly Total	442	**442**	422	**422**	**864**
1:00PM	96	**96**	104	**104**	**200**
1:15PM	110	**110**	113	**113**	**223**
1:30PM	103	**103**	111	**111**	**214**
1:45PM	121	**121**	94	**94**	**215**
Hourly Total	430	**430**	422	**422**	**852**
2:00PM	118	**118**	108	**108**	**226**
2:15PM	119	**119**	106	**106**	**225**
2:30PM	116	**116**	115	**115**	**231**
2:45PM	121	**121**	115	**115**	**236**
Hourly Total	474	**474**	444	**444**	**918**
3:00PM	131	**131**	133	**133**	**264**
3:15PM	157	**157**	115	**115**	**272**
3:30PM	156	**156**	103	**103**	**259**
3:45PM	160	**160**	110	**110**	**270**
Hourly Total	604	**604**	461	**461**	**1065**
4:00PM	194	**194**	110	**110**	**304**
4:15PM	175	**175**	81	**81**	**256**
4:30PM	168	**168**	125	**125**	**293**
4:45PM	162	**162**	99	**99**	**261**
Hourly Total	699	**699**	415	**415**	**1114**
5:00PM	203	**203**	111	**111**	**314**
5:15PM	167	**167**	135	**135**	**302**
5:30PM	173	**173**	114	**114**	**287**
5:45PM	163	**163**	114	**114**	**277**
Hourly Total	706	**706**	474	**474**	**1180**
6:00PM	119	**119**	98	**98**	**217**
6:15PM	120	**120**	101	**101**	**221**
6:30PM	98	**98**	82	**82**	**180**
6:45PM	82	**82**	92	**92**	**174**
Hourly Total	419	**419**	373	**373**	**792**
7:00PM	76	**76**	70	**70**	**146**
7:15PM	70	**70**	67	**67**	**137**
7:30PM	59	**59**	57	**57**	**116**
7:45PM	57	**57**	62	**62**	**119**
Hourly Total	262	**262**	256	**256**	**518**
8:00PM	79	**79**	64	**64**	**143**
8:15PM	62	**62**	42	**42**	**104**
8:30PM	56	**56**	39	**39**	**95**
8:45PM	44	**44**	33	**33**	**77**
Hourly Total	241	**241**	178	**178**	**419**
9:00PM	46	**46**	49	**49**	**95**
9:15PM	47	**47**	43	**43**	**90**
9:30PM	48	**48**	38	**38**	**86**
9:45PM	52	**52**	31	**31**	**83**
Hourly Total	193	**193**	161	**161**	**354**
10:00PM	43	**43**	32	**32**	**75**
10:15PM	44	**44**	40	**40**	**84**
10:30PM	35	**35**	27	**27**	**62**
10:45PM	21	**21**	23	**23**	**44**

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	143	**143**	122	**122**	**265**
11:00PM	27	**27**	16	**16**	**43**
11:15PM	22	**22**	8	**8**	**30**
11:30PM	26	**26**	15	**15**	**41**
11:45PM	18	**18**	14	**14**	**32**
Hourly Total	93	**93**	53	**53**	**146**
Total	19715	**19715**	19106	**19106**	**38821**
% Approach	100%	**-**	100%	**-**	-
% Total	50.8%	**50.8%**	49.2%	**49.2%**	-
Lights	19231	**19231**	18598	**18598**	37829
% Lights	97.5%	**97.5%**	97.3%	**97.3%**	97.4%
Articulated Trucks and Single-Unit Trucks	196	**196**	213	**213**	409
% Articulated Trucks and Single-Unit Trucks	1.0%	**1.0%**	1.1%	**1.1%**	1.1%
Buses	288	**288**	295	**295**	583
% Buses	1.5%	**1.5%**	1.5%	**1.5%**	1.5%

*T: Thru

Ponce de Leon at Antilla Ave (N/S) - ATR

Tue May 31, 2022
Full Length (12 AM-12 AM (+3))
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959571, Location: 25.760556, -80.259017

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US



Ponce de Leon at Antilla Ave (N/S) - ATR

Wed Jun 1, 2022
AM Peak (Jun 01 2022 8:15AM - 9:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959571, Location: 25.760556, -80.259017

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

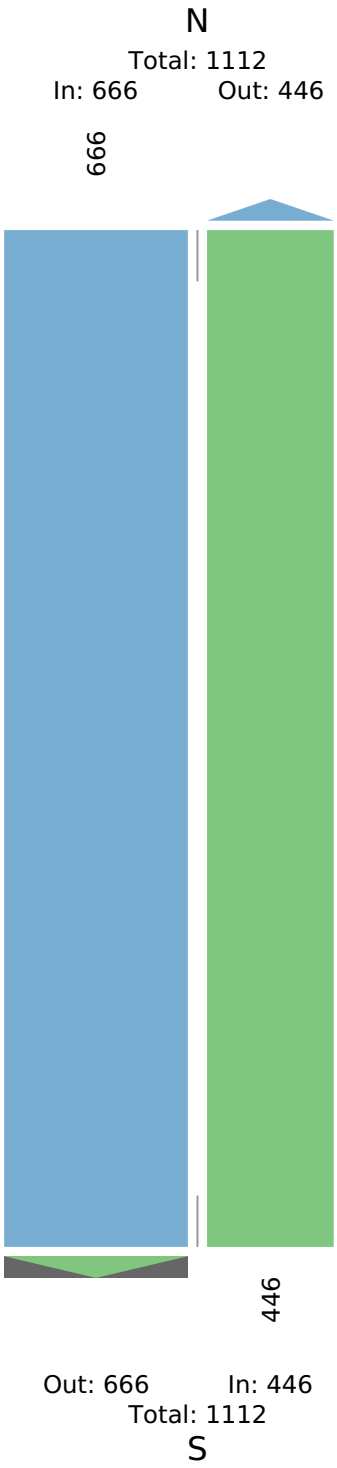
Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
2022-06-01 8:15AM	113	**113**	157	**157**	**270**
8:30AM	130	**130**	165	**165**	**295**
8:45AM	103	**103**	166	**166**	**269**
9:00AM	100	**100**	178	**178**	**278**
Total	446	**446**	666	**666**	**1112**
% Approach	100%	**-**	100%	**-**	-
% Total	40.1%	**40.1%**	59.9%	**59.9%**	-
PHF	0.858	**0.858**	0.935	**0.935**	0.942
Lights	437	**437**	650	**650**	1087
% Lights	98.0%	**98.0%**	97.6%	**97.6%**	97.8%
Articulated Trucks and Single-Unit Trucks	3	**3**	10	**10**	13
% Articulated Trucks and Single-Unit Trucks	0.7%	**0.7%**	1.5%	**1.5%**	1.2%
Buses	6	**6**	6	**6**	12
% Buses	1.3%	**1.3%**	0.9%	**0.9%**	1.1%

*T: Thru

Ponce de Leon at Antilla Ave (N/S) - ATR

Wed Jun 1, 2022
AM Peak (Jun 01 2022 8:15AM - 9:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959571, Location: 25.760556, -80.259017

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US



Ponce de Leon at Antilla Ave (N/S) - ATR

Wed Jun 1, 2022
Midday Peak (Jun 01 2022 12:15PM - 1:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959571, Location: 25.760556, -80.259017

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
2022-06-01 12:15PM	98	**98**	118	**118**	**216**
12:30PM	117	**117**	114	**114**	**231**
12:45PM	103	**103**	126	**126**	**229**
1:00PM	101	**101**	132	**132**	**233**
Total	419	**419**	490	**490**	**909**
% Approach	100%	**-**	100%	**-**	-
% Total	46.1%	**46.1%**	53.9%	**53.9%**	-
PHF	0.895	**0.895**	0.928	**0.928**	0.975
Lights	405	**405**	475	**475**	880
% Lights	96.7%	**96.7%**	96.9%	**96.9%**	96.8%
Articulated Trucks and Single-Unit Trucks	8	**8**	9	**9**	17
% Articulated Trucks and Single-Unit Trucks	1.9%	**1.9%**	1.8%	**1.8%**	1.9%
Buses	6	**6**	6	**6**	12
% Buses	1.4%	**1.4%**	1.2%	**1.2%**	1.3%

*T: Thru

Ponce de Leon at Antilla Ave (N/S) - ATR

Wed Jun 1, 2022
Midday Peak (Jun 01 2022 12:15PM - 1:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959571, Location: 25.760556, -80.259017

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US



Ponce de Leon at Antilla Ave (N/S) - ATR

Thu Jun 2, 2022
PM Peak (Jun 02 2022 5PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959571, Location: 25.760556, -80.259017

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

Leg Direction	South Northbound		North Southbound		
Time	T	**App**	T	**App**	**Int**
2022-06-02 5:00PM	203	**203**	111	**111**	**314**
5:15PM	167	**167**	135	**135**	**302**
5:30PM	173	**173**	114	**114**	**287**
5:45PM	163	**163**	114	**114**	**277**
Total	706	**706**	474	**474**	**1180**
% Approach	100%	**-**	100%	**-**	-
% Total	59.8%	**59.8%**	40.2%	**40.2%**	-
PHF	0.869	**0.869**	0.878	**0.878**	0.939
Lights	698	**698**	465	**465**	1163
% Lights	98.9%	**98.9%**	98.1%	**98.1%**	98.6%
Articulated Trucks and Single-Unit Trucks	1	**1**	3	**3**	4
% Articulated Trucks and Single-Unit Trucks	0.1%	**0.1%**	0.6%	**0.6%**	0.3%
Buses	7	**7**	6	**6**	13
% Buses	1.0%	**1.0%**	1.3%	**1.3%**	1.1%

*T: Thru

Ponce de Leon at Antilla Ave (N/S) - ATR

Thu Jun 2, 2022
PM Peak (Jun 02 2022 5PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959571, Location: 25.760556, -80.259017

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US



Ponce de Leon at Phoenetia (E/W) - ATR

Tue May 31, 2022
Full Length (12 AM-12 AM (+3))
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959570, Location: 25.761299, -80.259049

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2022-05-31 12:00AM	3	**3**	2	**2**	**5**
12:15AM	0	**0**	0	**0**	**0**
12:30AM	1	**1**	3	**3**	**4**
12:45AM	1	**1**	0	**0**	**1**
Hourly Total	5	**5**	5	**5**	**10**
1:00AM	0	**0**	0	**0**	**0**
1:15AM	0	**0**	0	**0**	**0**
1:30AM	1	**1**	0	**0**	**1**
1:45AM	0	**0**	0	**0**	**0**
Hourly Total	1	**1**	0	**0**	**1**
2:00AM	0	**0**	0	**0**	**0**
2:15AM	0	**0**	2	**2**	**2**
2:30AM	0	**0**	0	**0**	**0**
2:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	2	**2**	**2**
3:00AM	0	**0**	0	**0**	**0**
3:15AM	0	**0**	0	**0**	**0**
3:30AM	0	**0**	0	**0**	**0**
3:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
4:00AM	0	**0**	0	**0**	**0**
4:15AM	0	**0**	0	**0**	**0**
4:30AM	0	**0**	1	**1**	**1**
4:45AM	0	**0**	1	**1**	**1**
Hourly Total	0	**0**	2	**2**	**2**
5:00AM	0	**0**	0	**0**	**0**
5:15AM	1	**1**	1	**1**	**2**
5:30AM	0	**0**	2	**2**	**2**
5:45AM	0	**0**	0	**0**	**0**
Hourly Total	1	**1**	3	**3**	**4**
6:00AM	0	**0**	2	**2**	**2**
6:15AM	0	**0**	2	**2**	**2**
6:30AM	0	**0**	2	**2**	**2**
6:45AM	1	**1**	2	**2**	**3**
Hourly Total	1	**1**	8	**8**	**9**
7:00AM	0	**0**	3	**3**	**3**
7:15AM	1	**1**	3	**3**	**4**
7:30AM	1	**1**	5	**5**	**6**
7:45AM	2	**2**	5	**5**	**7**
Hourly Total	4	**4**	16	**16**	**20**
8:00AM	1	**1**	4	**4**	**5**
8:15AM	4	**4**	5	**5**	**9**
8:30AM	3	**3**	8	**8**	**11**
8:45AM	2	**2**	3	**3**	**5**
Hourly Total	10	**10**	20	**20**	**30**
9:00AM	5	**5**	2	**2**	**7**
9:15AM	5	**5**	4	**4**	**9**
9:30AM	5	**5**	1	**1**	**6**
9:45AM	2	**2**	6	**6**	**8**
Hourly Total	17	**17**	13	**13**	**30**
10:00AM	0	**0**	4	**4**	**4**
10:15AM	1	**1**	3	**3**	**4**
10:30AM	2	**2**	1	**1**	**3**
10:45AM	1	**1**	7	**7**	**8**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	4	**4**	15	**15**	**19**
11:00AM	1	**1**	7	**7**	**8**
11:15AM	0	**0**	3	**3**	**3**
11:30AM	2	**2**	4	**4**	**6**
11:45AM	0	**0**	5	**5**	**5**
Hourly Total	3	**3**	19	**19**	**22**
12:00PM	1	**1**	3	**3**	**4**
12:15PM	2	**2**	1	**1**	**3**
12:30PM	1	**1**	5	**5**	**6**
12:45PM	3	**3**	1	**1**	**4**
Hourly Total	7	**7**	10	**10**	**17**
1:00PM	2	**2**	5	**5**	**7**
1:15PM	0	**0**	4	**4**	**4**
1:30PM	4	**4**	2	**2**	**6**
1:45PM	4	**4**	4	**4**	**8**
Hourly Total	10	**10**	15	**15**	**25**
2:00PM	1	**1**	7	**7**	**8**
2:15PM	3	**3**	6	**6**	**9**
2:30PM	1	**1**	4	**4**	**5**
2:45PM	3	**3**	7	**7**	**10**
Hourly Total	8	**8**	24	**24**	**32**
3:00PM	4	**4**	7	**7**	**11**
3:15PM	2	**2**	5	**5**	**7**
3:30PM	3	**3**	8	**8**	**11**
3:45PM	0	**0**	7	**7**	**7**
Hourly Total	9	**9**	27	**27**	**36**
4:00PM	2	**2**	9	**9**	**11**
4:15PM	3	**3**	6	**6**	**9**
4:30PM	3	**3**	5	**5**	**8**
4:45PM	2	**2**	5	**5**	**7**
Hourly Total	10	**10**	25	**25**	**35**
5:00PM	1	**1**	14	**14**	**15**
5:15PM	4	**4**	4	**4**	**8**
5:30PM	10	**10**	13	**13**	**23**
5:45PM	5	**5**	3	**3**	**8**
Hourly Total	20	**20**	34	**34**	**54**
6:00PM	3	**3**	9	**9**	**12**
6:15PM	2	**2**	1	**1**	**3**
6:30PM	0	**0**	3	**3**	**3**
6:45PM	2	**2**	3	**3**	**5**
Hourly Total	7	**7**	16	**16**	**23**
7:00PM	1	**1**	4	**4**	**5**
7:15PM	1	**1**	4	**4**	**5**
7:30PM	1	**1**	5	**5**	**6**
7:45PM	3	**3**	1	**1**	**4**
Hourly Total	6	**6**	14	**14**	**20**
8:00PM	2	**2**	2	**2**	**4**
8:15PM	0	**0**	3	**3**	**3**
8:30PM	0	**0**	0	**0**	**0**
8:45PM	1	**1**	6	**6**	**7**
Hourly Total	3	**3**	11	**11**	**14**
9:00PM	1	**1**	4	**4**	**5**
9:15PM	0	**0**	2	**2**	**2**
9:30PM	0	**0**	1	**1**	**1**
9:45PM	1	**1**	2	**2**	**3**
Hourly Total	2	**2**	9	**9**	**11**
10:00PM	4	**4**	0	**0**	**4**
10:15PM	1	**1**	0	**0**	**1**
10:30PM	0	**0**	2	**2**	**2**
10:45PM	2	**2**	1	**1**	**3**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	7	**7**	3	**3**	**10**
11:00PM	1	**1**	2	**2**	**3**
11:15PM	0	**0**	1	**1**	**1**
11:30PM	0	**0**	2	**2**	**2**
11:45PM	0	**0**	2	**2**	**2**
Hourly Total	1	**1**	7	**7**	**8**
2022-06-01 12:00AM	0	**0**	0	**0**	**0**
12:15AM	0	**0**	1	**1**	**1**
12:30AM	0	**0**	0	**0**	**0**
12:45AM	1	**1**	0	**0**	**1**
Hourly Total	1	**1**	1	**1**	**2**
1:00AM	0	**0**	1	**1**	**1**
1:15AM	0	**0**	0	**0**	**0**
1:30AM	0	**0**	0	**0**	**0**
1:45AM	1	**1**	1	**1**	**2**
Hourly Total	1	**1**	2	**2**	**3**
2:00AM	0	**0**	1	**1**	**1**
2:15AM	0	**0**	2	**2**	**2**
2:30AM	0	**0**	0	**0**	**0**
2:45AM	1	**1**	0	**0**	**1**
Hourly Total	1	**1**	3	**3**	**4**
3:00AM	0	**0**	0	**0**	**0**
3:15AM	0	**0**	0	**0**	**0**
3:30AM	0	**0**	1	**1**	**1**
3:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	1	**1**	**1**
4:00AM	0	**0**	0	**0**	**0**
4:15AM	0	**0**	0	**0**	**0**
4:30AM	0	**0**	0	**0**	**0**
4:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	0	**0**	**0**
5:00AM	0	**0**	0	**0**	**0**
5:15AM	0	**0**	1	**1**	**1**
5:30AM	0	**0**	4	**4**	**4**
5:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	5	**5**	**5**
6:00AM	0	**0**	0	**0**	**0**
6:15AM	2	**2**	0	**0**	**2**
6:30AM	2	**2**	1	**1**	**3**
6:45AM	0	**0**	1	**1**	**1**
Hourly Total	4	**4**	2	**2**	**6**
7:00AM	1	**1**	0	**0**	**1**
7:15AM	2	**2**	6	**6**	**8**
7:30AM	1	**1**	3	**3**	**4**
7:45AM	3	**3**	4	**4**	**7**
Hourly Total	7	**7**	13	**13**	**20**
8:00AM	2	**2**	4	**4**	**6**
8:15AM	3	**3**	5	**5**	**8**
8:30AM	2	**2**	9	**9**	**11**
8:45AM	5	**5**	5	**5**	**10**
Hourly Total	12	**12**	23	**23**	**35**
9:00AM	4	**4**	4	**4**	**8**
9:15AM	2	**2**	5	**5**	**7**
9:30AM	3	**3**	0	**0**	**3**
9:45AM	1	**1**	9	**9**	**10**
Hourly Total	10	**10**	18	**18**	**28**
10:00AM	1	**1**	2	**2**	**3**
10:15AM	6	**6**	9	**9**	**15**
10:30AM	1	**1**	2	**2**	**3**
10:45AM	1	**1**	3	**3**	**4**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	9	**9**	16	**16**	**25**
11:00AM	0	**0**	4	**4**	**4**
11:15AM	0	**0**	2	**2**	**2**
11:30AM	3	**3**	6	**6**	**9**
11:45AM	3	**3**	7	**7**	**10**
Hourly Total	6	**6**	19	**19**	**25**
12:00PM	3	**3**	4	**4**	**7**
12:15PM	2	**2**	4	**4**	**6**
12:30PM	3	**3**	6	**6**	**9**
12:45PM	3	**3**	9	**9**	**12**
Hourly Total	11	**11**	23	**23**	**34**
1:00PM	3	**3**	5	**5**	**8**
1:15PM	2	**2**	3	**3**	**5**
1:30PM	2	**2**	5	**5**	**7**
1:45PM	1	**1**	1	**1**	**2**
Hourly Total	8	**8**	14	**14**	**22**
2:00PM	1	**1**	10	**10**	**11**
2:15PM	1	**1**	7	**7**	**8**
2:30PM	0	**0**	5	**5**	**5**
2:45PM	2	**2**	8	**8**	**10**
Hourly Total	4	**4**	30	**30**	**34**
3:00PM	3	**3**	1	**1**	**4**
3:15PM	7	**7**	13	**13**	**20**
3:30PM	2	**2**	5	**5**	**7**
3:45PM	1	**1**	7	**7**	**8**
Hourly Total	13	**13**	26	**26**	**39**
4:00PM	3	**3**	7	**7**	**10**
4:15PM	8	**8**	7	**7**	**15**
4:30PM	4	**4**	5	**5**	**9**
4:45PM	1	**1**	10	**10**	**11**
Hourly Total	16	**16**	29	**29**	**45**
5:00PM	2	**2**	8	**8**	**10**
5:15PM	3	**3**	9	**9**	**12**
5:30PM	0	**0**	8	**8**	**8**
5:45PM	2	**2**	4	**4**	**6**
Hourly Total	7	**7**	29	**29**	**36**
6:00PM	4	**4**	6	**6**	**10**
6:15PM	0	**0**	4	**4**	**4**
6:30PM	5	**5**	2	**2**	**7**
6:45PM	3	**3**	4	**4**	**7**
Hourly Total	12	**12**	16	**16**	**28**
7:00PM	1	**1**	5	**5**	**6**
7:15PM	2	**2**	2	**2**	**4**
7:30PM	2	**2**	5	**5**	**7**
7:45PM	1	**1**	6	**6**	**7**
Hourly Total	6	**6**	18	**18**	**24**
8:00PM	0	**0**	4	**4**	**4**
8:15PM	2	**2**	6	**6**	**8**
8:30PM	1	**1**	5	**5**	**6**
8:45PM	1	**1**	0	**0**	**1**
Hourly Total	4	**4**	15	**15**	**19**
9:00PM	3	**3**	3	**3**	**6**
9:15PM	1	**1**	3	**3**	**4**
9:30PM	2	**2**	0	**0**	**2**
9:45PM	0	**0**	6	**6**	**6**
Hourly Total	6	**6**	12	**12**	**18**
10:00PM	1	**1**	1	**1**	**2**
10:15PM	1	**1**	2	**2**	**3**
10:30PM	0	**0**	4	**4**	**4**
10:45PM	3	**3**	0	**0**	**3**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	5	**5**	7	**7**	**12**
11:00PM	0	**0**	0	**0**	**0**
11:15PM	0	**0**	0	**0**	**0**
11:30PM	1	**1**	1	**1**	**2**
11:45PM	1	**1**	3	**3**	**4**
Hourly Total	2	**2**	4	**4**	**6**
2022-06-02 12:00AM	2	**2**	0	**0**	**2**
12:15AM	0	**0**	0	**0**	**0**
12:30AM	0	**0**	0	**0**	**0**
12:45AM	0	**0**	0	**0**	**0**
Hourly Total	2	**2**	0	**0**	**2**
1:00AM	1	**1**	0	**0**	**1**
1:15AM	0	**0**	0	**0**	**0**
1:30AM	0	**0**	0	**0**	**0**
1:45AM	0	**0**	0	**0**	**0**
Hourly Total	1	**1**	0	**0**	**1**
2:00AM	0	**0**	1	**1**	**1**
2:15AM	0	**0**	1	**1**	**1**
2:30AM	1	**1**	0	**0**	**1**
2:45AM	1	**1**	0	**0**	**1**
Hourly Total	2	**2**	2	**2**	**4**
3:00AM	0	**0**	0	**0**	**0**
3:15AM	1	**1**	1	**1**	**2**
3:30AM	0	**0**	0	**0**	**0**
3:45AM	0	**0**	0	**0**	**0**
Hourly Total	1	**1**	1	**1**	**2**
4:00AM	0	**0**	0	**0**	**0**
4:15AM	0	**0**	2	**2**	**2**
4:30AM	0	**0**	0	**0**	**0**
4:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	2	**2**	**2**
5:00AM	0	**0**	0	**0**	**0**
5:15AM	0	**0**	0	**0**	**0**
5:30AM	0	**0**	2	**2**	**2**
5:45AM	0	**0**	0	**0**	**0**
Hourly Total	0	**0**	2	**2**	**2**
6:00AM	0	**0**	2	**2**	**2**
6:15AM	1	**1**	1	**1**	**2**
6:30AM	1	**1**	3	**3**	**4**
6:45AM	1	**1**	1	**1**	**2**
Hourly Total	3	**3**	7	**7**	**10**
7:00AM	1	**1**	0	**0**	**1**
7:15AM	2	**2**	4	**4**	**6**
7:30AM	0	**0**	5	**5**	**5**
7:45AM	3	**3**	5	**5**	**8**
Hourly Total	6	**6**	14	**14**	**20**
8:00AM	1	**1**	0	**0**	**1**
8:15AM	5	**5**	7	**7**	**12**
8:30AM	3	**3**	3	**3**	**6**
8:45AM	5	**5**	2	**2**	**7**
Hourly Total	14	**14**	12	**12**	**26**
9:00AM	2	**2**	1	**1**	**3**
9:15AM	1	**1**	7	**7**	**8**
9:30AM	1	**1**	3	**3**	**4**
9:45AM	5	**5**	1	**1**	**6**
Hourly Total	9	**9**	12	**12**	**21**
10:00AM	3	**3**	8	**8**	**11**
10:15AM	4	**4**	4	**4**	**8**
10:30AM	4	**4**	3	**3**	**7**
10:45AM	1	**1**	3	**3**	**4**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	12	**12**	18	**18**	**30**
11:00AM	3	**3**	1	**1**	**4**
11:15AM	4	**4**	4	**4**	**8**
11:30AM	3	**3**	5	**5**	**8**
11:45AM	3	**3**	3	**3**	**6**
Hourly Total	13	**13**	13	**13**	**26**
12:00PM	2	**2**	3	**3**	**5**
12:15PM	8	**8**	6	**6**	**14**
12:30PM	2	**2**	6	**6**	**8**
12:45PM	1	**1**	5	**5**	**6**
Hourly Total	13	**13**	20	**20**	**33**
1:00PM	7	**7**	10	**10**	**17**
1:15PM	2	**2**	5	**5**	**7**
1:30PM	1	**1**	4	**4**	**5**
1:45PM	3	**3**	5	**5**	**8**
Hourly Total	13	**13**	24	**24**	**37**
2:00PM	4	**4**	7	**7**	**11**
2:15PM	2	**2**	3	**3**	**5**
2:30PM	1	**1**	4	**4**	**5**
2:45PM	0	**0**	4	**4**	**4**
Hourly Total	7	**7**	18	**18**	**25**
3:00PM	1	**1**	6	**6**	**7**
3:15PM	3	**3**	1	**1**	**4**
3:30PM	1	**1**	4	**4**	**5**
3:45PM	3	**3**	5	**5**	**8**
Hourly Total	8	**8**	16	**16**	**24**
4:00PM	4	**4**	11	**11**	**15**
4:15PM	2	**2**	7	**7**	**9**
4:30PM	1	**1**	11	**11**	**12**
4:45PM	3	**3**	6	**6**	**9**
Hourly Total	10	**10**	35	**35**	**45**
5:00PM	8	**8**	7	**7**	**15**
5:15PM	4	**4**	9	**9**	**13**
5:30PM	1	**1**	4	**4**	**5**
5:45PM	0	**0**	6	**6**	**6**
Hourly Total	13	**13**	26	**26**	**39**
6:00PM	3	**3**	1	**1**	**4**
6:15PM	0	**0**	4	**4**	**4**
6:30PM	0	**0**	6	**6**	**6**
6:45PM	2	**2**	4	**4**	**6**
Hourly Total	5	**5**	15	**15**	**20**
7:00PM	3	**3**	2	**2**	**5**
7:15PM	2	**2**	2	**2**	**4**
7:30PM	1	**1**	3	**3**	**4**
7:45PM	0	**0**	0	**0**	**0**
Hourly Total	6	**6**	7	**7**	**13**
8:00PM	2	**2**	4	**4**	**6**
8:15PM	0	**0**	3	**3**	**3**
8:30PM	0	**0**	1	**1**	**1**
8:45PM	5	**5**	2	**2**	**7**
Hourly Total	7	**7**	10	**10**	**17**
9:00PM	1	**1**	0	**0**	**1**
9:15PM	1	**1**	0	**0**	**1**
9:30PM	0	**0**	2	**2**	**2**
9:45PM	1	**1**	0	**0**	**1**
Hourly Total	3	**3**	2	**2**	**5**
10:00PM	1	**1**	3	**3**	**4**
10:15PM	0	**0**	3	**3**	**3**
10:30PM	1	**1**	2	**2**	**3**
10:45PM	1	**1**	2	**2**	**3**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	3	**3**	10	**10**	**13**
11:00PM	0	**0**	2	**2**	**2**
11:15PM	1	**1**	0	**0**	**1**
11:30PM	0	**0**	1	**1**	**1**
11:45PM	0	**0**	0	**0**	**0**
Hourly Total	1	**1**	3	**3**	**4**
Total	433	**433**	893	**893**	**1326**
% Approach	100%	**-**	100%	**-**	-
% Total	32.7%	**32.7%**	67.3%	**67.3%**	-
Lights	425	**425**	876	**876**	1301
% Lights	98.2%	**98.2%**	98.1%	**98.1%**	98.1%
Articulated Trucks and Single-Unit Trucks	8	**8**	16	**16**	24
% Articulated Trucks and Single-Unit Trucks	1.8%	**1.8%**	1.8%	**1.8%**	1.8%
Buses	0	**0**	1	**1**	1
% Buses	0%	**0%**	0.1%	**0.1%**	0.1%

*T: Thru

Ponce de Leon at Phoenetia (E/W) - ATR

Tue May 31, 2022
Full Length (12 AM-12 AM (+3))
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959570, Location: 25.761299, -80.259049

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US



Ponce de Leon at Phoenetia (E/W) - ATR

Tue May 31, 2022
PM Peak (May 31 2022 5PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959570, Location: 25.761299, -80.259049

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2022-05-31 5:00PM	1	**1**	14	**14**	**15**
5:15PM	4	**4**	4	**4**	**8**
5:30PM	10	**10**	13	**13**	**23**
5:45PM	5	**5**	3	**3**	**8**
Total	20	**20**	34	**34**	**54**
% Approach	100%	**-**	100%	**-**	-
% Total	37.0%	**37.0%**	63.0%	**63.0%**	-
PHF	0.500	**0.500**	0.607	**0.607**	0.587
Lights	20	**20**	33	**33**	53
% Lights	100%	**100%**	97.1%	**97.1%**	98.1%
Articulated Trucks and Single-Unit Trucks	0	**0**	1	**1**	1
% Articulated Trucks and Single-Unit Trucks	0%	**0%**	2.9%	**2.9%**	1.9%
Buses	0	**0**	0	**0**	0
% Buses	0%	**0%**	0%	**0%**	0%

*T: Thru

Ponce de Leon at Phoenetia (E/W) - ATR

Tue May 31, 2022
PM Peak (May 31 2022 5PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959570, Location: 25.761299, -80.259049

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US



Ponce de Leon at Phoenetia (E/W) - ATR

Wed Jun 1, 2022
AM Peak (Jun 01 2022 8:15AM - 9:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959570, Location: 25.761299, -80.259049



Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2022-06-01 8:15AM	3	**3**	5	**5**	**8**
8:30AM	2	**2**	9	**9**	**11**
8:45AM	5	**5**	5	**5**	**10**
9:00AM	4	**4**	4	**4**	**8**
Total	14	**14**	23	**23**	**37**
% Approach	100%	**-**	100%	**-**	-
% Total	37.8%	**37.8%**	62.2%	**62.2%**	-
PHF	0.700	**0.700**	0.639	**0.639**	0.841
Lights	14	**14**	23	**23**	37
% Lights	100%	**100%**	100%	**100%**	100%
Articulated Trucks and Single-Unit Trucks	0	**0**	0	**0**	0
% Articulated Trucks and Single-Unit Trucks	0%	**0%**	0%	**0%**	0%
Buses	0	**0**	0	**0**	0
% Buses	0%	**0%**	0%	**0%**	0%

*T: Thru

Ponce de Leon at Phoenetia (E/W) - ATR

Wed Jun 1, 2022
AM Peak (Jun 01 2022 8:15AM - 9:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959570, Location: 25.761299, -80.259049

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US



Ponce de Leon at Phoenetia (E/W) - ATR

Thu Jun 2, 2022
Midday Peak (Jun 02 2022 12:15PM - 1:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959570, Location: 25.761299, -80.259049

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2022-06-02 12:15PM	8	**8**	6	**6**	**14**
12:30PM	2	**2**	6	**6**	**8**
12:45PM	1	**1**	5	**5**	**6**
1:00PM	7	**7**	10	**10**	**17**
Total	18	**18**	27	**27**	**45**
% Approach	100%	**-**	100%	**-**	-
% Total	40.0%	**40.0%**	60.0%	**60.0%**	-
PHF	0.563	**0.563**	0.675	**0.675**	0.662
Lights	18	**18**	27	**27**	45
% Lights	100%	**100%**	100%	**100%**	100%
Articulated Trucks and Single-Unit Trucks	0	**0**	0	**0**	0
% Articulated Trucks and Single-Unit Trucks	0%	**0%**	0%	**0%**	0%
Buses	0	**0**	0	**0**	0
% Buses	0%	**0%**	0%	**0%**	0%

*T: Thru

Ponce de Leon at Phoenetia (E/W) - ATR

Thu Jun 2, 2022
Midday Peak (Jun 02 2022 12:15PM - 1:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959570, Location: 25.761299, -80.259049

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US



Ponce de Leon at SW 8th ST (E/W) - ATR

Tue May 31, 2022
Full Length (12 AM-12 AM (+3))
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959569, Location: 25.7646, -80.259055

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2022-05-31 12:00AM	53	**53**	55	**55**	**108**
12:15AM	51	**51**	56	**56**	**107**
12:30AM	46	**46**	51	**51**	**97**
12:45AM	61	**61**	47	**47**	**108**
Hourly Total	211	**211**	209	**209**	**420**
1:00AM	38	**38**	30	**30**	**68**
1:15AM	39	**39**	26	**26**	**65**
1:30AM	33	**33**	39	**39**	**72**
1:45AM	28	**28**	31	**31**	**59**
Hourly Total	138	**138**	126	**126**	**264**
2:00AM	19	**19**	22	**22**	**41**
2:15AM	20	**20**	17	**17**	**37**
2:30AM	27	**27**	28	**28**	**55**
2:45AM	14	**14**	16	**16**	**30**
Hourly Total	80	**80**	83	**83**	**163**
3:00AM	17	**17**	23	**23**	**40**
3:15AM	13	**13**	12	**12**	**25**
3:30AM	18	**18**	26	**26**	**44**
3:45AM	24	**24**	21	**21**	**45**
Hourly Total	72	**72**	82	**82**	**154**
4:00AM	21	**21**	18	**18**	**39**
4:15AM	29	**29**	25	**25**	**54**
4:30AM	35	**35**	35	**35**	**70**
4:45AM	54	**54**	36	**36**	**90**
Hourly Total	139	**139**	114	**114**	**253**
5:00AM	51	**51**	45	**45**	**96**
5:15AM	63	**63**	52	**52**	**115**
5:30AM	126	**126**	63	**63**	**189**
5:45AM	133	**133**	88	**88**	**221**
Hourly Total	373	**373**	248	**248**	**621**
6:00AM	132	**132**	121	**121**	**253**
6:15AM	214	**214**	140	**140**	**354**
6:30AM	215	**215**	168	**168**	**383**
6:45AM	256	**256**	199	**199**	**455**
Hourly Total	817	**817**	628	**628**	**1445**
7:00AM	249	**249**	203	**203**	**452**
7:15AM	263	**263**	253	**253**	**516**
7:30AM	274	**274**	251	**251**	**525**
7:45AM	300	**300**	220	**220**	**520**
Hourly Total	1086	**1086**	927	**927**	**2013**
8:00AM	310	**310**	201	**201**	**511**
8:15AM	307	**307**	228	**228**	**535**
8:30AM	308	**308**	248	**248**	**556**
8:45AM	284	**284**	220	**220**	**504**
Hourly Total	1209	**1209**	897	**897**	**2106**
9:00AM	280	**280**	213	**213**	**493**
9:15AM	287	**287**	180	**180**	**467**
9:30AM	255	**255**	202	**202**	**457**
9:45AM	277	**277**	233	**233**	**510**
Hourly Total	1099	**1099**	828	**828**	**1927**
10:00AM	266	**266**	206	**206**	**472**
10:15AM	223	**223**	220	**220**	**443**
10:30AM	247	**247**	200	**200**	**447**
10:45AM	263	**263**	199	**199**	**462**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	999	**999**	825	**825**	**1824**
11:00AM	253	**253**	238	**238**	**491**
11:15AM	261	**261**	251	**251**	**512**
11:30AM	231	**231**	231	**231**	**462**
11:45AM	208	**208**	248	**248**	**456**
Hourly Total	953	**953**	968	**968**	**1921**
12:00PM	229	**229**	214	**214**	**443**
12:15PM	279	**279**	223	**223**	**502**
12:30PM	192	**192**	228	**228**	**420**
12:45PM	269	**269**	243	**243**	**512**
Hourly Total	969	**969**	908	**908**	**1877**
1:00PM	236	**236**	215	**215**	**451**
1:15PM	214	**214**	216	**216**	**430**
1:30PM	212	**212**	222	**222**	**434**
1:45PM	275	**275**	243	**243**	**518**
Hourly Total	937	**937**	896	**896**	**1833**
2:00PM	262	**262**	272	**272**	**534**
2:15PM	276	**276**	223	**223**	**499**
2:30PM	275	**275**	227	**227**	**502**
2:45PM	301	**301**	228	**228**	**529**
Hourly Total	1114	**1114**	950	**950**	**2064**
3:00PM	251	**251**	241	**241**	**492**
3:15PM	278	**278**	265	**265**	**543**
3:30PM	266	**266**	206	**206**	**472**
3:45PM	254	**254**	223	**223**	**477**
Hourly Total	1049	**1049**	935	**935**	**1984**
4:00PM	264	**264**	204	**204**	**468**
4:15PM	271	**271**	210	**210**	**481**
4:30PM	276	**276**	217	**217**	**493**
4:45PM	258	**258**	244	**244**	**502**
Hourly Total	1069	**1069**	875	**875**	**1944**
5:00PM	255	**255**	219	**219**	**474**
5:15PM	295	**295**	229	**229**	**524**
5:30PM	255	**255**	237	**237**	**492**
5:45PM	247	**247**	254	**254**	**501**
Hourly Total	1052	**1052**	939	**939**	**1991**
6:00PM	271	**271**	227	**227**	**498**
6:15PM	254	**254**	216	**216**	**470**
6:30PM	226	**226**	233	**233**	**459**
6:45PM	216	**216**	181	**181**	**397**
Hourly Total	967	**967**	857	**857**	**1824**
7:00PM	235	**235**	204	**204**	**439**
7:15PM	247	**247**	204	**204**	**451**
7:30PM	222	**222**	208	**208**	**430**
7:45PM	192	**192**	206	**206**	**398**
Hourly Total	896	**896**	822	**822**	**1718**
8:00PM	202	**202**	225	**225**	**427**
8:15PM	193	**193**	203	**203**	**396**
8:30PM	211	**211**	179	**179**	**390**
8:45PM	178	**178**	173	**173**	**351**
Hourly Total	784	**784**	780	**780**	**1564**
9:00PM	199	**199**	192	**192**	**391**
9:15PM	164	**164**	185	**185**	**349**
9:30PM	156	**156**	175	**175**	**331**
9:45PM	155	**155**	151	**151**	**306**
Hourly Total	674	**674**	703	**703**	**1377**
10:00PM	181	**181**	149	**149**	**330**
10:15PM	151	**151**	148	**148**	**299**
10:30PM	120	**120**	102	**102**	**222**
10:45PM	112	**112**	124	**124**	**236**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	564	**564**	523	**523**	**1087**
11:00PM	88	**88**	123	**123**	**211**
11:15PM	102	**102**	107	**107**	**209**
11:30PM	83	**83**	89	**89**	**172**
11:45PM	72	**72**	82	**82**	**154**
Hourly Total	345	**345**	401	**401**	**746**
2022-06-01 12:00AM	45	**45**	78	**78**	**123**
12:15AM	66	**66**	68	**68**	**134**
12:30AM	47	**47**	59	**59**	**106**
12:45AM	54	**54**	45	**45**	**99**
Hourly Total	212	**212**	250	**250**	**462**
1:00AM	40	**40**	52	**52**	**92**
1:15AM	42	**42**	37	**37**	**79**
1:30AM	23	**23**	32	**32**	**55**
1:45AM	26	**26**	35	**35**	**61**
Hourly Total	131	**131**	156	**156**	**287**
2:00AM	19	**19**	30	**30**	**49**
2:15AM	24	**24**	19	**19**	**43**
2:30AM	14	**14**	20	**20**	**34**
2:45AM	21	**21**	20	**20**	**41**
Hourly Total	78	**78**	89	**89**	**167**
3:00AM	13	**13**	24	**24**	**37**
3:15AM	21	**21**	26	**26**	**47**
3:30AM	23	**23**	21	**21**	**44**
3:45AM	30	**30**	22	**22**	**52**
Hourly Total	87	**87**	93	**93**	**180**
4:00AM	16	**16**	34	**34**	**50**
4:15AM	25	**25**	34	**34**	**59**
4:30AM	39	**39**	34	**34**	**73**
4:45AM	43	**43**	31	**31**	**74**
Hourly Total	123	**123**	133	**133**	**256**
5:00AM	46	**46**	50	**50**	**96**
5:15AM	95	**95**	61	**61**	**156**
5:30AM	71	**71**	71	**71**	**142**
5:45AM	130	**130**	65	**65**	**195**
Hourly Total	342	**342**	247	**247**	**589**
6:00AM	151	**151**	118	**118**	**269**
6:15AM	200	**200**	126	**126**	**326**
6:30AM	252	**252**	183	**183**	**435**
6:45AM	255	**255**	186	**186**	**441**
Hourly Total	858	**858**	613	**613**	**1471**
7:00AM	291	**291**	202	**202**	**493**
7:15AM	290	**290**	210	**210**	**500**
7:30AM	283	**283**	241	**241**	**524**
7:45AM	289	**289**	250	**250**	**539**
Hourly Total	1153	**1153**	903	**903**	**2056**
8:00AM	295	**295**	205	**205**	**500**
8:15AM	285	**285**	208	**208**	**493**
8:30AM	275	**275**	214	**214**	**489**
8:45AM	235	**235**	220	**220**	**455**
Hourly Total	1090	**1090**	847	**847**	**1937**
9:00AM	252	**252**	202	**202**	**454**
9:15AM	251	**251**	223	**223**	**474**
9:30AM	252	**252**	198	**198**	**450**
9:45AM	259	**259**	206	**206**	**465**
Hourly Total	1014	**1014**	829	**829**	**1843**
10:00AM	285	**285**	240	**240**	**525**
10:15AM	251	**251**	228	**228**	**479**
10:30AM	268	**268**	240	**240**	**508**
10:45AM	265	**265**	231	**231**	**496**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	1069	**1069**	939	**939**	**2008**
11:00AM	253	**253**	237	**237**	**490**
11:15AM	256	**256**	261	**261**	**517**
11:30AM	269	**269**	222	**222**	**491**
11:45AM	243	**243**	239	**239**	**482**
Hourly Total	1021	**1021**	959	**959**	**1980**
12:00PM	259	**259**	214	**214**	**473**
12:15PM	275	**275**	260	**260**	**535**
12:30PM	253	**253**	240	**240**	**493**
12:45PM	275	**275**	225	**225**	**500**
Hourly Total	1062	**1062**	939	**939**	**2001**
1:00PM	259	**259**	212	**212**	**471**
1:15PM	290	**290**	231	**231**	**521**
1:30PM	253	**253**	228	**228**	**481**
1:45PM	280	**280**	238	**238**	**518**
Hourly Total	1082	**1082**	909	**909**	**1991**
2:00PM	254	**254**	263	**263**	**517**
2:15PM	263	**263**	264	**264**	**527**
2:30PM	244	**244**	268	**268**	**512**
2:45PM	282	**282**	258	**258**	**540**
Hourly Total	1043	**1043**	1053	**1053**	**2096**
3:00PM	248	**248**	256	**256**	**504**
3:15PM	255	**255**	216	**216**	**471**
3:30PM	250	**250**	227	**227**	**477**
3:45PM	264	**264**	242	**242**	**506**
Hourly Total	1017	**1017**	941	**941**	**1958**
4:00PM	280	**280**	187	**187**	**467**
4:15PM	254	**254**	212	**212**	**466**
4:30PM	269	**269**	188	**188**	**457**
4:45PM	288	**288**	224	**224**	**512**
Hourly Total	1091	**1091**	811	**811**	**1902**
5:00PM	267	**267**	224	**224**	**491**
5:15PM	275	**275**	199	**199**	**474**
5:30PM	268	**268**	197	**197**	**465**
5:45PM	277	**277**	196	**196**	**473**
Hourly Total	1087	**1087**	816	**816**	**1903**
6:00PM	272	**272**	216	**216**	**488**
6:15PM	245	**245**	183	**183**	**428**
6:30PM	235	**235**	206	**206**	**441**
6:45PM	201	**201**	207	**207**	**408**
Hourly Total	953	**953**	812	**812**	**1765**
7:00PM	234	**234**	255	**255**	**489**
7:15PM	210	**210**	220	**220**	**430**
7:30PM	208	**208**	198	**198**	**406**
7:45PM	192	**192**	206	**206**	**398**
Hourly Total	844	**844**	879	**879**	**1723**
8:00PM	194	**194**	209	**209**	**403**
8:15PM	166	**166**	170	**170**	**336**
8:30PM	202	**202**	175	**175**	**377**
8:45PM	167	**167**	166	**166**	**333**
Hourly Total	729	**729**	720	**720**	**1449**
9:00PM	176	**176**	214	**214**	**390**
9:15PM	153	**153**	166	**166**	**319**
9:30PM	164	**164**	152	**152**	**316**
9:45PM	193	**193**	153	**153**	**346**
Hourly Total	686	**686**	685	**685**	**1371**
10:00PM	139	**139**	163	**163**	**302**
10:15PM	140	**140**	139	**139**	**279**
10:30PM	143	**143**	116	**116**	**259**
10:45PM	112	**112**	121	**121**	**233**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	534	**534**	539	**539**	**1073**
11:00PM	99	**99**	96	**96**	**195**
11:15PM	105	**105**	93	**93**	**198**
11:30PM	83	**83**	93	**93**	**176**
11:45PM	69	**69**	81	**81**	**150**
Hourly Total	356	**356**	363	**363**	**719**
2022-06-02 12:00AM	58	**58**	89	**89**	**147**
12:15AM	60	**60**	74	**74**	**134**
12:30AM	53	**53**	66	**66**	**119**
12:45AM	43	**43**	55	**55**	**98**
Hourly Total	214	**214**	284	**284**	**498**
1:00AM	39	**39**	49	**49**	**88**
1:15AM	46	**46**	37	**37**	**83**
1:30AM	27	**27**	32	**32**	**59**
1:45AM	34	**34**	43	**43**	**77**
Hourly Total	146	**146**	161	**161**	**307**
2:00AM	25	**25**	29	**29**	**54**
2:15AM	18	**18**	30	**30**	**48**
2:30AM	19	**19**	30	**30**	**49**
2:45AM	23	**23**	18	**18**	**41**
Hourly Total	85	**85**	107	**107**	**192**
3:00AM	13	**13**	27	**27**	**40**
3:15AM	17	**17**	27	**27**	**44**
3:30AM	20	**20**	21	**21**	**41**
3:45AM	25	**25**	24	**24**	**49**
Hourly Total	75	**75**	99	**99**	**174**
4:00AM	24	**24**	31	**31**	**55**
4:15AM	19	**19**	24	**24**	**43**
4:30AM	47	**47**	29	**29**	**76**
4:45AM	52	**52**	28	**28**	**80**
Hourly Total	142	**142**	112	**112**	**254**
5:00AM	43	**43**	38	**38**	**81**
5:15AM	79	**79**	59	**59**	**138**
5:30AM	102	**102**	93	**93**	**195**
5:45AM	150	**150**	74	**74**	**224**
Hourly Total	374	**374**	264	**264**	**638**
6:00AM	145	**145**	111	**111**	**256**
6:15AM	207	**207**	157	**157**	**364**
6:30AM	229	**229**	155	**155**	**384**
6:45AM	268	**268**	202	**202**	**470**
Hourly Total	849	**849**	625	**625**	**1474**
7:00AM	280	**280**	197	**197**	**477**
7:15AM	286	**286**	241	**241**	**527**
7:30AM	292	**292**	213	**213**	**505**
7:45AM	310	**310**	238	**238**	**548**
Hourly Total	1168	**1168**	889	**889**	**2057**
8:00AM	321	**321**	196	**196**	**517**
8:15AM	311	**311**	221	**221**	**532**
8:30AM	288	**288**	225	**225**	**513**
8:45AM	279	**279**	202	**202**	**481**
Hourly Total	1199	**1199**	844	**844**	**2043**
9:00AM	288	**288**	212	**212**	**500**
9:15AM	278	**278**	213	**213**	**491**
9:30AM	274	**274**	217	**217**	**491**
9:45AM	256	**256**	221	**221**	**477**
Hourly Total	1096	**1096**	863	**863**	**1959**
10:00AM	267	**267**	201	**201**	**468**
10:15AM	235	**235**	230	**230**	**465**
10:30AM	254	**254**	225	**225**	**479**
10:45AM	278	**278**	258	**258**	**536**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	1034	**1034**	914	**914**	**1948**
11:00AM	247	**247**	210	**210**	**457**
11:15AM	255	**255**	257	**257**	**512**
11:30AM	271	**271**	227	**227**	**498**
11:45AM	237	**237**	265	**265**	**502**
Hourly Total	1010	**1010**	959	**959**	**1969**
12:00PM	260	**260**	243	**243**	**503**
12:15PM	261	**261**	256	**256**	**517**
12:30PM	254	**254**	237	**237**	**491**
12:45PM	255	**255**	251	**251**	**506**
Hourly Total	1030	**1030**	987	**987**	**2017**
1:00PM	260	**260**	211	**211**	**471**
1:15PM	246	**246**	262	**262**	**508**
1:30PM	253	**253**	237	**237**	**490**
1:45PM	289	**289**	250	**250**	**539**
Hourly Total	1048	**1048**	960	**960**	**2008**
2:00PM	254	**254**	238	**238**	**492**
2:15PM	255	**255**	303	**303**	**558**
2:30PM	277	**277**	245	**245**	**522**
2:45PM	247	**247**	284	**284**	**531**
Hourly Total	1033	**1033**	1070	**1070**	**2103**
3:00PM	249	**249**	246	**246**	**495**
3:15PM	229	**229**	290	**290**	**519**
3:30PM	288	**288**	251	**251**	**539**
3:45PM	256	**256**	240	**240**	**496**
Hourly Total	1022	**1022**	1027	**1027**	**2049**
4:00PM	252	**252**	182	**182**	**434**
4:15PM	263	**263**	232	**232**	**495**
4:30PM	262	**262**	233	**233**	**495**
4:45PM	262	**262**	241	**241**	**503**
Hourly Total	1039	**1039**	888	**888**	**1927**
5:00PM	271	**271**	202	**202**	**473**
5:15PM	278	**278**	202	**202**	**480**
5:30PM	289	**289**	231	**231**	**520**
5:45PM	245	**245**	212	**212**	**457**
Hourly Total	1083	**1083**	847	**847**	**1930**
6:00PM	273	**273**	225	**225**	**498**
6:15PM	257	**257**	255	**255**	**512**
6:30PM	228	**228**	211	**211**	**439**
6:45PM	239	**239**	246	**246**	**485**
Hourly Total	997	**997**	937	**937**	**1934**
7:00PM	238	**238**	242	**242**	**480**
7:15PM	213	**213**	245	**245**	**458**
7:30PM	230	**230**	235	**235**	**465**
7:45PM	211	**211**	198	**198**	**409**
Hourly Total	892	**892**	920	**920**	**1812**
8:00PM	189	**189**	216	**216**	**405**
8:15PM	191	**191**	165	**165**	**356**
8:30PM	202	**202**	207	**207**	**409**
8:45PM	194	**194**	187	**187**	**381**
Hourly Total	776	**776**	775	**775**	**1551**
9:00PM	182	**182**	169	**169**	**351**
9:15PM	154	**154**	173	**173**	**327**
9:30PM	182	**182**	179	**179**	**361**
9:45PM	197	**197**	145	**145**	**342**
Hourly Total	715	**715**	666	**666**	**1381**
10:00PM	167	**167**	157	**157**	**324**
10:15PM	139	**139**	170	**170**	**309**
10:30PM	135	**135**	149	**149**	**284**
10:45PM	130	**130**	113	**113**	**243**

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
Hourly Total	571	**571**	589	**589**	**1160**
11:00PM	114	**114**	116	**116**	**230**
11:15PM	107	**107**	120	**120**	**227**
11:30PM	102	**102**	85	**85**	**187**
11:45PM	77	**77**	85	**85**	**162**
Hourly Total	400	**400**	406	**406**	**806**
Total	53256	**53256**	47242	**47242**	**100498**
% Approach	100%	**-**	100%	**-**	-
% Total	53.0%	**53.0%**	47.0%	**47.0%**	-
Lights	52453	**52453**	46444	**46444**	98897
% Lights	98.5%	**98.5%**	98.3%	**98.3%**	98.4%
Articulated Trucks and Single-Unit Trucks	523	**523**	534	**534**	1057
% Articulated Trucks and Single-Unit Trucks	1.0%	**1.0%**	1.1%	**1.1%**	1.1%
Buses	280	**280**	264	**264**	544
% Buses	0.5%	**0.5%**	0.6%	**0.6%**	0.5%

*T: Thru

Ponce de Leon at SW 8th ST (E/W) - ATR

Tue May 31, 2022
Full Length (12 AM-12 AM (+3))
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959569, Location: 25.7646, -80.259055

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US



Ponce de Leon at SW 8th ST (E/W) - ATR

Tue May 31, 2022
AM Peak (May 31 2022 7:45AM - 8:45 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959569, Location: 25.7646, -80.259055

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2022-05-31 7:45AM	300	**300**	220	**220**	**520**
8:00AM	310	**310**	201	**201**	**511**
8:15AM	307	**307**	228	**228**	**535**
8:30AM	308	**308**	248	**248**	**556**
Total	1225	**1225**	897	**897**	**2122**
% Approach	100%	**-**	100%	**-**	-
% Total	57.7%	**57.7%**	42.3%	**42.3%**	-
PHF	0.988	**0.988**	0.904	**0.904**	0.954
Lights	1203	**1203**	880	**880**	2083
% Lights	98.2%	**98.2%**	98.1%	**98.1%**	98.2%
Articulated Trucks and Single-Unit Trucks	14	**14**	11	**11**	25
% Articulated Trucks and Single-Unit Trucks	1.1%	**1.1%**	1.2%	**1.2%**	1.2%
Buses	8	**8**	6	**6**	14
% Buses	0.7%	**0.7%**	0.7%	**0.7%**	0.7%

*T: Thru

Ponce de Leon at SW 8th ST (E/W) - ATR

Tue May 31, 2022
AM Peak (May 31 2022 7:45AM - 8:45 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959569, Location: 25.7646, -80.259055

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US



Ponce de Leon at SW 8th ST (E/W) - ATR

Thu Jun 2, 2022
Midday Peak (Jun 02 2022 11:30AM - 12:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959569, Location: 25.7646, -80.259055

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2022-06-02 11:30AM	271	**271**	227	**227**	**498**
11:45AM	237	**237**	265	**265**	**502**
12:00PM	260	**260**	243	**243**	**503**
12:15PM	261	**261**	256	**256**	**517**
Total	1029	**1029**	991	**991**	**2020**
% Approach	100%	**-**	100%	**-**	-
% Total	50.9%	**50.9%**	49.1%	**49.1%**	-
PHF	0.949	**0.949**	0.935	**0.935**	0.977
Lights	1018	**1018**	972	**972**	1990
% Lights	98.9%	**98.9%**	98.1%	**98.1%**	98.5%
Articulated Trucks and Single-Unit Trucks	10	**10**	15	**15**	25
% Articulated Trucks and Single-Unit Trucks	1.0%	**1.0%**	1.5%	**1.5%**	1.2%
Buses	1	**1**	4	**4**	5
% Buses	0.1%	**0.1%**	0.4%	**0.4%**	0.2%

*T: Thru

Ponce de Leon at SW 8th ST (E/W) - ATR

Thu Jun 2, 2022
Midday Peak (Jun 02 2022 11:30AM - 12:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959569, Location: 25.7646, -80.259055

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US



Ponce de Leon at SW 8th ST (E/W) - ATR

Thu Jun 2, 2022
PM Peak (Jun 02 2022 1:45PM - 2:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959569, Location: 25.7646, -80.259055

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

Leg Direction	West Eastbound		East Westbound		
Time	T	**App**	T	**App**	**Int**
2022-06-02 1:45PM	289	**289**	250	**250**	**539**
2:00PM	254	**254**	238	**238**	**492**
2:15PM	255	**255**	303	**303**	**558**
2:30PM	277	**277**	245	**245**	**522**
Total	1075	**1075**	1036	**1036**	**2111**
% Approach	100%	**-**	100%	**-**	-
% Total	50.9%	**50.9%**	49.1%	**49.1%**	-
PHF	0.930	**0.930**	0.855	**0.855**	0.946
Lights	1052	**1052**	1019	**1019**	2071
% Lights	97.9%	**97.9%**	98.4%	**98.4%**	98.1%
Articulated Trucks and Single-Unit Trucks	14	**14**	13	**13**	27
% Articulated Trucks and Single-Unit Trucks	1.3%	**1.3%**	1.3%	**1.3%**	1.3%
Buses	9	**9**	4	**4**	13
% Buses	0.8%	**0.8%**	0.4%	**0.4%**	0.6%

*T: Thru

Ponce de Leon at SW 8th ST (E/W) - ATR

Thu Jun 2, 2022
PM Peak (Jun 02 2022 1:45PM - 2:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)
All Channels
ID: 959569, Location: 25.7646, -80.259055

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US



TMC Galiano St at Antilla Ave Wednesday - TMC

Wed Jun 1, 2022
Full Length (7:30 AM-9:30 AM, 1:30 PM-3:30 PM, 4:30 PM-6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962896, Location: 25.760598, -80.257089

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

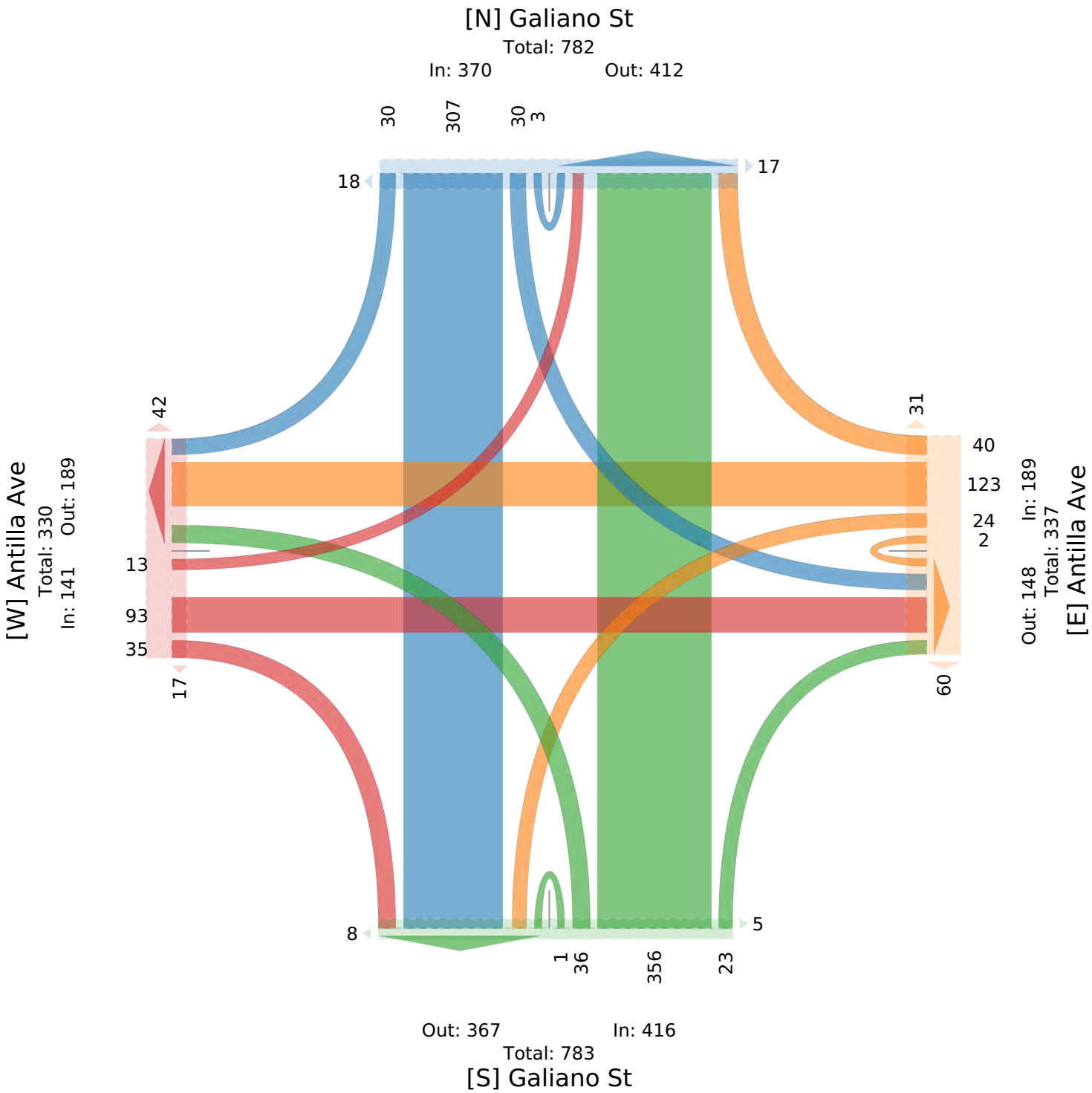
Leg	Antilla Ave						Antilla Ave						Galiano St						Galiano St						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-01 7:30AM	0	3	0	0	**3**	3	3	1	0	1	**5**	3	1	12	2	0	**15**	0	3	3	4	0	**10**	1	**33**
7:45AM	2	4	1	0	**7**	5	0	6	1	1	**8**	4	0	10	2	0	**12**	0	0	10	0	0	**10**	1	**37**
Hourly Total	2	7	1	0	**10**	8	3	7	1	2	**13**	7	1	22	4	0	**27**	0	3	13	4	0	**20**	2	**70**
8:00AM	4	1	0	0	**5**	3	2	5	1	0	**8**	12	1	16	3	0	**20**	1	5	11	1	0	**17**	2	**50**
8:15AM	0	4	2	0	**6**	7	4	4	0	0	**8**	6	2	18	0	0	**20**	2	3	15	2	0	**20**	4	**54**
8:30AM	0	6	0	0	**6**	4	3	5	2	0	**10**	3	0	12	1	0	**13**	0	3	15	1	0	**19**	2	**48**
8:45AM	0	7	0	0	**7**	5	0	5	1	0	**6**	5	0	18	2	0	**20**	1	2	8	2	0	**12**	2	**45**
Hourly Total	4	18	2	0	**24**	19	9	19	4	0	**32**	26	3	64	6	0	**73**	4	13	49	6	0	**68**	10	**197**
9:00AM	0	6	0	0	**6**	3	4	4	1	0	**9**	4	1	13	0	0	**14**	2	2	11	2	0	**15**	0	**44**
9:15AM	0	1	0	0	**1**	5	2	1	2	0	**5**	5	2	12	1	0	**15**	2	0	11	0	1	**12**	1	**33**
Hourly Total	0	7	0	0	**7**	8	6	5	3	0	**14**	9	3	25	1	0	**29**	4	2	22	2	1	**27**	1	**77**
1:30PM	0	2	1	0	**3**	1	2	4	1	0	**7**	3	1	14	1	1	**17**	0	0	11	1	0	**12**	1	**39**
1:45PM	3	7	0	0	**10**	0	0	7	2	0	**9**	4	0	20	4	0	**24**	0	0	17	2	0	**19**	1	**62**
Hourly Total	3	9	1	0	**13**	1	2	11	3	0	**16**	7	1	34	5	1	**41**	0	0	28	3	0	**31**	2	**101**
2:00PM	4	4	0	0	**8**	0	1	6	0	0	**7**	2	2	14	1	0	**17**	1	3	7	1	0	**11**	6	**43**
2:15PM	2	2	1	0	**5**	3	3	7	0	0	**10**	0	1	13	5	0	**19**	0	0	5	0	0	**5**	0	**39**
2:30PM	1	2	2	0	**5**	0	2	2	0	0	**4**	2	0	12	1	0	**13**	0	2	14	2	0	**18**	1	**40**
2:45PM	1	1	0	0	**2**	1	2	3	1	0	**6**	3	0	9	1	0	**10**	1	1	8	1	0	**10**	1	**28**
Hourly Total	8	9	3	0	**20**	4	8	18	1	0	**27**	7	3	48	8	0	**59**	2	6	34	4	0	**44**	8	**150**
3:00PM	0	3	0	0	**3**	1	1	5	0	0	**6**	0	0	12	2	0	**14**	1	0	6	2	0	**8**	0	**31**
3:15PM	2	3	0	0	**5**	1	0	6	2	0	**8**	1	1	19	0	0	**20**	0	3	19	0	0	**22**	1	**55**
Hourly Total	2	6	0	0	**8**	2	1	11	2	0	**14**	1	1	31	2	0	**34**	1	3	25	2	0	**30**	1	**86**
4:30PM	2	6	0	0	**8**	2	0	6	1	0	**7**	3	1	16	1	0	**18**	0	1	18	1	0	**20**	3	**53**
4:45PM	6	6	1	0	**13**	4	0	3	0	0	**3**	4	1	20	2	0	**23**	0	0	13	0	0	**13**	1	**52**
Hourly Total	8	12	1	0	**21**	6	0	9	1	0	**10**	7	2	36	3	0	**41**	0	1	31	1	0	**33**	4	**105**
5:00PM	1	7	3	0	**11**	3	3	7	1	0	**11**	8	0	19	0	0	**19**	2	0	25	2	1	**28**	2	**69**
5:15PM	1	2	0	0	**3**	0	2	9	1	0	**12**	5	1	12	3	0	**16**	0	1	15	2	0	**18**	2	**49**
5:30PM	3	5	1	0	**9**	3	1	9	3	0	**13**	4	0	14	1	0	**15**	0	1	20	2	0	**23**	0	**60**
5:45PM	1	3	0	0	**4**	3	2	5	1	0	**8**	5	3	20	0	0	**23**	0	0	19	1	1	**21**	2	**56**
Hourly Total	6	17	4	0	**27**	9	8	30	6	0	**44**	22	4	65	4	0	**73**	2	2	79	7	2	**90**	6	**234**
6:00PM	1	7	0	0	**8**	1	1	8	2	0	**11**	4	1	20	0	0	**21**	0	0	14	1	0	**15**	1	**55**
6:15PM	1	1	1	0	**3**	1	2	5	1	0	**8**	1	4	11	3	0	**18**	0	0	12	0	0	**12**	0	**41**
Hourly Total	2	8	1	0	**11**	2	3	13	3	0	**19**	5	5	31	3	0	**39**	0	0	26	1	0	**27**	1	**96**
Total	35	93	13	0	**141**	59	40	123	24	2	**189**	91	23	356	36	1	**416**	13	30	307	30	3	**370**	35	**1116**
% Approach	24.8%	66.0%	9.2%	0%	**-**	-	21.2%	65.1%	12.7%	1.1%	**-**	-	5.5%	85.6%	8.7%	0.2%	**-**	-	8.1%	83.0%	8.1%	0.8%	**-**	-	-
% Total	3.1%	8.3%	1.2%	0%	**12.6%**	-	3.6%	11.0%	2.2%	0.2%	**16.9%**	-	2.1%	31.9%	3.2%	0.1%	**37.3%**	-	2.7%	27.5%	2.7%	0.3%	**33.2%**	-	-
Lights	35	92	12	0	**139**	-	40	123	23	2	**188**	-	21	350	35	1	**407**	-	29	303	29	3	**364**	-	1098
% Lights	100%	98.9%	92.3%	0%	**98.6%**	-	100%	100%	95.8%	100%	**99.5%**	-	91.3%	98.3%	97.2%	100%	**97.8%**	-	96.7%	98.7%	96.7%	100%	**98.4%**	-	98.4%
Articulated Trucks and Single-Unit Trucks	0	0	1	0	**1**	-	0	0	1	0	**1**	-	1	4	1	0	**6**	-	1	3	1	0	**5**	-	13
% Articulated Trucks and Single-Unit Trucks	0%	0%	7.7%	0%	**0.7%**	-	0%	0%	4.2%	0%	**0.5%**	-	4.3%	1.1%	2.8%	0%	**1.4%**	-	3.3%	1.0%	3.3%	0%	**1.4%**	-	1.2%
Buses	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1	2	0	0	**3**	-	0	1	0	0	**1**	-	5
% Buses	0%	1.1%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	4.3%	0.6%	0%	0%	**0.7%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.4%
Pedestrians	-	-	-	-	-	56	-	-	-	-	-	90	-	-	-	-	-	13	-	-	-	-	-	34	
% Pedestrians	-	-	-	-	-	94.9%	-	-	-	-	-	98.9%	-	-	-	-	-	100%	-	-	-	-	-	97.1%	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	5.1%	-	-	-	-	-	1.1%	-	-	-	-	-	0%	-	-	-	-	-	2.9%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

TMC Galiano St at Antilla Ave Wednesday - TMC

Wed Jun 1, 2022
Full Length (7:30 AM-9:30 AM, 1:30 PM-3:30 PM, 4:30 PM-6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962896, Location: 25.760598, -80.257089

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US



TMC Galiano St at Antilla Ave Wednesday - TMC

Wed Jun 1, 2022
AM Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962896, Location: 25.760598, -80.257089

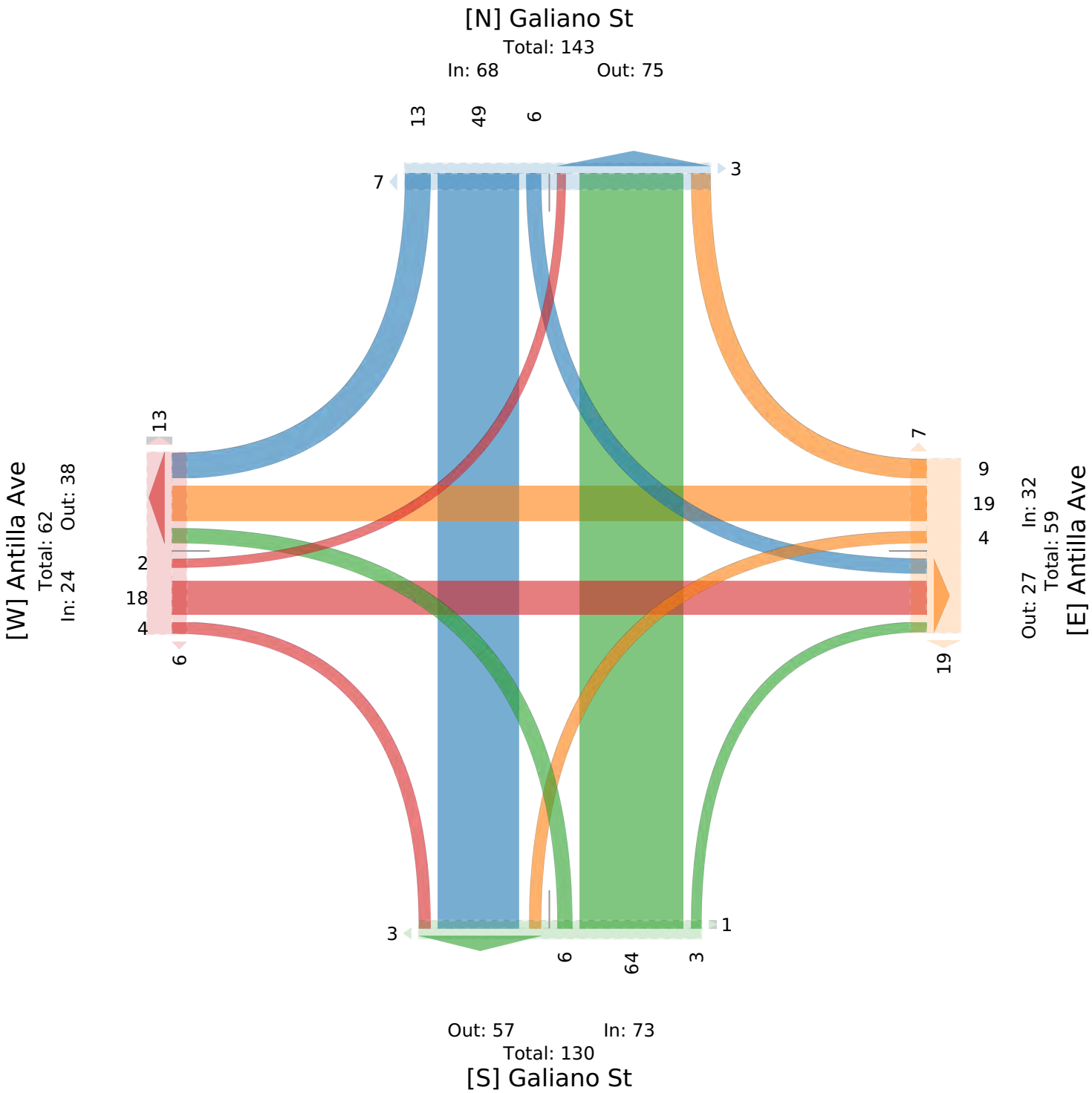
Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US

Leg / Direction	Antilla Ave Eastbound						Antilla Ave Westbound						Galiano St Northbound						Galiano St Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-01 8:00AM	4	1	0	0	**5**	3	2	5	1	0	**8**	12	1	16	3	0	**20**	1	5	11	1	0	**17**	2	**50**
8:15AM	0	4	2	0	**6**	7	4	4	0	0	**8**	6	2	18	0	0	**20**	2	3	15	2	0	**20**	4	**54**
8:30AM	0	6	0	0	**6**	4	3	5	2	0	**10**	3	0	12	1	0	**13**	0	3	15	1	0	**19**	2	**48**
8:45AM	0	7	0	0	**7**	5	0	5	1	0	**6**	5	0	18	2	0	**20**	1	2	8	2	0	**12**	2	**45**
Total	4	18	2	0	**24**	19	9	19	4	0	**32**	26	3	64	6	0	**73**	4	13	49	6	0	**68**	10	**197**
% Approach	16.7%	75.0%	8.3%	0%	**-**	-	28.1%	59.4%	12.5%	0%	**-**	-	4.1%	87.7%	8.2%	0%	**-**	-	19.1%	72.1%	8.8%	0%	**-**	-	-
% Total	2.0%	9.1%	1.0%	0%	**12.2%**	-	4.6%	9.6%	2.0%	0%	**16.2%**	-	1.5%	32.5%	3.0%	0%	**37.1%**	-	6.6%	24.9%	3.0%	0%	**34.5%**	-	-
PHF	0.250	0.643	0.250	-	**0.857**	-	0.563	0.950	0.500	-	**0.800**	-	0.375	0.889	0.500	-	**0.913**	-	0.650	0.817	0.750	-	**0.850**	-	0.912
Lights	4	18	2	0	**24**	-	9	19	4	0	**32**	-	2	62	6	0	**70**	-	13	48	6	0	**67**	-	193
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	66.7%	96.9%	100%	0%	**95.9%**	-	100%	98.0%	100%	0%	**98.5%**	-	98.0%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.6%	0%	0%	**1.4%**	-	0%	0%	0%	0%	**0%**	-	0.5%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	1	0	0	**2**	-	0	1	0	0	**1**	-	3
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	33.3%	1.6%	0%	0%	**2.7%**	-	0%	2.0%	0%	0%	**1.5%**	-	1.5%
Pedestrians	-	-	-	-	-	19	-	-	-	-	-	26	-	-	-	-	-	4	-	-	-	-	-	10	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

TMC Galiano St at Antilla Ave Wednesday - TMC
Wed Jun 1, 2022
AM Peak (8 AM - 9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962896, Location: 25.760598, -80.257089

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US



TMC Galiano St at Antilla Ave Wednesday - TMC

Wed Jun 1, 2022
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962896, Location: 25.760598, -80.257089

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US

Leg	Antilla Ave						Antilla Ave						Galiano St						Galiano St						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-01 5:00PM	1	7	3	0	**11**	3	3	7	1	0	**11**	8	0	19	0	0	**19**	2	0	25	2	1	**28**	2	**69**
5:15PM	1	2	0	0	**3**	0	2	9	1	0	**12**	5	1	12	3	0	**16**	0	1	15	2	0	**18**	2	**49**
5:30PM	3	5	1	0	**9**	3	1	9	3	0	**13**	4	0	14	1	0	**15**	0	1	20	2	0	**23**	0	**60**
5:45PM	1	3	0	0	**4**	3	2	5	1	0	**8**	5	3	20	0	0	**23**	0	0	19	1	1	**21**	2	**56**
Total	6	17	4	0	**27**	9	8	30	6	0	**44**	22	4	65	4	0	**73**	2	2	79	7	2	**90**	6	**234**
% Approach	22.2%	63.0%	14.8%	0%	**-**	-	18.2%	68.2%	13.6%	0%	**-**	-	5.5%	89.0%	5.5%	0%	**-**	-	2.2%	87.8%	7.8%	2.2%	**-**	-	-
% Total	2.6%	7.3%	1.7%	0%	**11.5%**	-	3.4%	12.8%	2.6%	0%	**18.8%**	-	1.7%	27.8%	1.7%	0%	**31.2%**	-	0.9%	33.8%	3.0%	0.9%	**38.5%**	-	-
PHF	0.500	0.607	0.333	-	**0.614**	-	0.667	0.833	0.500	-	**0.846**	-	0.333	0.813	0.333	-	**0.793**	-	0.500	0.790	0.875	0.500	**0.804**	-	0.848
Lights	6	17	4	0	**27**	-	8	30	5	0	**43**	-	4	64	4	0	**72**	-	2	79	7	2	**90**	-	232
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	83.3%	0%	**97.7%**	-	100%	98.5%	100%	0%	**98.6%**	-	100%	100%	100%	100%	**100%**	-	99.1%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	2
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	16.7%	0%	**2.3%**	-	0%	1.5%	0%	0%	**1.4%**	-	0%	0%	0%	0%	**0%**	-	0.9%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	22	-	-	-	-	-	2	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	83.3%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	16.7%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

TMC Galiano St at Antilla Ave Wednesday - TMC

Wed Jun 1, 2022

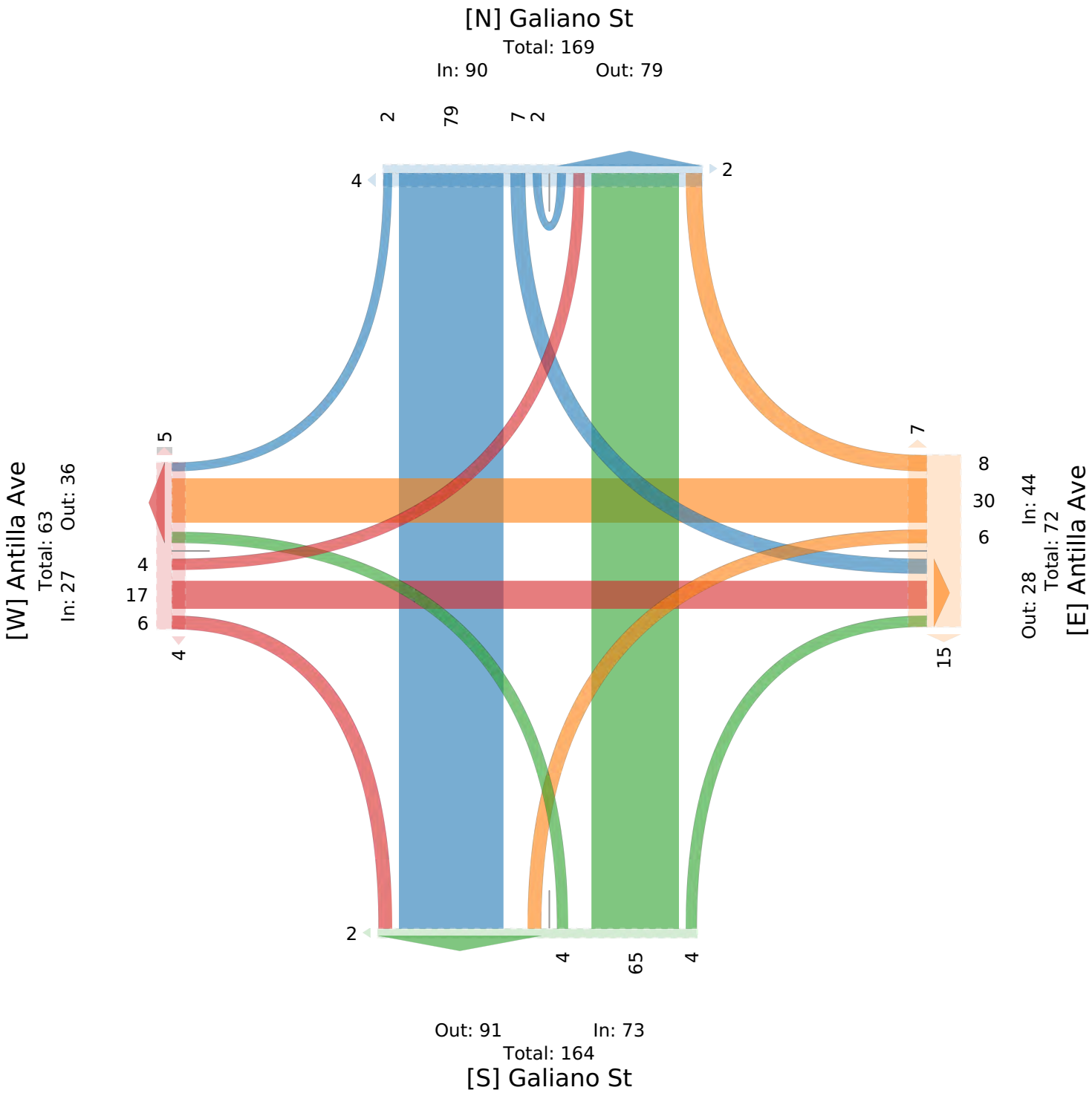
PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 962896, Location: 25.760598, -80.257089

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US



TMC Galiano St at Phoenetia Ave Wednesday - TMC

Wed Jun 1, 2022
Full Length (7:30 AM-9:30 AM, 1:30 PM-3:30 PM, 4:30 PM-6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962900, Location: 25.761382, -80.257119

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

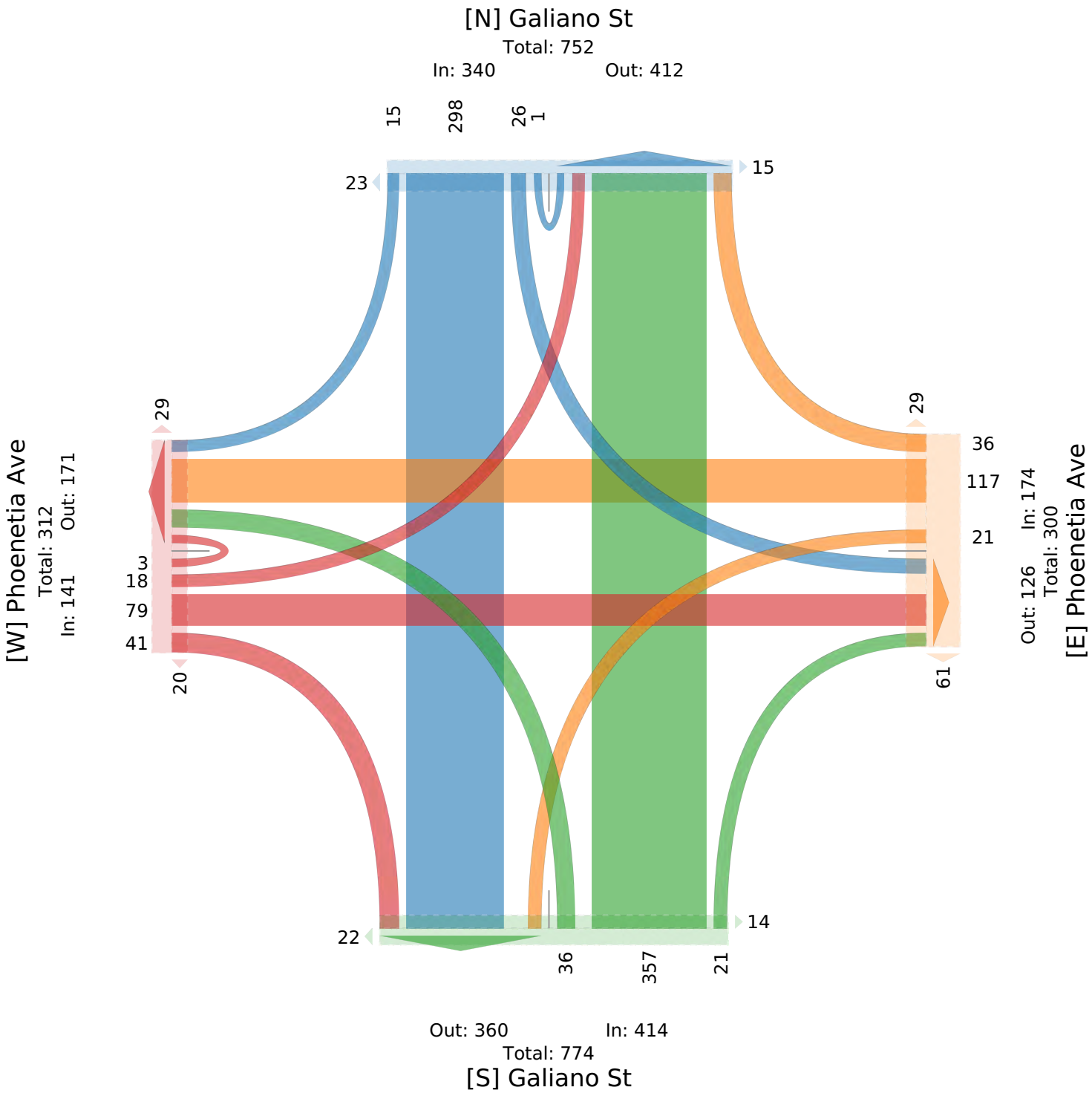
Leg	Phoenetia Ave						Phoenetia Ave						Galiano St						Galiano St						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-01 7:30AM	2	1	1	0	**4**	1	2	4	3	0	**9**	4	1	13	1	0	**15**	2	0	3	1	0	**4**	2	**32**
7:45AM	1	2	1	0	**4**	4	0	3	1	0	**4**	5	1	8	1	0	**10**	3	2	9	1	0	**12**	2	**30**
Hourly Total	3	3	2	0	**8**	5	2	7	4	0	**13**	9	2	21	2	0	**25**	5	2	12	2	0	**16**	4	**62**
8:00AM	1	1	0	1	**3**	4	3	2	0	0	**5**	5	0	14	3	0	**17**	2	0	17	0	0	**17**	3	**42**
8:15AM	5	4	1	0	**10**	2	0	6	0	0	**6**	5	2	23	2	0	**27**	0	0	16	0	0	**16**	0	**59**
8:30AM	6	3	0	2	**11**	5	1	8	1	0	**10**	7	0	15	5	0	**20**	2	0	11	1	0	**12**	5	**53**
8:45AM	2	5	2	0	**9**	6	1	8	2	0	**11**	5	1	15	2	0	**18**	0	2	8	1	0	**11**	1	**49**
Hourly Total	14	13	3	3	**33**	17	5	24	3	0	**32**	22	3	67	12	0	**82**	4	2	52	2	0	**56**	9	**203**
9:00AM	1	5	0	0	**6**	4	1	4	0	0	**5**	4	0	17	2	0	**19**	1	0	10	3	0	**13**	3	**43**
9:15AM	2	1	2	0	**5**	3	0	4	1	0	**5**	4	2	11	1	0	**14**	3	2	11	0	0	**13**	1	**37**
Hourly Total	3	6	2	0	**11**	7	1	8	1	0	**10**	8	2	28	3	0	**33**	4	2	21	3	0	**26**	4	**80**
1:30PM	1	3	0	0	**4**	0	1	6	0	0	**7**	2	1	14	1	0	**16**	3	0	13	2	0	**15**	0	**42**
1:45PM	1	1	0	0	**2**	0	2	0	2	0	**4**	4	0	16	2	0	**18**	0	0	16	0	0	**16**	1	**40**
Hourly Total	2	4	0	0	**6**	0	3	6	2	0	**11**	6	1	30	3	0	**34**	3	0	29	2	0	**31**	1	**82**
2:00PM	0	1	0	0	**1**	0	1	4	2	0	**7**	1	1	13	0	0	**14**	0	1	7	0	0	**8**	0	**30**
2:15PM	1	6	1	0	**8**	2	3	8	0	0	**11**	2	1	17	0	0	**18**	3	0	3	1	0	**4**	2	**41**
2:30PM	4	2	1	0	**7**	1	0	3	0	0	**3**	1	2	13	2	0	**17**	0	0	6	0	0	**6**	1	**33**
2:45PM	1	2	1	0	**4**	1	1	5	0	0	**6**	1	1	10	1	0	**12**	0	0	7	0	0	**7**	2	**29**
Hourly Total	6	11	3	0	**20**	4	5	20	2	0	**27**	5	5	53	3	0	**61**	3	1	23	1	0	**25**	5	**133**
3:00PM	0	5	1	0	**6**	1	1	0	0	0	**1**	1	0	12	1	0	**13**	0	0	10	0	1	**11**	1	**31**
3:15PM	3	6	1	0	**10**	3	3	10	0	0	**13**	0	1	16	3	0	**20**	1	0	18	0	0	**18**	0	**61**
Hourly Total	3	11	2	0	**16**	4	4	10	0	0	**14**	1	1	28	4	0	**33**	1	0	28	0	1	**29**	1	**92**
4:30PM	2	5	1	0	**8**	3	2	4	2	0	**8**	3	0	16	1	0	**17**	0	1	15	0	0	**16**	3	**49**
4:45PM	2	3	2	0	**7**	2	4	8	3	0	**15**	6	1	18	1	0	**20**	3	0	10	1	0	**11**	1	**53**
Hourly Total	4	8	3	0	**15**	5	6	12	5	0	**23**	9	1	34	2	0	**37**	3	1	25	1	0	**27**	4	**102**
5:00PM	0	6	1	0	**7**	0	1	6	0	0	**7**	12	2	19	2	0	**23**	2	2	30	3	0	**35**	5	**72**
5:15PM	0	7	0	0	**7**	1	3	6	1	0	**10**	6	0	14	0	0	**14**	4	1	15	2	0	**18**	0	**49**
5:30PM	0	3	0	0	**3**	3	2	7	1	0	**10**	4	1	15	1	0	**17**	1	0	23	5	0	**28**	3	**58**
5:45PM	5	1	1	0	**7**	3	1	2	1	0	**4**	6	1	18	1	0	**20**	3	1	16	3	0	**20**	1	**51**
Hourly Total	5	17	2	0	**24**	7	7	21	3	0	**31**	28	4	66	4	0	**74**	10	4	84	13	0	**101**	9	**230**
6:00PM	1	6	1	0	**8**	0	2	6	0	0	**8**	2	0	20	2	0	**22**	2	1	13	1	0	**15**	1	**53**
6:15PM	0	0	0	0	**0**	0	1	3	1	0	**5**	0	2	10	1	0	**13**	1	2	11	1	0	**14**	0	**32**
Hourly Total	1	6	1	0	**8**	0	3	9	1	0	**13**	2	2	30	3	0	**35**	3	3	24	2	0	**29**	1	**85**
Total	41	79	18	3	**141**	49	36	117	21	0	**174**	90	21	357	36	0	**414**	36	15	298	26	1	**340**	38	**1069**
% Approach	29.1%	56.0%	12.8%	2.1%	**-**	-	20.7%	67.2%	12.1%	0%	**-**	-	5.1%	86.2%	8.7%	0%	**-**	-	4.4%	87.6%	7.6%	0.3%	**-**	-	-
% Total	3.8%	7.4%	1.7%	0.3%	**13.2%**	-	3.4%	10.9%	2.0%	0%	**16.3%**	-	2.0%	33.4%	3.4%	0%	**38.7%**	-	1.4%	27.9%	2.4%	0.1%	**31.8%**	-	-
Lights	41	78	17	3	**139**	-	34	116	20	0	**170**	-	21	350	35	0	**406**	-	15	292	24	1	**332**	-	1047
% Lights	100%	98.7%	94.4%	100%	**98.6%**	-	94.4%	99.1%	95.2%	0%	**97.7%**	-	100%	98.0%	97.2%	0%	**98.1%**	-	100%	98.0%	92.3%	100%	**97.6%**	-	97.9%
Articulated Trucks and Single-Unit Trucks	0	1	1	0	**2**	-	0	1	1	0	**2**	-	0	4	1	0	**5**	-	0	5	2	0	**7**	-	16
% Articulated Trucks and Single-Unit Trucks	0%	1.3%	5.6%	0%	**1.4%**	-	0%	0.9%	4.8%	0%	**1.1%**	-	0%	1.1%	2.8%	0%	**1.2%**	-	0%	1.7%	7.7%	0%	**2.1%**	-	1.5%
Buses	0	0	0	0	**0**	-	2	0	0	0	**2**	-	0	3	0	0	**3**	-	0	1	0	0	**1**	-	6
% Buses	0%	0%	0%	0%	**0%**	-	5.6%	0%	0%	0%	**1.1%**	-	0%	0.8%	0%	0%	**0.7%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.6%
Pedestrians	-	-	-	-	-	47	-	-	-	-	-	88	-	-	-	-	-	36	-	-	-	-	-	38	
% Pedestrians	-	-	-	-	-	95.9%	-	-	-	-	-	97.8%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	4.1%	-	-	-	-	-	2.2%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

TMC Galiano St at Phoenetia Ave Wednesday - TMC

Wed Jun 1, 2022
Full Length (7:30 AM-9:30 AM, 1:30 PM-3:30 PM, 4:30 PM-6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962900, Location: 25.761382, -80.257119

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US



TMC Galiano St at Phoenetia Ave Wednesday - TMC

Wed Jun 1, 2022
AM Peak (8:15 AM - 9:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962900, Location: 25.761382, -80.257119

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US

Leg	Phoenetia Ave						Phoenetia Ave						Galiano St						Galiano St						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-01 8:15AM	5	4	1	0	**10**	2	0	6	0	0	**6**	5	2	23	2	0	**27**	0	0	16	0	0	**16**	0	**59**
8:30AM	6	3	0	2	**11**	5	1	8	1	0	**10**	7	0	15	5	0	**20**	2	0	11	1	0	**12**	5	**53**
8:45AM	2	5	2	0	**9**	6	1	8	2	0	**11**	5	1	15	2	0	**18**	0	2	8	1	0	**11**	1	**49**
9:00AM	1	5	0	0	**6**	4	1	4	0	0	**5**	4	0	17	2	0	**19**	1	0	10	3	0	**13**	3	**43**
Total	14	17	3	2	**36**	17	3	26	3	0	**32**	21	3	70	11	0	**84**	3	2	45	5	0	**52**	9	**204**
% Approach	38.9%	47.2%	8.3%	5.6%	**-**	-	9.4%	81.3%	9.4%	0%	**-**	-	3.6%	83.3%	13.1%	0%	**-**	-	3.8%	86.5%	9.6%	0%	**-**	-	-
% Total	6.9%	8.3%	1.5%	1.0%	**17.6%**	-	1.5%	12.7%	1.5%	0%	**15.7%**	-	1.5%	34.3%	5.4%	0%	**41.2%**	-	1.0%	22.1%	2.5%	0%	**25.5%**	-	-
PHF	0.583	0.850	0.375	0.250	**0.818**	-	0.750	0.813	0.375	-	**0.727**	-	0.375	0.761	0.550	-	**0.778**	-	0.250	0.703	0.417	-	**0.813**	-	0.864
Lights	14	16	3	2	**35**	-	3	26	3	0	**32**	-	3	68	11	0	**82**	-	2	44	4	0	**50**	-	199
% Lights	100%	94.1%	100%	100%	**97.2%**	-	100%	100%	100%	0%	**100%**	-	100%	97.1%	100%	0%	**97.6%**	-	100%	97.8%	80.0%	0%	**96.2%**	-	97.5%
Articulated Trucks and Single-Unit Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	1	0	**1**	-	3
% Articulated Trucks and Single-Unit Trucks	0%	5.9%	0%	0%	**2.8%**	-	0%	0%	0%	0%	**0%**	-	0%	1.4%	0%	0%	**1.2%**	-	0%	0%	20.0%	0%	**1.9%**	-	1.5%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	1	0	0	**1**	-	2
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.4%	0%	0%	**1.2%**	-	0%	2.2%	0%	0%	**1.9%**	-	1.0%
Pedestrians	-	-	-	-	-	17	-	-	-	-	-	21	-	-	-	-	-	3	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

TMC Galiano St at Phoenetia Ave Wednesday - TMC

Wed Jun 1, 2022

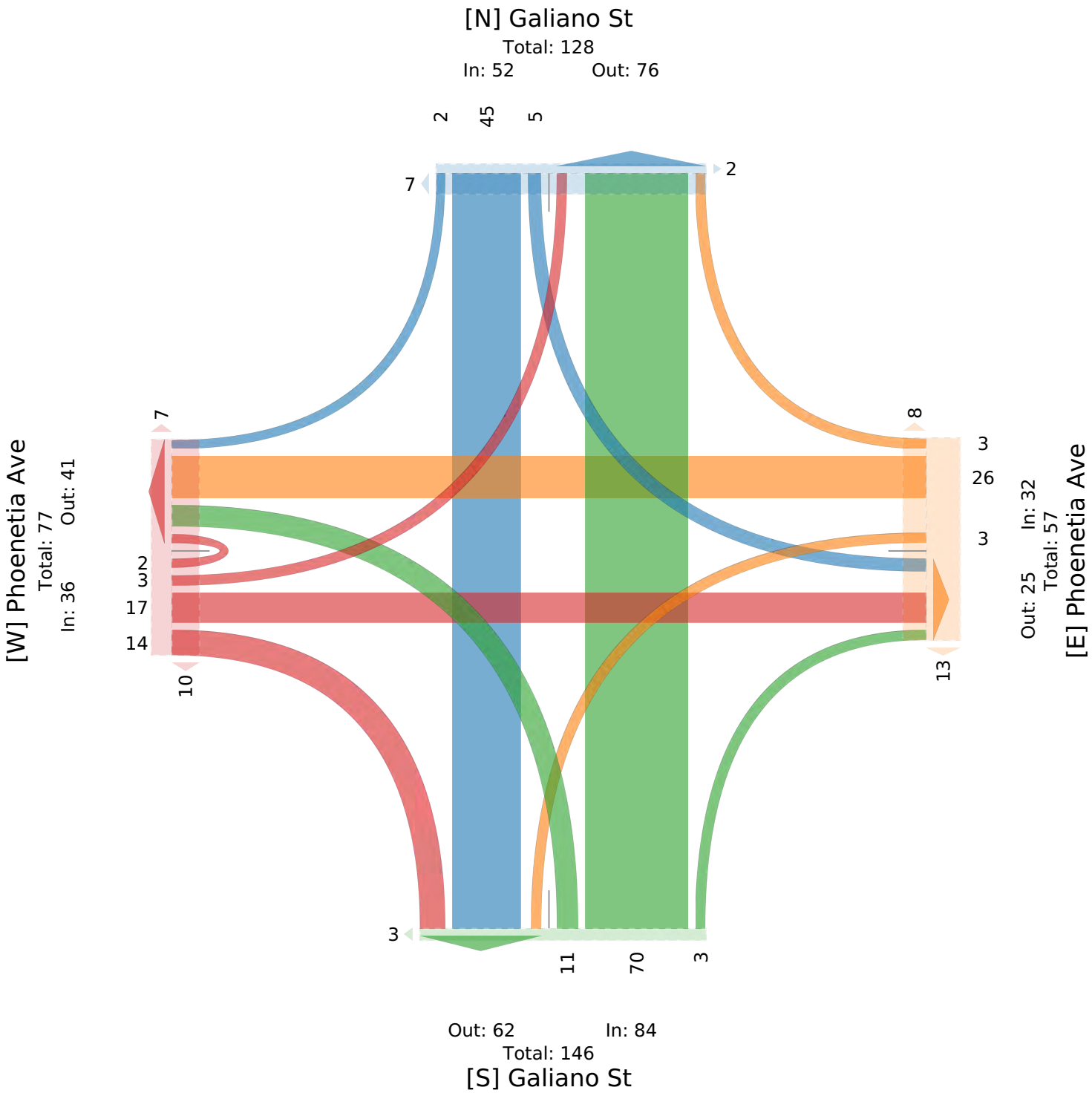
AM Peak (8:15 AM - 9:15 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 962900, Location: 25.761382, -80.257119

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US



TMC Galiano St at Phoenetia Ave Wednesday - TMC

Wed Jun 1, 2022
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962900, Location: 25.761382, -80.257119

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US

Leg	Phoenetia Ave						Phoenetia Ave						Galiano St						Galiano St						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-01 4:45PM	2	3	2	0	**7**	2	4	8	3	0	**15**	6	1	18	1	0	**20**	3	0	10	1	0	**11**	1	**53**
5:00PM	0	6	1	0	**7**	0	1	6	0	0	**7**	12	2	19	2	0	**23**	2	2	30	3	0	**35**	5	**72**
5:15PM	0	7	0	0	**7**	1	3	6	1	0	**10**	6	0	14	0	0	**14**	4	1	15	2	0	**18**	0	**49**
5:30PM	0	3	0	0	**3**	3	2	7	1	0	**10**	4	1	15	1	0	**17**	1	0	23	5	0	**28**	3	**58**
Total	2	19	3	0	**24**	6	10	27	5	0	**42**	28	4	66	4	0	**74**	10	3	78	11	0	**92**	9	**232**
% Approach	8.3%	79.2%	12.5%	0%	**-**	-	23.8%	64.3%	11.9%	0%	**-**	-	5.4%	89.2%	5.4%	0%	**-**	-	3.3%	84.8%	12.0%	0%	**-**	-	-
% Total	0.9%	8.2%	1.3%	0%	**10.3%**	-	4.3%	11.6%	2.2%	0%	**18.1%**	-	1.7%	28.4%	1.7%	0%	**31.9%**	-	1.3%	33.6%	4.7%	0%	**39.7%**	-	-
PHF	0.250	0.679	0.375	-	**0.857**	-	0.625	0.844	0.417	-	**0.700**	-	0.500	0.868	0.500	-	**0.804**	-	0.375	0.650	0.550	-	**0.657**	-	0.806
Lights	2	19	3	0	**24**	-	9	27	5	0	**41**	-	4	64	3	0	**71**	-	3	77	10	0	**90**	-	226
% Lights	100%	100%	100%	0%	**100%**	-	90.0%	100%	100%	0%	**97.6%**	-	100%	97.0%	75.0%	0%	**95.9%**	-	100%	98.7%	90.9%	0%	**97.8%**	-	97.4%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	1	0	**2**	-	0	1	1	0	**2**	-	4
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.5%	25.0%	0%	**2.7%**	-	0%	1.3%	9.1%	0%	**2.2%**	-	1.7%
Buses	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	2
% Buses	0%	0%	0%	0%	**0%**	-	10.0%	0%	0%	0%	**2.4%**	-	0%	1.5%	0%	0%	**1.4%**	-	0%	0%	0%	0%	**0%**	-	0.9%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	28	-	-	-	-	-	10	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

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Wed Jun 1, 2022

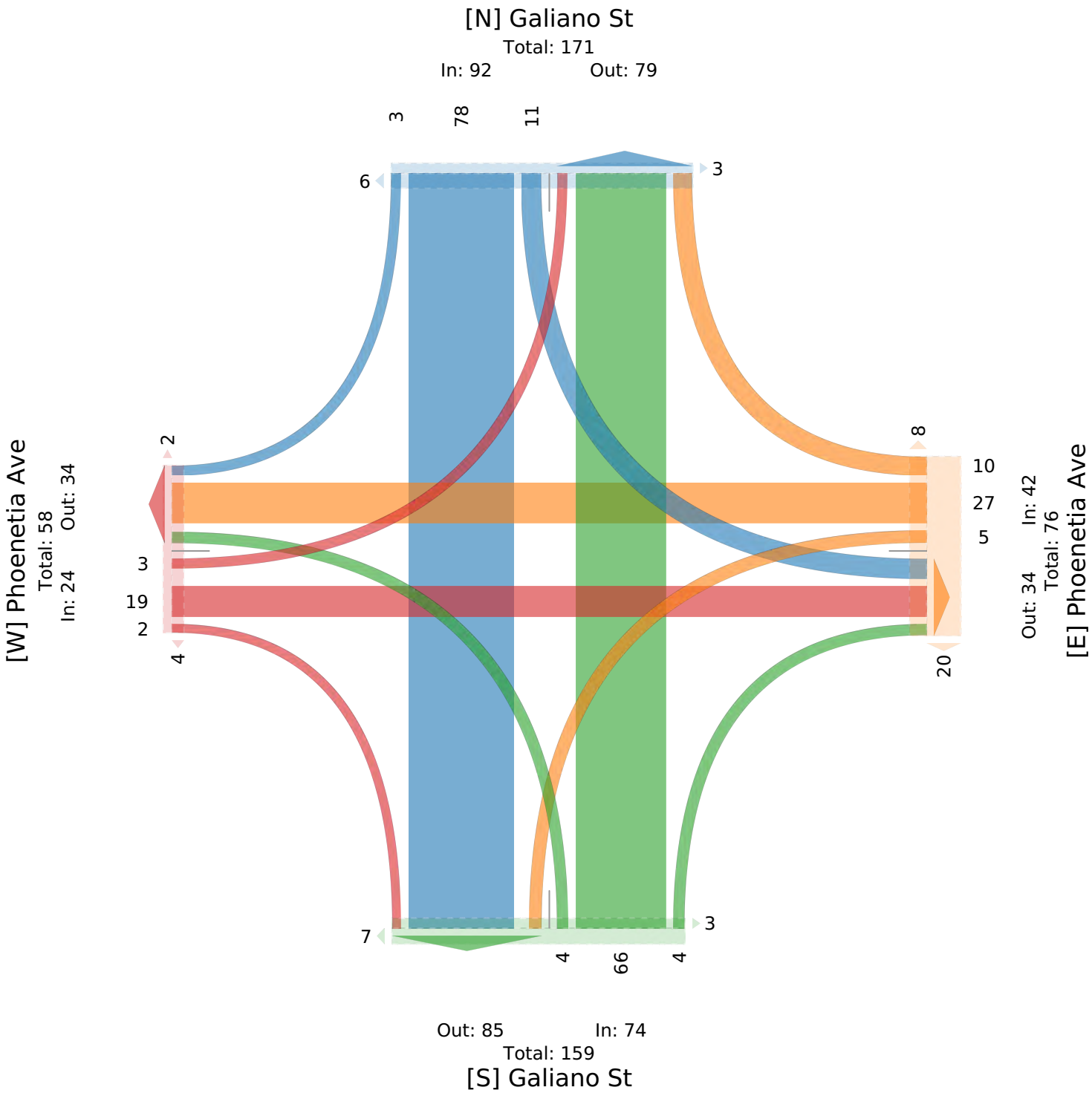
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 962900, Location: 25.761382, -80.257119

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US



TMC Ponce de Leon at Antilla Ave Wednesday - TMC

Wed Jun 1, 2022
Full Length (7:30 AM-9:30 AM, 1:30 PM-3:30 PM, 4:30 PM-6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962886, Location: 25.760556, -80.259017

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

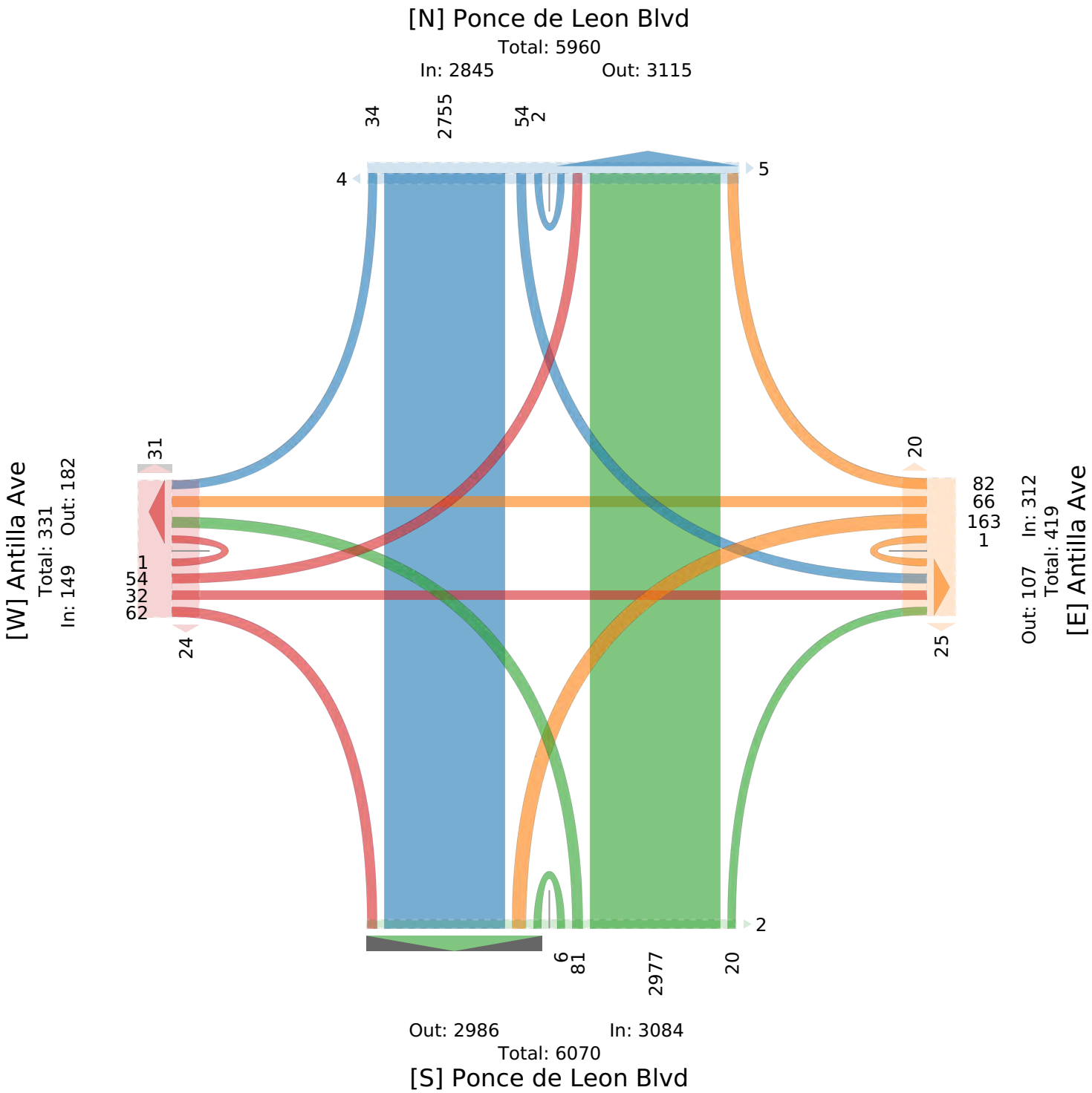
Leg	Antilla Ave						Antilla Ave						Ponce de Leon Blvd						Ponce de Leon Blvd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-01 7:30AM	1	1	1	0	**3**	1	3	1	1	0	**5**	2	0	58	0	0	**58**	0	0	74	2	0	**76**	1	**142**
7:45AM	3	2	4	0	**9**	3	4	1	2	0	**7**	2	2	60	2	0	**64**	0	1	109	5	0	**115**	0	**195**
Hourly Total	4	3	5	0	**12**	4	7	2	3	0	**12**	4	2	118	2	0	**122**	0	1	183	7	0	**191**	1	**337**
8:00AM	0	0	2	0	**2**	1	1	3	9	0	**13**	2	0	74	3	0	**77**	0	1	147	1	0	**149**	0	**241**
8:15AM	4	1	5	0	**10**	1	1	1	7	0	**9**	4	0	109	1	0	**110**	0	0	148	5	0	**153**	0	**282**
8:30AM	1	4	4	0	**9**	1	3	3	6	0	**12**	6	1	122	5	0	**128**	1	1	153	4	0	**158**	0	**307**
8:45AM	3	3	2	0	**8**	1	5	4	7	1	**17**	3	1	96	4	0	**101**	0	1	158	4	0	**163**	0	**289**
Hourly Total	8	8	13	0	**29**	4	10	11	29	1	**51**	15	2	401	13	0	**416**	1	3	606	14	0	**623**	0	**1119**
9:00AM	3	2	4	0	**9**	1	1	1	4	0	**6**	3	1	101	1	0	**103**	0	1	165	2	0	**168**	1	**286**
9:15AM	2	1	1	0	**4**	3	2	1	4	0	**7**	2	0	88	4	1	**93**	0	1	136	0	0	**137**	1	**241**
Hourly Total	5	3	5	0	**13**	4	3	2	8	0	**13**	5	1	189	5	1	**196**	0	2	301	2	0	**305**	2	**527**
1:30PM	5	0	1	0	**6**	6	4	2	1	0	**7**	0	1	93	1	0	**95**	0	2	120	1	0	**123**	0	**231**
1:45PM	3	1	2	0	**6**	1	6	2	3	0	**11**	0	1	107	5	0	**113**	0	0	110	4	0	**114**	1	**244**
Hourly Total	8	1	3	0	**12**	7	10	4	4	0	**18**	0	2	200	6	0	**208**	0	2	230	5	0	**237**	1	**475**
2:00PM	3	1	1	0	**5**	1	3	1	7	0	**11**	1	2	129	3	1	**135**	0	0	117	2	0	**119**	0	**270**
2:15PM	1	2	2	0	**5**	1	3	2	7	0	**12**	5	0	118	1	0	**119**	1	2	96	5	1	**104**	0	**240**
2:30PM	1	1	1	0	**3**	1	0	1	4	0	**5**	1	1	135	4	1	**141**	0	4	102	2	0	**108**	0	**257**
2:45PM	1	0	4	0	**5**	2	2	1	5	0	**8**	3	0	116	3	2	**121**	0	4	118	0	0	**122**	0	**256**
Hourly Total	6	4	8	0	**18**	5	8	5	23	0	**36**	10	3	498	11	4	**516**	1	10	433	9	1	**453**	0	**1023**
3:00PM	4	0	2	0	**6**	3	2	2	3	0	**7**	0	0	140	4	0	**144**	0	3	92	2	0	**97**	0	**254**
3:15PM	0	1	1	0	**2**	2	2	7	8	0	**17**	0	2	142	2	0	**146**	0	2	103	1	0	**106**	0	**271**
Hourly Total	4	1	3	0	**8**	5	4	9	11	0	**24**	0	2	282	6	0	**290**	0	5	195	3	0	**203**	0	**525**
4:30PM	3	0	1	0	**4**	3	6	2	9	0	**17**	3	0	157	5	0	**162**	0	0	100	4	0	**104**	0	**287**
4:45PM	0	1	1	0	**2**	1	8	2	5	0	**15**	1	0	137	3	0	**140**	0	1	91	2	0	**94**	1	**251**
Hourly Total	3	1	2	0	**6**	4	14	4	14	0	**32**	4	0	294	8	0	**302**	0	1	191	6	0	**198**	1	**538**
5:00PM	2	2	1	0	**5**	6	5	6	18	0	**29**	2	3	174	3	0	**180**	0	2	115	2	0	**119**	2	**333**
5:15PM	3	2	3	1	**9**	3	6	9	16	0	**31**	2	1	141	9	1	**152**	0	1	112	0	0	**113**	0	**305**
5:30PM	6	1	3	0	**10**	5	7	3	10	0	**20**	2	3	175	4	0	**182**	0	0	94	2	0	**96**	1	**308**
5:45PM	2	3	5	0	**10**	5	4	0	10	0	**14**	1	0	187	5	0	**192**	0	4	105	1	0	**110**	0	**326**
Hourly Total	13	8	12	1	**34**	19	22	18	54	0	**94**	7	7	677	21	1	**706**	0	7	426	5	0	**438**	3	**1272**
6:00PM	3	2	1	0	**6**	3	1	9	14	0	**24**	0	0	161	4	0	**165**	0	2	102	2	0	**106**	1	**301**
6:15PM	8	1	2	0	**11**	0	3	2	3	0	**8**	0	1	157	5	0	**163**	0	1	88	1	1	**91**	0	**273**
Hourly Total	11	3	3	0	**17**	3	4	11	17	0	**32**	0	1	318	9	0	**328**	0	3	190	3	1	**197**	1	**574**
Total	62	32	54	1	**149**	55	82	66	163	1	**312**	45	20	2977	81	6	**3084**	2	34	2755	54	2	**2845**	9	**6390**
% Approach	41.6%	21.5%	36.2%	0.7%	**-**	-	26.3%	21.2%	52.2%	0.3%	**-**	-	0.6%	96.5%	2.6%	0.2%	**-**	-	1.2%	96.8%	1.9%	0.1%	**-**	-	**-**
% Total	1.0%	0.5%	0.8%	0%	**2.3%**	-	1.3%	1.0%	2.6%	0%	**4.9%**	-	0.3%	46.6%	1.3%	0.1%	**48.3%**	-	0.5%	43.1%	0.8%	0%	**44.5%**	-	**-**
Lights	62	32	54	0	**148**	-	80	66	162	1	**309**	-	20	2898	78	6	**3002**	-	34	2687	54	2	**2777**	-	6236
% Lights	100%	100%	100%	0%	**99.3%**	-	97.6%	100%	99.4%	100%	**99.0%**	-	100%	97.3%	96.3%	100%	**97.3%**	-	100%	97.5%	100%	100%	**97.6%**	-	97.6%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	2	0	0	0	**2**	-	0	42	3	0	**45**	-	0	27	0	0	**27**	-	74
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	2.4%	0%	0%	0%	**0.6%**	-	0%	1.4%	3.7%	0%	**1.5%**	-	0%	1.0%	0%	0%	**0.9%**	-	1.2%
Buses	0	0	0	1	**1**	-	0	0	1	0	**1**	-	0	37	0	0	**37**	-	0	41	0	0	**41**	-	80
% Buses	0%	0%	0%	100%	**0.7%**	-	0%	0%	0.6%	0%	**0.3%**	-	0%	1.2%	0%	0%	**1.2%**	-	0%	1.5%	0%	0%	**1.4%**	-	1.3%
Pedestrians	-	-	-	-	-	50	-	-	-	-	-	43	-	-	-	-	-	2	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	90.9%	-	-	-	-	-	95.6%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	9.1%	-	-	-	-	-	4.4%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

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Wed Jun 1, 2022
Full Length (7:30 AM-9:30 AM, 1:30 PM-3:30 PM, 4:30 PM-6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962886, Location: 25.760556, -80.259017

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8935 NW 35th Ln,
Doral, FL, 33172, US



TMC Ponce de Leon at Antilla Ave Wednesday - TMC

Wed Jun 1, 2022
AM Peak (8:15 AM - 9:15 AM)
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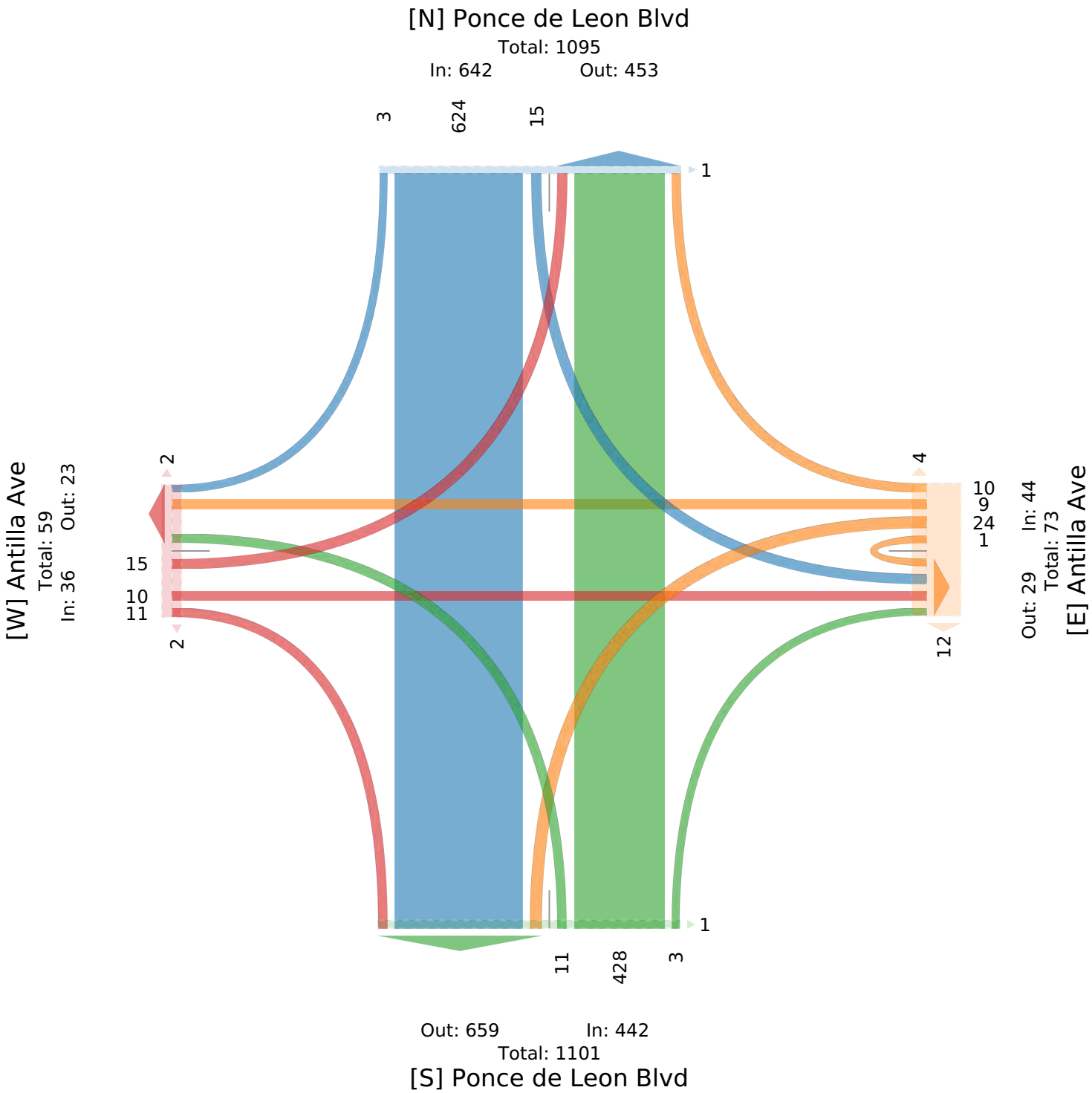
Leg	Antilla Ave						Antilla Ave						Ponce de Leon Blvd						Ponce de Leon Blvd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-01 8:15AM	4	1	5	0	**10**	1	1	1	7	0	**9**	4	0	109	1	0	**110**	0	0	148	5	0	**153**	0	**282**
8:30AM	1	4	4	0	**9**	1	3	3	6	0	**12**	6	1	122	5	0	**128**	1	1	153	4	0	**158**	0	**307**
8:45AM	3	3	2	0	**8**	1	5	4	7	1	**17**	3	1	96	4	0	**101**	0	1	158	4	0	**163**	0	**289**
9:00AM	3	2	4	0	**9**	1	1	1	4	0	**6**	3	1	101	1	0	**103**	0	1	165	2	0	**168**	1	**286**
Total	11	10	15	0	**36**	4	10	9	24	1	**44**	16	3	428	11	0	**442**	1	3	624	15	0	**642**	1	**1164**
% Approach	30.6%	27.8%	41.7%	0%	**-**	-	22.7%	20.5%	54.5%	2.3%	**-**	-	0.7%	96.8%	2.5%	0%	**-**	-	0.5%	97.2%	2.3%	0%	**-**	-	-
% Total	0.9%	0.9%	1.3%	0%	**3.1%**	-	0.9%	0.8%	2.1%	0.1%	**3.8%**	-	0.3%	36.8%	0.9%	0%	**38.0%**	-	0.3%	53.6%	1.3%	0%	**55.2%**	-	-
PHF	0.688	0.625	0.750	-	**0.900**	-	0.500	0.563	0.857	0.250	**0.647**	-	0.750	0.877	0.550	-	**0.863**	-	0.750	0.945	0.750	-	**0.955**	-	0.948
Lights	11	10	15	0	**36**	-	10	9	24	1	**44**	-	3	418	10	0	**431**	-	3	606	15	0	**624**	-	1135
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	100%	100%	**100%**	-	100%	97.7%	90.9%	0%	**97.5%**	-	100%	97.1%	100%	0%	**97.2%**	-	97.5%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	1	0	**4**	-	0	12	0	0	**12**	-	16
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.7%	9.1%	0%	**0.9%**	-	0%	1.9%	0%	0%	**1.9%**	-	1.4%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	7	0	0	**7**	-	0	6	0	0	**6**	-	13
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.6%	0%	0%	**1.6%**	-	0%	1.0%	0%	0%	**0.9%**	-	1.1%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	93.8%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	6.3%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

TMC Ponce de Leon at Antilla Ave Wednesday - TMC

Wed Jun 1, 2022
AM Peak (8:15 AM - 9:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962886, Location: 25.760556, -80.259017

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US



TMC Ponce de Leon at Antilla Ave Wednesday - TMC

Wed Jun 1, 2022
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962886, Location: 25.760556, -80.259017

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US

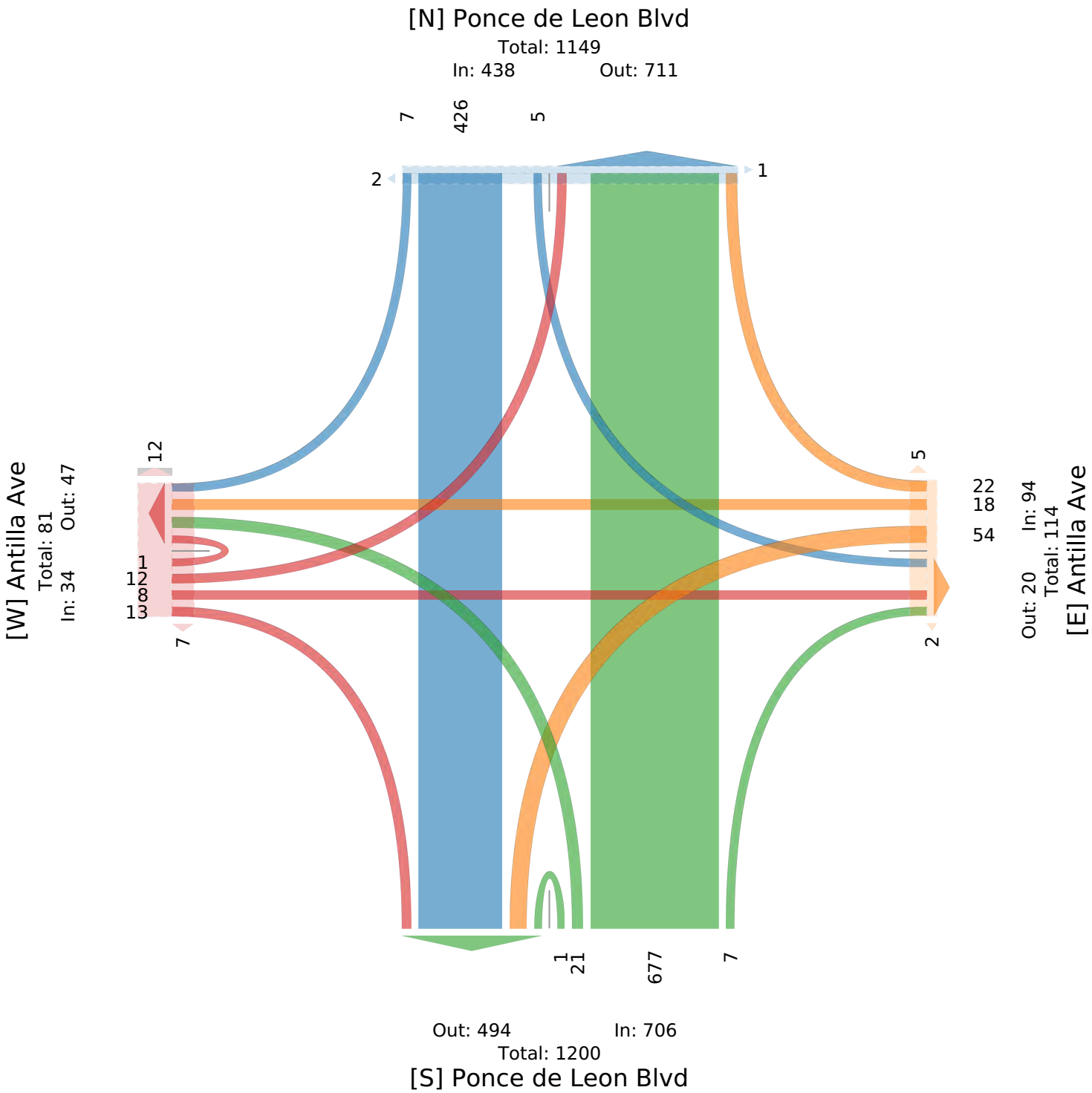
Leg	Antilla Ave						Antilla Ave						Ponce de Leon Blvd						Ponce de Leon Blvd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-01 5:00PM	2	2	1	0	**5**	6	5	6	18	0	**29**	2	3	174	3	0	**180**	0	2	115	2	0	**119**	2	**333**
5:15PM	3	2	3	1	**9**	3	6	9	16	0	**31**	2	1	141	9	1	**152**	0	1	112	0	0	**113**	0	**305**
5:30PM	6	1	3	0	**10**	5	7	3	10	0	**20**	2	3	175	4	0	**182**	0	0	94	2	0	**96**	1	**308**
5:45PM	2	3	5	0	**10**	5	4	0	10	0	**14**	1	0	187	5	0	**192**	0	4	105	1	0	**110**	0	**326**
Total	13	8	12	1	**34**	19	22	18	54	0	**94**	7	7	677	21	1	**706**	0	7	426	5	0	**438**	3	**1272**
% Approach	38.2%	23.5%	35.3%	2.9%	**-**	-	23.4%	19.1%	57.4%	0%	**-**	-	1.0%	95.9%	3.0%	0.1%	**-**	-	1.6%	97.3%	1.1%	0%	**-**	-	-
% Total	1.0%	0.6%	0.9%	0.1%	**2.7%**	-	1.7%	1.4%	4.2%	0%	**7.4%**	-	0.6%	53.2%	1.7%	0.1%	**55.5%**	-	0.6%	33.5%	0.4%	0%	**34.4%**	-	-
PHF	0.542	0.667	0.600	0.250	**0.850**	-	0.786	0.500	0.750	-	**0.758**	-	0.583	0.905	0.583	0.250	**0.919**	-	0.438	0.926	0.625	-	**0.920**	-	0.955
Lights	13	8	12	0	**33**	-	21	18	54	0	**93**	-	7	665	21	1	**694**	-	7	416	5	0	**428**	-	1248
% Lights	100%	100%	100%	0%	**97.1%**	-	95.5%	100%	100%	0%	**98.9%**	-	100%	98.2%	100%	100%	**98.3%**	-	100%	97.7%	100%	0%	**97.7%**	-	98.1%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	7	0	0	**7**	-	0	5	0	0	**5**	-	13
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	4.5%	0%	0%	0%	**1.1%**	-	0%	1.0%	0%	0%	**1.0%**	-	0%	1.2%	0%	0%	**1.1%**	-	1.0%
Buses	0	0	0	1	**1**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	5	0	0	**5**	-	11
% Buses	0%	0%	0%	100%	**2.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0.7%	0%	0%	**0.7%**	-	0%	1.2%	0%	0%	**1.1%**	-	0.9%
Pedestrians	-	-	-	-	-	16	-	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	84.2%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	15.8%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

TMC Ponce de Leon at Antilla Ave Wednesday - TMC

Wed Jun 1, 2022
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962886, Location: 25.760556, -80.259017

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US



TMC Ponce de Leon at Phoenetia Ave Wednesday - TMC

Wed Jun 1, 2022
Full Length (7:30 AM-9:30 AM, 1:30 PM-3:30 PM, 4:30 PM-6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962890, Location: 25.761299, -80.259049

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

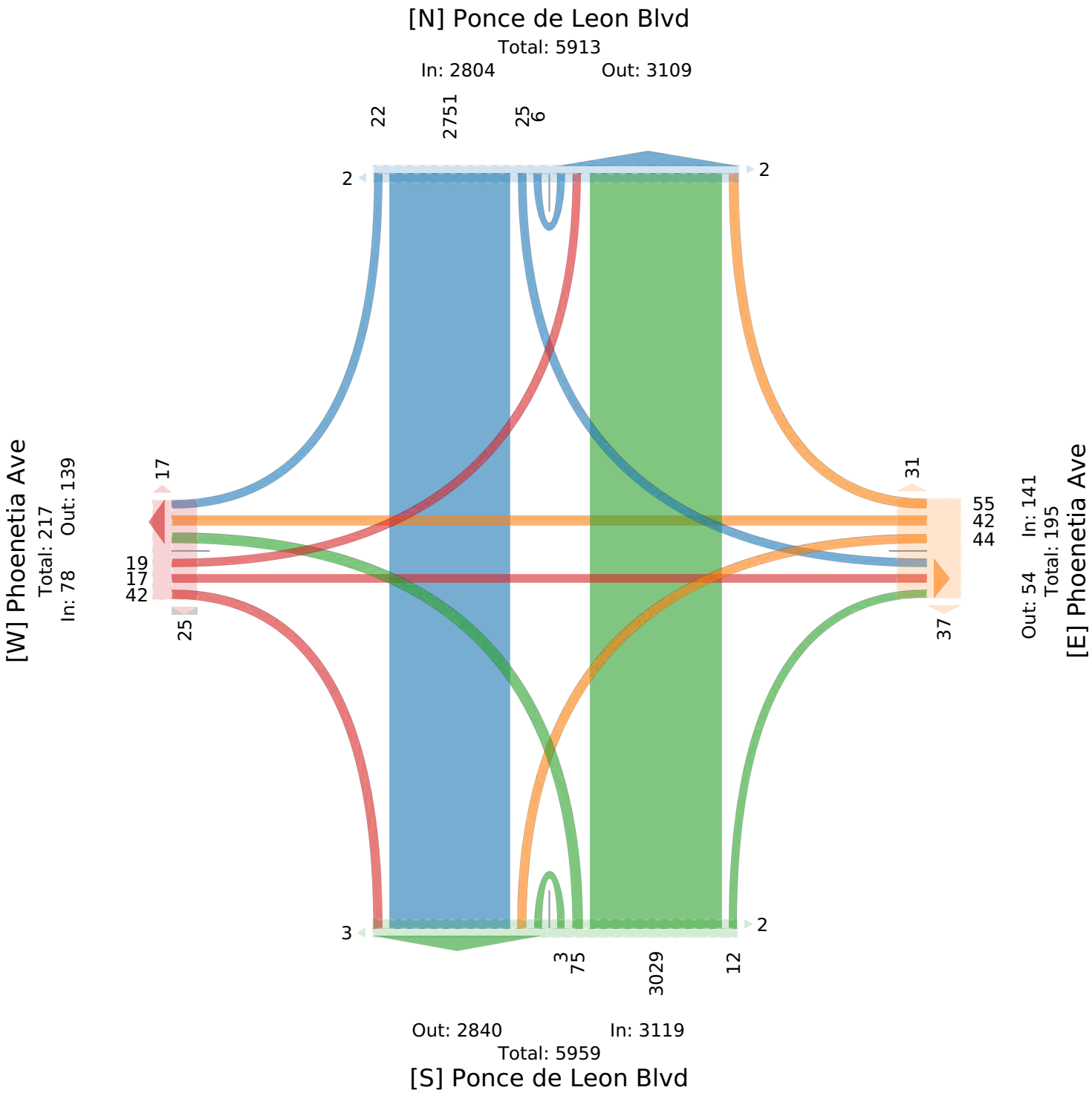
Leg	Phoenetia Ave						Phoenetia Ave						Ponce de Leon Blvd						Ponce de Leon Blvd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-01 7:30AM	1	0	0	0	**1**	1	2	0	1	0	**3**	3	1	58	2	0	**61**	0	0	80	0	0	**80**	0	**145**
7:45AM	2	0	1	0	**3**	2	2	0	2	0	**4**	3	2	64	2	0	**68**	0	1	113	1	0	**115**	0	**190**
Hourly Total	3	0	1	0	**4**	3	4	0	3	0	**7**	6	3	122	4	0	**129**	0	1	193	1	0	**195**	0	**335**
8:00AM	1	2	0	0	**3**	2	2	1	1	0	**4**	7	0	74	2	0	**76**	0	0	143	1	0	**144**	0	**227**
8:15AM	1	0	3	0	**4**	4	3	0	2	0	**5**	6	0	112	1	1	**114**	0	1	155	2	0	**158**	0	**281**
8:30AM	2	1	4	0	**7**	1	1	4	4	0	**9**	5	0	126	2	0	**128**	0	1	148	1	0	**150**	0	**294**
8:45AM	0	1	1	0	**2**	1	3	0	1	0	**4**	3	1	99	2	0	**102**	0	0	164	2	2	**168**	0	**276**
Hourly Total	4	4	8	0	**16**	8	9	5	8	0	**22**	21	1	411	7	1	**420**	0	2	610	6	2	**620**	0	**1078**
9:00AM	3	1	0	0	**4**	2	1	1	2	0	**4**	6	0	102	1	0	**103**	0	1	169	3	0	**173**	1	**284**
9:15AM	0	0	0	0	**0**	1	3	1	0	0	**4**	2	0	91	3	0	**94**	0	1	137	2	0	**140**	0	**238**
Hourly Total	3	1	0	0	**4**	3	4	2	2	0	**8**	8	0	193	4	0	**197**	0	2	306	5	0	**313**	1	**522**
1:30PM	3	1	0	0	**4**	0	2	0	3	0	**5**	2	0	95	3	0	**98**	0	2	110	1	0	**113**	0	**220**
1:45PM	2	0	0	0	**2**	2	0	0	1	0	**1**	3	1	111	5	0	**117**	0	1	111	0	0	**112**	0	**232**
Hourly Total	5	1	0	0	**6**	2	2	0	4	0	**6**	5	1	206	8	0	**215**	0	3	221	1	0	**225**	0	**452**
2:00PM	3	0	0	0	**3**	0	6	2	2	0	**10**	4	1	131	2	0	**134**	2	0	116	0	1	**117**	1	**264**
2:15PM	1	0	0	0	**1**	0	1	3	3	0	**7**	0	1	116	4	0	**121**	0	1	99	0	0	**100**	0	**229**
2:30PM	1	0	0	0	**1**	1	2	1	2	0	**5**	2	0	135	1	0	**136**	0	1	103	0	0	**104**	0	**246**
2:45PM	3	0	1	0	**4**	0	4	2	1	0	**7**	4	0	121	2	1	**124**	0	1	118	2	0	**121**	0	**256**
Hourly Total	8	0	1	0	**9**	1	13	8	8	0	**29**	10	2	503	9	1	**515**	2	3	436	2	1	**442**	1	**995**
3:00PM	2	2	1	0	**5**	3	0	1	1	0	**2**	1	0	140	1	1	**142**	0	1	87	2	0	**90**	0	**239**
3:15PM	1	3	1	0	**5**	1	5	5	3	0	**13**	0	2	140	3	0	**145**	0	2	101	2	0	**105**	0	**268**
Hourly Total	3	5	2	0	**10**	4	5	6	4	0	**15**	1	2	280	4	1	**287**	0	3	188	4	0	**195**	0	**507**
4:30PM	2	2	1	0	**5**	0	0	4	1	0	**5**	2	2	156	7	0	**165**	0	0	101	0	0	**101**	0	**276**
4:45PM	2	1	0	0	**3**	2	5	4	1	0	**10**	2	0	150	0	0	**150**	0	1	95	0	0	**96**	0	**259**
Hourly Total	4	3	1	0	**8**	2	5	8	2	0	**15**	4	2	306	7	0	**315**	0	1	196	0	0	**197**	0	**535**
5:00PM	1	1	1	0	**3**	5	3	3	2	0	**8**	1	0	178	7	0	**185**	1	0	112	0	0	**112**	0	**308**
5:15PM	3	1	0	0	**4**	4	2	3	4	0	**9**	4	0	142	8	0	**150**	2	0	102	2	0	**104**	0	**267**
5:30PM	1	0	1	0	**2**	5	2	3	3	0	**8**	7	0	180	5	0	**185**	0	4	92	0	1	**97**	1	**292**
5:45PM	3	0	1	0	**4**	2	2	1	1	0	**4**	1	0	187	7	0	**194**	0	0	106	2	1	**109**	1	**311**
Hourly Total	8	2	3	0	**13**	16	9	10	10	0	**29**	13	0	687	27	0	**714**	3	4	412	4	2	**422**	2	**1178**
6:00PM	2	1	1	0	**4**	3	3	1	2	0	**6**	0	1	164	1	0	**166**	0	1	100	2	0	**103**	0	**279**
6:15PM	2	0	2	0	**4**	0	1	2	1	0	**4**	0	0	157	4	0	**161**	0	2	89	0	1	**92**	0	**261**
Hourly Total	4	1	3	0	**8**	3	4	3	3	0	**10**	0	1	321	5	0	**327**	0	3	189	2	1	**195**	0	**540**
Total	42	17	19	0	**78**	42	55	42	44	0	**141**	68	12	3029	75	3	**3119**	5	22	2751	25	6	**2804**	4	**6142**
% Approach	53.8%	21.8%	24.4%	0%	**-**	-	39.0%	29.8%	31.2%	0%	**-**	-	0.4%	97.1%	2.4%	0.1%	**-**	-	0.8%	98.1%	0.9%	0.2%	**-**	-	**-**
% Total	0.7%	0.3%	0.3%	0%	**1.3%**	-	0.9%	0.7%	0.7%	0%	**2.3%**	-	0.2%	49.3%	1.2%	0%	**50.8%**	-	0.4%	44.8%	0.4%	0.1%	**45.7%**	-	**-**
Lights	42	17	19	0	**78**	-	53	42	44	0	**139**	-	11	2953	73	3	**3040**	-	21	2692	25	6	**2744**	-	6001
% Lights	100%	100%	100%	0%	**100%**	-	96.4%	100%	100%	0%	**98.6%**	-	91.7%	97.5%	97.3%	100%	**97.5%**	-	95.5%	97.9%	100%	100%	**97.9%**	-	97.7%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	2	0	0	0	**2**	-	1	40	2	0	**43**	-	1	21	0	0	**22**	-	67
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	3.6%	0%	0%	0%	**1.4%**	-	8.3%	1.3%	2.7%	0%	**1.4%**	-	4.5%	0.8%	0%	0%	**0.8%**	-	1.1%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	36	0	0	**36**	-	0	38	0	0	**38**	-	74
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.2%	0%	0%	**1.2%**	-	0%	1.4%	0%	0%	**1.4%**	-	1.2%
Pedestrians	-	-	-	-	-	39	-	-	-	-	-	66	-	-	-	-	-	5	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	92.9%	-	-	-	-	-	97.1%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	7.1%	-	-	-	-	-	2.9%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

TMC Ponce de Leon at Phoenetia Ave Wednesday - TMC

Wed Jun 1, 2022
Full Length (7:30 AM-9:30 AM, 1:30 PM-3:30 PM, 4:30 PM-6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962890, Location: 25.761299, -80.259049

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US



TMC Ponce de Leon at Phoenetia Ave Wednesday - TMC

Wed Jun 1, 2022
AM Peak (8:15 AM - 9:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962890, Location: 25.761299, -80.259049

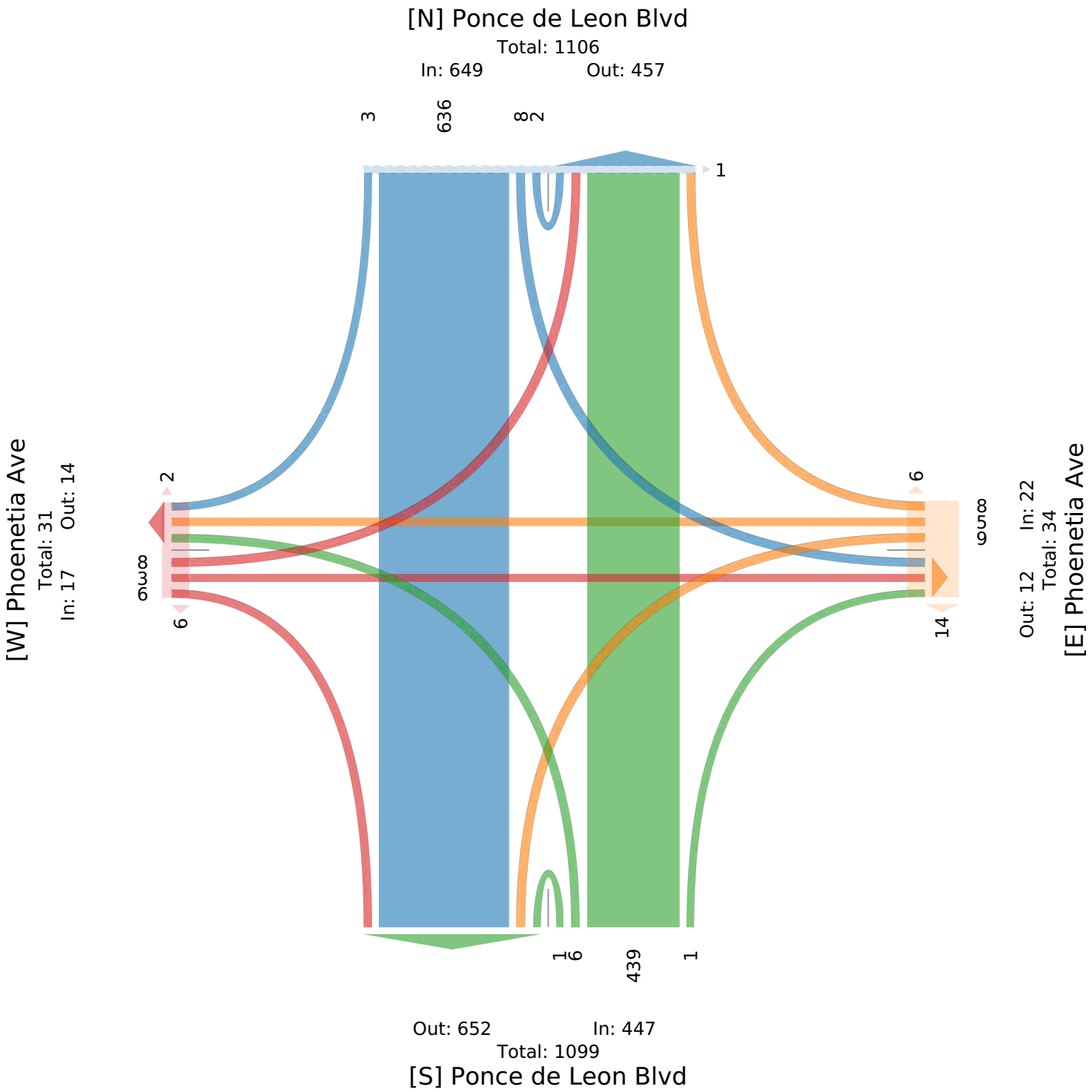
Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US

Leg	Phoenetia Ave						Phoenetia Ave						Ponce de Leon Blvd						Ponce de Leon Blvd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-01 8:15AM	1	0	3	0	**4**	4	3	0	2	0	**5**	6	0	112	1	1	**114**	0	1	155	2	0	**158**	0	**281**
8:30AM	2	1	4	0	**7**	1	1	4	4	0	**9**	5	0	126	2	0	**128**	0	1	148	1	0	**150**	0	**294**
8:45AM	0	1	1	0	**2**	1	3	0	1	0	**4**	3	1	99	2	0	**102**	0	0	164	2	2	**168**	0	**276**
9:00AM	3	1	0	0	**4**	2	1	1	2	0	**4**	6	0	102	1	0	**103**	0	1	169	3	0	**173**	1	**284**
Total	6	3	8	0	**17**	8	8	5	9	0	**22**	20	1	439	6	1	**447**	0	3	636	8	2	**649**	1	**1135**
% Approach	35.3%	17.6%	47.1%	0%	**-**	-	36.4%	22.7%	40.9%	0%	**-**	-	0.2%	98.2%	1.3%	0.2%	**-**	-	0.5%	98.0%	1.2%	0.3%	**-**	-	**-**
% Total	0.5%	0.3%	0.7%	0%	**1.5%**	-	0.7%	0.4%	0.8%	0%	**1.9%**	-	0.1%	38.7%	0.5%	0.1%	**39.4%**	-	0.3%	56.0%	0.7%	0.2%	**57.2%**	-	**-**
PHF	0.500	0.750	0.500		**- 0.607**	-	0.667	0.313	0.563		**- 0.611**	-	0.250	0.871	0.750	0.250	**0.873**	-	0.750	0.941	0.667	0.250	**0.938**	-	0.965
Lights	6	3	8	0	**17**	-	8	5	9	0	**22**	-	1	429	6	1	**437**	-	3	621	8	2	**634**	-	1110
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	97.7%	100%	100%	**97.8%**	-	100%	97.6%	100%	100%	**97.7%**	-	97.8%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	9	0	0	**9**	-	12
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.7%	0%	0%	**0.7%**	-	0%	1.4%	0%	0%	**1.4%**	-	1.1%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	7	0	0	**7**	-	0	6	0	0	**6**	-	13
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.6%	0%	0%	**1.6%**	-	0%	0.9%	0%	0%	**0.9%**	-	1.1%
Pedestrians	-	-	-	-	-	8	-	-	-	-	-	19	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	95.0%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	5.0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

TMC Ponce de Leon at Phoenetia Ave Wednesday - TMC
Wed Jun 1, 2022
AM Peak (8:15 AM - 9:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962890, Location: 25.761299, -80.259049

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US



TMC Ponce de Leon at Phoenetia Ave Wednesday - TMC

Wed Jun 1, 2022
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962890, Location: 25.761299, -80.259049

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US

Leg	Phoenetia Ave Eastbound						Phoenetia Ave Westbound						Ponce de Leon Blvd Northbound						Ponce de Leon Blvd Southbound						
Direction																									
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2022-06-01 5:00PM	1	1	1	0	**3**	5	3	3	2	0	**8**	1	0	178	7	0	**185**	1	0	112	0	0	**112**	0	**308**
5:15PM	3	1	0	0	**4**	4	2	3	4	0	**9**	4	0	142	8	0	**150**	2	0	102	2	0	**104**	0	**267**
5:30PM	1	0	1	0	**2**	5	2	3	3	0	**8**	7	0	180	5	0	**185**	0	4	92	0	1	**97**	1	**292**
5:45PM	3	0	1	0	**4**	2	2	1	1	0	**4**	1	0	187	7	0	**194**	0	0	106	2	1	**109**	1	**311**
Total	8	2	3	0	**13**	16	9	10	10	0	**29**	13	0	687	27	0	**714**	3	4	412	4	2	**422**	2	**1178**
% Approach	61.5%	15.4%	23.1%	0%	**-**	-	31.0%	34.5%	34.5%	0%	**-**	-	0%	96.2%	3.8%	0%	**-**	-	0.9%	97.6%	0.9%	0.5%	**-**	-	-
% Total	0.7%	0.2%	0.3%	0%	**1.1%**	-	0.8%	0.8%	0.8%	0%	**2.5%**	-	0%	58.3%	2.3%	0%	**60.6%**	-	0.3%	35.0%	0.3%	0.2%	**35.8%**	-	-
PHF	0.667	0.500	0.750	-	**0.813**	-	0.750	0.833	0.625	-	**0.806**	-	-	0.918	0.844	-	**0.920**	-	0.250	0.920	0.500	0.500	**0.942**	-	0.947
Lights	8	2	3	0	**13**	-	8	10	10	0	**28**	-	0	675	26	0	**701**	-	4	403	4	2	**413**	-	1155
% Lights	100%	100%	100%	0%	**100%**	-	88.9%	100%	100%	0%	**96.6%**	-	0%	98.3%	96.3%	0%	**98.2%**	-	100%	97.8%	100%	100%	**97.9%**	-	98.0%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	7	1	0	**8**	-	0	4	0	0	**4**	-	13
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	11.1%	0%	0%	0%	**3.4%**	-	0%	1.0%	3.7%	0%	**1.1%**	-	0%	1.0%	0%	0%	**0.9%**	-	1.1%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	5	0	0	**5**	-	10
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.7%	0%	0%	**0.7%**	-	0%	1.2%	0%	0%	**1.2%**	-	0.8%
Pedestrians	-	-	-	-	-	13	-	-	-	-	-	13	-	-	-	-	-	3	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	81.3%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	18.8%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

TMC Ponce de Leon at Phoenetia Ave Wednesday - TMC

Wed Jun 1, 2022

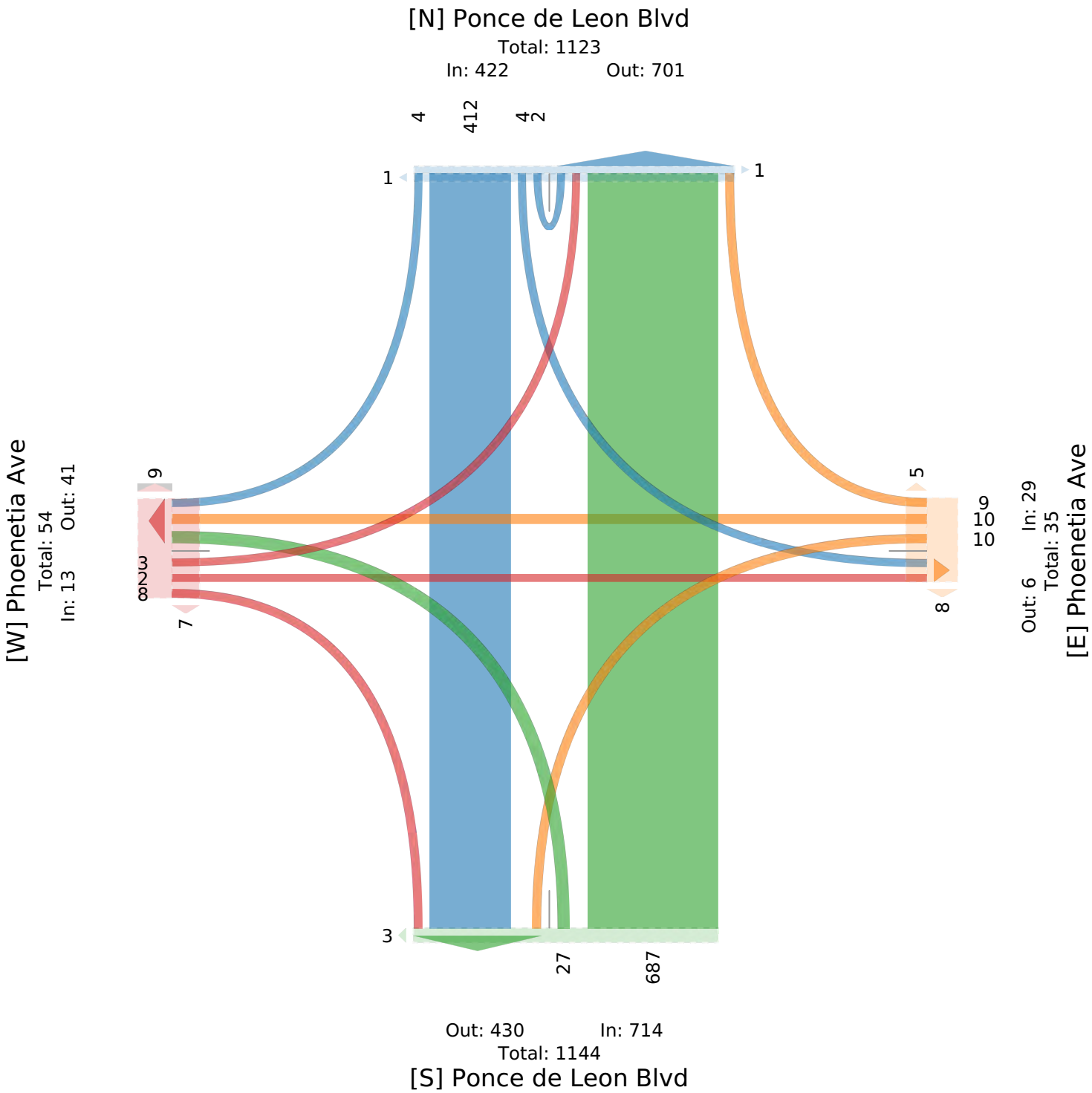
PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 962890, Location: 25.761299, -80.259049

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US



TMC Ponce de Leon at Salamanca AVE Wednesday - TMC

Wed Jun 1, 2022
Full Length (7:30 AM-9:30 AM, 1:30 PM-3:30 PM, 4:30 PM-6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962852, Location: 25.758995, -80.258999

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

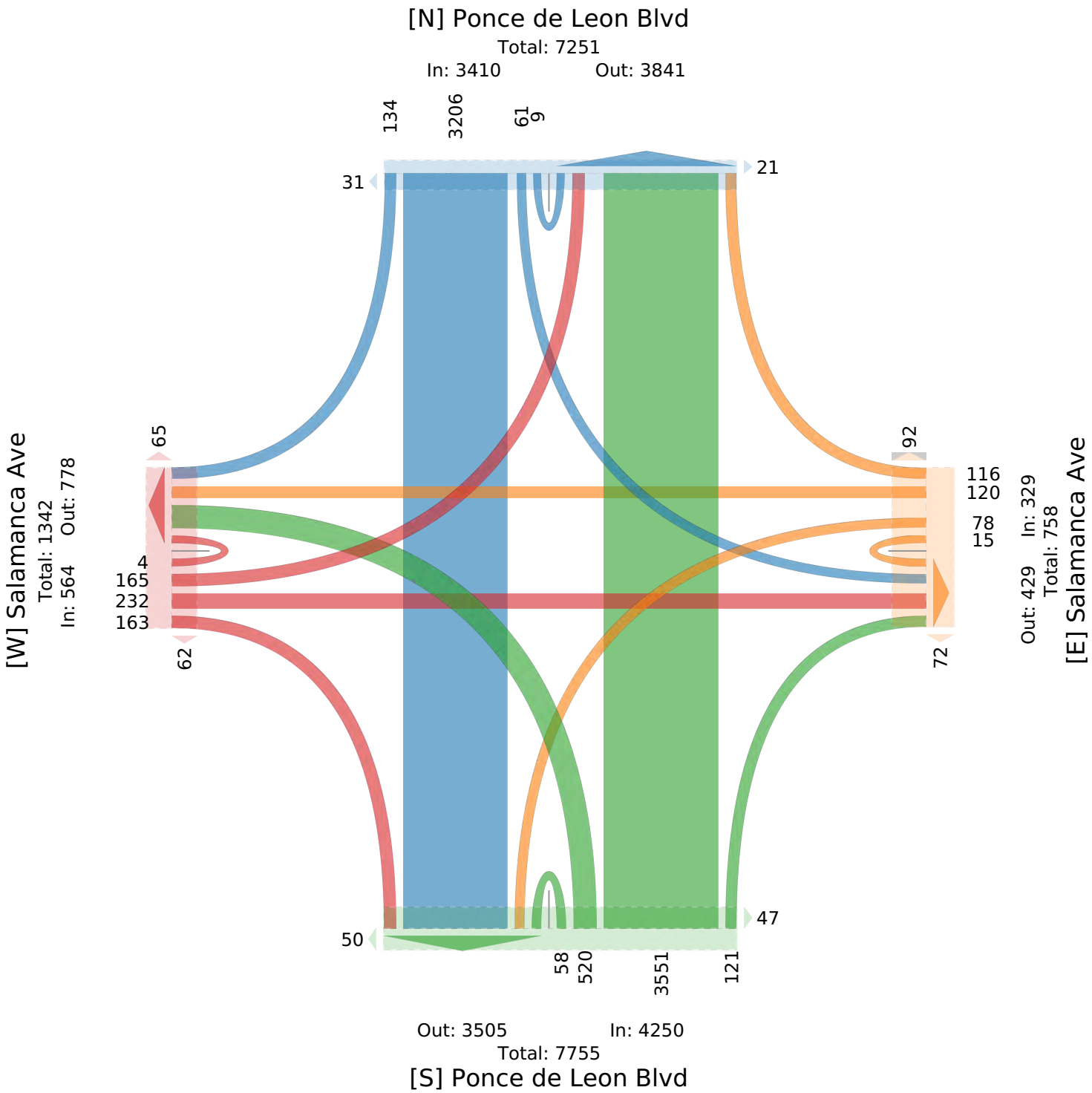
Leg	Salamanca Ave						Salamanca Ave						Ponce de Leon Blvd						Ponce de Leon Blvd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-01 7:30AM	6	8	0	0	**14**	4	4	1	1	1	**7**	10	3	62	12	0	**77**	0	2	86	2	0	**90**	0	**188**
7:45AM	6	15	9	0	**30**	3	8	0	0	0	**8**	8	3	66	9	1	**79**	1	2	106	3	0	**111**	5	**228**
Hourly Total	12	23	9	0	**44**	7	12	1	1	1	**15**	18	6	128	21	1	**156**	1	4	192	5	0	**201**	5	**416**
8:00AM	5	11	1	0	**17**	3	5	5	0	0	**10**	12	4	105	17	2	**128**	6	3	162	6	0	**171**	3	**326**
8:15AM	7	17	10	0	**34**	5	3	4	1	0	**8**	9	4	118	19	3	**144**	5	2	159	5	0	**166**	5	**352**
8:30AM	9	11	11	0	**31**	8	4	5	4	0	**13**	14	8	153	27	1	**189**	6	8	169	5	0	**182**	1	**415**
8:45AM	6	19	12	0	**37**	2	4	9	7	0	**20**	11	4	134	18	1	**157**	3	5	163	3	1	**172**	2	**386**
Hourly Total	27	58	34	0	**119**	18	16	23	12	0	**51**	46	20	510	81	7	**618**	20	18	653	19	1	**691**	11	**1479**
9:00AM	5	4	6	0	**15**	4	8	5	1	0	**14**	9	4	116	16	1	**137**	5	3	181	4	0	**188**	1	**354**
9:15AM	8	9	11	0	**28**	7	1	3	5	1	**10**	6	2	121	11	2	**136**	4	4	145	2	2	**153**	2	**327**
Hourly Total	13	13	17	0	**43**	11	9	8	6	1	**24**	15	6	237	27	3	**273**	9	7	326	6	2	**341**	3	**681**
1:30PM	10	5	7	1	**23**	9	7	7	3	0	**17**	6	4	109	13	2	**128**	8	4	122	4	1	**131**	5	**299**
1:45PM	8	11	4	0	**23**	12	3	7	3	0	**13**	5	6	119	20	4	**149**	6	5	142	1	1	**149**	2	**334**
Hourly Total	18	16	11	1	**46**	21	10	14	6	0	**30**	11	10	228	33	6	**277**	14	9	264	5	2	**280**	7	**633**
2:00PM	8	18	5	0	**31**	2	1	9	2	3	**15**	9	7	162	33	6	**208**	6	14	119	2	0	**135**	7	**389**
2:15PM	8	5	16	0	**29**	4	4	3	1	0	**8**	3	7	129	20	6	**162**	3	8	117	1	1	**127**	3	**326**
2:30PM	13	10	3	1	**27**	3	6	5	8	2	**21**	2	4	144	17	0	**165**	3	6	109	1	1	**117**	2	**330**
2:45PM	5	11	10	0	**26**	12	3	3	1	0	**7**	4	5	124	24	1	**154**	9	7	120	1	0	**128**	1	**315**
Hourly Total	34	44	34	1	**113**	21	14	20	12	5	**51**	18	23	559	94	13	**689**	21	35	465	5	2	**507**	13	**1360**
3:00PM	7	6	7	0	**20**	5	6	2	5	1	**14**	2	8	151	18	3	**180**	10	4	135	3	0	**142**	0	**356**
3:15PM	10	10	5	0	**25**	4	1	4	5	1	**11**	7	6	164	17	3	**190**	7	9	110	0	0	**119**	3	**345**
Hourly Total	17	16	12	0	**45**	9	7	6	10	2	**25**	9	14	315	35	6	**370**	17	13	245	3	0	**261**	3	**701**
4:30PM	6	9	4	0	**19**	2	4	4	2	0	**10**	2	2	203	32	3	**240**	2	7	108	3	0	**118**	4	**387**
4:45PM	8	10	9	0	**27**	4	9	3	1	0	**13**	7	4	166	23	3	**196**	1	3	114	3	0	**120**	1	**356**
Hourly Total	14	19	13	0	**46**	6	13	7	3	0	**23**	9	6	369	55	6	**436**	3	10	222	6	0	**238**	5	**743**
5:00PM	3	10	7	1	**21**	6	8	11	7	0	**26**	6	4	184	20	3	**211**	0	5	157	3	0	**165**	1	**423**
5:15PM	9	3	2	0	**14**	7	4	6	2	3	**15**	11	6	206	41	1	**254**	7	8	147	1	0	**156**	0	**439**
5:30PM	4	12	7	1	**24**	6	7	5	6	1	**19**	9	2	224	24	3	**253**	1	9	133	0	0	**142**	1	**438**
5:45PM	5	12	6	0	**23**	10	7	12	3	1	**23**	5	7	220	22	3	**252**	3	4	143	3	1	**151**	2	**449**
Hourly Total	21	37	22	2	**82**	29	26	34	18	5	**83**	31	19	834	107	10	**970**	11	26	580	7	1	**614**	4	**1749**
6:00PM	4	5	8	0	**17**	5	5	4	5	0	**14**	3	4	176	35	3	**218**	0	9	143	4	1	**157**	0	**406**
6:15PM	3	1	5	0	**9**	0	4	3	5	1	**13**	4	13	195	32	3	**243**	1	3	116	1	0	**120**	1	**385**
Hourly Total	7	6	13	0	**26**	5	9	7	10	1	**27**	7	17	371	67	6	**461**	1	12	259	5	1	**277**	1	**791**
Total	163	232	165	4	**564**	127	116	120	78	15	**329**	164	121	3551	520	58	**4250**	97	134	3206	61	9	**3410**	52	**8553**
% Approach	28.9%	41.1%	29.3%	0.7%	**-**	-	35.3%	36.5%	23.7%	4.6%	**-**	-	2.8%	83.6%	12.2%	1.4%	**-**	-	3.9%	94.0%	1.8%	0.3%	**-**	-	-
% Total	1.9%	2.7%	1.9%	0%	**6.6%**	-	1.4%	1.4%	0.9%	0.2%	**3.8%**	-	1.4%	41.5%	6.1%	0.7%	**49.7%**	-	1.6%	37.5%	0.7%	0.1%	**39.9%**	-	-
Lights	162	232	163	4	**561**	-	113	120	78	15	**326**	-	121	3468	516	58	**4163**	-	134	3139	61	9	**3343**	-	8393
% Lights	99.4%	100%	98.8%	100%	**99.5%**	-	97.4%	100%	100%	100%	**99.1%**	-	100%	97.7%	99.2%	100%	**98.0%**	-	100%	97.9%	100%	100%	**98.0%**	-	98.1%
Articulated Trucks and Single-Unit Trucks	1	0	2	0	**3**	-	2	0	0	0	**2**	-	0	44	4	0	**48**	-	0	29	0	0	**29**	-	82
% Articulated Trucks and Single-Unit Trucks	0.6%	0%	1.2%	0%	**0.5%**	-	1.7%	0%	0%	0%	**0.6%**	-	0%	1.2%	0.8%	0%	**1.1%**	-	0%	0.9%	0%	0%	**0.9%**	-	1.0%
Buses	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	39	0	0	**39**	-	0	38	0	0	**38**	-	78
% Buses	0%	0%	0%	0%	**0%**	-	0.9%	0%	0%	0%	**0.3%**	-	0%	1.1%	0%	0%	**0.9%**	-	0%	1.2%	0%	0%	**1.1%**	-	0.9%
Pedestrians	-	-	-	-	-	120	-	-	-	-	-	156	-	-	-	-	-	92	-	-	-	-	-	51	
% Pedestrians	-	-	-	-	-	94.5%	-	-	-	-	-	95.1%	-	-	-	-	-	94.8%	-	-	-	-	-	98.1%	-
Bicycles on Crosswalk	-	-	-	-	-	7	-	-	-	-	-	8	-	-	-	-	-	5	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	5.5%	-	-	-	-	-	4.9%	-	-	-	-	-	5.2%	-	-	-	-	-	1.9%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

TMC Ponce de Leon at Salamanca AVE Wednesday - TMC

Wed Jun 1, 2022
Full Length (7:30 AM-9:30 AM, 1:30 PM-3:30 PM, 4:30 PM-6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962852, Location: 25.758995, -80.258999

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US



TMC Ponce de Leon at Salamanca AVE Wednesday - TMC

Wed Jun 1, 2022
AM Peak (8:15 AM - 9:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962852, Location: 25.758995, -80.258999

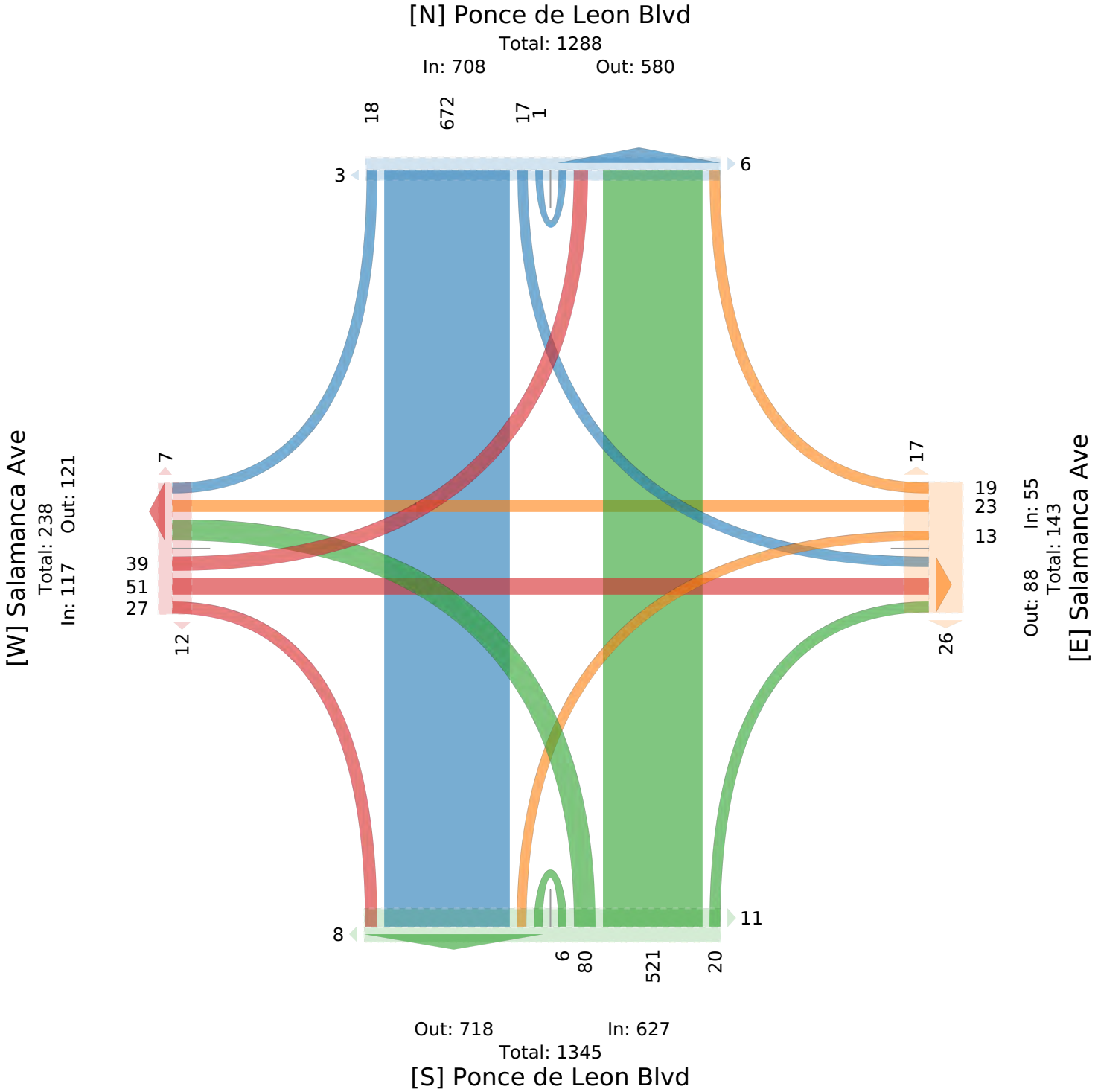
Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US

Leg	Salamanca Ave						Salamanca Ave						Ponce de Leon Blvd						Ponce de Leon Blvd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-01 8:15AM	7	17	10	0	**34**	5	3	4	1	0	**8**	9	4	118	19	3	**144**	5	2	159	5	0	**166**	5	**352**
8:30AM	9	11	11	0	**31**	8	4	5	4	0	**13**	14	8	153	27	1	**189**	6	8	169	5	0	**182**	1	**415**
8:45AM	6	19	12	0	**37**	2	4	9	7	0	**20**	11	4	134	18	1	**157**	3	5	163	3	1	**172**	2	**386**
9:00AM	5	4	6	0	**15**	4	8	5	1	0	**14**	9	4	116	16	1	**137**	5	3	181	4	0	**188**	1	**354**
Total	27	51	39	0	**117**	19	19	23	13	0	**55**	43	20	521	80	6	**627**	19	18	672	17	1	**708**	9	**1507**
% Approach	23.1%	43.6%	33.3%	0%	**-**	-	34.5%	41.8%	23.6%	0%	**-**	-	3.2%	83.1%	12.8%	1.0%	**-**	-	2.5%	94.9%	2.4%	0.1%	**-**	-	-
% Total	1.8%	3.4%	2.6%	0%	**7.8%**	-	1.3%	1.5%	0.9%	0%	**3.6%**	-	1.3%	34.6%	5.3%	0.4%	**41.6%**	-	1.2%	44.6%	1.1%	0.1%	**47.0%**	-	-
PHF	0.750	0.671	0.813		**- 0.791**	-	0.594	0.639	0.464		**- 0.688**	-	0.625	0.851	0.741	0.500	**0.829**	-	0.563	0.928	0.850	0.250	**0.941**	-	0.908
Lights	27	51	39	0	**117**	-	19	23	13	0	**55**	-	20	509	79	6	**614**	-	18	655	17	1	**691**	-	1477
% Lights	100%	100%	100%	0%	**100%**	-	100%	100%	100%	0%	**100%**	-	100%	97.7%	98.8%	100%	**97.9%**	-	100%	97.5%	100%	100%	**97.6%**	-	98.0%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	5	1	0	**6**	-	0	11	0	0	**11**	-	17
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.0%	1.3%	0%	**1.0%**	-	0%	1.6%	0%	0%	**1.6%**	-	1.1%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	7	0	0	**7**	-	0	6	0	0	**6**	-	13
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.3%	0%	0%	**1.1%**	-	0%	0.9%	0%	0%	**0.8%**	-	0.9%
Pedestrians	-	-	-	-	-	18	-	-	-	-	-	40	-	-	-	-	-	19	-	-	-	-	-	8	
% Pedestrians	-	-	-	-	-	94.7%	-	-	-	-	-	93.0%	-	-	-	-	-	100%	-	-	-	-	-	88.9%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	5.3%	-	-	-	-	-	7.0%	-	-	-	-	-	0%	-	-	-	-	-	11.1%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

TMC Ponce de Leon at Salamanca AVE Wednesday - TMC
Wed Jun 1, 2022
AM Peak (8:15 AM - 9:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962852, Location: 25.758995, -80.258999

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US



TMC Ponce de Leon at Salamanca AVE Wednesday - TMC

Wed Jun 1, 2022
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962852, Location: 25.758995, -80.258999



Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

Leg	Salamanca Ave						Salamanca Ave						Ponce de Leon Blvd						Ponce de Leon Blvd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-01 5:00PM	3	10	7	1	**21**	6	8	11	7	0	**26**	6	4	184	20	3	**211**	0	5	157	3	0	**165**	1	**423**
5:15PM	9	3	2	0	**14**	7	4	6	2	3	**15**	11	6	206	41	1	**254**	7	8	147	1	0	**156**	0	**439**
5:30PM	4	12	7	1	**24**	6	7	5	6	1	**19**	9	2	224	24	3	**253**	1	9	133	0	0	**142**	1	**438**
5:45PM	5	12	6	0	**23**	10	7	12	3	1	**23**	5	7	220	22	3	**252**	3	4	143	3	1	**151**	2	**449**
Total	21	37	22	2	**82**	29	26	34	18	5	**83**	31	19	834	107	10	**970**	11	26	580	7	1	**614**	4	**1749**
% Approach	25.6%	45.1%	26.8%	2.4%	**-**	-	31.3%	41.0%	21.7%	6.0%	**-**	-	2.0%	86.0%	11.0%	1.0%	**-**	-	4.2%	94.5%	1.1%	0.2%	**-**	-	**-**
% Total	1.2%	2.1%	1.3%	0.1%	**4.7%**	-	1.5%	1.9%	1.0%	0.3%	**4.7%**	-	1.1%	47.7%	6.1%	0.6%	**55.5%**	-	1.5%	33.2%	0.4%	0.1%	**35.1%**	-	**-**
PHF	0.583	0.771	0.786	0.500	**0.854**	-	0.813	0.708	0.643	0.417	**0.798**	-	0.679	0.931	0.652	0.833	**0.955**	-	0.722	0.924	0.583	0.250	**0.930**	-	0.974
Lights	21	37	22	2	**82**	-	25	34	18	5	**82**	-	19	822	107	10	**958**	-	26	569	7	1	**603**	-	1725
% Lights	100%	100%	100%	100%	**100%**	-	96.2%	100%	100%	100%	**98.8%**	-	100%	98.6%	100%	100%	**98.8%**	-	100%	98.1%	100%	100%	**98.2%**	-	98.6%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	7	0	0	**7**	-	0	5	0	0	**5**	-	13
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	3.8%	0%	0%	0%	**1.2%**	-	0%	0.8%	0%	0%	**0.7%**	-	0%	0.9%	0%	0%	**0.8%**	-	0.7%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	6	0	0	**6**	-	11
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.5%**	-	0%	1.0%	0%	0%	**1.0%**	-	0.6%
Pedestrians	-	-	-	-	-	26	-	-	-	-	-	31	-	-	-	-	-	8	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	89.7%	-	-	-	-	-	100%	-	-	-	-	-	72.7%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	10.3%	-	-	-	-	-	0%	-	-	-	-	-	27.3%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

TMC Ponce de Leon at Salamanca AVE Wednesday - TMC

Wed Jun 1, 2022

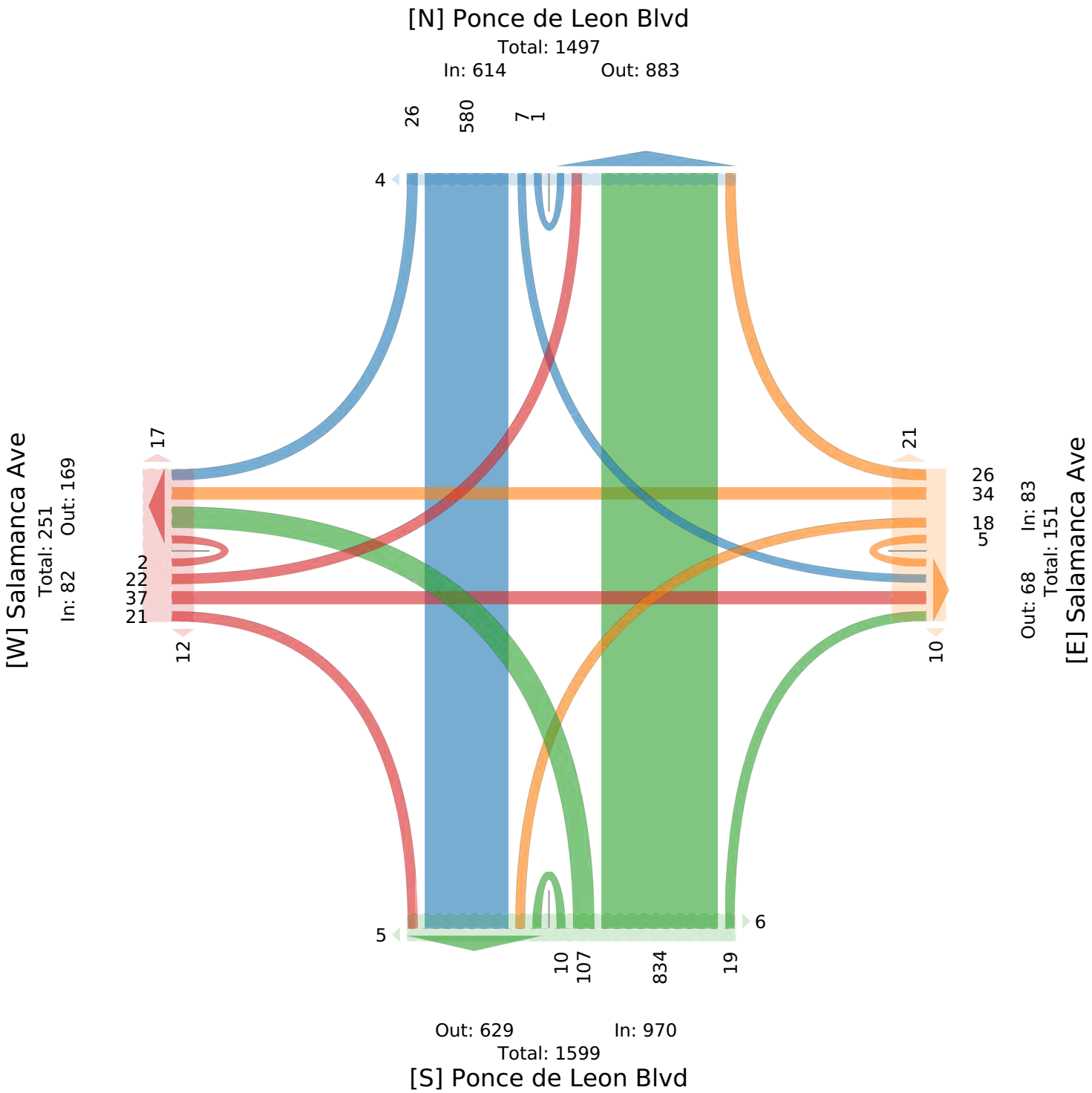
PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 962852, Location: 25.758995, -80.258999

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US



TMC Ponce de Leon at SW 8th ST Wednesday - TMC

Wed Jun 1, 2022
Full Length (7:30 AM-9:30 AM, 1:30 PM-3:30 PM, 4:30 PM-6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962843, Location: 25.7646, -80.259055

Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

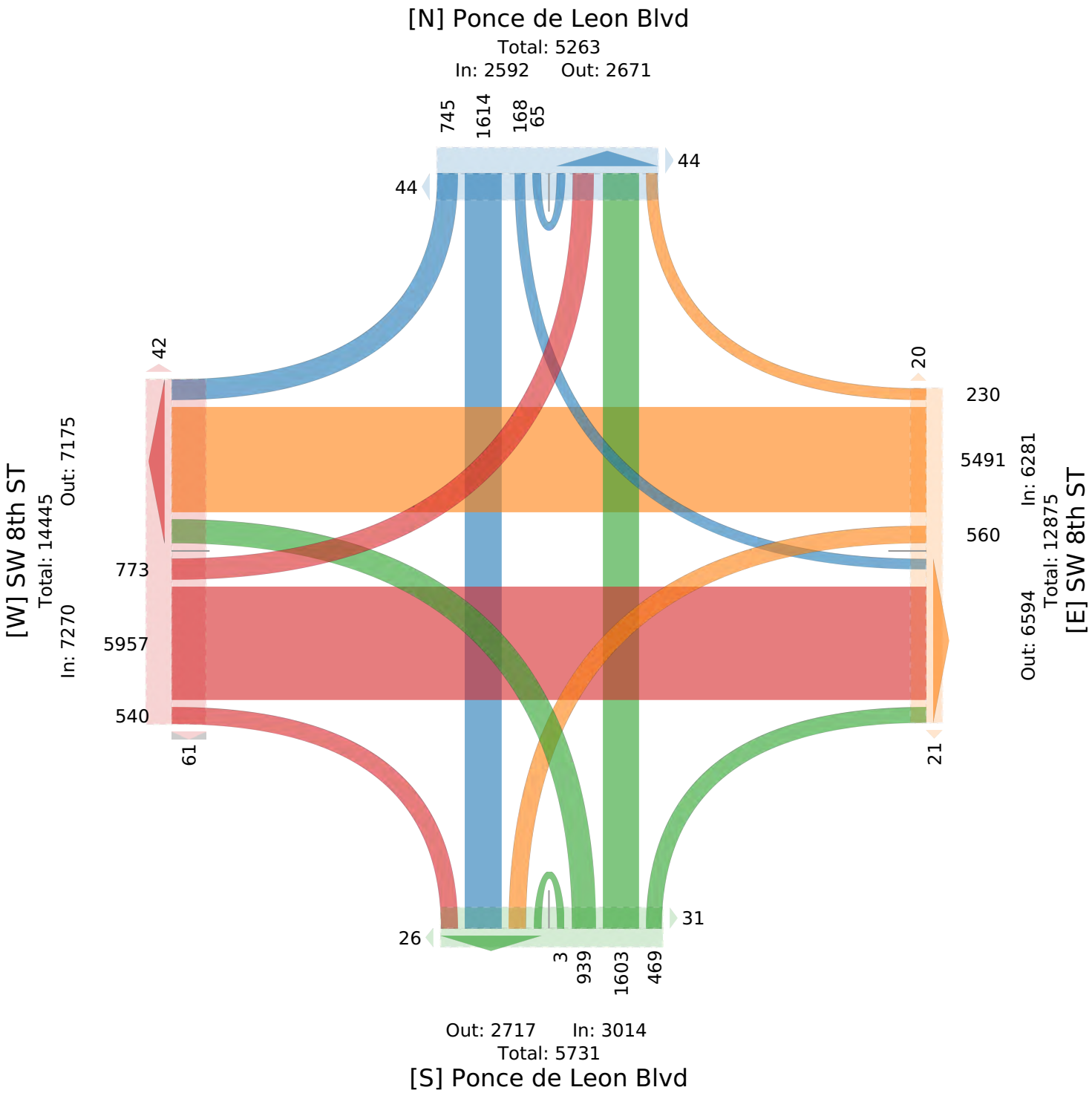
Leg	SW 8th ST						SW 8th ST						Ponce de Leon Blvd						Ponce de Leon Blvd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-01 7:30AM	9	268	25	0	**302**	1	17	242	27	0	**286**	1	16	29	32	0	**77**	0	18	52	2	5	**77**	2	**742**
7:45AM	25	275	24	0	**324**	2	15	245	30	0	**290**	1	9	35	22	0	**66**	1	35	64	0	4	**103**	5	**783**
Hourly Total	34	543	49	0	**626**	3	32	487	57	0	**576**	2	25	64	54	0	**143**	1	53	116	2	9	**180**	7	**1525**
8:00AM	15	293	35	0	**343**	8	17	201	37	0	**255**	0	11	29	29	0	**69**	1	24	89	6	2	**121**	2	**788**
8:15AM	22	273	28	0	**323**	3	15	241	42	0	**298**	2	26	40	30	0	**96**	2	24	90	8	4	**126**	10	**843**
8:30AM	23	283	35	0	**341**	10	12	248	44	0	**304**	5	24	39	39	0	**102**	3	19	83	7	4	**113**	7	**860**
8:45AM	29	266	30	0	**325**	5	18	261	43	0	**322**	3	19	49	32	0	**100**	0	18	118	7	8	**151**	9	**898**
Hourly Total	89	1115	128	0	**1332**	26	62	951	166	0	**1179**	10	80	157	130	0	**367**	6	85	380	28	18	**511**	28	**3389**
9:00AM	33	244	38	0	**315**	6	16	218	35	0	**269**	0	17	27	26	0	**70**	1	16	111	5	5	**137**	2	**791**
9:15AM	33	243	22	0	**298**	2	16	239	37	0	**292**	4	25	43	32	0	**100**	2	25	85	8	6	**124**	0	**814**
Hourly Total	66	487	60	0	**613**	8	32	457	72	0	**561**	4	42	70	58	0	**170**	3	41	196	13	11	**261**	2	**1605**
1:30PM	21	217	24	0	**262**	9	12	223	24	0	**259**	3	26	50	30	0	**106**	2	29	76	13	4	**122**	3	**749**
1:45PM	23	248	27	0	**298**	1	12	236	21	0	**269**	2	21	44	32	0	**97**	2	24	64	6	3	**97**	6	**761**
Hourly Total	44	465	51	0	**560**	10	24	459	45	0	**528**	5	47	94	62	0	**203**	4	53	140	19	7	**219**	9	**1510**
2:00PM	23	226	26	0	**275**	3	14	262	30	0	**306**	6	25	71	48	2	**146**	4	42	58	4	4	**108**	1	**835**
2:15PM	21	237	27	0	**285**	6	7	264	27	0	**298**	3	20	55	41	1	**117**	2	27	53	6	2	**88**	7	**788**
2:30PM	20	221	25	0	**266**	2	8	266	23	0	**297**	3	21	72	42	0	**135**	3	26	59	6	3	**94**	4	**792**
2:45PM	33	249	30	0	**312**	4	9	253	29	0	**291**	0	29	59	37	0	**125**	3	21	48	3	3	**75**	4	**803**
Hourly Total	97	933	108	0	**1138**	15	38	1045	109	0	**1192**	12	95	257	168	3	**523**	12	116	218	19	12	**365**	16	**3218**
3:00PM	21	233	23	0	**277**	10	9	249	14	0	**272**	1	12	85	50	0	**147**	5	31	55	9	1	**96**	3	**792**
3:15PM	22	234	26	0	**282**	3	3	218	14	0	**235**	0	19	77	41	0	**137**	0	39	62	3	1	**105**	2	**759**
Hourly Total	43	467	49	0	**559**	13	12	467	28	0	**507**	1	31	162	91	0	**284**	5	70	117	12	2	**201**	5	**1551**
4:30PM	33	244	49	0	**326**	4	4	185	8	0	**197**	2	13	90	48	0	**151**	2	50	53	11	1	**115**	5	**789**
4:45PM	18	255	35	0	**308**	8	6	222	8	0	**236**	1	22	88	39	0	**149**	4	33	46	10	1	**90**	5	**783**
Hourly Total	51	499	84	0	**634**	12	10	407	16	0	**433**	3	35	178	87	0	**300**	6	83	99	21	2	**205**	10	**1572**
5:00PM	18	240	41	0	**299**	6	4	223	11	0	**238**	0	17	87	35	0	**139**	4	56	70	10	1	**137**	1	**813**
5:15PM	20	251	46	0	**317**	3	4	201	10	0	**215**	1	13	105	55	0	**173**	5	48	59	15	0	**122**	1	**827**
5:30PM	20	244	41	0	**305**	2	4	194	11	0	**209**	1	20	111	50	0	**181**	3	47	49	5	2	**103**	4	**798**
5:45PM	25	246	37	0	**308**	3	4	198	12	0	**214**	0	25	111	53	0	**189**	4	26	61	9	0	**96**	2	**807**
Hourly Total	83	981	165	0	**1229**	14	16	816	44	0	**876**	2	75	414	193	0	**682**	16	177	239	39	3	**458**	8	**3245**
6:00PM	17	245	49	0	**311**	1	3	217	10	0	**230**	2	22	111	47	0	**180**	4	47	53	8	1	**109**	3	**830**
6:15PM	16	222	30	0	**268**	1	1	185	13	0	**199**	0	17	96	49	0	**162**	0	20	56	7	0	**83**	0	**712**
Hourly Total	33	467	79	0	**579**	2	4	402	23	0	**429**	2	39	207	96	0	**342**	4	67	109	15	1	**192**	3	**1542**
Total	540	5957	773	0	**7270**	103	230	5491	560	0	**6281**	41	469	1603	939	3	**3014**	57	745	1614	168	65	**2592**	88	**19157**
% Approach	7.4%	81.9%	10.6%	0%	**-**	-	3.7%	87.4%	8.9%	0%	**-**	-	15.6%	53.2%	31.2%	0.1%	**-**	-	28.7%	62.3%	6.5%	2.5%	**-**	-	-
% Total	2.8%	31.1%	4.0%	0%	**37.9%**	-	1.2%	28.7%	2.9%	0%	**32.8%**	-	2.4%	8.4%	4.9%	0%	**15.7%**	-	3.9%	8.4%	0.9%	0.3%	**13.5%**	-	-
Lights	534	5862	762	0	**7158**	-	228	5388	548	0	**6164**	-	455	1585	925	3	**2968**	-	738	1564	166	65	**2533**	-	18823
% Lights	98.9%	98.4%	98.6%	0%	**98.5%**	-	99.1%	98.1%	97.9%	0%	**98.1%**	-	97.0%	98.9%	98.5%	100%	**98.5%**	-	99.1%	96.9%	98.8%	100%	**97.7%**	-	98.3%
Articulated Trucks and Single-Unit Trucks	5	65	8	0	**78**	-	0	71	8	0	**79**	-	11	14	13	0	**38**	-	5	16	1	0	**22**	-	217
% Articulated Trucks and Single-Unit Trucks	0.9%	1.1%	1.0%	0%	**1.1%**	-	0%	1.3%	1.4%	0%	**1.3%**	-	2.3%	0.9%	1.4%	0%	**1.3%**	-	0.7%	1.0%	0.6%	0%	**0.8%**	-	1.1%
Buses	1	30	3	0	**34**	-	2	32	4	0	**38**	-	3	4	1	0	**8**	-	2	34	1	0	**37**	-	117
% Buses	0.2%	0.5%	0.4%	0%	**0.5%**	-	0.9%	0.6%	0.7%	0%	**0.6%**	-	0.6%	0.2%	0.1%	0%	**0.3%**	-	0.3%	2.1%	0.6%	0%	**1.4%**	-	0.6%
Pedestrians	-	-	-	-	-	96	-	-	-	-	-	40	-	-	-	-	-	42	-	-	-	-	-	73	
% Pedestrians	-	-	-	-	-	- 93.2%	-	-	-	-	-	- 97.6%	-	-	-	-	-	- 73.7%	-	-	-	-	-	- 83.0%	-
Bicycles on Crosswalk	-	-	-	-	-	7	-	-	-	-	-	1	-	-	-	-	-	15	-	-	-	-	-	15	
% Bicycles on Crosswalk	-	-	-	-	-	6.8%	-	-	-	-	-	2.4%	-	-	-	-	-	- 26.3%	-	-	-	-	-	- 17.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

TMC Ponce de Leon at SW 8th ST Wednesday - TMC

Wed Jun 1, 2022
Full Length (7:30 AM-9:30 AM, 1:30 PM-3:30 PM, 4:30 PM-6:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962843, Location: 25.7646, -80.259055

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US



TMC Ponce de Leon at SW 8th ST Wednesday - TMC

Wed Jun 1, 2022
AM Peak (8:15 AM - 9:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962843, Location: 25.7646, -80.259055



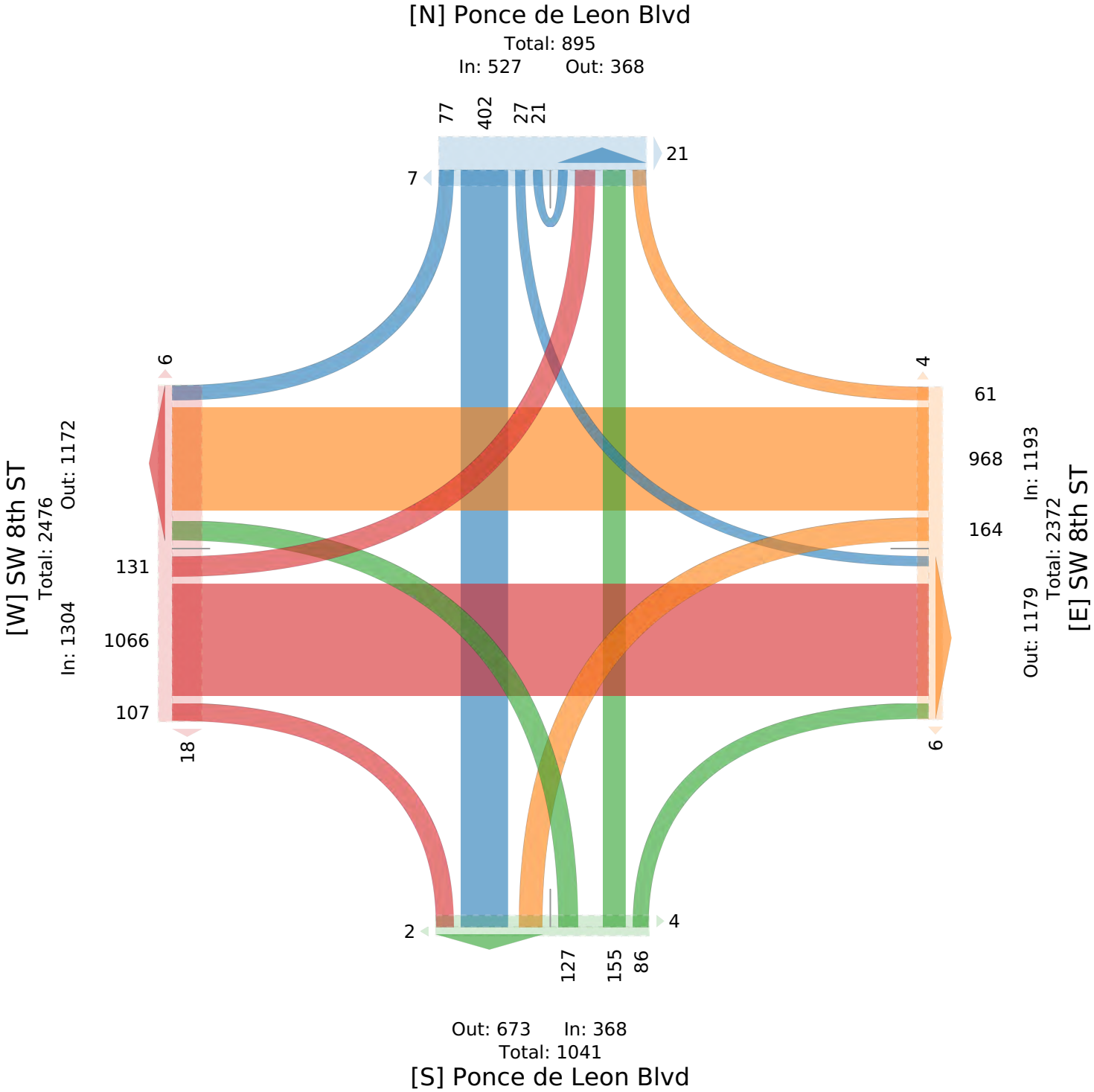
Provided by: Apcte
8935 NW 35th Ln, Doral, FL, 33172, US

Leg	SW 8th ST						SW 8th ST						Ponce de Leon Blvd						Ponce de Leon Blvd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-01 8:15AM	22	273	28	0	**323**	3	15	241	42	0	**298**	2	26	40	30	0	**96**	2	24	90	8	4	**126**	10	**843**
8:30AM	23	283	35	0	**341**	10	12	248	44	0	**304**	5	24	39	39	0	**102**	3	19	83	7	4	**113**	7	**860**
8:45AM	29	266	30	0	**325**	5	18	261	43	0	**322**	3	19	49	32	0	**100**	0	18	118	7	8	**151**	9	**898**
9:00AM	33	244	38	0	**315**	6	16	218	35	0	**269**	0	17	27	26	0	**70**	1	16	111	5	5	**137**	2	**791**
Total	107	1066	131	0	**1304**	24	61	968	164	0	**1193**	10	86	155	127	0	**368**	6	77	402	27	21	**527**	28	**3392**
% Approach	8.2%	81.7%	10.0%	0%	**-**	-	5.1%	81.1%	13.7%	0%	**-**	-	23.4%	42.1%	34.5%	0%	**-**	-	14.6%	76.3%	5.1%	4.0%	**-**	-	-
% Total	3.2%	31.4%	3.9%	0%	**38.4%**	-	1.8%	28.5%	4.8%	0%	**35.2%**	-	2.5%	4.6%	3.7%	0%	**10.8%**	-	2.3%	11.9%	0.8%	0.6%	**15.5%**	-	-
PHF	0.811	0.942	0.862	-	**0.956**	-	0.847	0.927	0.932	-	**0.926**	-	0.827	0.791	0.814	-	**0.902**	-	0.802	0.852	0.844	0.656	**0.873**	-	0.944
Lights	106	1044	130	0	**1280**	-	60	948	157	0	**1165**	-	84	153	125	0	**362**	-	77	390	26	21	**514**	-	3321
% Lights	99.1%	97.9%	99.2%	0%	**98.2%**	-	98.4%	97.9%	95.7%	0%	**97.7%**	-	97.7%	98.7%	98.4%	0%	**98.4%**	-	100%	97.0%	96.3%	100%	**97.5%**	-	97.9%
Articulated Trucks and Single-Unit Trucks	0	18	1	0	**19**	-	0	15	7	0	**22**	-	2	1	2	0	**5**	-	0	5	1	0	**6**	-	52
% Articulated Trucks and Single-Unit Trucks	0%	1.7%	0.8%	0%	**1.5%**	-	0%	1.5%	4.3%	0%	**1.8%**	-	2.3%	0.6%	1.6%	0%	**1.4%**	-	0%	1.2%	3.7%	0%	**1.1%**	-	1.5%
Buses	1	4	0	0	**5**	-	1	5	0	0	**6**	-	0	1	0	0	**1**	-	0	7	0	0	**7**	-	19
% Buses	0.9%	0.4%	0%	0%	**0.4%**	-	1.6%	0.5%	0%	0%	**0.5%**	-	0%	0.6%	0%	0%	**0.3%**	-	0%	1.7%	0%	0%	**1.3%**	-	0.6%
Pedestrians	-	-	-	-	-	23	-	-	-	-	-	9	-	-	-	-	-	5	-	-	-	-	-	25	
% Pedestrians	-	-	-	-	-	- 95.8%	-	-	-	-	-	- 90.0%	-	-	-	-	-	- 83.3%	-	-	-	-	-	- 89.3%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	4.2%	-	-	-	-	-	- 10.0%	-	-	-	-	-	- 16.7%	-	-	-	-	-	- 10.7%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

TMC Ponce de Leon at SW 8th ST Wednesday - TMC
Wed Jun 1, 2022
AM Peak (8:15 AM - 9:15 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962843, Location: 25.7646, -80.259055

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US



TMC Ponce de Leon at SW 8th ST Wednesday - TMC

Wed Jun 1, 2022
PM Peak (5:15 PM - 6:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962843, Location: 25.7646, -80.259055

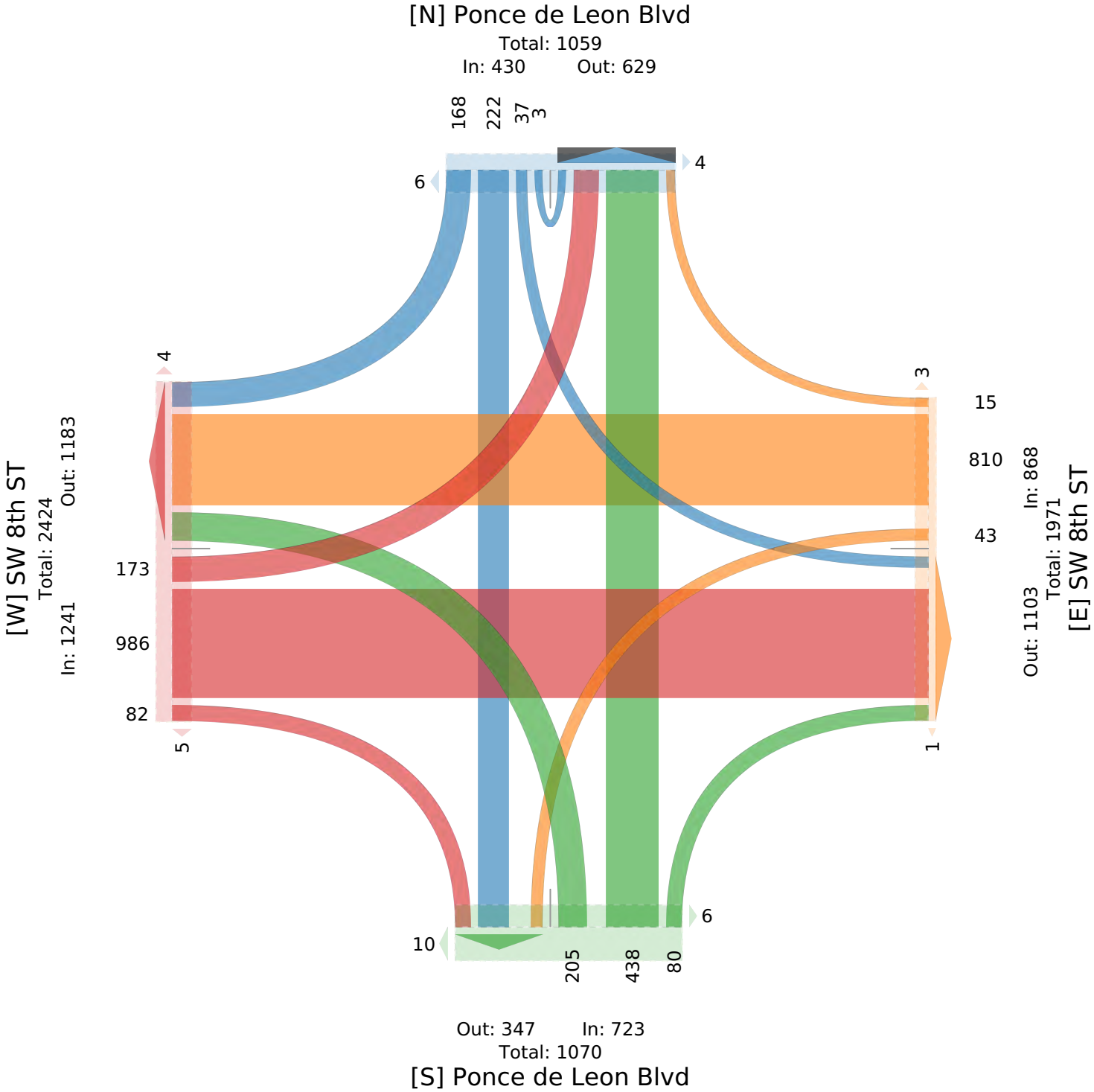
Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US

Leg	SW 8th ST						SW 8th ST						Ponce de Leon Blvd						Ponce de Leon Blvd						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-06-01 5:15PM	20	251	46	0	**317**	3	4	201	10	0	**215**	1	13	105	55	0	**173**	5	48	59	15	0	**122**	1	**827**
5:30PM	20	244	41	0	**305**	2	4	194	11	0	**209**	1	20	111	50	0	**181**	3	47	49	5	2	**103**	4	**798**
5:45PM	25	246	37	0	**308**	3	4	198	12	0	**214**	0	25	111	53	0	**189**	4	26	61	9	0	**96**	2	**807**
6:00PM	17	245	49	0	**311**	1	3	217	10	0	**230**	2	22	111	47	0	**180**	4	47	53	8	1	**109**	3	**830**
Total	82	986	173	0	**1241**	9	15	810	43	0	**868**	4	80	438	205	0	**723**	16	168	222	37	3	**430**	10	**3262**
% Approach	6.6%	79.5%	13.9%	0%	**-**	-	1.7%	93.3%	5.0%	0%	**-**	-	11.1%	60.6%	28.4%	0%	**-**	-	39.1%	51.6%	8.6%	0.7%	**-**	-	-
% Total	2.5%	30.2%	5.3%	0%	**38.0%**	-	0.5%	24.8%	1.3%	0%	**26.6%**	-	2.5%	13.4%	6.3%	0%	**22.2%**	-	5.2%	6.8%	1.1%	0.1%	**13.2%**	-	-
PHF	0.820	0.982	0.883	-	**0.979**	-	0.938	0.933	0.896	-	**0.943**	-	0.800	0.986	0.932	-	**0.956**	-	0.875	0.910	0.617	0.375	**0.881**	-	0.983
Lights	82	975	171	0	**1228**	-	15	800	43	0	**858**	-	80	435	202	0	**717**	-	167	215	36	3	**421**	-	3224
% Lights	100%	98.9%	98.8%	0%	**99.0%**	-	100%	98.8%	100%	0%	**98.8%**	-	100%	99.3%	98.5%	0%	**99.2%**	-	99.4%	96.8%	97.3%	100%	**97.9%**	-	98.8%
Articulated Trucks and Single-Unit Trucks	0	7	2	0	**9**	-	0	5	0	0	**5**	-	0	3	3	0	**6**	-	1	2	0	0	**3**	-	23
% Articulated Trucks and Single-Unit Trucks	0%	0.7%	1.2%	0%	**0.7%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0.7%	1.5%	0%	**0.8%**	-	0.6%	0.9%	0%	0%	**0.7%**	-	0.7%
Buses	0	4	0	0	**4**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-	0	5	1	0	**6**	-	15
% Buses	0%	0.4%	0%	0%	**0.3%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	2.3%	2.7%	0%	**1.4%**	-	0.5%
Pedestrians	-	-	-	-	-	7	-	-	-	-	-	4	-	-	-	-	-	13	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	77.8%	-	-	-	-	-	100%	-	-	-	-	-	81.3%	-	-	-	-	-	60.0%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	4	
% Bicycles on Crosswalk	-	-	-	-	-	22.2%	-	-	-	-	-	0%	-	-	-	-	-	18.8%	-	-	-	-	-	40.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

TMC Ponce de Leon at SW 8th ST Wednesday - TMC
Wed Jun 1, 2022
PM Peak (5:15 PM - 6:15 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 962843, Location: 25.7646, -80.259055

Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US



APPENDIX C

Peak Season Factor Category Report

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8701 MIAMI-DADE SOUTH

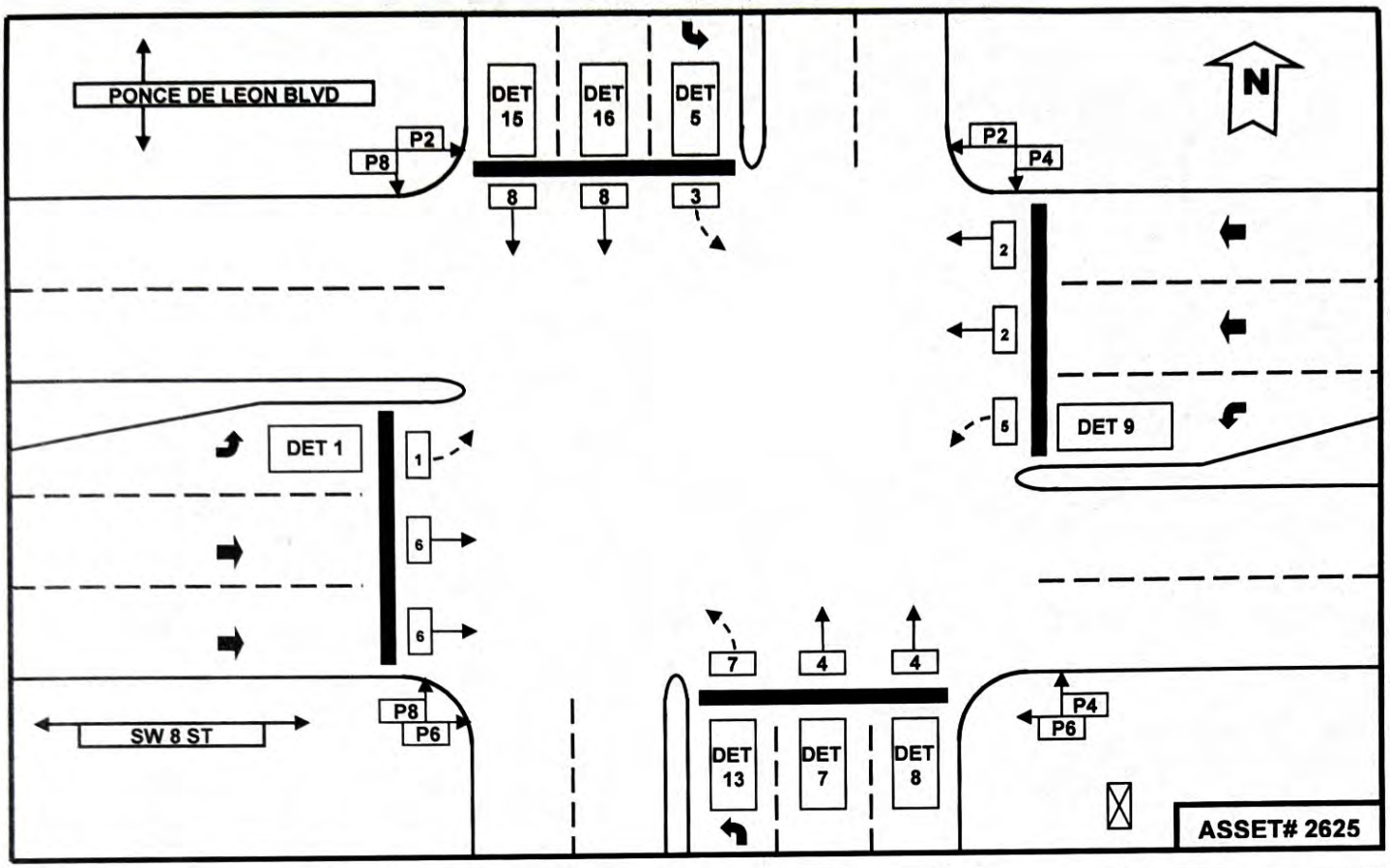
MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	0.90	0.98
2	01/03/2021 - 01/09/2021	1.07	1.16
3	01/10/2021 - 01/16/2021	1.24	1.35
4	01/17/2021 - 01/23/2021	1.22	1.33
5	01/24/2021 - 01/30/2021	1.19	1.29
6	01/31/2021 - 02/06/2021	1.17	1.27
7	02/07/2021 - 02/13/2021	1.15	1.25
8	02/14/2021 - 02/20/2021	1.13	1.23
9	02/21/2021 - 02/27/2021	1.11	1.21
10	02/28/2021 - 03/06/2021	1.09	1.18
11	03/07/2021 - 03/13/2021	1.07	1.16
12	03/14/2021 - 03/20/2021	1.05	1.14
13	03/21/2021 - 03/27/2021	1.06	1.15
14	03/28/2021 - 04/03/2021	1.07	1.16
15	04/04/2021 - 04/10/2021	1.09	1.18
16	04/11/2021 - 04/17/2021	1.10	1.20
17	04/18/2021 - 04/24/2021	1.08	1.17
18	04/25/2021 - 05/01/2021	1.07	1.16
19	05/02/2021 - 05/08/2021	1.06	1.15
20	05/09/2021 - 05/15/2021	1.05	1.14
21	05/16/2021 - 05/22/2021	1.05	1.14
22	05/23/2021 - 05/29/2021	1.05	1.14
23	05/30/2021 - 06/05/2021	1.05	1.14
24	06/06/2021 - 06/12/2021	1.05	1.14
25	06/13/2021 - 06/19/2021	1.05	1.14
26	06/20/2021 - 06/26/2021	1.04	1.13
27	06/27/2021 - 07/03/2021	1.04	1.13
28	07/04/2021 - 07/10/2021	1.03	1.12
29	07/11/2021 - 07/17/2021	1.02	1.11
30	07/18/2021 - 07/24/2021	1.01	1.10
31	07/25/2021 - 07/31/2021	1.00	1.09
32	08/01/2021 - 08/07/2021	0.99	1.08
33	08/08/2021 - 08/14/2021	0.98	1.07
34	08/15/2021 - 08/21/2021	0.97	1.05
35	08/22/2021 - 08/28/2021	0.97	1.05
36	08/29/2021 - 09/04/2021	0.97	1.05
37	09/05/2021 - 09/11/2021	0.97	1.05
38	09/12/2021 - 09/18/2021	0.97	1.05
*39	09/19/2021 - 09/25/2021	0.95	1.03
*40	09/26/2021 - 10/02/2021	0.94	1.02
*41	10/03/2021 - 10/09/2021	0.92	1.00
*42	10/10/2021 - 10/16/2021	0.91	0.99
*43	10/17/2021 - 10/23/2021	0.91	0.99
*44	10/24/2021 - 10/30/2021	0.92	1.00
*45	10/31/2021 - 11/06/2021	0.92	1.00
*46	11/07/2021 - 11/13/2021	0.92	1.00
*47	11/14/2021 - 11/20/2021	0.92	1.00
*48	11/21/2021 - 11/27/2021	0.92	1.00
*49	11/28/2021 - 12/04/2021	0.91	0.99
*50	12/05/2021 - 12/11/2021	0.91	0.99
*51	12/12/2021 - 12/18/2021	0.90	0.98
52	12/19/2021 - 12/25/2021	1.07	1.16
53	12/26/2021 - 12/31/2021	1.24	1.35

* PEAK SEASON

APPENDIX D

Signal Timing Data



FIELD CONNECTION HOOK-UP CHART

CONTRL PHASE	1	2	3	4	5	6	7	8					P2	P4	P6	P8		
LOAD SWITCH	1	2	3	4	5	6	7	8					P2	P4	P6	P8		
SIGNAL HEAD #	1	2	3	4	5	6	7	8					P2	P4	P6	P8		
RED	TBS4 16	TBS4 4	TBS4 22	TBS4 10	TBS4 4	TBS4 16	TBS4 10	TBS4 22										
YELLOW	TBS4 17	TBS4 5	TBS4 23	TBS4 11	TBS4 5	TBS4 17	TBS4 11	TBS4 23										
GREEN	TBS4 18	TBS4 6	TBS4 24	TBS4 12	TBS4 6	TBS4 18	TBS4 12	TBS4 24										
RED ARROW																		
YELLOW ARROW	TBS4 2		TBS4 8		TBS4 14		TBS4 20											
GREEN ARROW	TBS4 3		TBS4 9		TBS4 15		TBS4 21											
D/WALK													TBS5 1	TBS5 4	TBS5 7	TBS5 10		
WALK													TBS5 3	TBS5 6	TBS5 9	TBS5 12		
PED BUTTON														TBA3 19-20		TBA1 19-20		
LOOP DSIGNAT	DET 1				DET 5		DET 7	DET 8	DET 9				DET 13		DET 15	DET 16		
LOOP TERM.	TBA4 1-3				TBA4 13-15		TBA3 1-3	TBA3 4-6	TBA3 7-9				TBA2 1-3		TBA2 7-9	TBA2 10-12		
LOOP PHASE	1				3		4	4	5				7		8	8		
FLASH OP.	1R	1Y	2R	2R	1R	1Y	2R	2R					1=CKT1 2=CKT2			R=RED Y=YEL		

CONFLICT/RED PROGRAM

CH. #	PERM. CH.	GYR EN.	R/CARD
1	5,6,15	OFF	AC
2	5,6,13,15	ON	LS
3	7,8,16	OFF	AC
4	7,8,14,16	ON	LS
5	13	OFF	AC
6	13,15	ON	LS
7	14	OFF	AC
8	14,16	ON	LS
9		OFF	AC
10		OFF	AC
11		OFF	AC
12		OFF	AC
13	15	OFF	AC
14	16	OFF	AC
15		OFF	AC
16		OFF	AC

FLASH TRANSFER RELAY	1\6	2\5	3\8	4\7
X=FTR NOT USED				

PREEMPT DESIGNAT.	RR 1	RR 2	EV 1	EV 2	EV 3	EV 4
TERMINALS						

NOTES:

Intersection Definition

Print Date: 09/18/2020 **Print Time:** 10:41 AM

Intersection: Ponce De Leon Blvd&SW 8 St
Asset Number: 2625
ID Number: 350
Type: Online
Section: SW 8 St From Ponce de Leon To Homdepot mid block
Preemption Device: No

Type HW/SW

Equipment Type: BI233DA
Cabinet Type: 552

Polling Parameters

Failure Threshold: 5
Retries: -1

Addresses

Drop: 23
Line: A57.130Be
IP: 10.57.130.36

Movements

Phase	Overlap	Ped
1: EBL	A: A	
2: WBT	B: B	2: -
3: SBL	C: C	
4: NBT	D: D	4: -
5: WBL	E: E	
6: EBT	F: F	6: -
7: NBL	G: G	
8: SBT	H: H	8: -

Zone Assignments

	Engineering	Maintenance	Systems	Electronic Shop
zone:	08 - (RM) Cen	4 - Maint-Miam	Sys-Central	Shop-Dade C

Comments

Preemption Comments

Designed By: _____ **Date:** _____

Checked By: _____ **Date:** _____

In Service: (Timing) _____ **Date:** _____

In Service: (KITS) _____ **Date:** _____

Configuration Setup for 2625:Ponce De Leon Blvd&SW 8 St

Phase Function	Flags	Street Configuration	Flags	Miscellaneous	Flags
Permit	12345678	Exclusive	--------	Ext Permit 0	-2-4-6-8
Red Lock	--------	RR1 Clear	--------	Ext Permit 1	-2-4-6-8
Yellow Lock	--------	RR2 Clear	--------	Ext Permit 2	-2-4-6-8
Veh Min Call	--------	RR2 Ltd Srv	--------	Exclu Ped	--------
Ped Recall	-2---6--	Prot/Perm	1-3-5-7-	PE Non-Lock	--------
Pedestrians	-2-4-6-8	Flash to PE	--------	Ped 2P Out	-2------
Rest in Walk	--------	Flash Entry	--------	Ped 6P Out	-----6--
Red Rest	--------	Disable Min Yel	--------	Ped 4P Out	---4----
Double Entry	---4---8	Disable Ovp Yel	--------	Ped 8P Out	-------8
Veh Max Call	-2---6--	Ovp Flash Yel	--------	Flash Yellow	12--56--
Soft Recall	--------	Em Veh A	--------	Low Prl A	--------
Maximum 2	--------	Em Veh B	--------	Low Prl B	--------
Cond Service	--------	Em Veh C	--------	Low Prl C	--------
Man Cont Call	--------	Em Veh D	--------	Low Prl D	--------
Yellow Start	-2---6--	Extra 1	1-3-5---	Restricted	--------
First Phases	-2---6--	IC Select	-2------	Extra 2	-2----7-
All Red Start	3.0	Long Failure	0.7	Red Revert	5.0
Transition Type	0.3	Short Failure	0.7	Cabinet Type	0
Lag Hold Phases	--------	Flash Start	0		

Phase Bank 1 for 2625:Ponce De Leon Blvd&SW 8 St

Phase Bank 1	Phase 1 EBL	Phase 2 WBT	Phase 3 SBL	Phase 4 NBT	Phase 5 WBL	Phase 6 EBT	Phase 7 NBL	Phase 8 SBT
Walk	0	7	0	7	0	7	0	7
Don't Walk	0	23	0	12	0	23	0	12
Min Initial	5	7	5	7	5	7	5	7
Type 3 Limit	0	0	0	0	0	0	0	0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Veh Ext	2.0	2.5	2.0	2.5	2.0	2.5	2.0	2.5
Max Gap	2.0	2.5	2.0	2.5	2.0	2.5	2.0	2.5
Min Gap	2.0	2.5	2.0	2.5	2.0	2.5	2.0	2.5
Max Limit	7	40	7	20	7	40	7	20
Maximum 2	15	0	16	45	15	0	16	45
Adv/Dly Walk	0	0	0	0	0	0	0	0
Min Ped Clear	0	0	0	0	0	0	0	0
Cond Srv Min	0	0	0	0	0	0	0	0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	3.7	4.0	4.0	4.0	3.7	4.0
Red Clear	2.0	2.7	2.0	2.4	2.0	2.7	2.0	2.4
Max Initial	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0
Alt Flash D/W	0	0	0	0	0	0	0	0
Alt Initial	0	0	0	0	0	0	0	0
Alt Exten	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Detectors for 2625:Ponce De Leon Blvd&SW 8 St

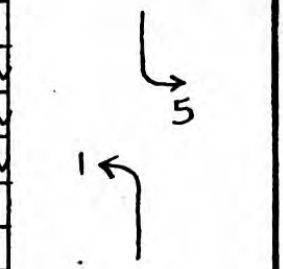
	Description	Delay	Carry Over	Pin Number	Attributes	Phases	Assignments
1		0.0	0.0	39	---45-7-	1-------	123----8
2		0.0	0.0	40	--------	--------	--------
3		0.0	0.0	41	--------	--------	--------
4		0.0	0.0	42	--------	--------	--------
5		0.0	0.0	43	---45-7-	--34---8	123----8
6		0.0	0.0	44	--------	--------	--------
7		0.0	0.0	45	---45-7-	---4---8	123----8
8		0.0	0.0	46	---45-7-	---4---8	123----8
9		0.0	0.0	47	---45-7-	----5---	123----8
10		0.0	0.0	48	--------	--------	--------
11		0.0	0.0	56	--------	--------	--------
12		0.0	0.0	57	--------	--------	--------
13		0.0	0.0	58	---45-7-	---4--78	123----8
14		0.0	0.0	59	--------	--------	--------
15		0.0	0.0	60	---45-7-	---4---8	123----8
16		0.0	0.0	61	---45-7-	---4---8	123----8
17		0.0	0.0	0	--------	--------	--------
18		0.0	0.0	0	--------	--------	--------
19		0.0	0.0	0	--------	--------	--------
20		0.0	0.0	0	--------	--------	--------
21		0.0	0.0	0	--------	--------	--------
22		0.0	0.0	0	--------	--------	--------
23		0.0	0.0	0	--------	--------	--------
24		0.0	0.0	0	--------	--------	--------
25		0.0	0.0	75	-2------	-2------	123-----
26		0.0	0.0	76	-2------	-----6--	123-----
27		0.0	0.0	77	-2------	---4----	123-----
28		0.0	0.0	78	-2------	-------8	123-----
29		0.0	0.0	0	--------	--------	--------
30		0.0	0.0	0	--------	--------	--------
31		0.0	0.0	0	--------	--------	--------
32		0.0	0.0	0	--------	--------	--------

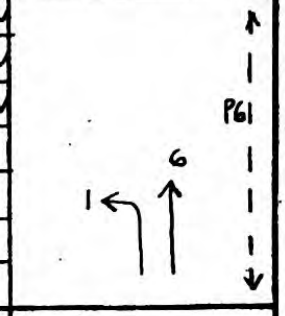
TOD Schedule for 2625:Ponce De Leon Blvd&SW 8 St

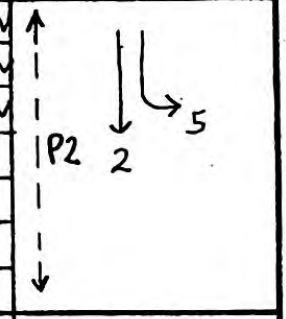
	Hour	Minute	Day of the Week	Plan
0(0)	0	0	1234567X	62
1(1)	6	0	-23456-X	4
2(2)	9	30	-23456-X	6
3(3)	11	30	-23456-X	7
4(4)	13	45	-23456-X	9
5(5)	15	0	-23456-X	11
6(6)	20	0	-23456-X	13
7(7)	21	0	-23456-X	15
8(8)	8	30	1-----7X	19
9(9)	11	30	1-----7X	20
10(A)	15	30	1-----7X	21
11(B)	20	30	1-----7X	22
12(C)	0	0	-------X	0
13(D)	0	0	-------X	0
14(E)	0	0	-------X	0
15(F)	0	0	-------X	0
16(10)	0	0	-------X	0
17(11)	0	0	-------X	0
18(12)	0	0	-------X	0
19(13)	0	0	-------X	0
20(14)	0	0	-------X	0
21(15)	0	0	-------X	0
22(16)	0	0	-------X	0
23(17)	0	0	-------X	0
24(18)	0	0	-------X	0
25(19)	0	0	-------X	0
26(1A)	0	0	-------X	0
27(1B)	0	0	-------X	0
28(1C)	0	0	-------X	0
29(1D)	0	0	-------X	0
30(1E)	0	0	-------X	0
31(1F)	0	0	-------X	0

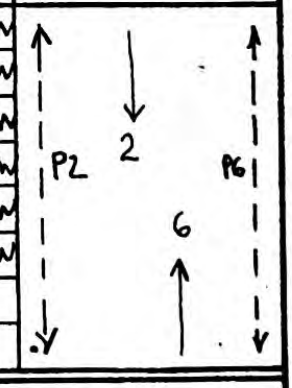
SIGNAL OPERATING PLAN

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







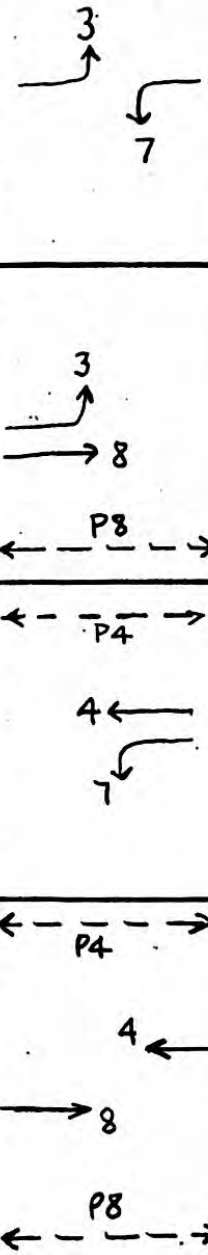


Drawn: H. HERNANDEZ	Date: 10/6/99	MIAMI-DADE COUNTY DEPARTMENT OF PUBLIC WORKS
Check: F. PIRATS	Date: 10/29/99	ASSET NO. 2625
Division Engineer	Date	PONCE DE LEON BLVD & SW 8 ST
		Page 1 of 2
Placed in Service Date: 10/29/99 By:		Phasing Number: 4

SIGNAL OPERATING PLAN

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

N ⬅



Drawn	Date
H. HERNANDEZ	10/6/99
Check	**Date**
F. PRATS	10/29/99
Division Engineer	**Date**

MIAMI-DADE COUNTY
DEPARTMENT OF PUBLIC WORKS

ASSET NO. 2625

PONCE DE LEON BLVD & SW 8 ST

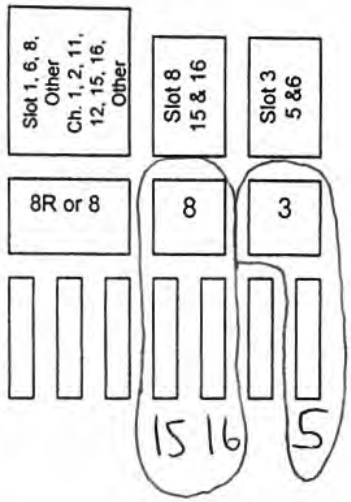
Page 2 of 2

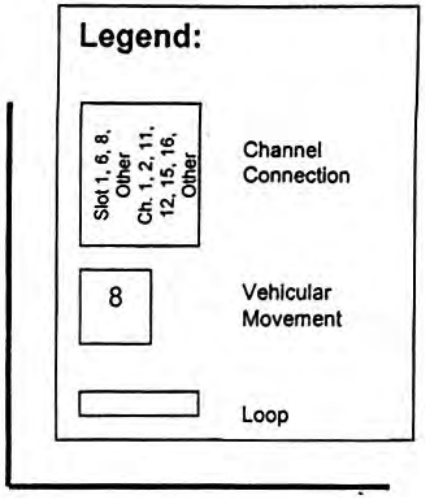
Placed in Service		Phasing Number
Date: 10/29/99	By:	4

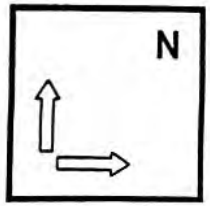
Detector Rack Connection Standardization For 552 & 660 Cabinets

Asset No: 2625

Location: Ponce de Leon Blvd ; SW 8 St

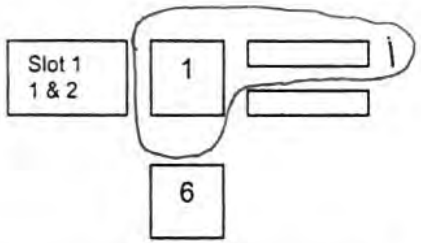


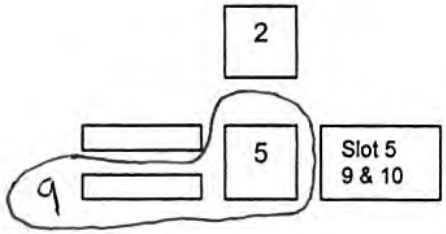


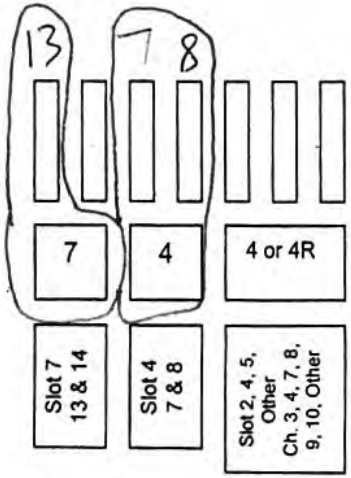


Remarks:

- This chart shall be used to achieve a standard connection of only one loop per detector channel.
- During installation loops are numbered clockwise beginning at controller site 1, 2, 3, etc.
- At locations where more than 4 loops per Slot exist use any other available channels. Ex: Busway.







Detector Rack 552 & 660									
Movement	1,8R	4,4R	3	4	5,4R	8,8R	7	8	Any
Slot No.	1	2	3	4	5	6	7	8	9
Channel No.	1	3	5	7	9	11	13	15	17
Channel No.	2	4	6	8	10	12	14	16	18

TEST LOG

DATE TESTED: 5/5/20
DATE BUILT: 5/5/20
CABINET S/N: 25007
CABINET: MD660X
PAINT: CAMEL
ASSET
PRINTS: 3

CUSTOMER: DADE COUNTY
CUST PO: POMT1902371
JOB # 20190800

LOAD BAY TYPE:
CMU C/C
PED ISO
MANUAL CORD

PLUGGABLES	Qty		Qty		Qty
		PDC-SSS-88	16		
EDI-2010D	1	206L McCain	1		
DELTROL	6	ACI-88-252-PDC	1		
PDC-SSF-88	1	DCI-82-242-PDC	1		

SERIAL NUMBERS:

CONT SN:

CMU SN: E1895973

SUPRESSION PED - QTY
DATA - QTY 1
LINE QTY 1
LOOP QTY 18

EDCO PC642C8
EDCO SHA1210
EDCO SRA6LCS716

COORD: D Cable
VIDEO - QTY 1

DETECTORS: Qty Cable-1CH Qty Cable-4CH Card Rack:

MAIN DOOR KEY 1 QTY: 2 POL DOOR KEY: 2 QTY: 2
TEL COMP KEY: 18 QTY: 2 HANDLE QTY: 1

TESTING: ✓ QUALITY ✓ SETUP ✓ CABINET ✓ FUNCTIONAL

TEST NOTES:

16 LOAD CAPS
14 POS RACK WIRED FOR 9-2CH DET, 3 DC ISO, 1AC
RACK CROSS WIRED
FOLD DOWN INTERFACE PANEL

NO DETECTORS

CT FORM #17
REV. 01/10/20

STATE PROJ. NO.	SHEET NO.
87120-3516	T-3

SIGNAL HEAD DETAIL

[1] [3] [7] R Y ~~Y~~ ~~G~~ G — 2650-1-151 3 AS

[4] [6] [8] R Y G — 2650-1-131 3 AS

[5] R Y ~~Y~~ ~~G~~ G — 2650-2-151 1 AS

[2] R Y G — 2650-2-131 1 AS

[BS] R Y G — 2650-1-131 1 AS (ATTACHED VERTICALLY TO POLE B10)

[P2] [P4] [P6] [P8]



2653-171 8 AS



SPECIAL SIGN
300 X 300
4 EA

NOTE: COST OF SPECIAL SIGN IS INCLUDED IN ITEM 2665-11

[X] **FELIPE VALLS WAY**
SW 8 ST

SERIES 'C' LETTERS
150 CAPITALS.
200 CAP. 250 NUMERALS.

D-3
600 X 1500
2700-48-18 2 EA

[Y] **PONCE DE LEON BLVD**

SERIES 'C' LETTERS
150 CAPITALS.

D-3
300 X 2100
2700-48-18 2 EA

POLE LOCATION

A10	STA. 64+06.17	2620-1 2635-1-11 2647-11-17 2665-11
B10	STA. 63+67.32	2620-1 2635-1-11 2659-107 2665-11
C10	STA. 63+78.51	
D10	STA. 64+17.51	

CONTROLLER OPERATION

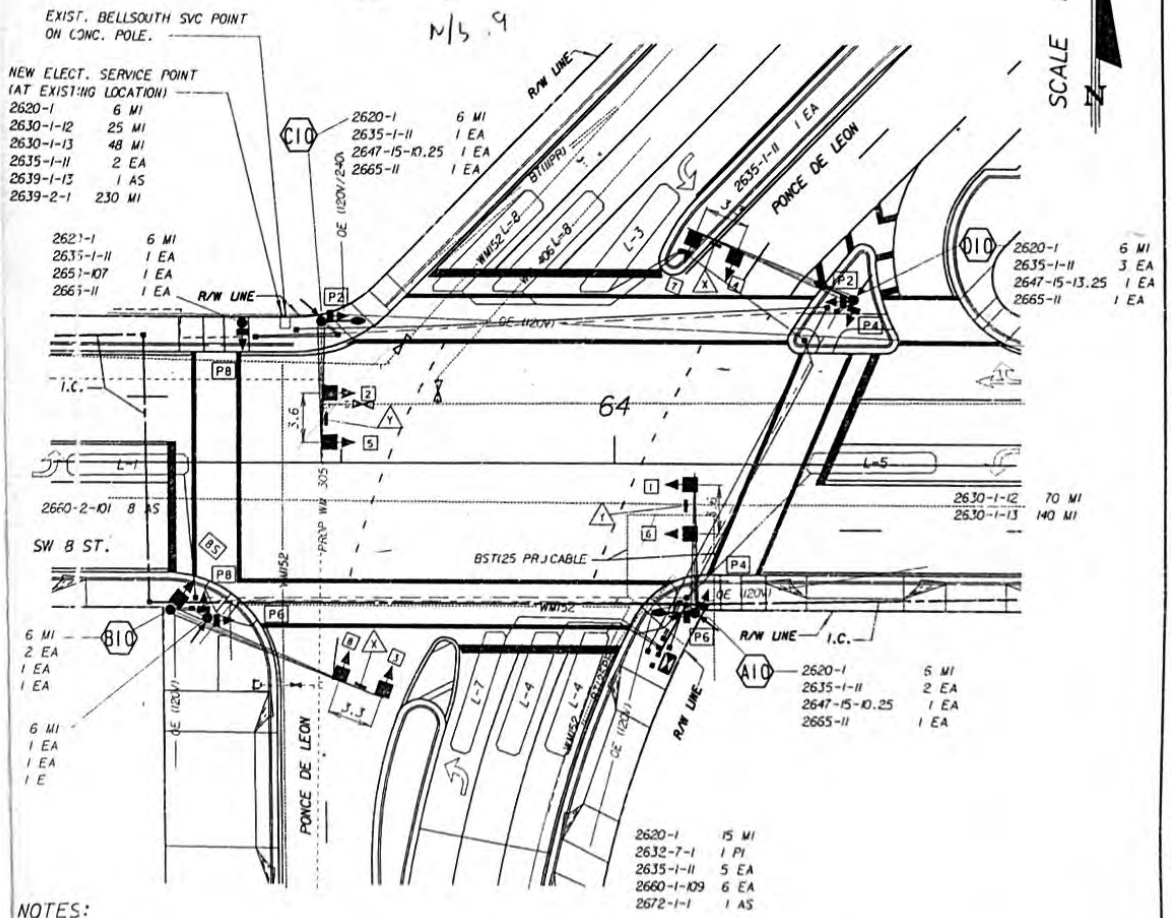
1. MAJOR STREET: FELIPE VALLS WAY / SW 8 ST.
   MINOR STREET: PONCE DELEON BLVD.
2. SOP #10
3. PHASE 1,2,4,5,6 ACTUATED; PHASE 3 RECALL
4. PED. SIGNALS UPON ACTUATION ONLY
5. SIGNAL COORDINATION PHASE 3
6. FLASHING OPERATION SW 8 ST. YELLOW
   PONCE DE LEON BLVD. RED

CONTROLLER TIMING PLAN

TIMING INTERVAL	TIMING FUNCTION 1	2	3	4	5	6	7	8	9
MINIMUM GREEN (INITIAL)									
EXTENSION (PASSAGE)									
MAXIMUM GREEN I									
MAXIMUM GREEN II									
YELLOW									
ALL RED									
PEDESTRIAN WALK									
PEDESTRIAN CLEAR									

DETECTORS FOR LOOPS

LOOP	NO. OF LOOPS	NO. OF DETS.
L-1	1	1
L-3	1	1
L-4	2	1
L-5	1	1
L-7	1	1
L-8	2	1



NOTES:

1. FINAL SIGNAL TIMING TO BE PROVIDED BY DADE COUNTY SIGNAL DIVISION.
2. LOOP ASSEMBLY 2660-2-101 DEVIATES FROM F.D.O.T. STANDARDS AND SHALL BE 1.8 X 9.0 FOR THRU LANES AND 1.5 X 9.0 FOR LEFT TURNING LANES.
3. MAST ARM POLE LOCATION SHALL BE VERIFIED BY THE CONTRACTOR TO PREVENT DAMAGE TO EXISTING UNDERGROUND UTILITIES. ANY COST FROM DAMAGED SHALL BE BORNE BY THE CONTRACTOR.
4. THE SPACE BETWEEN LETTERS COULD BE REDUCED IN ORDER TO COMPLY WITH LETTER SIZE AND OVERALLL DIMENSION IN THE OVERHEAD STREET NAME SIGNS.
5. THE SUPPLEMENTAL SIGNAL HEAD BS VERTICAL FACE SIDE MOUNTED AT MIN. CLEARANCE OF 2.5 METERS.

REMOVAL ITEMS

2690-10	10 EA
2690-20	8 EA
2690-30	4 EA
2690-31	3 EA
2690-50	1 EA
2690-80	1 EA

FELIPE VALLS WAY / SW 8 ST. AT
PONCE DE LEON BLVD.
ID NO. 2625

REVISIONS											
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

FLORIDA DEPARTMENT OF TRANSPORTATION

SR-90
SIGNALIZATION PLAN

77

SIGNAL HEAD DETAILS

EXISTING SIGNAL HEAD (TO REMAIN)

EXISTING SIGNAL HEAD (TO REMAIN)

EXISTING SIGNAL HEAD (TO REMAIN)

EXISTING SIGNAL HEAD (TO REMAIN)

EXISTING SIGNAL HEAD (TO REMAIN)

EXIST. SIGN (TO BE REMOVED)
700-3-601
2 EA

INTERNALLY ILLUMINATED SIGN (IISNS)

PONCE DE LEON BLVD
EXISTING ILLUMINATED SIGN (TO REMAIN)

SW 8 ST/Tamiami Trail
Felipe Vals Way
EXISTING ILLUMINATED SIGN (TO REMAIN)

EXISTING PED. SIGNAL (TO BE REMOVED)

EXISTING PED. SIGN (TO BE REMOVED)

AS-BUILD DRAWING
S.S.L CORP.
BY _____
11-16-16

PED. SIGNAL COUNT-DOWN 1-SECT., 1-WAY
653-1-11
3 AS

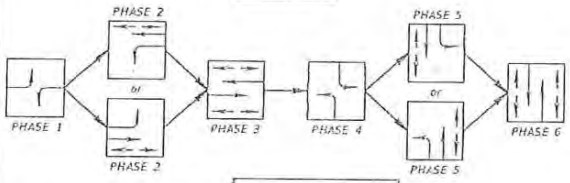
PED. SIGNAL COUNT-DOWN 1-SECT., 2-WAY
653-1-12
1 AS

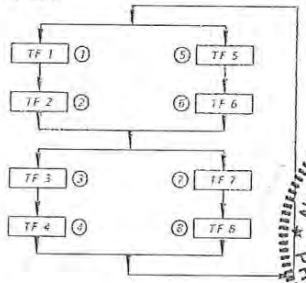
R10-15R
30"X 30"
700- 3- 201
1 EA
USE ONLY FLUORESCENT YELLOW-GREEN BACKGROUND COLOR FOR TURNING VEHICLES PORTION OF THE SIGN

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

REMOVAL ITEMS

632-7-6	1 PI
646-1-60	1 EA
653-1-60	4 AS
665-1-60	3 EA
700-3-601	4 EA





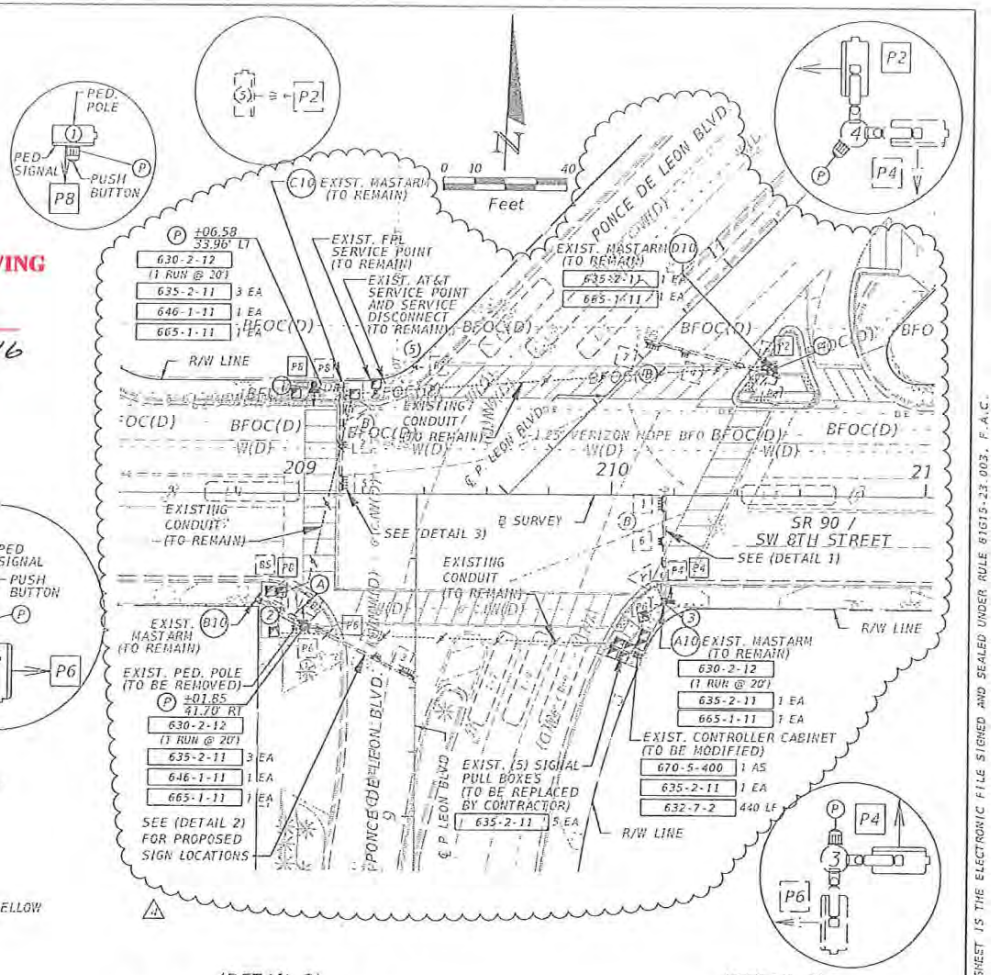
CONTROLLER OPERATIONS:

1. -MAJOR STREET IS: FELIPE VALLS WAY / SW 8 ST.
   -MINOR STREET IS PONCE DE LEON BLVD.
2. -SOP. 10
3. -PHASE 1, 2, 4, 5 AND 6 ACTUATED:
   PHASE 3 RECALL.
4. -PED. SIGNALS UPON ACTUATION ONLY.
5. -SIGNAL COORDINATION PHASE 3.
6. -FLASHING OPERATION BY MOVEMENTS: SW 8 ST. YELLOW
   PONCE DE LEON BLVD. RED.

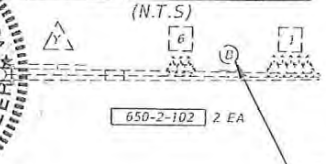
NOTES:

1. ALL PEDESTRIAN SIGNAL HEADS SHALL ALIGN WITH CENTER OF FAR-SIDE END OF CORRESPONDING CROSSWALK.
2. SIGNAL TIMING TO BE PROVIDED BY MIAMI DADE COUNTY.

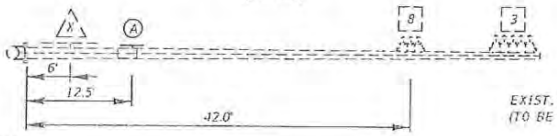
ALLAN BISMARCK SEQUEIRA LICENSE NO. 60737 STATE OF FLORIDA PROFESSIONAL ENGINEER



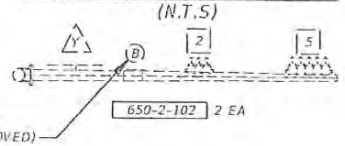
(DETAIL 1)
PROPOSED BACKPLATE LOCATION
(N.T.S)



(DETAIL 2)
PROPOSED SIGN LOCATION
(N.T.S)



(DETAIL 3)
PROPOSED BACKPLATE LOCATION
(N.T.S)



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

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

ALLAN B. SEQUEIRA, P.E.
P.E. License No. 60737
AES ENGINEERING, INC
13600 S.W. 88th STREET, SUITE 265
MIAMI, FLORIDA 33186
TEL. (305) 303-6477
Certificate of Authorization No. 29359

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

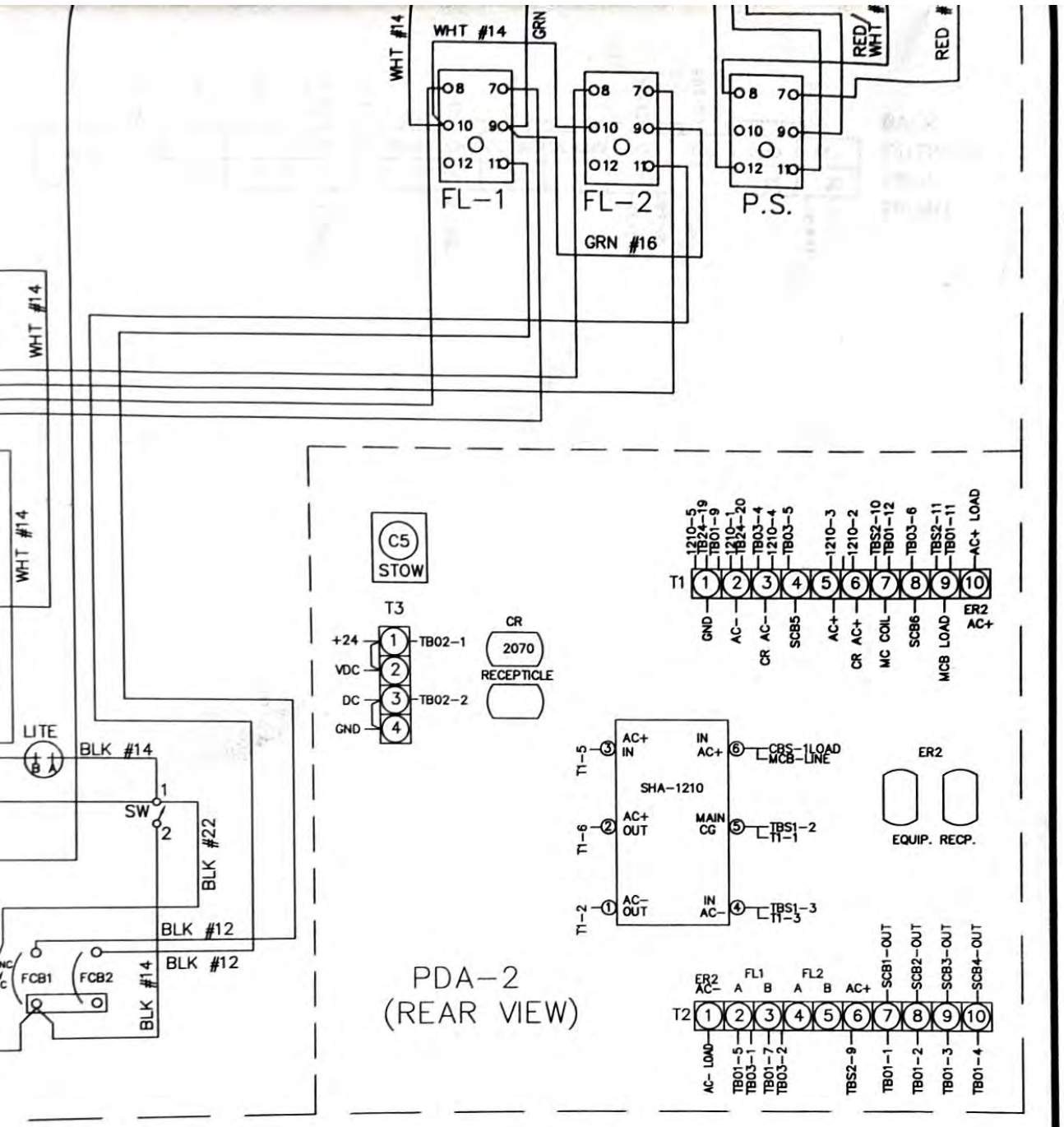
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
90	MIAMI-DADE	433451-1-52-01

SIGNALIZATION PLAN

SHEET NO. T-4

Equinox 3 11/15/2016 1:30:49 PM

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.



ORTABLE
CATIONS

C10 HARNESS

PIN	CONNECT TO
1	
2	P22-2
3	P22-3
4	
5	P22-5
6	
7	C10-8
8	P22-1/C10-7
9	

DATE: 06-16-09	CONTROL TECHNOLOGIES	2776 S. FINANCIAL CT. SANFORD, FL32773 PHONE: 407-330-2800 FAX: 407-330-2804 CTTRAFFIC@AOL.COM
DRAWN BY: JC		
APPROVAL: MD	DESCRIPTION: MD-660X	
REVISIONS: 01-15-08	MNFD FOR: MIAMI-DADE COUNTY	
SCALE: NONE	WO- PO- SN-	LOCATION:
SHEET 1 OF 2		

TOD Schedule Report

for 2625: Ponce De Leon Blvd&SW 8 St

Print Date: 6/1/2022

Print Time: 4:16 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2625	Ponce De Leon Blvd&SW 8 St	DOW-4	TOD	[11] PM PEAK	180	0	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
8	100	7	39	8	100	8	39



Active Phase Bank: Phase Bank 1

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

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 2625: Ponce De Leon Blvd&SW 8 St

Print Date: 6/1/2022

Print Time: 4:16 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	Free											
0600	4	180	14	98	6	37	9	103	8	35	0	111
0930	6	130	8	66	8	23	8	66	8	23	0	92
1130	7	120	8	57	8	22	8	57	8	22	0	69
1345	9	120	7	61	7	20	7	61	7	20	0	83
1500	11	180	8	100	7	39	8	100	8	39	0	0
2000	13	120	6	63	6	20	6	63	6	20	0	41
2100	15	110	7	52	7	19	7	52	7	19	0	14
	5	130	8	66	8	23	8	66	8	23	0	92
	8	120	7	61	7	20	7	61	7	20	0	43
	14	110	7	52	7	19	7	52	7	19	0	14
	18	130	8	65	9	23	8	65	9	23	0	50
	19	130	8	65	9	23	8	65	9	23	0	50
	20	140	8	75	9	23	8	75	9	23	0	54
	21	150	8	83	9	25	8	83	9	25	0	145
	22	130	8	65	9	23	8	65	9	23	0	8

Local TOD Schedule

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

Current Time of Day Function

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

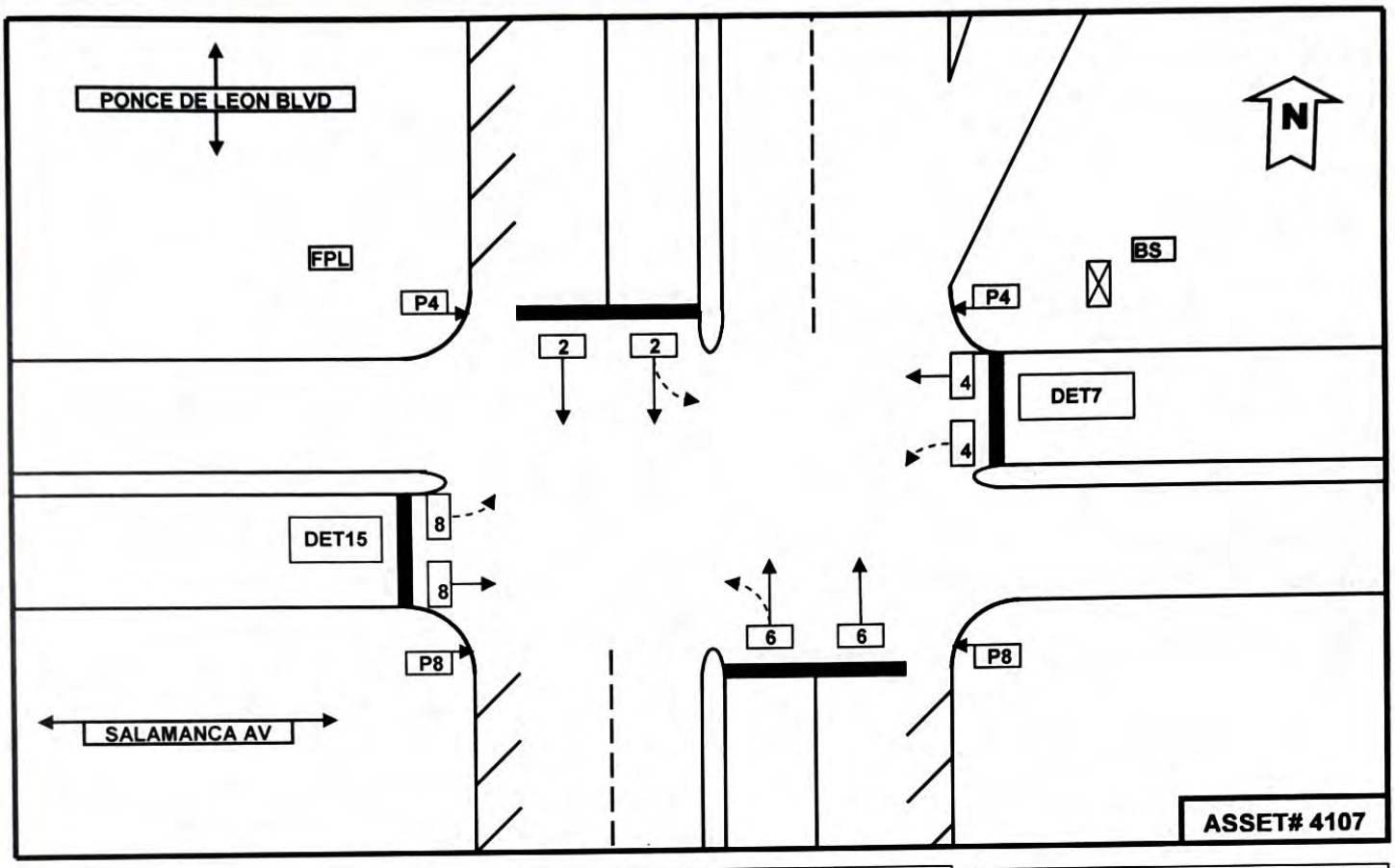
Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled



FIELD CONNECTION HOOK-UP CHART

CONTRL PHASE		2		4		6		8						P4		P8		
LOAD SWITCH		2		4		6		8						P4		P8		
SIGNAL HEAD #		2		4		6		8						P4		P8		
RED		TBS4 4		TBS4 10		TBS4 16		TBS4 22										
YELLOW		TBS4 5		TBS4 11		TBS4 17		TBS4 23										
GREEN		TBS4 6		TBS4 12		TBS4 18		TBS4 24										
RED ARROW																		
YELLOW ARROW																		
GREEN ARROW																		
D/WALK														TBS5 4		TBS5 10		
WALK														TBS5 6		TBS5 12		
PED BUTTON														TBA3 19-20		TBA1 19-20		
LOOP DSIGNAT							DET 7								DET 15			
LOOP TERM.							TBA3 1-3								TBA2 7-9			
LOOP PHASE							4								8			
FLASH OP.	1R	1Y	2R	2R	1R	1Y	2R	2R						1=CKT1 2=CKT2		R=RED Y=YEL		

FLASH TRANSFER RELAY	1\6	2\5	3\8	4\7
X=FTR NOT USED				

PREEMPT DESIGNAT.	RR 1	RR 2	EV 1	EV 2	EV 3	EV 4
TERMINALS						

CONFLICT/RED PROGRAM

CH. #	PERM. CH.	GYR EN.	R/CARD
1		OFF	AC
2	6	ON	LS
3		OFF	AC
4	8,14,16	ON	LS
5		OFF	AC
6		ON	LS
7		OFF	AC
8	14,16	ON	LS
9		OFF	AC
10		OFF	AC
11		OFF	AC
12		OFF	AC
13		OFF	AC
14	16	OFF	AC
15		OFF	AC
16		OFF	AC

NOTES:

Intersection Definition

Print Date: 01/14/2021 **Print Time:** 2:21 PM

Intersection: Ponce De Leon Blvd&Salamanca Av
Asset Number: 4107
ID Number: 1309
Type: Online
Section: UTCS-063-Coral Gables CBD
Preemption Device: No

Type HW/SW

Equipment Type: BI233DA
Cabinet Type: 552

Polling Parameters

Failure Threshold: 5
Retries: -1

Addresses

Drop: 24
Line: A57.131Ae
IP: 10.57.131.23

Movements

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

Zone Assignments

	Engineering	Maintenance	Systems	Electronic Shop
zone:	08 - (RM) Cen	4 - Maint-Miam	Sys-Central	Shop-Dade C

Comments

Preemption Comments

Designed By: _____ **Date:** _____

Checked By: _____ **Date:** _____

In Service: (Timing) _____ **Date:** _____

In Service: (KITS) _____ **Date:** _____

Configuration Setup for 4107:Ponce De Leon Blvd&Salamanca Av

Phase Function	Flags	Street Configuration	Flags	Miscellaneous	Flags
Permit	-2-4-6-8	Exclusive	--------	Ext Permit 0	--------
Red Lock	--------	RR1 Clear	--------	Ext Permit 1	--------
Yellow Lock	--------	RR2 Clear	--------	Ext Permit 2	--------
Veh Min Call	-2---6--	RR2 Ltd Srv	--------	Exclu Ped	--------
Ped Recall	-2---6--	Prot/Perm	--------	PE Non-Lock	--------
Pedestrians	-2-4-6-8	Flash to PE	--------	Ped 2P Out	-2------
Rest in Walk	--------	Flash Entry	--------	Ped 6P Out	-----6--
Red Rest	--------	Disable Min Yel	--------	Ped 4P Out	---4----
Double Entry	---4---8	Disable Ovp Yel	--------	Ped 8P Out	-------8
Veh Max Call	-2---6--	Ovp Flash Yel	--------	Flash Yellow	-2---6--
Soft Recall	--------	Em Veh A	--------	Low Prl A	--------
Maximum 2	--------	Em Veh B	--------	Low Prl B	--------
Cond Service	--------	Em Veh C	--------	Low Prl C	--------
Man Cont Call	--------	Em Veh D	--------	Low Prl D	--------
Yellow Start	-2---6--	Extra 1	1-3-5---	Restricted	--------
First Phases	-2---6--	IC Select	-2------	Extra 2	-2----7-
All Red Start	3.0	Long Failure	0.7	Red Revert	5.0
Transition Type	0.3	Short Failure	0.7	Cabinet Type	0
Lag Hold Phases	--------	Flash Start	0		

Phase Bank 1 for 4107:Ponce De Leon Blvd&Salamanca Av

Phase Bank 1	Phase 1	Phase 2 SBT	Phase 3	Phase 4 WBT	Phase 5	Phase 6 NBT	Phase 7	Phase 8 EBT
Walk	0	8	0	7	0	8	0	7
Don't Walk	0	8	0	20	0	8	0	20
Min Initial	0	8	0	7	0	8	0	7
Type 3 Limit	0	0	0	0	0	0	0	0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Veh Ext	0.0	1.0	0.0	2.5	0.0	1.0	0.0	2.5
Max Gap	0.0	1.0	0.0	2.5	0.0	1.0	0.0	2.5
Min Gap	0.0	1.0	0.0	2.5	0.0	1.0	0.0	2.5
Max Limit	0	33	0	16	0	33	0	16
Maximum 2	0	0	0	72	0	0	0	72
Adv/Dly Walk	0	0	0	0	0	0	0	0
Min Ped Clear	0	0	0	0	0	0	0	0
Cond Srv Min	0	0	0	0	0	0	0	0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	0.0	4.0	0.0	4.0
Red Clear	0.0	2.0	0.0	2.7	0.0	2.0	0.0	2.7
Max Initial	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0
Alt Flash D/W	0	0	0	0	0	0	0	0
Alt Initial	0	0	0	0	0	0	0	0
Alt Exten	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Detectors for 4107:Ponce De Leon Blvd&Salamanca Av

	Description	Delay	Carry Over	Pin Number	Attributes	Phases	Assignments
1		0.0	0.0	39	--------	--------	--------
2		0.0	0.0	40	--------	--------	--------
3		0.0	0.0	41	--------	--------	--------
4		0.0	0.0	42	--------	--------	--------
5		0.0	0.0	43	--------	--------	--------
6		0.0	0.0	44	--------	--------	--------
7		0.0	0.0	45	---45-7-	---4---8	123----8
8		0.0	0.0	46	--------	--------	--------
9		0.0	0.0	47	--------	--------	--------
10		0.0	0.0	48	--------	--------	--------
11		0.0	0.0	56	--------	--------	--------
12		0.0	0.0	57	--------	--------	--------
13		0.0	0.0	58	--------	--------	--------
14		0.0	0.0	59	--------	--------	--------
15		0.0	0.0	60	---45-7-	---4---8	123----8
16		0.0	0.0	61	--------	--------	--------
17		0.0	0.0	0	--------	--------	--------
18		0.0	0.0	0	--------	--------	--------
19		0.0	0.0	0	--------	--------	--------
20		0.0	0.0	0	--------	--------	--------
21		0.0	0.0	75	-2------	-2------	123-----
22		0.0	0.0	76	-2------	-----6--	123-----
23		0.0	0.0	77	-2------	---4----	123-----
24		0.0	0.0	78	-2------	-------8	123-----
25		0.0	0.0	0	--------	--------	--------
26		0.0	0.0	0	--------	--------	--------
27		0.0	0.0	0	--------	--------	--------
28		0.0	0.0	0	--------	--------	--------
29		0.0	0.0	0	--------	--------	--------
30		0.0	0.0	0	--------	--------	--------
31		0.0	0.0	0	--------	--------	--------
32		0.0	0.0	0	--------	--------	--------

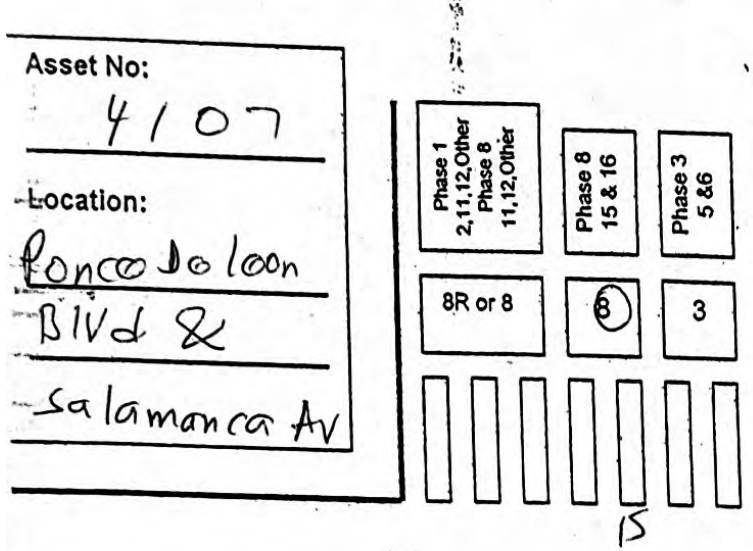
TOD Schedule for 4107:Ponce De Leon Blvd&Salamanca Av

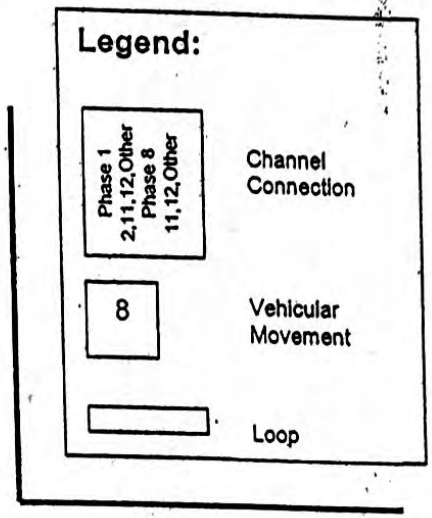
	Hour	Minute	Day of the Week	Plan
0(0)	0	0	1-----7X	63
1(1)	0	0	-23456-X	63
2(2)	1	0	1-----7X	63
3(3)	1	15	-23456-X	63
4(4)	2	30	1-----7X	63
5(5)	2	30	-23456-X	63
6(6)	3	30	------7X	63
7(7)	5	0	1234567X	63
8(8)	6	0	-23456-X	5
9(9)	0	0	-------X	0
10(A)	8	0	1-----7X	9
11(B)	0	0	-------X	0
12(C)	10	30	-23456-X	2
13(D)	10	0	1-----7X	6
14(E)	0	0	-------X	0
15(F)	15	30	-23456-X	7
16(10)	0	0	-------X	0
17(11)	0	0	-------X	0
18(12)	0	0	-------X	0
19(13)	20	0	-23456-X	8
20(14)	21	0	-23456-X	9
21(15)	22	0	1234567X	63
22(16)	23	30	12345--X	63
23(17)	0	0	-------X	0
24(18)	0	0	-------X	0
25(19)	0	0	-------X	0
26(1A)	0	0	-------X	0
27(1B)	0	0	-------X	0
28(1C)	0	0	-------X	0
29(1D)	0	0	-------X	0
30(1E)	0	0	-------X	0
31(1F)	0	0	-------X	0

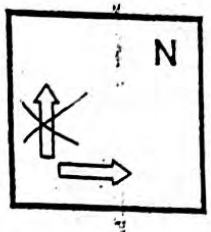
Detector Rack Connection Standardization For 552 & 660 Cabinets

Asset No: 4107

Location: Ponce De Leon Blvd & Salamanca Av







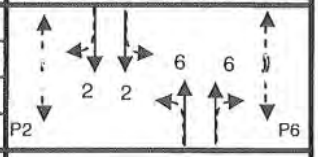
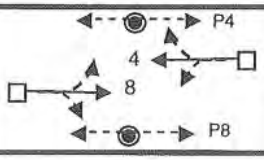
Remarks:

- This chart shall be used to achieve a standard connection of only one loop per detector channel.
- During installation loops are numbered clockwise beginning at controller site 1, 2, 3, etc.
- At locations where more than 4 loops per phase exist use any other available channels.
  Ex: Busway.

Detector Rack 552 & 660									
Movement	1,8R	4,4R	3	(4)	5,4R	8,8R	7	(8)	Any
Slot No.	1	2	3	(4)	5	6	7	(8)	9
Channel No.	1	3	5	(7)	9	11	13	(15)	17
Channel No.	2	4	6	8	10	12	14	16	18

SIGNAL OPERATING PLAN

N

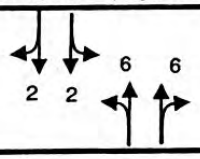
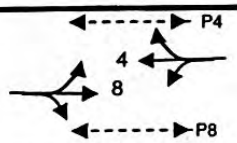
Timing Phases	Direction / Head No.	NB 6	SB 2	EB 8	WB 4	Ped Heads P6	P2	P8	P4	Movements/Display/Actuation
(2+6) N/S Ponce De Leon Blvd (Recall)	Dwell	G	G	R	R	W/F	W/F	DW	DW	
	Clear (4+8)	Y	Y	R	R	DW	DW	DW	DW	
	Clear									
	Clear									
	Dwell									
	Clear									
(4+8) E/W Salamanca av (Actuated)	Dwell	R	R	G	G	DW	DW	W/F	W/F	
	Clear (2+6)	R	R	Y	Y	DW	DW	DW	DW	
	Clear									
	Clear									
	Dwell									
	Clear									
	Clear to									
	Dwell									
	Clear to									
	Dwell									
	Clear to									
	Dwell									
	Clear									
Flashing Operation		FY	FY	FR	FR					Page 1 of 1

Miami-Dade County Public Works Department

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

SIGNAL OPERATING PLAN

N

Timing Phases	Direction / Head No.	NB 6	SB 2	EB 8	WB 4	Ped Heads P6	P2	P8	P4	Movements/Display/Actuation
(2+6) N/S Ponce De Leon Blvd (Recall)	Dwell	G	G	R	R			DW	DW	
	Clear (4+8)	Y	Y	R	R			DW	DW	
	Clear									
	Clear									
	Dwell									
	Clear									
(4+8) E/W Salamanca av (Actuated)	Dwell	R	R	G	G			W/F	W/F	
	Clear (2+6)	R	R	Y	Y			DW	DW	
	Clear									
	Dwell									
	Clear									
	Dwell									
	Clear to									
	Dwell									
	Clear to									
	Dwell									
	Clear to									
	Dwell									
	Clear									
Flashing Operation		FY	FY	FR	FR					Page 1 of 1

Miami-Dade County Public Works Department

Drawn	Date	Ponce De Leon Blvd & Salamanca Av		
R.MARIN	3/19/2009			
Checked	Date	Placed in Service	Phasing No.	Asset Number
H. Hernandez		Date 8/10/1979 By Shop	2	4107

TEST LOG

DATE TESTED:	11/10/2009	CUSTOMER:	DADE COUNTY
DATE BUILT:	11/8/2009	CUST PO:	POPW0900611
CABINET S/N:	20803	JOB #	290002
CABINET:	MD552X	INSPECTOR:	PAT
PAINT:	CAMEL	ASSEMBLER:	LORI
ASSET		PRINTS:	3

PED ISO : 0

MANUAL CORD ☑

LOAD BAY TYPE:

CMU C/C

PLUGGABLES	Qty		Qty		Qty
D170A-McCain Traffic	1	ACI-88-252/252-PDC	1		0
		DC-82-242/242-PDC	1		0
EDI-2010D	1		0		0
DELTROL	6				0
SSF-88 PDC	1	206 MCCAIN	1	SSS-88-PDC	16

SERIAL NUMBERS:

CONT SN:	35817	CMU SN:	090905442	LMUD292 SN:		PS SN:	3266194
ACI SN:	34065	DCI SN:	365039				
LDSW SN:	2431187>2431198						
DET SN:							
FL SN:	570793						

SUPRESSION

PED - QTY	DATA - QTY	LINE - QTY	LOOP - QTY
0	1	1	18
	EDCO PC642C020D	EDCO SHA1210	EDCO SRA6LCS716

VIDEO - QTY	TELE - QTY	OTHER - QTY
0	0	0

COORD:

D Cable | CT Econo | CT/Multi | Other

DETECTORS:

Cable-1CH Qt | Cable-4CH Qty: 0 | Card Rack: 14 Position-Dade 552A CROSS WIRED

PED ISO BD | F/O TRAY | F/O COUPLER | F/O HARNESS-4PCS

MAIN DOOR KEY | QTY: | POL DOOR KEY: | QTY:

TEL COMP KEY: | QTY: | HANDLE QTY:

TESTING:

☑ QUALITY ☑ SETUP ☑ CABINET ☑ FUNCTIONAL ☐ UTCS SYSTEM ☐ LMU ☑ CONTROLLER

SUB ASSEMBLIES:

FS PANEL	COOPER	LMU HARN:		LB:		ABC C/C A	
FX PANEL	FRANCES	O/P FILE:	MERCADO	FTB:		ABC C/C T	
INTERFACE PNL:	CARMEN	PDA-2	CARMEN	DP:		CMU C/C A	
SWITCHES	COOPER	PP:		SLAVE		CMU C/C T	
RACK:	FAGAN	LP:		MASTER			

TEST NOTES:

NEW 68HC11-REV.E NO D412F/USED INTERNAL MAPPING W/KH233DA3.1 ATMS SOFTWARE C2
CABLE, C30-2010 CABLE INSTALLED

CT FORM #17
REV. 04/16/04

SIGNAL HEAD DETAILS



ITEM NO. 653-5-38
12 EA
(LED TYPE)

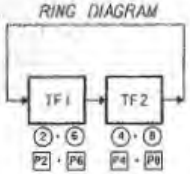


PEDESTRIAN COUNTDOWN SIGNAL
ITEM No. 653-8-38
4 EA

SIGNAL OPERATING PLAN

PHASE MOVEMENT DIAGRAM







INSTALL PED. SIGNAL ADJACENT TO POLE WHERE AS REQUIRED PER STANDARDS TO BE INCLUDED IN THE COST OF ITEM NO. 635-1-11
[4 EA]

SIGNALIZATION NOTES

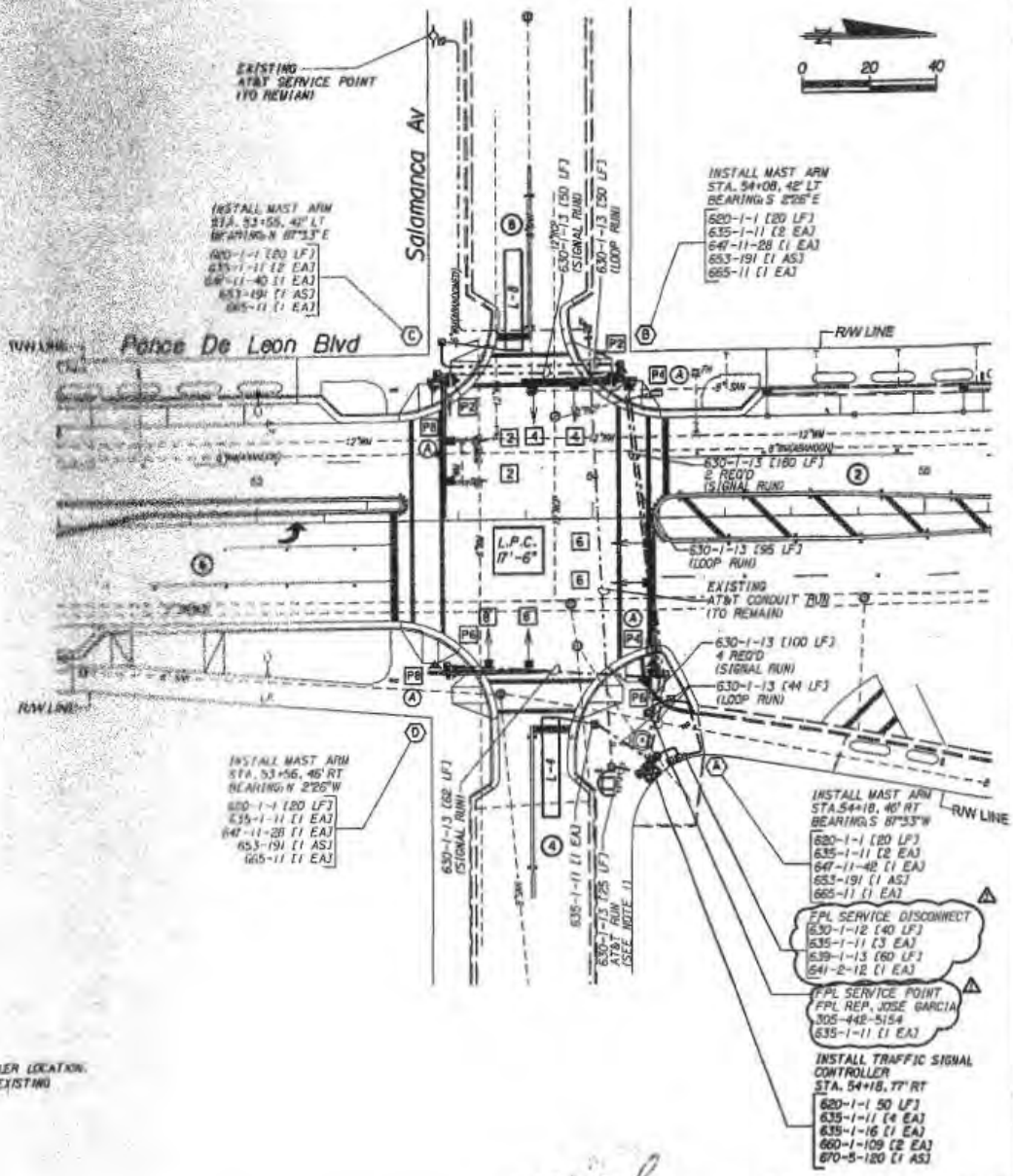
1. SIGNAL CONTROLLER OPERATIONS
   A. MODEL 170 CONTROLLER ASSEMBLY WITH COORDINATION CAPABILITIES.
   B. MAJOR STREET IS PONCE DE LEON BLVD
      MINOR STREET IS SALAMANCA AVE.
   C. COORDINATION ON PHASE 1 (MOVEMENTS 2 + 6) .
   D. FLASHING OPERATION:
      YELLOW ON PONCE DE LEON BLVD, (MOVEMENTS 2 + 6),
      RED ON SW SALAMANCA AVE, (MOVEMENTS 4 + 8).
   E. PEDESTRIAN DISPLAY SHALL BE CONCURRENT WITH PHASE 1, AND UPON ACTUATION WITH PHASE 2.
2. LOOP ASSEMBLIES SHALL HAVE THE FOLLOWING MEASUREMENTS:
   LEFT TURN LANES 5' X 30'
   THRU & RIGHT TURN LANES 6' X 30'
3. INTERSECTION DEMAND WATTAGE = 873 WATTS.
4. TIMING WILL BE PROVIDED BY MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT SIGNALS AND SIGNS DIVISION, 7100 NW 36 ST. TELEPHONE (305) 592-8925.

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

REMOVAL ITEMS:

690-10 REMOVE TRAFFIC SIGNAL HEAD ASSEMBLY (8 EA)
690-20 REMOVE SIGNAL PEDESTRIAN ASSEMBLY (3 EA)
690-32-1 POLE REMOVAL (SHALLOW/DIRECT BURIAL) (4 EA)
690-50 REMOVE CONTROLLER ASSEMBLY (1 EA)
690-70 REMOVE PEDESTRIAN DETECTION ASSEMBLY (4 EA)
690-80 REMOVE SPAN WIRE ASSEMBLY (1 EA)
690-90 REMOVE CONDUIT AND CABLING (1 LS)
690-100 REMOVE MISCELLANEOUS SIGNAL EQUIPMENT (PULL BOXES) (1 LS)

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



Todd Seymour 8/31/11

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

DAVID PLUMMER & ASSOCIATES, INC.
TRANSPORTATION • CIVIL • STRUCTURAL • ENVIRONMENTAL
CORAL GABLES FORT MYERS FORT LAUDERDALE
1750 PONCE DE LEON BLVD. CORAL GABLES FL 33134 TELEPHONE (305) 441-0880 FAX (305) 441-0888

REVISIONS:
1 8/31/11 REVISED PER CITY COMMENTS

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

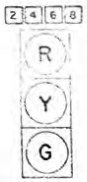
PROJECT:
PONCE DE LEON BLVD
MEDIAN INSTALLATION AND
ROADWAY IMPROVEMENTS

TITLE:
SIGNALIZATION PLAN
PONCE DE LEON BLVD AND SALAMANCA AVE

DATE: 11/21/08
PROJECT NO.: 04201
DRAWN: DL
SHEET NO.: T-4
CHECKED: LR
APPROVED: TS

SIGNAL HEAD DETAILS

SIGNAL NO. 2 4 6 8



8 EXISTING
3-SECT., 1-WAY
12" STD. LENS WITH
DISC. HANGERS &
FAIL SAFE UNITS.
SIGNALS 4 & 8
WITH BACKPLATES
4 EXISTING.



4 EXISTING
2-SECT., 1-WAY
12" STD. LENS

NO TURN ON RED

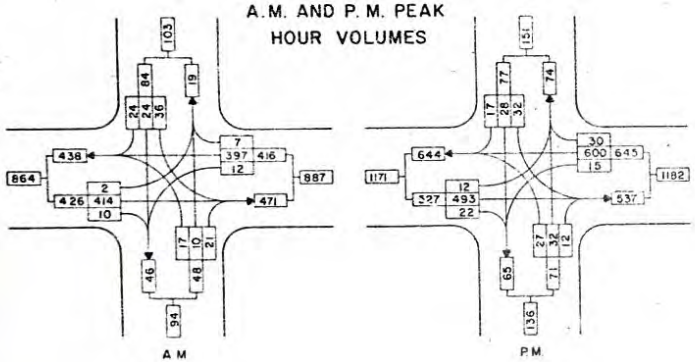
W.O. 4234

(A)

SIGN INVENTORY

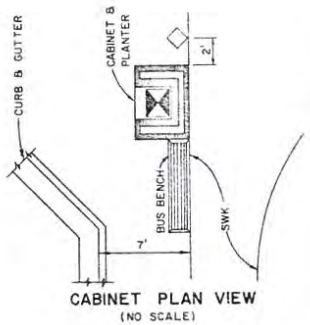
LEG	ENTER	EXIT
NORTH	R5-1(LT) R7-107B(LT) D3-1, R7-109 R7-109 D3-1 R7-107B D3-1	D3-1 W6-3
SOUTH	R7-109 R2-1(30) R7-109	R7-109 R2-1(35)
EAST	D3-1	
WEST	D3-1(LT)	

1977 A.M. AND P.M. PEAK HOUR VOLUMES

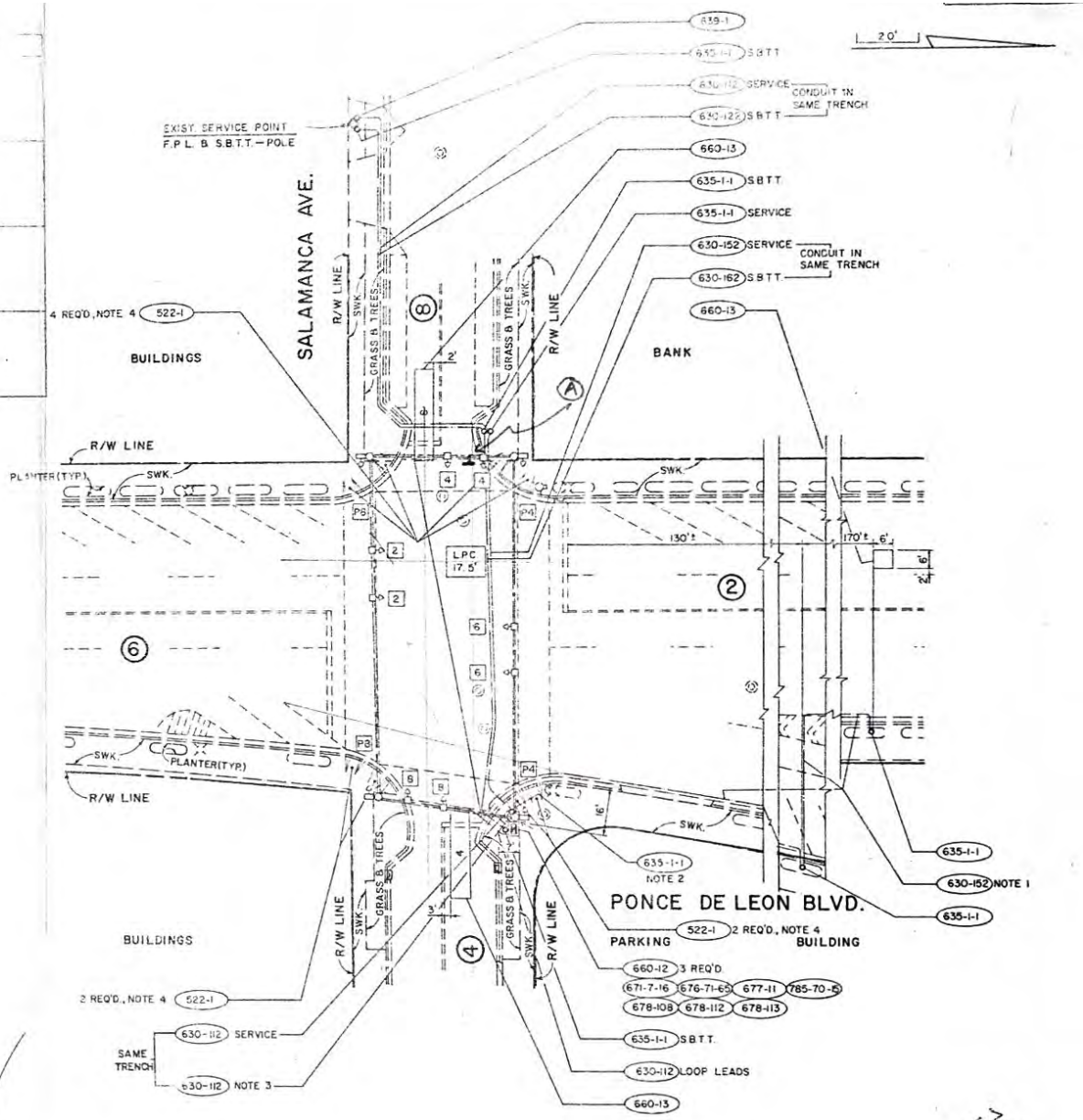


NOTES:

1. SHIELDED LOOP WIRE #14AWG TO BE INSTALLED TO CONTROLLER AS PART OF ITEM NO. 660-13
2. RUN NEW SERVICE WIRE TO EXISTING DISCONNECT SWITCH ON POLE.
3. PICK UP EXISTING SIGNAL CABLE AT POLE AND RUN TO CONTROLLER IN NEW CONDUIT. ADDITIONAL SIGNAL CABLE REQUIRED TO BE PROVIDED AS PART OF CONTROLLER INSTALLATION BID ITEM.
4. CONSTRUCT RAMP FOR PHYSICALLY HANDICAPPED AS PER D.O.T. INDEX NO. PCR-01. 8 RAMPS REQUIRED INCLUDING 40 S.Y. OF 4" CONCRETE SIDEWALK.



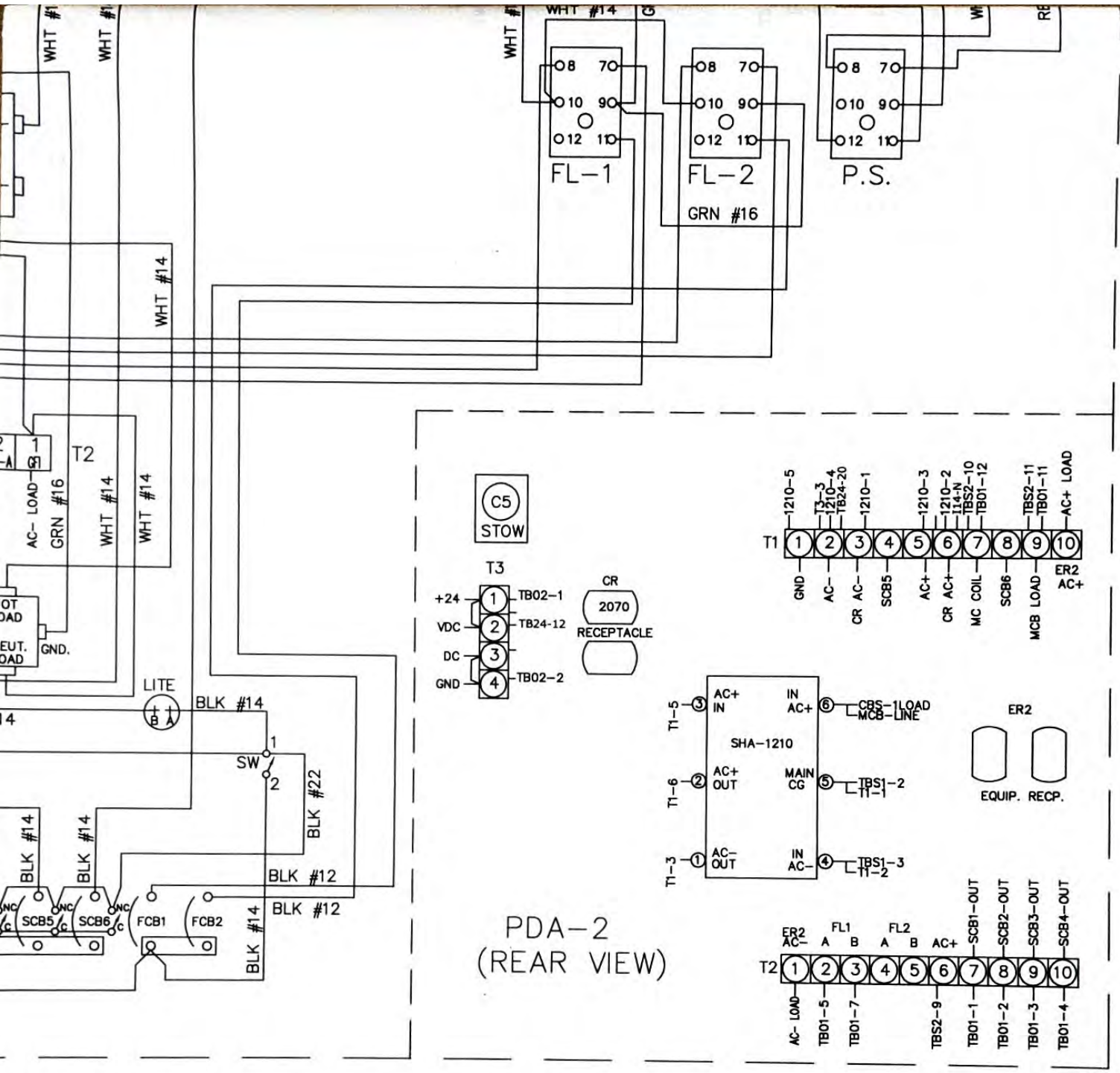
CABINET PLAN VIEW
(NO SCALE)



63

PONCE DE LEON BOULEVARD & SALAMANCA AVENUE

INTERSECTION IDENTIFICATION NO. 34107
CAT. III



PDA-2
(REAR VIEW)

TRANSPORTABLE
OMMUNICATIONS

LER
GNMENT

10-8
10-2
10-3
/C
10-5
/C
22S-8
22S-7
/C

C10 HARNESS

PIN	CONNECT TO
1	
2	P22-2
3	P22-3
4	
5	P22-5
6	
7	C10-8
8	P22-1/C10-7
9	

DATE: 4-2-09	CONTROL TECHNOLOGIES	2776 S. FINANCIAL CT. SANFORD, FL32773 PHONE: 407-330-2800 FAX: 407-330-2804 CTTRAFFIC@AOL.COM
DRAWN BY: JC		
APPROVAL: MD	DESCRIPTION: MD-552X	
REVISIONS: 4-2-09	MNFD FOR: MIAMI-DADE COUNTY	
SCALE: NONE	WO- PO- SN-	LOCATION:
SHEET 1 OF 2		

TOD Schedule Report

for 4107: Ponce De Leon Blvd&Salamanca Av

Print Date: 6/1/2022

Print Time: 4:23 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4107	Ponce De Leon Blvd&Salamanca Av	DOW-4	TOD	[07] NOON/LUNCH	190	176	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	WBT	-	NBT	-	EBT
0	106	0	71	0	106	0	71



Active Phase Bank: Phase Bank 1

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

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 4107: Ponce De Leon Blvd&Salamanca Av

Print Date: 6/1/2022

Print Time: 4:23 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	Flash											
0115	Flash											
0230	Flash											
0500	Flash											
0600	5	190	0	106	0	71	0	106	0	71	0	119
1030	2	170	0	106	0	51	0	106	0	51	0	60
1530	7	190	0	106	0	71	0	106	0	71	0	176
2000	8	80	0	40	0	27	0	40	0	27	0	77
2100	9	75	0	35	0	27	0	35	0	27	0	68
2200	Flash											
2330	Flash											
	1	90	0	50	0	27	0	50	0	27	0	21
	3	100	0	60	0	27	0	60	0	27	0	45
	6	170	0	100	0	57	0	100	0	57	0	27
	10	100	0	60	0	27	0	60	0	27	0	1
	11	120	0	61	0	46	0	61	0	46	0	36

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su S
0000	Flash	M T W Th F
0100	Flash	Su S
0115	Flash	M T W Th F
0230	Flash	Su S
0230	Flash	M T W Th F
0330	Flash	S
0500	Flash	Su M T W Th F S
0600	5	M T W Th F
0800	9	Su S
1000	6	Su S
1030	2	M T W Th F
1530	7	M T W Th F
2000	8	M T W Th F
2100	9	M T W Th F
2200	Flash	Su M T W Th F S
2330	Flash	Su M T W Th

Current Time of Day Function

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

Local Time of Day Function

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

* Settings

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

No Calendar Defined/Enabled

APPENDIX E

Miami-Dade County and City of Coral Gables Transit Maps

METROBUS SYSTEM

MAY 2019

METROBUS ROUTES

- Limited-Stop Service
- Express Service
- Non-stop Service
- East-West Local-Stop Service
- North-South Local-Stop Service
- Local Shuttle or Circulator Service

METROBUS DESTINATIONS

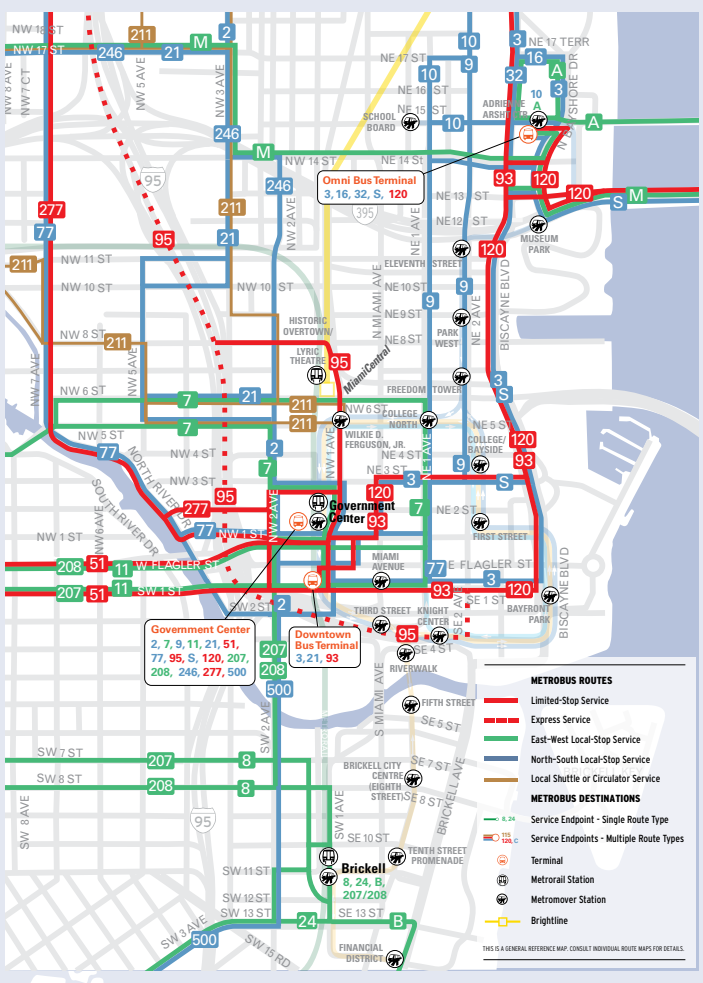
- 8, 24 — Service Endpoint - Single Route Type
- 115 120, C — Service Endpoints - Multiple Route Types
- Terminal
- Park and Ride Lot
- South Dade TransitWay Station
- 22, 27 — Metrorail & Station - Routes Serving Station
- Tri-Rail
- Brightline

THIS IS A GENERAL REFERENCE MAP. CONSULT INDIVIDUAL ROUTE MAPS FOR DETAILS.

BROWARD COUNTY



DOWNTOWN MIAMI



FLORIDA KEYS



Connects with Metrorail · Serves Park & Ride · Overnight Service · Serves Miami International Airport · Connects with Tri-Rail · Connects with Brightline

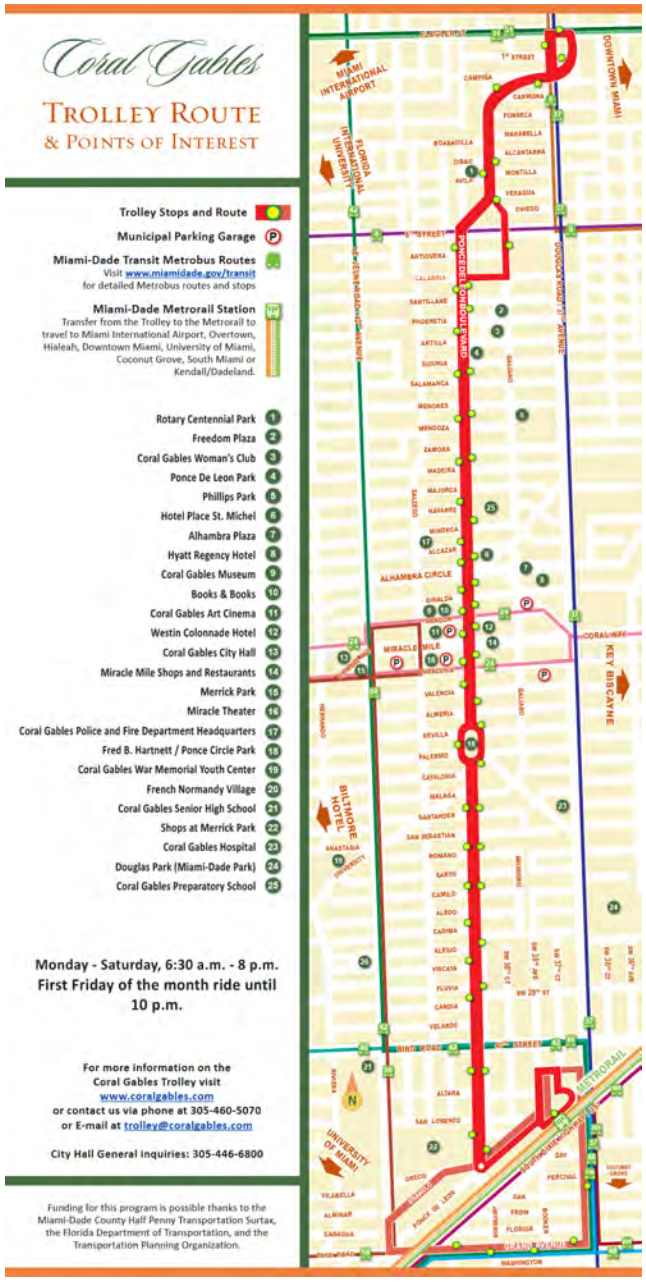
- 1 — Perrine ⇆ Quail Roost Dr/SW 117 Ave
- 2 — 163 St Mall, 84 St ⇆ Downtown Miami
- 3 — Aventura Mall ⇆ Downtown Miami
- 7 — Dolphin Mall, Miami Intl Airport ⇆ Downtown Miami
- 8 — FIU Maidique Campus ⇆ Brickell Metrorail
- 9 — Aventura, 163 St Mall ⇆ Downtown Miami
- 10 — Skylake Mall ⇆ Omni Metrobus Terminal
- 11 — FIU Maidique Campus, Mall of the Americas ⇆ Downtown Miami
- 12 — Northside Metrorail ⇆ Mercy Hospital
- 16 — 163 St Mall ⇆ Omni Metrobus Terminal
- 17 — Norwood ⇆ Vizcaya Metrorail
- 19 — (WEEKDAYS ONLY) MDC North Campus ⇆ 163 St Mall
- 21 — Northside Metrorail ⇆ Downtown Miami
- 22 — 163 St Mall ⇆ Coconut Grove Metrorail
- 24 — **CORAL WAY LIMITED** - West Dade ⇆ Brickell Metrorail
- 27 — Miami Gardens ⇆ Coconut Grove Metrorail
- 29 — (WEEKDAYS ONLY) Miami Lakes Education Center ⇆ Hialeah
- 31 — **BUSWAY LOCAL** - South Dade Government Center ⇆ Dadeland South Metrorail
- 32 — Carol City ⇆ Omni Metrobus Terminal
- 33 — Hialeah ⇆ NE 79 St/Biscayne Blvd
- 34 — **34 EXPRESS** (WEEKDAY RUSH-HOUR ONLY) Florida City ⇆ Dadeland South Metrorail
- 35 — MDC Kendall Campus ⇆ Florida City
- 36 — Dolphin Mall, Doral, Miami Springs ⇆ Midtown Miami
- 37 — Hialeah ⇆ South Miami Metrorail
- 38 — **BUSWAY MAX** Dadeland South Metrorail ⇆ Florida City
- 39 — **39 EXPRESS** (WEEKDAY RUSH-HOUR ONLY) S Dade Govt Ctr ⇆ Dadeland South Metrorail
- 40 — Lakes of the Meadow, Tamiami Trail/SW 132 Ave ⇆ Douglas Road Metrorail
- 42 — Opa-locka Tri-Rail ⇆ Douglas Road Metrorail
- 46 — **LIBERTY CITY CONNECTION** (WEEKDAY RUSH-HOUR ONLY) Brownsville Metrorail ⇆ Seventh Avenue Transit Village
- 51 — **FLAGLER MAX** (WEEKDAYS ONLY) West Dade ⇆ Downtown Miami
- 52 — Dadeland South Metrorail ⇆ South Dade Health Center
- 54 — Miami Gardens Dr/NW 87 Ave, Hialeah Gardens ⇆ Biscayne Blvd/NE 54 St
- 56 — (WEEKDAYS ONLY) West Dade ⇆ Miami Children's Hospital
- 57 — (WEEKDAYS ONLY) Miami Intl Airport ⇆ Jackson South Hospital
- 62 — Hialeah ⇆ Biscayne Blvd / 62 St
- 71 — Dolphin Mall ⇆ MDC Kendall Campus
- 72 — West Kendall Terminal, Miller Square ⇆ South Miami Metrorail
- 73 — Miami Gardens Dr & NW 73 Ave Park & Ride ⇆ Dadeland South Metrorail
- 75 — Miami Lakes Educational Center ⇆ FIU Biscayne Bay Campus
- 77 — Norwood ⇆ Downtown Miami
- 79 — **79 STREET MAX** (WEEKDAY RUSH-HOUR ONLY) Northside Metrorail ⇆ 72 St / Miami Beach
- 82 — **WESTCHESTER CIRCULATOR** (NO SUNDAYS) FIU Maidique Campus ⇆ Flagami
- 87 — Palmetto Metrorail, Doral ⇆ Dadeland North Metrorail
- 88 — Dadeland North Metrorail ⇆ West Kendall Terminal
- 93 — **BISCAYNE MAX** (WEEKDAYS ONLY) Downtown Miami ⇆ Aventura Mall
- 95 — **95 EXPRESS GOLDEN GLADES** (WEEKDAY RUSH-HOUR ONLY) Carol City, Aventura Mall, Golden Glades ⇆ Downtown Miami, Civic Center
  95 EXPRESS DADE BROWARD (WEEKDAY RUSH-HOUR ONLY)
  ROUTE 195: Broward Blvd ⇆ Downtown Miami
  ROUTE 196: Sheridan St ⇆ Downtown Miami
  ROUTE 295: Broward Blvd ⇆ Civic Center
  ROUTE 296: Sheridan St ⇆ Civic Center
- 99 — Miami Gardens Dr & NW 73 Ave Park & Ride ⇆ Aventura Mall
- A — ROUTE 101: Omni ⇆ 20th Street & West Avenue / Miami Beach
- B — ROUTE 102: Brickell Metrorail ⇆ Key Biscayne
- C — ROUTE 103: South Beach ⇆ Mt. Sinai Medical Center
- 104 — West Kendall Terminal ⇆ Dadeland North Metrorail
- E — ROUTE 105: Golden Glades ⇆ Hallandale Beach
- G — ROUTE 107: 94 St / Miami Beach ⇆ MDC North Campus
- H — ROUTE 108: 163 Street Mall ⇆ Haulover Park
- J — ROUTE 110: Miami Intl Airport ⇆ 41 St / Miami Beach
- L — ROUTE 112: Lincoln Rd ⇆ Hialeah Metrorail
- M — ROUTE 113: Civic Center ⇆ Mt. Sinai Hospital
- 115 — **MID-NORTH BEACH CONNECTION** - Collins Ave / 88 St ⇆ Lincoln Rd
- S — ROUTE 119: Downtown Miami ⇆ Aventura Mall
- 120 — **BEACH MAX** Downtown Miami ⇆ Haulover Park, Aventura Mall
- 132 — **TRI-RAIL DORAL SHUTTLE** (WEEKDAY RUSH-HOUR ONLY): Doral ⇆ Hialeah Market Tri-Rail
- 135 — Hialeah Metrorail, Miami Lakes ⇆ FIU Biscayne Bay Campus
- 136 — (WEEKDAY RUSH-HOUR ONLY) SW 136 St / US1 ⇆ Douglas Road Metrorail
- 137 — **WEST DADE CONNECTION** Dolphin Mall ⇆ South Dade Gov Center
- 150 — **MIAMI BEACH AIRPORT EXPRESS** Miami Intl Airport ⇆ South Beach
- 155 — **BISCAYNE GARDENS CIRCULATOR** (WEEKDAYS ONLY)
- 183 — Miami Gardens Dr & NW 73 Ave Park & Ride ⇆ Aventura Mall
- 200 — **CUTLER BAY LOCAL**
- 202 — **LITTLE HAITI CONNECTION** Biscayne Shopping Plaza, NW 5 AVE / 83 St ⇆ Miami Design District
- 204 — **KILLIAN KAT** (WEEKDAY RUSH-HOUR ONLY) West Kendall Terminal ⇆ Dadeland North Metrorail
- 207 — **LITTLE HAVANA CONNECTION** (CLOCKWISE) Downtown Miami, Brickell ⇆ SW 25 Ave via SW 1 St & SW 7 St
- 208 — **LITTLE HAVANA CONNECTION** (COUNTERCLOCKWISE) Downtown Miami, Brickell ⇆ SW 27 Ave via W Flagler St & S
- 210 — **SKYLAKE CIRCULATOR** Skylake Mall ⇆ 163 Street Mall
- 211 — **OVERTOWN CIRCULATOR** (WEEKDAYS ONLY)
- 212 — **SWEETWATER CIRCULATOR** (WEEKDAYS ONLY)
- 217 — **BUNCHE PARK CIRCULATOR** (WEEKDAYS ONLY) NW 127 St / 22 Ave ⇆ N Dade Health Center
- 238 — **EAST-WEST CONNECTION** (WEEKDAYS ONLY) Dolphin Mall ⇆ Miami Int. Airport
- 246 — **NIGHT OWL** Downtown Miami ⇆ 163 St Mall
- 248 — **PRINCETON CIRCULATOR** Southland Mall ⇆ SW 264 St, Naranja (Weekdays Only)
- 252 — **CORAL REEF MAX** Country Walk ⇆ Dadeland South Metrorail, Zoo Miami (Weekends Only)
- 254 — **BROWNSVILLE CIRCULATOR** (WEEKDAYS ONLY) Caleb Center ⇆ Jefferson Reeves Park, Hialeah (Thursday only)
- 267 — **LUDLAM LIMITED** (WEEKDAY RUSH-HOUR ONLY) NW 186 St/87 Ave ⇆ Okeechobee Metrorail
- 272 — **SUNSET KAT** (WEEKDAY RUSH-HOUR ONLY) West Kendall Terminal ⇆ Dadeland North Metrorail
- 277 — **NW 7 AVENUE MAX** (WEEKDAY RUSH-HOUR ONLY) Downtown Miami ⇆ Golden Glades Park & Ride
- 286 — **NORTH POINTE CIRCULATOR** (NO SUNDAYS) Miami Gardens Dr & NW 73 Ave Park & Ride ⇆ NW 57 Ave/NW 176 St
- 287 — **SAGA BAY MAX** (WEEKDAY RUSH-HOUR ONLY) S Dade Health Center ⇆ Dadeland South Metrorail
- 288 — **KENDALL CRUISER** (WEEKDAY RUSH-HOUR ONLY) West Kendall Terminal, SW 127 Ave Park & Ride ⇆ Dadeland North Metrorail
- 297 — **27th AVE ORANGE MAX** (WEEKDAYS ONLY) Miami Intl Airport ⇆ Miami Gardens
- 301 — **DADE-MONROE EXPRESS** Florida City ⇆ Marathon Key
- 302 — **CARD SOUND EXPRESS** Florida City ⇆ Ocean Reef Club
- 338 — **WEEKEND EXPRESS** (WEEKENDS ONLY) Miami Intl Airport ⇆ Dolphin Mall
- 344 — (WEEKDAYS ONLY) Florida City ⇆ MDC Homestead Campus
- 500 — **MIDNIGHT OWL** Dadeland South Metrorail ⇆ Downtown Miami

DRIVE LESS.LIVE MORE.™

www.miamidade.gov/transit **311** (305.468.5900) TTY/FLORIDA RELAY: 711

@GoMiamiDade MDT TRACKER / EASY PAY MIAMI / MDT TRANSIT WATCH

MIAMI-DADE COUNTY


Coral Gables
TROLLEY ROUTE
& POINTS OF INTEREST
Trolley Stops and Route
Municipal Parking Garage
Miami-Dade Transit Metrobus Routes
Visit www.miamidade.gov/transit for detailed Metrobus routes and stops
Miami-Dade Metrorail Station
Transfer from the Trolley to the Metrorail to travel to Miami International Airport, Overtown, Hialeah, Downtown Miami, University of Miami, Coconut Grove, South Miami or Kendall/Dadeland.
Rotary Centennial Park 1
Freedom Plaza 2
Coral Gables Woman's Club 3
Ponce De Leon Park 4
Phillips Park 5
Hotel Place St. Michel 6
Alhambra Plaza 7
Hyatt Regency Hotel 8
Coral Gables Museum 9
Books & Books 10
Coral Gables Art Cinema 11
Westin Colonnade Hotel 12
Coral Gables City Hall 13
Miracle Mile Shops and Restaurants 14
Merrick Park 15
Miracle Theater 16
Coral Gables Police and Fire Department Headquarters 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
Shops at Merrick Park 22
Coral Gables Hospital 23
Douglas Park (Miami-Dade Park) 24
Coral Gables Preparatory School 25
Monday - Saturday, 6:30 a.m. - 8 p.m.
First Friday of the month 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 Transportation Planning Organization.
MIAMI INTERNATIONAL AIRPORT
DOWNTOWN MIAMI
FLORIDA INTERNATIONAL UNIVERSITY
PONCE DE LEON BOULEVARD
ALHAMBRA CIRCLE
MIRACLE MILE
CORAL WAY
KEY BISCAYNE
BILTMORE HOTEL
METRORAIL
UNIVERSITY OF MIAMI
SW 25TH ST

APPENDIX F

FDOT Work Program, Miami-Dade LRTP, City of Coral Gables Project Plans (Median Installation)

FDOT Emergency Travel Alert: For information on the current situation, please visit the following page - Alerts.

Florida Department of

TRANSPORTATION

Web Application

Office of Work Program and Budget

Updated: 6/30/2022 11

Five Year Work Program

Selection Criteria
All in State
2022-2027 G1
Item Number:440183-1

Scheduled Activities may or may not be confirmed dates and are subject to change without notice.
Please contact the Program Services Office at the appropriate District office for validation.

440183-1 SR 90/SW 8TH ST SIGNALIZED INTER. LIGHTING FM SW 62 AVE TO SE 1ST AVE
District 06 - Miami-Dade County **Project Manager:** MARCHANT, PATRICK

Type of Work: LIGHTING

Activity	Description	Planned	Planned

		Start	Finish
250010000	P.E. BEGIN	01/02/2019 A	01/02/2019 A
234010000	NOTICE TO PROCEED	01/24/2019 A	01/24/2019 A
112010000	RDWY LIGHTING PLANS	01/24/2019 A	07/01/2020 A
233010000	P.E. CONTRACT EXECUTED	01/25/2019 A	01/25/2019 A
264010000	UTILITY CONTACT	05/01/2019 A	05/01/2019 A
302010000	PHASE II PLANS REVIEW	07/29/2019 A	07/29/2019 A
302010200	PHASE II PLANS REVIEW	08/02/2019 A	08/02/2019 A
751010000	SECTION 4(F)	08/02/2019 A	03/25/2020 A
750010000	WETLAND REPORT	08/02/2019 A	03/25/2020 A
302010100	PHASE II PLANS REVIEW	08/28/2019 A	08/28/2019 A
310010000	PHASE IV PLANS REVIEW	03/02/2020 A	03/02/2020 A
222010000	ALL PERMITS CLEAR	03/20/2020 A	03/20/2020 A
310010100	PHASE IV PLANS REVIEW	03/27/2020 A	03/27/2020 A
279010000	RAILROAD CLEAR	04/14/2020 A	04/14/2020 A
201010000	PLANS COMPLETED	05/01/2020 A	05/01/2020 A
762010000	SHPO CONSULTATION COMPLETE	05/14/2020 A	05/29/2020 A
255010000	R/W CERTIFIED	06/11/2020 A	06/11/2020 A
376010000	ENVIRONMENTAL CLEAR/CERTIF	06/22/2020 A	06/22/2020 A
749010000	TYPE 1 CE APPROVAL	06/22/2020 A	06/22/2020 A
204010000	PRODUCTION DATE	07/01/2020 A	07/01/2020 A
269010000	ALL UTILITIES CLEAR	10/16/2020 A	10/16/2020 A
375010000	CONSTRUCTION CLEAR DATE	10/16/2020 A	10/16/2020 A
226010000	PLANS TO DIST SPECS	11/09/2020 A	11/09/2020 A
242010000	SPECIFICATIONS	11/09/2020 A	12/14/2020 A
212010000	TRANSMIT PKG FOR LETTING	12/14/2020 A	12/14/2020 A
280010000	LETTING DATE	02/17/2021 A	02/17/2021 A
203010000	C.E.I. CONS. CONT. EXEC.	04/01/2021 A	04/01/2021 A

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FDOT Emergency Travel Alert: For information on the current situation, please visit the following page - Alerts.

Florida Department of

TRANSPORTATION

Web Application

Office of Work Program and Budget

Updated: 6/30/2022 11

Five Year Work Program

Selection Criteria
All in State 2022-2027 G1 **Item Number:**443917-1

Scheduled Activities may or may not be confirmed dates and are subject to change without notice.
Please contact the Program Services Office at the appropriate District office for validation.

443917-1	SR 90/SW 8TH STREET FROM EAST OF SW 42 AVENUE TO EAST OF SW 27 AVE
District 06 - Miami-Dade County	**Project Manager:** DE LA CRUZ, JOAQUIN
Type of Work: RESURFACING	

Activity	Description	Planned	Planned

		Start	Finish
164010000	PREPARE SCOPE OF WORK	05/14/2019 A	10/18/2019 A
106010000	DESIGN SURVEY	11/13/2019 A	04/17/2020 A
250010000	P.E. BEGIN	01/02/2020 A	01/02/2020 A
232010100	DESIGN CONSULTANT ADVERTISE	01/06/2020 A	01/06/2020 A
233010000	P.E. CONTRACT EXECUTED	05/28/2020 A	05/28/2020 A
234010000	NOTICE TO PROCEED	07/10/2020 A	07/10/2020 A
113010000	ROADWAY PLANS	07/10/2020 A	01/18/2022 A
264010000	UTILITY CONTACT	08/10/2020 A	08/10/2020 A
260010000	TYPICAL SECTION APPROVED	12/11/2020 A	12/11/2020 A
302010000	PHASE II PLANS REVIEW	01/04/2021 A	01/04/2021 A
761010000	NATURAL RESOURCE EVALUATION	02/03/2021 A	12/01/2021 A
751010000	SECTION 4(F)	02/03/2021 A	12/01/2021 A
750010000	WETLAND REPORT	02/03/2021 A	12/01/2021 A
302010100	PHASE II PLANS REVIEW	02/09/2021 A	02/09/2021 A
302010200	PHASE II PLANS REVIEW	03/02/2021 A	03/02/2021 A
303010000	PHASE III PLANS REVIEW	06/01/2021 A	06/01/2021 A
303010100	PHASE III PLANS REVIEW	07/07/2021 A	07/07/2021 A
303010200	PHASE III PLANS REVIEW	07/29/2021 A	07/29/2021 A
310010000	PHASE IV PLANS REVIEW	10/04/2021 A	10/04/2021 A
222010000	ALL PERMITS CLEAR	10/18/2021 A	10/18/2021 A
233010100	P.E. CONTRACT EXECUTED	10/26/2021 A	10/26/2021 A
310010100	PHASE IV PLANS REVIEW	11/10/2021 A	11/10/2021 A
279010000	RAILROAD CLEAR	12/01/2021 A	12/01/2021 A
201010000	PLANS COMPLETED	12/06/2021 A	12/06/2021 A
762010000	SHPO CONSULTATION COMPLETE	12/14/2021 A	01/05/2022 A
375010000	CONSTRUCTION CLEAR DATE	01/13/2022 A	01/13/2022 A
255010000	R/W CERTIFIED	01/13/2022 A	01/13/2022 A
376010000	ENVIRONMENTAL CLEAR/CERTIF	01/14/2022 A	01/14/2022 A
749010000	TYPE 1 CE APPROVAL	01/14/2022 A	01/14/2022 A
204010000	PRODUCTION DATE	01/18/2022 A	01/18/2022 A
226010000	PLANS TO DIST SPECS	02/14/2022 A	02/14/2022 A
242010000	SPECIFICATIONS	02/14/2022 A	03/14/2022 A
269010000	ALL UTILITIES CLEAR	02/17/2022 A	02/17/2022 A
212010000	TRANSMIT PKG FOR LETTING	03/14/2022 A	03/14/2022 A
405010000	CEI CONSULTANT ADVERTISE	04/18/2022 A	04/18/2022 A
400010000	CEI CONSULT. ACTIVITIES	05/17/2022 A	05/17/2022 A
280010000	LETTING DATE	05/25/2022 A	05/25/2022 A
406010000	CEI CONSULT SHORTLISTING	06/06/2022 A	06/06/2022 A
407010000	CEI CONSULT FINAL SELECTION	06/27/2022 A	06/27/2022 A
203010000	C.E.I. CONS. CONT. EXEC.	08/12/2022	08/12/2022
166010100	ALTERNATIVE CONTRACT PAYMENT	12/05/2023	12/05/2023

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FACILITY	LIMITS FROM	LIMITS TO	DESCRIPTION	TOTAL PROJECT COSTS (MILLIONS 2018 $)
UNFUNDED PROJECTS (CONTINUED)				
South Dade Transitway Extension to Dadeland North	Dadeland South Metrorail Station	Dadeland North Metrorail Station		$10.500
South Dade Transitway Metrorail Extension	Dadeland South Metrorail Station	SW 344 St (Palm Dr/ SR 9336) Park-and-Ride		$21.900
Sunset Dr Enhanced Bus	West Kendall Transit Terminal at SW 88 St (Kendall Dr) & SW 162 Ave	South Miami Metrorail Station	Improve the speed, reliability, identity, comfort and convenience of transit.	$67.860
SW 127 Ave Express	Tamiami Executive Airport	Dolphin Station at NW 12 St/ SR 821 (HEFT)	Provide a regional connection and serve new markets. Improve the speed, reliability, image, comfort and convenience of transit. Attract choice riders.	$2.048
SW 137 Ave Enhanced Bus	Caribbean Blvd & US 1 (South Dixie Hwy/SR 5)	Tamiami Station	Improve the speed, reliability, identity, comfort and convenience of transit.	$63.570
SW 40 St Enhanced Bus	SW 8 St (Tamiami Trail/SR 90/US 41)	Douglas Metrorail Station	Improve the speed, reliability, identity, comfort and convenience of transit.	$90.090
SW 8 St Enhanced Bus	FIU-MMC	Brickell Metrorail Station	Improve the speed, reliability, identity, comfort and convenience of transit.	$67.275
Systemwide Off-St Bus Stop Enhancements	Systemwide		Improve safety, access, comfort and convenience at local bus stops.	$2.500
Tropical Station - SMART Terminal	SW 40 St (Bird Rd/SR 976)	SR 826 (Palmetto Expy)		$3.400
Water Borne Transit Service	Biscayne Bay	Biscayne Bay	Provide alternatives to local commuters driving single occupant private automobiles, and providing viable as well as attractive mobility options for tourists and other visitors	$10.000
West Kendall Express	West Kendall Transit Terminal at SW 88 St (Kendall Dr) & SW 162 Ave	MIC at MIA	Provide a regional connection and serve new markets. Improve the speed, reliability, image, comfort and convenience of transit. Attract choice riders.	$4.583
West Kendall Transit Terminal Improvements - SMART Terminal	SW 88 St (Kendall Dr) & SW 162 Ave			$13.630
Zoo Miami Station - SMART Terminal	Zoo Miami Park at SW 152 St (Coral Reef Dr)			

TABLE 7-9: BICYCLE AND PEDESTRIAN PROJECTS (CONTINUED)

FACILITY	LIMITS FROM	LIMITS TO	DESCRIPTION	TOTAL PROJECT COSTS (MILLIONS 2018 $)
UNFUNDED PROJECTS (CONTINUED)				
Ponce De Leon Blvd	US 1 (South Dixie Hwy/SR 5)	University Dr	Protected On-Road Bicycle Facility Improvement	$883.209
Galiano St	Alhambra Circle	SW 8 St (Tamiami Trail/SR 90/US 41)	Dedicated On-Road Bicycle Facility Improvement	$565.146
SMART Terminal Connector - SW 82 Ave	SW 24 St	NW 25 St	Protected On-Road Bicycle Facility and Pedestrian Improvements	$2,858.814
SMART Terminal Connector - SR 825/SW 137 Ave	SW 160 St	SW 96 St	Protected On-Road Bicycle Facility and Pedestrian Improvements	$3,436.235
Miller Dr (SW 56 St)	SW 57 Ave (Red Rd/SR 959)	SW 69 Ct	Dedicated On-Road Bicycle Facility Improvement	$929.574
SW 62 St	SW 64 St	SW 39 St	Dedicated On-Road Bicycle Facility Improvement	$1,131.540
Miller Dr (SW 56 St)	SW 57 Ave (Red Rd/SR 959)	SW 67 Ave	Off-Road Bicycle and Pedestrian Facility Improvement	$372.559
SW 68 Ct	SW 89 Ter	US 1 (South Dixie Hwy/SR 5)	Pedestrian Facility Enhancement or Expansion	$29.084
Meridian Ave	Dade Blvd	Pine Tree Dr	Off-Road Bicycle and Pedestrian Facility Improvement	$353.299
Dickens Ave	73 St	75 St	Off-Road Bicycle and Pedestrian Facility Improvement	$58.169
Flamingo Park	Meridian Ave	Michigan Ave	Off-Road Bicycle and Pedestrian Facility Improvement	$51.179
NW 79 Pl	NW 74 St	Palmetto Metrorail Station	Dedicated On-Road Bicycle Facility Improvement	$149.987
SW 32 Rd	Brickell Ave	Vizcaya Pedestrian Bridge	Dedicated On-Road Bicycle Facility Improvement	$195.064
NE 12 Ave	NE 8 St (Campbell Dr)	NE 15 St	Pedestrian Facility Enhancement or Expansion	$54.835

FACILITY	LIMITS FROM	LIMITS TO	DESCRIPTION	TOTAL PROJECT COSTS (MILLIONS 2018 $)
UNFUNDED PROJECTS (CONTINUED)				
West Ave	Dade Blvd	20 St	Protected On-Road Bicycle Facility Improvement	$168.515
Snake Creek Trail	West of SR 411/NW 2 Ave	East of SR 411/NW 2 Ave	Off-Road Bicycle and Pedestrian Facility Improvement	$7,540.000
South Pointe Dr	Beachwalk	Ocean Dr	Protected On-Road Bicycle Facility Improvement	$93.460
SR 856 (William Lehman Causeway)	US 1 (Biscayne Blvd/SR 5)	SR A1A (Collins Ave)	Off-Road Bicycle and Pedestrian Facility Improvement	$923.086
NW 103 St	West 24 Ave	West 49 St (SR 932)	Pedestrian Facility Enhancement or Expansion	$61.777
Blue Rd	SW 57 Ave (Red Rd/SR 959)	Ponce De Leon	Pedestrian Facility Enhancement or Expansion	$170.955
Hialeah Expy	West 8 Ave	West 4 Ave	Pedestrian Facility Enhancement or Expansion	$57.301
Hialeah Expy	West 10 Ave	West 8 Ave	Pedestrian Facility Enhancement or Expansion	$28.414
Ali Baba Ave	NW 151 St	I-95 (SR 9)	Pedestrian Bridge/Overpass	$6,926.940
North Greenway Dr	SR 972/SW 24 St	South Greenway Dr	Off-Road Bicycle and Pedestrian Facility Improvement	$435.125
Galiano St	Ponce De Leon Blvd	Alhambra Circle	On-Road Bicycle Facility Improvement	$19.962
South Greenway Dr	North Greenway Dr	SW 57 Ave (Red Rd/SR 959)	Dedicated On-Road Bicycle Facility Improvement	$151.141
NE 190 St & NE 191 St & West Country Club Dr	US 1 (Biscayne Blvd/SR 5)	SR 856/William Lehman Causeway	Dedicated On-Road Bicycle Facility Improvement	$505.463
SMART Terminal Connector - NW 12 St	NW 123 Ave	NW 87 Ave	Protected On-Road Bicycle Facility and Pedestrian Improvements	$2,854.396

TABLE 7-9: BICYCLE AND PEDESTRIAN PROJECTS (CONTINUED)

FACILITY	LIMITS FROM	LIMITS TO	DESCRIPTION	TOTAL PROJECT COSTS (MILLIONS 2018 $)
UNFUNDED PROJECTS (CONTINUED)				
Ponce De Leon Blvd	SW 8 St (Tamiami Trail/SR 90/US 41)	West Flagler St (SR 968)	Protected On-Road Bicycle Facility Improvement	$486.154
NE 34 Ave	North Country Club Dr	NE 213 St	Dedicated On-Road Bicycle Facility Improvement	$322.263
Yacht Club Way	East Country Club Dr	Intercoastal Waterway Bridge	Dedicated On-Road Bicycle Facility Improvement	$83.261
SMART Terminal Connector - Coral Way (SR 972)	SW 157 Ave	SW 129 Ave	Protected On-Road Bicycle Facility and Pedestrian Improvements	$2,281.676
SMART Terminal Connector - SW 144 Ave	SW 42 St	SW 8 St (Tamiami Trail/SR 90/US 41)	Protected On-Road Bicycle Facility and Pedestrian Improvements	$2,098.973
SR 826 (Palmetto Expy)/ Sunny Isles Blvd	NE 35 Ave	SR A1A	Dedicated On-Road Bicycle Facility Improvement	$547.261
SW 62 St	SW 69 Ave	SW 67 Ave	Dedicated On-Road Bicycle Facility Improvement	$265.305
SW 84 Ave and SW 130 St	SW 136 St (Howard Dr)	SW 128 St	Pedestrian Facility Enhancement or Expansion	$64.488
SW 81 Rd	SW 114 St	SW 112 St (Killian Dr)	Pedestrian Facility Enhancement or Expansion	$13.160
SW 112 St (Killian Dr)	SW 78 Ct	SW 75 Ct	Pedestrian Facility Enhancement or Expansion	$30.309
SW 78 Ct and SW 110 St	SW 112 St (Killian Dr)	SW 77 Ave	Pedestrian Facility Enhancement or Expansion	$31.276
SW 105 Ter	SW 77 Ave	SW 72 Ave (Milam Dairy Rd)	Dedicated On-Road Bicycle Facility Improvement	$350.484
SW 82 Ave	SW 136 St (Howard Dr)	SW 124 St (Chapman Field Dr)	Dedicated On-Road Bicycle Facility Improvement	$534.736
SW 176 St	SW 94 Ave	SW 77 Ave	Pedestrian Facility Enhancement or Expansion	$197.828

City of Coral Gables, Florida

Proposed Plans

Ponce de Leon Median Installation and Roadway Improvements (Phase III)

AT

Ponce de Leon Blvd from Menores Ave to Antiquera Ave

COMPONENTS OF CONTRACT PLANS SET

ROADWAY PLANS
LANDSCAPE PLANS
WATER DISTRIBUTION SYSTEM PLANS

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2-3	TYPICAL SECTIONS
4	SUMMARY OF PAY ITEMS
5	GENERAL NOTES
6-9	ROADWAY PLANS
10	MISCELLANEOUS DETAILS
11-14	DRAINAGE PLANS
15	DRAINAGE TABULATION
16	DRAINAGE DETAILS AND NOTES
17-20	GRADING PLANS
21	POLE DATA & LEGEND
22	LIGHTING PLAN
23	TABULATION OF QUANTITIES FOR SIGNING AND PAVEMENT MARKINGS
24	SIGNING AND PAVEMENT MARKING GENERAL NOTES & SIGN DETAILS
25	SIGNING AND PAVEMENT MARKING PAY STATION SPECIFICATIONS
26-29	SIGNING AND PAVEMENT MARKING PLANS
30	MAINTENANCE OF TRAFFIC GENERAL NOTES

END PROJECT
STA. 71+81



N

0 1000 2000
SCALE IN FEET

PROJECT LOCATION

BEGIN PROJECT
STA. 50+18

Sunshine811
Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.
Check positive response codes before you dig!

"THIS PLAN WAS PREPARED UNDER MY DIRECTION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF COMPLIES WITH THE INTENT OF THE MANUAL OF UNIFORM MINIMUM STANDARDS FOR DESIGN, CONSTRUCTION AND MAINTENANCE FOR STREETS AND HIGHWAYS, AS ADOPTED BY THE STATE OF FLORIDA LEGISLATURE, CHAPTER 72-328 F.S."

ROADWAY PLANS
ENGINEER OF RECORD: CARLOS A. LUNA, P.E.
P.E. NO.: 66403
DATE:

CITY OF CORAL GABLES COMMISSIONERS:

MAYOR VINCE C. LAGO
VICE MAYOR MICHAEL MENA
COMMISSIONER RHONDA ANDERSON
COMMISSIONER JORGE L. FORS, JR.
COMMISSIONER KIRK R. MENENDEZ

CITY OF CORAL GABLES
DEPARTMENT OF PUBLIC WORKS
DIRECTOR: HERMES DIAZ, P.E.

CITY OF CORAL GABLES
PROJECT MANAGER:
CHERIE RODRIGUEZ, P.E., MPA

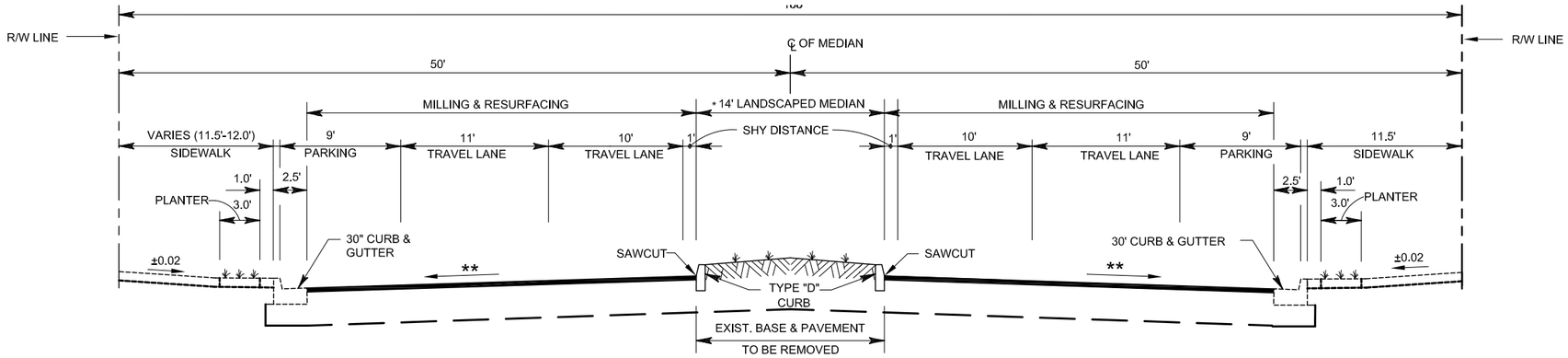
KEY SHEET REVISIONS		
DATE	BY	DESCRIPTION

Prepared By:

DAVID PLUMMER & ASSOCIATES, Inc.
1750 Ponce de Leon Boulevard
Coral Gables, Florida 33134
CERTIFICATE OF AUTHORIZATION EB 2690

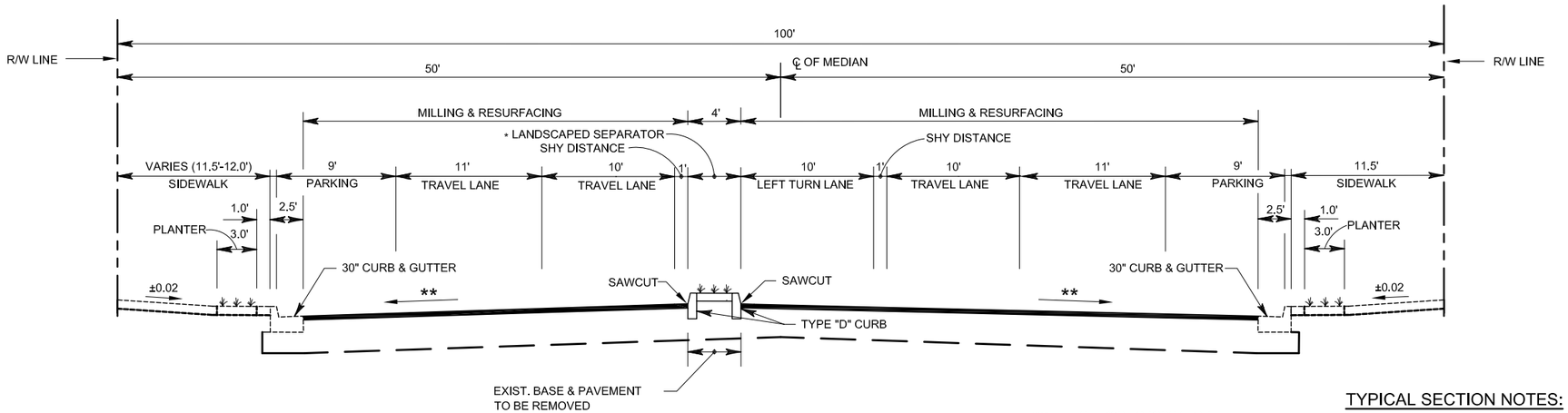
ISSUING DATE: 03-31-2022

100% PLANS



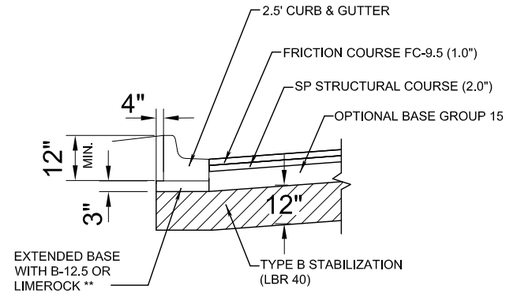
TYPICAL MEDIAN
PONCE DE LEON BLVD

** MATCH EXIST CROSS SLOPE



TYPICAL LEFT TURN MEDIAN
PONCE DE LEON BLVD

** MATCH EXIST CROSS SLOPE



DETAIL OF CURB PAD AT WIDENING AREAS

MILLING AND RESURFACING:
STA. 50+18 TO STA. 71+81

MILL EXISTING ASPHALT CONCRETE PAVEMENT (1" AVERAGE DEPTH) AND RESURFACE WITH FC-9.5 FRICTION COURSE (1" THICK).

* REFER TO SEPARATE PLANS FOR LANDSCAPING IN SIDEWALK AND MEDIAN AREAS.

TYPICAL SECTION NOTES:

1. ALL SIDEWALKS SHALL BE INTEGRAL CORAL GABLES BEIGE #3 AND SIX INCHES (6 ") THICK MINIMUM EXCEPT AS FOLLOWS:
   A. DRIVEWAYS SHALL BE A MINIMUM OF SIX INCHES (6") THICK, REINFORCED WITH GALVANIZED 6" X 6" X #10 MESH. DRIVEWAY THICKNESS OF SIX INCHES (6 SHALL EXTEND TO AT LEAST FOUR FEET (4') PAST EACH DRIVEWAY.
   B. SIX INCHES (6") MINIMUM THICKNESS, REINFORCED WITH GALVANIZED 6" X 6" X #10 MESH IN AREAS WITHIN TWENTY-FIVE FEET (25') OF UTILITY MANHOLES.
2. FINAL LIFT OF FC-9.5 FRICTION COURSE SHALL BE PLACED IN ITS ENTIRETY FROM CURB TO CURB TO PROVIDE A UNIFORM APPEARANCE.
3. AFTER REMOVAL OF EXISTING TRAFFIC SEPARATOR IN TURN LANES, BACKFILL WITH ASPHALTIC CONCRETE.

U:\proj\13\13184\design\02_typsec.dwg Mar 31, 2022-15:09pmarmondol

DAVID PLUMMER & ASSOCIATES, INC.
TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING
CORAL GABLES FORT MYERS
1750 PONCE DE LEON BLVD. CORAL GABLES FL 33134 TELEPHONE (305) 447-0900
CERTIFICATE OF AUTHORIZATION EB 2690

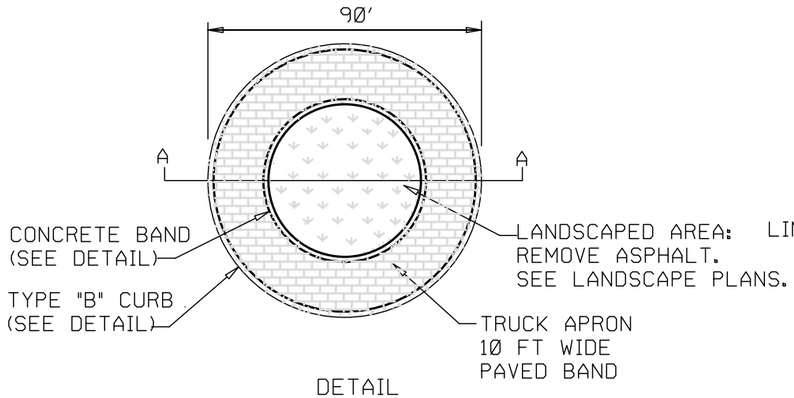
REVISIONS:

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

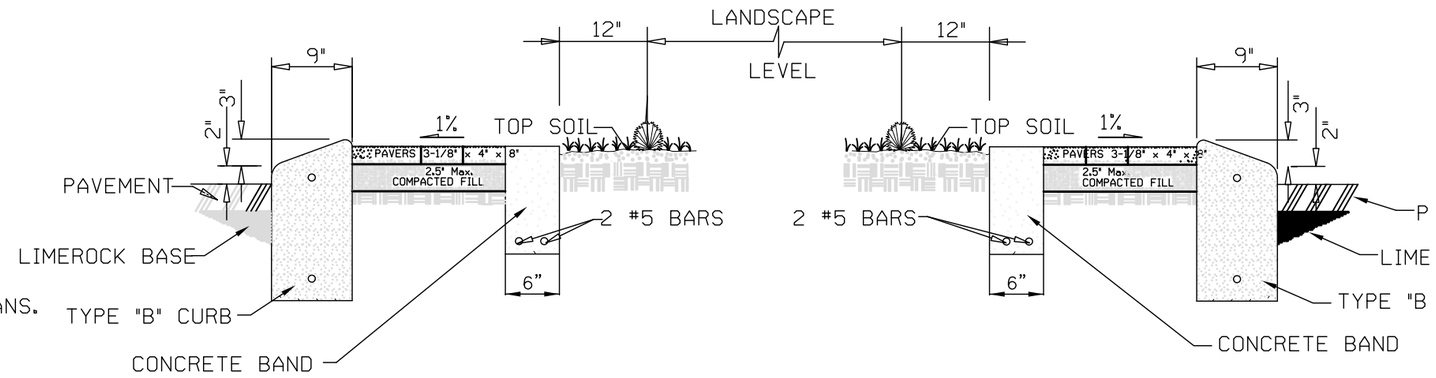
PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **TYPICAL SECTIONS**

DATE	PROJECT NO.
05/25/21	13184
DRAWN	SHEET NO.
CHECKED	2
APPROVED	



DETAIL



DETAIL SECTION A-A

MILLING AND RESURFACING

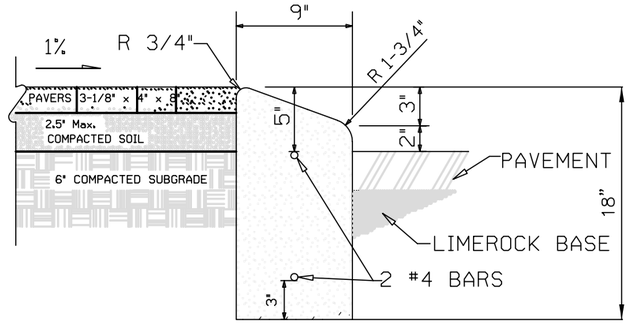
MILL EXISTING ASPHALT CONCRETE PAVEMENT (1" AVERAGE DEPTH) AND RESURFACE WITH FC-9.5 FRICTION COURSE (1" THICK).

WIDENING AND RECONSTRUCTION

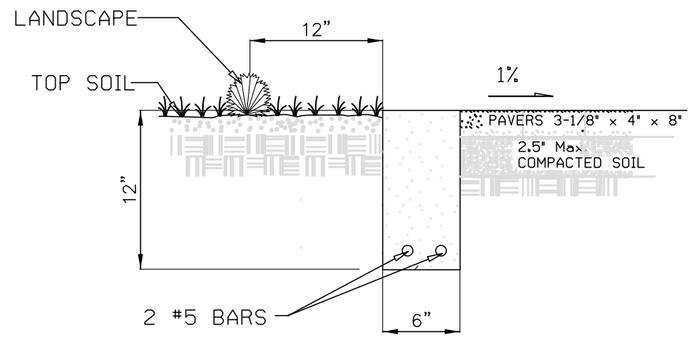
2" ASPHALT CONCRETE SURFACE (TYPE SP-9.5) AND TYPE FC-9.5 FRICTION COURSE (1" THICK) WITH 5" TYPE B-12.5 AND 12" STABILIZED SUBGRADE (CBR=30)

OVERBUILD

TYPE SP OVERBUILD
(THICKNESS VARIES)



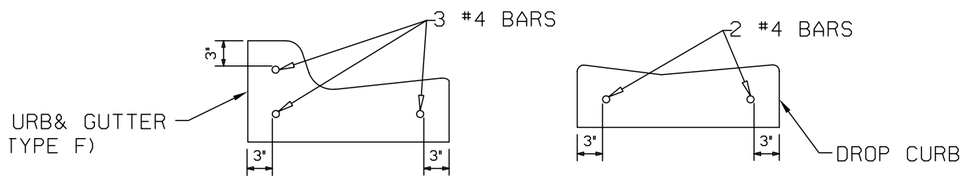
TYPE B CURB & PAVERS DETAIL



CONCRETE BAND DETAIL

NOTE:

COLOR SAMPLES AND SPECIFICATIONS OF THE PAVERS SHALL BE SUBMITTED TO THE CITY OF CORAL GABLES FOR APPROVAL PRIOR TO INSTALLATION.



CURB & GUTTER TYPE F
AND DROP CURB REINFORCEMENT DETAILS

NOTES

1. FOR TEXTURE, COLOR, AND PATTERN OF BRICK PAVERS, SEE LANDSCAPING PLANS FOR DETAILS.
2. FOR PROPOSED CONCRETE SIDEWALKS, CURBS AND CURBS & GUTTERS COLOR MUST BE INTEGRAL CORAL GABLES BEIGE #3 AND SHALL BE MANUFACTURED BY THE LAMBERT CORPORATION OR AN APPROVED EQUAL.

U:\proj\13\13184\design\02_typsec.dwg Mar 31, 2022-15:09pmarmando

DAVID PLUMMER & ASSOCIATES, INC.
TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING
CORAL GABLES FORT MYERS
1750 PONCE DE LEON BLVD. CORAL GABLES FL 33134 TELEPHONE (305) 447-0900
CERTIFICATE OF AUTHORIZATION EB 2690

REVISIONS:

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

PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **ROUNDABOUT TYPICAL SECTION**

DATE 05/25/21 | PROJECT NO. 13184
DRAWN | SHEET NO. 3
CHECKED
APPROVED

SUMMARY OF PAY ITEMS

BID ITEM NO.	ITEM NO.	ITEM	UNIT	QUANTITY		THE QUANTITIES SHOWN IN THE SUMMARY OF PAY ITEMS INCLUDE THE AMOUNTS BELOW. THESE QUANTITIES ARE TO BE USED FOR ADDITIONAL WORK AS DIRECTED BY THE ENGINEER		NOTES
				P	F	UNIT	QTY	
1	102-99	PORTABLE CHANGEABLE MESSAGE SIGN (TEMPORARY)	ED	60				
2	104-18	INLET PROTECTION SYSTEM	EA	40				
3	110-1-1	CLEARING & GRUBBING	AC	1				REMOVAL OF MH TOP AT COVERED SLAB TRENCHES INCLUDES REMOVAL OF 10'X6' CONC. SLAB.
4	160-4	TYPE B STABILIZATION	SY	138				
5	285-715	OPTIONAL BASE, BASE GROUP 15	SY	55				
6	327-70-1	MILLING EXISTING ASPHALT PAVEMENT. (1" AVG. DEPTH)	SY	14,464				
7	334-1-13	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C	TON	6.1				
8	337-7-82	ASPHALTIC CONCRETE FRICTION COURSE, TRAFFIC C, FC-9.5 PG 76-22	TON	798.5				
9	400-1-2	CONCRETE CLASS I (HEADWALLS & COVER TRENCH)	CY	19				
10	425-1-90	INLETS (TYPE "D")	EA	14				
11	425-2-61	MANHOLES (STORM)	EA	3				
12	425-2-63	MANHOLES (STORM, PARTIAL)	EA	9				INSTALLATION OF MH TOP AT COVERED SLAB TRENCHES INCLUDES CONST. OF 10'X6' CONC. SLAB.
13		MANHOLES (SANITARY)	EA	4				
14	425-5	MANHOLES (ADJUST)	EA	14				
15	425-5-1	MANHOLE (ADJUST) (UTILITIES)	EA	11				
16	425-6	VALVE BOXES (ADJUST)	EA	39				
17	425-11	MODIFY EXISTING DRAINAGE STRUCTURE	EA	1				
18	430-174-115	PIPE CULVERT OPTIONAL MATERIAL , ROUND, 15" SD	LF	374				
19	430-830	PIPE FILLING AND PLUGGING	CY	9				
20	520-1-10	CONCRETE CURB & GUTTER (24" CURB & GUTTER TYPE "F")	LF	77				
21	520-1-P2	CONCRETE CURB & GUTTER (30" CURB & GUTTER)	LF	3,198				
22	520-2-2	CURB CONCRETE (TYPE 'B')	LF	172				
23	520-2-4	CURB CONCRETE (TYPE 'D')	LF	3,279				
24	522-1	CONCRETE SIDEWALK, CORAL GABLES BEIGE (4" THICK)	SY	380				SEE LANDSCAPE PLANS FOR ADDITIONAL CONC. SIDEWALK TO BE INSTALLED.
25	522-2	CONCRETE SIDEWALK, CORAL GABLES BEIGE (6" THICK)	SY	46				
26	526-1-2	ARCHITECTURAL PAVERS (SIDEWALK)	SY	156				
27	527-2	DETECTABLE WARNING SURFACES	SF	420				
28		FPL 35' STANDARD CONCRETE LIGHT POLE AND 8' BRACKET ARM WITH LED LUMINAIRE	EA	5				TO BE FURNISHED AND INSTALLED BY FPL
29		OVERHEAD CONDUCTORS	LF	814				TO BE FURNISHED AND INSTALLED BY FPL
29	630-2-11	CONDUIT, F&I, OPEN TRENCH	LF	2,115				
30	635-2-11	PULL & SPLICE BOX, F&I, 13"X24" COVER SIZE	EA	16				
		LANDSCAPING (SEE LANDSCAPE PLANS)						
		SIGNS & PAVEMENT MARKING (SEE TABULATION OF SIGNING AND MARKING QUANTITIES SHEET)						

PAY ITEM NOTES:

ITEM 110-1 INCLUDES REMOVAL AND DISPOSAL OF ALL MATERIAL INCLUDING ASPHALT, EXIST. PIPES, MANHOLES, CATCH BASIN, EXISTING ROOTS, STUMPS, AND OTHER PERISHABLE MATTER TO A DEPTH OF (15") BELOW EXISTING GRADE IN AREAS OF FILL OR (17") BELOW THE FINISHED SUBGRADE SURFACE IN AREAS OF EXCAVATION. THE CITY OF CORAL GABLES PARKING DEPARTMENT IS RESPONSIBLE TO REMOVE THE PARKING METERS. THE CONTRACTOR IS RESPONSIBLE TO REMOVE THE PARKING POSTS. COST OF PARKING POSTS REMOVAL SHALL INCLUDE COST OF RESTORATION OF THE DISTURBED AREA CAUSED DURING THE PARKING POSTS REMOVAL..

ITEMS 522-1, 520-1-92 520-2-2, 520-2-4 INCLUDES THE COST OF INTEGRALLY CONTRASTING COLORED CONCRETE FOR PEDESTRIAN RAMPS (CORAL GABLES BEIGE).

NOTES:

- THE ASSOCIATED COST FOR MAINTENANCE OF TRAFFIC AND MOBILIZATION SHALL BE INCLUDED BY THE CONTRACTOR IN THE COST OF PAY ITEMS FOR MATERIALS AND LABOR AT TIME OF BIDDING.

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CORAL GABLES FORT MYERS
1750 PONCE DE LEON BLVD. CORAL GABLES FL 33134 TELEPHONE (305) 447-0900
CERTIFICATE OF AUTHORIZATION EB 2690

REVISIONS:

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

PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **SUMMARY OF PAY ITEMS**

DATE 05/25/21 | PROJECT NO. 13184
DRAWN | SHEET NO. 4
CHECKED
APPROVED

GENERAL NOTES

1. B.M. DATA IS NATIONAL GEODETIC VERTICAL DATUM OF 1929. BEARINGS ARE BASED ON THE STATE PLANE COORDINATE SYSTEM, FLORIDA EAST ZONE , NAD 83(1990). THE BENCH MARK USED WAS SUPPLIED BY THE ENGINEERING DEPARTMENT OF MIAMI-DADE COUNTY. THE BENCH MARK SUPPLIED IS N-19 ELEVATION=11.65 (F.B.D.P., PG.2): A USC&G BRASS DISC IN THE SIDEWALK AT 57.6' NORTH OF THE CENTERLINE OF MIRACLE MILE AND 49.3' EAST OF THE CENTERLINE OF PONCE DE LEON BLVD.

2. ANY N.G.V.D. 29 MONUMENTS WITHIN THE LIMITS OF CONSTRUCTION ARE TO BE PROTECTED IF IN DANGER OF DAMAGE, THE PROJECT ENGINEER SHOULD

   NOTIFY:
   GEODETIC INFORMATION CENTER
   ATTN. MARK MAINTENANCE SECTION
   ATTN. N/CG-162
   6001 EXECUTIVE BLVD.
   ROCKVILLE, MARYLAND 20852 TEL. (301)443-8319

3. PEDESTRIAN RAMPS ARE REQUIRED AT ALL CORNERS WHERE SIDEWALK IS BEING UTILIZED.

4. THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES IN THE AREAS OF WORK TWO FULL BUSINESS DAYS BEFORE BEGINNING CONSTRUCTION.

5. UTILITY INFORMATION HAS NOT BEEN VERIFIED HORIZONTALLY OR VERTICALLY. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF ANY CONFLICTS WITH UTILITIES.

6. GRADES SHOWN ARE FINISHED GRADES.

7. EXISTING LAND MARKERS AND MONUMENTS WITHIN THE LIMITS OF CONSTRUCTION SHALL BE REFERENCED AND RESET BY THE SURVEY PARTY ON THE JOB.

8. WHEN DISSIMILAR DRAINAGE MATERIAL CONNECTIONS ARE MADE, SUCH AS CONCRETE TO METAL, THE DISSIMILAR MATERIALS SHALL BE SEPARATED BY COATING THE CONTACT SURFACE WITH BITUMASTIC MATERIAL.

9. EXISTING TOPOGRAPHIC INFORMATION PROVIDED BY LONGITUDE SURVEYORS. (SURVEY DATED 05/24/05; ADDITIONAL TOPOGRAPHIC SURVEY ON 05-03-2021)

10. ALL RADII AND OFFSETS ARE TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

11. ALL EXISTING FEATURES ADJACENT TO THE R/W THAT ARE IMPACTED BY THIS CONSTRUCTION SHALL BE REPAIRED / RESET AS REQUIRED BY THE CONTRACTOR AS PART OF THIS CONTRACT AT NO ADDITIONAL COST TO THE CITY AND / OR OWNER.

12. ALL WORK TO BE DONE IN COMPLIANCE WITH REQUIREMENTS OF THE CONTRACT SPECIFICATIONS AND ACCEPTABLE TO THE CITY OF CORAL GABLES PUBLIC WORKS DEPARTMENT.

13. CONTRACTOR IS RESPONSIBLE TO DETERMINE THE LOCATION, CHARACTER AND DEPTH OF EXISTING UTILITIES. THE CONTRACTOR SHALL ASSIST THE UTILITY COMPANIES BY EVERY MEANS POSSIBLE, TO DETERMINE SAID LOCATIONS AND THE LOCATIONS OF RECENT ADDITIONS TO THE SYSTEMS NOT SHOWN. EXTREME CAUTION SHALL BE EXERCISED BY THE CONTRACTOR TO ELIMINATE ANY POSSIBILITY OF ANY DAMAGE TO UTILITIES DURING CONSTRUCTION. THE LOCATION OF ALL UTILITIES SHALL BE VERIFIED AND THE PROJECT REPRESENTATIVE NOTIFIED OF ANY CONFLICT WHICH MIGHT OCCUR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING WHICH CONDITIONS WILL NEED SHORING DURING EXCAVATION AND SHALL PROVIDE SUCH SHORING AND SUPPORT AS IS REQUIRED.

14. THE CONTRACTOR SHALL MAKE A THOROUGH INVESTIGATION OF THE SITE IN ORDER TO FAMILIARIZE HIMSELF WITH THE EXISTING CONDITIONS.

15. KNOWN UTILITIES IN THE PROJECT LIMITS INCLUDE, BUT ARE NOT LIMITED TO:

UTILITY OWNERS	CONTACT	PHONE NO.
COMCAST CABLE	LEONARD MAXWELL-NEWBOLD	(954) 447-8405
CITY OF CORAL GABLES SEWER & STORMWATER UTILITIES	DAVID GALEANO	(305) 460-5017
CITY OF CORAL GABLES STREET LIGHTING	DAVID GALEANO	(305) 460-5017
FLORIDA CITY GAS	OSCAR RODRIGUEZ	(305) 835-3650
MIAMI - DADE COUNTY PUBLIC WORKS AND TRAFFIC	OCTAVIO VIDAL	(305) 412-0891 X 201
ATLANTIC BROADBAND	TROY GAETA	(954) 213-3367
FLORIDA POWER & LIGHT - DADE	EDGAR AGUILAR	(386) 586-6403
CROWN CASTLE FIBER	DANNY HASKETT	(786) 610-7073
FLORIDA POWER & LIGHT - TRANSMISSION	EDDIE FREAY	(305) 938-1936
HOTWIRE COMMUNICATIONS	WALTER DAVILA	(954) 699-0900
LEVEL 3 COMMUNICATIONS	NETWORK RELATIONS	(877) 366-8344 X 2
MCI	DEAN BOYERS	(469) 886-4238
MIAMI-DADE WATER & SEWER	LAZARO GUERRA	(786) 268-5273
AT&T / DISTRIBUTION	DINO FARRUGIO	(561) 997-0240

CALL 2 FULL BUSINESS DAYS BEFORE YOU DIG IN FLORIDA

811

Know what's **below.** **Call** before you dig.

16. EXISTING UTILITIES OTHER THAN THOSE INDICATED IN THESE DRAWINGS MAY BE ON THE SITE. THE CONTRACTOR IS WARNED TO PROCEED WITH CAUTION. CONTRACTOR IS TO INVESTIGATE ALL POSSIBLE UNMARKED UTILITY LINES.

17. EXISTING UTILITIES ARE TO BE PROTECTED BY THE CONTRACTOR. ANY UTILITIES DAMAGED BY THE CONTRACTOR WILL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.

18. ALL DISPOSAL OF MATERIALS, RUBBISH AND DEBRIS SHALL BE MADE AT A LEGAL DISPOSAL SITE OR BY OTHER PRIOR APPROVED MANNER. MATERIAL CLEARED FROM THE SITE AND DEPOSITED ON ADJACENT AND/OR NEARBY PROPERTY WILL NOT BE CONSIDERED AS HAVING BEEN DISPOSED OF SATISFACTORILY.

19. THE CONTRACTOR SHOULD TAKE SPECIAL NOTE OF SOIL CONDITIONS THROUGHOUT THIS PROJECT. ANY SPECIAL SHORING, SHEETING OR OTHER PROCEDURES NECESSARY TO PROJECT ADJACENT PROPERTY, EITHER PUBLIC OR PRIVATE, DURING THE FILLING OF EXCAVATION OF SUBSOIL MATERIAL OR DURING THE FILLING OF ANY AREA, OR FOR ANY OPERATION DURING CONSTRUCTION SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

20. LOCAL BUSINESSES WITHIN THE AREA OF CONSTRUCTION SHALL BE GIVEN ACCESS TO THEIR PROPERTY DURING ALL PHASES OF CONSTRUCTION.

21. THE CONTRACTOR SHALL REMOVE ANY EXISTING STRIPING THAT CONFLICTS WITH THE MAINTENANCE OF TRAFFIC DURING CONSTRUCTION AND PROVIDE ADEQUATE TEMPORARY SIGNING AND/OR STRIPING USING REFLECTORIZED PAINT.

22. TRAFFIC SHALL BE MAINTAINED ON DUST FREE ASPHALTIC CONCRETE SURFACE AT ALL TIMES.

23. CONTRACTOR SHALL PROVIDE TEMPORARY ALLEY CONNECTION ACCESS AS REQUIRED.

24. THE CONTRACTOR SHALL PROVIDE SIGNS AND BARRICADES AS WELL AS ALL TRAFFIC CONTROL DEVICES USED ON THIS PROJECT, AND SHALL CONFORM TO THE APPLICABLE SPECIFICATIONS SHOWN IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS U.S.D.T.F.H.A. (A.N.S.1.) D6-1-1987

25 ALL TREES NOT AFFECTED BY GRADING ARE TO REMAIN, UNLESS OTHERWISE INDICATED, AS DIRECTED BY THE CITY'S ENGINEER.

26.CONTRACTOR SHALL PROTECT EXISTING AND CONSTRUCTED DRAINAGE STRUCTURES AND EXFILTRATION SYSTEM FROM CONSTRUCTION DEBRIS. CONTRACTOR SHALL PLACE FILTER FABRIC UNTIL CONSTRUCTION OPERATIONS ARE FINALIZED. ALL EXISTING CATCH BASINS, NEW CATCH BASINS, MANHOLES AND DRAINAGE PIPES SHALL BE FLUSHED OUT AND THOROUGHLY CLEANED OUT WITH JET-VAC EQUIPMENT BY THE CONTRACTOR AFTER ALL PAVING IS COMPLETED, AND PRIOR TO END OF CONSTRUCTION. ALL ASSOCIATED COSTS SHALL BE INCLUDED IN THE BID ITEM OF THE DRAINAGE STRUCTURES.

27. CONTRACTOR SHALL COORDINATE WITH THE IRRIGATION SUB-CONTRACTOR FOR THE INSTALLATION OF ANY NECESSARY SLEEVES UNDER THE PAVEMENT.

28. PRIOR TO CONSTRUCTION AND EXCAVATION OF TREE HOLES, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE LOCATION OF ALL UTILITIES, STRUCTURES, ETC. BY HAND EXCAVATION OR OTHER APPROPRIATE MEASURE TO DETERMINE IF THERE ARE ANY CONFLICTING UTILITIES. IF THE PLACEMENT OF THE TREES, WHERE SHOWN ON THE PLANS, ENCOUNTERS INTERFERING UNDERGROUND UTILITIES, THE CONTRACTOR, UNDER THE DIRECTION OF THE LANDSCAPE ARCHITECT, SHALL READJUST THE SPACING AS REQUIRED TO GIVE THE APPEARANCE OF EVEN SPACING OF EACH GROUP OF TREES.

29. PRIOR TO THE REMOVAL OF ON-STREET PARKING SPACES OR METERS, THE CONTRACTOR MUST CONTACT THE CIYT OF CORAL GABELS PARKING DEPARTMENT.

30. STEEL PLATED COVER JUNCTION BOXES IN CONFLICT WITH PROPOSED SIDEWALK ARE TO BE REMOVED.

31. THE MINIMUM LONGITUDINAL GUTTER GRADE IS 0.25%.

32. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL COORDINATE WITH UTILITY OWNERS FOR THE ADJUSTMENT BY UTILITY OWNERS, WHERE NECESSARY, OF ALL UTILITY COVERS WITHIN THE LIMITS OF MILLING AND RESURFACING.

33. PRIOR TO CONSTRUCTION, CONTRACTOR SHALL COORDINATE WITH UTILITY OWNERS FOR THE ADJUSTMENT BY UTILITY OWNERS, WHERE NECESSARY, OF ALL UTILITY COVERS, CLEANOUTS AND WATER METER BOXES WITHIN SIDEWALK RECONSTRUCTION AND PLANTING AREAS, TO PROPOSED GRADES.

34. CONTRACTOR SHALL BE RESPONSIBLE FOR PROMPTLY REPORTING ANY DISCREPANCIES RELATED TO SITE CONDITIONS.

35. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND / OR APPROVALS PRIOR TO THE START OF CONSTRUCTION.

36. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE EOR FOR APPROVAL PRIOR ORDERING THE MATERIALS REQUIRED FOR THE CONSTRUCTION.

37. CONTRACTOR SHALL NOTIFY THE CITY OF CORAL GABLES PUBLIC WORKS DEPARTMENT 72 HRS. PRIOR TO THE START OF CONSTRUCTION.

ENVIRONMENTAL NOTES

1. THE CONTRACTOR SHALL NOT STAGE OR OPERATE EQUIPMENT WITHIN THE DRIPLINE OF TREES.

2. NO STAGING WILL BE ALLOWED WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL REVIEW ENVIRONMENTAL REQUIREMENTS OF ANY PROPOSED STAGING AREAS WITH THE PROJECT ENGINEER AT LEAST SEVENTY-TWO (72) HOURS PRIOR TO USE.

3. ANY MATERIAL TO BE STOCKPILED FOR PERIODS GREATER THAN 24 HOURS SHALL BE PROTECTED BY APPROPRIATE EROSION CONTROL DEVICES. COST TO BE INCLUDED IN THE RELATED BID ITEM.

4. ALL LANDSCAPE IS DESIGNATED TO REMAIN UNLESS OTHERWISE NOTED IN THE PLANS.

5. ALL LANDSCAPE WITHIN 5 FEET OF CONSTRUCTION ACTIVITIES SHALL BE PROTECTED AS PER FDOT STANDARD PLANS INDEX 110-100. COST OF TREE PROTECTION TO BE INCLUDED IN THE RELATED PAY ITEM.

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FORT MYERS
CERTIFICATE OF AUTHORIZATION EB 2690

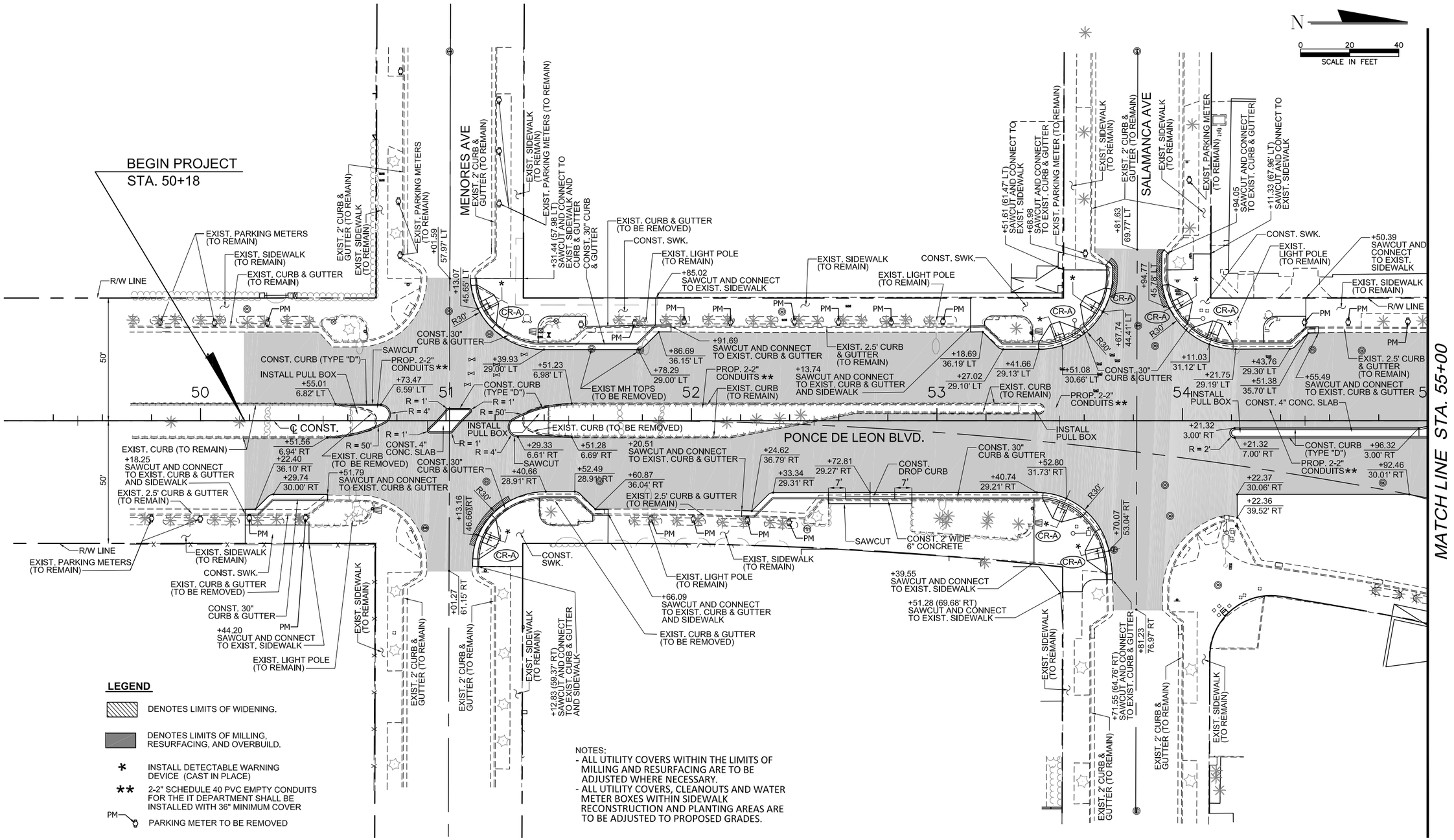
REVISIONS:

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

PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **GENERAL NOTES**

DATE	PROJECT NO.
05/25/21	13184
DRAWN	SHEET NO.
CHECKED	5
APPROVED	



LEGEND

- DENOTES LIMITS OF WIDENING.
- DENOTES LIMITS OF MILLING, RESURFACING, AND OVERBUILD.
- * INSTALL DETECTABLE WARNING DEVICE (CAST IN PLACE)
- ** 2-2" SCHEDULE 40 PVC EMPTY CONDUITS FOR THE IT DEPARTMENT SHALL BE INSTALLED WITH 36" MINIMUM COVER
- PM — PARKING METER TO BE REMOVED

NOTES:
- ALL UTILITY COVERS WITHIN THE LIMITS OF MILLING AND RESURFACING ARE TO BE ADJUSTED WHERE NECESSARY.
- ALL UTILITY COVERS, CLEANOUTS AND WATER METER BOXES WITHIN SIDEWALK RECONSTRUCTION AND PLANTING AREAS ARE TO BE ADJUSTED TO PROPOSED GRADES.

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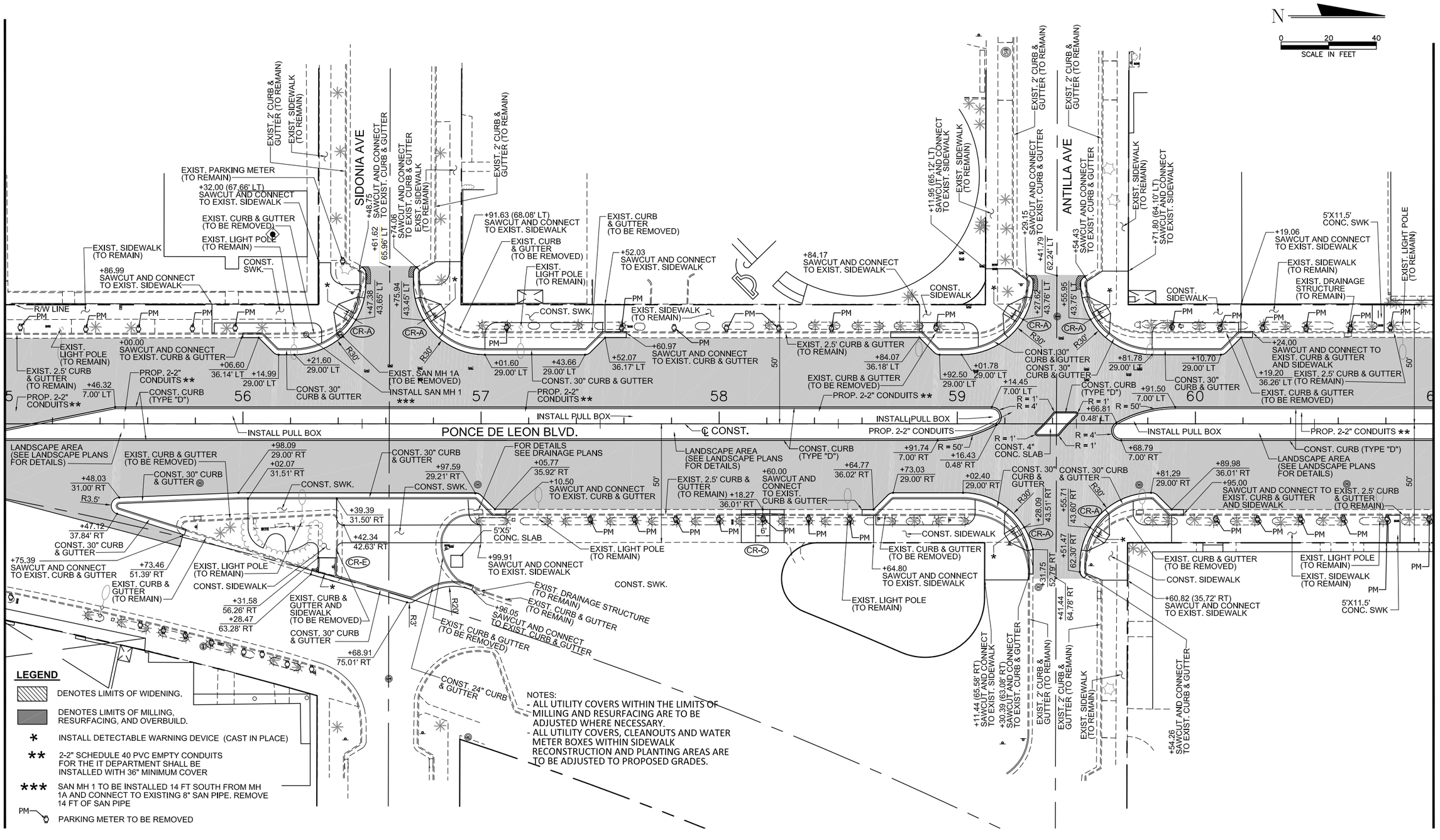
REVISIONS:

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

PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **ROADWAY PLAN**

DATE	PROJECT NO.
05/25/21	13184
DRAWN	SHEET NO.
CHECKED	6
APPROVED	



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CERTIFICATE OF AUTHORIZATION EB 2690

REVISIONS:

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

PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **ROADWAY PLAN**

DATE	PROJECT NO.
05/25/21	13184
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N

0 20 40

SCALE IN FEET

MATCH LINE STA. 61+00

MATCH LINE STA. 67+00

PHOENETIA AVE

SANTILLANE AVE

PONCE DE LEON BLVD.

NOTE TO REVIEWERS:

THE EXIST. SAN MH ON THE NW CORNER OF PHOENETIA AVENUE SHOWN IN THE 60% PLANS HAS ALREADY BEEN REMOVED BY THE 1000 PONCE DE LEON BLVD. PROJECT.

NOTES:
- ALL UTILITY COVERS WITHIN THE LIMITS OF MILLING AND RESURFACING ARE TO BE ADJUSTED WHERE NECESSARY.
- ALL UTILITY COVERS, CLEANOUTS AND WATER METER BOXES WITHIN SIDEWALK RECONSTRUCTION AND PLANTING AREAS ARE TO BE ADJUSTED TO PROPOSED GRADES.

LEGEND

- DENOTES LIMITS OF WIDENING.
- DENOTES LIMITS OF MILLING, RESURFACING, AND OVERBUILD.
- * INSTALL DETECTABLE WARNING DEVICE (CAST IN PLACE)
- ** 2-2" SCHEDULE 40 PVC EMPTY CONDUITS FOR THE IT DEPARTMENT SHALL BE INSTALLED WITH 36" MINIMUM COVER
- *** SAN MH 2 TO BE INSTALLED 17 FT SOUTH FROM MH 2A AND CONNECT TO EXISTING 8" SAN PIPE. REMOVE 17 FT OF SAN PIPE
- PM PARKING METER TO BE REMOVED

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CERTIFICATE OF AUTHORIZATION EB 2690

REVISIONS:

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

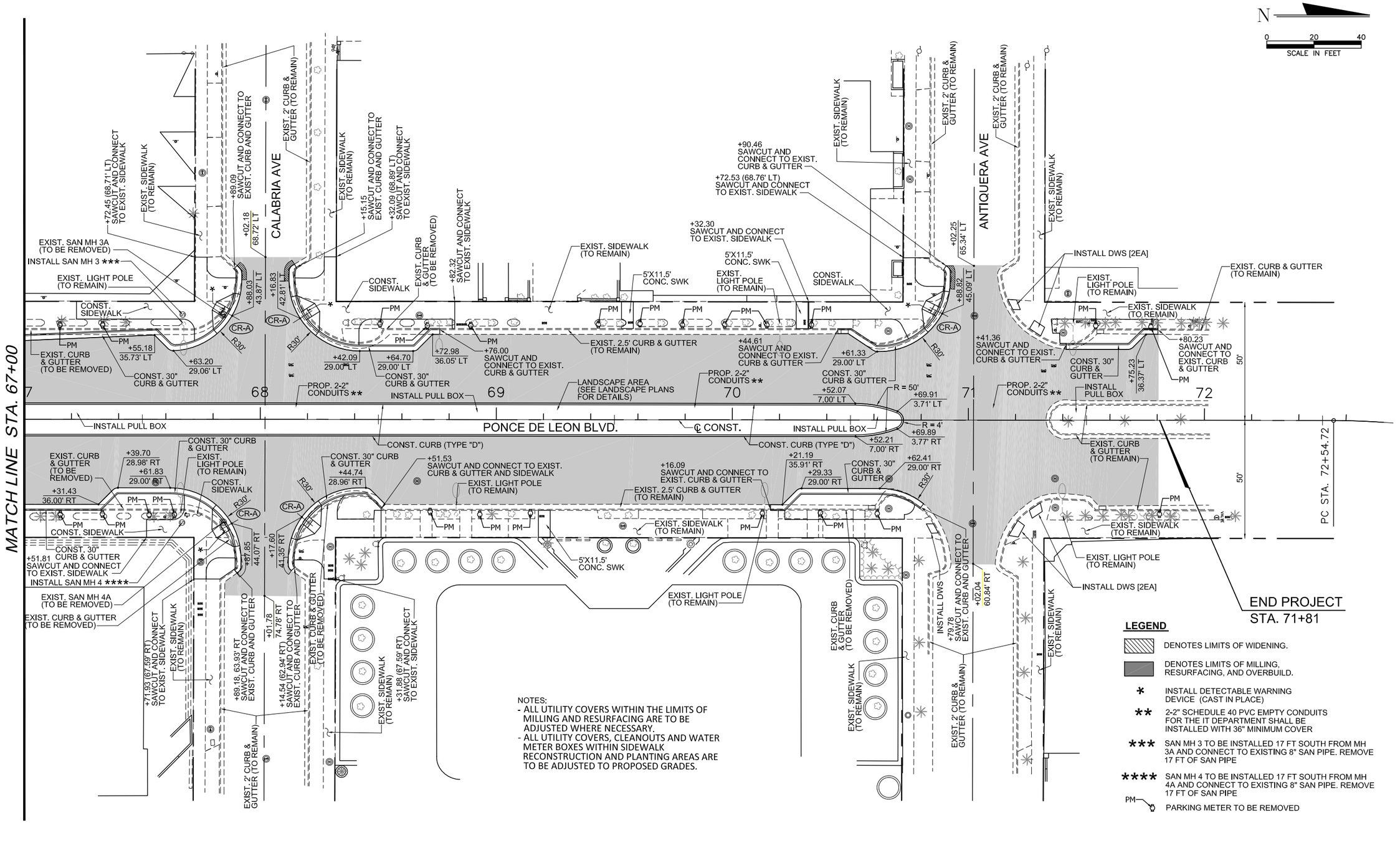
PROJECT:

PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III

TITLE:

ROADWAY PLAN

DATE	PROJECT NO.
05/25/21	13184
DRAWN	SHEET NO.
CHECKED	8
APPROVED	



NOTES:
- ALL UTILITY COVERS WITHIN THE LIMITS OF MILLING AND RESURFACING ARE TO BE ADJUSTED WHERE NECESSARY.
- ALL UTILITY COVERS, CLEANOUTS AND WATER METER BOXES WITHIN SIDEWALK RECONSTRUCTION AND PLANTING AREAS ARE TO BE ADJUSTED TO PROPOSED GRADES.

LEGEND

- DENOTES LIMITS OF WIDENING.
- DENOTES LIMITS OF MILLING, RESURFACING, AND OVERBUILD.
- * INSTALL DETECTABLE WARNING DEVICE (CAST IN PLACE)
- ** 2-2" SCHEDULE 40 PVC EMPTY CONDUITS FOR THE IT DEPARTMENT SHALL BE INSTALLED WITH 36" MINIMUM COVER
- *** SAN MH 3 TO BE INSTALLED 17 FT SOUTH FROM MH 3A AND CONNECT TO EXISTING 8" SAN PIPE. REMOVE 17 FT OF SAN PIPE
- **** SAN MH 4 TO BE INSTALLED 17 FT SOUTH FROM MH 4A AND CONNECT TO EXISTING 8" SAN PIPE. REMOVE 17 FT OF SAN PIPE
- PM PARKING METER TO BE REMOVED

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REVISIONS:

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

PROJECT:

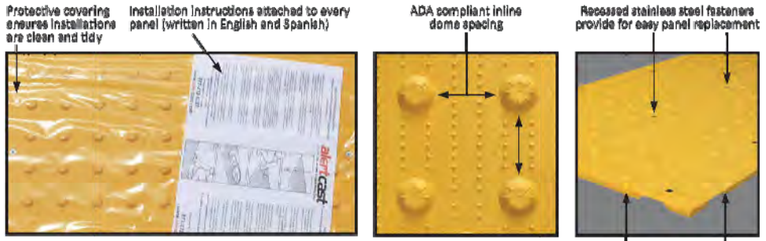
PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III

TITLE:

ROADWAY PLAN

DATE	PROJECT NO.
05/25/21	13184
DRAWN	SHEET NO.
CHECKED	9
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ALERTCAST® DETECTABLE WARNING SYSTEM



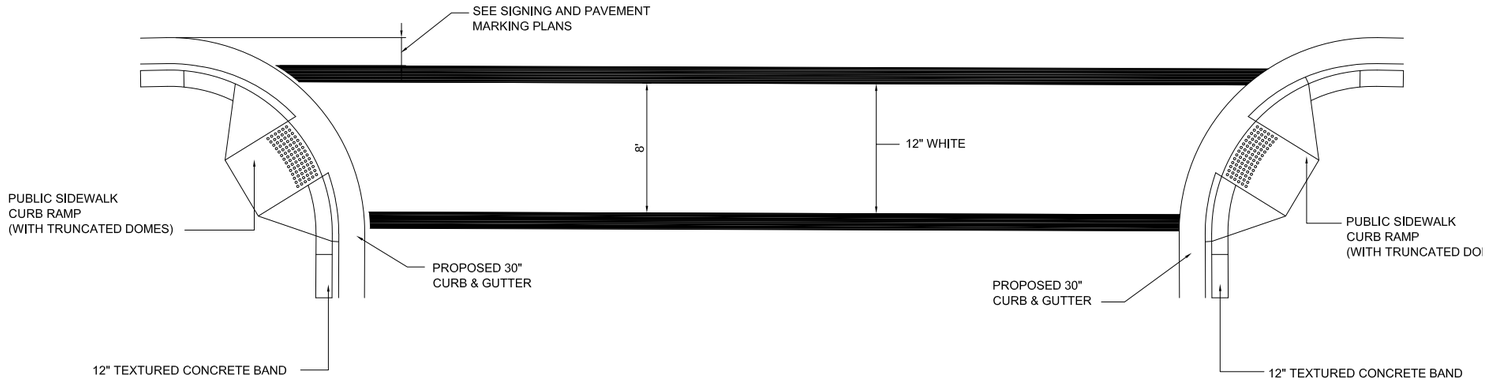
MATERIAL SPECIFICATIONS

PROPERTY	ASTM STANDARD	RESULT
Slip Resistance	C 1028	Dry = 1.03/Wet = 0.83
Impact Resistance	D 256	8.0 izod ft-lbs/in (notch)
Accelerated Weathering	ASTM G155-05	No Change
Compressive Strength	D 695	30,000 psi
Flexural Strength	D 790	19,280 psi
Tensile Strength 1/8"	D 638	5,511 psi
Water Absorption	C 570	0.3-0.6%
Color	Integral Throughout Product	Yes
Color/Contrast	Cap-Y (LRV)	Brick Red 5-15 Safety Yellow 25-30 Colonial Red 5-15
Dome Height	0.2"	Yes
Dome Base Width	0.9"	Yes
Dome Top Diameter	0.45"	Yes
Dome Spacing	2.35"	Center-to-Center
Salt Spray	B 117	No Change
Wear Resistance	C 501	83 grams or 0.0107"
PENETRATOR® Concrete Anchor	Pullout Strength	729 Pounds per anchor
Freeze-Thaw Durability	C1262-08	Pass
Waste Classification	USEPA 40 CFR Part 261	Non Hazardous

DWS DETECTABLE WARNING SYSTEMS
THE SOURCE FOR ADA COMPLIANCE

MADE IN U S A

detectable-warning.com | 866.999.7452 | info@detectable-warning.com

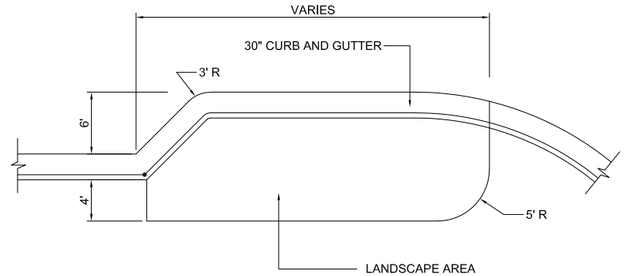


TYPICAL CROSSWALK DETAIL

N.T.S.

GENERAL NOTES

1. THE LOCATION AND ORIENTATION OF CURB RAMPS SHALL BE AS SHOWN IN THE PLANS.
2. CURB RAMP RUNNING SLOPES AT UNRESTRAINED SITES SHALL NOT BE STEEPER THAN 1:12 AND CROSS SLOPE SHALL BE 0.02 OR FLATTER. TRANSITION SLOPES SHALL NOT BE STEEPER THAN 1:12.
3. RAMP RUNNING SLOPE IS NOT REQUIRED TO EXCEED 8' IN LENGTH, EXCEPT AT SITES WHERE THE PLANS SPECIFY A GREATER LENGTH.
4. CURB RAMP DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL WIDTH OF THE RAMP AND IN THE DIRECTION OF TRAVEL 24" FROM THE BACK OF CURB. DETECTABLE WARNING SURFACES SHALL BE CONSTRUCTED BY TEXTURING A TRUNCATED DOME PATTERN IN CONFORMANCE WITH THE U.S. DEPARTMENT OF JUSTICE A.D.A. STANDARDS FOR ACCESSIBLE DESIGN, A.D.A. ACCESSIBILITY GUIDELINES, SECTION 4.29.2. SPECIFICATIONS SHALL BE SIMILAR TO ALERTCAST DETECTABLE WARNING SYSTEMS.
   TRANSITION SLOPES ARE NOT TO HAVE DETECTABLE WARNINGS.
5. UNLESS OTHERWISED CALLED OUT IN THE PLANS, THE RAMP DETECTABLE WARNING SURFACE SHALL BE COLONIAL RED.



BULB-OUT DETAIL

N.T.S.

NOTE:

1. THIS IS A STANDARD BULB-OUT DETAIL. SOME BULB-OUTS MAY VARY. SEE PLANS FOR DETAILS.
2. FOR LANDSCAPED AREAS SEE LANDSCAPING PLANS.

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TRANSPORTATION ∘ CIVIL ∘ STRUCTURAL ∘ ENVIRONMENTAL
CORAL GABLES 1750 PONCE DE LEON BLVD. CORAL GABLES FL 33134 TELEPHONE (305) 447-0900 FAX (305) 441-1096
FORT MYERS
CERTIFICATE OF AUTHORIZATION EB 2690

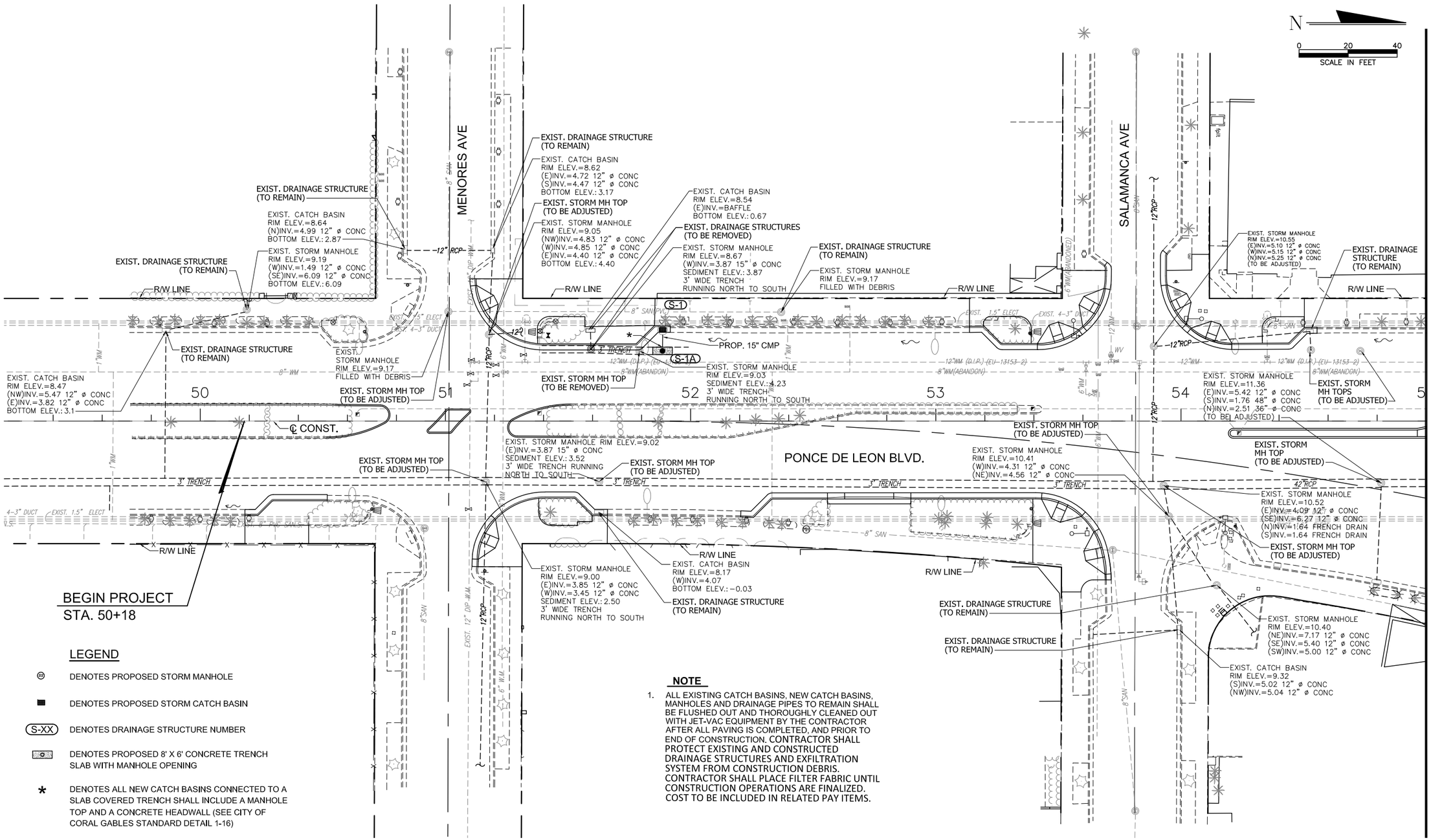
REVISIONS:

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

PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **MISCELLANEOUS DETAILS**

DATE	PROJECT NO.
05/25/21	13184
DRAWN	SHEET NO.
CHECKED	10
APPROVED	



LEGEND

- DENOTES PROPOSED STORM MANHOLE
- DENOTES PROPOSED STORM CATCH BASIN
- (S-XX) DENOTES DRAINAGE STRUCTURE NUMBER
- DENOTES PROPOSED 8' X 6' CONCRETE TRENCH SLAB WITH MANHOLE OPENING
- * DENOTES ALL NEW CATCH BASINS CONNECTED TO A SLAB COVERED TRENCH SHALL INCLUDE A MANHOLE TOP AND A CONCRETE HEADWALL (SEE CITY OF CORAL GABLES STANDARD DETAIL 1-16)

NOTE

1. ALL EXISTING CATCH BASINS, NEW CATCH BASINS, MANHOLES AND DRAINAGE PIPES TO REMAIN SHALL BE FLUSHED OUT AND THOROUGHLY CLEANED OUT WITH JET-VAC EQUIPMENT BY THE CONTRACTOR AFTER ALL PAVING IS COMPLETED, AND PRIOR TO END OF CONSTRUCTION. CONTRACTOR SHALL PROTECT EXISTING AND CONSTRUCTED DRAINAGE STRUCTURES AND EXFILTRATION SYSTEM FROM CONSTRUCTION DEBRIS. CONTRACTOR SHALL PLACE FILTER FABRIC UNTIL CONSTRUCTION OPERATIONS ARE FINALIZED. COST TO BE INCLUDED IN RELATED PAY ITEMS.

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DAVID PLUMMER & ASSOCIATES, INC.
TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING
CORAL GABLES FORT MYERS
1750 PONCE DE LEON BLVD. CORAL GABLES FL 33134 TELEPHONE (305) 447-0900
CERTIFICATE OF AUTHORIZATION EB 2690

REVISIONS:

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

PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **DRAINAGE PLAN**

DATE	PROJECT NO.
05/25/21	13184
DRAWN	SHEET NO.
CHECKED	11
APPROVED	

N

0 20 40

SCALE IN FEET

MATCH LINE STA. 55+00

MATCH LINE STA. 61+00

SIDONIA AVE

ANTILLA AVE

PONCE DE LEON BLVD.

R/W LINE

EXIST. DRAINAGE STRUCTURE (TO BE REMOVED)

EXIST. CATCH BASIN
RIM ELEV.=12.04
(W)INV.=7.64 12" ø CONC

EXIST. DRAINAGE STRUCTURE (TO REMAIN)

EXIST. CATCH BASIN
RIM ELEV.=13.31
(E)INV.=9.84 12" ø CONC

EXIST. 12" RCP (TO BE FILLED & CAPPED)

PROP. 15" CMP

EXIST. 12" RCP (TO BE CAPPED)

EXIST. STORM MH TOP (TO BE ADJUSTED)

EXIST. STORM MANHOLE
RIM ELEV.=12.21
(E)INV.=7.36 12" ø CONC
(S)INV.=3.34 36" ø CONC
(N)INV.=3.31 36" ø CONC

EXIST. 12" RCP (TO BE FILLED & CAPPED)

EXIST. STORM MANHOLE
RIM ELEV.=12.69
(W)INV.=6.97 12" ø CONC
(E)INV.=7.79 12" ø CONC
(N)INV.=4.14 36" ø CONC
(S)INV.=4.14 36" ø CONC

EXIST. STORM MANHOLE
RIM ELEV.=14.31
(E)INV.=9.51 12" ø CONC
(N)INV.=5.61 FRENCH DRAIN
(S)INV.=5.61 FRENCH DRAIN

EXIST. STORM MH TOP (TO BE ADJUSTED)

EXIST. 12" RCP (TO BE CAPPED)

EXIST. DRAINAGE STRUCTURE (TO BE REMOVED)

EXIST. CATCH BASIN
RIM ELEV.=11.77
(W)INV.=7.67 12" ø CONC

EXIST. DRAINAGE STRUCTURE (TO BE REMOVED)

EXIST. CATCH BASIN
RIM ELEV.=12.08
(W)INV.=7.63 12" ø CONC
(E)INV.=7.68 12" ø CONC

EXIST. 12" RCP (TO BE FILLED & CAPPED)

PROP. 15" CMP

EXIST. CATCH BASIN
RIM ELEV.=12.74
(E)INV.=8.64 12" ø CONC
(W)INV.=7.99 12" ø CONC

EXIST. STORM MANHOLE
RIM ELEV.=14.80
(N)INV.=10.65 15" ø CONC
(S)INV.=10.70 8" ø PVC

EXIST. DRAINAGE STRUCTURE (TO REMAIN)

EXIST. DRAINAGE STRUCTURE (TO REMOVE)

EXIST. DRAINAGE STRUCTURE (TO REMAIN)

EXIST. DRAINAGE STRUCTURES (TO REMAIN)

EXIST. STORM MANHOLE
RIM ELEV.=13.25
(NW)INV.=9.7 12" ø CONC
(SW)INV.=7.69 12" ø CONC
(SE)INV.=7.39 12" ø CONC

EXIST. CATCH BASIN
RIM ELEV.=12.04
(S)INV.=7.14 12" ø CONC
(NW)INV.=7.44 12" ø CONC

EXIST CATCH BASIN
RIM ELEV.=11.79
(N)INV.=7.64 12" ø CONC

EXIST. CATCH BASIN
RIM ELEV.=14.55
(S)INV.=10.30 15" ø CONC

EXIXTS. CATCH BASIN
RIM ELEV.=13.45
(W)INV.=9.75 12" ø CONC

EXIST. STORM MANHOLE
RIM ELEV.=14.49
(W)INV.=9.24 12" ø CONC
(N)INV.=5.37 FRENCH DRAIN
(S)INV.=5.37 FRENCH DRAIN
BOTTOM 9.12

℄ CONST.

PROP. 15" CMP

S-1B S-1C S-2 S-3 S-3A S-4 S-4A S-5 S-5A

5 56 57 58 59 60 6

NOTE

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LEGEND

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- DENOTES PROPOSED STORM CATCH BASIN
- (S-XX) DENOTES DRAINAGE STRUCTURE NUMBER
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CORAL GABLES FORT MYERS

1750 PONCE DE LEON BLVD. CORAL GABLES FL 33134 TELEPHONE (305) 447-0900

CERTIFICATE OF AUTHORIZATION EB 2690

REVISIONS:

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

PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **DRAINAGE PLAN**

DATE	PROJECT NO.
05/25/21	13184
DRAWN	SHEET NO.
CHECKED	12
APPROVED	

N

0 20 40

SCALE IN FEET

MATCH LINE STA. 61+00

MATCH LINE STA. 67+00

PHOENETIA AVE

SANTILLANE AVE

PONCE DE LEON BLVD.

℄ CONST.

R/W LINE

EXIST. DRAINAGE STRUCTURE (TO BE REMOVED)

EXIST. CATCH BASIN
RIM ELEV.=13.33
(E)INV.=9.88 12" ø CONC

EXIST. DRAINAGE STRUCTURE (TO BE REMOVED)
EXIST. CATCH BASIN
RIM ELEV.=14.21
(W)INV.=9.71 12" ø CONC

S-7

PROP. 15" CMP

EXIST. 12" RCP (TO BE FILLED & CAPPED)

EXIST. STORM MANHOLE

EXIST. STORM MH TOP (TO BE ADJUSTED)
RIM ELEV.=14.89
(E)INV.=9.49 12" ø CONC
(W)INV.=9.54 12" ø CONC
(N)INV.=4.84 FRENCH DRAIN
(S)INV.=4.84 FRENCH DRAIN

EXIST. 12" RCP (TO BE CAPPED)

S-6A S-7A S-6 PROP. 15" CMP

3' TRENCH

EXIST. CATCH BASIN
RIM ELEV.=14.29
(W)INV.=10.34 12" ø CONC

EXIST. DRAINAGE STRUCTURE (TO BE REMOVED)

EXIST. STORM MANHOLE
RIM ELEV.=14.99
(SE)INV.=12.14 12" ø CONC

EXIST. DRAINAGE STRUCTURE (TO REMAIN)

EXIST. STORM MANHOLE
RIM ELEV.=14.78
(SW)INV.=10.76 12" ø CONC
(NW)INV.=11.25 12" ø CONC
(E)INV.=6.58 FRENCH DRAIN

EXIST. DRAINAGE STRUCTURE (TO REMAIN)

EXIST. STORM MANHOLE
RIM ELEV.=14.98
(NE)INV.=12.03 12" ø CONC

EXIST. DRAINAGE STRUCTURE (TO REMAIN)

EXIST. 12" RCP (TO BE FILLED & CAPPED)

EXIST. STORM MANHOLE
RIM ELEV.=15.73
(N)INV.=9.83 12" ø CONC
(TO BE ADJUSTED)

EXIST. DRAINAGE STRUCTURE (TO BE REMOVED)

EXIST. 12" RCP (TO BE FILLED & CAPPED)

EXIST. 12" RCP (TO BE FILLED & CAPPED)

EXIST. STORM MANHOLE RIM ELEV.=15.45
(E)INV.=10.25 12" ø CONC
(W)INV.=9.49 12" ø CONC
(N)INV.=4.85 FRENCH DRAIN
(S)INV.=4.85 FRENCH DRAIN

S-15A PROP. 15" CMP S-15

S-8A S-9A PROP. 15" CMP

S-9

EXIST. DRAINAGE STRUCTURES (TO BE REMOVED)

EXIST. CATCH BASIN
RIM ELEV.=14.89
(W)INV.=10.69 12" ø CONC

EXIST. DRAINAGE STRUCTURES (TO BE REMOVED)

EXIST. STORM MANHOLE
RIM ELEV.=15.37
(N)INV.=11.47 12" ø CONC
(S)INV.=9.97 12" ø CONC
(E)INV.=8.17 FRENCH DRAIN
(W)INV.=8.17 FRENCH DRAIN

EXIST. 12" RCP (TO BE CAPPED)

EXIST. CATCH BASIN
RIM ELEV.=16.14
(E)INV.=11.39 12" ø METAL
(W)INV.=11.14 12" CONC

EXIST. DRAINAGE STRUCTURE (TO REMAIN)

PROP. 15" CMP S-14 S-12 S-13 PROP. 15" CMP

S-8 PROP. 15" CMP

LEGEND

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- DENOTES PROPOSED STORM CATCH BASIN
- S-XX DENOTES DRAINAGE STRUCTURE NUMBER
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CERTIFICATE OF AUTHORIZATION EB 2690

REVISIONS:

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

PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **DRAINAGE PLAN**

DATE 05/25/21 | PROJECT NO. 13184
DRAWN | SHEET NO. 13
CHECKED
APPROVED

N

0 20 40
SCALE IN FEET

MATCH LINE STA. 67+00

CALABRIA AVE

ANTIQUERA AVE

PONCE DE LEON BLVD.

R/W LINE

EXIST. STORM MANHOLE
RIM ELEV.=14.89
(E)INV.=2.54 FRENCH DRAIN
(W)INV.=2.54 FRENCH DRAIN
(TO REMAIN)

EXIST. DRAINAGE STRUCTURES
(TO REMAIN)

EXIST. STORM MANHOLE
RIM ELEV.=15.60
(E)INV.=10.70 12" ø CONCRETE
(S)INV.=11.10 15" ø PLASTIC
(TO REMAIN)

EXIST. CATCH BASIN
RIM ELEV.=14.97
(N)INV.=11.32 15" PLASTIC
(TO REMAIN)

EXIST. DRAINAGE STRUCTURE
(TO REMAIN)

EXIST. STORM MANHOLE
RIM ELEV.=15.63
(N)INV.=11.33 15" ø PLASTIC
(E)INV.=10.23 12" ø CONCRETE

EXIST. CATCH BASIN
RIM ELEV.=14.82
(S)INV.=11.45 15" ø PLASTIC

EXIST. 15"
PLASTIC PIPE
(TO BE CAPPED)

EXIST. DRAINAGE
STRUCTURE
(TO BE REMOVED)

PROP. 15" CMP

S-11

67 68 69 70 71 72

℄ CONST.

EXIST. STORM MANHOLE
RIM ELEV.=15.91
(N)INV.=7.11 FRENCH DRAIN
(S)INV.=7.11 FRENCH DRAIN

EXIST. STORM MH TOP
(TO BE ADJUSTED)

EXIST. STORM MANHOLE
RIM ELEV.=15.93
(N)INV.=8.18 FRENCH DRAIN
(S)INV.=8.18 FRENCH DRAIN

EXIST. STORM MH TOP
(TO BE ADJUSTED)

EXIST. STORM MANHOLE
RIM ELEV.=15.54
(W)INV.=9.11 12" ø CONCRETE
(E)INV.=9.94 12" ø CONCRETE
BOTTOM ELEV.=7.29 FRENCH DRAIN

EXIST. STORM
MH TOPS
(TO BE ADJUSTED)

EXIST. DRAINAGE
STRUCTURES
(TO REMAIN)

S-10A

S-10

S-11A

3' TRENCH

PC STA. 72+54.72

END PROJECT
STA. 71+81

EXIST. STORM MANHOLE
RIM ELEV.=16.08
(NW)INV.=12.33 6" ø PVC
(N)INV.=12.88 6" ø PVC
(NE)INV.=12.78 8" ø PVC
(E)INV.=4.23 24" ø CORRUGATED

EXIST. DRAINAGE STRUCTURE
(TO REMAIN)

EXIST. DRAINAGE STRUCTURES
(TO REMAIN)

EXIST. STORM MANHOLE
RIM ELEV.=15.74
(E)INV.=9.69 12" ø METAL
BOTTOM ELEV.=4.54

EXIST. CATCH BASIN
RIM ELEV.=15.63
(S)INV.=9.68 12" ø METAL
(W)INV.=9.57 12" ø METAL

EXIST. DRAINAGE STRUCTURES
(TO REMAIN)

EXIST. STORM MANHOLE
RIM ELEV.=15.55
(W)INV.=3.33 24" ø CORRUGATED
(E)INV.=4.4 24" ø CORRUGATED

EXIST. DRAINAGE STRUCTURES
(TO BR REMOVED)

EXIST. CATCH BASIN
RIM ELEV.=14.84
(N)INV.=11.29 15" ø PLASTIC

EXIST. 12" RCP
(TO BE CAPPED)

EXIST. STORM MANHOLE
RIM ELEV.=14.24
(W)INV.=9.44 6" ø PVC
(E)INV.=3.34 24" ø CORRUGATED
(TO REMAIN)

EXIST. DRAINAGE STRUCTURES
(TO REMAIN)

EXIST. STORM MANHOLE
RIM ELEV.=15.29
(W)INV.=8.86 12" ø CONCRETE
(E)INV.=9.60 12" ø CONCRETE
BOTTOM ELEV.=8.25 FRENCH DRAIN

EXIST. STORM MANHOLE
RIM ELEV.=15.37
(S)INV.=11.02 15" ø PLASTIC
(W)INV.=10.42 12" ø CONCRETE

EXIST. CATCH BASIN
RIM ELEV.=14.54
(S)INV.=11.16 15" ø PLASTIC
(TO REMAIN)

EXIST. STORM MANHOLE
RIM ELEV.=15.29
(E)INV.=10.24 12" ø CONCRETE
(W)INV.=9.47 12" ø CONCRETE
BOTTOM ELEV.=6.69 FRENCH DRAIN
(TO REMAIN)

EXIST. STORM MANHOLE
RIM ELEV.=15.08
(N)INV.=10.98 15" ø PLASTIC
(W)INV.=10.61 12" ø CONCRETE
(TO REMAIN)

EXIST. DRAINAGE
STRUCTURE
(TO REMAIN)

NOTE

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LEGEND

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- DENOTES PROPOSED STORM CATCH BASIN
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REVISIONS:

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PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **DRAINAGE PLAN**

DATE	PROJECT NO.
05/25/21	13184
DRAWN	SHEET NO.
CHECKED	14
APPROVED	

PROPOSED DRAINAGE STRUCTURE TABULATION

STRC. No.	STATION	OFFSET	STRUCTURE TYPE	15" CMP	TOP EL.	INVERT EL.				BOTT. EL.	BAFFLE	SUMP	COMMENTS
						N	S	W	E				
S-1	51+88.61	36.15' LT	CATCH BASIN "TYPE D"	6 LF	8.70	-	-	-	4.8	1.3	E	3.5	
S-1A	51+88.61	28.62' LT	MANHOLE TOP "TYPE C"	–	9.08	-	-	4.7	-	-	-	-	WITH CONCENTRIC RISER. INVERT AT CONCRETE HEADWALL
S-1B	55+81.66	29.66' RT	CATCH BASIN "TYPE D"	2 LF	11.91	-	-	7.9	--	4.4	W	3.5.	
S-1C	55+81.88	24.89' RT	MANHOLE (EXIST.)	–	12.05	3.3	3.3	–	7.8	EXIST.	—	EXIST.	
S-2	56+99.05	71.71' RT	CATCH BASIN TYPE "N" (EXIST.)	32 LF	12.74	-	-	8.0	8.6	EXIST.	—	EXIST.	
S-3	57+07.50	35.92' RT	CATCH BASIN "TYPE D"	8 LF	12.22	-	-	7.8	7.8	4.3	W	3.5	
S-3A	57+07.50	25.71' RT	MANHOLE "TYPE C"	–	12.80	4.2	4.2	–	7.7	2.2	--	2.0	
S-4	57+53.49	36.17' LT	CATCH BASIN "TYPE D"	60 LF	12.67	-	-	-	8.6	5.1	E	3.5	
S-4A	57+53.49	25.59' RT	MANHOLE "TYPE C"	–	13.15	4.4	4.4	8.4	–	2.4	--	2.0	
S-5	59+91.40	36.01' RT	CATCH BASIN "TYPE D"	8 LF	13.65	-	-	9.7	-	6.2	W	3.5	
S-5A	59+91.40	36.01' RT	MANHOLE TOP "TYPE C"	–	14.45	-	-	–	9.6	–	--	–	WITH CONCENTRIC RISER. INVERT AT CONCRETE HEADWALL
S-6	62+70.25	35.60' RT	CATCH BASIN "TYPE D"	8 LF	14.36	-	-	10.4	-	6.9	W	3.5	
S-6A	62+70.25	24.78' RT	MANHOLE TOP "TYPE C"	–	14.36	-	-	–	10.3	–	--	–	WITH CONCENTRIC RISER. INVERT AT CONCRETE HEADWALL
S-7	62+94.00	36.00' LT	CATCH BASIN "TYPE D"	60 LF	13.49	-	-	-	9.5	6.0	E	3.5	
S-7A	62+94.00	24.91' RT	MANHOLE TOP "TYPE C"	–	15.00	-	-	9.3	–	–	--	–	WITH CONCENTRIC RISER. INVERT AT CONCRETE HEADWALL
S-8	66+47.70	31.17' LT	CATCH BASIN "TYPE D"	55 LF	15.19	-	-	-	11.2	7.7	E	3.5	
S-8A	66+47.70	25..95' RT	MANHOLE TOP "TYPE C"	–	15.65	-	-	11.0	–	–	--	–	WITH CONCENTRIC RISER. INVERT AT CONCRETE HEADWALL
S-9	66+66.78	36.00' RT	CATCH BASIN "TYPE D"	8 LF	15.22	-	-	11.3	-	7.8	W	3.5	
S-9A	66+66.78	25.95' RT	MANHOLE TOP "TYPE C"	–	15.75	-	-	–	11.2	–	--	–	WITH CONCENTRIC RISER. INVERT AT CONCRETE HEADWALL
S-10	70+19.78	35.90' RT	CATCH BASIN "TYPE D"	8 LF	15.03	-	-	11.0	-	7.6	W	3.5	
S-10A	70+19.78	25.11' RT	MANHOLE TOP "TYPE C"	–	15.03	-	-	–	10.9	–	--	–	WITH CONCENTRIC RISER. INVERT AT CONCRETE HEADWALL
S-11	71+76.66	36.46' LT	CATCH BASIN "TYPE D"	60 LF	15.04	-	-	-	11.1	7.6	E	3.5	
S-11A	71+76.66	24.74' RT	MANHOLE TOP "TYPE C"	–	15.40	-	-	10.9	–	–	--	–	WITH CONCENTRIC RISER. INVERT AT CONCRETE HEADWALL
S-12	64+84.61	110.70' RT	CATCH BASIN "TYPE D"	33 LF	15.59	11.5	-	-	-	9.5	--	2.0	
S-13	65+18.87	113.34' RT	CATCH BASIN "TYPE D"	16 LF	15.60	-	11.4	11.4	-	7.9	W	3.5	
S-14	65+14.80	95.02' RT	MANHOLE "TYPE C"	4 LF	16.22	-	-	8.2	11.3	6.2	—	2.0	
S-15	65+31.21	34.11' RT	CATCH BASIN "TYPE D"	6 LF	15.22	-	-	11.2	-	7.7	--	3.5	
S-15A	65+31.92	26.03' RT	MANHOLE TOP "TYPE C"	–	15.50	-	-	–	11.1	–	--	–	WITH CONCENTRIC RISER. INVERT AT CONCRETE HEADWALL

NOTE:

1. ALL STATIONS AND OFFSETS ARE GIVEN FROM THE CENTERLINE OF CONSTRUCTION TO THE EDGE OF PAVEMENT.
2. FOR MANHOLE RING AND COVER USE USF 420 G
3. TOP ELEVATIONS AT PROPOSED TYPE "D" STRUCTURES WERE MEASURED AT THE EDGE OF PAVEMENT.
4. 10 FT. OF NEW TRENCH SLAB COVER HAS BEEN ESTIMATED FOR EVERY NEW MANHOLE ACCESS.

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1750 PONCE DE LEON BLVD. CORAL GABLES FL 33134 TELEPHONE (305) 447-0900
CERTIFICATE OF AUTHORIZATION EB 2690

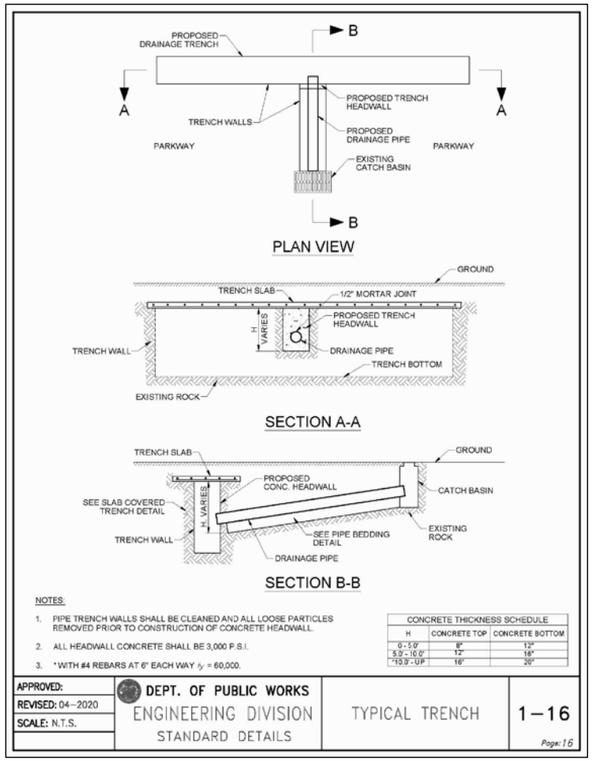
REVISIONS:

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

PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **DRAINAGE TABULATION**

DATE 05/25/21 | PROJECT NO. 13184
DRAWN | SHEET NO. 15
CHECKED
APPROVED



NOTES:

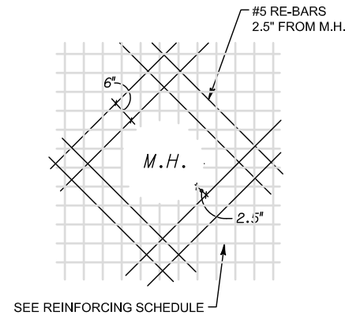
1. TRENCH DEPTH SHALL BE MEASURED FROM BOTTOM OF SLAB.
2. ALL VOIDS IN TRENCH WALLS SHALL BE FILLED W/3000 PSI CONCRETE.
3. MANHOLE SHALL BE SET IN SLAB. DIAGONAL STEEL SHALL BE PLACED AT OPENING IN SLAB.
4. TOP OF TRENCH SLAB SHALL BE A MINIMUM OF 20" BELOW FINISHED GRADE.
5. CLEAN SLAB SHOULDER TO BARE ROCK BEFORE POURING SLAB.
6. TYPE "C" MANHOLE FRAME & COVER TO BE PROVIDED FOR EVERY 50' OF CONTINOUS TRENCH. SET ACCORDING TO CASTING ADJUSTMENT (8" BRICK OR CONCRETE WALL) OR AS APPROVED BY ENGINEER.
7. ALL STEEL fy = 60,000 PSI

TYPICAL HEADWALL DETAIL

N.T.S.

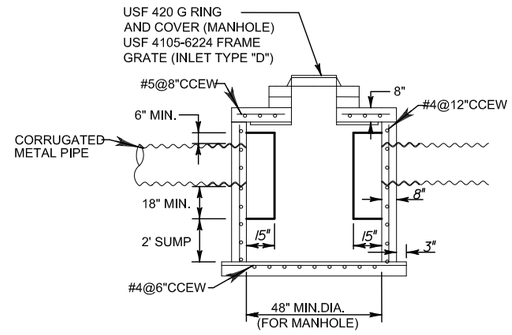
NOTE:

1. EXISTING INVERT ELEVATIONS AND PIPE DIAMETERS MUST BE FIELD VARIFIED PRIOR TO MANUFACTURING OF DRAINAGE STRUCTURES.

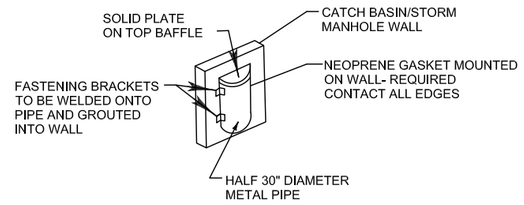


TRENCH PLAN VIEW

N.T.S.



LONGITUDINAL SECTION



BAFFLE DETAIL

INLET AND MANHOLE NOTES:

1. CONCRETE SHALL BE f'c 4000 PSI AT 28 DAYS. TYPE II CEMENT
2. WALLS TO BE CONSTRUCTED OF REINFORCED CONCRETE. CONCRETE MAY BE EITHER CAST-IN-PLACE OR PRECAST.
3. ALL REINFORCING STEEL SHALL BE NEW BARS IN ACCORDANCE WITH ASTM A-615 GRADE 60.
4. MANHOLE TOP SHALL BE SECURED TO STRUCTURE WITH A MINIMUM OF 6 NO. 4 BARS 12" LONG OR AS SHOWN IN THE FDOT SUPPLEMENTARY DETAILS FOR MANHOLES & INLETS .
5. ALL STEEL BARS HAVE 3" MINIMUM COVER UNLESS OTHERWISE SHOWN AND SHALL BE HOOKED WHERE INDICATED. HORIZONTAL STEEL SHALL BE LAPPED A MINIMUM OF 24 BAR DIAMETERS AT CORNERS. FLOOR SLABS MAY BE SECURED TO STRUCTURE WALLS BY NO. 4 DOWEL BARS (A MINIMUM OF 6 DOWELS) PUSHED INTO THE WET CONCRETE AFTER THE FLOOR SLAB IS PLACED.
6. MANHOLE TOP OR TRENCH SLABS MAY BE CAST-IN-PLACE OR PRECAST CONSTRUCTION.
7. FOR SUPPLEMENTARY DETAILS, SEE MANHOLES & INLETS DETAIL. FDOT INDEX 200, 201 & 214.
8. INLETS SHALL HAVE A MINIMUM INSIDE DIAMETER OF 42" WITH 6" THICK WALLS, NEOPRENE GASKET TO BE PLACED BETWEEN BAFFLE AND CATCH BASIN WALL, BOTTOM OF BAFFLE TO BE MOUNTED 2'-0" ABOVE BOTTOM SLAB.
9. ALL EXISTING AND NEW INLETS AND MANHOLES SHALL BE CLEANED AND FREE OF ALL SAND, SILT AND CONSTRUCTION DEBRIS PRIOR TO PROJECT COMPLETION.
10. ALL PIPE SHALL BE 16 GAUGE ALUMINUM CORRUGATED METAL PIPE.

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CERTIFICATE OF AUTHORIZATION EB 2690

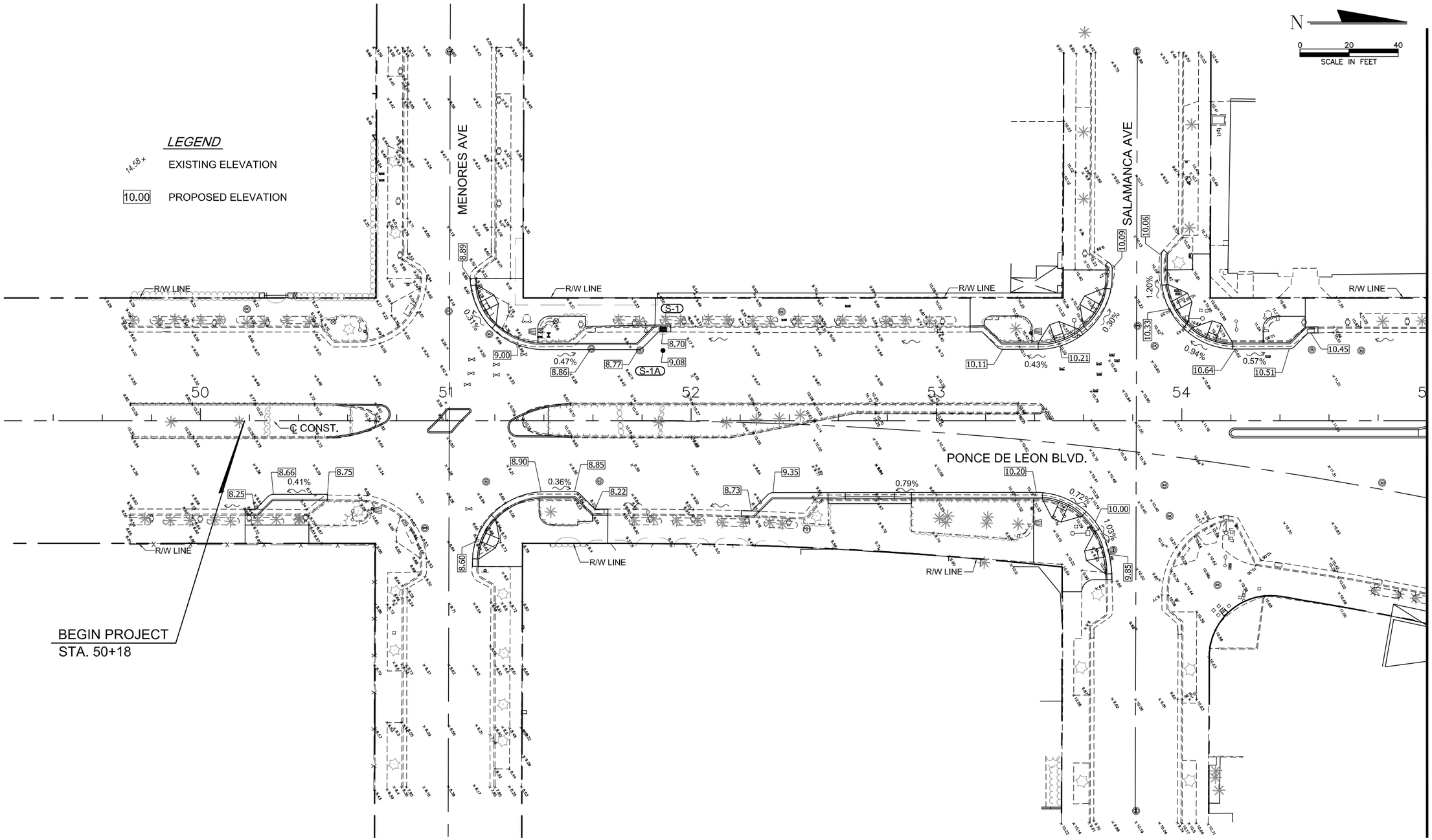
REVISIONS:

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

PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **DRAINAGE DETAILS AND NOTES**

DATE 05/25/21 | PROJECT NO. 13184
DRAWN
CHECKED
APPROVED
SHEET NO. 16



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REVISIONS:

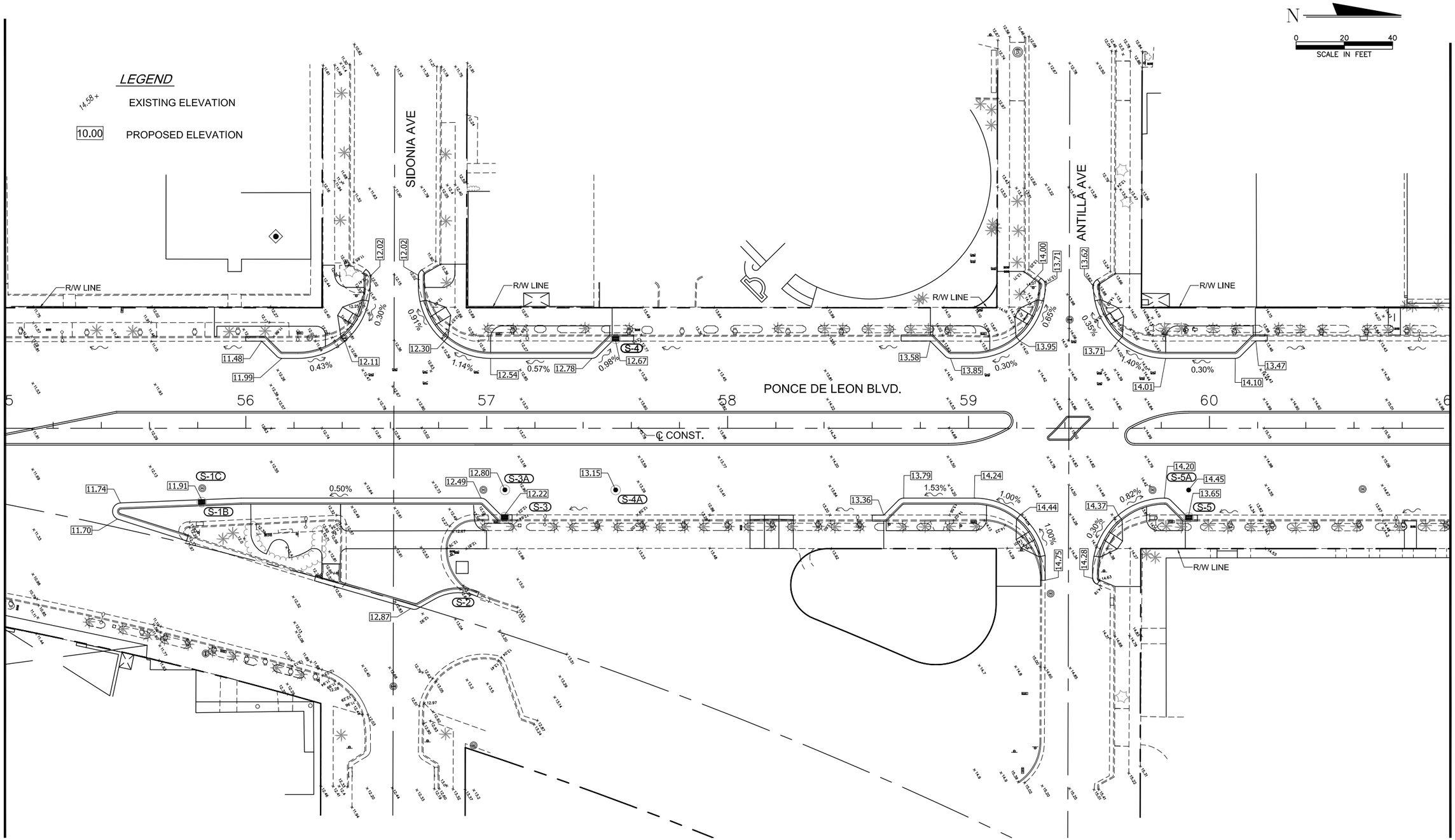
CONTRACTOR SHALL VERIFY ALL DIMENSIONS & LOCATE ALL UTILITIES BEFORE COMMENCING WITH PROJECT.

PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **GRADING PLAN**

DATE	PROJECT NO.
05/25/21	13184
DRAWN	SHEET NO.
CHECKED	17
APPROVED	

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CERTIFICATE OF AUTHORIZATION EB 2690

REVISIONS:

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

PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **GRADING PLAN**

DATE	PROJECT NO.
05/25/21	13184
DRAWN	SHEET NO.
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N

0 20 40

SCALE IN FEET

LEGEND

14.58+ EXISTING ELEVATION

10.00 PROPOSED ELEVATION

MATCH LINE STA. 61+00

MATCH LINE STA. 67+00

PHOENETIA AVE

SANTILLANE AVE

PONCE DE LEON BLVD.

℄ CONST.

R/W LINE

S-6 S-6A S-7 S-7A S-8 S-8A S-9 S-9A S-12 S-13 S-14 S-15 S-15A

1 62 63 64 65 66 6

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REVISIONS:

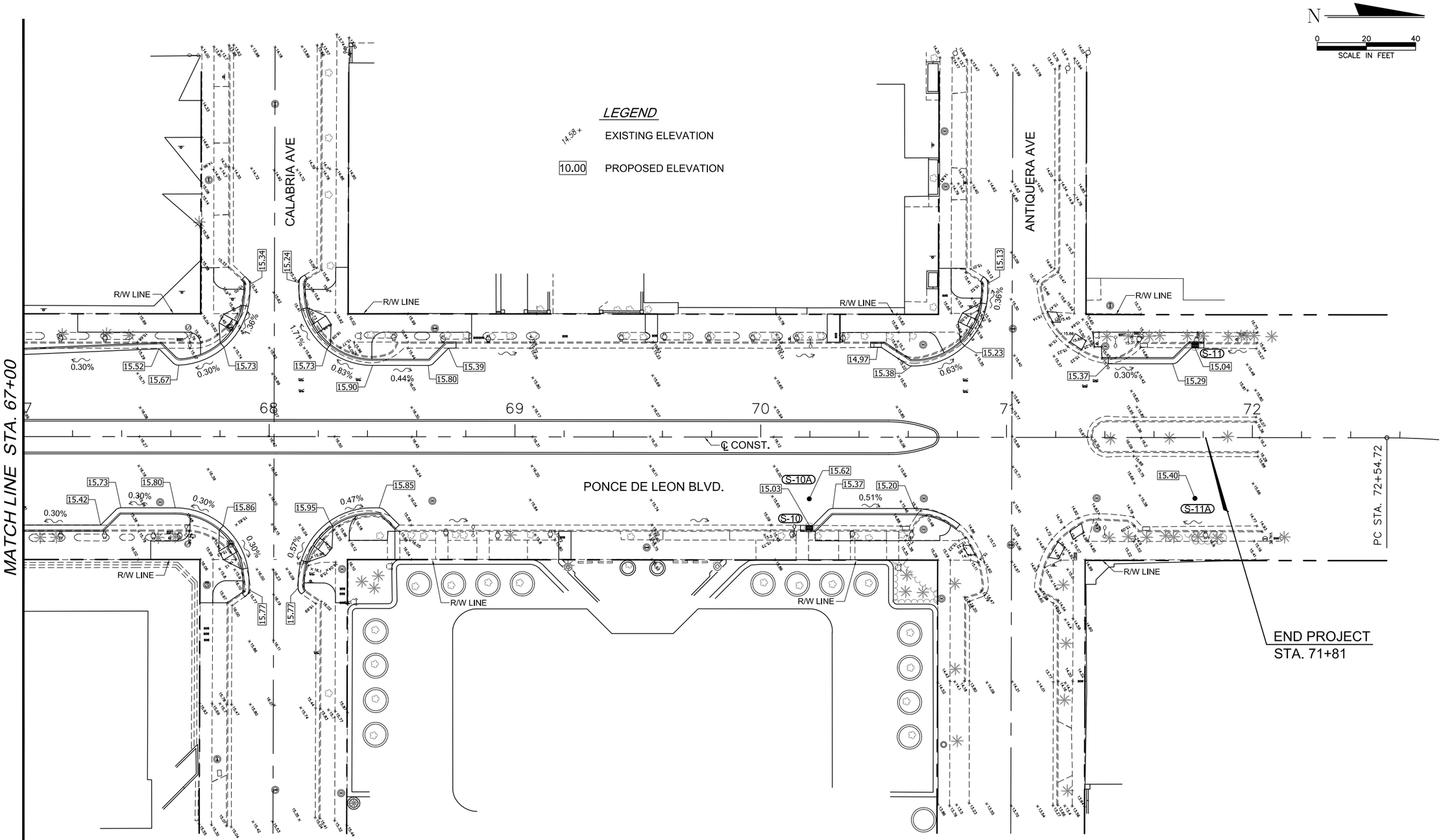
CONTRACTOR SHALL VERIFY ALL DIMENSIONS & LOCATE ALL UTILITIES BEFORE COMMENCING WITH PROJECT.

PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **GRADING PLAN**

DATE	PROJECT NO.
05/25/21	13184
DRAWN	SHEET NO.
CHECKED	19
APPROVED	

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DAVID PLUMMER & ASSOCIATES, INC. TRAFFIC ENGINEERING ∘ CIVIL ENGINEERING ∘ TRANSPORTATION PLANNING CORAL GABLES FORT MYERS 1750 PONCE DE LEON BLVD. CORAL GABLES FL 33134 TELEPHONE (305) 447-0900 CERTIFICATE OF AUTHORIZATION EB 2690	REVISIONS: CONTRACTOR SHALL VERIFY ALL DIMENSIONS & LOCATE ALL UTILITIES BEFORE COMMENCING WITH PROJECT.	PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**	TITLE: **GRADING PLAN**	DATE 05/25/21 · PROJECT NO. 13184 · DRAWN · SHEET NO. 20 · CHECKED · APPROVED

POLE NO.	STATION	DIST. OR ARM	LUMINAIRE WATTAGE	M.H.	POLE SET BACK AND NOTES	FINAL
1	64+70.88	8 FT.	118 W	30.5 FT.	40.74' LT	
2	64+78.74	8 FT.	118 W	30.5 FT.	49.08' RT	
3	64+85.39	8 FT.	118 W	30.5 FT.	92.69' RT	
4	64+85.71	8 FT.	118 W	30.5 FT.	101.92' LT	
5	65+23.23	8 FT.	118 W	30.5 FT.	51.55' LT	

NOTE:

LIGHT POLES, OVERHEAD FEED, AND 2 OVERHEAD CONDUCTORS TO BE FURNISHED AND INSTALLED BY FPL.

LIGHTING DESIGN CRITERIA

1. AVERAGE INITIAL ILLUMINATION
   HORIZONTAL = 3.0 STD., 1.5 MIN (H.F.C.)
   VERTICAL = 1.5 STD, 1.2 MIN. (V.F.C.)
2. UNIFORMITY RATIO = 4:1 OR LESS
3. MAXIMUM TO MINIMUM RATIO = 10:1 OR LESS
4. LIGHT SOURCE = LED
5. WIND SPEED = 160 MPH

LEGEND

SYMBOLS	DESCRIPTION
	FPL STANDARD CONCRETE LIGHT POLE AND A TAPERED BRACKET ARM, WITH LED LUMINAIRE DESIGNED FOR 15,452.2 LUMENS, TYPE IV DISTRIBUTION, 4000K CCT, 7-PIN PHOTOCONTROL RECEPTACLE WITH SHORTING CAP, AND WIRED FOR 480V OPERATION. PHOTOMETRIC IES FILE ATBM_P30_XXXXX_R3_4K_5K.IES.
	EXIST. LIGHT POLE TO REMAIN.
— — — —	OVERHEAD CONDUCTORS.

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CERTIFICATE OF AUTHORIZATION EB 2690

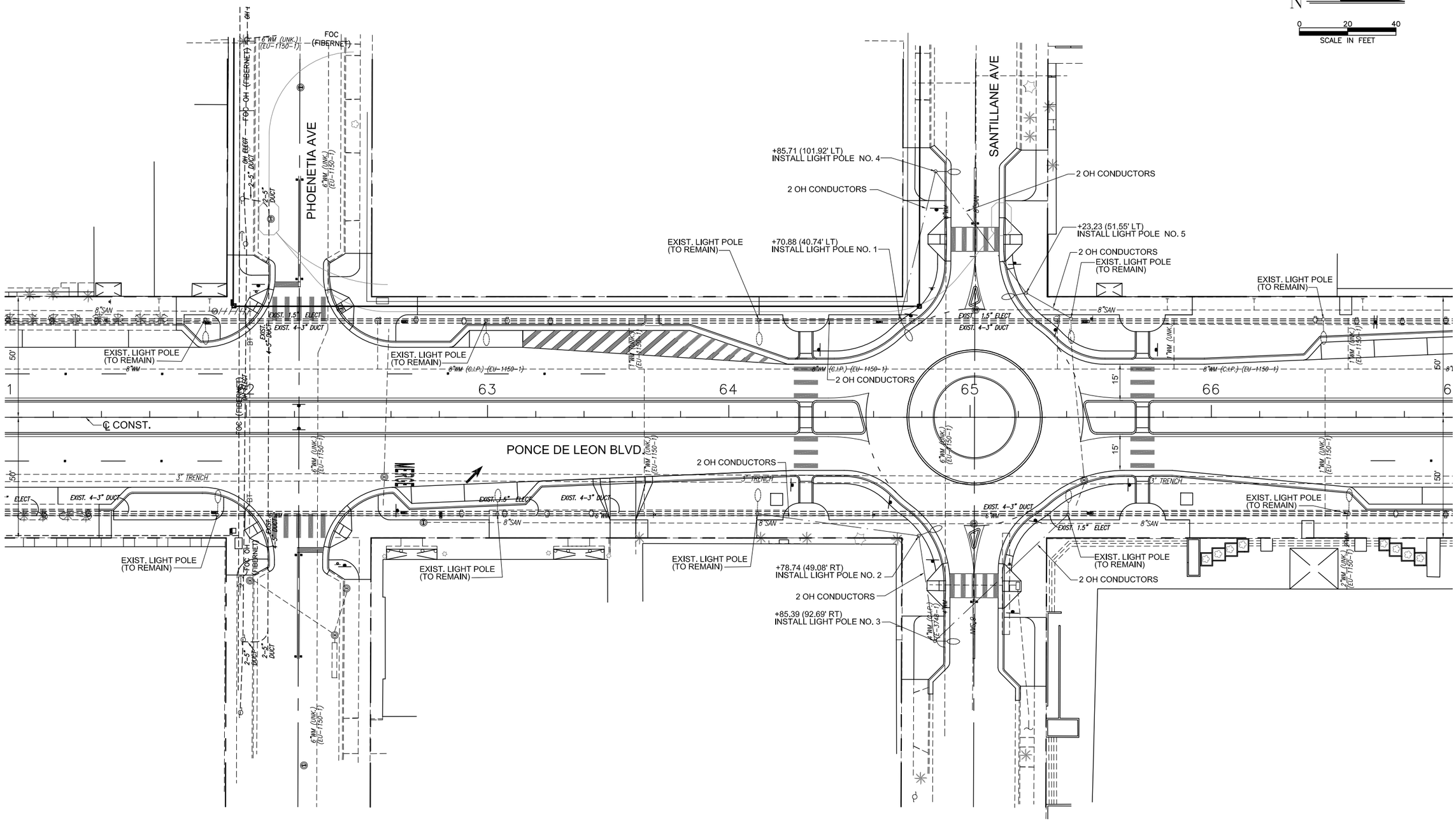
REVISIONS:

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

PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **POLE DATA & LEGEND**

DATE 05/25/21 | PROJECT NO. 13184
DRAWN | SHEET NO. 21
CHECKED
APPROVED



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CERTIFICATE OF AUTHORIZATION EB 2690

REVISIONS:

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

PROJECT:

PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III

TITLE:

LIGHTING PLAN

DATE	PROJECT NO.
05/25/21	13184
DRAWN	SHEET NO.
CHECKED	22
APPROVED	

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TABULATION OF QUANTITIES

BID ITEM NO.	DESCRIPTION	UNIT	SHEET NUMBERS 25 ORIG.	25 FINAL	26 ORIG.	26 FINAL	27 ORIG.	27 FINAL	28 ORIG.	28 FINAL	TOTAL THIS SHEET ORIG.	TOTAL THIS SHEET FINAL	GRAND TOTAL ORIG.	GRAND TOTAL FINAL	REF. SHEET
700-40-01	SIGN SINGLE POST (LESS THAN 12 SQ FT.)	AS	4		13		23		7		47		47		
700-40-2	SIGN SINGLE POST (12 - 20 SQ FT.)	AS	4		7		2		2		15		15		
700-46-11	REMOVE EXISTING ROAD SIGN < 12 SF.	AS	4		8		5		2		19		19		
706-3	REFLECTIVE PAVEMENT MARKER	EA	97		91		19		104		311		311		
706-47	RELOCATE SIGN (SINGLE POST, INCLUDES BASE POST AND FOOTING)	AS	--		1		1		--		2		2		
710-11-290	PAINTED PAVEMENT MARKINGS (Standard) (Yellow) (Island Nose)	SF	33		43		24		38		185		185		
711-11-124	THERMOPLASTIC (WHITE) (SOLID) (18")	LF	--		41		135		10		186		186		
711-11-125	THERMOPLASTIC (WHITE) (SOLID) (24")	LF	105		40		20		42		207		207		
711-11-141	THERMOPLASTIC (WHITE) (6"-4'/2' SKIP)	GM	--		--		0.018		--		0.018		0.018		
711-11-160	THERMOPLASTIC (WHITE) (MESSAGE)	EA	--		3		1		2		6		6		
711-11-170	THERMOPLASTIC (WHITE) (ARROWS)	EA	2		3		1		2		8		8		
711-14-125	THERMOPLASTIC PREFORMED WHITE SOLID 24" FOR CROSSWALK	LF	460		150		320		330		1260		1260		
711-16-101A	THERMOPLASTIC STANDARD-OTHER SURFACES (WHITE) (SOLID) (4")	GM	0.080		0.158		0.121		0.089		0.448		0.448		
711-16-101	THERMOPLASTIC STANDARD-OTHER SURFACES (WHITE) (SOLID) (6")	GM	0.046		--		0.011		--		0.057		0.057		
711-16-102	THERMOPLASTIC STANDARD-OTHER SURFACES (WHITE) (SOLID) (8")	GM	0.013		0.048		--		--		0.061		0.061		
711-16-131	THERMOPLASTIC STANDARD-OTHER SURFACES (WHITE) (6"-10'/30' SKIP)	GM	0.100		0.227		0.064		0.155		0.546		0.546		
711-16-201	THERMOPLASTIC STANDARD-OTHER SURFACES (YELLOW) (SOLID) (6")	GM	0.226		0.291		0.298		0.233		1.048		1.048		
711-16-401A	THERMOPLASTIC STANDARD-OTHER SURFACES (BLUE) (SOLID) (4")	GM	--		0.003		--		--		0.003		0.003		
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	AS	2		--		--		--		2		2		
	PAY STATION, F&I	AS	2		5		1		3		11		11		
710-11-124	PAINTED PAVEMENT MARKINGS (WHITE) (SOLID) (18")	LF	--		41		135		10		186		186		
710-11-125	PAINTED PAVEMENT MARKINGS (WHITE) (SOLID) (24")	LF	565		190		340		372		1467		1467		
710-11-141	PAINTED PAVEMENT MARKINGS (WHITE) (6"-4'/2' SKIP)	GM	--		--		0.018		--		0.018		0.018		
710-11-160	PAINTED PAVEMENT MARKINGS (WHITE) (MESSAGE)	EA	--		3		1		2		6		6		
710-11-170	PAINTED PAVEMENT MARKINGS (WHITE) (ARROWS)	EA	2		3		1		2		8		8		
710-11-101A	PAINTED PAVEMENT MARKINGS (WHITE) (SOLID) (4")	GM	0.080		0.158		0.121		0.089		0.448		0.448		
710-11-101	PAINTED PAVEMENT MARKINGS (WHITE) (SOLID) (6")	GM	0.046		--		0.011		--		0.057		0.057		
710-11-102	PAINTED PAVEMENT MARKINGS (WHITE) (SOLID) (8")	GM	0.013		0.048		--		--		0.061		0.061		
710-11-131	PAINTED PAVEMENT MARKINGS (WHITE) (6"-10'/30' SKIP)	GM	0.100		0.227		0.064		0.155		0.546		0.546		
710-11-201	PAINTED PAVEMENT MARKINGS (YELLOW) (SOLID) (6")	GM	0.226		0.291		0.298		0.233		1.048		1.048		
710-11-401A	PAINTED PAVEMENT MARKINGS (BLUE) (SOLID) (4")	GM	--		0.003		--		--		0.003		0.003		

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CERTIFICATE OF AUTHORIZATION EB 2690

REVISIONS:

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

PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **TABULATION OF QUANTITIES FOR SIGNING AND PAVEMENT MARKINGS**

DATE 05/25/21 | PROJECT NO. 13184
DRAWN | SHEET NO. 23
CHECKED
APPROVED

GENERAL NOTES:

1. ALL SIGNING AND PAVEMENT MARKINGS INSTALLED AS PART OF THESE PLANS SHALL CONFORM TO THE CURRENT EDITION OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD PLANS FY 2020-2021. ALL SIGN PANELS SHALL BE FABRICATED TO COMPLY WITH THE MOST RECENT EDITION OF THE FEDERAL HIGHWAY ADMINISTRATION STANDARD HIGHWAY SIGNS.

2. MATCH EXISTING PAVEMENT MARKINGS AT THE BEGINNING AND THE END OF THE PROJECT AND AT ALL SIDE STREETS WITHOUT JOGS AND OFFSETS.

3. SIGN ASSEMBLY LOCATIONS SHOWN ON PLANS WHICH ARE IN CONFLICT WITH LIGHTING, UTILITIES, DRIVEWAYS, WHEELCHAIR RAMPS, ETC., MAY BE ADJUSTED SLIGHTLY AS DIRECTED BY THE ENGINEER. EXTREME LOCATION CHANGES MUST BE APPROVED BY THE CITY OF CORAL GABLES PUBLIC WORKS DEPARTMENT.

4. INCORRECTLY PLACED THERMOPLASTIC MARKINGS OVER FRICTION COURSE WILL BE REMOVED BY MILLING AND REPLACING THE FRICTION COURSE A MINIMUM WIDTH OF 18 IN. AT THE CONTRACTOR'S EXPENSE. THE ENGINEER MAY APPROVE AN ALTERNATIVE METHOD IF IT CAN BE DEMONSTRATED TO COMPLETELY REMOVE THE MARKINGS WITHOUT DAMAGING THE ASPHALT.

5. THE CONTRACTOR SHALL RELOCATE ALL EXISTING POST-MOUNTED STREET NAME AND STOP SIGNS TO A VISIBLE AREA UNDISTURBED BY THE CONSTRUCTION SO AS TO MINIMIZE DAMAGE TO THE SIGNS DURING CONSTRUCTION. COST OF RELOCATION OF SAID SIGN SHALL BE PAID FOR UNDER PAY ITEM 102-1, MAINTENANCE OF TRAFFIC.

6. EXTRUDED ALUMINUM SIGN SUPPORT CLAMPS ARE NOT ACCEPTABLE. ALL RELOCATED SIGNS MUST COMPLY WITH THE STANDARD SPECIFICATIONS, SPECIAL PROVISIONS AND STANDARD PLANS AS IF THEY WERE NEW SIGNS. IF EXISTING CLAMPS, BRACKETS, POLES, ETC. NEED TO BE REPLACED THE COST SHALL BE INCLUDED IN THE RELOCATION PAY ITEMS. PAY ITEMS.

7. THE CONTRACTOR SHALL SUBMIT A LIST OF THE EXISTING SIGNS TO THE PROJECT ENGINEER AT THE PRE-CONSTRUCTION CONFERENCE. ANY LOST OR DAMAGED DURING CONSTRUCTION SIGNS SHALL BE REPLACED AT NO ADDITIONAL COST. COST OF MAINTAINING EXISTING SIGNS TO BE INCLUDED IN ITEM 102-1, MAINTENANCE OF TRAFFIC.

8. THE MEDIAN NOSES SHALL BE PAINTED WITH REFLECTIVE YELLOW PAINT.



SIGN A
(12" X 18")



SIGN B
(12" X 18")

PARKING RESTRICTIONS SIGNS

N.T.S.



SIGN PAYBYPHONE
(18" X 24")

PAY BY PHONE PARKING SIGN

N.T.S.

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CERTIFICATE OF AUTHORIZATION EB 2690

REVISIONS:

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

PROJECT:
PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III

TITLE:
SIGNING AND PAVEMENT MARKING GENERAL NOTES & SIGN DETAILS

DATE	PROJECT NO.
05/25/21	13184
DRAWN	SHEET NO.
CHECKED	24
APPROVED	

STRADA PAL
Product Leaflet



User Interface
Colour screen — 7" LCD TFT monitor 800 x 480 pixels
4Odd Non-scratching anti-UV polycarbonate 8mm thick guard glass
Intuitive UI
Extended keyboard — Capacitive technology - Customisable

CPU system
Appl. & data — Neops embedded software
ARM7 driver board

Communication
3G - 4G — Supported in certified countries
LAN — Supported (Mains only)

Printer
Thermal graphic — Horizontal/Vertical printing
Text & Logo
8 dots per mm per line
448 dots per column
Tickets — Paper or self-adhesive tickets
Standard or Premium quality
(long life/severe exposure)
Tickets per roll: up to 6600
Size: 60 (W) x 70 (L) mm – (2.36" x 2.75")

Electrical data
Mains — 230V
Solar — 5W or 16.5W Top Hat solar panel
Battery operation — 1 battery 27Ah or 2 batteries 27Ah & 42Ah 12V DC
Performance adapted to the configuration & use

Environmental conditions
Operating temp. — -25°C to + 55°C (-77°F to + 131°F) guaranteed during 24 hours
Storage temp. — -40°C to +70°C (-104°F to +158°F) guaranteed during 15 hours
Relative humidity — Up to 95% RH at 55°C (131°F)
Recyclability — From 80% to 95% depending on options available (ISO 22628)
European directives – 2011/65 RoHS and 2012/19 WEEE

FLOWBIRD Urban Intelligence

STRADA PAL

Card payment
M1000 card reader — PCI PTS 3.1 / 4.1, EMV Level 1 EMV Level 2, AFAS (France)
P1000 PINPad — PCI PTS 3.1 / 4.1
A1000 Contact-less antenna — PCI PTS 4.1
EMV contact-less Level 1
EMV contact-less Level 2 v2.6 (Entry point, C2/Visa, C3/MasterCard, C4/Amex)

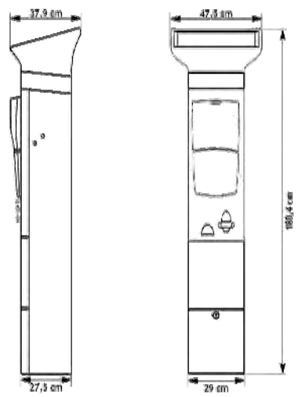
Bills payment
CashCode SM/MSM backload validator — Multi-width currencies accepted
Stacker — 1000 "standard" bills or 800 "long" bills (>150mm – 6.30")
Collection — Exchangeable coinbox
Capacity: 2000 US quarters
Empty weight: 2.7 Kg – 5.95 lb
Full weight : 15 kg – 33.07 lb

Miscellaneous
Climatic pack — Protection of the coin and ticket bowls
Mounting frame — Compatible with Flowbird and main competitors' base anchoring
Anchoring — Excavation with pedestal
Flat ground with/without pedestal
1D-2D QR code reader

Cabinet and Pedestal
Dimensions (HxWxD) — 1.714 x 475 x 383 mm /67.48" x 18.7" x 15.79" (with 16.5W solar module)
1.592 x 290 x 311 mm / 62.28" x 11.41" x 12.24"(with 5W solar module or mains)
Weight — 90 kg – 198.42 lb
Battery 27Ah: 8.5 kg – 18.96 lb
Battery 42Ah: 13.8 kg – 30.42 lb
Construction — Anti-corrosive & anti-graffiti coated steel
Compliance — EN 12414
Safety: IP24D & IK9 to IK10
Coins storage: DTG07131 (EN14450 Level2)
ISO 9001 - ISO 14001 - ISO 18001

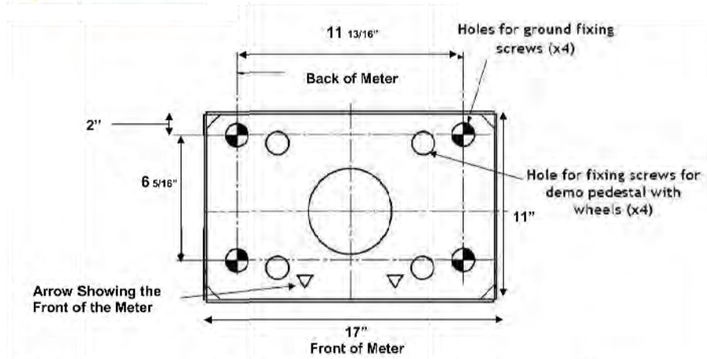
Coin payment
Selector — Patented motor-driven coin selector
14 different coins/ token accepted
Infrared/Magnetic detection technologies
Collection — Exchangeable coinbox for Rapide collection:
Capacity: 2700 coins
Empty weight: 1.6kg – 3,53 lb
Coinbox for Transfer collection:
Capacity: 2600 coins
Transfer Canister:
Capacity: 5.8 liters

Security
Locks — Mechanical and/or Electronic locking for upper and collection doors
Identification via maintenance card or electronic key
Enhancements — Additional armourings
Multi-sensor attack detector: Vibration and tilt detection
Reinforced locks



FLOWBIRD Urban Intelligence

PARKEON



The meter placement should be no less than 18" from the curb face to the back wall of the Meter.
The recommended distance from the curb face to the back wall of the meter is 24".

For use on surfaces that are a little out of level there is another product Flexcrete.

If drilling holes on an existing concrete base use of a 2 part Epoxy (concrete / metal) available in small tubes at local hardware or home improvement stores, 1 tube per meter. This will bond the wedge anchor to the concrete.

The hole diameter should accommodate the 5/8" x 7" wedge anchor, which is supplied. And drilled to a depth of no less than 3" with a recommended depth of at least 4"


Wedge anchor

Pouring a pad:
Cut pieces of MDF to same dimensions as template above with holes drilled in ground fixing locations.
Place the anchors through the holes with a nut and washer on both sides of the MDF.
The anchor should be 3" above the surface of the MDF (concrete surface).


Concrete Anchor / Threaded rod

Creation Date: 1/8/2010	Date of last modification: : 1/8/2010
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Strada Anchoring Instructions	

NOTES:

1. INSTALLATION OF PAY STATION SHALL COMPLY WITH STRADA PAL SPECIFICATIONS.
2. LOCATION OF PAY STATIONS TO BE APPROVED BY THE CITY OF CORAL GABLES.

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CERTIFICATE OF AUTHORIZATION EB 2690

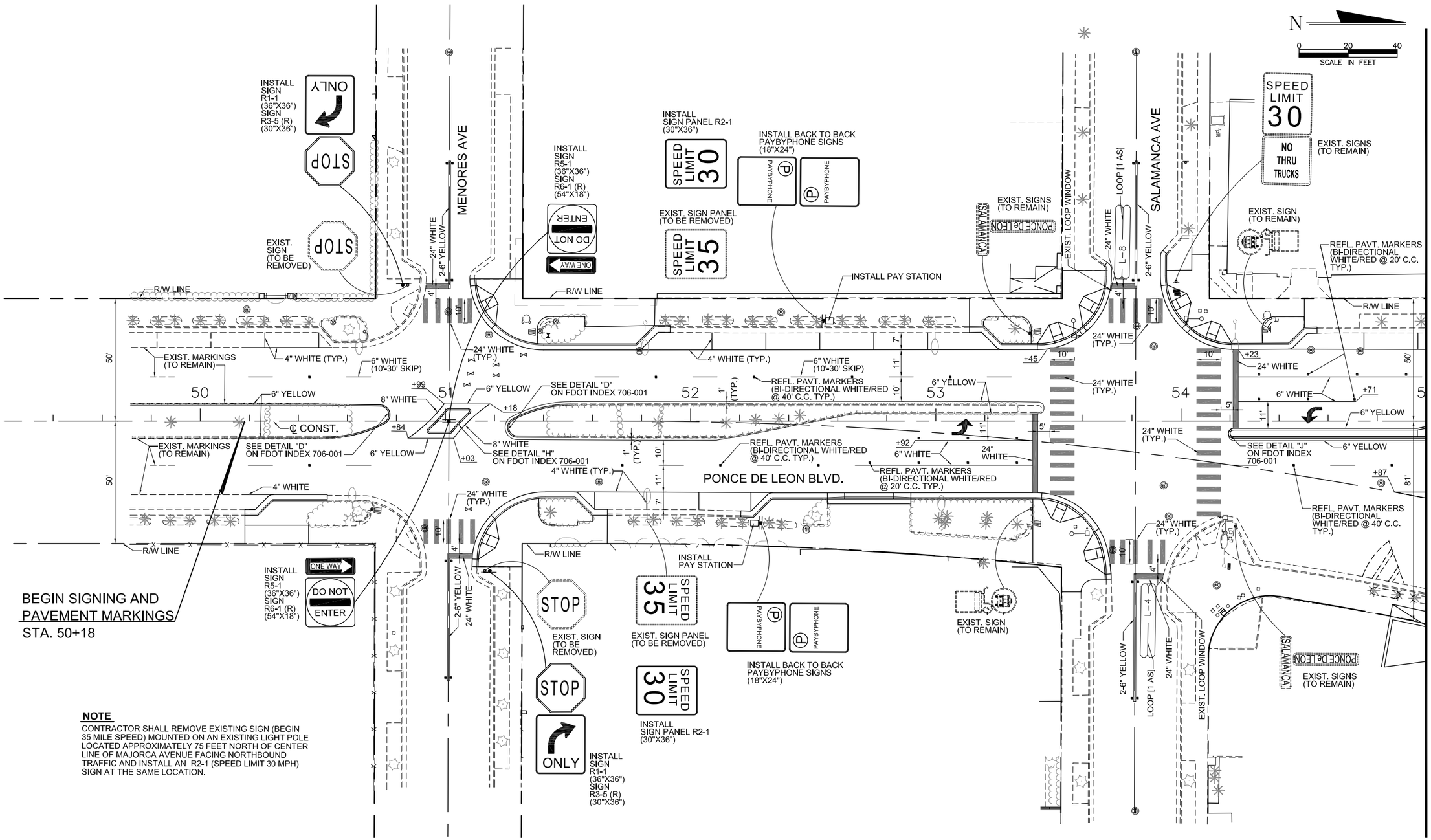
REVISIONS:

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

PROJECT: PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III

TITLE: SIGNING AND PAVEMENT MARKING PAY STATION SPECIFICATIONS

DATE	PROJECT NO.
05/25/21	13184
DRAWN	SHEET NO.
CHECKED	25
APPROVED	



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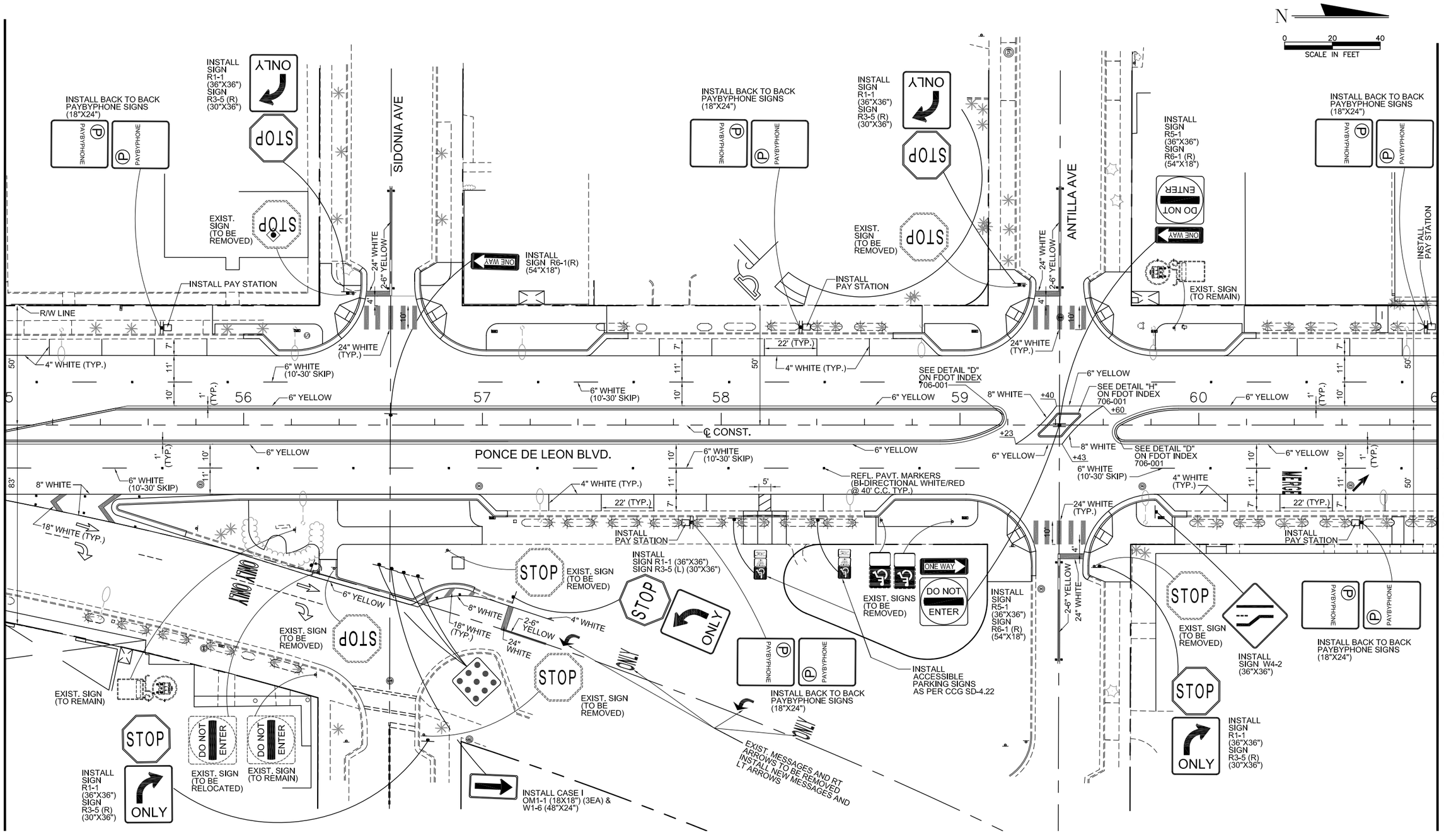
REVISIONS:

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

PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **SIGNING AND PAVEMENT MARKING PLAN**

DATE	PROJECT NO.
05/25/21	13184
DRAWN	SHEET NO.
CHECKED	26
APPROVED	



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1750 PONCE DE LEON BLVD. CORAL GABLES FL 33134 TELEPHONE (305) 447-0900
CERTIFICATE OF AUTHORIZATION EB 2690

REVISIONS:

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PROJECT:

PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III

TITLE:

SIGNING AND PAVEMENT MARKING PLAN

DATE	PROJECT NO.
05/25/21	13184
DRAWN	SHEET NO.
CHECKED	27
APPROVED	

N

0 20 40

SCALE IN FEET

MATCH LINE STA. 61+00

MATCH LINE STA. 67+00

PONCE DE LEON BLVD.

PHOENETIA AVE

SANTILLANE AVE

INSTALL SIGN R1-1 (36"X36") SIGN R3-5 (R) (30"X36")

EXIST. SIGN (TO BE REMOVED)

EXIST. SIGN (TO BE REMOVED)

INSTALL R6-1R (54"X18")

INSTALL SIGN A

INSTALL SIGN B BACK TO BACK

INSTALL SIGN A

EXIST. SIGN (TO BE REMOVED)

INSTALL SIGN R1-2 (36"X36"X36")

INSTALL BACK TO BACK PAYBYPHONE SIGNS (18"X24")

INSTALL SIGN R1-2 (36"X36"X36")

INSTALL PAY STATION

INSTALL R6-1R (54"X18")

EXIST. SIGN (TO BE REMOVED)

INSTALL SIGN W13-1P (18"X18")

INSTALL SIGN W2-6 (30"X30")

EXIST. SIGN (TO BE RELOCATED)

INSTALL SIGN R1-2 (36"X36"X36")

INSTALL SIGN R1-2 (36"X36"X36")

EXIST. SIGN (TO BE REMOVED)

INSTALL SIGN R1-1 (36"X36") SIGN R3-5 (R) (30"X36")

W11-2 (30"X30")

W16-7 PL (24"X12")

R 6-4 (30"X24")

① STA. 65+02 (12' RT)
② STA. 65+09 (9' LT)
③ STA. 64+94 (9' LT)
④ STA. 65+09 (9' RT)
⑤ STA. 64+26 (28' RT)
⑥ STA. 64+37 (28' LT)
⑦ STA. 65+18 (81' RT)
⑧ STA. 64+84 (60' RT)
⑨ STA. 65+66 (28' RT)
⑩ STA. 65+77 (28' LT)
⑪ STA. 65+19 (64 LT)
⑫ STA. 64+86 (86' LT)

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APPROVED	

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SCALE IN FEET

MATCH LINE STA. 67+00

INSTALL SIGN R1-1 (36"X36") SIGN R3-5 (R) (30"X36")

ONLY

STOP

INSTALL SIGN W2-6 (30"X30") SIGN W13-1P (18"X18")

EXIST. SIGN (TO BE REMOVED)

15 MPH

CALABRIA AVE

24" WHITE

2-6" YELLOW

INSTALL R6-1R (54"X18")

ONE WAY

INSTALL BACK TO BACK PAYBYPHONE SIGNS (18"X24")

PAYBYPHONE

INSTALL SIGN W4-2 (36"X36")

EXIST. SIGN (TO REMAIN)

INSTALL PAY STATION

ANTIQUERA AVE

24" WHITE (TYP.)

4" WHITE (TYP.)

20'

22' (TYP.)

18 WHITE

MERGE

REFL. PAVT. MARKERS (BI-DIRECTIONAL WHITE/RED @ 40' C.C. TYP.)

6" WHITE (10'-30' SKIP)

6" YELLOW

PONCE DE LEON BLVD.

℄ CONST.

SEE DETAIL "E" ON FDOT INDEX 706-001

PARALLEL PARKING ONLY

PC STA. 72+54.72

END SIGNING AND PAVEMENT MARKINGS STA. 71+81

INSTALL PAY STATION

EXIST. SIGN (TO REMAIN)

INSTALL BACK TO BACK PAYBYPHONE SIGNS (18"X24")

EXIST. SIGN (TO BE REMOVED)

SW 8 St NEXT SIGNAL

EXIST. SIGN (TO REMAIN)

INSTALL SIGN R1-1 (36"X36") SIGN R3-5 (R) (30"X36")

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PROJECT:

PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III

TITLE:

SIGNING AND PAVEMENT MARKING PLAN

DATE	PROJECT NO.
05/25/21	13184
DRAWN	SHEET NO.
CHECKED	29
APPROVED	

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MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE CONTRACTOR SHALL IMMEDIATELY REPAIR ALL POTHOLES THAT DEVELOP WITHIN THE PROJECT LIMITS AND WILL MAINTAIN A SUPPLY OF COLD MIX ON THE PROJECT SITE TO EXPEDITE THOSE REPAIRS. COST OF REPAIR TO BE INCLUDED IN ALL PAY ITEMS RELATED TO WORK BEING PERFORMED.

2. NOTIFICATION OF LANE CLOSURES OR TEMPORARY DETOURS SHALL BE ACCOMPLISHED 14 WORKING DAYS PRIOR TO CLOSURE OR DETOUR BY SUBMITTING THE REQUIRED LANE CLOSURE FORM, SKETCHES, CALCULATIONS, AND OTHER DATA THROUGH THE CITY'S ENGINEER.

3. AT THE DISCRETION OF THE CITY'S ENGINEER, IF A LANE CLOSURE CAUSES EXTENDED CONGESTION OR DELAY, THE CONTRACTOR SHALL BE DIRECTED TO REOPEN THE CLOSED LANE(S) UNTIL SUCH TIME THAT THE TRAFFIC FLOW HAS RETURNED TO AN ACCEPTABLE LEVEL.

4. AS DETERMINED BY THE CITY'S ENGINEER, THE CONTRACTOR SHALL COVER WORK ZONE SIGNS WHEN CONDITIONS NO LONGER WARRANT THEIR USE. COST OF COVERING AND UNCOVERING THE SIGNS SHALL BE INCLUDED IN ALL PAY ITEMS RELATED TO WORK BEING PERFORMED.

5. CONTRACTOR SHALL REMOVE, RELOCATE OR COVER ANY EXISTING OR PROPOSED SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLANS. WHEN THE CONFLICT NO LONGER EXISTS, THE CONTRACTOR SHALL RESTORE THE SIGNS TO THEIR ORIGINAL POSITION. COST OF TEMPORARILY REMOVING, RELOCATING, COVERING AND RESTORING THE SIGNS SHALL BE INCLUDED IN ALL PAY ITEMS RELATED TO WORK BEING PERFORMED.

6. EACH EXISTING STREET NAME AND STOP SIGN AFFECTED BY CONSTRUCTION SHALL BE RELOCATED AND MAINTAINED IN AN APPROPRIATE LOCATION FOR THE DURATION OF THE PROJECT. WHEN NO LONGER AFFECTED BY CONSTRUCTION, THESE SIGNS SHALL BE RESTORED TO THEIR ORIGINAL POSITION. COST OF TEMPORARILY RELOCATING AND RESTORING THE SIGNS SHALL BE INCLUDED IN ALL PAY ITEMS RELATED TO WORK BEING PERFORMED.

7. AT THE END OF EACH WORK DAY OR WHENEVER THE WORK ZONE BECOMES INACTIVE, ANY DROP OFF ADJACENT TO THE PEDESTRIAN, BICYCLE, AND WHEELCHAIR TRAVEL PATHS SHALL BE BACKFILLED FLUSH WITH THE SAID PATHS OR PROTECTED WITH BARRICADES, TEMPORARY CONCRETE BARRIER WALL, OR APPROVED HANDRAIL. COST OF BACKFILLING DROP OFF SHALL BE INCLUDED IN ALL PAY ITEMS RELATED TO WORK BEING PERFORMED.

8. PEDESTRIAN, BICYCLE, AND WHEELCHAIR TRAFFIC SHALL BE MAINTAINED AND GUIDED USING APPROVED WARNING LIGHTS, SIGNING , AND CHANNELING DEVICES AT ALL TIMES THROUGHOUT THE PROJECT LIMITS. THE TRAVEL PATH SHALL BE A MINIMUM OF 4 FEET WIDE WITH A SMOOTH SURFACE THAT IS NOT SLICK AND IT SHOULD BE RAMPED AS NECESSARY FOR CONTINUITY. COST TO CONSTRUCT AND MAINTAIN THE TRAVEL PATH AS REQUIRED SHALL BE INCLUDED IN ALL PAY ITEMS RELATED TO WORK BEING PERFORMED.

9. ALL TRAFFIC AND PARKING FACILITIES SHALL BE MAINTAINED UNLESS SPECIFICALLY DENOTED OTHERWISE ON THESE PLANS. CONTRACTOR SHOULD NOTIFY THE CITY IN WRITING 14 DAYS PRIOR TO THE COMMENCEMENT OF WORK.

10. TWO (2) VARIABLE MESSAGE SIGNS SHALL BE INSTALLED AT THE BEGINNING AND END LIMITS OF THE PROJECT FOR A SEVEN (7) DAY PERIOD PRIOR TO THE BEGINNING OF CONSTRUCTION.

11. THE CONSTRUCTION OF THE DECORATIVE CROSSWALK AND MILLING AND RESURFACING SHALL BE DONE BETWEEN 7 PM TO 6 AM, EXCLUDING STATE HOLIDAYS AS DIRECTED BY THE CITY OF CORAL GABLES.

12. ALL CONSTRUCTION OPERATIONS SHALL COMPLY WITH ALL GOVERNING SAFETY CODES INCLUDING, BUT NOT LIMITED TO, O.S.H.A. SPECIFICATIONS CONSISTENT WITH PLAN DETAILS SHOWN. ANY INCONSISTENCIES WILL BE BROUGHT TO THE ATTENTION OF THE ENGINEER.

13. REMOVAL OR ABANDONING OF OBSOLETE LINES SHALL BE DONE ONLY AFTER NEW (REPLACEMENT) LINES ARE FULLY COMPLETED (INCLUDING ANY REQUIRED TESTING/APPROVALS).

14. WHEN TRENCHING IS PERFORMED AT NIGHT AND BACK FILLING CALLS FOR THE USE OF QUICK SET FLOWABLE FILL, CONTRACTOR SHALL ENSURE NIGHT DELIVERY OF QUICK SET FLOWABLE FILL. TRENCH MUST BE RESTORED TO A SUITABLE, UNYIELDING DRIVING SURFACE PRIOR TO OPENING. IF TRENCH WIDTH ALLOWS THE USE OF STEEL TRAFFIC BEARING PLATES, THESE MAY BE USED ONLY IF PINNED AND /OR ASPHALTED IN PLACE.

15. RESTORATION OF CUTS IN ASPHALT AREAS SHALL NOT BE OPEN TO TRAFFIC UNTIL COVERED WITH ASPHALT. TEMPORARY ASPHALT MAY BE USED UNTIL THE FINAL COURSE OF ASPHALT IS APPLIED.

16. CONTRACTOR SHALL USE HIGH-VISIBILITY ORANGE PLASTIC FENCE DESIGNED FOR TEMPORARY USE FOR CONSTRUCTION.

17. WHEN NEEDED AN OFF-DUTY LAW ENFORCEMENT OFFICER SHALL BE UTILIZED AT THE DISCRETION OF THE CITY'S ENGINEER.

18. ALL ALLEYWAYS, DRIVEWAYS, AND ACCESS ROUTES ALONG THE PROJECT SHALL BE MAINTAINED ACCESSIBLE AT ALL TIMES.

19. BEFORE ANY TRAVEL LANES ARE OPENED TO TRAFFIC TEMPORARY PAVEMENT MARKINGS (PAINT) MUST BE COMPLETE.

20. WHEN SIDEWALK DEMOLITION OR CONSTRUCTION ACTIVITIES AFFECT THE ONLY ACCESS TO THE BUSINESS DOORWAY THE CONTRACTOR MUST COORDINATE WITH THE BUSINESSES AND THE CITY OF CORAL GABLES. THE CONTRACTOR MUST PREPARE A SCHEDULE OF PERIODS FOR THE DEMOLITION AND CONSTRUCTION ACTIVITIES THAT IS ACCEPTABLE TO THE BUSINESSES AFFECTED.

21. SETUP TRAFFIC CONTROL USING INDEXES 102-600, 102-613 ,102-615, & 102-660.

22. WHERE PEDESTRIAN FACILITIES ARE DETOURED, BLOCKED OR CLOSED CONTRACTOR SHALL FOLLOW CORAL GABLES STANDARD INDEX 4-31 TO DETOUR PEDESTRIANS.

23. CONTRACTOR SHALL REPAIR ANY DAMAGED SOD DURING CONSTRUCTION TO A BETTER OR SAME CONDITION.

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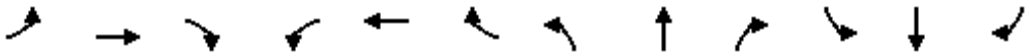
PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **MAINTENANCE OF TRAFFIC GENERAL NOTES**

DATE	PROJECT NO.
05/25/21	13184
DRAWN	SHEET NO.
CHECKED	30
APPROVED	

APPENDIX G

Existing Condition Analysis Synchro and Simtraffic output sheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	58	31	15	26	22	98	594	23	20	766	21
Future Volume (veh/h)	44	58	31	15	26	22	98	594	23	20	766	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	48	63	34	16	28	24	107	646	25	22	833	23
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	73	77	38	47	78	56	539	2909	112	74	2758	76
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.83	0.83	0.83	0.83	0.83	0.83
Sat Flow, veh/h	480	778	386	243	786	561	645	3488	135	65	3307	91
Grp Volume(v), veh/h	145	0	0	68	0	0	107	329	342	451	0	427
Grp Sat Flow(s),veh/h/ln	1644	0	0	1589	0	0	645	1777	1846	1777	0	1686
Q Serve(g_s), s	9.4	0.0	0.0	0.0	0.0	0.0	8.4	7.2	7.2	0.0	0.0	10.7
Cycle Q Clear(g_c), s	16.5	0.0	0.0	7.1	0.0	0.0	19.1	7.2	7.2	10.0	0.0	10.7
Prop In Lane	0.33		0.23	0.24		0.35	1.00		0.07	0.05		0.05
Lane Grp Cap(c), veh/h	188	0	0	181	0	0	539	1482	1540	1502	0	1406
V/C Ratio(X)	0.77	0.00	0.00	0.38	0.00	0.00	0.20	0.22	0.22	0.30	0.00	0.30
Avail Cap(c_a), veh/h	630	0	0	623	0	0	539	1482	1540	1502	0	1406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	84.3	0.0	0.0	80.2	0.0	0.0	5.6	3.2	3.2	3.5	0.0	3.5
Incr Delay (d2), s/veh	4.9	0.0	0.0	1.0	0.0	0.0	0.8	0.3	0.3	0.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.0	0.0	3.2	0.0	0.0	1.2	2.4	2.5	3.6	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.2	0.0	0.0	81.1	0.0	0.0	6.5	3.6	3.5	4.0	0.0	4.1
LnGrp LOS	F	A	A	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		145			68			778			878	
Approach Delay, s/veh		89.2			81.1			4.0			4.0	
Approach LOS		F			F			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		164.4		25.6		164.4		25.6				
Change Period (Y+Rc), s		6.0		* 6.7		6.0		* 6.7				
Max Green Setting (Gmax), s		106.0		* 71		106.0		* 71				
Max Q Clear Time (g_c+I1), s		0.0		9.1		0.0		18.5				
Green Ext Time (p_c), s		0.0		0.2		0.0		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		13.4
HCM 6th LOS		B

Notes

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

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	17	11	13	28	10	11	13	488	3	17	711	3
Future Vol, veh/h	17	11	13	28	10	11	13	488	3	17	711	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	18	12	14	30	11	12	14	530	3	18	773	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1110	1372	388	989	1372	267	776	0	0	533	0	0
Stage 1	811	811	-	560	560	-	-	-	-	-	-	-
Stage 2	299	561	-	429	812	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	164	145	611	201	145	731	836	-	-	1031	-	-
Stage 1	339	391	-	480	509	-	-	-	-	-	-	-
Stage 2	685	508	-	574	390	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	145	137	611	176	137	731	836	-	-	1031	-	-
Mov Cap-2 Maneuver	145	137	-	176	137	-	-	-	-	-	-	-
Stage 1	331	379	-	468	497	-	-	-	-	-	-	-
Stage 2	643	496	-	526	378	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.2	29.7	0.3	0.3
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	836	-	-	187	198	1031	-	-
HCM Lane V/C Ratio	0.017	-	-	0.238	0.269	0.018	-	-
HCM Control Delay (s)	9.4	0.1	-	30.2	29.7	8.6	0.1	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	1	0.1	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	3	7	10	6	9	8	500	1	11	725	3
Future Vol, veh/h	9	3	7	10	6	9	8	500	1	11	725	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	10	3	8	11	7	10	9	543	1	12	788	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1107	1376	396	982	1377	272	791	0	0	544	0	0
Stage 1	814	814	-	562	562	-	-	-	-	-	-	-
Stage 2	293	562	-	420	815	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	165	144	603	203	144	726	825	-	-	1021	-	-
Stage 1	338	390	-	479	508	-	-	-	-	-	-	-
Stage 2	691	508	-	581	389	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	153	139	603	191	139	726	825	-	-	1021	-	-
Mov Cap-2 Maneuver	153	139	-	191	139	-	-	-	-	-	-	-
Stage 1	333	382	-	471	500	-	-	-	-	-	-	-
Stage 2	662	500	-	557	381	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.4	22.6	0.2	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	825	-	-	206	232	1021	-	-
HCM Lane V/C Ratio	0.011	-	-	0.1	0.117	0.012	-	-
HCM Control Delay (s)	9.4	0.1	-	24.4	22.6	8.6	0.1	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (veh/h)	149	1215	122	187	1104	70	145	177	98	55	458	88
Future Volume (veh/h)	149	1215	122	187	1104	70	145	177	98	55	458	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	162	1321	133	203	1200	0	158	107	107	60	60	96
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	303	1917	192	241	2096		134	218	218	217	217	103
Arrive On Green	0.05	0.59	0.59	0.05	0.59	0.00	0.05	0.19	0.19	0.04	0.04	0.18
Sat Flow, veh/h	1781	3261	327	1781	3647	0	1781	1153	1153	1781	1781	576
Grp Volume(v), veh/h	162	717	737	203	1200	0	158	154	154	60	60	294
Grp Sat Flow(s),veh/h/ln	1781	1777	1812	1781	1777	0	1781	1663	1663	1781	1781	1767
Q Serve(g_s), s	6.6	50.2	50.9	8.4	37.6	0.0	8.3	14.9	14.9	4.9	4.9	29.6
Cycle Q Clear(g_c), s	6.6	50.2	50.9	8.4	37.6	0.0	8.3	14.9	14.9	4.9	4.9	29.6
Prop In Lane	1.00		0.18	1.00		0.00	1.00	0.69	0.69	1.00	1.00	0.33
Lane Grp Cap(c), veh/h	303	1045	1065	241	2096		134	315	315	217	217	315
V/C Ratio(X)	0.53	0.69	0.69	0.84	0.57		1.18	0.49	0.49	0.28	0.28	0.93
Avail Cap(c_a), veh/h	356	1045	1065	241	2096		134	338	338	217	217	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	25.6	25.8	29.3	22.9	0.0	67.6	65.2	65.2	58.1	58.1	72.9
Incr Delay (d2), s/veh	0.5	3.7	3.7	21.8	1.1	0.0	135.2	0.9	0.9	0.3	0.3	31.0
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	2.7	22.1	22.8	6.5	16.1	0.0	7.2	6.4	6.4	2.3	2.3	16.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	29.3	29.5	51.2	24.0	0.0	202.8	66.1	66.1	58.4	58.4	103.9
LnGrp LOS	B	C	C	D	C		F	E	E	E	E	F
Approach Vol, veh/h		1616			1403		457			654	654	
Approach Delay, s/veh		28.4			27.9		113.2			98.7	98.7	
Approach LOS		C			C		F			F	F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	112.9	12.0	40.5	15.0	112.5	14.0	38.5
Change Period (Y+Rc), s	6.0	* 6.7	* 5.7	6.4	6.0	* 6.7	* 5.7	6.4
Max Green Setting (Gmax), s	14.0	* 98	* 6.3	36.6	9.0	* 1E2	* 8.3	34.6
Max Q Clear Time (g_c+I1), s	8.6	0.0	6.9	16.9	10.4	0.0	10.3	31.6
Green Ext Time (p_c), s	0.1	0.0	0.0	0.7	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D

Notes

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

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

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	2	26	0	5	21	13	3	70	3	8	56	11
Future Vol, veh/h	2	26	0	5	21	13	3	70	3	8	56	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	2	28	0	5	23	14	3	76	3	9	61	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	187	170	67	183	175	78	73	0	0	79	0	0
Stage 1	85	85	-	84	84	-	-	-	-	-	-	-
Stage 2	102	85	-	99	91	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	774	723	997	778	718	983	1527	-	-	1519	-	-
Stage 1	923	824	-	924	825	-	-	-	-	-	-	-
Stage 2	904	824	-	907	820	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	740	717	997	750	712	983	1527	-	-	1519	-	-
Mov Cap-2 Maneuver	740	717	-	750	712	-	-	-	-	-	-	-
Stage 1	921	819	-	922	823	-	-	-	-	-	-	-
Stage 2	865	822	-	870	815	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	9.8	0.3	0.8
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1527	-	-	719	790	1519	-	-
HCM Lane V/C Ratio	0.002	-	-	0.042	0.054	0.006	-	-
HCM Control Delay (s)	7.4	0	-	10.2	9.8	7.4	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	19	16	3	30	3	13	80	3	6	51	2
Future Vol, veh/h	5	19	16	3	30	3	13	80	3	6	51	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	5	21	17	3	33	3	14	87	3	7	55	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	205	188	56	206	188	89	57	0	0	90	0	0
Stage 1	70	70	-	117	117	-	-	-	-	-	-	-
Stage 2	135	118	-	89	71	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	753	707	1011	752	707	969	1547	-	-	1505	-	-
Stage 1	940	837	-	888	799	-	-	-	-	-	-	-
Stage 2	868	798	-	918	836	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	715	696	1011	714	696	969	1547	-	-	1505	-	-
Mov Cap-2 Maneuver	715	696	-	714	696	-	-	-	-	-	-	-
Stage 1	931	833	-	879	791	-	-	-	-	-	-	-
Stage 2	821	790	-	875	832	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	10.3	1	0.8
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1547	-	-	798	714	1505	-	-
HCM Lane V/C Ratio	0.009	-	-	0.054	0.055	0.004	-	-
HCM Control Delay (s)	7.3	0	-	9.8	10.3	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
End Time	9:15	9:15	9:15	9:15	9:15	9:15	9:15
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4529	4670	4643	4488	4601	4602	4602
Vehs Exited	4501	4641	4614	4477	4593	4575	4604
Starting Vehs	124	120	126	110	133	104	118
Ending Vehs	152	149	155	121	141	131	116
Denied Entry Before	8	0	5	1	0	3	3
Denied Entry After	239	79	195	25	29	115	50
Travel Distance (mi)	1275	1305	1292	1265	1281	1278	1278
Travel Time (hr)	216.1	154.4	239.1	117.7	132.0	176.1	141.8
Total Delay (hr)	174.5	111.7	197.0	76.5	90.0	134.3	100.0
Total Stops	3486	3575	3593	3325	3553	3461	3444
Fuel Used (gal)	90.5	77.5	96.4	67.4	71.6	81.1	73.5

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	8:00	8:00	8:00	8:00
End Time	9:15	9:15	9:15	9:15
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4652	4698	4636	4612
Vehs Exited	4661	4671	4622	4595
Starting Vehs	154	105	117	117
Ending Vehs	145	132	131	133
Denied Entry Before	14	0	1	3
Denied Entry After	79	74	93	97
Travel Distance (mi)	1295	1310	1296	1288
Travel Time (hr)	185.6	140.8	204.2	170.8
Total Delay (hr)	143.3	98.0	162.1	128.8
Total Stops	3699	3594	3567	3530
Fuel Used (gal)	84.9	74.4	88.9	80.6

Interval #0 Information Seeding

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	8:15
End Time	9:15
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	4529	4670	4643	4488	4601	4602	4602
Vehs Exited	4501	4641	4614	4477	4593	4575	4604
Starting Vehs	124	120	126	110	133	104	118
Ending Vehs	152	149	155	121	141	131	116
Denied Entry Before	8	0	5	1	0	3	3
Denied Entry After	239	79	195	25	29	115	50
Travel Distance (mi)	1275	1305	1292	1265	1281	1278	1278
Travel Time (hr)	216.1	154.4	239.1	117.7	132.0	176.1	141.8
Total Delay (hr)	174.5	111.7	197.0	76.5	90.0	134.3	100.0
Total Stops	3486	3575	3593	3325	3553	3461	3444
Fuel Used (gal)	90.5	77.5	96.4	67.4	71.6	81.1	73.5

Interval #1 Information Recording

Start Time	8:15
End Time	9:15
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	4652	4698	4636	4612
Vehs Exited	4661	4671	4622	4595
Starting Vehs	154	105	117	117
Ending Vehs	145	132	131	133
Denied Entry Before	14	0	1	3
Denied Entry After	79	74	93	97
Travel Distance (mi)	1295	1310	1296	1288
Travel Time (hr)	185.6	140.8	204.2	170.8
Total Delay (hr)	143.3	98.0	162.1	128.8
Total Stops	3699	3594	3567	3530
Fuel Used (gal)	84.9	74.4	88.9	80.6

1: Ponce De Leon Boulevard & Salamanca Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.1	3.1	0.2	0.2	0.0	0.0	0.0
Total Delay (hr)	1.0	1.2	0.5	0.3	0.6	0.3	0.4	0.7	0.0	0.0	1.0	0.0
Total Del/Veh (s)	78.3	76.2	53.2	77.1	86.5	39.8	13.6	4.2	1.6	7.3	5.2	3.6
Stop Delay (hr)	0.9	1.1	0.4	0.3	0.6	0.3	0.3	0.4	0.0	0.0	0.6	0.0
Stop Del/Veh (s)	74.8	72.0	50.8	74.7	83.4	38.4	11.1	2.6	1.2	5.0	2.9	2.2
Travel Time (hr)	1.1	1.4	0.6	0.4	0.7	0.3	0.6	1.5	0.1	0.1	3.1	0.1
Avg Speed (mph)	3	3	4	3	2	4	8	19	17	18	23	20
Vehicles Entered	43	55	30	15	25	24	99	586	23	15	706	19
Vehicles Exited	43	55	30	16	25	24	99	586	23	15	705	19
Hourly Exit Rate	43	55	30	16	25	24	99	586	23	15	705	19
Input Volume	44	58	31	15	26	22	98	594	23	20	766	21
% of Volume	98	95	97	107	96	109	101	99	100	75	92	90
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

1: Ponce De Leon Boulevard & Salamanca Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	6.0
Total Del/Veh (s)	13.0
Stop Delay (hr)	5.0
Stop Del/Veh (s)	10.9
Travel Time (hr)	9.9
Avg Speed (mph)	12
Vehicles Entered	1640
Vehicles Exited	1640
Hourly Exit Rate	1640
Input Volume	1718
% of Volume	95
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	259

2: Ponce De Leon Boulevard & Antilla Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.0
Total Del/Veh (s)	14.3	15.8	6.2	12.5	16.2	6.4	5.1	0.9	0.7	3.1	0.5	0.1
Stop Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	12.7	13.4	5.8	10.5	13.5	5.6	2.8	0.1	0.0	1.3	0.0	0.0
Travel Time (hr)	0.1	0.1	0.1	0.2	0.1	0.1	0.1	2.0	0.0	0.0	1.1	0.0
Avg Speed (mph)	10	10	14	12	11	15	21	31	25	17	31	21
Vehicles Entered	18	12	12	26	11	11	13	637	2	13	657	4
Vehicles Exited	18	12	12	26	11	11	13	637	2	14	656	4
Hourly Exit Rate	18	12	12	26	11	11	13	637	2	14	656	4
Input Volume	17	11	13	28	10	11	13	644	3	17	722	3
% of Volume	106	109	92	93	110	100	100	99	67	82	91	133
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

2: Ponce De Leon Boulevard & Antilla Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	0.6
Total Del/Veh (s)	1.5
Stop Delay (hr)	0.3
Stop Del/Veh (s)	0.7
Travel Time (hr)	3.8
Avg Speed (mph)	27
Vehicles Entered	1416
Vehicles Exited	1416
Hourly Exit Rate	1416
Input Volume	1492
% of Volume	95
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	692

3: Ponce De Leon Boulevard & Phoenetia Avenue /Phoenetia Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
Total Del/Veh (s)	12.5	20.5	7.6	12.3	5.6	5.5	5.5	0.4		4.2	1.7	1.6
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	11.0	18.4	7.3	10.1	4.0	4.4	3.7	0.1		1.8	0.1	0.1
Travel Time (hr)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.8	0.0	0.1	5.6	0.0
Avg Speed (mph)	11	8	13	13	16	17	15	31	19	24	28	26
Vehicles Entered	7	2	6	10	25	8	8	498	0	10	684	3
Vehicles Exited	7	2	6	10	25	8	8	498	0	10	683	3
Hourly Exit Rate	7	2	6	10	25	8	8	498	0	10	683	3
Input Volume	9	3	7	10	26	9	8	507	1	11	753	3
% of Volume	78	67	86	100	96	89	100	98	0	91	91	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

3: Ponce De Leon Boulevard & Phoenetia Avenue /Phoenetia Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	0.5
Total Del/Veh (s)	1.5
Stop Delay (hr)	0.2
Stop Del/Veh (s)	0.5
Travel Time (hr)	6.9
Avg Speed (mph)	27
Vehicles Entered	1261
Vehicles Exited	1260
Hourly Exit Rate	1260
Input Volume	1347
% of Volume	94
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	573

4: Ponce De Leon Boulevard & SW 8th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SWL2	SWL
Denied Delay (hr)	0.1	0.2	0.0	1.7	9.3	0.5	0.0	0.0	0.0	0.0	3.8	31.4
Denied Del/Veh (s)	2.5	0.6	0.8	32.5	30.4	27.6	0.0	0.0	0.0	0.0	259.9	247.8
Total Delay (hr)	2.6	9.8	0.8	9.3	9.8	0.4	3.2	0.0	2.9	1.3	2.0	19.8
Total Del/Veh (s)	62.7	28.5	23.5	180.6	31.8	23.9	80.0	0.3	58.4	46.3	153.6	172.2
Stop Delay (hr)	2.4	7.1	0.6	9.2	7.2	0.3	3.0	0.0	2.8	1.2	1.8	18.6
Stop Del/Veh (s)	56.4	20.7	17.6	178.6	23.6	17.5	74.9	0.0	55.4	43.0	143.4	161.8
Travel Time (hr)	3.3	13.1	1.3	11.6	22.0	1.2	4.1	0.3	4.3	2.0	5.9	52.8
Avg Speed (mph)	4	8	9	2	8	9	7	33	9	11	2	2
Vehicles Entered	148	1212	122	180	1084	66	138	93	179	97	45	401
Vehicles Exited	149	1207	123	173	1080	66	139	93	179	97	44	400
Hourly Exit Rate	149	1207	123	173	1080	66	139	93	179	97	44	400
Input Volume	149	1215	122	187	1104	70	145	98	177	98	55	458
% of Volume	100	99	101	93	98	94	96	95	101	99	80	87
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	2
Denied Entry After	0	0	0	4	19	1	0	0	0	0	7	55
Density (ft/veh)												

4: Ponce De Leon Boulevard & SW 8th Street Performance by movement

Movement	SWR	All
Denied Delay (hr)	6.4	53.3
Denied Del/Veh (s)	251.7	48.7
Total Delay (hr)	3.8	65.7
Total Del/Veh (s)	167.6	60.3
Stop Delay (hr)	3.6	57.9
Stop Del/Veh (s)	159.0	53.1
Travel Time (hr)	10.6	132.5
Avg Speed (mph)	2	5
Vehicles Entered	80	3845
Vehicles Exited	80	3830
Hourly Exit Rate	80	3830
Input Volume	88	3966
% of Volume	91	97
Denied Entry Before	1	3
Denied Entry After	11	97
Density (ft/veh)		99

5: Galiano Street & Antilla Avenue Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.2	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.7	5.4	4.4	5.4	3.2	1.3	0.1	0.0	1.9	0.2	0.1	1.6
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	4.6	2.9	2.9	3.2	2.7	0.0	0.0	0.0	0.1	0.1	0.1	0.9
Travel Time (hr)	0.0	0.2	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.6
Avg Speed (mph)	17	18	16	15	16	19	29	20	18	26	19	21
Vehicles Entered	1	28	4	19	12	2	70	3	7	57	13	216
Vehicles Exited	1	28	4	19	12	2	70	3	7	58	13	217
Hourly Exit Rate	1	28	4	19	12	2	70	3	7	58	13	217
Input Volume	2	30	5	21	13	3	70	3	8	56	11	222
% of Volume	50	93	80	90	92	67	100	100	88	104	118	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												2416

6: Galiano Street & Phoenetia Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.1	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.3	5.4	3.3	5.5	5.2	2.8	1.9	0.2	0.2	1.7	0.2	0.0
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	3.7	3.1	2.8	3.7	3.0	2.4	0.3	0.0	0.1	0.1	0.0	0.0
Travel Time (hr)	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Avg Speed (mph)	16	16	16	16	16	16	18	27	18	19	29	20
Vehicles Entered	4	15	17	2	29	4	11	80	2	5	53	2
Vehicles Exited	4	15	17	2	29	4	11	80	2	5	53	2
Hourly Exit Rate	4	15	17	2	29	4	11	80	2	5	53	2
Input Volume	5	19	16	3	30	3	13	80	3	6	51	2
% of Volume	80	79	106	67	97	133	85	100	67	83	104	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

6: Galiano Street & Phoenetia Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.1
Total Del/Veh (s)	1.7
Stop Delay (hr)	0.1
Stop Del/Veh (s)	1.0
Travel Time (hr)	0.6
Avg Speed (mph)	21
Vehicles Entered	224
Vehicles Exited	224
Hourly Exit Rate	224
Input Volume	231
% of Volume	97
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	2485

7: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Travel Time (hr)	0.3	0.3
Avg Speed (mph)	21	21
Vehicles Entered	94	94
Vehicles Exited	93	93
Hourly Exit Rate	93	93
Input Volume	101	101
% of Volume	92	92
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

8: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.3	0.3
Travel Time (hr)	0.5	0.5
Avg Speed (mph)	21	21
Vehicles Entered	143	143
Vehicles Exited	142	142
Hourly Exit Rate	142	142
Input Volume	145	145
% of Volume	98	98
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

9: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.0	1.0
Total Del/Veh (s)	2.6	2.6
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	5.8	5.8
Avg Speed (mph)	28	28
Vehicles Entered	1348	1348
Vehicles Exited	1348	1348
Hourly Exit Rate	1348	1348
Input Volume	1368	1368
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

10: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	21	21
Vehicles Entered	34	34
Vehicles Exited	34	34
Hourly Exit Rate	34	34
Input Volume	37	37
% of Volume	92	92
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

11: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.3	0.3
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	21	21
Vehicles Entered	28	28
Vehicles Exited	28	28
Hourly Exit Rate	28	28
Input Volume	26	26
% of Volume	108	108
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

12: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.8	0.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	1.4	1.4
Avg Speed (mph)	29	29
Vehicles Entered	750	750
Vehicles Exited	750	750
Hourly Exit Rate	750	750
Input Volume	812	812
% of Volume	92	92
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

13: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	21	21
Vehicles Entered	22	22
Vehicles Exited	22	22
Hourly Exit Rate	22	22
Input Volume	28	28
% of Volume	79	79
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

14: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.3	0.3
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	21	21
Vehicles Entered	18	18
Vehicles Exited	18	18
Hourly Exit Rate	18	18
Input Volume	17	17
% of Volume	106	106
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

15: External Performance by approach

Approach	NE	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.5	1.5
Stop Delay (hr)	0.1	0.1
Stop Del/Veh (s)	0.6	0.6
Travel Time (hr)	2.3	2.3
Avg Speed (mph)	20	20
Vehicles Entered	394	394
Vehicles Exited	392	392
Hourly Exit Rate	392	392
Input Volume	396	396
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

16: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.9	0.9
Total Del/Veh (s)	2.4	2.4
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	5.4	5.4
Avg Speed (mph)	28	28
Vehicles Entered	1299	1299
Vehicles Exited	1302	1302
Hourly Exit Rate	1302	1302
Input Volume	1337	1337
% of Volume	97	97
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

17: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	29	29
Vehicles Entered	62	62
Vehicles Exited	62	62
Hourly Exit Rate	62	62
Input Volume	61	61
% of Volume	102	102
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

18: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	0.2	0.2
Avg Speed (mph)	29	29
Vehicles Entered	88	88
Vehicles Exited	88	88
Hourly Exit Rate	88	88
Input Volume	88	88
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

Total Network Performance

Denied Delay (hr)	53.5
Denied Del/Veh (s)	40.9
Total Delay (hr)	75.3
Total Del/Veh (s)	57.3
Stop Delay (hr)	63.6
Stop Del/Veh (s)	48.4
Travel Time (hr)	170.8
Avg Speed (mph)	11
Vehicles Entered	4612
Vehicles Exited	4595
Hourly Exit Rate	4595
Input Volume	13392
% of Volume	34
Denied Entry Before	3
Denied Entry After	97
Density (ft/veh)	169

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Salamanca Avenue	1	4.2	9.3	0.1	20	21	4.0
Antilla Avenue	2	1.0	10.8	0.1	36	35	1.0
Phoenetia Avenue	3	0.3	5.7	0.1	33	33	0.2
SW 8th Street	4	58.3	84.8	0.2	10	10	57.0
Total		63.8	110.6	0.4	14	14	62.3

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Salamanca Avenue	18	5.6	21	3.9	21	3.9	19
Antilla Avenue	35	1.1	36	0.9	36	0.9	36
Phoenetia Avenue	32	0.5	34	0.2	32	0.5	33
SW 8th Street	10	57.9	9	63.3	9	62.4	9
Total	14	65.0	14	68.2	14	67.7	14

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Salamanca Avenue	4.7	22	3.7	20	4.4	21	4.0
Antilla Avenue	1.0	36	0.9	35	1.0	36	0.9
Phoenetia Avenue	0.2	34	0.2	32	0.4	32	0.6
SW 8th Street	61.0	9	63.2	10	53.5	11	51.5
Total	66.9	14	68.1	15	59.3	15	56.9

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Salamanca Avenue	20	4.4	23	3.3
Antilla Avenue	35	1.2	36	0.9
Phoenetia Avenue	33	0.3	34	0.2
SW 8th Street	10	56.4	10	58.1
Total	14	62.3	14	62.6

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
SW 8th Street	4	172.2	459.1	0.1	2	2	178.7
Phoenetia Avenue	3	2.3	29.5	0.2	28	28	2.2
Antilla Avenue	2	0.5	5.9	0.1	32	32	0.5
Salamanca Avenue	1	5.2	15.7	0.1	24	25	4.9
Total		180.2	510.1	0.5	8	7	186.3

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
SW 8th Street	2	170.8	2	180.1	2	166.4	2
Phoenetia Avenue	28	2.2	28	2.3	27	2.7	28
Antilla Avenue	33	0.4	32	0.6	32	0.6	32
Salamanca Avenue	23	5.9	25	5.1	26	4.2	24
Total	8	179.3	7	188.1	8	173.9	8

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
SW 8th Street	150.7	2	178.2	2	178.7	2	174.3
Phoenetia Avenue	2.4	28	2.0	28	2.4	28	2.2
Antilla Avenue	0.5	33	0.4	31	0.6	32	0.6
Salamanca Avenue	5.6	24	5.2	23	5.9	24	5.5
Total	159.2	7	185.8	7	187.6	7	182.6

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
SW 8th Street	2	179.7	2	169.1
Phoenetia Avenue	27	2.3	28	2.2
Antilla Avenue	32	0.5	33	0.5
Salamanca Avenue	24	5.7	26	4.2
Total	7	188.2	8	176.0

Arterial Level of Service: EB Antilla Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Ponce De Leon Boulev	2	15.8	26.1	0.1	11	12	14.2
Galiano Street	5	6.1	21.8	0.1	20	20	6.0
Total		21.9	48.0	0.2	15	16	20.2

Arterial Level of Service: EB Antilla Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Ponce De Leon Boulev	12	14.1	8	22.9	10	17.4	13
Galiano Street	20	6.4	20	6.1	18	6.7	20
Total	15	20.4	13	29.0	14	24.1	16

Arterial Level of Service: EB Antilla Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Ponce De Leon Boulev	11.3	13	10.8	10	20.0	10	17.6
Galiano Street	5.9	21	6.1	20	6.7	18	6.2
Total	17.2	17	16.9	14	26.7	14	23.8

Arterial Level of Service: EB Antilla Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Ponce De Leon Boulev	11	16.0	12	12.7
Galiano Street	18	6.5	20	5.7
Total	14	22.5	16	18.4

Arterial Level of Service: WB Antilla Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Galiano Street	5	5.4	14.7	0.1	17	17	5.2
Ponce De Leon Boulev	2	16.6	29.5	0.1	15	15	12.7
Total		22.0	44.2	0.2	15	15	17.9

Arterial Level of Service: WB Antilla Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Galiano Street	17	5.1	16	5.6	17	5.4	17
Ponce De Leon Boulev	15	12.9	13	22.1	18	10.1	15
Total	16	17.9	14	27.6	18	15.5	15

Arterial Level of Service: WB Antilla Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Galiano Street	5.4	16	5.8	16	5.5	17	4.9
Ponce De Leon Boulev	18.1	16	13.9	12	21.2	15	15.2
Total	23.5	16	19.7	13	26.7	15	20.1

Arterial Level of Service: WB Antilla Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Galiano Street	16	6.0	17	6.0
Ponce De Leon Boulev	12	24.7	19	12.6
Total	13	30.7	18	18.6

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Galiano Street	6	5.4	13.6	0.1	32	34	4.6
Total		5.4	13.6	0.1	32	34	4.6

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Galiano Street	32	5.2	31	5.4	29	6.4	34
Total	32	5.2	31	5.4	29	6.4	34

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Galiano Street	5.6	33	5.1	29	5.9	31	4.8
Total	5.6	33	5.1	29	5.9	31	4.8

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Galiano Street	31	5.9	30	5.5
Total	31	5.9	30	5.5

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Galiano Street	6	5.2	14.4	0.1	17	17	5.0
Ponce De Leon Boulev	3	5.9	16.9	0.1	25	24	6.7
Total		11.1	31.3	0.2	22	21	11.8

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Galiano Street	17	5.0	17	5.0	16	5.7	17
Ponce De Leon Boulev	26	5.9	32	2.8	19	10.8	25
Total	22	10.9	24	7.8	18	16.4	22

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Galiano Street	5.1	18	4.9	17	5.4	17	5.5
Ponce De Leon Boulev	5.4	26	6.1	23	6.9	31	3.2
Total	10.4	22	11.0	21	12.3	24	8.7

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Galiano Street	16	5.6	17	4.9
Ponce De Leon Boulev	22	8.3	29	4.1
Total	19	13.9	24	9.0

Arterial Level of Service: NB Galiano Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Antilla Avenue	5	0.1	5.3	0.0	33	34	0.1
Phoenetia Avenue	6	0.2	6.0	0.1	32	34	0.2
Total		0.3	11.3	0.1	32	34	0.2

Arterial Level of Service: NB Galiano Street

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Antilla Avenue	33	0.1	33	0.1	32	0.1	32
Phoenetia Avenue	33	0.2	30	0.2	31	0.2	32
Total	33	0.2	31	0.3	31	0.3	32

Arterial Level of Service: NB Galiano Street

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Antilla Avenue	0.1	33	0.1	33	0.1	32	0.1
Phoenetia Avenue	0.3	31	0.1	34	0.1	32	0.1
Total	0.4	32	0.3	33	0.2	32	0.2

Arterial Level of Service: NB Galiano Street

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Antilla Avenue	33	0.1	33	0.2
Phoenetia Avenue	31	0.2	32	0.1
Total	32	0.3	32	0.3

Arterial Level of Service: SB Galiano Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Phoenetia Avenue	6	0.2	5.9	0.1	32	34	0.2
Antilla Avenue	5	0.2	6.1	0.1	31	33	0.2
Total		0.3	12.0	0.1	31	33	0.3

Arterial Level of Service: SB Galiano Street

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Phoenetia Avenue	31	0.2	32	0.1	32	0.1	32
Antilla Avenue	31	0.3	31	0.1	31	0.0	32
Total	31	0.6	31	0.2	31	0.2	32

Arterial Level of Service: SB Galiano Street

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Phoenetia Avenue	0.1	33	0.2	32	0.2	32	0.2
Antilla Avenue	0.2	32	0.1	30	0.0	29	0.2
Total	0.3	32	0.3	31	0.2	30	0.3

Arterial Level of Service: SB Galiano Street

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Phoenetia Avenue	33	0.1	32	0.1
Antilla Avenue	32	0.2	29	0.2
Total	32	0.4	30	0.3

Intersection: 1: Ponce De Leon Boulevard & Salamanca Avenue

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	LT	TR
Maximum Queue (ft)	245	140	114	226	142	229	238
Average Queue (ft)	125	62	45	66	30	57	61
95th Queue (ft)	219	119	96	163	90	158	169
Link Distance (ft)	359	332		243	243	505	505
Upstream Blk Time (%)				0	0		
Queuing Penalty (veh)				0	0		
Storage Bay Dist (ft)			73				
Storage Blk Time (%)			3	5			
Queuing Penalty (veh)			8	5			

Intersection: 2: Ponce De Leon Boulevard & Antilla Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LT
Maximum Queue (ft)	60	76	57	44
Average Queue (ft)	27	29	6	6
95th Queue (ft)	54	61	30	27
Link Distance (ft)	368	563	505	219
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Ponce De Leon Boulevard & Phoenetia Avenue /Phoenetia Avenue

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	LT	TR	LT
Maximum Queue (ft)	47	44	71	21	48
Average Queue (ft)	14	19	6	1	5
95th Queue (ft)	41	45	36	15	25
Link Distance (ft)	355	557	219	219	1127
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Ponce De Leon Boulevard & SW 8th Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SW	SW	SW
Directions Served	L	T	TR	L	T	TR	L	R	R>	<	L	LR
Maximum Queue (ft)	225	494	490	326	516	504	105	298	275	146	176	525
Average Queue (ft)	132	387	336	223	373	336	96	160	151	34	171	497
95th Queue (ft)	253	540	489	406	582	546	118	275	246	111	189	522
Link Distance (ft)		471	471		485	485		1127	1127			481
Upstream Blk Time (%)		5	2		26	4						71
Queuing Penalty (veh)		0	0		0	0						0
Storage Bay Dist (ft)	225			268			75			118	118	
Storage Blk Time (%)	1	22		37	10		50	23		0	55	77
Queuing Penalty (veh)	5	33		202	19		44	33		1	174	219

Intersection: 5: Galiano Street & Antilla Avenue

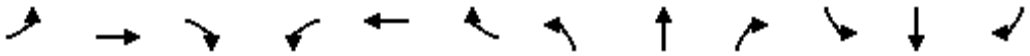
Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	52	50	9
Average Queue (ft)	19	22	0
95th Queue (ft)	48	48	6
Link Distance (ft)	563	329	223
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Galiano Street & Phoenetia Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	40	54	21	9
Average Queue (ft)	22	23	1	0
95th Queue (ft)	46	49	10	6
Link Distance (ft)	557	326	223	242
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 742



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	42	24	27	39	30	133	951	22	9	661	30
Future Volume (veh/h)	27	42	24	27	39	30	133	951	22	9	661	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	29	46	26	29	42	33	145	1034	24	10	718	33
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	51	63	31	51	57	39	616	3030	70	42	2819	129
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.85	0.85	0.85	0.85	0.85	0.85
Sat Flow, veh/h	335	788	389	331	712	484	712	3550	82	26	3303	151
Grp Volume(v), veh/h	101	0	0	104	0	0	145	518	540	395	0	366
Grp Sat Flow(s),veh/h/ln	1512	0	0	1527	0	0	712	1777	1856	1805	0	1675
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.0	9.1	11.4	11.4	0.0	0.0	7.8
Cycle Q Clear(g_c), s	12.6	0.0	0.0	12.9	0.0	0.0	16.9	11.4	11.4	7.5	0.0	7.8
Prop In Lane	0.29		0.26	0.28		0.32	1.00		0.04	0.03		0.09
Lane Grp Cap(c), veh/h	145	0	0	146	0	0	616	1516	1583	1560	0	1429
V/C Ratio(X)	0.70	0.00	0.00	0.71	0.00	0.00	0.24	0.34	0.34	0.25	0.00	0.26
Avail Cap(c_a), veh/h	620	0	0	618	0	0	616	1516	1583	1560	0	1429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	86.0	0.0	0.0	86.1	0.0	0.0	4.2	2.9	2.9	2.6	0.0	2.6
Incr Delay (d2), s/veh	4.4	0.0	0.0	4.7	0.0	0.0	0.9	0.6	0.6	0.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.0	5.3	0.0	0.0	1.4	3.6	3.8	2.5	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.4	0.0	0.0	90.9	0.0	0.0	5.1	3.5	3.5	3.0	0.0	3.0
LnGrp LOS	F	A	A	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		101			104			1203			761	
Approach Delay, s/veh		90.4			90.9			3.7			3.0	
Approach LOS		F			F			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		168.1		21.9		168.1		21.9				
Change Period (Y+Rc), s		6.0		* 6.7		6.0		* 6.7				
Max Green Setting (Gmax), s		106.0		* 71		106.0		* 71				
Max Q Clear Time (g_c+I1), s		0.0		14.9		0.0		14.6				
Green Ext Time (p_c), s		0.0		0.3		0.0		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		11.7
HCM 6th LOS		B

Notes

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

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	9	15	62	21	25	25	772	8	6	486	8
Future Vol, veh/h	15	9	15	62	21	25	25	772	8	6	486	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	16	10	16	67	23	27	27	839	9	7	528	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1032	1449	269	1181	1449	424	537	0	0	848	0	0
Stage 1	547	547	-	898	898	-	-	-	-	-	-	-
Stage 2	485	902	-	283	551	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	187	130	729	145	130	579	1027	-	-	785	-	-
Stage 1	489	516	-	301	356	-	-	-	-	-	-	-
Stage 2	532	355	-	700	514	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	145	122	729	127	122	579	1027	-	-	785	-	-
Mov Cap-2 Maneuver	145	122	-	127	122	-	-	-	-	-	-	-
Stage 1	465	509	-	286	338	-	-	-	-	-	-	-
Stage 2	449	337	-	662	507	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.2	79.2	0.5	0.2
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1027	-	-	197	154	785	-	-
HCM Lane V/C Ratio	0.026	-	-	0.215	0.762	0.008	-	-
HCM Control Delay (s)	8.6	0.2	-	28.2	79.2	9.6	0.1	-
HCM Lane LOS	A	A	-	D	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	4.7	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	2	9	11	11	10	31	783	0	7	470	5
Future Vol, veh/h	3	2	9	11	11	10	31	783	0	7	470	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	3	2	10	12	12	11	34	851	0	8	511	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1030	1449	258	1192	1451	426	516	0	0	851	0	0
Stage 1	530	530	-	919	919	-	-	-	-	-	-	-
Stage 2	500	919	-	273	532	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	188	130	741	143	130	577	1046	-	-	783	-	-
Stage 1	500	525	-	292	348	-	-	-	-	-	-	-
Stage 2	521	348	-	710	524	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	161	120	741	131	120	577	1046	-	-	783	-	-
Mov Cap-2 Maneuver	161	120	-	131	120	-	-	-	-	-	-	-
Stage 1	469	518	-	274	326	-	-	-	-	-	-	-
Stage 2	462	326	-	688	517	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.9	32.3	0.5	0.2
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1046	-	-	295	166	783	-	-
HCM Lane V/C Ratio	0.032	-	-	0.052	0.21	0.01	-	-
HCM Control Delay (s)	8.6	0.2	-	17.9	32.3	9.6	0.1	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.8	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (veh/h)	188	1118	95	50	930	18	220	472	86	47	272	202
Future Volume (veh/h)	188	1118	95	50	930	18	220	472	86	47	272	202
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	204	1215	103	54	1011	0	239	93	93	51	51	220
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	359	2026	171	247	2105		149	100	100	114	114	258
Arrive On Green	0.04	0.61	0.61	0.03	0.59	0.00	0.05	0.19	0.19	0.03	0.03	0.18
Sat Flow, veh/h	1781	3316	281	1781	3647	0	1781	523	523	1781	1781	1437
Grp Volume(v), veh/h	204	650	668	54	1011	0	239	316	316	51	51	247
Grp Sat Flow(s),veh/h/ln	1781	1777	1820	1781	1777	0	1781	1776	1776	1781	1781	1612
Q Serve(g_s), s	8.0	40.4	40.6	2.1	29.2	0.0	8.3	31.5	31.5	4.2	4.2	26.7
Cycle Q Clear(g_c), s	8.0	40.4	40.6	2.1	29.2	0.0	8.3	31.5	31.5	4.2	4.2	26.7
Prop In Lane	1.00		0.15	1.00		0.00	1.00	0.29	0.29	1.00	1.00	0.89
Lane Grp Cap(c), veh/h	359	1086	1112	247	2105		149	339	339	114	114	289
V/C Ratio(X)	0.57	0.60	0.60	0.22	0.48		1.60	0.93	0.93	0.45	0.45	0.85
Avail Cap(c_a), veh/h	359	1086	1112	280	2105		149	391	391	125	125	346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	21.5	21.5	18.0	20.9	0.0	69.5	71.6	71.6	59.9	59.9	71.6
Incr Delay (d2), s/veh	1.3	2.4	2.4	0.2	0.8	0.0	298.7	26.1	26.1	1.0	1.0	15.4
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	3.6	17.5	18.0	0.9	12.4	0.0	15.3	16.8	16.8	1.9	1.9	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	23.9	23.9	18.1	21.7	0.0	368.2	97.8	97.8	60.9	60.9	87.0
LnGrp LOS	B	C	C	B	C		F	F	F	E	E	F
Approach Vol, veh/h		1522			1065		845			567	567	
Approach Delay, s/veh		23.3			21.5		174.2			82.5	82.5	
Approach LOS		C			C		F			F	F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	113.3	11.9	40.8	10.7	116.7	14.0	38.7
Change Period (Y+Rc), s	6.0	* 6.7	* 5.7	6.4	6.0	* 6.7	* 5.7	6.4
Max Green Setting (Gmax), s	8.0	* 1E2	* 7.3	39.6	8.0	* 1E2	* 8.3	38.6
Max Q Clear Time (g_c+I1), s	10.0	0.0	6.2	33.5	4.1	0.0	10.3	28.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	63.1
HCM 6th LOS	E

Notes

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

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	19	7	7	34	9	5	74	5	10	90	2
Future Vol, veh/h	5	19	7	7	34	9	5	74	5	10	90	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	5	21	8	8	37	10	5	80	5	11	98	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	237	216	99	229	215	83	100	0	0	85	0	0
Stage 1	121	121	-	93	93	-	-	-	-	-	-	-
Stage 2	116	95	-	136	122	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	717	682	957	726	683	976	1493	-	-	1512	-	-
Stage 1	883	796	-	914	818	-	-	-	-	-	-	-
Stage 2	889	816	-	867	795	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	674	674	957	697	675	976	1493	-	-	1512	-	-
Mov Cap-2 Maneuver	674	674	-	697	675	-	-	-	-	-	-	-
Stage 1	879	790	-	910	815	-	-	-	-	-	-	-
Stage 2	837	813	-	831	789	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	10.4	0.4	0.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1493	-	-	722	718	1512	-	-
HCM Lane V/C Ratio	0.004	-	-	0.047	0.076	0.007	-	-
HCM Control Delay (s)	7.4	0	-	10.2	10.4	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

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	2	19	6	3	24	8	5	75	5	15	96	5
Future Vol, veh/h	2	19	6	3	24	8	5	75	5	15	96	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	2	21	7	3	26	9	5	82	5	16	104	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	251	236	107	248	236	85	109	0	0	87	0	0
Stage 1	139	139	-	95	95	-	-	-	-	-	-	-
Stage 2	112	97	-	153	141	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	702	665	947	706	665	974	1481	-	-	1509	-	-
Stage 1	864	782	-	912	816	-	-	-	-	-	-	-
Stage 2	893	815	-	849	780	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	667	655	947	676	655	974	1481	-	-	1509	-	-
Mov Cap-2 Maneuver	667	655	-	676	655	-	-	-	-	-	-	-
Stage 1	861	773	-	908	813	-	-	-	-	-	-	-
Stage 2	853	812	-	812	771	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	10.4	0.4	1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1481	-	-	704	710	1509	-	-
HCM Lane V/C Ratio	0.004	-	-	0.042	0.054	0.011	-	-
HCM Control Delay (s)	7.4	0	-	10.3	10.4	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4744	4862	4697	4718	4741	4793	4790
Vehs Exited	4741	4837	4684	4641	4686	4765	4762
Starting Vehs	107	112	88	117	118	116	85
Ending Vehs	110	137	101	194	173	144	113
Denied Entry Before	23	2	0	0	0	0	0
Denied Entry After	69	66	0	3	33	60	34
Travel Distance (mi)	1309	1347	1298	1319	1329	1324	1339
Travel Time (hr)	155.2	135.1	107.3	172.8	163.6	151.5	120.1
Total Delay (hr)	111.8	90.3	63.9	128.9	119.3	107.4	75.2
Total Stops	3639	3975	3554	4237	4132	3903	3663
Fuel Used (gal)	77.1	74.0	65.1	80.5	79.5	76.5	69.5

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4713	4818	4908	4777
Vehs Exited	4677	4800	4880	4749
Starting Vehs	130	152	141	112
Ending Vehs	166	170	169	140
Denied Entry Before	0	6	1	2
Denied Entry After	42	0	16	31
Travel Distance (mi)	1310	1343	1370	1329
Travel Time (hr)	186.0	186.3	170.3	154.8
Total Delay (hr)	142.1	141.4	124.5	110.5
Total Stops	4059	4480	4222	3985
Fuel Used (gal)	83.1	84.7	82.1	77.2

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	4744	4862	4697	4718	4741	4793	4790
Vehs Exited	4741	4837	4684	4641	4686	4765	4762
Starting Vehs	107	112	88	117	118	116	85
Ending Vehs	110	137	101	194	173	144	113
Denied Entry Before	23	2	0	0	0	0	0
Denied Entry After	69	66	0	3	33	60	34
Travel Distance (mi)	1309	1347	1298	1319	1329	1324	1339
Travel Time (hr)	155.2	135.1	107.3	172.8	163.6	151.5	120.1
Total Delay (hr)	111.8	90.3	63.9	128.9	119.3	107.4	75.2
Total Stops	3639	3975	3554	4237	4132	3903	3663
Fuel Used (gal)	77.1	74.0	65.1	80.5	79.5	76.5	69.5

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	4713	4818	4908	4777
Vehs Exited	4677	4800	4880	4749
Starting Vehs	130	152	141	112
Ending Vehs	166	170	169	140
Denied Entry Before	0	6	1	2
Denied Entry After	42	0	16	31
Travel Distance (mi)	1310	1343	1370	1329
Travel Time (hr)	186.0	186.3	170.3	154.8
Total Delay (hr)	142.1	141.4	124.5	110.5
Total Stops	4059	4480	4222	3985
Fuel Used (gal)	83.1	84.7	82.1	77.2

1: Ponce De Leon Boulevard & Salamanca Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.1	0.2	0.2	0.2	2.6	0.4	0.5	0.1	0.0	0.1
Total Delay (hr)	0.5	1.0	0.3	0.6	0.8	0.4	0.4	1.3	0.0	0.0	0.8	0.0
Total Del/Veh (s)	80.7	81.6	46.4	77.0	79.3	43.9	12.4	4.8	3.1	11.5	4.6	3.2
Stop Delay (hr)	0.5	0.9	0.3	0.6	0.8	0.4	0.4	0.7	0.0	0.0	0.5	0.0
Stop Del/Veh (s)	77.6	77.9	44.4	73.6	75.6	41.9	9.7	2.8	2.3	9.2	2.7	2.1
Travel Time (hr)	0.6	1.1	0.4	0.7	0.9	0.5	0.8	2.6	0.1	0.1	2.7	0.1
Avg Speed (mph)	3	3	4	3	3	4	9	17	15	14	23	20
Vehicles Entered	24	42	26	27	37	32	130	938	23	8	644	26
Vehicles Exited	24	43	26	26	37	32	130	940	22	8	644	27
Hourly Exit Rate	24	43	26	26	37	32	130	940	22	8	644	27
Input Volume	27	42	24	27	39	30	133	951	22	9	661	30
% of Volume	89	102	108	96	95	107	98	99	100	89	97	90
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

1: Ponce De Leon Boulevard & Salamanca Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.4
Total Delay (hr)	6.3
Total Del/Veh (s)	11.5
Stop Delay (hr)	5.1
Stop Del/Veh (s)	9.4
Travel Time (hr)	10.6
Avg Speed (mph)	12
Vehicles Entered	1957
Vehicles Exited	1959
Hourly Exit Rate	1959
Input Volume	1995
% of Volume	98
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	245

2: Ponce De Leon Boulevard & Antilla Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.3	0.1	0.1	0.0	0.4	0.0	0.0	0.1	0.0
Total Del/Veh (s)	14.4	18.7	5.8	18.7	21.5	11.5	5.3	1.6	1.5	5.0	0.4	0.2
Stop Delay (hr)	0.1	0.0	0.0	0.3	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	12.8	16.5	5.4	16.6	18.7	10.6	2.4	0.2	0.7	3.4	0.0	0.0
Travel Time (hr)	0.1	0.1	0.1	0.5	0.2	0.2	0.1	3.2	0.0	0.0	0.8	0.0
Avg Speed (mph)	10	9	14	9	8	11	20	29	24	14	31	21
Vehicles Entered	16	8	14	60	21	29	26	962	9	6	474	8
Vehicles Exited	16	8	15	60	20	29	26	962	9	6	474	8
Hourly Exit Rate	16	8	15	60	20	29	26	962	9	6	474	8
Input Volume	15	9	15	62	21	25	25	975	8	6	486	8
% of Volume	107	89	100	97	95	116	104	99	112	100	98	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

2: Ponce De Leon Boulevard & Antilla Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.2
Total Del/Veh (s)	2.6
Stop Delay (hr)	0.7
Stop Del/Veh (s)	1.5
Travel Time (hr)	5.3
Avg Speed (mph)	25
Vehicles Entered	1633
Vehicles Exited	1633
Hourly Exit Rate	1633
Input Volume	1655
% of Volume	99
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	501

3: Ponce De Leon Boulevard & Phoenetia Avenue /Phoenetia Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.7	0.0	0.2	0.0	1.2
Total Del/Veh (s)	37.8	28.8	8.9	16.7	19.8	11.7	5.9	3.4	5.8	1.4	1.2	3.2
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.5	0.0	0.0	0.0	0.8
Stop Del/Veh (s)	36.3	26.4	8.7	14.5	17.1	10.4	4.0	2.4	3.4	0.1	0.1	2.1
Travel Time (hr)	0.0	0.0	0.1	0.1	0.1	0.1	0.1	1.9	0.1	3.4	0.0	6.0
Avg Speed (mph)	5	7	11	12	11	13	14	21	23	28	26	24
Vehicles Entered	2	2	9	11	14	10	30	773	6	458	6	1321
Vehicles Exited	2	2	10	11	14	10	30	771	6	458	6	1320
Hourly Exit Rate	2	2	10	11	14	10	30	771	6	458	6	1320
Input Volume	3	2	9	11	13	10	31	783	7	470	5	1344
% of Volume	67	100	111	100	108	100	97	98	86	97	120	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												662

4: Ponce De Leon Boulevard & SW 8th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SWL2	SWL
Denied Delay (hr)	0.3	1.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	1.2	6.5
Denied Del/Veh (s)	5.6	3.2	2.7	2.7	0.2	0.3	0.0	0.0	0.0	0.0	91.3	86.2
Total Delay (hr)	4.0	7.7	0.5	0.5	6.5	0.1	14.2	0.2	26.3	4.1	1.6	11.6
Total Del/Veh (s)	77.6	25.1	19.7	34.3	25.4	16.0	225.4	51.8	187.5	172.6	123.3	154.4
Stop Delay (hr)	3.7	5.5	0.4	0.4	5.0	0.1	13.4	0.2	24.5	3.8	1.5	10.9
Stop Del/Veh (s)	72.7	18.1	15.0	30.9	19.4	11.9	212.7	48.0	174.1	159.2	114.2	145.3
Travel Time (hr)	4.9	11.6	1.0	0.7	9.1	0.2	15.6	0.3	29.8	4.7	3.0	19.1
Avg Speed (mph)	4	9	10	7	10	11	3	6	4	4	2	2
Vehicles Entered	181	1100	98	49	921	20	212	17	476	79	45	258
Vehicles Exited	179	1099	98	49	922	20	205	16	464	78	45	254
Hourly Exit Rate	179	1099	98	49	922	20	205	16	464	78	45	254
Input Volume	188	1118	95	50	930	18	220	18	472	86	47	272
% of Volume	95	98	103	98	99	111	93	89	98	91	96	93
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	1
Denied Entry After	0	4	0	0	0	0	0	0	0	0	3	13
Density (ft/veh)												

4: Ponce De Leon Boulevard & SW 8th Street Performance by movement

Movement	SWR	All
Denied Delay (hr)	4.9	14.1
Denied Del/Veh (s)	87.1	13.8
Total Delay (hr)	7.9	85.3
Total Del/Veh (s)	143.1	82.3
Stop Delay (hr)	7.5	76.9
Stop Del/Veh (s)	135.5	74.2
Travel Time (hr)	13.8	113.7
Avg Speed (mph)	2	4
Vehicles Entered	193	3649
Vehicles Exited	190	3619
Hourly Exit Rate	190	3619
Input Volume	202	3716
% of Volume	94	97
Denied Entry Before	1	2
Denied Entry After	11	31
Density (ft/veh)		78

5: Galiano Street & Antilla Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.5	5.7	3.7	5.3	5.5	3.2	2.0	0.1	0.0	1.9	0.2	0.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	3.6	3.1	3.0	3.5	3.1	2.7	0.3	0.0	0.0	0.2	0.0	0.0
Travel Time (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.2	0.0
Avg Speed (mph)	17	17	17	15	15	16	18	29	20	19	28	21
Vehicles Entered	3	19	7	6	35	10	4	74	5	9	91	2
Vehicles Exited	3	19	7	6	35	10	4	74	5	9	91	2
Hourly Exit Rate	3	19	7	6	35	10	4	74	5	9	91	2
Input Volume	5	19	7	7	34	9	5	74	5	10	93	2
% of Volume	60	100	100	86	103	111	80	100	100	90	98	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

5: Galiano Street & Antilla Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.1
Total Del/Veh (s)	1.7
Stop Delay (hr)	0.1
Stop Del/Veh (s)	1.0
Travel Time (hr)	0.7
Avg Speed (mph)	21
Vehicles Entered	265
Vehicles Exited	265
Hourly Exit Rate	265
Input Volume	270
% of Volume	98
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	2032

6: Galiano Street & Phoenetia Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.1	0.2	0.0	0.0	0.0	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.7	5.8	3.4	4.9	5.6	3.0	2.0	0.2	0.1	1.9	0.2	0.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	3.2	3.4	3.0	3.3	3.4	2.7	0.4	0.0	0.1	0.2	0.0	0.0
Travel Time (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.2	0.0
Avg Speed (mph)	15	16	16	15	15	16	19	27	20	19	29	20
Vehicles Entered	1	19	7	2	24	7	5	78	5	14	92	5
Vehicles Exited	1	19	7	2	24	7	5	78	5	14	92	5
Hourly Exit Rate	1	19	7	2	24	7	5	78	5	14	92	5
Input Volume	2	19	6	3	24	8	5	79	5	15	96	5
% of Volume	50	100	117	67	100	88	100	99	100	93	96	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

6: Galiano Street & Phoenetia Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.1
Total Del/Veh (s)	1.4
Stop Delay (hr)	0.1
Stop Del/Veh (s)	0.8
Travel Time (hr)	0.6
Avg Speed (mph)	22
Vehicles Entered	259
Vehicles Exited	259
Hourly Exit Rate	259
Input Volume	267
% of Volume	97
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	2336

7: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Travel Time (hr)	0.3	0.3
Avg Speed (mph)	21	21
Vehicles Entered	73	73
Vehicles Exited	72	72
Hourly Exit Rate	72	72
Input Volume	73	73
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

8: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Travel Time (hr)	0.7	0.7
Avg Speed (mph)	21	21
Vehicles Entered	193	193
Vehicles Exited	192	192
Hourly Exit Rate	192	192
Input Volume	202	202
% of Volume	95	95
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

9: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.8	0.8
Total Del/Veh (s)	2.3	2.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	5.1	5.1
Avg Speed (mph)	29	29
Vehicles Entered	1222	1222
Vehicles Exited	1222	1222
Hourly Exit Rate	1222	1222
Input Volume	1251	1251
% of Volume	98	98
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

10: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	21	21
Vehicles Entered	32	32
Vehicles Exited	32	32
Hourly Exit Rate	32	32
Input Volume	34	34
% of Volume	94	94
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

11: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.3	0.3
Travel Time (hr)	0.2	0.2
Avg Speed (mph)	21	21
Vehicles Entered	54	54
Vehicles Exited	54	54
Hourly Exit Rate	54	54
Input Volume	54	54
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

12: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.7	0.7
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Travel Time (hr)	1.3	1.3
Avg Speed (mph)	30	30
Vehicles Entered	696	696
Vehicles Exited	698	698
Hourly Exit Rate	698	698
Input Volume	712	712
% of Volume	98	98
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

13: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	21	21
Vehicles Entered	38	38
Vehicles Exited	38	38
Hourly Exit Rate	38	38
Input Volume	39	39
% of Volume	97	97
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

14: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.7	0.7
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Travel Time (hr)	0.2	0.2
Avg Speed (mph)	21	21
Vehicles Entered	47	47
Vehicles Exited	47	47
Hourly Exit Rate	47	47
Input Volume	47	47
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

15: External Performance by approach

Approach	NE	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.2	1.2
Stop Delay (hr)	0.1	0.1
Stop Del/Veh (s)	0.4	0.4
Travel Time (hr)	4.0	4.0
Avg Speed (mph)	19	19
Vehicles Entered	662	662
Vehicles Exited	662	662
Hourly Exit Rate	662	662
Input Volume	678	678
% of Volume	98	98
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

16: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.7	0.7
Total Del/Veh (s)	2.0	2.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Travel Time (hr)	5.5	5.5
Avg Speed (mph)	27	27
Vehicles Entered	1317	1317
Vehicles Exited	1317	1317
Hourly Exit Rate	1317	1317
Input Volume	1352	1352
% of Volume	97	97
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

17: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	0.2	0.2
Avg Speed (mph)	28	28
Vehicles Entered	101	101
Vehicles Exited	101	101
Hourly Exit Rate	101	101
Input Volume	104	104
% of Volume	97	97
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

18: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	0.2	0.2
Avg Speed (mph)	28	28
Vehicles Entered	81	81
Vehicles Exited	81	81
Hourly Exit Rate	81	81
Input Volume	85	85
% of Volume	95	95
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

Total Network Performance

Denied Delay (hr)	14.3
Denied Del/Veh (s)	10.7
Total Delay (hr)	96.2
Total Del/Veh (s)	70.8
Stop Delay (hr)	83.8
Stop Del/Veh (s)	61.7
Travel Time (hr)	154.8
Avg Speed (mph)	9
Vehicles Entered	4777
Vehicles Exited	4749
Hourly Exit Rate	4749
Input Volume	13878
% of Volume	34
Denied Entry Before	2
Denied Entry After	31
Density (ft/veh)	142

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Salamanca Avenue	1	4.8	10.0	0.1	19	20	4.4
Antilla Avenue	2	1.7	11.6	0.1	33	34	1.3
Phoenetia Avenue	3	3.3	8.7	0.1	22	32	0.6
SW 8th Street	4	187.1	211.9	0.2	4	7	85.9
Total		196.9	242.2	0.4	7	11	92.2

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Salamanca Avenue	19	4.8	17	6.2	19	5.0	19
Antilla Avenue	34	1.2	34	1.6	32	2.1	32
Phoenetia Avenue	33	0.3	31	0.6	14	8.4	30
SW 8th Street	6	107.9	8	72.3	3	294.3	4
Total	10	114.3	12	80.7	4	309.8	6

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Salamanca Avenue	5.1	20	4.4	19	4.8	21	4.1
Antilla Avenue	1.7	34	1.5	33	1.5	34	1.4
Phoenetia Avenue	0.8	32	0.5	32	0.6	26	1.8
SW 8th Street	200.9	5	146.0	8	74.8	3	275.8
Total	208.5	8	152.4	12	81.7	5	283.2

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Salamanca Avenue	19	5.0	20	4.5
Antilla Avenue	29	3.2	34	1.2
Phoenetia Avenue	8	18.3	31	0.7
SW 8th Street	2	337.7	3	240.1
Total	4	364.3	5	246.5

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
SW 8th Street	4	154.4	254.2	0.1	2	2	191.8
Phoenetia Avenue	3	2.0	30.6	0.2	27	27	1.9
Antilla Avenue	2	0.4	5.8	0.1	33	33	0.4
Salamanca Avenue	1	4.5	14.2	0.1	27	27	5.0
Total		161.4	304.8	0.5	8	7	199.2

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
SW 8th Street	3	109.6	3	125.4	2	148.3	2
Phoenetia Avenue	27	1.8	27	2.1	27	2.2	27
Antilla Avenue	33	0.4	32	0.5	33	0.4	32
Salamanca Avenue	27	4.2	23	6.7	25	5.5	27
Total	10	116.0	9	134.8	8	156.4	7

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
SW 8th Street	184.1	2	169.6	2	152.6	2	170.1
Phoenetia Avenue	2.1	27	2.2	27	1.9	27	2.0
Antilla Avenue	0.4	32	0.5	32	0.4	33	0.4
Salamanca Avenue	4.7	27	4.2	29	3.4	28	3.9
Total	191.3	8	176.5	8	158.4	8	176.4

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
SW 8th Street	3	138.9	2	162.0
Phoenetia Avenue	27	2.1	27	2.0
Antilla Avenue	33	0.4	33	0.4
Salamanca Avenue	28	4.1	29	3.5
Total	9	145.5	8	168.0

Arterial Level of Service: EB Antilla Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Ponce De Leon Boulev	2	18.7	28.7	0.1	10	12	12.5
Galiano Street	5	6.3	19.6	0.1	22	21	5.7
Total		24.9	48.3	0.2	15	16	18.1

Arterial Level of Service: EB Antilla Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Ponce De Leon Boulev	12	13.2	9	21.8	9	21.0	10
Galiano Street	21	6.5	23	7.2	24	6.4	22
Total	16	19.7	14	29.0	15	27.4	15

Arterial Level of Service: EB Antilla Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Ponce De Leon Boulev	17.7	8	23.3	11	15.9	11	14.6
Galiano Street	6.5	23	5.9	22	6.1	22	5.9
Total	24.2	14	29.2	16	22.0	16	20.6

Arterial Level of Service: EB Antilla Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Ponce De Leon Boulev	8	24.3	9	22.6
Galiano Street	21	6.1	24	6.3
Total	13	30.4	14	29.0

Arterial Level of Service: WB Antilla Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Galiano Street	5	5.5	14.6	0.1	17	17	5.4
Ponce De Leon Boulev	2	21.5	32.4	0.1	13	16	15.3
Total		27.0	47.0	0.2	14	17	20.7

Arterial Level of Service: WB Antilla Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Galiano Street	16	5.8	17	5.6	17	5.1	17
Ponce De Leon Boulev	14	19.1	11	28.5	14	20.7	13
Total	15	24.9	13	34.2	15	25.8	14

Arterial Level of Service: WB Antilla Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Galiano Street	5.5	17	5.8	15	6.6	17	5.2
Ponce De Leon Boulev	23.0	16	14.9	14	19.9	12	23.9
Total	28.5	16	20.6	15	26.4	14	29.0

Arterial Level of Service: WB Antilla Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Galiano Street	17	4.9	17	5.3
Ponce De Leon Boulev	10	32.7	12	23.8
Total	12	37.6	13	29.1

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Galiano Street	6	5.5	14.2	0.1	30	33	5.6
Total		5.5	14.2	0.1	30	33	5.6

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Galiano Street	29	6.3	30	5.1	28	5.5	35
Total	29	6.3	30	5.1	28	5.5	35

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Galiano Street	5.2	26	6.1	31	5.6	29	6.0
Total	5.2	26	6.1	31	5.6	29	6.0

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Galiano Street	33	5.3	31	5.1
Total	33	5.3	31	5.1

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Galiano Street	6	5.6	14.9	0.1	16	16	5.7
Ponce De Leon Boulev	3	19.0	33.8	0.1	13	14	15.0
Total		24.6	48.7	0.2	14	15	20.6

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Galiano Street	16	5.8	15	6.4	17	5.6	17
Ponce De Leon Boulev	15	13.0	14	16.5	12	20.0	16
Total	15	18.8	14	22.8	14	25.6	17

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Galiano Street	4.9	17	5.1	17	5.6	16	6.1
Ponce De Leon Boulev	12.2	16	12.7	13	16.6	9	31.2
Total	17.1	16	17.8	14	22.2	11	37.2

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Galiano Street	17	5.6	18	4.7
Ponce De Leon Boulev	10	26.9	11	23.0
Total	12	32.5	13	27.7

Arterial Level of Service: NB Galiano Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Antilla Avenue	5	0.1	5.3	0.0	33	32	0.1
Phoenetia Avenue	6	0.1	6.2	0.1	31	30	0.2
Total		0.2	11.5	0.1	32	31	0.3

Arterial Level of Service: NB Galiano Street

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Antilla Avenue	33	0.1	32	0.2	32	0.2	32
Phoenetia Avenue	31	0.1	30	0.1	30	0.2	30
Total	32	0.2	31	0.3	31	0.3	31

Arterial Level of Service: NB Galiano Street

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Antilla Avenue	0.1	33	0.1	33	0.1	33	0.1
Phoenetia Avenue	0.1	32	0.0	31	0.2	30	0.1
Total	0.2	33	0.1	32	0.3	31	0.2

Arterial Level of Service: NB Galiano Street

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Antilla Avenue	32	0.2	32	0.1
Phoenetia Avenue	32	0.0	31	0.1
Total	32	0.2	31	0.3

Arterial Level of Service: SB Galiano Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Phoenetia Avenue	6	0.2	6.0	0.1	32	32	0.3
Antilla Avenue	5	0.1	6.4	0.1	30	31	0.2
Total		0.3	12.4	0.1	31	31	0.5

Arterial Level of Service: SB Galiano Street

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Phoenetia Avenue	31	0.2	32	0.2	32	0.2	32
Antilla Avenue	30	0.0	30	0.1	29	0.1	29
Total	31	0.2	31	0.3	30	0.3	31

Arterial Level of Service: SB Galiano Street

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Phoenetia Avenue	0.2	32	0.1	31	0.2	32	0.1
Antilla Avenue	0.2	30	0.1	29	0.3	30	0.1
Total	0.4	31	0.2	30	0.5	31	0.2

Arterial Level of Service: SB Galiano Street

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Phoenetia Avenue	32	0.1	32	0.2
Antilla Avenue	30	0.1	30	0.2
Total	31	0.2	31	0.4

Intersection: 1: Ponce De Leon Boulevard & Salamanca Avenue

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	LT	TR
Maximum Queue (ft)	177	211	114	257	210	188	210
Average Queue (ft)	91	95	54	108	58	54	51
95th Queue (ft)	157	182	109	246	160	137	146
Link Distance (ft)	359	332		243	243	505	505
Upstream Blk Time (%)				1	0		
Queuing Penalty (veh)				0	0		
Storage Bay Dist (ft)			73				
Storage Blk Time (%)			3	9			
Queuing Penalty (veh)			16	12			

Intersection: 2: Ponce De Leon Boulevard & Antilla Avenue

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	LT	TR	LT
Maximum Queue (ft)	57	108	112	47	38
Average Queue (ft)	25	51	16	3	3
95th Queue (ft)	51	90	68	33	21
Link Distance (ft)	368	563	505	505	219
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Ponce De Leon Boulevard & Phoenetia Avenue /Phoenetia Avenue

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	40	63	117	68	43	2
Average Queue (ft)	13	24	30	17	4	0
95th Queue (ft)	39	55	121	103	24	2
Link Distance (ft)	355	557	219	219	1127	1127
Upstream Blk Time (%)			1	1		
Queuing Penalty (veh)			3	2		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4: Ponce De Leon Boulevard & SW 8th Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SW	SW	SW
Directions Served	L	T	TR	L	T	TR	L	R	R>	<	L	LR
Maximum Queue (ft)	225	493	463	300	442	404	105	856	839	118	176	524
Average Queue (ft)	150	315	275	31	249	205	101	676	664	22	163	457
95th Queue (ft)	267	502	446	149	384	348	122	1187	1172	80	214	597
Link Distance (ft)		471	471		485	485		1127	1127			481
Upstream Blk Time (%)		6	1		0	0		4	4			50
Queuing Penalty (veh)		0	0		0	0		16	14			0
Storage Bay Dist (ft)	225			268			75			118	118	
Storage Blk Time (%)	8	17			7		67	53		0	21	75
Queuing Penalty (veh)	45	33			4		158	117		1	70	137

Intersection: 5: Galiano Street & Antilla Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	34	58	9	12
Average Queue (ft)	20	27	1	1
95th Queue (ft)	44	52	7	7
Link Distance (ft)	563	329	221	223
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Galiano Street & Phoenetia Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	40	48	9	18
Average Queue (ft)	19	22	1	1
95th Queue (ft)	45	48	7	10
Link Distance (ft)	557	326	223	242
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 628

APPENDIX H

Growth Rate and Historical Traffic Count Data

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 5117 - SR 90/US-41/SW 8 ST, 200' E SW 37 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	36000 C	E 17500	W 18500	9.00	55.00	2.40
2020	23500 C	E 11500	W 12000	9.00	56.00	2.30
2019	39000 C	E 19500	W 19500	9.00	56.00	3.00
2018	38000 C	E 19500	W 18500	9.00	54.30	4.30
2017	36000 C	E 18500	W 17500	9.00	54.00	2.80
2016	39000 C	E 21500	W 17500	9.00	56.10	1.50
2015	35500 C	E 18000	W 17500	9.00	57.40	4.10
2014	35000 C	E 17500	W 17500	9.00	59.30	7.10
2013	34000 C	E 17500	W 16500	9.00	58.90	3.30
2012	35000 C	E 18000	W 17000	9.00	59.70	1.90
2011	36000 C	E 19000	W 17000	9.00	58.20	8.70
2010	34000 C	E 16500	W 17500	7.87	58.27	8.70
2009	38000 C	E 20000	W 18000	7.98	59.96	5.30
2008	34500 C	E 17500	W 17000	8.07	66.31	6.60
2007	37500 C	E 19500	W 18000	7.90	63.12	7.10
2006	40500 C	E 21000	W 19500	7.39	58.66	13.10

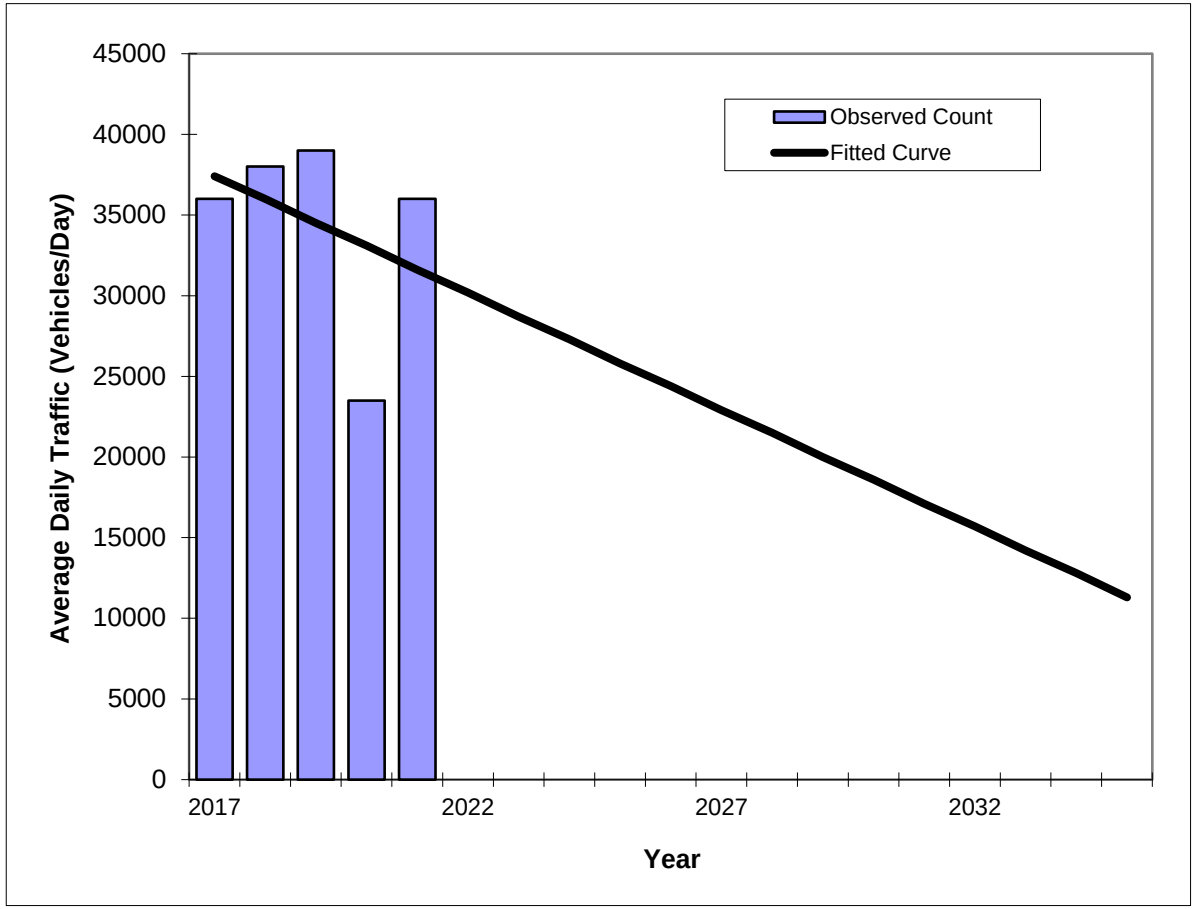
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

TAMIAMI TRAIL/SW 8ST --

FIN#	**1234**
Location	**1**

County:	Miami-Dade (87)
Station #:	5117
Highway:	TAMIAMI TRAIL/SW 8ST



Year	Traffic (ADT/AADT) Count*	Trend**
2017	36000	37400
2018	38000	36000
2019	39000	34500
2020	23500	33100
2021	36000	31600
2023 Opening Year Trend		
2023	N/A	28700
2024 Mid-Year Trend		
2024	N/A	27300
2025 Design Year Trend		
2025	N/A	25800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-1,450
Trend R-squared:	13.31%
Trend Annual Historic Growth Rate:	-3.88%
Trend Growth Rate (2021 to Design Year):	-4.59%
Printed:	29-Jul-22

Straight Line Growth Option

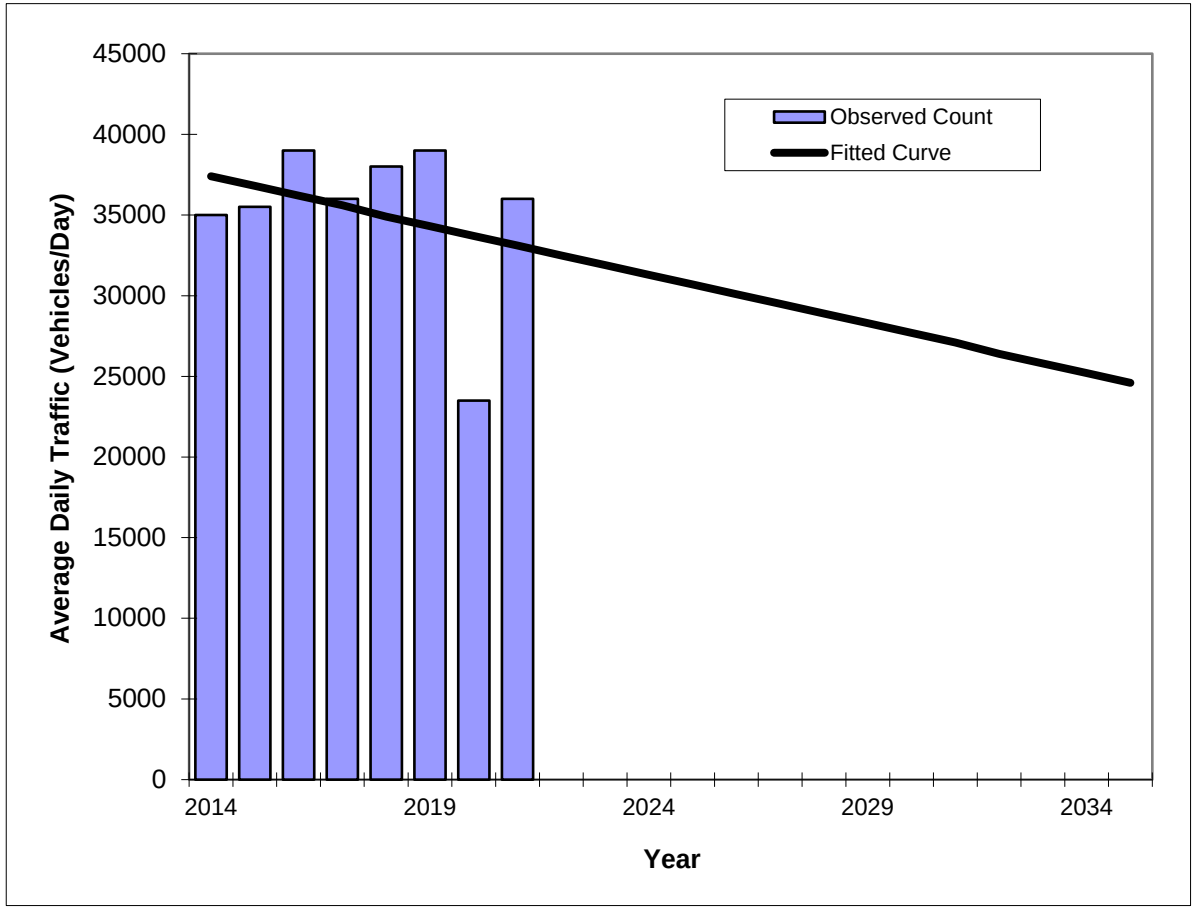
*Axle-Adjusted

Traffic Trends - V03.a

TAMIAMI TRAIL/SW 8ST --

FIN#	**1234**
Location	**1**

County:	Miami-Dade (87)
Station #:	5117
Highway:	TAMIAMI TRAIL/SW 8ST



Year	Traffic (ADT/AADT) Count*	Trend**
2014	35000	37400
2015	35500	36800
2016	39000	36200
2017	36000	35600
2018	38000	34900
2019	39000	34300
2020	23500	33700
2021	36000	33100
2023 Opening Year Trend		
2023	N/A	31900
2024 Mid-Year Trend		
2024	N/A	31300
2025 Design Year Trend		
2025	N/A	30700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-607
Trend R-squared:	8.85%
Trend Annual Historic Growth Rate:	-1.64%
Trend Growth Rate (2021 to Design Year):	-1.81%
Printed:	29-Jul-22

Straight Line Growth Option

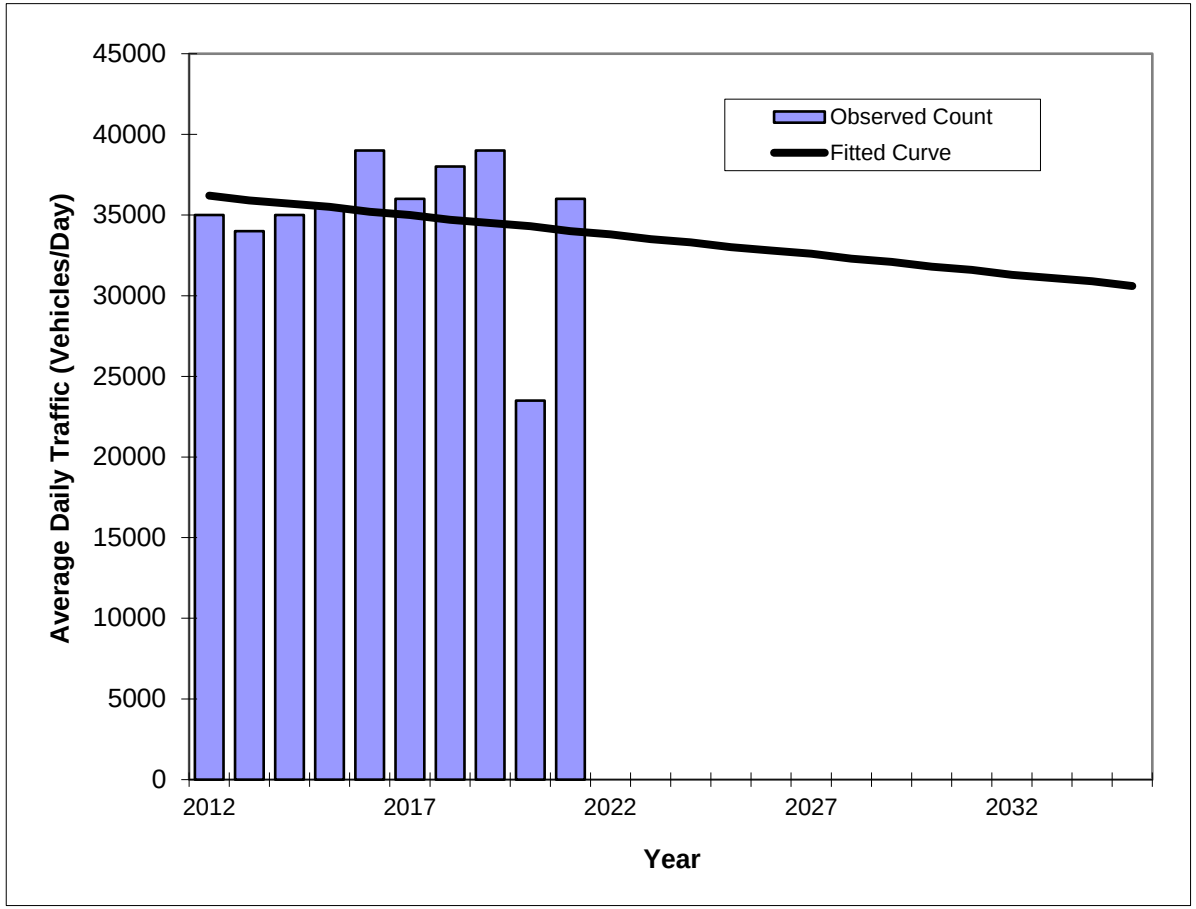
*Axle-Adjusted

Traffic Trends - V03.a

TAMIAMI TRAIL/SW 8ST --

FIN#	**1234**
Location	**1**

County:	Miami-Dade (87)
Station #:	5117
Highway:	TAMIAMI TRAIL/SW 8ST



Year	Traffic (ADT/AADT) Count*	Trend**
2012	35000	36200
2013	34000	35900
2014	35000	35700
2015	35500	35500
2016	39000	35200
2017	36000	35000
2018	38000	34700
2019	39000	34500
2020	23500	34300
2021	36000	34000
2023 Opening Year Trend		
2023	N/A	33500
2024 Mid-Year Trend		
2024	N/A	33300
2025 Design Year Trend		
2025	N/A	33000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-242
Trend R-squared:	2.75%
Trend Annual Historic Growth Rate:	-0.68%
Trend Growth Rate (2021 to Design Year):	-0.74%
Printed:	29-Jul-22

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8150 - PONCE DE LEON BLVD, 200' SOUTH OF SW 8TH ST/TAMIAMI TRAIL

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	9400 C	N 5800	S 3600	9.00	55.00	17.50
2020	9900 T	N 5200	S 4700	9.00	56.00	10.40
2019	11100 S	N 5800	S 5300	9.00	56.00	11.00
2018	11300 F	N 5900	S 5400	9.00	54.30	12.10
2017	12600 C	N 6600	S 6000	9.00	59.30	12.60
2016	16500 F	N 8500	S 8000	9.00	56.10	13.50
2015	16700 C	N 8600	S 8100	9.00	57.40	13.70
2014	10400 S	N 5100	S 5300	9.00	59.30	17.40
2013	10400 F	N 5100	S 5300	9.00	58.90	16.20
2012	10400 C	N 5100	S 5300	9.00	59.70	16.00

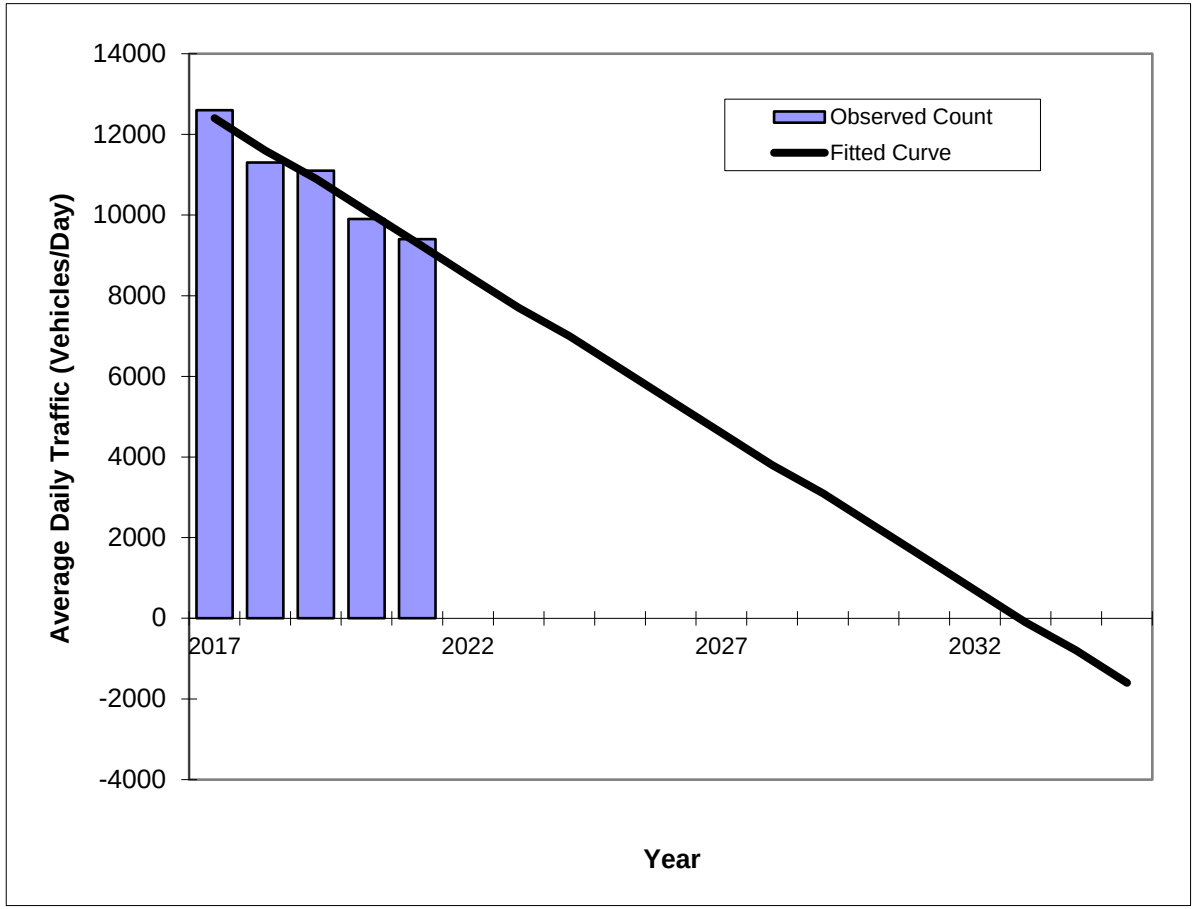
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

PONCE DE LEON BLVD --

FIN#	**1234**
Location	**1**

County:	Miami-Dade (87)
Station #:	8150
Highway:	PONCE DE LEON BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2017	12600	12400
2018	11300	11600
2019	11100	10900
2020	9900	10100
2021	9400	9300
2023 Opening Year Trend		
2023	N/A	7700
2024 Mid-Year Trend		
2024	N/A	7000
2025 Design Year Trend		
2025	N/A	6200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-780
Trend R-squared:	96.08%
Trend Annual Historic Growth Rate:	-6.25%
Trend Growth Rate (2021 to Design Year):	-8.33%
Printed:	29-Jul-22

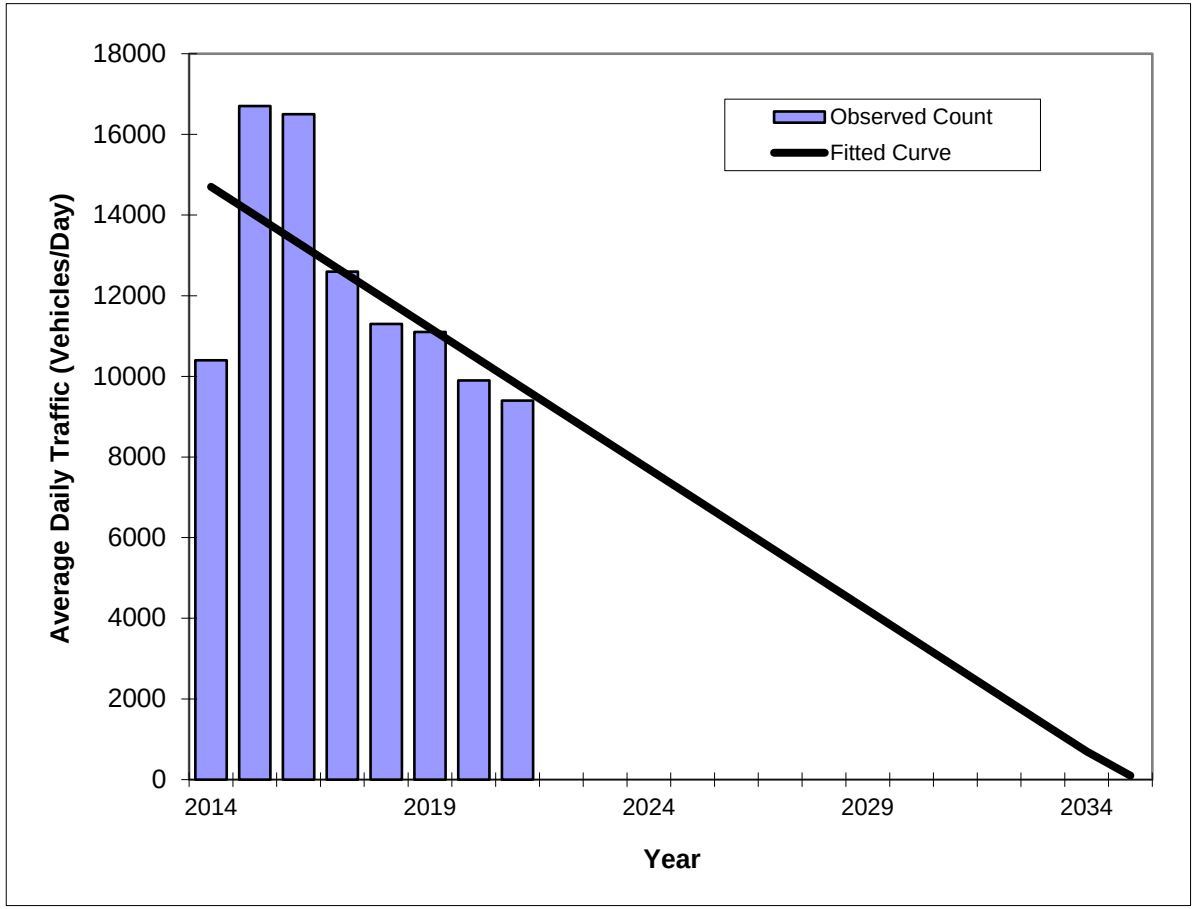
Straight Line Growth Option

Traffic Trends - V03.a

PONCE DE LEON BLVD --

FIN#	**1234**
Location	**1**

County:	Miami-Dade (87)
Station #:	8150
Highway:	PONCE DE LEON BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2014	10400	14700
2015	16700	14000
2016	16500	13300
2017	12600	12600
2018	11300	11900
2019	11100	11200
2020	9900	10500
2021	9400	9800
2023 Opening Year Trend		
2023	N/A	8400
2024 Mid-Year Trend		
2024	N/A	7700
2025 Design Year Trend		
2025	N/A	7000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-696
Trend R-squared:	35.56%
Trend Annual Historic Growth Rate:	-4.76%
Trend Growth Rate (2021 to Design Year):	-7.14%
Printed:	29-Jul-22

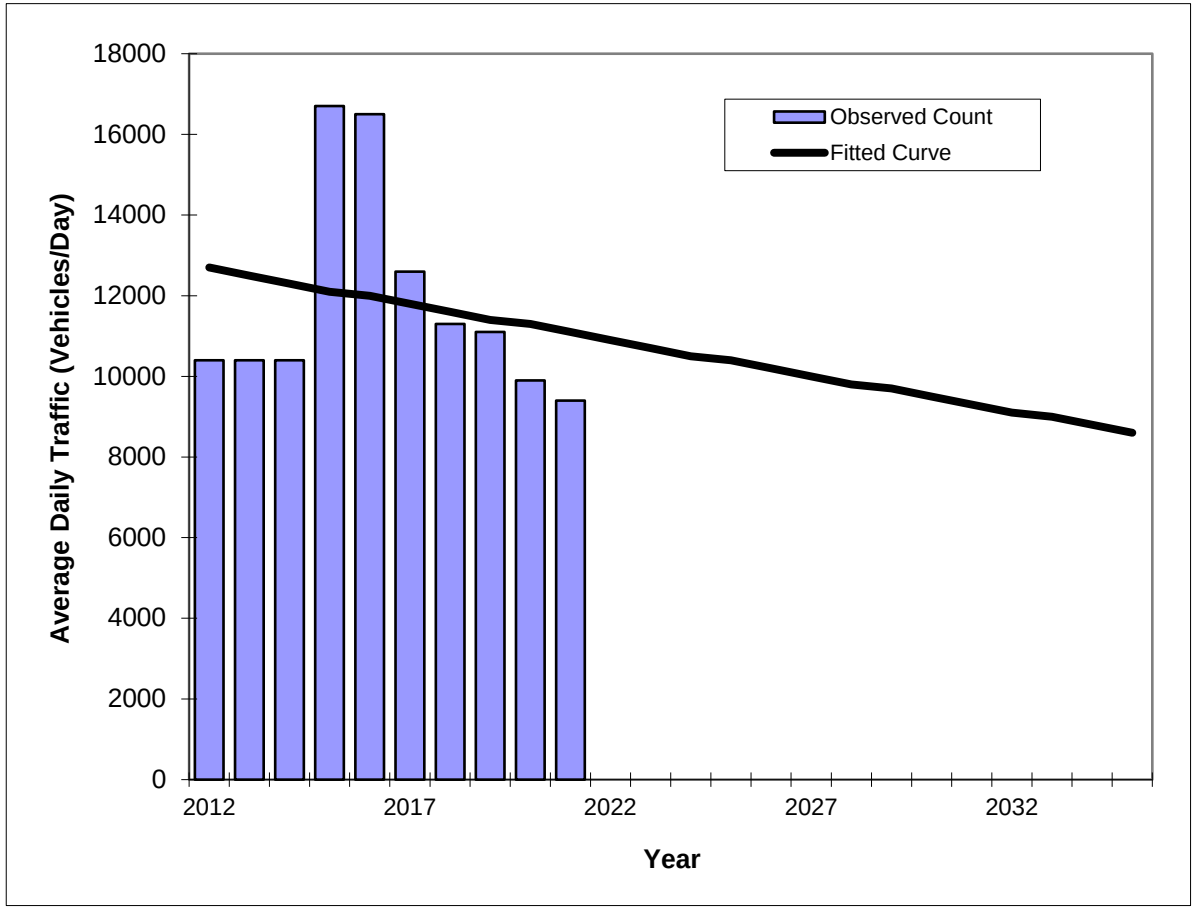
Straight Line Growth Option

Traffic Trends - V03.a

PONCE DE LEON BLVD --

FIN#	**1234**
Location	**1**

County:	Miami-Dade (87)
Station #:	8150
Highway:	PONCE DE LEON BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2012	10400	12700
2013	10400	12500
2014	10400	12300
2015	16700	12100
2016	16500	12000
2017	12600	11800
2018	11300	11600
2019	11100	11400
2020	9900	11300
2021	9400	11100
2023 Opening Year Trend		
2023	N/A	10700
2024 Mid-Year Trend		
2024	N/A	10500
2025 Design Year Trend		
2025	N/A	10400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-176
Trend R-squared:	4.09%
Trend Annual Historic Growth Rate:	-1.40%
Trend Growth Rate (2021 to Design Year):	-1.58%
Printed:	29-Jul-22

Straight Line Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8151 - PONCE DE LEON BLVD, 200' WEST OF SW 37TH AVENUE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	7000 C	N 3700	S 3300	9.00	55.00	17.50
2020	6400 T	N 3400	S 3000	9.00	56.00	10.40
2019	7200 S	N 3800	S 3400	9.00	56.00	11.00
2018	7400 F	N 3900	S 3500	9.00	54.30	12.10
2017	8300 C	N 4400	S 3900	9.00	59.30	12.60
2016	21000 F	N 10500	S 10500	9.00	56.10	13.50
2015	21000 C	N 10500	S 10500	9.00	57.40	13.70
2014	15800 S	N 8400	S 7400	9.00	59.30	17.40
2013	15900 F	N 8500	S 7400	9.00	58.90	16.20
2012	15900 C	N 8500	S 7400	9.00	59.70	16.00

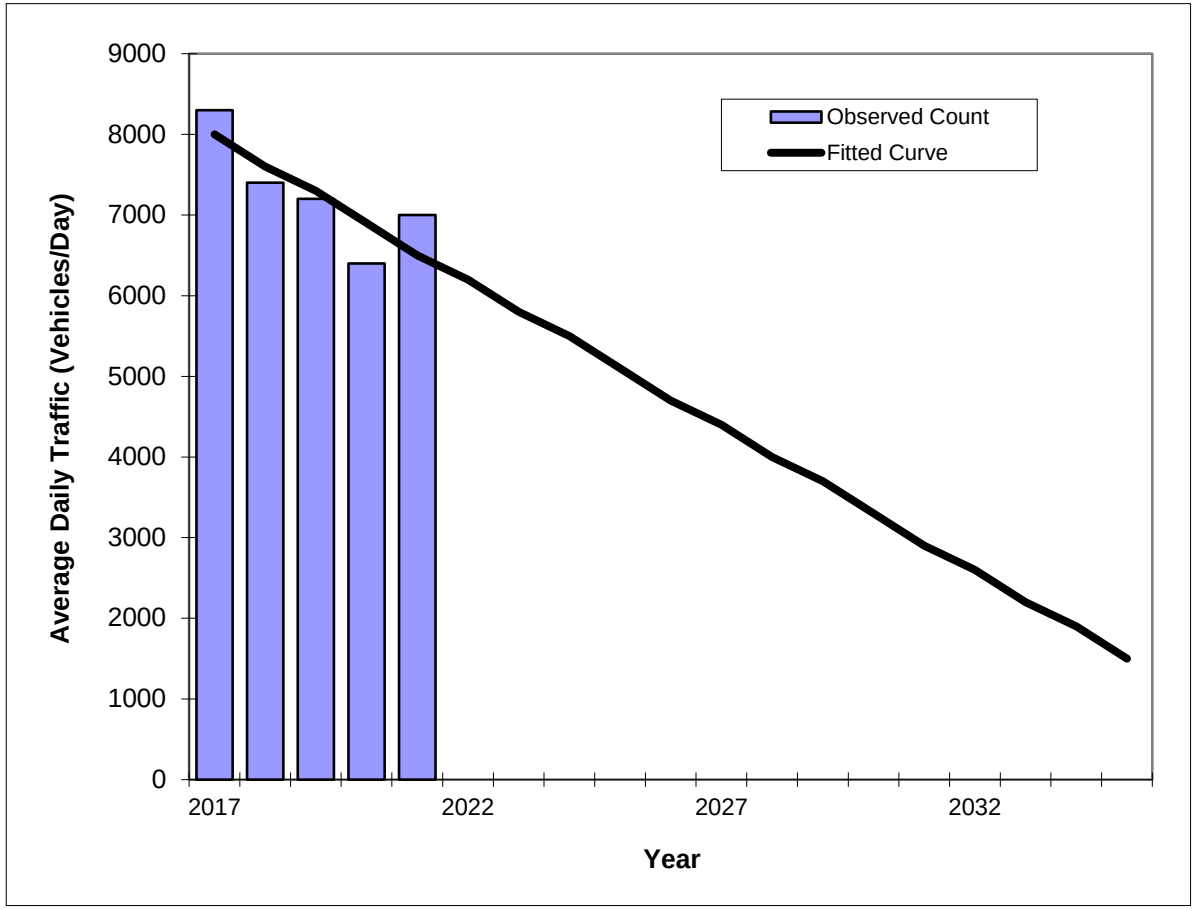
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

PONCE DE LEON BLVD --

FIN#	**1234**
Location	**1**

County:	Miami-Dade (87)
Station #:	8151
Highway:	PONCE DE LEON BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2017	8300	8000
2018	7400	7600
2019	7200	7300
2020	6400	6900
2021	7000	6500
2023 Opening Year Trend		
2023	N/A	5800
2024 Mid-Year Trend		
2024	N/A	5500
2025 Design Year Trend		
2025	N/A	5100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-360
Trend R-squared:	67.78%
Trend Annual Historic Growth Rate:	-4.69%
Trend Growth Rate (2021 to Design Year):	-5.38%
Printed:	29-Jul-22

Straight Line Growth Option

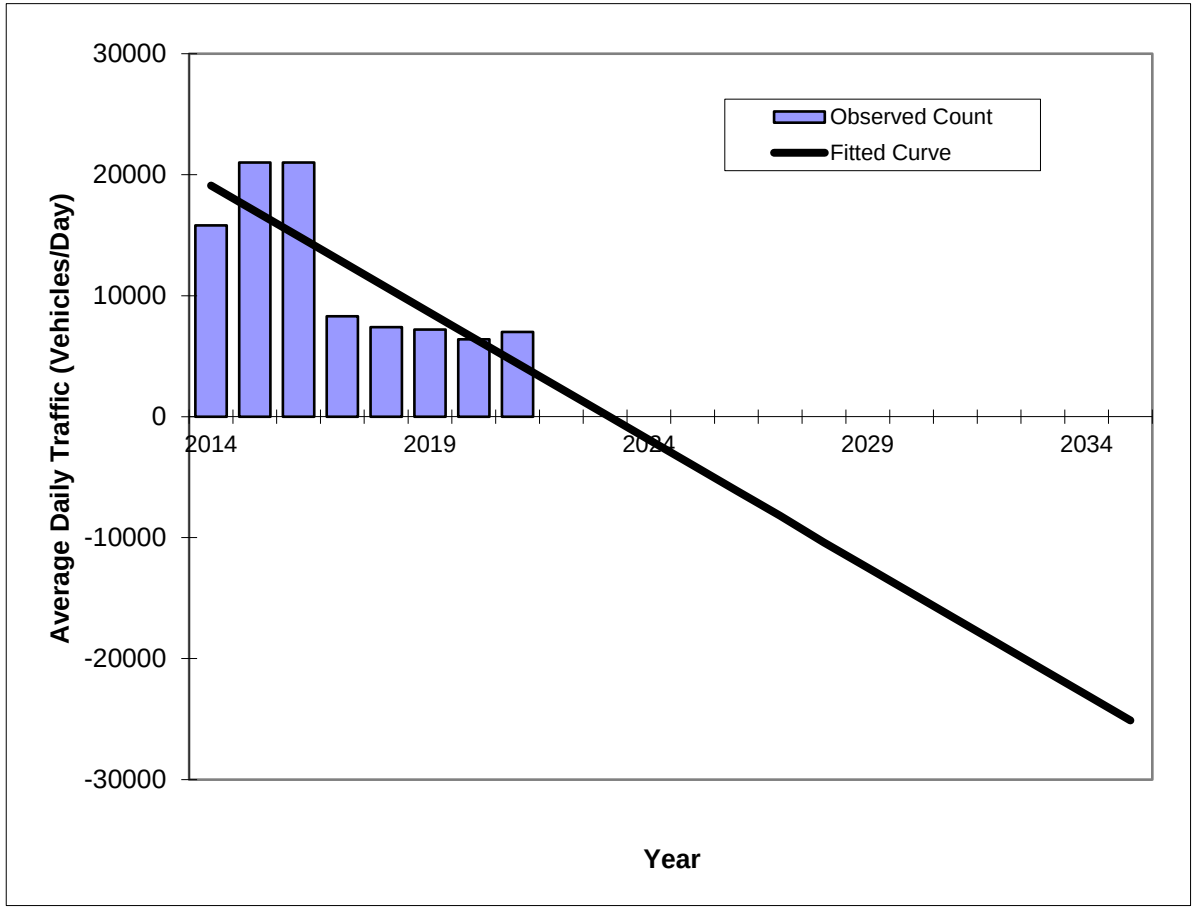
*Axle-Adjusted

Traffic Trends - V03.a

PONCE DE LEON BLVD --

FIN#	**1234**
Location	**1**

County:	Miami-Dade (87)
Station #:	8151
Highway:	PONCE DE LEON BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2014	15800	19100
2015	21000	17000
2016	21000	14900
2017	8300	12800
2018	7400	10700
2019	7200	8600
2020	6400	6500
2021	7000	4400
2023 Opening Year Trend		
2023	N/A	200
2024 Mid-Year Trend		
2024	N/A	-1900
2025 Design Year Trend		
2025	N/A	-4000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-2,106
Trend R-squared:	64.18%
Trend Annual Historic Growth Rate:	-10.99%
Trend Growth Rate (2021 to Design Year):	-47.73%
Printed:	29-Jul-22

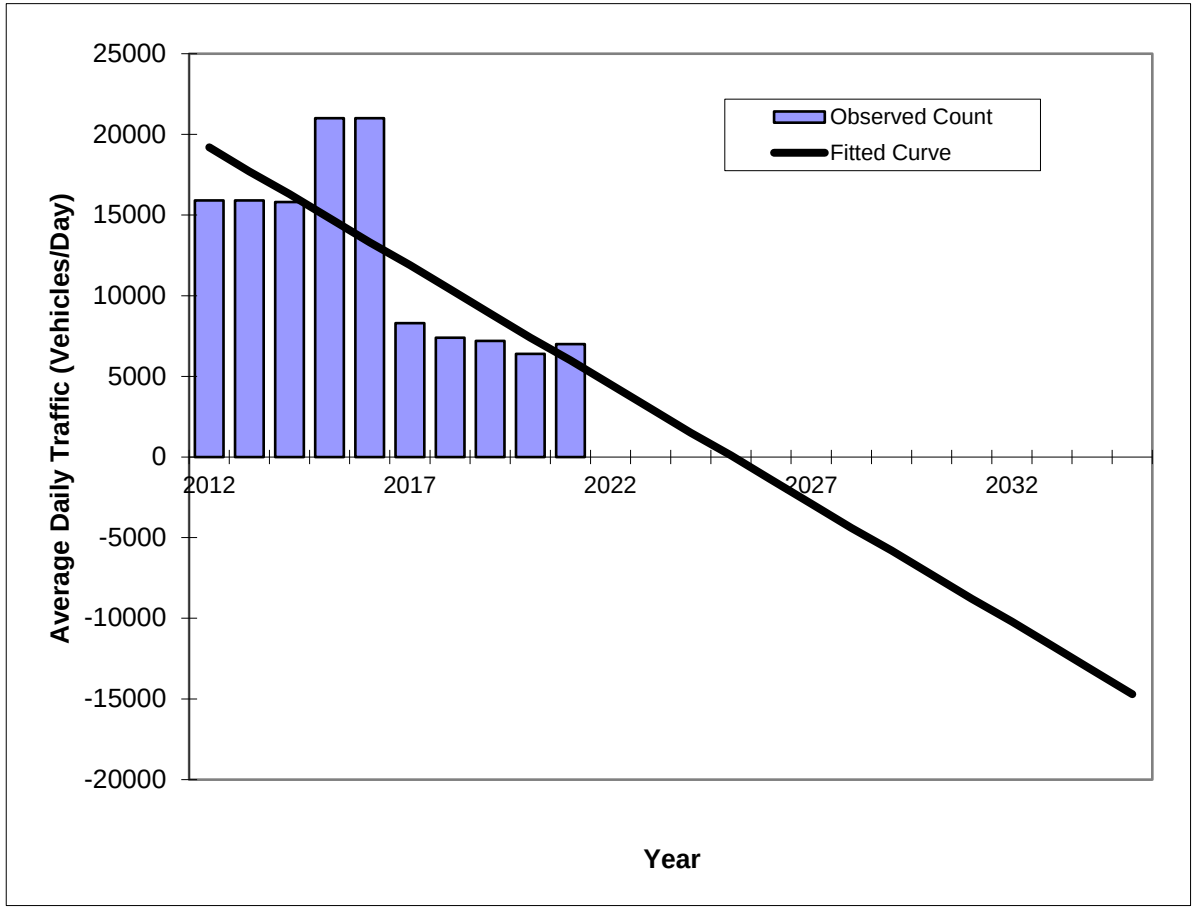
Straight Line Growth Option

Traffic Trends - V03.a

PONCE DE LEON BLVD --

FIN#	**1234**
Location	**1**

County:	Miami-Dade (87)
Station #:	8151
Highway:	PONCE DE LEON BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2012	15900	19200
2013	15900	17700
2014	15800	16300
2015	21000	14800
2016	21000	13300
2017	8300	11900
2018	7400	10400
2019	7200	8900
2020	6400	7400
2021	7000	6000
2023 Opening Year Trend		
2023	N/A	3000
2024 Mid-Year Trend		
2024	N/A	1500
2025 Design Year Trend		
2025	N/A	100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-1,473
Trend R-squared:	56.38%
Trend Annual Historic Growth Rate:	-7.64%
Trend Growth Rate (2021 to Design Year):	-24.58%
Printed:	29-Jul-22

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8265 - SW/NW 37TH AVE, 200' SOUTH OF SW 8TH ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	23500 S	N 11500	S 12000	9.00	55.00	17.50
2020	24500 F	N 12000	S 12500	9.00	56.00	10.40
2019	27500 C	N 13500	S 14000	9.00	56.00	11.00
2018	23000 S	N 11000	S 12000	9.00	54.30	12.10
2017	26000 F	N 12500	S 13500	9.00	55.70	12.60
2016	26000 C	N 12500	S 13500	9.00	56.10	13.50
2015	16800 T	N 9000	S 7800	9.00	57.40	13.70
2014	17000 S	N 9100	S 7900	9.00	59.30	17.40
2013	17200 F	N 9200	S 8000	9.00	58.90	16.20
2012	17200 C	N 9200	S 8000	9.00	59.70	16.00

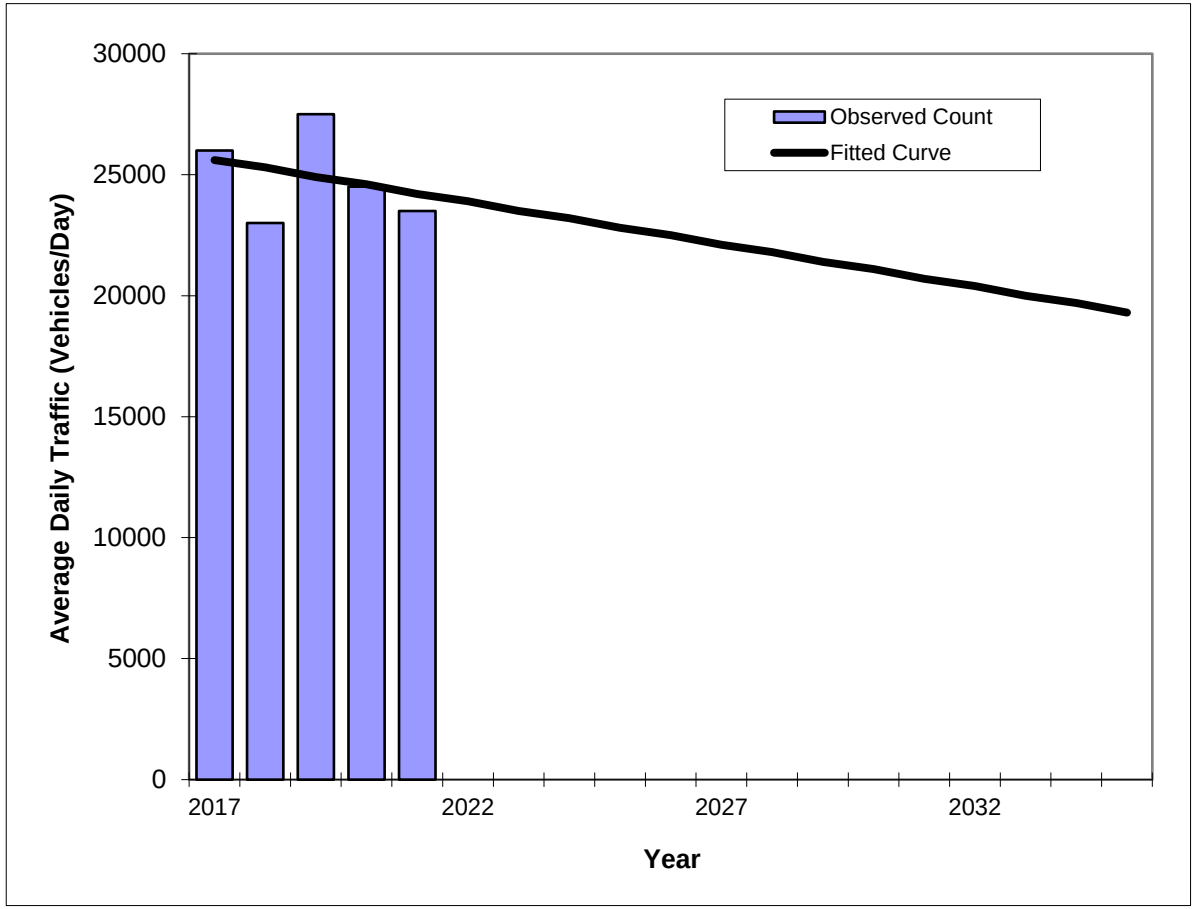
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SW/NW 37 AVE --

FIN#	**1234**
Location	**1**

County:	Miami-Dade (87)
Station #:	8265
Highway:	SW/NW 37 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2017	26000	25600
2018	23000	25300
2019	27500	24900
2020	24500	24600
2021	23500	24200
2023 Opening Year Trend		
2023	N/A	23500
2024 Mid-Year Trend		
2024	N/A	23200
2025 Design Year Trend		
2025	N/A	22800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-350
Trend R-squared:	8.94%
Trend Annual Historic Growth Rate:	-1.37%
Trend Growth Rate (2021 to Design Year):	-1.45%
Printed:	29-Jul-22

Straight Line Growth Option

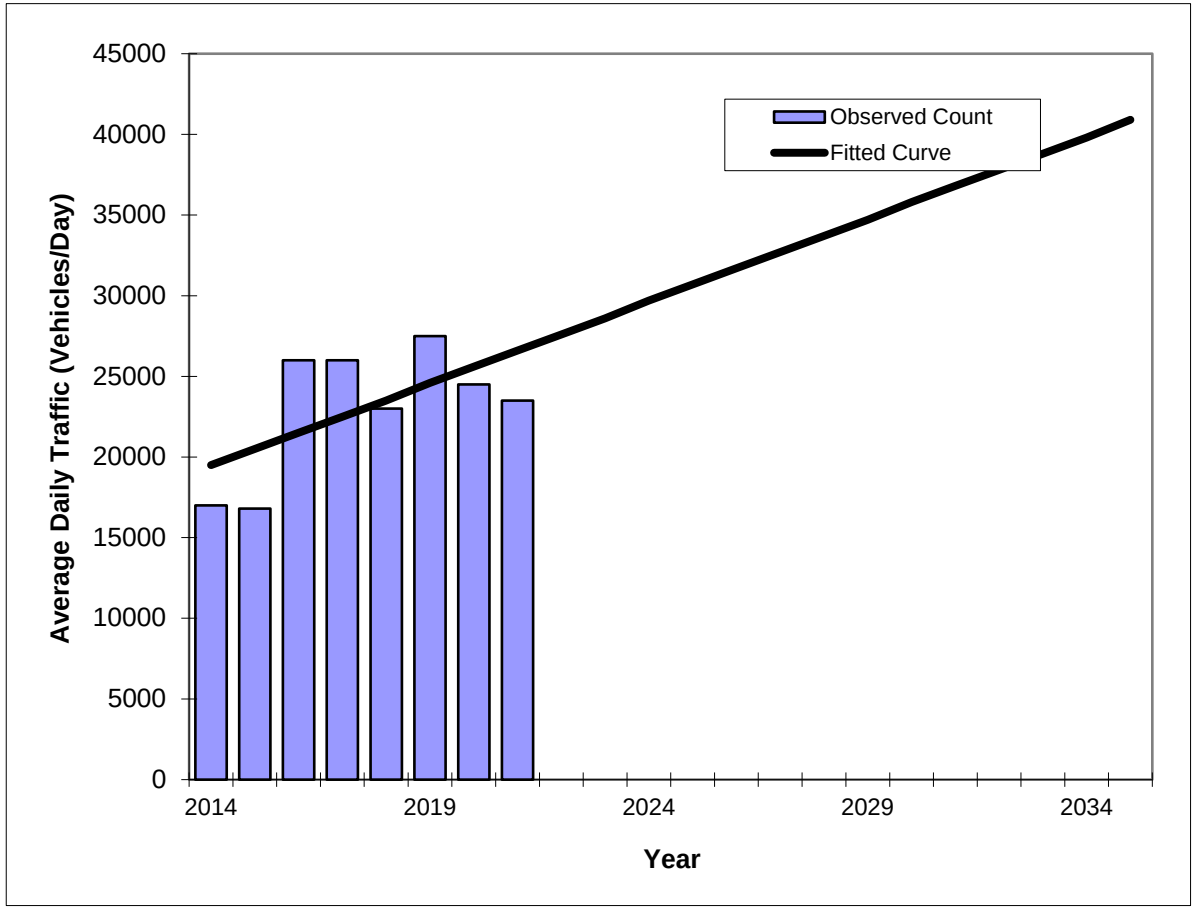
*Axle-Adjusted

Traffic Trends - V03.a

SW/NW 37 AVE --

FIN#	**1234**
Location	**1**

County:	Miami-Dade (87)
Station #:	8265
Highway:	SW/NW 37 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2014	17000	19500
2015	16800	20500
2016	26000	21500
2017	26000	22500
2018	23000	23500
2019	27500	24600
2020	24500	25600
2021	23500	26600
2023 Opening Year Trend		
2023	N/A	28600
2024 Mid-Year Trend		
2024	N/A	29700
2025 Design Year Trend		
2025	N/A	30700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	1,018
Trend R-squared:	37.78%
Trend Annual Historic Growth Rate:	5.20%
Trend Growth Rate (2021 to Design Year):	3.85%
Printed:	29-Jul-22

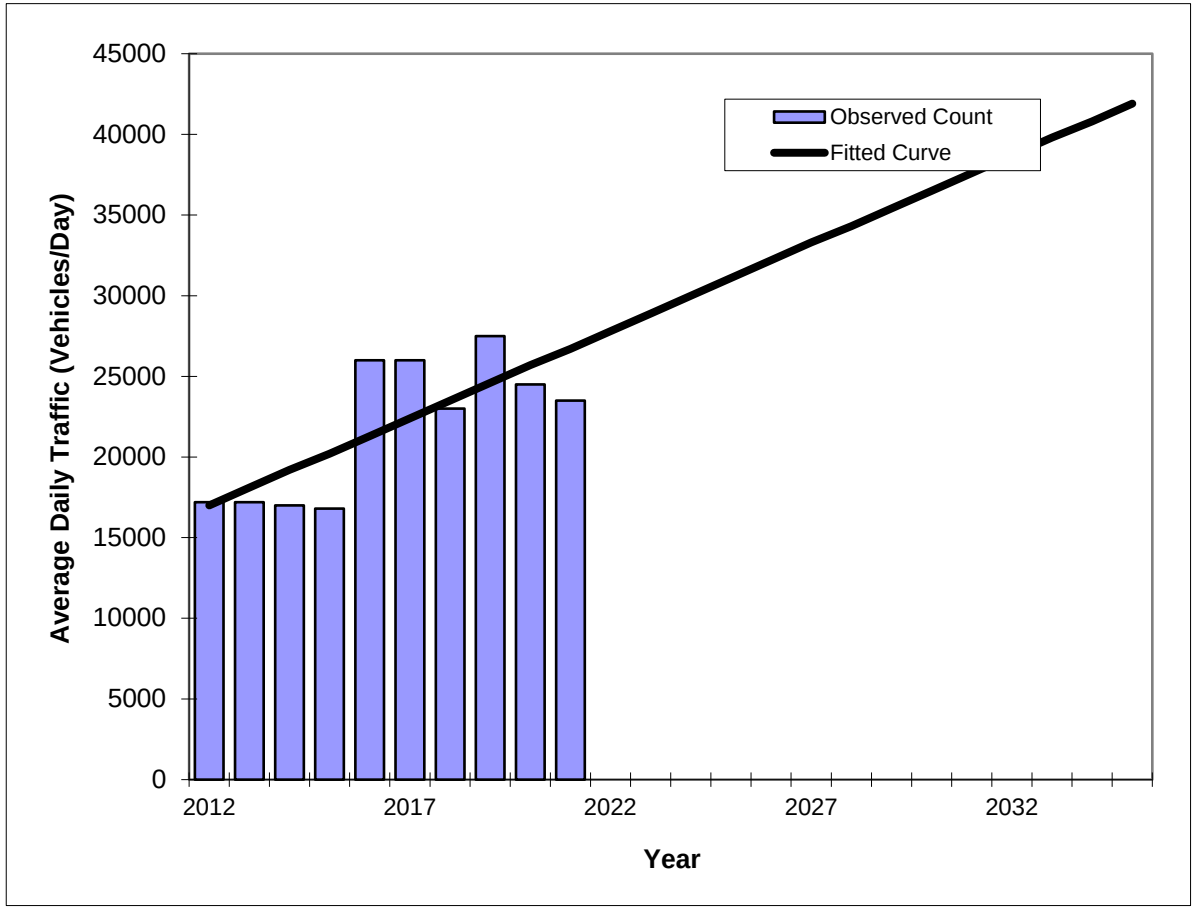
Straight Line Growth Option

Traffic Trends - V03.a

SW/NW 37 AVE --

FIN#	**1234**
Location	**1**

County:	Miami-Dade (87)
Station #:	8265
Highway:	SW/NW 37 AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2012	17200	17000
2013	17200	18100
2014	17000	19200
2015	16800	20200
2016	26000	21300
2017	26000	22400
2018	23000	23500
2019	27500	24600
2020	24500	25700
2021	23500	26700
2023 Opening Year Trend		
2023	N/A	28900
2024 Mid-Year Trend		
2024	N/A	30000
2025 Design Year Trend		
2025	N/A	31100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,084
Trend R-squared:	57.15%
Trend Annual Historic Growth Rate:	6.34%
Trend Growth Rate (2021 to Design Year):	4.12%
Printed:	29-Jul-22

Straight Line Growth Option

*Axle-Adjusted

APPENDIX I

Committed Development Trip Generation Data

Using the above-listed trip generation equations and rates from the ITE document, a trip generation analysis was undertaken for the proposed multifamily development. The results of this effort are documented in Tables 1a 1b below.

TABLE 1a
Trip Generation Summary (Based on Equations)
51 Apartment Development

Use	Size	Daily Trips	AM Peak Hour (Ins / Out)	PM Peak Hour (Ins / Out)
Multifamily	51 units	276	18 (5 / 13)	23 (14 /9)

SOURCE: ITE Trip Generation Manual (10th Edition)

TABLE 1b
Trip Generation Summary (Based on Rates)
51 Apartment Development

Use	Size	Daily Trips	AM Peak Hour (Ins / Out)	PM Peak Hour (Ins / Out)
Multifamily	51 units	278	18 (5 /13)	22 (13 /9)

SOURCE: ITE Trip Generation Manual (10th Edition)

As indicated in Tables 1a and 1b, the proposed 8-story multifamily development is anticipated to generate approximately 278 daily trips, approximately 18 AM peak hour trips (5 inbound and 13 outbound) and approximately 23 trips (14 inbound and 9 outbound) during the typical afternoon peak hour.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation Engineer

JOAQUIN E. VARGAS LICENSE No 41174 STATE OF FLORIDA PROFESSIONAL ENGINEER

May 9, 2019

Santillane Apartments

19225

Proposed

Proposed ITE Land Use Designation[1]	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise) *Land Use Code: 221*	69 DU	374	6	18	24	19	12	31
Total Gross Trips		**374**	**6**	**18**	**24**	**19**	**12**	**31**
Other Modes of Transportation[2] -7.7%		-29	0	-1	-1	-1	-1	-2
Net Proposed Trips		**345**	**6**	**17**	**23**	**18**	**11**	**29**

1000 Ponce de Leon Assisted Living Facility

Proposed

Proposed ITE Land Use Designation[1]	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Assisted Living *Land Use Code: 254*	149 Beds	387	18	10	28	15	24	39
Total Gross Trips		**387**	**18**	**10**	**28**	**15**	**24**	**39**
Other Modes of Transportation		-6.7%	-1	-1	-2	-1	-2	-3
Net Proposed Trips			**17**	**9**	**26**	**14**	**22**	**36**

Existing

Proposed ITE Land Use Designation[1]	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Office Building *Land Use Code: 710*	25,011 SF	277	43	7	50	5	26	31
Total Gross Trips		**277**	**43**	**7**	**50**	**5**	**26**	**31**
Other Modes of Transportation		-6.7%	-3	0	-3	0	-2	-2
Net Existing Trips			**40**	**7**	**47**	**5**	**24**	**29**

Difference

	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Proposed	**387**	**17**	**9**	**26**	**14**	**22**	**36**
Existing	**277**	**40**	**7**	**47**	**5**	**24**	**29**
Difference	**110**	**-23**	**2**	**-21**	**9**	**-2**	**7**

[1] Based on ITE Trip Generation Manual, 10th Ed.

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

Exhibit 10: Project Trip Generation Summary

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

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

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

4.4 Project Trip Assignment

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

Exhibit 11: Cardinal Distribution (TAZ 1054)

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

Source: Miami-Dade Long Range Transportation Plan

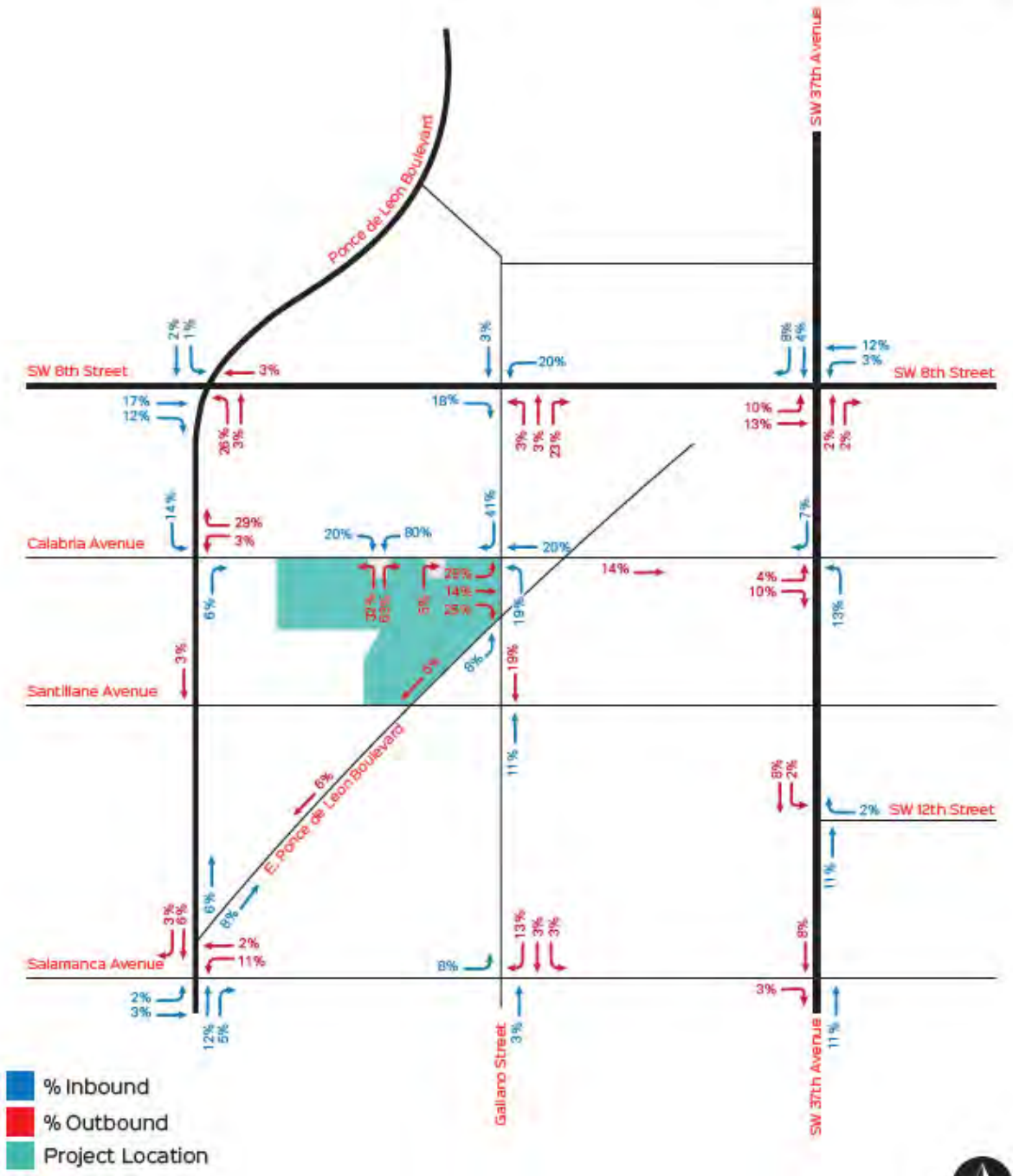


Exhibit 12

Project Trip Distribution

NORTH
MAP NOT TO SCALE

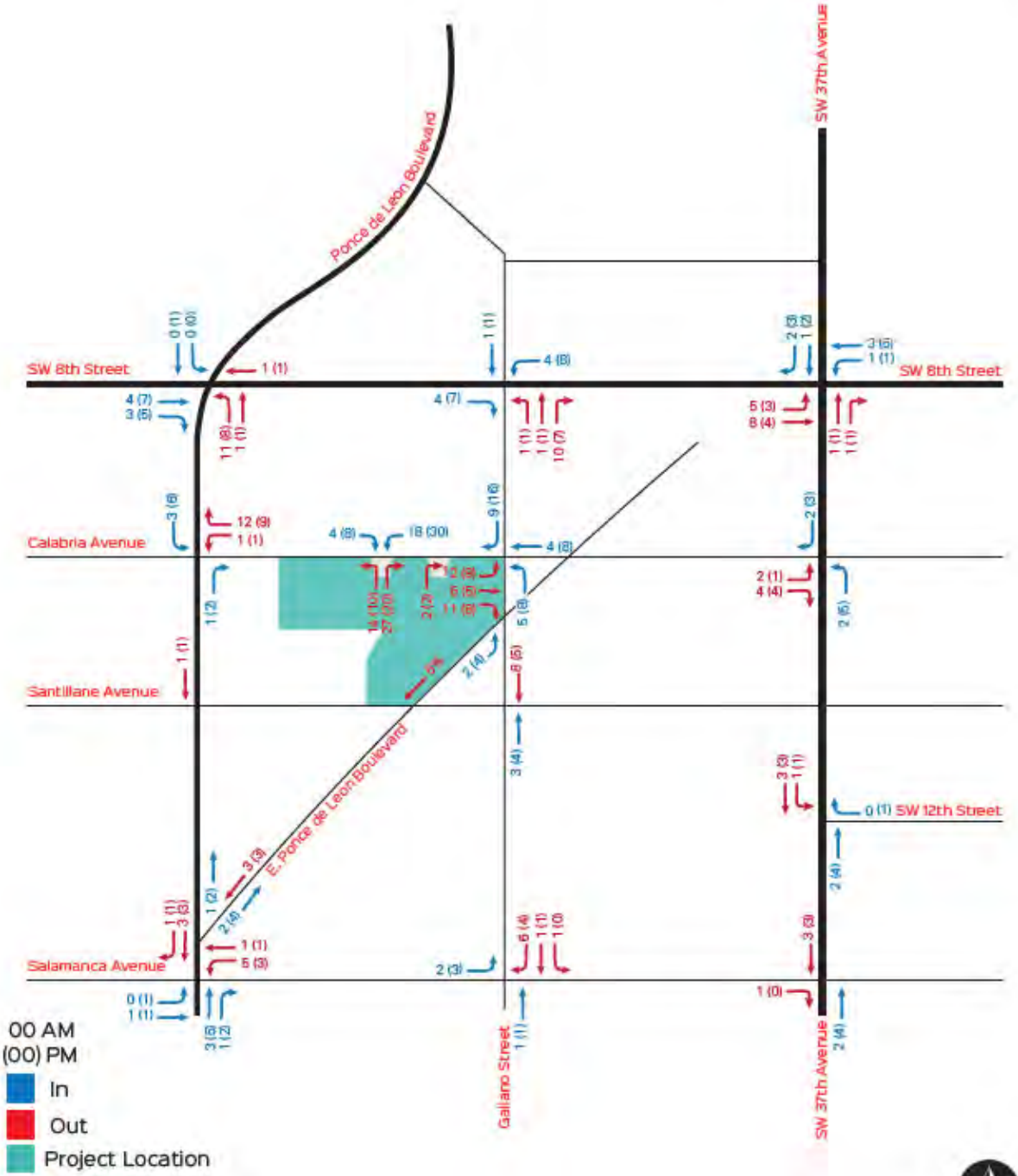


Exhibit 13

Project Trip Assignment

1505 Ponce

Proposed

Proposed ITE Land Use Designation[1]	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Multifamily Housing (High-Rise) *Land Use Code: 221*	87 DU	344	13	25	38	26	20	46
Strip Retail Plaza (<40k) *Land Use Code: 822*	10,800 SF	686	15	10	25	41	41	82
Total Gross Trips		**1,030**	**28**	**35**	**63**	**67**	**61**	**128**
Internalization[2]	AM PM	0.0% 23.4%	0	0	0	-15	-15	-30
Passby (Retail)[4]		45.0%	0	0	0	-17	-14	-31
Other Modes of Transportation[3]		12.8%	-4	-4	-8	-4	-4	-8
Net Proposed Trips			**24**	**31**	**55**	**31**	**28**	**59**

[1] Based on ITE Trip Generation Manual, 11th Edition.

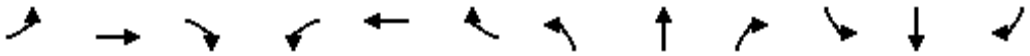
[2]Based on ITE Trip Generation Handbook, 3rd Edition.

[3]Based on US census data for census tract 62.05 and local characteristics.

[4]Based on two ITE studies the average pass-by rate for shopping centers <40k SF is 66%, a 45% reduction was used for a more conservative analysis.

APPENDIX J

Future W/O Project Analysis Synchro and Simtraffic output sheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	60	32	23	28	22	100	616	24	48	832	22
Future Volume (veh/h)	45	60	32	23	28	22	100	616	24	48	832	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	49	65	35	25	30	24	109	670	26	52	904	24
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	73	80	39	60	70	46	494	2889	112	149	2559	68
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.83	0.83	0.83	0.83	0.83	0.83
Sat Flow, veh/h	461	761	375	337	666	438	603	3488	135	155	3089	82
Grp Volume(v), veh/h	149	0	0	79	0	0	109	341	355	483	0	497
Grp Sat Flow(s),veh/h/ln	1596	0	0	1440	0	0	603	1777	1846	1638	0	1687
Q Serve(g_s), s	8.2	0.0	0.0	0.0	0.0	0.0	10.2	7.7	7.8	0.0	0.0	13.6
Cycle Q Clear(g_c), s	17.5	0.0	0.0	9.3	0.0	0.0	23.8	7.7	7.8	11.4	0.0	13.6
Prop In Lane	0.33		0.23	0.32		0.30	1.00		0.07	0.11		0.05
Lane Grp Cap(c), veh/h	192	0	0	176	0	0	494	1472	1529	1378	0	1398
V/C Ratio(X)	0.77	0.00	0.00	0.45	0.00	0.00	0.22	0.23	0.23	0.35	0.00	0.36
Avail Cap(c_a), veh/h	625	0	0	599	0	0	494	1472	1529	1378	0	1398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	83.9	0.0	0.0	80.0	0.0	0.0	6.9	3.5	3.5	3.8	0.0	4.0
Incr Delay (d2), s/veh	4.9	0.0	0.0	1.3	0.0	0.0	1.0	0.4	0.4	0.7	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	0.0	3.8	0.0	0.0	1.5	2.7	2.9	4.3	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.8	0.0	0.0	81.3	0.0	0.0	7.9	3.8	3.8	4.5	0.0	4.7
LnGrp LOS	F	A	A	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		149			79			805			980	
Approach Delay, s/veh		88.8			81.3			4.4			4.6	
Approach LOS		F			F			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		163.4		26.6		163.4		26.6				
Change Period (Y+Rc), s		6.0		* 6.7		6.0		* 6.7				
Max Green Setting (Gmax), s		106.0		* 71		106.0		* 71				
Max Q Clear Time (g_c+I1), s		0.0		11.3		0.0		19.5				
Green Ext Time (p_c), s		0.0		0.2		0.0		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		13.7
HCM 6th LOS		B

Notes

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

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	41	0	0	54	13	505	3	41	774	3
Future Vol, veh/h	0	0	41	0	0	54	13	505	3	41	774	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
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	0	45	0	0	59	14	549	3	45	841	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	422	-	-	276	844	0	0	552	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	580	0	0	721	788	-	-	1014	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	580	-	-	721	788	-	-	1014	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	10.4	0.3	0.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	788	-	-	580	721	1014	-	-
HCM Lane V/C Ratio	0.018	-	-	0.077	0.081	0.044	-	-
HCM Control Delay (s)	9.7	0.1	-	11.7	10.4	8.7	0.3	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	19	0	0	25	0	568	1	0	794	0
Future Vol, veh/h	0	0	19	0	0	25	0	568	1	0	794	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
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	0	21	0	0	27	0	617	1	0	863	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	432	-	-	309	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	572	0	0	687	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	572	-	-	687	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	10.5	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	572	687	-	-
HCM Lane V/C Ratio	-	-	0.036	0.04	-	-
HCM Control Delay (s)	-	-	11.5	10.5	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (veh/h)	152	1243	130	188	1127	71	178	184	103	56	465	90
Future Volume (veh/h)	152	1243	130	188	1127	71	178	184	103	56	465	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	165	1351	141	204	1225	0	193	112	112	61	61	98
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	295	1902	198	231	2084		133	222	222	215	215	105
Arrive On Green	0.05	0.59	0.59	0.05	0.59	0.00	0.05	0.19	0.19	0.04	0.04	0.18
Sat Flow, veh/h	1781	3249	337	1781	3647	0	1781	1157	1157	1781	1781	579
Grp Volume(v), veh/h	165	736	756	204	1225	0	193	161	161	61	61	299
Grp Sat Flow(s),veh/h/ln	1781	1777	1810	1781	1777	0	1781	1662	1662	1781	1781	1766
Q Serve(g_s), s	6.7	52.7	53.6	8.5	39.2	0.0	8.3	15.6	15.6	5.0	5.0	30.0
Cycle Q Clear(g_c), s	6.7	52.7	53.6	8.5	39.2	0.0	8.3	15.6	15.6	5.0	5.0	30.0
Prop In Lane	1.00		0.19	1.00		0.00	1.00	0.70	0.70	1.00	1.00	0.33
Lane Grp Cap(c), veh/h	295	1040	1059	231	2084		133	319	319	215	215	319
V/C Ratio(X)	0.56	0.71	0.71	0.88	0.59		1.45	0.50	0.50	0.28	0.28	0.94
Avail Cap(c_a), veh/h	346	1040	1059	231	2084		133	338	338	215	215	339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	26.4	26.6	31.5	23.5	0.0	67.3	65.1	65.1	57.9	57.9	72.7
Incr Delay (d2), s/veh	0.6	4.1	4.1	30.0	1.2	0.0	237.5	0.9	0.9	0.3	0.3	31.5
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	2.8	23.3	24.1	7.3	16.8	0.0	11.0	6.8	6.8	2.3	2.3	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	30.5	30.7	61.4	24.7	0.0	304.8	66.0	66.0	58.1	58.1	104.2
LnGrp LOS	C	C	C	E	C		F	E	E	E	E	F
Approach Vol, veh/h		1657			1429		505			664	664	
Approach Delay, s/veh		29.6			30.0		157.2			98.9	98.9	
Approach LOS		C			C		F			F	F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	112.3	12.0	40.9	15.0	112.1	14.0	38.9
Change Period (Y+Rc), s	6.0	* 6.7	* 5.7	6.4	6.0	* 6.7	* 5.7	6.4
Max Green Setting (Gmax), s	14.0	* 98	* 6.3	36.6	9.0	* 1E2	* 8.3	34.6
Max Q Clear Time (g_c+I1), s	8.7	0.0	7.0	17.6	10.5	0.0	10.3	32.0
Green Ext Time (p_c), s	0.1	0.0	0.0	0.7	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	55.7
HCM 6th LOS	E

Notes

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

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	27	1	5	21	13	7	83	3	8	72	11
Future Vol, veh/h	2	27	1	5	21	13	7	83	3	8	72	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	2	29	1	5	23	14	8	90	3	9	78	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	228	211	84	225	216	92	90	0	0	93	0	0
Stage 1	102	102	-	108	108	-	-	-	-	-	-	-
Stage 2	126	109	-	117	108	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	727	686	975	730	682	965	1505	-	-	1501	-	-
Stage 1	904	811	-	897	806	-	-	-	-	-	-	-
Stage 2	878	805	-	888	806	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	691	678	975	699	674	965	1505	-	-	1501	-	-
Mov Cap-2 Maneuver	691	678	-	699	674	-	-	-	-	-	-	-
Stage 1	899	806	-	892	801	-	-	-	-	-	-	-
Stage 2	835	800	-	850	801	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	10.1	0.6	0.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1505	-	-	686	753	1501	-	-
HCM Lane V/C Ratio	0.005	-	-	0.048	0.056	0.006	-	-
HCM Control Delay (s)	7.4	0	-	10.5	10.1	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	19	16	3	31	3	13	94	3	6	67	2
Future Vol, veh/h	5	19	16	3	31	3	13	94	3	6	67	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	5	21	17	3	34	3	14	102	3	7	73	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	238	221	74	239	221	104	75	0	0	105	0	0
Stage 1	88	88	-	132	132	-	-	-	-	-	-	-
Stage 2	150	133	-	107	89	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	716	678	988	715	678	951	1524	-	-	1486	-	-
Stage 1	920	822	-	871	787	-	-	-	-	-	-	-
Stage 2	853	786	-	898	821	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	678	668	988	678	668	951	1524	-	-	1486	-	-
Mov Cap-2 Maneuver	678	668	-	678	668	-	-	-	-	-	-	-
Stage 1	911	818	-	862	779	-	-	-	-	-	-	-
Stage 2	805	778	-	856	817	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	10.6	0.9	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1524	-	-	769	685	1486	-	-
HCM Lane V/C Ratio	0.009	-	-	0.057	0.059	0.004	-	-
HCM Control Delay (s)	7.4	0	-	10	10.6	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
End Time	9:15	9:15	9:15	9:15	9:15	9:15	9:15
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4747	4767	4735	4795	4716	4860	4730
Vehs Exited	4739	4752	4741	4800	4700	4852	4729
Starting Vehs	135	129	122	143	125	137	133
Ending Vehs	143	144	116	138	141	145	134
Denied Entry Before	33	3	24	27	26	4	16
Denied Entry After	195	143	203	200	271	213	253
Travel Distance (mi)	1324	1328	1324	1337	1332	1342	1316
Travel Time (hr)	235.5	192.9	235.4	229.5	275.1	233.4	246.9
Total Delay (hr)	190.0	147.1	190.0	183.5	229.4	187.3	201.6
Total Stops	3698	3635	3614	3779	3721	3819	3583
Fuel Used (gal)	95.3	85.1	94.1	94.0	104.3	95.5	97.6

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	8:00	8:00	8:00	8:00
End Time	9:15	9:15	9:15	9:15
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4657	4804	4832	4766
Vehs Exited	4668	4796	4829	4761
Starting Vehs	121	124	143	126
Ending Vehs	110	132	146	132
Denied Entry Before	6	27	16	17
Denied Entry After	334	165	156	211
Travel Distance (mi)	1297	1331	1324	1326
Travel Time (hr)	323.6	223.4	206.1	240.2
Total Delay (hr)	278.9	177.8	160.8	194.6
Total Stops	3596	3739	3740	3691
Fuel Used (gal)	114.9	93.3	88.7	96.3

Interval #0 Information Seeding

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	8:15
End Time	9:15
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	4747	4767	4735	4795	4716	4860	4730
Vehs Exited	4739	4752	4741	4800	4700	4852	4729
Starting Vehs	135	129	122	143	125	137	133
Ending Vehs	143	144	116	138	141	145	134
Denied Entry Before	33	3	24	27	26	4	16
Denied Entry After	195	143	203	200	271	213	253
Travel Distance (mi)	1324	1328	1324	1337	1332	1342	1316
Travel Time (hr)	235.5	192.9	235.4	229.5	275.1	233.4	246.9
Total Delay (hr)	190.0	147.1	190.0	183.5	229.4	187.3	201.6
Total Stops	3698	3635	3614	3779	3721	3819	3583
Fuel Used (gal)	95.3	85.1	94.1	94.0	104.3	95.5	97.6

Interval #1 Information Recording

Start Time	8:15
End Time	9:15
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	4657	4804	4832	4766
Vehs Exited	4668	4796	4829	4761
Starting Vehs	121	124	143	126
Ending Vehs	110	132	146	132
Denied Entry Before	6	27	16	17
Denied Entry After	334	165	156	211
Travel Distance (mi)	1297	1331	1324	1326
Travel Time (hr)	323.6	223.4	206.1	240.2
Total Delay (hr)	278.9	177.8	160.8	194.6
Total Stops	3596	3739	3740	3691
Fuel Used (gal)	114.9	93.3	88.7	96.3

1: Ponce De Leon Boulevard & Salamanca Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.3	0.1	0.1	0.1	3.0	0.3	0.2	0.1	0.0	0.0
Total Delay (hr)	1.1	1.2	0.5	0.6	0.6	0.2	0.4	0.9	0.0	0.1	1.3	0.0
Total Del/Veh (s)	86.4	77.7	58.5	81.1	74.6	36.4	14.7	5.0	2.4	12.8	6.6	4.0
Stop Delay (hr)	1.1	1.1	0.5	0.5	0.6	0.2	0.3	0.6	0.0	0.1	0.8	0.0
Stop Del/Veh (s)	82.9	73.4	55.7	78.5	71.5	34.9	12.2	3.5	1.9	9.9	4.2	2.6
Travel Time (hr)	1.2	1.3	0.6	0.6	0.7	0.3	0.7	1.9	0.1	0.3	3.8	0.1
Avg Speed (mph)	2	3	3	2	3	5	8	16	16	13	19	19
Vehicles Entered	45	52	32	24	28	22	97	621	24	37	719	19
Vehicles Exited	45	52	33	25	29	22	96	621	23	37	718	19
Hourly Exit Rate	45	52	33	25	29	22	96	621	23	37	718	19
Input Volume	45	60	32	23	28	22	100	616	24	48	832	22
% of Volume	100	87	103	109	104	100	96	101	96	77	86	86
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

1: Ponce De Leon Boulevard & Salamanca Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	7.0
Total Del/Veh (s)	14.5
Stop Delay (hr)	5.9
Stop Del/Veh (s)	12.3
Travel Time (hr)	11.6
Avg Speed (mph)	11
Vehicles Entered	1720
Vehicles Exited	1720
Hourly Exit Rate	1720
Input Volume	1852
% of Volume	93
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	221

2: Ponce De Leon Boulevard & Antilla Avenue Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.2	0.0	0.0	0.1	0.0	0.5
Total Del/Veh (s)	6.0	4.6	5.2	0.9	0.5	4.0	0.8	0.5	1.2
Stop Delay (hr)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Stop Del/Veh (s)	5.5	3.7	2.8	0.1	0.1	2.0	0.1	0.0	0.4
Travel Time (hr)	0.2	0.3	0.1	2.4	0.0	0.1	1.3	0.0	4.4
Avg Speed (mph)	14	16	19	27	23	16	26	20	25
Vehicles Entered	41	50	11	674	3	37	649	2	1467
Vehicles Exited	41	51	12	674	3	37	647	2	1467
Hourly Exit Rate	41	51	12	674	3	37	647	2	1467
Input Volume	41	54	13	667	3	41	774	3	1596
% of Volume	100	94	92	101	100	90	84	67	92
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0
Density (ft/veh)									605

3: Ponce De Leon Boulevard & Phoenetia Avenue /Phoenetia Avenue Performance by movement

Movement	EBR	WBT	WBR	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.3	0.4
Total Del/Veh (s)	5.0	1.2	5.1	0.2	0.1	1.8	1.2
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	4.7	0.2	3.8	0.0	0.0	0.1	0.2
Travel Time (hr)	0.1	0.1	0.2	1.1	0.0	6.1	7.5
Avg Speed (mph)	14	21	17	27	21	25	25
Vehicles Entered	18	22	26	561	1	670	1298
Vehicles Exited	18	22	26	561	1	666	1294
Hourly Exit Rate	18	22	26	561	1	666	1294
Input Volume	19	21	25	568	1	794	1428
% of Volume	95	105	104	99	100	84	91
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							532

4: Ponce De Leon Boulevard & SW 8th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SWL2	SWL
Denied Delay (hr)	0.1	0.3	0.0	2.3	12.3	0.9	0.0	0.0	0.0	0.0	8.5	73.2
Denied Del/Veh (s)	2.6	0.8	0.9	43.9	39.0	46.9	0.0	0.0	0.0	0.0	564.1	547.0
Total Delay (hr)	2.5	9.9	0.9	11.8	10.4	0.5	4.3	0.0	3.0	1.3	2.1	21.1
Total Del/Veh (s)	59.5	28.2	24.7	226.6	32.9	24.6	84.1	0.4	60.6	47.1	183.1	206.7
Stop Delay (hr)	2.2	7.0	0.7	11.8	7.6	0.3	4.1	0.0	2.9	1.2	2.0	20.0
Stop Del/Veh (s)	52.9	19.9	18.7	225.0	24.2	17.5	78.8	0.0	57.3	43.3	173.0	196.4
Travel Time (hr)	3.1	13.5	1.5	14.8	25.7	1.6	5.8	0.5	4.5	2.2	10.8	95.7
Avg Speed (mph)	5	9	9	1	8	9	7	29	9	10	2	2
Vehicles Entered	149	1240	135	181	1107	68	184	126	176	102	40	352
Vehicles Exited	151	1243	134	172	1109	68	183	125	177	102	41	353
Hourly Exit Rate	151	1243	134	172	1109	68	183	125	177	102	41	353
Input Volume	152	1243	130	188	1127	71	178	128	184	103	56	465
% of Volume	99	100	103	91	98	96	103	98	96	99	73	76
Denied Entry Before	0	0	0	0	1	0	0	0	0	0	1	12
Denied Entry After	0	0	0	7	33	1	0	0	0	0	14	130
Density (ft/veh)												

4: Ponce De Leon Boulevard & SW 8th Street Performance by movement

Movement	SWR	All
Denied Delay (hr)	14.4	112.1
Denied Del/Veh (s)	547.4	97.5
Total Delay (hr)	3.9	71.9
Total Del/Veh (s)	197.1	64.4
Stop Delay (hr)	3.8	63.7
Stop Del/Veh (s)	189.0	57.0
Travel Time (hr)	18.7	198.3
Avg Speed (mph)	2	5
Vehicles Entered	69	3929
Vehicles Exited	69	3927
Hourly Exit Rate	69	3927
Input Volume	90	4115
% of Volume	77	95
Denied Entry Before	3	17
Denied Entry After	26	211
Density (ft/veh)		90

5: Galiano Street & Antilla Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	4.0	2.9	4.8	5.2	3.1	1.9	0.1	0.0	2.0	0.2	0.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	2.7	2.3	2.1	3.4	3.0	2.7	0.3	0.0	0.0	0.2	0.1	0.1
Travel Time (hr)	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Avg Speed (mph)	17	18	18	15	16	16	18	29	20	17	26	19
Vehicles Entered	2	38	1	4	21	12	6	80	3	6	71	10
Vehicles Exited	2	38	1	4	21	12	6	80	3	6	72	10
Hourly Exit Rate	2	38	1	4	21	12	6	80	3	6	72	10
Input Volume	2	41	1	5	21	13	7	83	3	8	72	11
% of Volume	100	93	100	80	100	92	86	96	100	75	100	91
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

5: Galiano Street & Antilla Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.1
Total Del/Veh (s)	1.5
Stop Delay (hr)	0.1
Stop Del/Veh (s)	0.8
Travel Time (hr)	0.7
Avg Speed (mph)	21
Vehicles Entered	254
Vehicles Exited	255
Hourly Exit Rate	255
Input Volume	267
% of Volume	96
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	2057

6: Galiano Street & Phoenetia Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.7	5.4	3.2	5.0	5.4	3.1	1.9	0.2	0.1	1.9	0.1	0.0
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	2.9	3.0	2.8	3.6	3.1	2.7	0.3	0.0	0.0	0.2	0.0	0.0
Travel Time (hr)	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.1	0.0
Avg Speed (mph)	15	15	15	15	15	16	18	27	20	19	29	20
Vehicles Entered	3	20	19	2	34	4	11	91	4	5	62	2
Vehicles Exited	3	20	19	2	35	4	11	90	4	5	62	2
Hourly Exit Rate	3	20	19	2	35	4	11	90	4	5	62	2
Input Volume	5	19	16	3	31	3	13	94	3	6	67	2
% of Volume	60	105	119	67	113	133	85	96	133	83	93	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

6: Galiano Street & Phoenetia Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.1
Total Del/Veh (s)	1.8
Stop Delay (hr)	0.1
Stop Del/Veh (s)	1.0
Travel Time (hr)	0.6
Avg Speed (mph)	21
Vehicles Entered	257
Vehicles Exited	257
Hourly Exit Rate	257
Input Volume	262
% of Volume	98
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	2247

7: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Travel Time (hr)	0.4	0.4
Avg Speed (mph)	21	21
Vehicles Entered	113	113
Vehicles Exited	113	113
Hourly Exit Rate	113	113
Input Volume	132	132
% of Volume	86	86
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

8: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.3	0.3
Travel Time (hr)	0.6	0.6
Avg Speed (mph)	21	21
Vehicles Entered	145	145
Vehicles Exited	145	145
Hourly Exit Rate	145	145
Input Volume	150	150
% of Volume	97	97
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

9: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.0	1.0
Total Del/Veh (s)	2.7	2.7
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	6.0	6.0
Avg Speed (mph)	28	28
Vehicles Entered	1386	1386
Vehicles Exited	1386	1386
Hourly Exit Rate	1386	1386
Input Volume	1402	1402
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

10: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.3	1.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	21	21
Vehicles Entered	35	35
Vehicles Exited	35	35
Hourly Exit Rate	35	35
Input Volume	38	38
% of Volume	92	92
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

11: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	21	21
Vehicles Entered	14	14
Vehicles Exited	14	14
Hourly Exit Rate	14	14
Input Volume	16	16
% of Volume	88	88
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

12: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.7	0.7
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	1.7	1.7
Avg Speed (mph)	26	26
Vehicles Entered	775	775
Vehicles Exited	775	775
Hourly Exit Rate	775	775
Input Volume	887	887
% of Volume	87	87
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

13: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	21	21
Vehicles Entered	30	30
Vehicles Exited	30	30
Hourly Exit Rate	30	30
Input Volume	28	28
% of Volume	107	107
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

15: External Performance by approach

Approach	NE	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.4	1.4
Stop Delay (hr)	0.1	0.1
Stop Del/Veh (s)	0.5	0.5
Travel Time (hr)	2.3	2.3
Avg Speed (mph)	20	20
Vehicles Entered	397	397
Vehicles Exited	396	396
Hourly Exit Rate	396	396
Input Volume	407	407
% of Volume	97	97
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

16: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.9	0.9
Total Del/Veh (s)	2.4	2.4
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	5.7	5.7
Avg Speed (mph)	28	28
Vehicles Entered	1361	1361
Vehicles Exited	1362	1362
Hourly Exit Rate	1362	1362
Input Volume	1395	1395
% of Volume	98	98
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

17: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	29	29
Vehicles Entered	76	76
Vehicles Exited	76	76
Hourly Exit Rate	76	76
Input Volume	78	78
% of Volume	97	97
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

18: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	0.2	0.2
Avg Speed (mph)	29	29
Vehicles Entered	97	97
Vehicles Exited	97	97
Hourly Exit Rate	97	97
Input Volume	102	102
% of Volume	95	95
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

Total Network Performance

Denied Delay (hr)	112.3
Denied Del/Veh (s)	81.2
Total Delay (hr)	82.4
Total Del/Veh (s)	60.6
Stop Delay (hr)	70.1
Stop Del/Veh (s)	51.6
Travel Time (hr)	240.2
Avg Speed (mph)	10
Vehicles Entered	4766
Vehicles Exited	4761
Hourly Exit Rate	4761
Input Volume	14155
% of Volume	34
Denied Entry Before	17
Denied Entry After	211
Density (ft/veh)	155

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Salamanca Avenue	1	5.0	10.9	0.1	17	18	4.9
Antilla Avenue	2	0.9	12.3	0.1	31	31	0.9
Phoenetia Avenue	3	0.2	6.5	0.1	29	29	0.2
SW 8th Street	4	60.2	89.7	0.2	9	9	59.8
Total		66.3	119.3	0.4	13	13	65.7

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Salamanca Avenue	18	4.9	16	5.7	18	4.8	19
Antilla Avenue	31	0.9	31	0.9	31	0.9	31
Phoenetia Avenue	29	0.2	29	0.2	29	0.2	29
SW 8th Street	9	64.6	10	53.7	9	62.2	9
Total	13	70.7	14	60.4	13	68.0	13

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Salamanca Avenue	4.4	17	5.2	18	4.7	16	5.9
Antilla Avenue	0.9	31	1.1	32	1.0	31	1.0
Phoenetia Avenue	0.2	29	0.2	29	0.2	29	0.2
SW 8th Street	64.7	8	69.5	9	63.7	10	51.6
Total	70.2	12	76.0	13	69.5	14	58.7

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Salamanca Avenue	18	4.8	18	4.8
Antilla Avenue	31	0.8	31	1.1
Phoenetia Avenue	29	0.2	29	0.2
SW 8th Street	10	55.9	10	55.2
Total	14	61.7	14	61.3

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
SW 8th Street	4	206.7	939.0	0.1	2	2	215.7
Phoenetia Avenue	3	2.4	32.7	0.2	25	25	2.5
Antilla Avenue	2	0.8	7.0	0.1	27	26	0.8
Salamanca Avenue	1	6.6	18.6	0.1	21	20	7.1
Total		216.4	997.3	0.5	6	6	226.2

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
SW 8th Street	2	192.0	2	217.2	2	202.9	2
Phoenetia Avenue	25	2.5	25	2.3	25	2.5	25
Antilla Avenue	26	1.0	28	0.6	27	0.8	27
Salamanca Avenue	20	6.8	22	5.1	20	6.9	20
Total	7	202.3	6	225.2	6	213.1	6

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
SW 8th Street	212.4	2	228.0	2	190.2	2	210.8
Phoenetia Avenue	2.4	25	2.5	25	2.1	24	2.6
Antilla Avenue	0.6	26	1.0	27	0.6	27	0.8
Salamanca Avenue	7.1	20	7.0	21	5.7	21	6.8
Total	222.6	6	238.5	7	198.6	6	220.9

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
SW 8th Street	2	196.4	2	204.4
Phoenetia Avenue	25	2.2	25	2.3
Antilla Avenue	27	0.7	27	0.9
Salamanca Avenue	21	6.8	21	6.4
Total	7	206.1	6	214.0

Arterial Level of Service: EB Antilla Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Ponce De Leon Boulev	2	6.0	18.3	0.1	15	16	5.8
Galiano Street	5	4.0	20.1	0.1	21	22	3.9
Total		10.0	38.4	0.2	19	19	9.7

Arterial Level of Service: EB Antilla Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Ponce De Leon Boulev	15	6.2	17	4.8	15	6.5	15
Galiano Street	19	5.2	22	3.7	21	4.3	22
Total	17	11.4	19	8.5	18	10.9	19

Arterial Level of Service: EB Antilla Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Ponce De Leon Boulev	6.8	17	4.9	15	6.3	16	5.7
Galiano Street	3.9	21	4.3	22	3.7	22	3.6
Total	10.6	19	9.2	19	10.0	19	9.3

Arterial Level of Service: EB Antilla Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Ponce De Leon Boulev	16	5.0	14	7.3
Galiano Street	23	3.0	21	4.0
Total	20	8.0	18	11.3

Arterial Level of Service: WB Antilla Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Galiano Street	5	5.2	14.5	0.1	17	16	5.7
Ponce De Leon Boulev	2	4.8	20.0	0.1	22	20	5.6
Total		10.1	34.5	0.2	20	19	11.3

Arterial Level of Service: WB Antilla Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Galiano Street	17	5.3	17	5.0	17	4.9	16
Ponce De Leon Boulev	21	5.2	20	6.0	21	4.4	22
Total	19	10.6	19	11.0	19	9.4	19

Arterial Level of Service: WB Antilla Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Galiano Street	6.0	17	5.1	17	5.1	17	5.3
Ponce De Leon Boulev	5.3	20	5.1	25	4.0	22	4.4
Total	11.4	19	10.1	22	9.0	20	9.7

Arterial Level of Service: WB Antilla Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Galiano Street	18	4.4	17	5.3
Ponce De Leon Boulev	22	4.6	22	4.2
Total	20	9.0	20	9.5

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Galiano Street	6	5.2	13.0	0.1	33	33	5.2
Total		5.2	13.0	0.1	33	33	5.2

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Galiano Street	32	5.4	33	5.1	34	5.1	32
Total	32	5.4	33	5.1	34	5.1	32

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Galiano Street	5.9	32	5.7	34	5.1	33	5.2
Total	5.9	32	5.7	34	5.1	33	5.2

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Galiano Street	33	5.0	34	5.2
Total	33	5.0	34	5.2

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Galiano Street	6	5.4	14.4	0.1	17	17	5.7
Ponce De Leon Boulev	3	5.5	24.3	0.1	18	18	5.4
Total		10.8	38.7	0.2	17	18	11.0

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Galiano Street	16	5.8	17	5.2	17	5.4	17
Ponce De Leon Boulev	17	5.1	18	5.4	18	5.5	18
Total	17	10.9	18	10.6	18	11.0	18

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Galiano Street	5.2	17	5.3	16	5.9	17	5.0
Ponce De Leon Boulev	5.1	18	5.5	17	6.6	17	6.0
Total	10.3	18	10.8	17	12.5	17	11.0

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Galiano Street	16	5.8	17	5.1
Ponce De Leon Boulev	18	4.9	18	4.7
Total	18	10.8	18	9.8

Arterial Level of Service: NB Galiano Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Antilla Avenue	5	0.1	5.4	0.0	32	32	0.2
Phoenetia Avenue	6	0.2	6.1	0.1	31	32	0.3
Total		0.3	11.4	0.1	32	32	0.5

Arterial Level of Service: NB Galiano Street

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Antilla Avenue	33	0.1	33	0.1	32	0.2	32
Phoenetia Avenue	32	0.2	31	0.3	31	0.2	30
Total	32	0.3	32	0.4	31	0.4	31

Arterial Level of Service: NB Galiano Street

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Antilla Avenue	0.2	33	0.1	32	0.1	33	0.2
Phoenetia Avenue	0.1	33	0.2	31	0.1	32	0.2
Total	0.3	33	0.3	32	0.3	32	0.3

Arterial Level of Service: NB Galiano Street

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Antilla Avenue	33	0.2	32	0.1
Phoenetia Avenue	33	0.2	31	0.1
Total	33	0.3	32	0.3

Arterial Level of Service: SB Galiano Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Phoenetia Avenue	6	0.1	5.9	0.1	32	33	0.1
Antilla Avenue	5	0.1	6.3	0.1	30	33	0.1
Total		0.3	12.2	0.1	31	33	0.1

Arterial Level of Service: SB Galiano Street

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Phoenetia Avenue	32	0.1	32	0.2	31	0.3	32
Antilla Avenue	30	0.1	30	0.1	31	0.1	29
Total	31	0.2	31	0.2	31	0.4	30

Arterial Level of Service: SB Galiano Street

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Phoenetia Avenue	0.2	33	0.0	32	0.1	32	0.2
Antilla Avenue	0.3	30	0.1	29	0.1	31	0.2
Total	0.5	31	0.2	31	0.2	32	0.4

Arterial Level of Service: SB Galiano Street

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Phoenetia Avenue	32	0.2	32	0.1
Antilla Avenue	30	0.1	29	0.1
Total	31	0.3	30	0.2

Intersection: 1: Ponce De Leon Boulevard & Salamanca Avenue

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	LT	TR
Maximum Queue (ft)	264	171	106	233	160	275	278
Average Queue (ft)	131	73	43	80	41	78	77
95th Queue (ft)	236	141	89	191	118	199	205
Link Distance (ft)	359	332		243	243	505	505
Upstream Blk Time (%)				0			
Queuing Penalty (veh)				0			
Storage Bay Dist (ft)			73				
Storage Blk Time (%)			3	7			
Queuing Penalty (veh)			9	7			

Intersection: 2: Ponce De Leon Boulevard & Antilla Avenue

Movement	EB	WB	NB	NB	SB	SB
Directions Served	R	R	LT	TR	LT	TR
Maximum Queue (ft)	60	56	76	7	72	39
Average Queue (ft)	24	27	7	0	15	1
95th Queue (ft)	52	51	38	7	52	21
Link Distance (ft)	368	563	505	505	219	219
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Ponce De Leon Boulevard & Phoenetia Avenue /Phoenetia Avenue

Movement	EB	WB	SB
Directions Served	R	R	TR
Maximum Queue (ft)	36	48	5
Average Queue (ft)	15	18	0
95th Queue (ft)	41	46	4
Link Distance (ft)	355	557	1127
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Ponce De Leon Boulevard & SW 8th Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SW	SW	SW
Directions Served	L	T	TR	L	T	TR	L	R	R>	<	L	LR
Maximum Queue (ft)	225	489	496	326	519	498	105	358	325	146	176	524
Average Queue (ft)	136	388	344	272	409	373	99	200	174	32	168	498
95th Queue (ft)	255	536	494	417	587	563	113	333	285	106	200	510
Link Distance (ft)		471	471		485	485		1127	1127			481
Upstream Blk Time (%)		6	2		34	5						80
Queuing Penalty (veh)		0	0		0	0						0
Storage Bay Dist (ft)	225			268			75			118	118	
Storage Blk Time (%)	0	22		49	9		60	15		1	60	81
Queuing Penalty (veh)	2	33		276	18		55	27		2	194	232

Intersection: 5: Galiano Street & Antilla Avenue

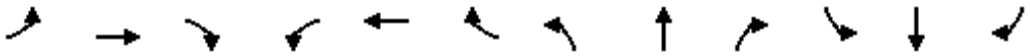
Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	56	43	12	15
Average Queue (ft)	20	21	1	1
95th Queue (ft)	48	46	8	8
Link Distance (ft)	563	329	221	223
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Galiano Street & Phoenetia Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	56	21	12
Average Queue (ft)	25	24	1	1
95th Queue (ft)	48	50	10	8
Link Distance (ft)	557	326	223	242
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 854



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	44	24	32	41	31	135	990	24	33	761	32
Future Volume (veh/h)	29	44	24	32	41	31	135	990	24	33	761	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	32	48	26	35	45	34	147	1076	26	36	827	35
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	55	68	32	57	60	39	541	2993	72	113	2552	107
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.84	0.84	0.84	0.84	0.84	0.84
Sat Flow, veh/h	344	766	361	365	673	441	641	3546	86	109	3023	127
Grp Volume(v), veh/h	106	0	0	114	0	0	147	539	563	436	0	462
Grp Sat Flow(s),veh/h/ln	1471	0	0	1480	0	0	641	1777	1855	1580	0	1679
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	12.2	12.9	12.9	0.0	0.0	11.2
Cycle Q Clear(g_c), s	13.6	0.0	0.0	14.6	0.0	0.0	23.4	12.9	12.9	9.0	0.0	11.2
Prop In Lane	0.30		0.25	0.31		0.30	1.00		0.05	0.08		0.08
Lane Grp Cap(c), veh/h	156	0	0	157	0	0	541	1500	1566	1355	0	1417
V/C Ratio(X)	0.68	0.00	0.00	0.73	0.00	0.00	0.27	0.36	0.36	0.32	0.00	0.33
Avail Cap(c_a), veh/h	613	0	0	610	0	0	541	1500	1566	1355	0	1417
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	84.7	0.0	0.0	85.3	0.0	0.0	5.7	3.3	3.3	3.0	0.0	3.2
Incr Delay (d2), s/veh	3.9	0.0	0.0	4.8	0.0	0.0	1.2	0.7	0.6	0.6	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	0.0	5.8	0.0	0.0	1.8	4.4	4.6	3.3	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.5	0.0	0.0	90.0	0.0	0.0	6.9	4.0	4.0	3.6	0.0	3.8
LnGrp LOS	F	A	A	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		106			114			1249			898	
Approach Delay, s/veh		88.5			90.0			4.3			3.7	
Approach LOS		F			F			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		166.4		23.6		166.4		23.6				
Change Period (Y+Rc), s		6.0		* 6.7		6.0		* 6.7				
Max Green Setting (Gmax), s		106.0		* 71		106.0		* 71				
Max Q Clear Time (g_c+I1), s		0.0		16.6		0.0		15.6				
Green Ext Time (p_c), s		0.0		0.3		0.0		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			12.0									
HCM 6th LOS			B									

Notes

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

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	39	0	0	113	25	800	8	22	581	8
Future Vol, veh/h	0	0	39	0	0	113	25	800	8	22	581	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
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	0	42	0	0	123	27	870	9	24	632	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	321	-	-	440	641	0	0	879	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	675	0	0	565	939	-	-	764	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	675	-	-	565	939	-	-	764	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	13.1	0.5	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	939	-	-	675	565	764	-	-
HCM Lane V/C Ratio	0.029	-	-	0.063	0.217	0.031	-	-
HCM Control Delay (s)	8.9	0.2	-	10.7	13.1	9.9	0.2	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.8	0.1	-	-

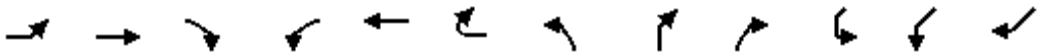
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	14	0	0	32	0	931	0	0	575	44
Future Vol, veh/h	0	0	14	0	0	32	0	931	0	0	575	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
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	0	15	0	0	35	0	1012	0	0	625	48

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	337	-	-	506	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	659	0	0	512	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	659	-	-	512	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.6	12.5	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	659	512	-	-
HCM Lane V/C Ratio	-	-	0.023	0.068	-	-
HCM Control Delay (s)	-	-	10.6	12.5	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (veh/h)	192	1147	123	57	950	18	245	483	90	48	281	206
Future Volume (veh/h)	192	1147	123	57	950	18	245	483	90	48	281	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	209	1247	134	62	1033	0	266	98	98	52	52	224
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	348	1960	210	227	2087		151	105	105	115	115	263
Arrive On Green	0.04	0.61	0.61	0.03	0.59	0.00	0.05	0.20	0.20	0.03	0.03	0.18
Sat Flow, veh/h	1781	3238	347	1781	3647	0	1781	536	536	1781	1781	1429
Grp Volume(v), veh/h	209	682	699	62	1033	0	266	324	324	52	52	253
Grp Sat Flow(s),veh/h/ln	1781	1777	1808	1781	1777	0	1781	1774	1774	1781	1781	1613
Q Serve(g_s), s	8.0	44.3	44.7	2.5	30.4	0.0	8.3	32.4	32.4	4.2	4.2	27.3
Cycle Q Clear(g_c), s	8.0	44.3	44.7	2.5	30.4	0.0	8.3	32.4	32.4	4.2	4.2	27.3
Prop In Lane	1.00		0.19	1.00		0.00	1.00	0.30	0.30	1.00	1.00	0.89
Lane Grp Cap(c), veh/h	348	1075	1094	227	2087		151	347	347	115	115	297
V/C Ratio(X)	0.60	0.63	0.64	0.27	0.49		1.76	0.93	0.93	0.45	0.45	0.85
Avail Cap(c_a), veh/h	348	1075	1094	259	2087		151	390	390	125	125	346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	22.8	22.9	19.6	21.6	0.0	69.1	71.2	71.2	59.3	59.3	71.0
Incr Delay (d2), s/veh	2.1	2.9	2.9	0.2	0.8	0.0	369.5	27.2	27.2	1.0	1.0	15.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	19.3	19.8	1.1	13.0	0.0	18.5	17.4	17.4	2.0	2.0	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	25.6	25.7	19.8	22.5	0.0	438.6	98.4	98.4	60.3	60.3	86.3
LnGrp LOS	C	C	C	B	C		F	F	F	E	E	F
Approach Vol, veh/h		1590			1095		889			581	581	
Approach Delay, s/veh		25.2			22.3		200.2			82.0	82.0	
Approach LOS		C			C		F			F	F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	112.4	11.9	41.7	10.8	115.6	14.0	39.6
Change Period (Y+Rc), s	6.0	* 6.7	* 5.7	6.4	6.0	* 6.7	* 5.7	6.4
Max Green Setting (Gmax), s	8.0	* 1E2	* 7.3	39.6	8.0	* 1E2	* 8.3	38.6
Max Q Clear Time (g_c+I1), s	10.0	0.0	6.2	34.4	4.5	0.0	10.3	29.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	69.8
HCM 6th LOS	E

Notes

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

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

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	5	19	11	7	35	9	8	87	5	10	106	2
Future Vol, veh/h	5	19	11	7	35	9	8	87	5	10	106	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	5	21	12	8	38	10	9	95	5	11	115	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	278	256	116	271	255	98	117	0	0	100	0	0
Stage 1	138	138	-	116	116	-	-	-	-	-	-	-
Stage 2	140	118	-	155	139	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	674	648	936	682	649	958	1471	-	-	1493	-	-
Stage 1	865	782	-	889	800	-	-	-	-	-	-	-
Stage 2	863	798	-	847	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	630	639	936	650	640	958	1471	-	-	1493	-	-
Mov Cap-2 Maneuver	630	639	-	650	640	-	-	-	-	-	-	-
Stage 1	860	776	-	884	795	-	-	-	-	-	-	-
Stage 2	808	793	-	807	776	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	10.8	0.6	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1471	-	-	708	681	1493	-	-
HCM Lane V/C Ratio	0.006	-	-	0.054	0.081	0.007	-	-
HCM Control Delay (s)	7.5	0	-	10.4	10.8	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	19	6	3	24	8	5	89	5	15	112	5
Future Vol, veh/h	2	19	6	3	24	8	5	89	5	15	112	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	2	21	7	3	26	9	5	97	5	16	122	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	284	269	125	281	269	100	127	0	0	102	0	0
Stage 1	157	157	-	110	110	-	-	-	-	-	-	-
Stage 2	127	112	-	171	159	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	668	637	926	671	637	956	1459	-	-	1490	-	-
Stage 1	845	768	-	895	804	-	-	-	-	-	-	-
Stage 2	877	803	-	831	766	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	633	627	926	641	627	956	1459	-	-	1490	-	-
Mov Cap-2 Maneuver	633	627	-	641	627	-	-	-	-	-	-	-
Stage 1	842	759	-	891	801	-	-	-	-	-	-	-
Stage 2	837	800	-	793	757	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.6	10.6	0.4	0.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1459	-	-	676	682	1490	-	-
HCM Lane V/C Ratio	0.004	-	-	0.043	0.056	0.011	-	-
HCM Control Delay (s)	7.5	0	-	10.6	10.6	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	5173	5227	5174	5226	4998	5200	5268
Vehs Exited	5099	5149	5083	5153	4928	5161	5173
Starting Vehs	138	118	108	165	117	124	124
Ending Vehs	212	196	199	238	187	163	219
Denied Entry Before	11	46	3	25	6	9	6
Denied Entry After	28	39	77	63	55	50	12
Travel Distance (mi)	1432	1423	1416	1429	1375	1423	1449
Travel Time (hr)	216.6	212.2	210.4	274.8	163.7	165.4	222.5
Total Delay (hr)	166.3	162.2	160.6	224.6	115.2	115.5	171.6
Total Stops	5539	4730	4886	5940	3935	4317	5026
Fuel Used (gal)	92.6	92.0	90.7	106.4	78.8	81.5	95.4

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	5117	5303	5180	5184
Vehs Exited	5037	5211	5122	5112
Starting Vehs	142	127	124	125
Ending Vehs	222	219	182	200
Denied Entry Before	1	39	4	13
Denied Entry After	103	76	63	56
Travel Distance (mi)	1413	1449	1414	1422
Travel Time (hr)	230.4	216.4	203.6	211.6
Total Delay (hr)	180.5	165.2	153.8	161.5
Total Stops	4701	4853	4692	4864
Fuel Used (gal)	95.5	94.2	89.9	91.7

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	5173	5227	5174	5226	4998	5200	5268
Vehs Exited	5099	5149	5083	5153	4928	5161	5173
Starting Vehs	138	118	108	165	117	124	124
Ending Vehs	212	196	199	238	187	163	219
Denied Entry Before	11	46	3	25	6	9	6
Denied Entry After	28	39	77	63	55	50	12
Travel Distance (mi)	1432	1423	1416	1429	1375	1423	1449
Travel Time (hr)	216.6	212.2	210.4	274.8	163.7	165.4	222.5
Total Delay (hr)	166.3	162.2	160.6	224.6	115.2	115.5	171.6
Total Stops	5539	4730	4886	5940	3935	4317	5026
Fuel Used (gal)	92.6	92.0	90.7	106.4	78.8	81.5	95.4

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	5117	5303	5180	5184
Vehs Exited	5037	5211	5122	5112
Starting Vehs	142	127	124	125
Ending Vehs	222	219	182	200
Denied Entry Before	1	39	4	13
Denied Entry After	103	76	63	56
Travel Distance (mi)	1413	1449	1414	1422
Travel Time (hr)	230.4	216.4	203.6	211.6
Total Delay (hr)	180.5	165.2	153.8	161.5
Total Stops	4701	4853	4692	4864
Fuel Used (gal)	95.5	94.2	89.9	91.7

1: Ponce De Leon Boulevard & Salamanca Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.2	0.2	0.2	2.8	0.5	0.3	0.1	0.0	0.1
Total Delay (hr)	0.7	1.0	0.3	0.8	0.9	0.4	0.6	1.4	0.0	0.2	1.2	0.0
Total Del/Veh (s)	85.1	81.3	42.7	82.0	76.6	48.3	15.2	5.2	2.7	17.1	5.9	3.9
Stop Delay (hr)	0.7	0.9	0.3	0.7	0.9	0.4	0.5	0.9	0.0	0.1	0.8	0.0
Stop Del/Veh (s)	82.1	77.6	40.4	78.8	72.8	46.1	12.4	3.4	2.1	14.4	3.8	2.7
Travel Time (hr)	0.8	1.1	0.4	0.8	1.0	0.5	0.9	3.1	0.1	0.3	3.5	0.2
Avg Speed (mph)	3	3	5	2	3	4	7	15	15	11	19	18
Vehicles Entered	29	44	24	32	43	30	135	980	22	34	733	33
Vehicles Exited	29	44	24	32	42	30	135	982	21	34	735	33
Hourly Exit Rate	29	44	24	32	42	30	135	982	21	34	735	33
Input Volume	29	44	24	32	41	31	135	990	24	33	761	32
% of Volume	100	100	100	100	102	97	100	99	88	103	97	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

1: Ponce De Leon Boulevard & Salamanca Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.4
Total Delay (hr)	7.4
Total Del/Veh (s)	12.4
Stop Delay (hr)	6.2
Stop Del/Veh (s)	10.4
Travel Time (hr)	12.7
Avg Speed (mph)	11
Vehicles Entered	2139
Vehicles Exited	2141
Hourly Exit Rate	2141
Input Volume	2176
% of Volume	98
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	203

2: Ponce De Leon Boulevard & Antilla Avenue Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Denied Del/Veh (s)	0.1	18.8	0.0	0.0	0.0	0.0	0.0	0.0	1.2
Total Delay (hr)	0.1	1.6	0.1	1.9	0.0	0.0	0.1	0.0	3.9
Total Del/Veh (s)	4.7	55.0	11.4	6.9	7.7	6.9	0.6	0.3	7.8
Stop Delay (hr)	0.0	1.6	0.1	1.4	0.0	0.0	0.0	0.0	3.2
Stop Del/Veh (s)	4.3	54.4	8.1	5.0	6.4	5.0	0.1	0.0	6.5
Travel Time (hr)	0.2	2.6	0.2	5.3	0.1	0.1	1.1	0.0	9.5
Avg Speed (mph)	15	4	15	18	16	13	27	20	16
Vehicles Entered	41	108	25	1008	8	21	558	8	1777
Vehicles Exited	41	105	24	1006	8	21	558	8	1771
Hourly Exit Rate	41	105	24	1006	8	21	558	8	1771
Input Volume	39	113	25	1017	8	22	581	8	1813
% of Volume	105	93	96	99	100	95	96	100	98
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	2	0	0	0	0	0	0	2
Density (ft/veh)									296

3: Ponce De Leon Boulevard & Phoenetia Avenue /Phoenetia Avenue Performance by movement

Movement	EBR	WBT	WBR	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.0	0.0	0.4	0.0	0.1	0.2
Total Delay (hr)	0.0	0.0	0.9	3.2	0.2	0.0	4.3
Total Del/Veh (s)	4.6	1.2	109.5	12.4	1.3	1.4	9.9
Stop Delay (hr)	0.0	0.0	0.9	2.7	0.0	0.0	3.7
Stop Del/Veh (s)	4.4	0.2	108.3	10.7	0.1	0.1	8.4
Travel Time (hr)	0.1	0.0	1.0	4.9	4.2	0.4	10.6
Avg Speed (mph)	15	21	3	10	26	23	16
Vehicles Entered	14	4	29	919	552	42	1560
Vehicles Exited	14	4	26	907	551	43	1545
Hourly Exit Rate	14	4	26	907	551	43	1545
Input Volume	14	3	32	931	575	44	1599
% of Volume	100	133	81	97	96	98	97
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							377

4: Ponce De Leon Boulevard & SW 8th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SWL2	SWL
Denied Delay (hr)	0.5	2.2	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	2.8	15.0
Denied Del/Veh (s)	8.7	6.9	7.7	2.7	0.2	0.4	0.0	0.0	0.0	0.0	200.0	191.2
Total Delay (hr)	6.6	10.3	0.9	0.7	7.1	0.1	18.7	2.9	32.6	6.2	2.0	13.5
Total Del/Veh (s)	117.5	31.8	24.9	45.9	26.7	15.3	273.1	75.3	234.4	231.8	152.5	180.5
Stop Delay (hr)	6.3	7.5	0.6	0.6	5.4	0.1	17.8	2.6	30.4	5.7	1.9	12.8
Stop Del/Veh (s)	112.7	23.2	18.5	42.3	20.3	11.6	259.2	69.0	218.8	215.2	143.0	171.3
Travel Time (hr)	7.7	15.5	1.6	0.9	9.8	0.1	20.5	3.4	36.3	6.9	5.0	29.5
Avg Speed (mph)	3	8	9	6	9	12	2	5	3	3	2	2
Vehicles Entered	197	1155	123	53	958	19	232	136	473	91	46	254
Vehicles Exited	198	1155	123	54	958	19	218	128	444	86	46	254
Hourly Exit Rate	198	1155	123	54	958	19	218	128	444	86	46	254
Input Volume	192	1147	123	57	950	18	245	145	483	90	48	281
% of Volume	103	101	100	95	101	106	89	88	92	96	96	90
Denied Entry Before	0	2	0	0	0	0	0	0	0	0	1	6
Denied Entry After	0	0	0	0	0	0	0	0	0	0	5	28
Density (ft/veh)												

4: Ponce De Leon Boulevard & SW 8th Street Performance by movement

Movement	SWR	All
Denied Delay (hr)	11.3	32.2
Denied Del/Veh (s)	199.7	29.2
Total Delay (hr)	9.0	110.5
Total Del/Veh (s)	166.7	99.1
Stop Delay (hr)	8.6	100.4
Stop Del/Veh (s)	159.0	90.1
Travel Time (hr)	21.2	158.5
Avg Speed (mph)	2	4
Vehicles Entered	183	3920
Vehicles Exited	182	3865
Hourly Exit Rate	182	3865
Input Volume	206	3985
% of Volume	88	97
Denied Entry Before	4	13
Denied Entry After	21	54
Density (ft/veh)		62

5: Galiano Street & Antilla Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.1	0.1	0.1	0.2	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.1	5.6	3.1	5.0	5.5	3.4	2.2	0.2	0.0	2.1	0.2	0.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	3.6	3.3	2.6	3.3	3.3	2.9	0.5	0.0	0.0	0.3	0.0	0.0
Travel Time (hr)	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.2	0.0
Avg Speed (mph)	17	17	17	15	15	16	17	29	20	19	28	20
Vehicles Entered	4	18	10	6	36	9	7	86	5	9	104	2
Vehicles Exited	4	18	11	6	35	9	7	86	5	9	104	2
Hourly Exit Rate	4	18	11	6	35	9	7	86	5	9	104	2
Input Volume	5	19	11	7	35	9	8	87	5	10	109	2
% of Volume	80	95	100	86	100	100	88	99	100	90	95	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

5: Galiano Street & Antilla Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.1
Total Del/Veh (s)	1.7
Stop Delay (hr)	0.1
Stop Del/Veh (s)	0.9
Travel Time (hr)	0.8
Avg Speed (mph)	21
Vehicles Entered	296
Vehicles Exited	296
Hourly Exit Rate	296
Input Volume	307
% of Volume	96
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	1794

6: Galiano Street & Phoenetia Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	5.4	3.1	5.6	5.4	3.3	2.3	0.2	0.2	2.0	0.2	0.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	2.8	3.1	2.7	4.0	3.2	2.8	0.5	0.0	0.1	0.3	0.0	0.0
Travel Time (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.2	0.0
Avg Speed (mph)	14	15	15	15	15	16	18	27	20	18	29	20
Vehicles Entered	2	20	7	2	23	9	4	90	5	12	106	5
Vehicles Exited	2	19	7	2	23	9	4	90	5	12	106	5
Hourly Exit Rate	2	19	7	2	23	9	4	90	5	12	106	5
Input Volume	2	19	6	3	24	8	5	91	5	15	112	5
% of Volume	100	100	117	67	96	112	80	99	100	80	95	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

6: Galiano Street & Phoenetia Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.1
Total Del/Veh (s)	1.3
Stop Delay (hr)	0.1
Stop Del/Veh (s)	0.7
Travel Time (hr)	0.7
Avg Speed (mph)	22
Vehicles Entered	285
Vehicles Exited	284
Hourly Exit Rate	284
Input Volume	295
% of Volume	96
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	2219

7: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.3	0.3
Travel Time (hr)	0.4	0.4
Avg Speed (mph)	21	21
Vehicles Entered	99	99
Vehicles Exited	98	98
Hourly Exit Rate	98	98
Input Volume	101	101
% of Volume	97	97
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

8: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.3	0.3
Travel Time (hr)	0.8	0.8
Avg Speed (mph)	21	21
Vehicles Entered	211	211
Vehicles Exited	210	210
Hourly Exit Rate	210	210
Input Volume	208	208
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

9: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.9	0.9
Total Del/Veh (s)	2.4	2.4
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	5.4	5.4
Avg Speed (mph)	28	28
Vehicles Entered	1287	1287
Vehicles Exited	1288	1288
Hourly Exit Rate	1288	1288
Input Volume	1285	1285
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

10: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	21	21
Vehicles Entered	33	33
Vehicles Exited	33	33
Hourly Exit Rate	33	33
Input Volume	34	34
% of Volume	97	97
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

11: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	21	21
Vehicles Entered	32	32
Vehicles Exited	32	32
Hourly Exit Rate	32	32
Input Volume	33	33
% of Volume	97	97
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

12: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.7	0.7
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	1.7	1.7
Avg Speed (mph)	26	26
Vehicles Entered	792	792
Vehicles Exited	791	791
Hourly Exit Rate	791	791
Input Volume	817	817
% of Volume	97	97
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

13: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	21	21
Vehicles Entered	36	36
Vehicles Exited	36	36
Hourly Exit Rate	36	36
Input Volume	39	39
% of Volume	92	92
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

14: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	0.2	0.2
Avg Speed (mph)	20	20
Vehicles Entered	43	43
Vehicles Exited	42	42
Hourly Exit Rate	42	42
Input Volume	44	44
% of Volume	95	95
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

15: External Performance by approach

Approach	NE	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.0	1.0
Stop Delay (hr)	0.1	0.1
Stop Del/Veh (s)	0.3	0.3
Travel Time (hr)	3.9	3.9
Avg Speed (mph)	19	19
Vehicles Entered	660	660
Vehicles Exited	661	661
Hourly Exit Rate	661	661
Input Volume	693	693
% of Volume	95	95
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

16: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.8	0.8
Total Del/Veh (s)	2.1	2.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Travel Time (hr)	5.7	5.7
Avg Speed (mph)	27	27
Vehicles Entered	1358	1358
Vehicles Exited	1358	1358
Hourly Exit Rate	1358	1358
Input Volume	1401	1401
% of Volume	97	97
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

17: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	0.2	0.2
Avg Speed (mph)	27	27
Vehicles Entered	117	117
Vehicles Exited	117	117
Hourly Exit Rate	117	117
Input Volume	124	124
% of Volume	94	94
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

18: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	0.2	0.2
Avg Speed (mph)	28	28
Vehicles Entered	97	97
Vehicles Exited	97	97
Hourly Exit Rate	97	97
Input Volume	99	99
% of Volume	98	98
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

Total Network Performance

Denied Delay (hr)	33.1
Denied Del/Veh (s)	22.8
Total Delay (hr)	128.4
Total Del/Veh (s)	87.0
Stop Delay (hr)	113.7
Stop Del/Veh (s)	77.1
Travel Time (hr)	211.6
Avg Speed (mph)	8
Vehicles Entered	5184
Vehicles Exited	5112
Hourly Exit Rate	5112
Input Volume	15053
% of Volume	34
Denied Entry Before	13
Denied Entry After	56
Density (ft/veh)	111

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Salamanca Avenue	1	5.2	11.2	0.1	17	16	5.9
Antilla Avenue	2	7.1	18.7	0.1	20	13	18.0
Phoenetia Avenue	3	12.5	19.1	0.1	10	5	30.9
SW 8th Street	4	234.0	261.0	0.2	3	2	303.3
Total		258.7	310.0	0.4	5	4	358.0

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Salamanca Avenue	17	5.5	17	5.1	17	5.4	19
Antilla Avenue	28	2.0	26	3.1	8	35.7	30
Phoenetia Avenue	17	4.8	10	13.0	3	48.0	28
SW 8th Street	3	246.2	3	261.4	2	322.3	5
Total	5	258.5	5	282.6	3	411.4	8

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Salamanca Avenue	4.2	17	5.0	18	4.5	17	5.5
Antilla Avenue	1.0	30	1.2	24	4.2	29	1.7
Phoenetia Avenue	0.3	28	0.5	9	14.6	19	3.6
SW 8th Street	150.0	5	138.1	3	265.9	4	199.7
Total	155.5	8	144.9	5	289.2	6	210.5

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Salamanca Avenue	17	5.1	17	5.3
Antilla Avenue	30	1.3	30	1.3
Phoenetia Avenue	17	4.9	23	2.1
SW 8th Street	3	229.7	3	226.7
Total	5	241.0	6	235.4

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
SW 8th Street	4	180.5	393.8	0.1	2	2	176.0
Phoenetia Avenue	3	2.3	33.9	0.2	24	24	2.4
Antilla Avenue	2	0.6	6.8	0.1	28	27	0.7
Salamanca Avenue	1	6.0	17.0	0.1	23	21	6.9
Total		189.4	451.5	0.5	7	7	186.1

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
SW 8th Street	2	168.4	2	185.5	2	184.9	2
Phoenetia Avenue	24	2.2	25	2.2	24	2.7	24
Antilla Avenue	28	0.6	28	0.6	26	1.0	28
Salamanca Avenue	23	6.0	22	6.2	22	6.7	25
Total	7	177.2	7	194.5	7	195.3	8

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
SW 8th Street	166.8	2	210.8	2	175.5	2	204.5
Phoenetia Avenue	1.9	24	2.2	24	2.5	24	2.6
Antilla Avenue	0.5	28	0.5	28	0.5	28	0.5
Salamanca Avenue	4.5	23	5.6	23	5.7	24	5.0
Total	173.8	6	219.0	7	184.2	7	212.6

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
SW 8th Street	2	170.1	2	165.0
Phoenetia Avenue	24	2.1	24	2.4
Antilla Avenue	28	0.5	28	0.6
Salamanca Avenue	21	6.9	23	5.9
Total	7	179.6	8	173.8

Arterial Level of Service: EB Antilla Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Ponce De Leon Boulev	2	4.7	16.8	0.1	17	17	4.6
Galiano Street	5	5.9	14.9	0.1	29	33	6.2
Total		10.6	31.7	0.2	23	24	10.8

Arterial Level of Service: EB Antilla Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Ponce De Leon Boulev	17	3.9	17	4.8	15	6.2	16
Galiano Street	33	5.3	33	5.0	32	6.4	44
Total	25	9.2	24	9.7	22	12.6	26

Arterial Level of Service: EB Antilla Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Ponce De Leon Boulev	4.9	18	3.9	16	5.5	17	4.2
Galiano Street	3.7	34	4.8	41	3.7	18	6.0
Total	8.6	25	8.8	26	9.3	18	10.2

Arterial Level of Service: EB Antilla Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Ponce De Leon Boulev	17	3.9	17	4.4
Galiano Street	29	7.6	17	6.1
Total	23	11.6	17	10.5

Arterial Level of Service: WB Antilla Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Galiano Street	5	5.5	14.7	0.1	17	16	5.8
Ponce De Leon Boulev	2	50.5	84.2	0.1	7	4	102.8
Total		56.0	98.9	0.2	9	5	108.6

Arterial Level of Service: WB Antilla Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Galiano Street	17	5.9	18	4.7	16	6.1	16
Ponce De Leon Boulev	23	7.0	22	7.0	1	458.8	23
Total	20	13.0	20	11.7	1	464.9	20

Arterial Level of Service: WB Antilla Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Galiano Street	5.9	17	5.4	17	5.5	17	5.1
Ponce De Leon Boulev	5.8	23	5.8	18	12.0	22	6.9
Total	11.6	20	11.1	17	17.5	20	12.0

Arterial Level of Service: WB Antilla Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Galiano Street	17	5.2	16	6.0
Ponce De Leon Boulev	20	8.9	23	5.5
Total	19	14.1	20	11.5

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Galiano Street	6	5.4	12.9	0.1	34	33	5.7
Total		5.4	12.9	0.1	34	33	5.7

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Galiano Street	33	5.5	30	6.4	33	5.4	34
Total	33	5.5	30	6.4	33	5.4	34

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Galiano Street	5.0	34	5.5	33	5.6	33	5.1
Total	5.0	34	5.5	33	5.6	33	5.1

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Galiano Street	32	5.7	33	5.5
Total	32	5.7	33	5.5

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Galiano Street	6	5.4	14.3	0.1	17	17	5.3
Ponce De Leon Boulev	3	107.4	124.2	0.1	3	2	253.7
Total		112.8	138.6	0.2	5	2	259.1

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Galiano Street	17	5.1	16	5.7	17	5.1	17
Ponce De Leon Boulev	12	16.4	5	60.0	1	473.7	17
Total	14	21.4	7	65.7	1	478.9	17

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Galiano Street	5.2	18	5.3	17	5.5	16	6.2
Ponce De Leon Boulev	6.5	17	7.0	2	158.7	13	14.3
Total	11.7	18	12.3	4	164.2	14	20.5

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Galiano Street	17	5.0	17	5.4
Ponce De Leon Boulev	11	22.9	12	16.9
Total	12	27.9	14	22.2

Arterial Level of Service: NB Galiano Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Antilla Avenue	5	0.2	5.5	0.0	32	30	0.5
Phoenetia Avenue	6	0.1	6.4	0.1	30	29	0.3
Total		0.3	11.9	0.1	31	30	0.8

Arterial Level of Service: NB Galiano Street

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Antilla Avenue	32	0.2	33	0.1	31	0.3	31
Phoenetia Avenue	31	0.1	30	0.2	29	0.2	28
Total	32	0.2	31	0.3	30	0.5	30

Arterial Level of Service: NB Galiano Street

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Antilla Avenue	0.1	32	0.2	32	0.1	32	0.2
Phoenetia Avenue	0.2	30	0.2	29	0.1	30	0.1
Total	0.3	31	0.4	31	0.2	31	0.2

Arterial Level of Service: NB Galiano Street

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Antilla Avenue	32	0.1	32	0.2
Phoenetia Avenue	30	0.1	30	0.1
Total	31	0.2	31	0.3

Arterial Level of Service: SB Galiano Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Phoenetia Avenue	6	0.2	6.0	0.1	32	32	0.2
Antilla Avenue	5	0.2	6.5	0.1	29	30	0.1
Total		0.4	12.4	0.1	31	31	0.3

Arterial Level of Service: SB Galiano Street

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Phoenetia Avenue	32	0.2	32	0.2	31	0.3	32
Antilla Avenue	29	0.3	29	0.2	29	0.2	30
Total	30	0.5	30	0.4	30	0.5	31

Arterial Level of Service: SB Galiano Street

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Phoenetia Avenue	0.1	32	0.2	32	0.1	31	0.3
Antilla Avenue	0.1	30	0.2	30	0.1	30	0.2
Total	0.2	31	0.4	31	0.3	30	0.5

Arterial Level of Service: SB Galiano Street

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Phoenetia Avenue	32	0.2	33	0.1
Antilla Avenue	30	0.1	30	0.1
Total	31	0.3	31	0.2

Intersection: 1: Ponce De Leon Boulevard & Salamanca Avenue

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	LT	TR
Maximum Queue (ft)	225	221	114	262	225	220	222
Average Queue (ft)	95	102	57	123	67	83	69
95th Queue (ft)	177	190	110	265	173	175	169
Link Distance (ft)	359	332		243	243	505	505
Upstream Blk Time (%)				2	0		
Queuing Penalty (veh)				0	0		
Storage Bay Dist (ft)			73				
Storage Blk Time (%)			5	11			
Queuing Penalty (veh)			25	15			

Intersection: 2: Ponce De Leon Boulevard & Antilla Avenue

Movement	EB	WB	NB	NB	SB	SB
Directions Served	R	R	LT	TR	LT	TR
Maximum Queue (ft)	52	164	246	177	68	36
Average Queue (ft)	26	73	61	44	14	1
95th Queue (ft)	51	235	249	220	50	20
Link Distance (ft)	368	563	505	505	219	219
Upstream Blk Time (%)			0	0		
Queuing Penalty (veh)			1	0		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Ponce De Leon Boulevard & Phoenetia Avenue /Phoenetia Avenue

Movement	EB	WB	NB	NB	SB
Directions Served	R	R	T	TR	T
Maximum Queue (ft)	31	113	192	193	6
Average Queue (ft)	12	38	64	62	0
95th Queue (ft)	36	120	224	220	4
Link Distance (ft)	355	557	219	219	1127
Upstream Blk Time (%)			8	8	
Queuing Penalty (veh)			38	35	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Ponce De Leon Boulevard & SW 8th Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SW	SW	SW
Directions Served	L	T	TR	L	T	TR	L	R	R>	<	L	LR
Maximum Queue (ft)	225	511	494	295	448	399	105	1144	1144	138	176	534
Average Queue (ft)	183	385	344	33	268	220	103	864	857	24	164	495
95th Queue (ft)	283	571	524	149	409	355	115	1321	1316	87	212	541
Link Distance (ft)		471	471		485	485		1127	1127			481
Upstream Blk Time (%)		18	5		0	0		15	14			72
Queuing Penalty (veh)		0	0		0	0		71	69			0
Storage Bay Dist (ft)	225			268			75			118	118	
Storage Blk Time (%)	22	28			9		72	56		1	28	79
Queuing Penalty (veh)	123	53			5		175	137		3	97	149

Intersection: 5: Galiano Street & Antilla Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	39	60	21	16
Average Queue (ft)	21	28	1	1
95th Queue (ft)	45	51	11	10
Link Distance (ft)	563	329	221	223
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Galiano Street & Phoenetia Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	43	43	12	32
Average Queue (ft)	19	23	1	2
95th Queue (ft)	46	47	8	15
Link Distance (ft)		326	223	242
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 996

APPENDIX K

Trip Generation and Internal Capture Rate sheets

Church
(560)

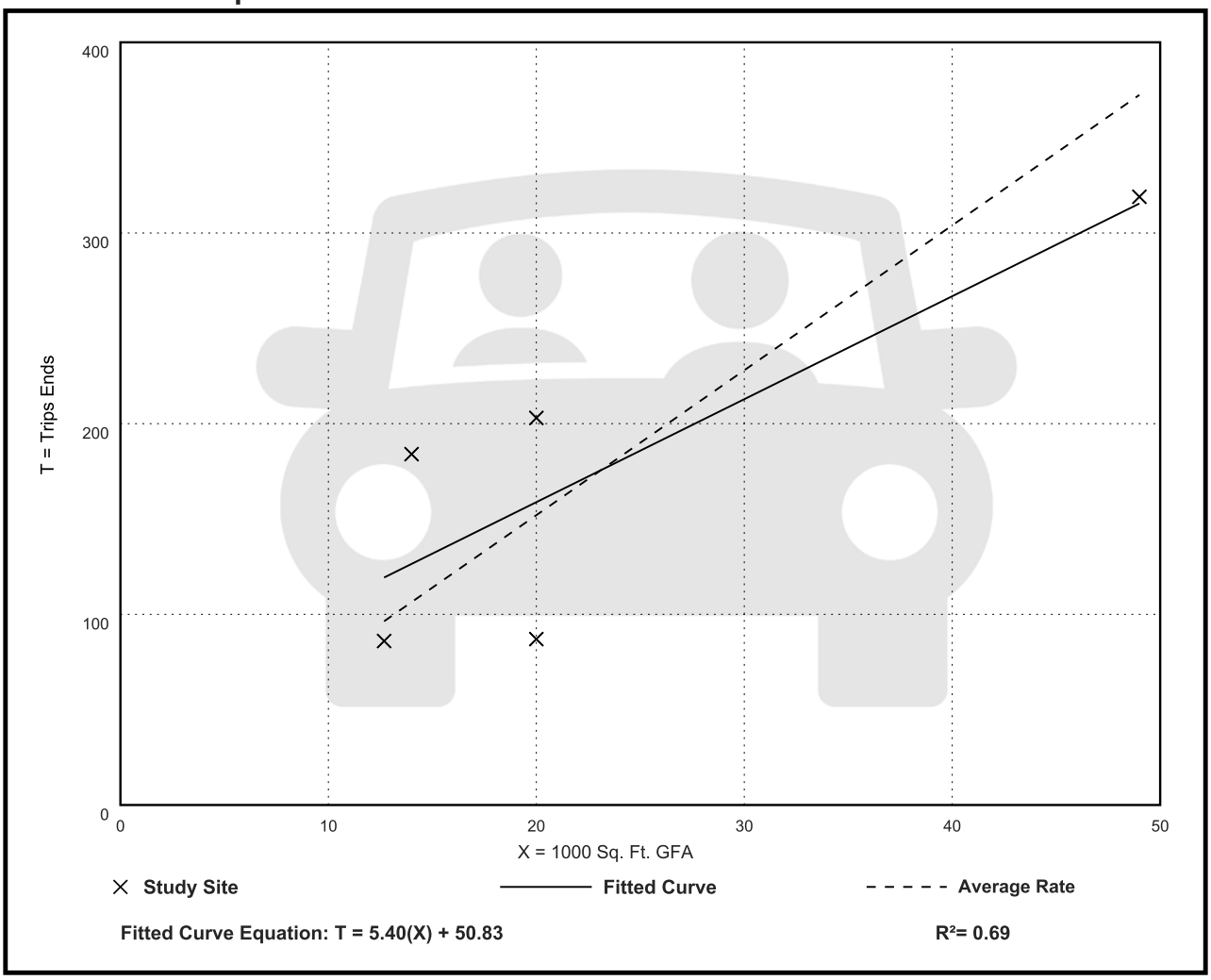
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 23
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
7.60	4.35 - 13.14	3.01

Data Plot and Equation



Fitted Curve Equation: T = 5.40(X) + 50.83

R^2= 0.69

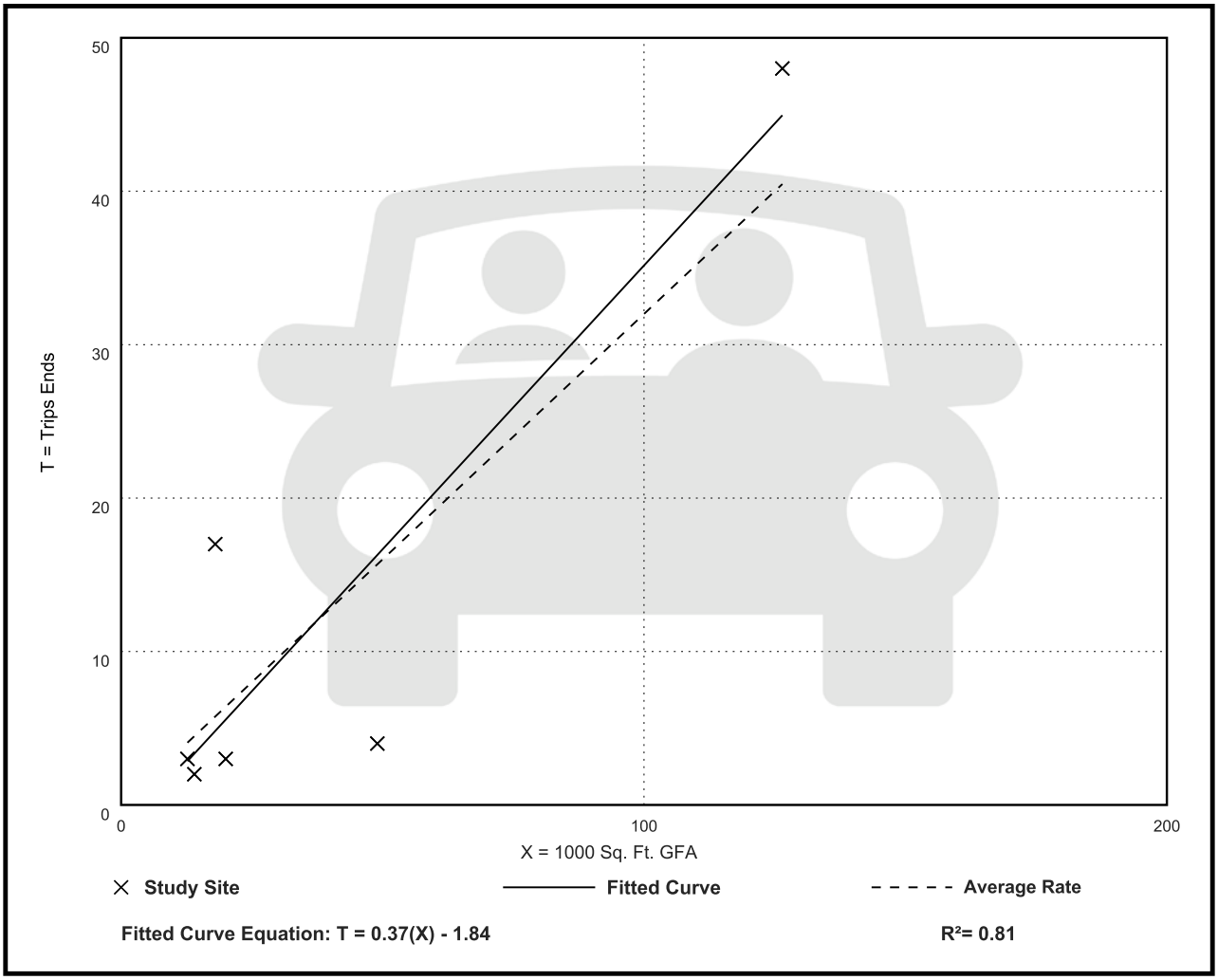
Church
(560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 40
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.32	0.08 - 0.94	0.24

Data Plot and Equation



Fitted Curve Equation: T = 0.37(X) - 1.84

R^2= 0.81

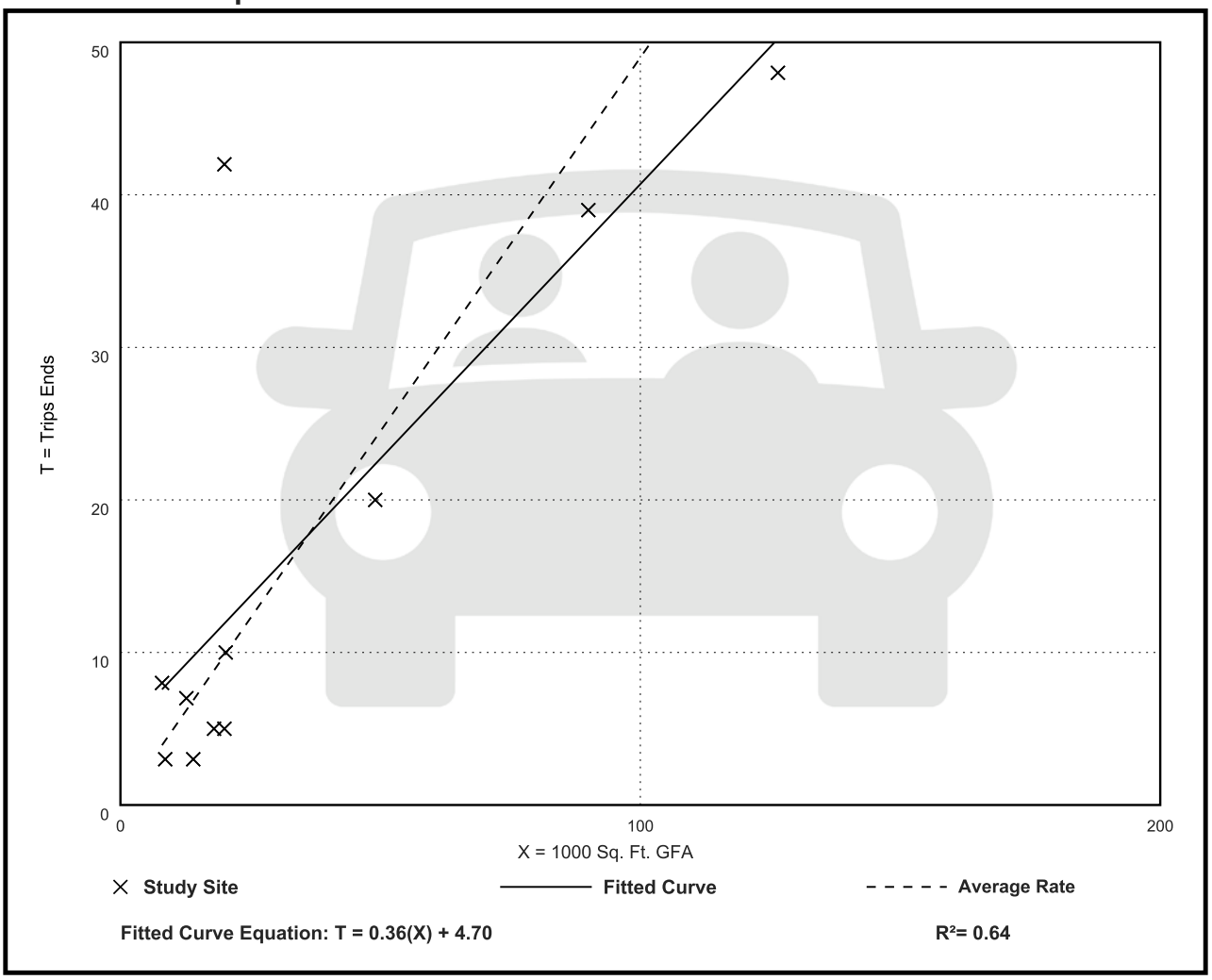
Church
(560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. 1000 Sq. Ft. GFA: 35
Directional Distribution: 44% entering, 56% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.49	0.21 - 2.10	0.41

Data Plot and Equation



Fitted Curve Equation: T = 0.36(X) + 4.70

R^2= 0.64

Private School (K-12)
(532)

Vehicle Trip Ends vs: Students
On a: Weekday

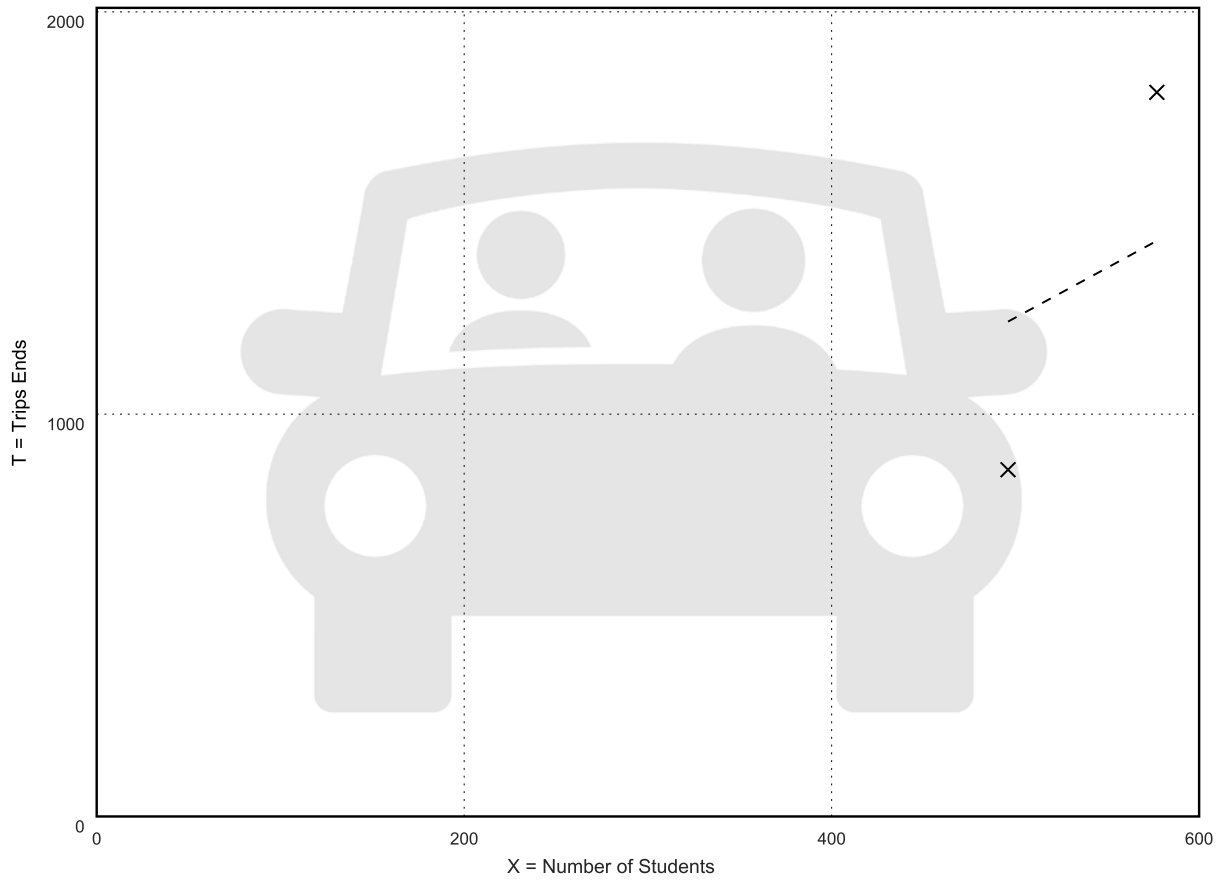
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Students: 537
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
2.48	1.74 - 3.12	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

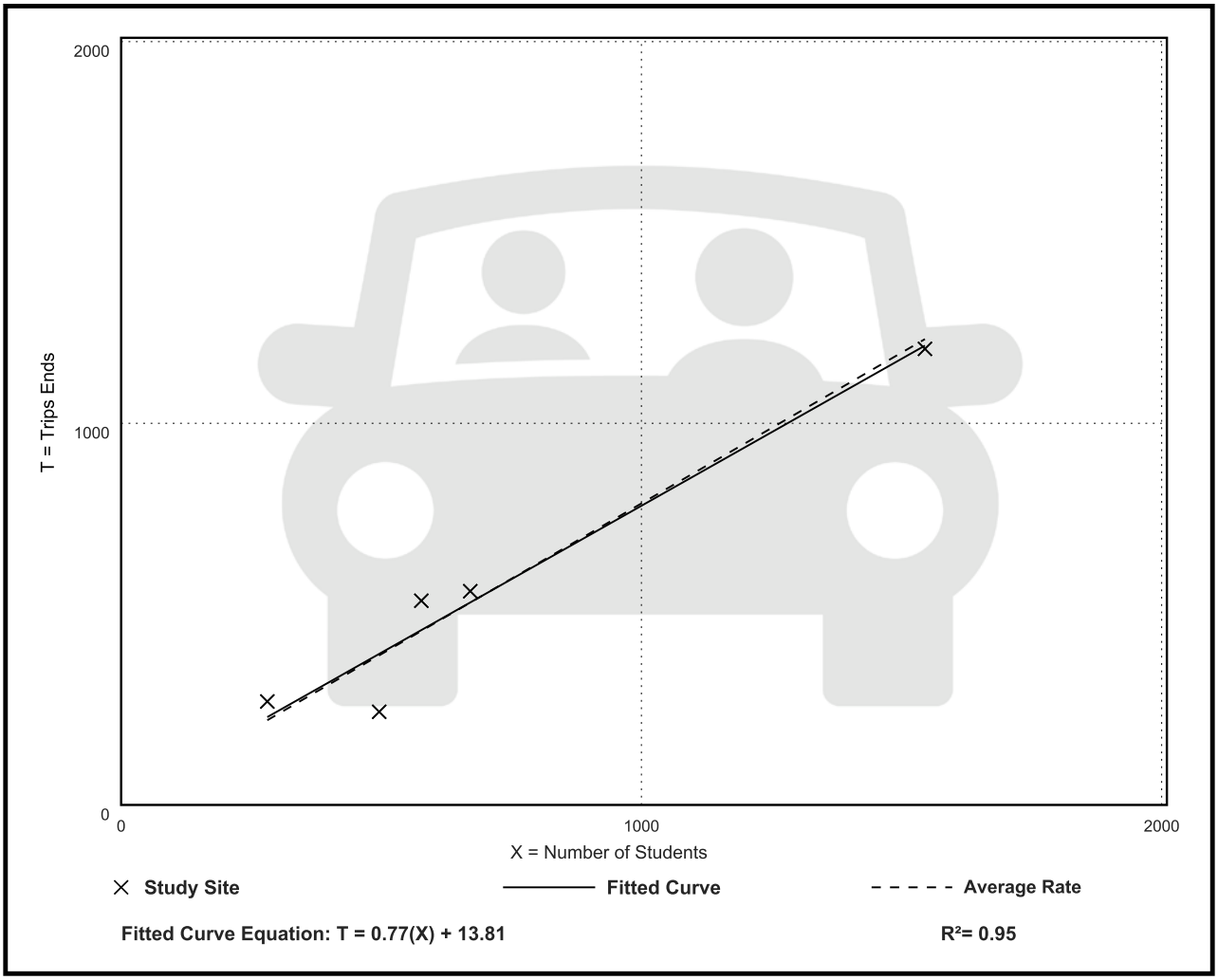
Private School (K-12)
(532)

Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Students: 714
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.79	0.49 - 0.96	0.15

Data Plot and Equation



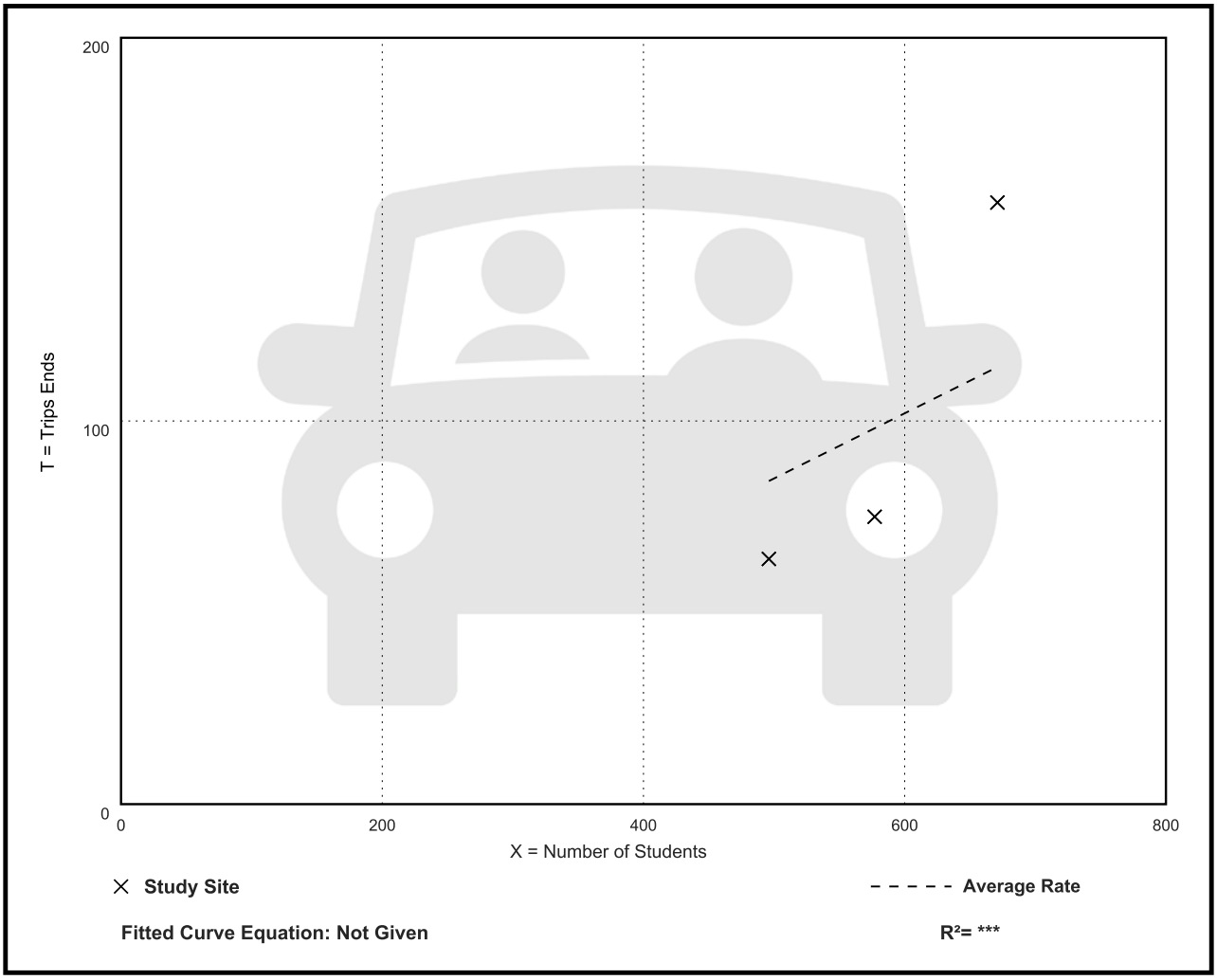
Private School (K-12)
(532)

Vehicle Trip Ends vs: Students
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. Num. of Students: 581
Directional Distribution: 43% entering, 57% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.17	0.13 - 0.23	0.06

Data Plot and Equation



Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

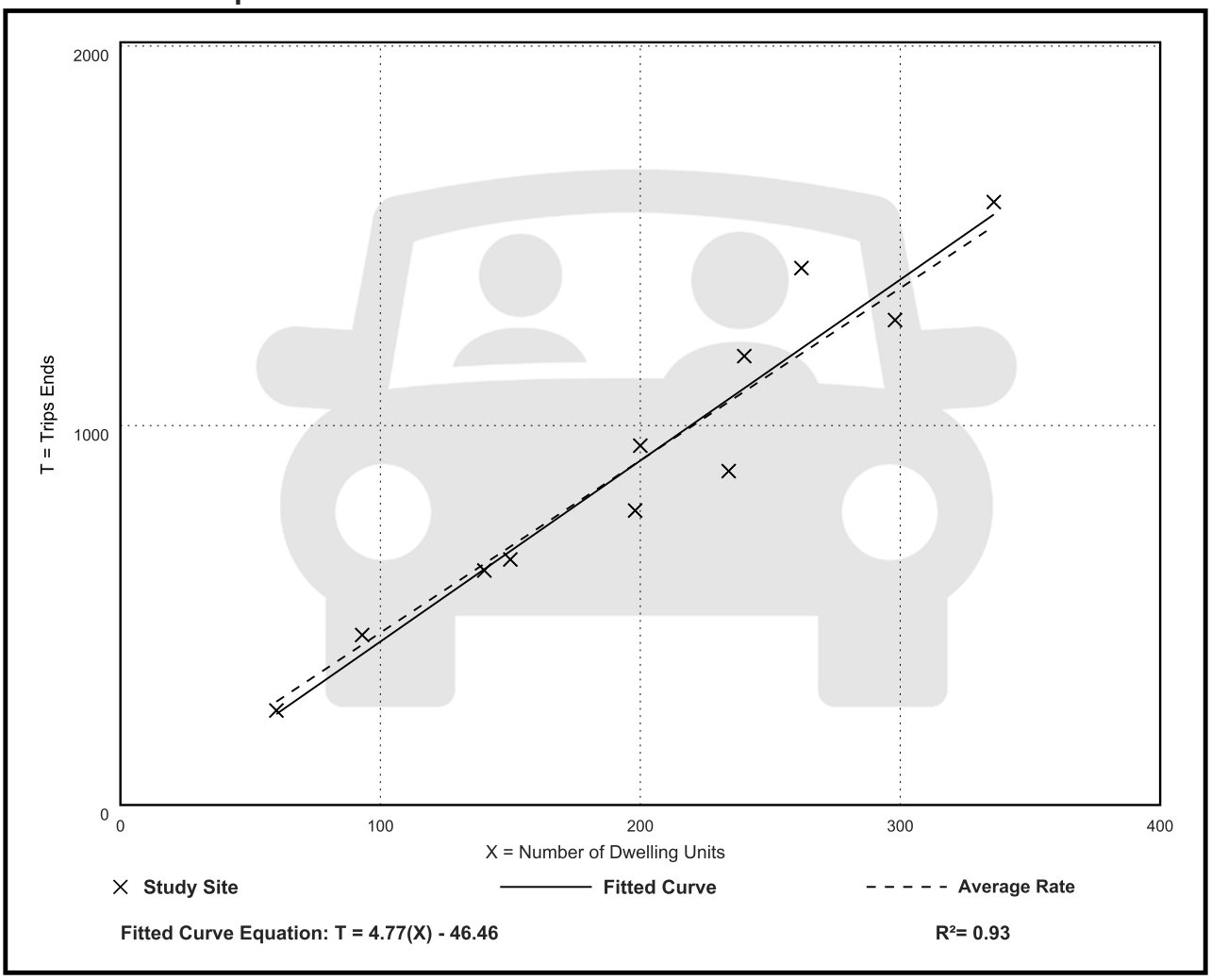
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



Fitted Curve Equation: T = 4.77(X) - 46.46

R^2= 0.93

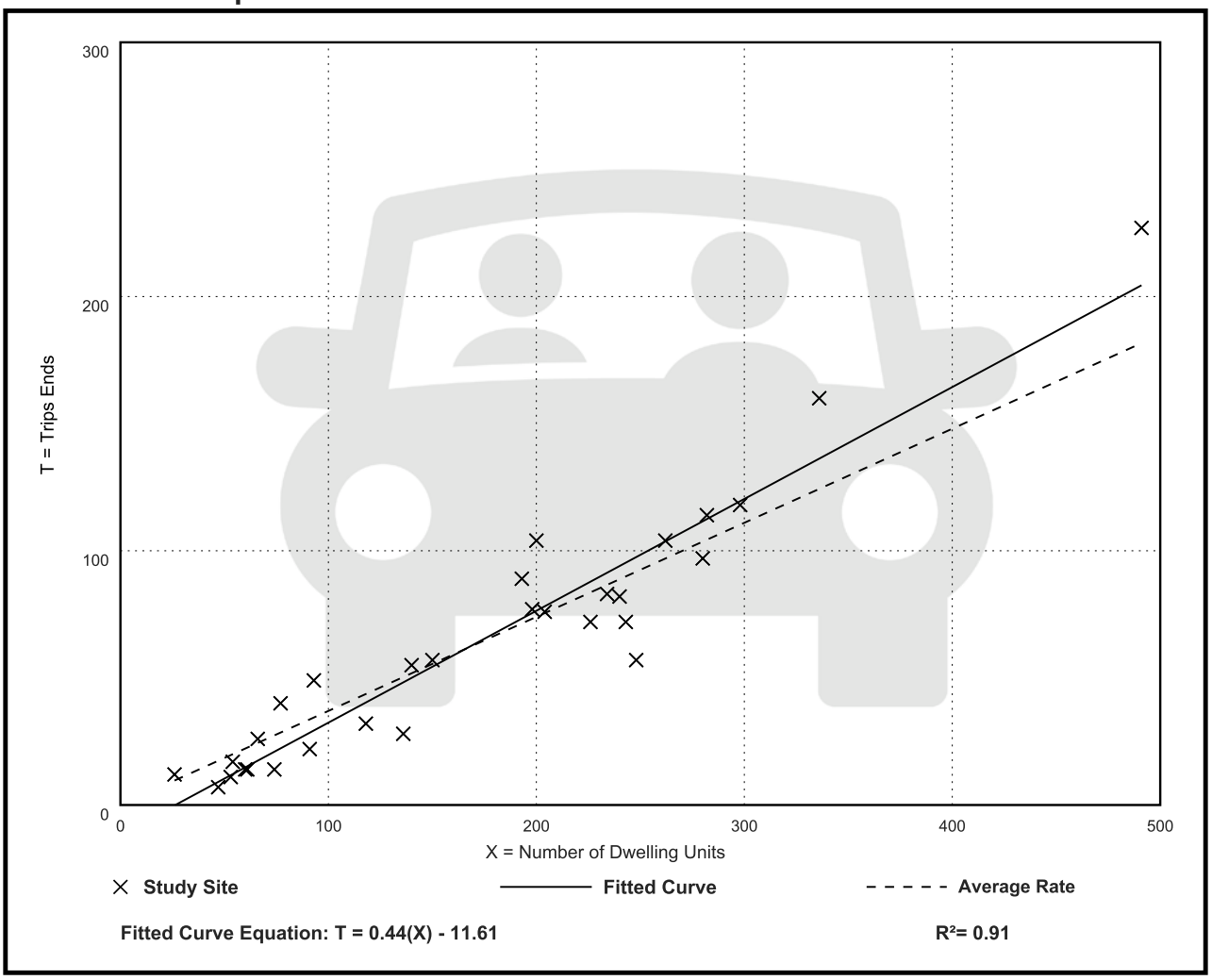
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 30
Avg. Num. of Dwelling Units: 173
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



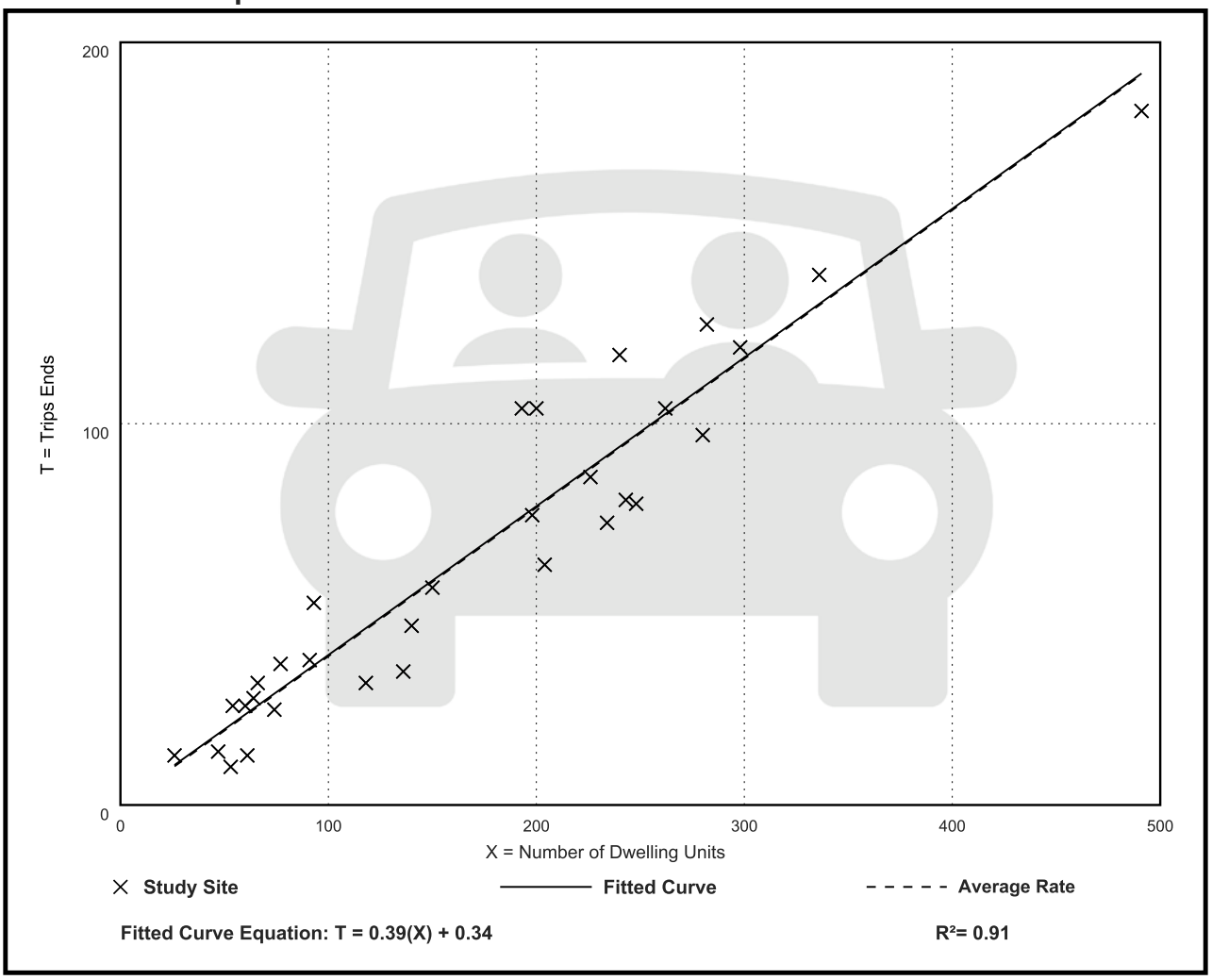
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Dwelling Units: 169
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Small Office Building
(712)

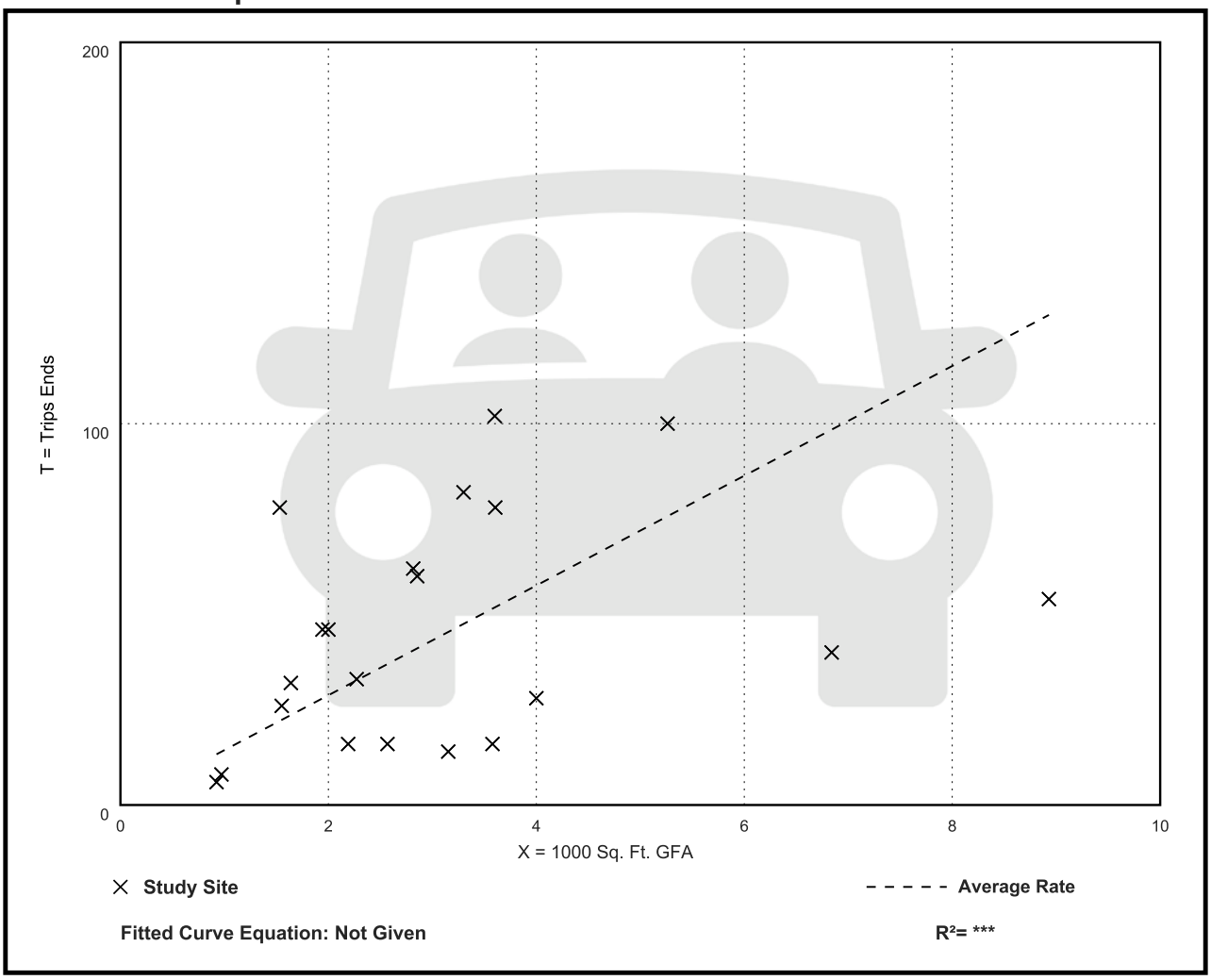
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.39	4.44 - 50.91	10.16

Data Plot and Equation



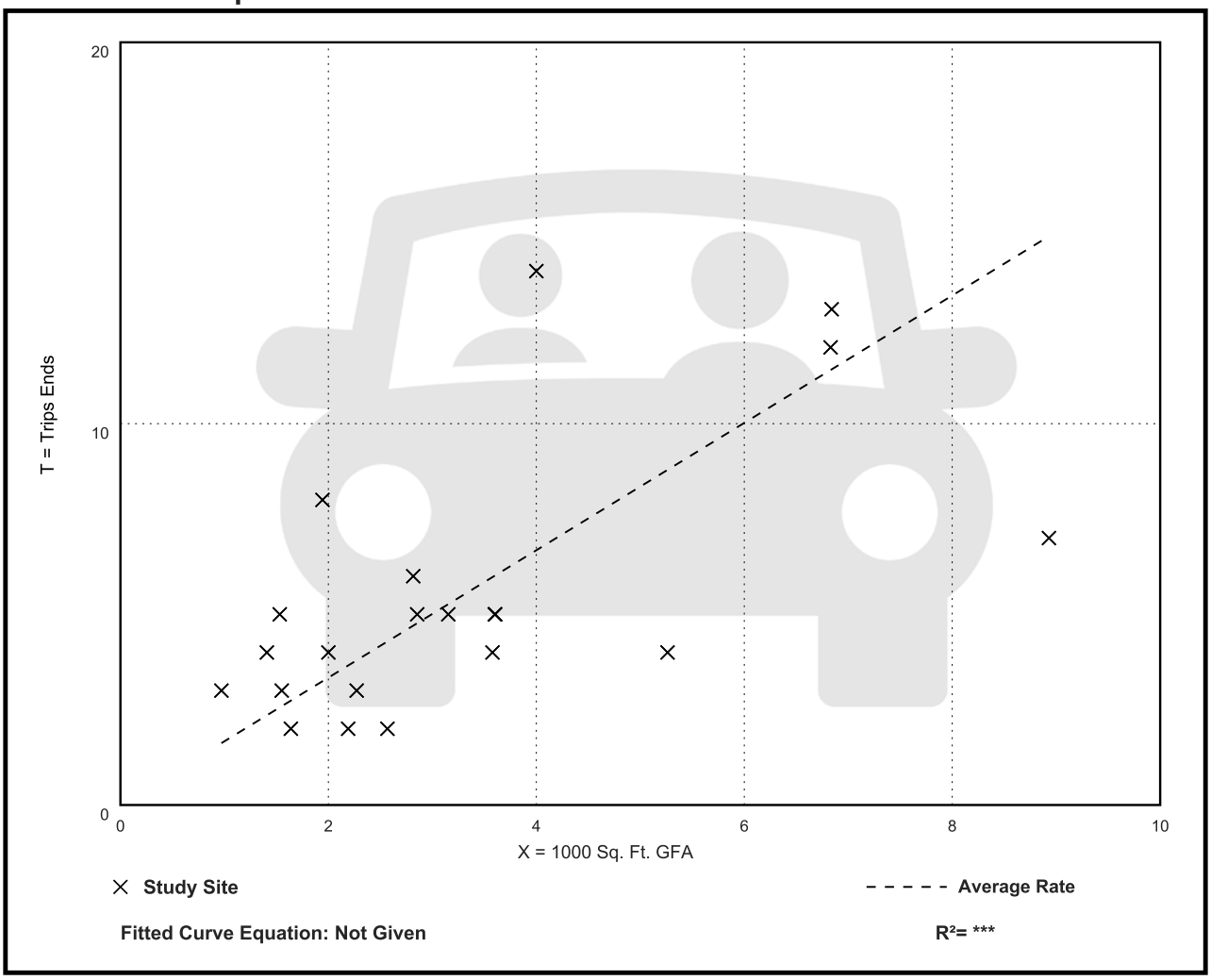
Small Office Building
(712)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 82% entering, 18% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.67	0.76 - 4.12	0.88

Data Plot and Equation



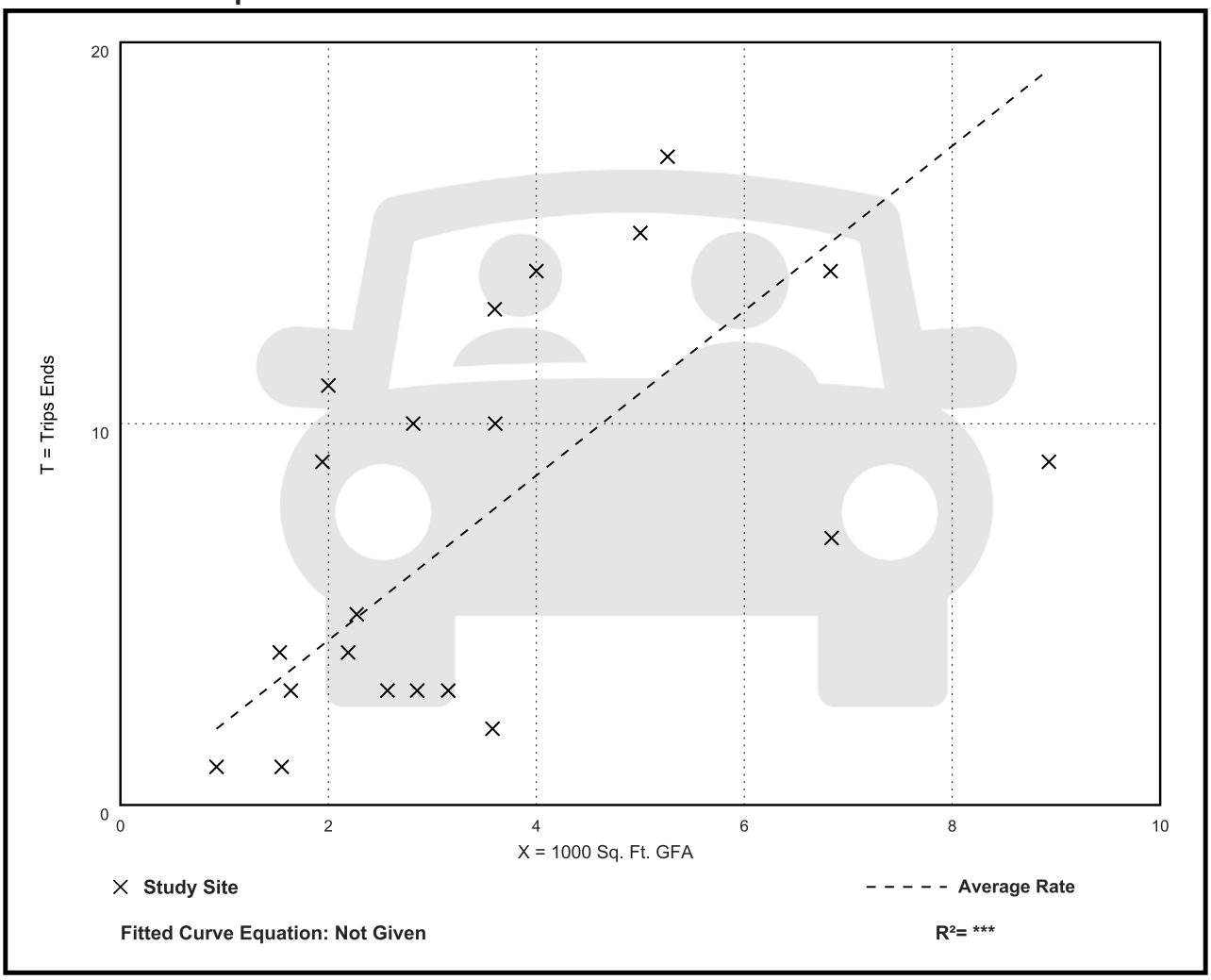
Small Office Building
(712)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.16	0.56 - 5.50	1.26

Data Plot and Equation



AM Peak Hour Trip Generation and Internalization												
Multifamily Housing (LU 221) 200 Units				Small Office Building (LU 712) 5455 SF				Private School K-12 (LU 532) 60 Students				
In	Out			In	Out			In	Out			
17	59			7	2			38	22			145 Vehicle Trips
Unbalanced Internalization												
	2%			3%								
	1	**0**		0								
0%					1%							
0		**0**			0							
					0%			0%				
					0	**0**		0				
				0%					0%			
				0		**0**			0			
	0%							0%				
	0				**0**			0				
0%									0%			
0					**0**				0			
Multifamily Housing (LU 221) 200 Units				Small Office Building (LU 712) 5455 SF				Private School K-12 (LU 532) 60 Students				
In	Out			In	Out			In	Out			
17	59			7	2			38	22			145 Vehicle Trips
Balanced Internalization												
	0			0								
0					0							Adjustment Factos
					0			0				
				0					0			
	0							0				
0									0			
0	0			0	0			0	0			0 Internal Trips
0%	0%			0%	0%			0%	0%			0% Internal
17	**59**			**7**	**2**			**38**	**22**		**0**	145 Net New External Trips

*Based on ITE Trip Generation User's Guide and Handbook, Third Edition

PM Peak Hour Trip Generation and Internalization													
Multifamily Housing (LU 221) 200 Units				**Small Office Building (LU 712) 5455 SF**				**Private School K-12 (LU 532) 60 Students**					
In	Out			In	Out			In	Out				
48	30			4	8			4	6				100 Vehicle Trips
Unbalanced Internalization													
	4%			57%									
	1	**1**		2									
4%					2%								
2		**0**			0								
					0%			0%					
					0	**0**		0					
				0%					0%				
				0		**0**			0				
	0%							0%					
	0				**0**			0					
0%									0%				
0					**0**				0				
Multifamily Housing (LU 221) 200 Units				**Small Office Building (LU 712) 5455 SF**				**Private School K-12 (LU 532) 60 Students**					
In	Out			In	Out			In	Out				
48	30			4	8			4	6				100 Vehicle Trips
Balanced Internalization													
	-1			-1									
0					0								Adjustment Factos
					0			0					
				0					0				
	0							0					
0									0				
0	-1			-1	0			0	0				0 Internal Trips
-1%	-1%			-8%	-8%			0%	0%				2% Internal
48	**29**			**3**	**8**			**4**	**6**			**0**	98 Net New External Trips

*Based on ITE Trip Generation User's Guide and Handbook, Third Edition

APPENDIX L

Cardinal Traffic Analysis Zone Trip Distribution

2015 BASE YEAR SERPM V8.0 VALIDATION NETWORK

APPENDIX A

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	
1041	3941	Trips	673	677	369	270	475	428	438	477	3,901
1041	3941	Percent	17.7	17.8	9.7	7.1	12.5	11.2	11.5	12.5	
1042	3942	Trips	558	498	434	182	372	320	381	362	3,131
1042	3942	Percent	18.0	16.1	14.0	5.9	12.0	10.3	12.3	11.7	
1043	3943	Trips	639	615	349	276	419	380	423	555	3,753
1043	3943	Percent	17.5	16.8	9.5	7.5	11.5	10.4	11.6	15.2	
1044	3944	Trips	337	343	258	146	264	268	181	215	2,013
1044	3944	Percent	16.8	17.1	12.8	7.3	13.1	13.3	9.0	10.7	
1045	3945	Trips	262	278	217	141	94	169	176	170	1,515
1045	3945	Percent	17.4	18.4	14.4	9.4	6.2	11.2	11.7	11.3	
1046	3946	Trips	382	373	217	269	285	277	276	391	2,486
1046	3946	Percent	15.5	15.1	8.8	10.9	11.5	11.2	11.2	15.8	
1047	3947	Trips	560	494	137	415	359	272	256	563	3,096
1047	3947	Percent	18.3	16.2	4.5	13.6	11.7	8.9	8.4	18.4	
1048	3948	Trips	123	108	72	51	62	85	75	67	652
1048	3948	Percent	19.1	16.7	11.3	8.0	9.6	13.2	11.7	10.5	
1049	3949	Trips	1,058	1,118	354	838	742	915	868	1,330	7,348
1049	3949	Percent	14.7	15.5	4.9	11.6	10.3	12.7	12.0	18.4	
1050	3950	Trips	1,275	1,260	462	427	1,550	1,407	1,105	1,745	9,612
1050	3950	Percent	13.8	13.7	5.0	4.6	16.8	15.2	12.0	18.9	
1051	3951	Trips	877	855	259	513	1,100	969	668	1,312	6,795
1051	3951	Percent	13.4	13.1	4.0	7.8	16.8	14.8	10.2	20.0	
1052	3952	Trips	974	1,176	409	737	977	831	738	1,452	7,436
1052	3952	Percent	13.4	16.1	5.6	10.1	13.4	11.4	10.1	19.9	
1053	3953	Trips	577	842	316	596	396	593	379	799	4,588
1053	3953	Percent	12.8	18.7	7.0	13.3	8.8	13.2	8.4	17.8	
1054	3954	Trips	1,406	1,468	523	804	1,648	1,099	1,064	1,848	10,184
1054	3954	Percent	14.3	14.9	5.3	8.2	16.7	11.1	10.8	18.7	
1055	3955	Trips	450	674	168	305	676	500	539	701	4,064
1055	3955	Percent	11.2	16.8	4.2	7.6	16.8	12.5	13.4	17.5	
1056	3956	Trips	1,429	1,338	442	568	1,555	1,376	885	1,623	9,478
1056	3956	Percent	15.5	14.5	4.8	6.2	16.9	14.9	9.6	17.6	
1057	3957	Trips	977	794	119	245	908	908	791	1,145	6,096
1057	3957	Percent	16.6	13.5	2.0	4.2	15.4	15.4	13.4	19.4	
1058	3958	Trips	904	933	203	267	700	870	693	1,080	5,727
1058	3958	Percent	16.0	16.5	3.6	4.7	12.4	15.4	12.3	19.1	
1059	3959	Trips	1,160	941	217	226	831	880	1,084	1,103	6,586
1059	3959	Percent	18.0	14.6	3.4	3.5	12.9	13.7	16.8	17.1	
1060	3960	Trips	718	565	100	121	403	883	524	900	4,255
1060	3960	Percent	17.0	13.4	2.4	2.9	9.6	21.0	12.4	21.4	
1061	3961	Trips	805	534	107	93	324	808	623	914	4,293
1061	3961	Percent	19.1	12.7	2.6	2.2	7.7	19.2	14.8	21.7	
1062	3962	Trips	723	985	119	209	505	816	792	1,048	5,353
1062	3962	Percent	13.9	19.0	2.3	4.0	9.7	15.7	15.2	20.2	
1063	3963	Trips	921	963	236	83	380	904	862	965	5,424
1063	3963	Percent	17.3	18.1	4.4	1.6	7.2	17.0	16.2	18.2	
1064	3964	Trips	944	659	28	67	327	860	681	790	4,450
1064	3964	Percent	21.7	15.1	0.6	1.6	7.5	19.7	15.6	18.1	
1065	3965	Trips	692	526	122	22	185	840	634	830	3,993
1065	3965	Percent	18.0	13.7	3.2	0.6	4.8	21.8	16.5	21.6	
1066	3966	Trips	138	89	0	50	28	147	130	161	752
1066	3966	Percent	18.5	12.0	0.0	6.8	3.8	19.7	17.5	21.7	

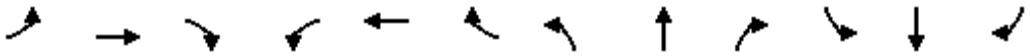
2045 FUTURE YEAR SERPM V8.0 COST FEASIBLE PLAN NETWORK

APPENDIX B

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	
1041	3941	Trips	813	935	440	283	764	532	524	619	5,046
1041	3941	Percent	16.6	19.0	9.0	5.8	15.6	10.8	10.7	12.6	
1042	3942	Trips	696	694	355	144	484	406	418	495	3,737
1042	3942	Percent	18.9	18.8	9.6	3.9	13.1	11.0	11.3	13.4	
1043	3943	Trips	1,120	972	445	390	760	571	629	668	5,629
1043	3943	Percent	20.2	17.5	8.0	7.0	13.7	10.3	11.3	12.0	
1044	3944	Trips	530	510	164	177	322	303	331	323	2,700
1044	3944	Percent	19.9	19.2	6.2	6.7	12.1	11.4	12.5	12.1	
1045	3945	Trips	242	291	136	114	193	170	242	294	1,699
1045	3945	Percent	14.4	17.3	8.1	6.8	11.5	10.1	14.4	17.5	
1046	3946	Trips	410	466	169	233	291	345	305	486	2,722
1046	3946	Percent	15.2	17.2	6.2	8.6	10.8	12.8	11.3	18.0	
1047	3947	Trips	569	700	132	377	405	370	418	742	3,792
1047	3947	Percent	15.3	18.9	3.6	10.2	10.9	10.0	11.3	20.0	
1048	3948	Trips	150	175	87	41	106	132	104	153	970
1048	3948	Percent	15.8	18.5	9.2	4.3	11.2	13.9	11.0	16.1	
1049	3949	Trips	1,395	1,521	357	804	1,065	1,072	1,013	1,864	9,265
1049	3949	Percent	15.4	16.7	3.9	8.8	11.7	11.8	11.1	20.5	
1050	3950	Trips	1,591	1,403	318	379	1,631	1,353	1,167	2,238	10,280
1050	3950	Percent	15.8	13.9	3.2	3.8	16.2	13.4	11.6	22.2	
1051	3951	Trips	1,463	1,653	260	596	1,893	1,364	918	2,109	10,667
1051	3951	Percent	14.3	16.1	2.5	5.8	18.5	13.3	9.0	20.6	
1052	3952	Trips	1,591	2,049	397	1,053	1,298	1,175	1,145	2,474	11,432
1052	3952	Percent	14.2	18.3	3.6	9.4	11.6	10.5	10.2	22.1	
1053	3953	Trips	874	1,126	284	594	648	645	674	1,248	6,209
1053	3953	Percent	14.3	18.5	4.7	9.8	10.6	10.6	11.1	20.5	
1054	3954	Trips	2,176	2,623	640	960	2,431	1,691	1,445	3,179	15,777
1054	3954	Percent	14.4	17.3	4.2	6.3	16.1	11.2	9.5	21.0	
1055	3955	Trips	655	923	172	220	701	645	594	919	4,898
1055	3955	Percent	13.6	19.1	3.6	4.6	14.5	13.4	12.3	19.0	
1056	3956	Trips	2,161	1,770	494	705	1,885	1,894	1,207	2,148	12,598
1056	3956	Percent	17.6	14.4	4.0	5.8	15.4	15.4	9.8	17.5	
1057	3957	Trips	1,620	939	172	256	1,179	1,117	1,085	1,561	8,193
1057	3957	Percent	20.4	11.8	2.2	3.2	14.9	14.1	13.7	19.7	
1058	3958	Trips	1,794	1,360	278	362	1,141	1,370	1,048	1,570	9,137
1058	3958	Percent	20.1	15.2	3.1	4.1	12.8	15.4	11.8	17.6	
1059	3959	Trips	1,394	1,066	222	171	980	1,052	1,373	1,386	7,890
1059	3959	Percent	18.2	13.9	2.9	2.2	12.8	13.8	18.0	18.1	
1060	3960	Trips	1,034	655	87	90	481	1,124	747	1,140	5,443
1060	3960	Percent	19.3	12.2	1.6	1.7	9.0	21.0	13.9	21.3	
1061	3961	Trips	1,053	648	86	109	421	947	765	879	5,040
1061	3961	Percent	21.5	13.2	1.8	2.2	8.6	19.3	15.6	17.9	
1062	3962	Trips	1,082	889	137	185	533	926	935	1,098	5,926
1062	3962	Percent	18.7	15.4	2.4	3.2	9.2	16.0	16.2	19.0	
1063	3963	Trips	987	699	189	65	325	920	889	1,078	5,239
1063	3963	Percent	19.2	13.6	3.7	1.3	6.3	17.9	17.3	20.9	
1064	3964	Trips	1,153	787	43	113	364	1,015	980	837	5,418
1064	3964	Percent	21.8	14.9	0.8	2.1	6.9	19.2	18.5	15.8	
1065	3965	Trips	906	538	71	46	194	1,123	856	1,134	5,050
1065	3965	Percent	18.6	11.1	1.5	0.9	4.0	23.1	17.6	23.3	
1066	3966	Trips	164	123	1	21	45	193	142	221	918
1066	3966	Percent	18.1	13.6	0.1	2.3	4.9	21.2	15.6	24.3	

APPENDIX M

Future W/Project Analysis Synchro and Simtraffic output sheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	60	32	23	28	22	100	622	24	48	849	22
Future Volume (veh/h)	45	60	32	23	28	22	100	622	24	48	849	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	49	65	35	25	30	24	109	676	26	52	923	24
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	73	80	39	60	70	46	485	2890	111	147	2565	66
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.83	0.83	0.83	0.83	0.83	0.83
Sat Flow, veh/h	461	761	375	337	666	438	592	3489	134	152	3097	80
Grp Volume(v), veh/h	149	0	0	79	0	0	109	344	358	493	0	506
Grp Sat Flow(s),veh/h/ln	1596	0	0	1440	0	0	592	1777	1846	1641	0	1688
Q Serve(g_s), s	8.2	0.0	0.0	0.0	0.0	0.0	10.5	7.8	7.8	0.0	0.0	14.0
Cycle Q Clear(g_c), s	17.5	0.0	0.0	9.3	0.0	0.0	24.5	7.8	7.8	11.7	0.0	14.0
Prop In Lane	0.33		0.23	0.32		0.30	1.00		0.07	0.11		0.05
Lane Grp Cap(c), veh/h	192	0	0	176	0	0	485	1472	1529	1380	0	1398
V/C Ratio(X)	0.77	0.00	0.00	0.45	0.00	0.00	0.22	0.23	0.23	0.36	0.00	0.36
Avail Cap(c_a), veh/h	625	0	0	599	0	0	485	1472	1529	1380	0	1398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	83.9	0.0	0.0	80.0	0.0	0.0	7.0	3.5	3.5	3.8	0.0	4.0
Incr Delay (d2), s/veh	4.9	0.0	0.0	1.3	0.0	0.0	1.1	0.4	0.4	0.7	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	0.0	3.8	0.0	0.0	1.5	2.8	2.9	4.4	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.8	0.0	0.0	81.3	0.0	0.0	8.1	3.8	3.8	4.5	0.0	4.7
LnGrp LOS	F	A	A	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		149			79			811			999	
Approach Delay, s/veh		88.8			81.3			4.4			4.6	
Approach LOS		F			F			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		163.4		26.6		163.4		26.6				
Change Period (Y+Rc), s		6.0		* 6.7		6.0		* 6.7				
Max Green Setting (Gmax), s		106.0		* 71		106.0		* 71				
Max Q Clear Time (g_c+I1), s		0.0		11.3		0.0		19.5				
Green Ext Time (p_c), s		0.0		0.2		0.0		0.4				

Intersection Summary		
HCM 6th Ctrl Delay		13.7
HCM 6th LOS		B

Notes

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

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	41	0	0	54	13	505	9	48	791	3
Future Vol, veh/h	0	0	41	0	0	54	13	505	9	48	791	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
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	0	45	0	0	59	14	549	10	52	860	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	432	-	-	280	863	0	0	559	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	572	0	0	717	775	-	-	1008	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	572	-	-	717	775	-	-	1008	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	10.5	0.3	0.9
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	775	-	-	572	717	1008	-	-
HCM Lane V/C Ratio	0.018	-	-	0.078	0.082	0.052	-	-
HCM Control Delay (s)	9.7	0.1	-	11.8	10.5	8.8	0.4	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.3	0.2	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	19	0	0	59	0	568	1	0	818	0
Future Vol, veh/h	0	0	19	0	0	59	0	568	1	0	818	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
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	0	21	0	0	64	0	617	1	0	889	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	445	-	-	309	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	561	0	0	687	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	561	-	-	687	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	10.8	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	561	687	-	-
HCM Lane V/C Ratio	-	-	0.037	0.093	-	-
HCM Control Delay (s)	-	-	11.7	10.8	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0.3	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (veh/h)	152	1243	137	188	1127	71	195	184	103	56	465	90
Future Volume (veh/h)	152	1243	137	188	1127	71	195	184	103	56	465	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	165	1351	149	204	1225	0	212	112	112	61	61	98
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	295	1891	207	229	2084		133	222	222	215	215	105
Arrive On Green	0.05	0.59	0.59	0.05	0.59	0.00	0.05	0.19	0.19	0.04	0.04	0.18
Sat Flow, veh/h	1781	3229	354	1781	3647	0	1781	1157	1157	1781	1781	579
Grp Volume(v), veh/h	165	740	760	204	1225	0	212	161	161	61	61	299
Grp Sat Flow(s),veh/h/ln	1781	1777	1807	1781	1777	0	1781	1662	1662	1781	1781	1766
Q Serve(g_s), s	6.7	53.3	54.2	8.5	39.2	0.0	8.3	15.6	15.6	5.0	5.0	30.0
Cycle Q Clear(g_c), s	6.7	53.3	54.2	8.5	39.2	0.0	8.3	15.6	15.6	5.0	5.0	30.0
Prop In Lane	1.00		0.20	1.00		0.00	1.00	0.70	0.70	1.00	1.00	0.33
Lane Grp Cap(c), veh/h	295	1040	1058	229	2084		133	319	319	215	215	319
V/C Ratio(X)	0.56	0.71	0.72	0.89	0.59		1.59	0.50	0.50	0.28	0.28	0.94
Avail Cap(c_a), veh/h	346	1040	1058	229	2084		133	338	338	215	215	339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	26.5	26.7	31.9	23.5	0.0	67.3	65.1	65.1	57.9	57.9	72.7
Incr Delay (d2), s/veh	0.6	4.1	4.2	31.7	1.2	0.0	297.1	0.9	0.9	0.3	0.3	31.5
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	2.8	23.6	24.4	7.3	16.8	0.0	13.2	6.8	6.8	2.3	2.3	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	30.6	30.9	63.5	24.7	0.0	364.4	66.0	66.0	58.1	58.1	104.2
LnGrp LOS	C	C	C	E	C		F	E	E	E	E	F
Approach Vol, veh/h		1665			1429		524			664	664	
Approach Delay, s/veh		29.8			30.3		186.6			98.9	98.9	
Approach LOS		C			C		F			F	F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	112.3	12.0	40.9	15.0	112.1	14.0	38.9
Change Period (Y+Rc), s	6.0	* 6.7	* 5.7	6.4	6.0	* 6.7	* 5.7	6.4
Max Green Setting (Gmax), s	14.0	* 98	* 6.3	36.6	9.0	* 1E2	* 8.3	34.6
Max Q Clear Time (g_c+I1), s	8.7	0.0	7.0	17.6	10.5	0.0	10.3	32.0
Green Ext Time (p_c), s	0.1	0.0	0.0	0.7	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	59.8
HCM 6th LOS	E

Notes

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

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

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	2	27	1	5	24	13	7	83	3	16	72	18
Future Vol, veh/h	2	27	1	5	24	13	7	83	3	16	72	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	2	29	1	5	26	14	8	90	3	17	78	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	250	231	88	245	240	92	98	0	0	93	0	0
Stage 1	122	122	-	108	108	-	-	-	-	-	-	-
Stage 2	128	109	-	137	132	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	703	669	970	709	661	965	1495	-	-	1501	-	-
Stage 1	882	795	-	897	806	-	-	-	-	-	-	-
Stage 2	876	805	-	866	787	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	662	657	970	675	649	965	1495	-	-	1501	-	-
Mov Cap-2 Maneuver	662	657	-	675	649	-	-	-	-	-	-	-
Stage 1	877	785	-	892	801	-	-	-	-	-	-	-
Stage 2	830	800	-	823	778	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	10.3	0.6	1.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1495	-	-	664	726	1501	-	-
HCM Lane V/C Ratio	0.005	-	-	0.049	0.063	0.012	-	-
HCM Control Delay (s)	7.4	0	-	10.7	10.3	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	23	19	24	3	31	3	13	94	3	6	74	2
Future Vol, veh/h	23	19	24	3	31	3	13	94	3	6	74	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	25	21	26	3	34	3	14	102	3	7	80	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	245	228	81	251	228	104	82	0	0	105	0	0
Stage 1	95	95	-	132	132	-	-	-	-	-	-	-
Stage 2	150	133	-	119	96	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	709	671	979	702	671	951	1515	-	-	1486	-	-
Stage 1	912	816	-	871	787	-	-	-	-	-	-	-
Stage 2	853	786	-	885	815	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	671	661	979	659	661	951	1515	-	-	1486	-	-
Mov Cap-2 Maneuver	671	661	-	659	661	-	-	-	-	-	-	-
Stage 1	903	812	-	862	779	-	-	-	-	-	-	-
Stage 2	805	778	-	835	811	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	10.6	0.9	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1515	-	-	754	678	1486	-	-
HCM Lane V/C Ratio	0.009	-	-	0.095	0.059	0.004	-	-
HCM Control Delay (s)	7.4	0	-	10.3	10.6	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	0	0	46	34	26
Future Vol, veh/h	40	0	0	46	34	26
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	43	0	0	50	37	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	93	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	907	1027
Stage 1	-	0	0	-	979	-
Stage 2	-	0	0	-	972	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	907	1027
Mov Cap-2 Maneuver	-	-	-	-	907	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	972	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	955	-	-
HCM Lane V/C Ratio	0.068	-	-
HCM Control Delay (s)	9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	8:00	8:00	8:00	8:00	8:00	8:00	8:00
End Time	9:15	9:15	9:15	9:15	9:15	9:15	9:15
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	4897	4797	4800	4798	4790	4909	4810
Vehs Exited	4904	4775	4820	4769	4780	4920	4805
Starting Vehs	145	128	152	115	116	148	143
Ending Vehs	138	150	132	144	126	137	148
Denied Entry Before	26	12	12	11	20	16	31
Denied Entry After	190	232	192	164	228	201	278
Travel Distance (mi)	1364	1331	1337	1320	1321	1347	1345
Travel Time (hr)	254.0	261.6	220.9	239.7	258.1	233.0	275.6
Total Delay (hr)	207.0	215.6	174.7	194.3	212.5	186.5	229.1
Total Stops	3897	3781	3701	3851	3770	3844	3941
Fuel Used (gal)	101.0	101.8	92.1	96.3	99.7	95.5	105.3

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	8:00	8:00	8:00	8:00
End Time	9:15	9:15	9:15	9:15
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	4689	4866	4889	4821
Vehs Exited	4687	4874	4869	4820
Starting Vehs	134	150	129	132
Ending Vehs	136	142	149	136
Denied Entry Before	0	24	32	18
Denied Entry After	342	203	227	226
Travel Distance (mi)	1303	1359	1352	1338
Travel Time (hr)	282.4	203.4	255.9	248.5
Total Delay (hr)	237.4	156.3	209.2	202.3
Total Stops	3549	3987	3979	3828
Fuel Used (gal)	105.4	89.3	100.9	98.7

Interval #0 Information Seeding

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	8:15
End Time	9:15
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	4897	4797	4800	4798	4790	4909	4810
Vehs Exited	4904	4775	4820	4769	4780	4920	4805
Starting Vehs	145	128	152	115	116	148	143
Ending Vehs	138	150	132	144	126	137	148
Denied Entry Before	26	12	12	11	20	16	31
Denied Entry After	190	232	192	164	228	201	278
Travel Distance (mi)	1364	1331	1337	1320	1321	1347	1345
Travel Time (hr)	254.0	261.6	220.9	239.7	258.1	233.0	275.6
Total Delay (hr)	207.0	215.6	174.7	194.3	212.5	186.5	229.1
Total Stops	3897	3781	3701	3851	3770	3844	3941
Fuel Used (gal)	101.0	101.8	92.1	96.3	99.7	95.5	105.3

Interval #1 Information Recording

Start Time	8:15
End Time	9:15
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	4689	4866	4889	4821
Vehs Exited	4687	4874	4869	4820
Starting Vehs	134	150	129	132
Ending Vehs	136	142	149	136
Denied Entry Before	0	24	32	18
Denied Entry After	342	203	227	226
Travel Distance (mi)	1303	1359	1352	1338
Travel Time (hr)	282.4	203.4	255.9	248.5
Total Delay (hr)	237.4	156.3	209.2	202.3
Total Stops	3549	3987	3979	3828
Fuel Used (gal)	105.4	89.3	100.9	98.7

1: Ponce De Leon Boulevard & Salamanca Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.2	2.9	0.3	0.2	0.0	0.0	0.1
Total Delay (hr)	1.0	1.4	0.5	0.5	0.6	0.3	0.4	0.8	0.0	0.1	1.3	0.0
Total Del/Veh (s)	78.8	79.8	61.5	77.0	76.4	40.9	15.0	4.9	2.4	11.5	6.4	4.2
Stop Delay (hr)	1.0	1.3	0.5	0.5	0.6	0.3	0.4	0.6	0.0	0.1	0.8	0.0
Stop Del/Veh (s)	75.0	75.3	58.8	74.5	73.5	39.4	12.4	3.4	1.9	8.7	3.9	2.3
Travel Time (hr)	1.1	1.5	0.7	0.5	0.7	0.3	0.7	1.9	0.1	0.3	3.7	0.1
Avg Speed (mph)	3	3	3	3	3	4	8	16	16	14	19	19
Vehicles Entered	44	61	32	21	29	23	104	624	26	41	719	19
Vehicles Exited	45	61	31	21	29	23	103	623	26	41	718	19
Hourly Exit Rate	45	61	31	21	29	23	103	623	26	41	718	19
Input Volume	45	60	32	23	28	22	100	622	24	48	849	22
% of Volume	100	102	97	91	104	105	103	100	108	85	85	86
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

1: Ponce De Leon Boulevard & Salamanca Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.3
Total Delay (hr)	7.0
Total Del/Veh (s)	14.5
Stop Delay (hr)	6.0
Stop Del/Veh (s)	12.3
Travel Time (hr)	11.7
Avg Speed (mph)	11
Vehicles Entered	1743
Vehicles Exited	1740
Hourly Exit Rate	1740
Input Volume	1875
% of Volume	93
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	218

2: Ponce De Leon Boulevard & Antilla Avenue Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.2	0.0	0.0	0.1	0.0	0.5
Total Del/Veh (s)	6.5	4.4	5.8	0.9	0.6	4.0	0.8	0.3	1.2
Stop Delay (hr)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Stop Del/Veh (s)	6.0	4.0	3.2	0.1	0.1	2.0	0.1	0.0	0.4
Travel Time (hr)	0.2	0.2	0.1	2.4	0.0	0.1	1.3	0.0	4.3
Avg Speed (mph)	13	16	19	27	23	16	26	20	25
Vehicles Entered	38	51	12	670	9	39	656	3	1478
Vehicles Exited	39	51	12	671	9	39	656	3	1480
Hourly Exit Rate	39	51	12	671	9	39	656	3	1480
Input Volume	41	54	13	667	9	48	791	3	1626
% of Volume	95	94	92	101	100	81	83	100	91
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0
Density (ft/veh)									574

3: Ponce De Leon Boulevard & Phoenetia Avenue /Phoenetia Avenue Performance by movement

Movement	EBR	WBT	WBR	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.3	0.5
Total Del/Veh (s)	5.1	0.3	4.5	0.3	0.1	1.8	1.3
Stop Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	4.9	0.1	4.0	0.0	0.0	0.1	0.3
Travel Time (hr)	0.1	0.0	0.3	1.1	0.0	6.1	7.6
Avg Speed (mph)	14	22	16	27	21	25	25
Vehicles Entered	20	22	59	564	2	673	1340
Vehicles Exited	20	22	59	564	2	673	1340
Hourly Exit Rate	20	22	59	564	2	673	1340
Input Volume	19	21	59	568	1	818	1486
% of Volume	105	105	100	99	200	82	90
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							503

4: Ponce De Leon Boulevard & SW 8th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SWL2	SWL
Denied Delay (hr)	0.1	0.3	0.0	2.0	11.0	0.7	0.0	0.0	0.0	0.0	9.1	79.1
Denied Del/Veh (s)	2.6	0.8	0.8	38.2	35.0	34.0	0.0	0.0	0.0	0.0	584.4	600.8
Total Delay (hr)	2.5	10.0	0.9	13.1	10.6	0.5	4.7	0.0	3.1	1.3	2.1	21.4
Total Del/Veh (s)	60.5	28.6	23.7	246.0	34.0	26.7	83.1	0.4	60.0	49.0	189.1	220.6
Stop Delay (hr)	2.2	7.1	0.7	13.0	7.7	0.4	4.4	0.0	2.9	1.2	2.0	20.4
Stop Del/Veh (s)	54.0	20.4	17.5	245.0	24.8	19.3	77.6	0.0	56.7	45.3	179.3	210.3
Travel Time (hr)	3.1	13.5	1.4	15.7	24.5	1.4	6.2	0.6	4.6	2.2	11.3	101.8
Avg Speed (mph)	5	8	9	1	8	8	7	29	9	10	2	1
Vehicles Entered	146	1234	137	181	1096	71	198	145	183	98	38	334
Vehicles Exited	146	1235	138	175	1100	71	198	145	182	97	38	333
Hourly Exit Rate	146	1235	138	175	1100	71	198	145	182	97	38	333
Input Volume	152	1243	137	188	1127	71	195	145	184	103	56	465
% of Volume	96	99	101	93	98	100	102	100	99	94	68	72
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	1	15
Denied Entry After	0	0	0	6	33	2	0	0	0	0	18	140
Density (ft/veh)												

4: Ponce De Leon Boulevard & SW 8th Street Performance by movement

Movement	SWR	All
Denied Delay (hr)	15.0	117.2
Denied Del/Veh (s)	598.1	101.7
Total Delay (hr)	3.9	74.1
Total Del/Veh (s)	214.0	66.4
Stop Delay (hr)	3.8	65.8
Stop Del/Veh (s)	205.9	59.0
Travel Time (hr)	19.2	205.7
Avg Speed (mph)	2	5
Vehicles Entered	63	3924
Vehicles Exited	64	3922
Hourly Exit Rate	64	3922
Input Volume	90	4156
% of Volume	71	94
Denied Entry Before	2	18
Denied Entry After	27	226
Density (ft/veh)		88

5: Galiano Street & Antilla Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.4	5.2	3.3	4.6	5.5	3.1	2.1	0.2	0.0	2.0	0.3	0.2
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	3.8	3.2	2.9	3.1	3.2	2.7	0.4	0.0	0.0	0.3	0.1	0.1
Travel Time (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Avg Speed (mph)	11	10	11	15	15	16	18	29	20	18	25	19
Vehicles Entered	1	22	2	5	24	11	5	80	3	14	73	18
Vehicles Exited	1	22	2	5	24	11	5	80	3	14	73	18
Hourly Exit Rate	1	22	2	5	24	11	5	80	3	14	73	18
Input Volume	2	27	1	5	24	13	7	83	3	16	72	18
% of Volume	50	81	200	100	100	85	71	96	100	88	101	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

5: Galiano Street & Antilla Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.1
Total Del/Veh (s)	1.5
Stop Delay (hr)	0.1
Stop Del/Veh (s)	0.8
Travel Time (hr)	0.6
Avg Speed (mph)	20
Vehicles Entered	258
Vehicles Exited	258
Hourly Exit Rate	258
Input Volume	271
% of Volume	95
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	1602

6: Galiano Street & Phoenetia Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.3	4.4	2.9	4.6	5.4	3.1	2.0	0.2	0.1	1.8	0.2	0.0
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	3.3	2.9	2.8	3.2	3.2	2.7	0.3	0.0	0.0	0.2	0.0	0.0
Travel Time (hr)	0.1	0.0	0.1	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.1	0.0
Avg Speed (mph)	9	10	10	15	15	16	18	27	20	19	29	20
Vehicles Entered	23	19	24	3	33	4	12	87	3	5	73	3
Vehicles Exited	23	19	24	4	32	4	12	88	3	5	73	3
Hourly Exit Rate	23	19	24	4	32	4	12	88	3	5	73	3
Input Volume	23	21	24	3	31	3	13	94	3	6	74	2
% of Volume	100	90	100	133	103	133	92	94	100	83	99	150
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

6: Galiano Street & Phoenetia Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.1
Total Del/Veh (s)	1.8
Stop Delay (hr)	0.1
Stop Del/Veh (s)	1.2
Travel Time (hr)	0.7
Avg Speed (mph)	19
Vehicles Entered	289
Vehicles Exited	290
Hourly Exit Rate	290
Input Volume	297
% of Volume	98
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	1454

7: Antilla Avenue & Driveway In Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	0.4	0.9	0.7	0.8
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.3	0.2	0.2	0.2	0.2
Travel Time (hr)	0.1	0.1	0.1	0.0	0.3
Avg Speed (mph)	18	21	16	13	19
Vehicles Entered	11	37	38	10	96
Vehicles Exited	11	37	38	10	96
Hourly Exit Rate	11	37	38	10	96
Input Volume	13	44	40	10	107
% of Volume	85	84	95	100	90
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0
Density (ft/veh)					

8: Driveway Out & Phoenetia Avenue Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.2	1.3	3.4	2.2	1.6
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	0.3	2.7	2.4	1.2
Travel Time (hr)	0.1	0.1	0.1	0.0	0.2
Avg Speed (mph)	24	17	8	8	15
Vehicles Entered	37	48	33	28	146
Vehicles Exited	37	48	33	28	146
Hourly Exit Rate	37	48	33	28	146
Input Volume	40	46	34	26	146
% of Volume	92	104	97	108	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0
Density (ft/veh)					

9: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.0	1.0
Total Del/Veh (s)	2.7	2.7
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	5.9	5.9
Avg Speed (mph)	28	28
Vehicles Entered	1370	1370
Vehicles Exited	1370	1370
Hourly Exit Rate	1370	1370
Input Volume	1402	1402
% of Volume	98	98
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

10: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	21	21
Vehicles Entered	39	39
Vehicles Exited	39	39
Hourly Exit Rate	39	39
Input Volume	46	46
% of Volume	85	85
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

11: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	21	21
Vehicles Entered	15	15
Vehicles Exited	15	15
Hourly Exit Rate	15	15
Input Volume	16	16
% of Volume	94	94
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

12: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.8	0.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	1.7	1.7
Avg Speed (mph)	26	26
Vehicles Entered	770	770
Vehicles Exited	770	770
Hourly Exit Rate	770	770
Input Volume	904	904
% of Volume	85	85
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

13: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.1	1.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	21	21
Vehicles Entered	25	25
Vehicles Exited	25	25
Hourly Exit Rate	25	25
Input Volume	28	28
% of Volume	89	89
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

15: External Performance by approach

Approach	NE	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.6	1.6
Stop Delay (hr)	0.1	0.1
Stop Del/Veh (s)	0.7	0.7
Travel Time (hr)	2.3	2.3
Avg Speed (mph)	20	20
Vehicles Entered	400	400
Vehicles Exited	399	399
Hourly Exit Rate	399	399
Input Volume	407	407
% of Volume	98	98
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

16: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.9	0.9
Total Del/Veh (s)	2.4	2.4
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	5.7	5.7
Avg Speed (mph)	27	27
Vehicles Entered	1362	1362
Vehicles Exited	1362	1362
Hourly Exit Rate	1362	1362
Input Volume	1412	1412
% of Volume	96	96
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

17: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	28	28
Vehicles Entered	80	80
Vehicles Exited	80	80
Hourly Exit Rate	80	80
Input Volume	78	78
% of Volume	103	103
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

18: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.2	0.2
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Travel Time (hr)	0.2	0.2
Avg Speed (mph)	27	27
Vehicles Entered	114	114
Vehicles Exited	114	114
Hourly Exit Rate	114	114
Input Volume	120	120
% of Volume	95	95
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

19: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Travel Time (hr)	0.5	0.5
Avg Speed (mph)	21	21
Vehicles Entered	128	128
Vehicles Exited	128	128
Hourly Exit Rate	128	128
Input Volume	132	132
% of Volume	97	97
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

20: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.3	0.3
Travel Time (hr)	0.6	0.6
Avg Speed (mph)	21	21
Vehicles Entered	151	151
Vehicles Exited	151	151
Hourly Exit Rate	151	151
Input Volume	150	150
% of Volume	101	101
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

22: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	0.0	0.0
Avg Speed (mph)	15	15
Vehicles Entered	21	21
Vehicles Exited	21	21
Hourly Exit Rate	21	21
Input Volume	23	23
% of Volume	91	91
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

Total Network Performance

Denied Delay (hr)	117.4
Denied Del/Veh (s)	83.7
Total Delay (hr)	84.9
Total Del/Veh (s)	61.7
Stop Delay (hr)	72.4
Stop Del/Veh (s)	52.6
Travel Time (hr)	248.5
Avg Speed (mph)	10
Vehicles Entered	4821
Vehicles Exited	4820
Hourly Exit Rate	4820
Input Volume	14682
% of Volume	33
Denied Entry Before	18
Denied Entry After	226
Density (ft/veh)	151

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Salamanca Avenue	1	4.9	10.8	0.1	18	18	4.8
Antilla Avenue	2	0.9	12.3	0.1	31	31	0.8
Phoenetia Avenue	3	0.2	6.5	0.1	29	29	0.2
SW 8th Street	4	59.8	89.3	0.2	9	10	55.5
Total		65.8	118.9	0.4	13	14	61.3

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Salamanca Avenue	19	4.1	17	5.4	18	4.8	17
Antilla Avenue	31	1.0	31	1.1	31	1.0	31
Phoenetia Avenue	29	0.3	29	0.3	29	0.3	29
SW 8th Street	9	59.9	9	59.3	10	55.4	9
Total	13	65.2	13	66.0	14	61.5	13

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Salamanca Avenue	5.2	18	4.6	18	4.9	17	5.3
Antilla Avenue	0.9	32	0.8	31	0.9	32	0.9
Phoenetia Avenue	0.3	29	0.2	29	0.2	29	0.2
SW 8th Street	57.5	8	70.0	10	55.6	9	60.2
Total	63.9	12	75.7	14	61.6	13	66.5

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Salamanca Avenue	19	4.0	16	5.9
Antilla Avenue	31	0.9	31	1.0
Phoenetia Avenue	29	0.3	29	0.2
SW 8th Street	9	63.2	9	59.9
Total	13	68.4	13	67.0

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
SW 8th Street	4	220.6	1050.4	0.1	2	2	221.2
Phoenetia Avenue	3	2.5	32.8	0.2	25	25	2.8
Antilla Avenue	2	0.8	7.1	0.1	27	27	0.8
Salamanca Avenue	1	6.4	18.5	0.1	21	20	7.3
Total		230.3	1108.9	0.5	6	6	232.0

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
SW 8th Street	2	200.9	2	230.1	2	214.5	1
Phoenetia Avenue	25	2.1	25	2.3	25	2.6	25
Antilla Avenue	26	0.8	27	0.8	26	0.9	27
Salamanca Avenue	22	5.5	22	5.7	21	6.6	21
Total	7	209.2	6	238.9	6	224.6	5

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
SW 8th Street	263.8	2	232.6	2	199.5	2	226.5
Phoenetia Avenue	2.6	25	2.4	25	2.7	25	2.7
Antilla Avenue	0.6	27	0.7	26	1.0	26	0.9
Salamanca Avenue	6.4	21	6.7	20	7.0	21	6.6
Total	273.3	6	242.4	7	210.2	6	236.6

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
SW 8th Street	2	201.2	2	226.9
Phoenetia Avenue	25	2.4	25	2.7
Antilla Avenue	26	0.8	27	0.7
Salamanca Avenue	21	5.9	20	6.7
Total	7	210.4	6	236.9

Arterial Level of Service: EB Antilla Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Ponce De Leon Boulev	2	6.5	18.5	0.1	15	14	8.0
Driveway In	7	0.4	13.6	0.1	24	24	0.5
Galiano Street	5	5.2	8.9	0.0	11	11	5.6
Total		12.1	41.1	0.2	17	16	14.1

Arterial Level of Service: EB Antilla Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Ponce De Leon Boulev	15	6.8	15	5.7	14	7.1	15
Driveway In	25	0.5	25	0.4	25	0.4	24
Galiano Street	11	5.6	12	4.7	10	5.9	12
Total	17	12.9	18	10.9	17	13.5	17

Arterial Level of Service: EB Antilla Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Ponce De Leon Boulev	6.7	15	7.0	16	5.1	16	5.7
Driveway In	0.4	25	0.4	23	0.4	23	0.7
Galiano Street	4.6	12	5.0	11	5.2	11	5.2
Total	11.7	17	12.4	18	10.7	17	11.6

Arterial Level of Service: EB Antilla Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Ponce De Leon Boulev	15	7.4	15	5.9
Driveway In	24	0.4	23	0.4
Galiano Street	10	6.1	12	4.6
Total	16	13.8	17	10.9

Arterial Level of Service: WB Antilla Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Galiano Street	5	5.5	14.9	0.1	16	17	5.5
Driveway In	7	1.7	5.5	0.0	18	19	1.7
Ponce De Leon Boulev	2	4.4	17.2	0.1	19	19	4.4
Total		11.6	37.7	0.2	18	18	11.6

Arterial Level of Service: WB Antilla Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Galiano Street	17	5.2	17	5.1	17	5.4	17
Driveway In	20	1.6	18	1.5	19	1.6	18
Ponce De Leon Boulev	20	3.7	20	4.3	20	4.3	19
Total	19	10.4	19	11.0	18	11.4	18

Arterial Level of Service: WB Antilla Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Galiano Street	5.2	17	5.5	17	5.2	17	5.4
Driveway In	1.8	18	1.8	18	1.5	18	1.5
Ponce De Leon Boulev	4.2	19	4.1	20	4.1	19	4.8
Total	11.2	18	11.5	19	10.9	18	11.7

Arterial Level of Service: WB Antilla Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Galiano Street	17	5.6	17	5.8
Driveway In	18	1.7	18	1.8
Ponce De Leon Boulev	18	5.1	18	4.8
Total	17	12.4	18	12.5

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Driveway Out	8	0.2	6.1	0.1	55	57	0.2
Galiano Street	6	4.5	8.1	0.0	12	11	5.1
Total		4.7	14.2	0.1	31	30	5.2

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Driveway Out	55	0.2	56	0.2	55	0.2	55
Galiano Street	11	4.8	13	4.5	11	5.0	12
Total	29	5.0	31	4.7	29	5.2	30

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Driveway Out	0.1	56	0.1	55	0.2	57	0.2
Galiano Street	4.5	12	4.3	13	4.1	13	4.3
Total	4.7	31	4.5	31	4.3	32	4.5

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Driveway Out	54	0.2	57	0.1
Galiano Street	12	4.2	11	5.0
Total	31	4.4	30	5.1

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Galiano Street	6	5.4	14.4	0.1	17	17	5.8
Driveway Out	8	1.8	5.9	0.0	17	16	1.9
Ponce De Leon Boulev	3	4.3	18.5	0.1	18	19	4.0
Total		11.5	38.7	0.2	17	18	11.7

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Galiano Street	17	5.4	17	5.5	16	5.8	17
Driveway Out	17	1.7	18	1.6	16	1.8	17
Ponce De Leon Boulev	17	4.8	18	3.3	17	4.5	17
Total	17	11.9	18	10.4	17	12.1	17

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Galiano Street	5.3	17	5.5	17	5.7	17	5.4
Driveway Out	1.7	17	1.9	17	1.8	17	1.7
Ponce De Leon Boulev	5.4	17	5.2	17	4.7	18	3.7
Total	12.3	17	12.6	17	12.1	18	10.7

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Galiano Street	17	5.5	17	5.1
Driveway Out	17	1.6	16	1.9
Ponce De Leon Boulev	17	4.4	18	4.0
Total	17	11.6	17	11.0

Arterial Level of Service: NB Galiano Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Antilla Avenue	5	0.2	5.4	0.0	32	33	0.1
Phoenetia Avenue	6	0.2	6.2	0.1	31	32	0.2
Total		0.4	11.6	0.1	31	32	0.4

Arterial Level of Service: NB Galiano Street

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Antilla Avenue	32	0.1	31	0.2	32	0.3	32
Phoenetia Avenue	31	0.2	29	0.3	32	0.3	32
Total	31	0.3	30	0.5	32	0.6	32

Arterial Level of Service: NB Galiano Street

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Antilla Avenue	0.1	33	0.1	32	0.1	32	0.2
Phoenetia Avenue	0.2	30	0.3	31	0.2	30	0.1
Total	0.3	31	0.4	31	0.3	31	0.3

Arterial Level of Service: NB Galiano Street

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Antilla Avenue	31	0.3	32	0.1
Phoenetia Avenue	31	0.2	30	0.2
Total	31	0.5	31	0.3

Arterial Level of Service: SB Galiano Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Phoenetia Avenue	6	0.2	5.9	0.1	32	32	0.2
Antilla Avenue	5	0.2	6.4	0.1	30	29	0.3
Total		0.4	12.3	0.1	31	31	0.5

Arterial Level of Service: SB Galiano Street

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Phoenetia Avenue	32	0.2	32	0.2	32	0.2	32
Antilla Avenue	31	0.2	31	0.1	30	0.3	29
Total	31	0.4	31	0.3	31	0.5	30

Arterial Level of Service: SB Galiano Street

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Phoenetia Avenue	0.1	32	0.1	33	0.1	32	0.3
Antilla Avenue	0.3	29	0.1	30	0.3	30	0.3
Total	0.4	30	0.2	31	0.4	31	0.5

Arterial Level of Service: SB Galiano Street

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Phoenetia Avenue	32	0.2	32	0.1
Antilla Avenue	30	0.2	30	0.3
Total	31	0.4	31	0.5

Intersection: 1: Ponce De Leon Boulevard & Salamanca Avenue

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	LT	TR
Maximum Queue (ft)	283	185	114	221	168	250	266
Average Queue (ft)	137	74	50	80	40	81	77
95th Queue (ft)	236	147	102	184	114	189	198
Link Distance (ft)	359	332		243	243	505	505
Upstream Blk Time (%)				0	0		
Queuing Penalty (veh)				0	0		
Storage Bay Dist (ft)			73				
Storage Blk Time (%)			4	8			
Queuing Penalty (veh)			11	8			

Intersection: 2: Ponce De Leon Boulevard & Antilla Avenue

Movement	EB	WB	NB	NB	SB	SB
Directions Served	R	R	LT	TR	LT	TR
Maximum Queue (ft)	57	62	70	10	80	26
Average Queue (ft)	24	27	6	0	17	1
95th Queue (ft)	52	52	35	10	54	16
Link Distance (ft)	368	426	505	505	219	219
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Ponce De Leon Boulevard & Phoenetia Avenue /Phoenetia Avenue

Movement	EB	WB	SB
Directions Served	R	R	TR
Maximum Queue (ft)	38	53	3
Average Queue (ft)	16	28	0
95th Queue (ft)	42	50	3
Link Distance (ft)	355	417	1127
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Ponce De Leon Boulevard & SW 8th Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SW	SW	SW
Directions Served	L	T	TR	L	T	TR	L	R	R>	<	L	LR
Maximum Queue (ft)	225	496	497	326	525	510	105	367	325	147	176	521
Average Queue (ft)	132	386	345	282	417	384	99	215	176	35	168	498
95th Queue (ft)	253	533	502	409	594	575	117	347	292	116	196	511
Link Distance (ft)		471	471		485	485		1127	1127			481
Upstream Blk Time (%)		6	3		38	6						81
Queuing Penalty (veh)		0	0		0	0						0
Storage Bay Dist (ft)	225			268			75			118	118	
Storage Blk Time (%)	0	21		55	9		60	16		0	63	82
Queuing Penalty (veh)	2	32		308	16		55	32		0	203	236

Intersection: 5: Galiano Street & Antilla Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	46	41	15	21
Average Queue (ft)	19	24	1	1
95th Queue (ft)	46	47	7	11
Link Distance (ft)	93	329	221	223
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Galiano Street & Phoenetia Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	52	53	18	12
Average Queue (ft)	29	25	1	1
95th Queue (ft)	47	52	11	7
Link Distance (ft)	96	326	223	242
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Antilla Avenue & Driveway In

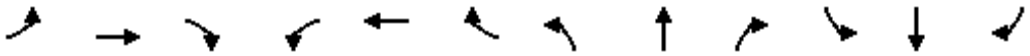
Movement	EB
Directions Served	LT
Maximum Queue (ft)	22
Average Queue (ft)	1
95th Queue (ft)	10
Link Distance (ft)	426
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Driveway Out & Phoenetia Avenue

Movement	NB
Directions Served	LR
Maximum Queue (ft)	66
Average Queue (ft)	29
95th Queue (ft)	55
Link Distance (ft)	64
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 904



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	44	24	32	41	31	135	1003	24	33	770	32
Future Volume (veh/h)	29	44	24	32	41	31	135	1003	24	33	770	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	32	48	26	35	45	34	147	1090	26	36	837	35
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	55	68	32	57	60	39	536	2994	71	111	2554	106
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.84	0.84	0.84	0.84	0.84	0.84
Sat Flow, veh/h	344	766	361	365	673	441	635	3547	85	108	3025	126
Grp Volume(v), veh/h	106	0	0	114	0	0	147	546	570	440	0	468
Grp Sat Flow(s),veh/h/ln	1471	0	0	1480	0	0	635	1777	1855	1579	0	1679
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	12.4	13.1	13.1	0.0	0.0	11.4
Cycle Q Clear(g_c), s	13.6	0.0	0.0	14.6	0.0	0.0	23.8	13.1	13.1	9.1	0.0	11.4
Prop In Lane	0.30		0.25	0.31		0.30	1.00		0.05	0.08		0.07
Lane Grp Cap(c), veh/h	156	0	0	157	0	0	536	1500	1566	1353	0	1418
V/C Ratio(X)	0.68	0.00	0.00	0.73	0.00	0.00	0.27	0.36	0.36	0.33	0.00	0.33
Avail Cap(c_a), veh/h	613	0	0	610	0	0	536	1500	1566	1353	0	1418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	84.7	0.0	0.0	85.3	0.0	0.0	5.8	3.3	3.3	3.0	0.0	3.2
Incr Delay (d2), s/veh	3.9	0.0	0.0	4.8	0.0	0.0	1.3	0.7	0.7	0.6	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	0.0	5.8	0.0	0.0	1.8	4.5	4.7	3.3	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.5	0.0	0.0	90.0	0.0	0.0	7.0	4.0	4.0	3.7	0.0	3.8
LnGrp LOS	F	A	A	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		106			114			1263			908	
Approach Delay, s/veh		88.5			90.0			4.4			3.7	
Approach LOS		F			F			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		166.4		23.6		166.4		23.6				
Change Period (Y+Rc), s		6.0		* 6.7		6.0		* 6.7				
Max Green Setting (Gmax), s		106.0		* 71		106.0		* 71				
Max Q Clear Time (g_c+I1), s		0.0		16.6		0.0		15.6				
Green Ext Time (p_c), s		0.0		0.3		0.0		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		11.9
HCM 6th LOS		B

Notes

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

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	39	0	0	113	25	800	21	36	590	8
Future Vol, veh/h	0	0	39	0	0	113	25	800	21	36	590	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
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	0	42	0	0	123	27	870	23	39	641	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	325	-	-	447	650	0	0	893	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	671	0	0	559	932	-	-	755	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	671	-	-	559	932	-	-	755	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	13.2	0.5	0.9
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	932	-	-	671	559	755	-	-
HCM Lane V/C Ratio	0.029	-	-	0.063	0.22	0.052	-	-
HCM Control Delay (s)	9	0.2	-	10.7	13.2	10	0.4	-
HCM Lane LOS	A	A	-	B	B	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.8	0.2	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	14	0	0	51	0	931	0	0	598	44
Future Vol, veh/h	0	0	14	0	0	51	0	931	0	0	598	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
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	0	15	0	0	55	0	1012	0	0	650	48

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	349	-	-	506	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	647	0	0	512	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	647	-	-	512	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	12.9	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	647	512	-	-
HCM Lane V/C Ratio	-	-	0.024	0.108	-	-
HCM Control Delay (s)	-	-	10.7	12.9	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0.4	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL2	SWL	SWR
Lane Configurations												
Traffic Volume (veh/h)	192	1147	137	57	950	18	255	483	90	48	281	206
Future Volume (veh/h)	192	1147	137	57	950	18	255	483	90	48	281	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	209	1247	149	62	1033	0	277	98	98	52	52	224
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	348	1936	230	223	2087		151	105	105	115	115	263
Arrive On Green	0.04	0.61	0.61	0.03	0.59	0.00	0.05	0.20	0.20	0.03	0.03	0.18
Sat Flow, veh/h	1781	3198	381	1781	3647	0	1781	536	536	1781	1781	1429
Grp Volume(v), veh/h	209	691	705	62	1033	0	277	324	324	52	52	253
Grp Sat Flow(s),veh/h/ln	1781	1777	1802	1781	1777	0	1781	1774	1774	1781	1781	1613
Q Serve(g_s), s	8.0	45.2	45.7	2.5	30.4	0.0	8.3	32.4	32.4	4.2	4.2	27.3
Cycle Q Clear(g_c), s	8.0	45.2	45.7	2.5	30.4	0.0	8.3	32.4	32.4	4.2	4.2	27.3
Prop In Lane	1.00		0.21	1.00		0.00	1.00	0.30	0.30	1.00	1.00	0.89
Lane Grp Cap(c), veh/h	348	1075	1091	223	2087		151	347	347	115	115	297
V/C Ratio(X)	0.60	0.64	0.65	0.28	0.49		1.84	0.93	0.93	0.45	0.45	0.85
Avail Cap(c_a), veh/h	348	1075	1091	255	2087		151	390	390	125	125	346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	22.9	23.0	19.9	21.6	0.0	69.1	71.2	71.2	59.3	59.3	71.0
Incr Delay (d2), s/veh	2.1	3.0	3.0	0.2	0.8	0.0	401.2	27.2	27.2	1.0	1.0	15.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	19.7	20.2	1.1	13.0	0.0	19.8	17.4	17.4	2.0	2.0	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	25.9	26.0	20.1	22.5	0.0	470.3	98.4	98.4	60.3	60.3	86.3
LnGrp LOS	C	C	C	C	C		F	F	F	E	E	F
Approach Vol, veh/h		1605			1095		900			581	581	
Approach Delay, s/veh		25.4			22.3		212.9			82.0	82.0	
Approach LOS		C			C		F			F	F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	112.4	11.9	41.7	10.8	115.6	14.0	39.6
Change Period (Y+Rc), s	6.0	* 6.7	* 5.7	6.4	6.0	* 6.7	* 5.7	6.4
Max Green Setting (Gmax), s	8.0	* 1E2	* 7.3	39.6	8.0	* 1E2	* 8.3	38.6
Max Q Clear Time (g_c+I1), s	10.0	0.0	6.2	34.4	4.5	0.0	10.3	29.3
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	72.8
HCM 6th LOS	E

Notes

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

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	19	11	7	41	9	8	87	5	14	106	16
Future Vol, veh/h	5	19	11	7	41	9	8	87	5	14	106	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	5	21	12	8	45	10	9	95	5	15	115	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	297	272	124	286	278	98	132	0	0	100	0	0
Stage 1	154	154	-	116	116	-	-	-	-	-	-	-
Stage 2	143	118	-	170	162	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	655	635	927	666	630	958	1453	-	-	1493	-	-
Stage 1	848	770	-	889	800	-	-	-	-	-	-	-
Stage 2	860	798	-	832	764	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	605	624	927	632	619	958	1453	-	-	1493	-	-
Mov Cap-2 Maneuver	605	624	-	632	619	-	-	-	-	-	-	-
Stage 1	842	762	-	883	794	-	-	-	-	-	-	-
Stage 2	798	792	-	790	756	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	11	0.6	0.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1453	-	-	692	657	1493	-	-
HCM Lane V/C Ratio	0.006	-	-	0.055	0.094	0.01	-	-
HCM Control Delay (s)	7.5	0	-	10.5	11	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-

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	12	19	10	3	24	8	5	89	5	15	126	5
Future Vol, veh/h	12	19	10	3	24	8	5	89	5	15	126	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
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	13	21	11	3	26	9	5	97	5	16	137	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	299	284	140	298	284	100	142	0	0	102	0	0
Stage 1	172	172	-	110	110	-	-	-	-	-	-	-
Stage 2	127	112	-	188	174	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	653	625	908	654	625	956	1441	-	-	1490	-	-
Stage 1	830	756	-	895	804	-	-	-	-	-	-	-
Stage 2	877	803	-	814	755	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	618	615	908	622	615	956	1441	-	-	1490	-	-
Mov Cap-2 Maneuver	618	615	-	622	615	-	-	-	-	-	-	-
Stage 1	827	747	-	891	801	-	-	-	-	-	-	-
Stage 2	837	800	-	773	746	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.8	10.7	0.4	0.8
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1441	-	-	669	670	1490	-	-
HCM Lane V/C Ratio	0.004	-	-	0.067	0.057	0.011	-	-
HCM Control Delay (s)	7.5	0	-	10.8	10.7	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	27	0	0	34	19	14
Future Vol, veh/h	27	0	0	34	19	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	29	0	0	37	21	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	66	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	37	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	0	-	939	1046
Stage 1	-	0	0	-	994	-
Stage 2	-	0	0	-	985	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	939	1046
Mov Cap-2 Maneuver	-	-	-	-	939	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	985	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	982	-	-
HCM Lane V/C Ratio	0.037	-	-
HCM Control Delay (s)	8.8	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:45	4:45	4:45	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	5263	5303	5335	5180	5181	5269	5217
Vehs Exited	5176	5232	5235	5093	5125	5194	5174
Starting Vehs	136	156	137	117	121	149	116
Ending Vehs	223	227	237	204	177	224	159
Denied Entry Before	8	26	18	20	57	0	20
Denied Entry After	39	55	56	72	108	85	110
Travel Distance (mi)	1445	1451	1450	1418	1431	1437	1429
Travel Time (hr)	206.4	248.3	213.4	203.7	227.7	269.8	210.5
Total Delay (hr)	155.1	197.2	162.3	153.4	177.0	218.8	160.0
Total Stops	5055	5714	5084	4385	4441	5655	5098
Fuel Used (gal)	90.8	100.8	92.7	89.8	95.1	105.7	91.2

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:45	4:45	4:45	4:45
End Time	6:00	6:00	6:00	6:00
Total Time (min)	75	75	75	75
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	5334	5051	5292	5242
Vehs Exited	5284	5072	5163	5175
Starting Vehs	153	148	156	133
Ending Vehs	203	127	285	202
Denied Entry Before	1	0	2	15
Denied Entry After	127	126	75	85
Travel Distance (mi)	1463	1405	1425	1436
Travel Time (hr)	240.8	200.1	272.9	229.4
Total Delay (hr)	189.1	150.6	222.6	178.6
Total Stops	5006	4447	5521	5041
Fuel Used (gal)	99.3	88.4	106.5	96.0

Interval #0 Information Seeding

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	5263	5303	5335	5180	5181	5269	5217
Vehs Exited	5176	5232	5235	5093	5125	5194	5174
Starting Vehs	136	156	137	117	121	149	116
Ending Vehs	223	227	237	204	177	224	159
Denied Entry Before	8	26	18	20	57	0	20
Denied Entry After	39	55	56	72	108	85	110
Travel Distance (mi)	1445	1451	1450	1418	1431	1437	1429
Travel Time (hr)	206.4	248.3	213.4	203.7	227.7	269.8	210.5
Total Delay (hr)	155.1	197.2	162.3	153.4	177.0	218.8	160.0
Total Stops	5055	5714	5084	4385	4441	5655	5098
Fuel Used (gal)	90.8	100.8	92.7	89.8	95.1	105.7	91.2

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	5334	5051	5292	5242
Vehs Exited	5284	5072	5163	5175
Starting Vehs	153	148	156	133
Ending Vehs	203	127	285	202
Denied Entry Before	1	0	2	15
Denied Entry After	127	126	75	85
Travel Distance (mi)	1463	1405	1425	1436
Travel Time (hr)	240.8	200.1	272.9	229.4
Total Delay (hr)	189.1	150.6	222.6	178.6
Total Stops	5006	4447	5521	5041
Fuel Used (gal)	99.3	88.4	106.5	96.0

1: Ponce De Leon Boulevard & Salamanca Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	2.7	0.5	0.4	0.1	0.0	0.1
Total Delay (hr)	0.7	0.9	0.4	0.7	1.0	0.4	0.5	1.4	0.0	0.1	1.2	0.0
Total Del/Veh (s)	87.4	79.9	51.9	81.0	82.1	50.2	13.2	5.1	2.4	16.9	5.7	3.0
Stop Delay (hr)	0.7	0.9	0.4	0.6	0.9	0.4	0.4	0.9	0.0	0.1	0.8	0.0
Stop Del/Veh (s)	84.4	76.1	49.9	77.8	78.2	48.1	10.5	3.3	1.7	14.0	3.6	1.9
Travel Time (hr)	0.8	1.0	0.5	0.8	1.1	0.5	0.9	3.1	0.1	0.3	3.5	0.1
Avg Speed (mph)	2	3	4	2	2	4	8	16	16	11	19	20
Vehicles Entered	29	40	26	30	43	29	133	1008	25	30	742	31
Vehicles Exited	29	40	26	29	42	28	134	1008	24	31	742	31
Hourly Exit Rate	29	40	26	29	42	28	134	1008	24	31	742	31
Input Volume	29	44	24	32	41	31	135	1003	24	33	770	32
% of Volume	100	91	108	91	102	90	99	100	100	94	96	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

1: Ponce De Leon Boulevard & Salamanca Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.4
Total Delay (hr)	7.4
Total Del/Veh (s)	12.1
Stop Delay (hr)	6.1
Stop Del/Veh (s)	10.1
Travel Time (hr)	12.6
Avg Speed (mph)	11
Vehicles Entered	2166
Vehicles Exited	2164
Hourly Exit Rate	2164
Input Volume	2198
% of Volume	98
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	205

2: Ponce De Leon Boulevard & Antilla Avenue Performance by movement

Movement	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total Delay (hr)	0.1	0.8	0.1	1.8	0.0	0.1	0.1	0.0	3.0
Total Del/Veh (s)	5.4	28.1	10.7	6.4	7.1	7.2	0.9	0.2	6.1
Stop Delay (hr)	0.1	0.8	0.0	1.3	0.0	0.0	0.0	0.0	2.3
Stop Del/Veh (s)	4.9	27.7	7.0	4.5	5.8	5.2	0.2	0.0	4.6
Travel Time (hr)	0.2	1.3	0.2	5.2	0.1	0.1	1.1	0.0	8.2
Avg Speed (mph)	14	6	15	19	17	12	26	20	18
Vehicles Entered	40	108	25	1020	20	34	554	7	1808
Vehicles Exited	40	105	25	1016	20	34	554	7	1801
Hourly Exit Rate	40	105	25	1016	20	34	554	7	1801
Input Volume	39	113	25	1017	21	36	590	8	1849
% of Volume	103	93	100	100	95	94	94	88	97
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	2	0	0	0	0	0	0	2
Density (ft/veh)									309

3: Ponce De Leon Boulevard & Phoenetia Avenue /Phoenetia Avenue Performance by movement

Movement	EBR	WBT	WBR	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.0	0.0	0.3	0.0	0.1	0.2
Total Delay (hr)	0.0	0.0	1.6	3.5	0.2	0.0	5.3
Total Del/Veh (s)	3.9	0.3	109.6	13.5	1.3	1.3	12.0
Stop Delay (hr)	0.0	0.0	1.6	3.0	0.0	0.0	4.6
Stop Del/Veh (s)	3.6	0.1	109.3	11.7	0.1	0.1	10.4
Travel Time (hr)	0.1	0.0	1.8	5.2	4.3	0.4	11.8
Avg Speed (mph)	15	23	2	9	26	23	15
Vehicles Entered	14	3	53	923	562	44	1599
Vehicles Exited	13	3	45	914	563	44	1582
Hourly Exit Rate	13	3	45	914	563	44	1582
Input Volume	14	2	51	931	598	44	1640
% of Volume	93	150	88	98	94	100	96
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0
Density (ft/veh)							328

4: Ponce De Leon Boulevard & SW 8th Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SWL2	SWL
Denied Delay (hr)	0.7	3.7	0.5	0.0	0.1	0.0	0.0	0.0	0.0	0.0	3.4	20.4
Denied Del/Veh (s)	13.5	11.6	11.8	2.6	0.2	0.3	0.0	0.0	0.0	0.0	246.2	262.7
Total Delay (hr)	6.6	10.1	1.0	0.7	6.9	0.1	21.0	3.6	34.5	6.1	2.0	14.0
Total Del/Veh (s)	119.3	31.5	25.0	44.5	26.4	17.5	285.2	86.5	245.1	237.7	167.6	198.7
Stop Delay (hr)	6.3	7.4	0.8	0.6	5.3	0.1	19.9	3.3	32.1	5.6	1.9	13.4
Stop Del/Veh (s)	114.7	23.1	18.7	41.1	20.2	13.4	269.7	78.9	227.8	219.4	158.2	189.4
Travel Time (hr)	8.0	16.8	2.1	0.9	9.5	0.1	22.9	4.2	38.3	6.8	5.6	35.3
Avg Speed (mph)	2	8	9	6	9	11	2	4	3	3	2	2
Vehicles Entered	193	1145	149	52	938	17	248	149	476	86	42	238
Vehicles Exited	195	1144	148	52	938	17	237	145	454	82	42	237
Hourly Exit Rate	195	1144	148	52	938	17	237	145	454	82	42	237
Input Volume	192	1147	137	57	950	18	255	154	483	90	48	281
% of Volume	102	100	108	91	99	94	93	94	94	91	88	84
Denied Entry Before	0	2	0	0	0	0	0	0	0	0	1	7
Denied Entry After	1	3	0	0	0	0	0	0	0	0	8	41
Density (ft/veh)												

4: Ponce De Leon Boulevard & SW 8th Street Performance by movement

Movement	SWR	All
Denied Delay (hr)	15.4	44.2
Denied Del/Veh (s)	267.1	39.8
Total Delay (hr)	9.3	115.9
Total Del/Veh (s)	178.2	104.1
Stop Delay (hr)	8.9	105.4
Stop Del/Veh (s)	170.8	94.7
Travel Time (hr)	25.5	176.0
Avg Speed (mph)	2	4
Vehicles Entered	177	3910
Vehicles Exited	174	3865
Hourly Exit Rate	174	3865
Input Volume	206	4018
% of Volume	84	96
Denied Entry Before	5	15
Denied Entry After	30	83
Density (ft/veh)		59

5: Galiano Street & Antilla Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.7	4.7	3.0	4.5	5.7	3.1	2.0	0.2	0.1	2.0	0.3	0.2
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	3.5	2.9	2.8	3.0	3.4	2.7	0.4	0.0	0.0	0.2	0.0	0.0
Travel Time (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.2	0.0
Avg Speed (mph)	10	10	11	15	15	16	18	29	20	19	27	20
Vehicles Entered	4	20	11	6	36	10	7	80	5	14	108	18
Vehicles Exited	4	20	11	6	36	10	7	80	5	13	108	18
Hourly Exit Rate	4	20	11	6	36	10	7	80	5	13	108	18
Input Volume	5	20	11	7	41	9	8	87	5	14	109	16
% of Volume	80	100	100	86	88	111	88	92	100	93	99	112
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

5: Galiano Street & Antilla Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.1
Total Del/Veh (s)	1.6
Stop Delay (hr)	0.1
Stop Del/Veh (s)	0.9
Travel Time (hr)	0.7
Avg Speed (mph)	21
Vehicles Entered	319
Vehicles Exited	318
Hourly Exit Rate	318
Input Volume	332
% of Volume	96
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	1314

6: Galiano Street & Phoenetia Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.1	4.6	3.0	5.0	5.6	3.4	2.7	0.2	0.1	1.9	0.2	0.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	4.1	3.1	3.0	3.4	3.4	2.9	0.8	0.0	0.1	0.2	0.0	0.0
Travel Time (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.2	0.0
Avg Speed (mph)	9	10	10	15	15	16	18	27	20	18	28	20
Vehicles Entered	12	18	12	3	25	7	4	84	5	14	124	8
Vehicles Exited	12	18	12	3	25	7	4	85	5	14	124	8
Hourly Exit Rate	12	18	12	3	25	7	4	85	5	14	124	8
Input Volume	12	20	10	3	24	8	5	91	5	15	126	5
% of Volume	100	90	120	100	104	88	80	93	100	93	98	160
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0
Density (ft/veh)												

6: Galiano Street & Phoenetia Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.1
Total Del/Veh (s)	1.4
Stop Delay (hr)	0.1
Stop Del/Veh (s)	0.8
Travel Time (hr)	0.7
Avg Speed (mph)	21
Vehicles Entered	316
Vehicles Exited	317
Hourly Exit Rate	317
Input Volume	324
% of Volume	98
Denied Entry Before	0
Denied Entry After	0
Density (ft/veh)	1396

7: Antilla Avenue & Driveway In Performance by movement

Movement	EBL	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	0.6	1.1	0.8	1.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.3	0.2	0.2	0.2	0.2
Travel Time (hr)	0.1	0.1	0.1	0.0	0.4
Avg Speed (mph)	18	21	16	13	18
Vehicles Entered	26	33	42	18	119
Vehicles Exited	25	33	42	18	118
Hourly Exit Rate	25	33	42	18	118
Input Volume	27	35	45	20	127
% of Volume	93	94	93	90	93
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0
Density (ft/veh)					

8: Driveway Out & Phoenetia Avenue Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.1	3.1	3.1	2.2	2.2
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	0.0	2.1	2.4	2.4	1.7
Travel Time (hr)	0.0	0.1	0.0	0.0	0.2
Avg Speed (mph)	24	13	8	8	14
Vehicles Entered	25	39	20	16	100
Vehicles Exited	25	38	19	16	98
Hourly Exit Rate	25	38	19	16	98
Input Volume	27	35	19	14	95
% of Volume	93	109	100	114	103
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0
Density (ft/veh)					

9: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.8	0.8
Total Del/Veh (s)	2.4	2.4
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	5.3	5.3
Avg Speed (mph)	28	28
Vehicles Entered	1267	1267
Vehicles Exited	1267	1267
Hourly Exit Rate	1267	1267
Input Volume	1285	1285
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

10: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.9	0.9
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	21	21
Vehicles Entered	37	37
Vehicles Exited	37	37
Hourly Exit Rate	37	37
Input Volume	38	38
% of Volume	97	97
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

11: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.3	0.3
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	21	21
Vehicles Entered	32	32
Vehicles Exited	32	32
Hourly Exit Rate	32	32
Input Volume	33	33
% of Volume	97	97
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

12: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	0.7	0.7
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	1.7	1.7
Avg Speed (mph)	26	26
Vehicles Entered	797	797
Vehicles Exited	798	798
Hourly Exit Rate	798	798
Input Volume	826	826
% of Volume	97	97
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

13: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.2	0.2
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	21	21
Vehicles Entered	36	36
Vehicles Exited	36	36
Hourly Exit Rate	36	36
Input Volume	39	39
% of Volume	92	92
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

14: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	0.2	0.2
Avg Speed (mph)	20	20
Vehicles Entered	44	44
Vehicles Exited	44	44
Hourly Exit Rate	44	44
Input Volume	44	44
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

15: External Performance by approach

Approach	NE	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.0	1.0
Stop Delay (hr)	0.1	0.1
Stop Del/Veh (s)	0.3	0.3
Travel Time (hr)	4.0	4.0
Avg Speed (mph)	19	19
Vehicles Entered	666	666
Vehicles Exited	667	667
Hourly Exit Rate	667	667
Input Volume	693	693
% of Volume	96	96
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

16: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.8	0.8
Total Del/Veh (s)	2.0	2.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Travel Time (hr)	5.6	5.6
Avg Speed (mph)	27	27
Vehicles Entered	1349	1349
Vehicles Exited	1350	1350
Hourly Exit Rate	1350	1350
Input Volume	1411	1411
% of Volume	96	96
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

17: External Performance by approach

Approach	SB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	0.2	0.2
Avg Speed (mph)	27	27
Vehicles Entered	119	119
Vehicles Exited	120	120
Hourly Exit Rate	120	120
Input Volume	124	124
% of Volume	97	97
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

18: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.1	0.1
Travel Time (hr)	0.2	0.2
Avg Speed (mph)	27	27
Vehicles Entered	102	102
Vehicles Exited	102	102
Hourly Exit Rate	102	102
Input Volume	109	109
% of Volume	94	94
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

20: External Performance by approach

Approach	WB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.8	0.8
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.3	0.3
Travel Time (hr)	0.8	0.8
Avg Speed (mph)	21	21
Vehicles Entered	208	208
Vehicles Exited	207	207
Hourly Exit Rate	207	207
Input Volume	208	208
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

21: External Performance by approach

Approach	NB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	0.1	0.1
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.0	0.0
Travel Time (hr)	0.1	0.1
Avg Speed (mph)	15	15
Vehicles Entered	44	44
Vehicles Exited	44	44
Hourly Exit Rate	44	44
Input Volume	47	47
% of Volume	94	94
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

22: External Performance by approach

Approach	EB	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.0	0.0
Total Del/Veh (s)	1.0	1.0
Stop Delay (hr)	0.0	0.0
Stop Del/Veh (s)	0.3	0.3
Travel Time (hr)	0.4	0.4
Avg Speed (mph)	21	21
Vehicles Entered	95	95
Vehicles Exited	94	94
Hourly Exit Rate	94	94
Input Volume	101	101
% of Volume	93	93
Denied Entry Before	0	0
Denied Entry After	0	0
Density (ft/veh)		

Total Network Performance

Denied Delay (hr)	44.6
Denied Del/Veh (s)	30.2
Total Delay (hr)	134.0
Total Del/Veh (s)	89.7
Stop Delay (hr)	118.8
Stop Del/Veh (s)	79.6
Travel Time (hr)	229.4
Avg Speed (mph)	8
Vehicles Entered	5242
Vehicles Exited	5175
Hourly Exit Rate	5175
Input Volume	15541
% of Volume	33
Denied Entry Before	15
Denied Entry After	85
Density (ft/veh)	107

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Salamanca Avenue	1	5.1	11.1	0.1	17	17	5.5
Antilla Avenue	2	6.5	18.1	0.1	21	23	4.9
Phoenetia Avenue	3	13.6	20.1	0.1	10	10	12.1
SW 8th Street	4	243.9	270.8	0.2	3	3	258.9
Total		269.1	320.1	0.4	5	5	281.4

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Salamanca Avenue	15	6.9	18	4.8	17	5.3	18
Antilla Avenue	12	20.2	25	4.0	30	1.3	30
Phoenetia Avenue	5	30.0	11	11.5	28	0.5	28
SW 8th Street	2	314.4	3	232.5	5	147.8	4
Total	4	371.5	5	252.9	8	154.9	7

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Salamanca Avenue	4.5	17	5.6	18	4.8	18	4.6
Antilla Avenue	1.2	17	11.5	25	3.5	29	1.7
Phoenetia Avenue	0.4	5	28.0	9	15.7	14	7.3
SW 8th Street	165.3	2	305.9	3	252.8	3	256.5
Total	171.4	4	351.0	5	276.8	5	270.1

Arterial Level of Service: NB Ponce De Leon Boulevard

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Salamanca Avenue	18	4.7	18	4.6
Antilla Avenue	30	1.4	14	14.9
Phoenetia Avenue	25	1.2	6	27.9
SW 8th Street	4	203.8	3	292.8
Total	6	211.1	4	340.2

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
SW 8th Street	4	198.7	500.7	0.1	2	2	173.0
Phoenetia Avenue	3	2.4	33.8	0.2	24	24	2.3
Antilla Avenue	2	0.9	7.1	0.1	27	26	1.0
Salamanca Avenue	1	5.8	16.7	0.1	23	21	7.3
Total		207.8	558.2	0.5	7	7	183.6

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
SW 8th Street	2	180.5	2	191.1	2	216.0	2
Phoenetia Avenue	25	2.0	24	2.4	24	2.3	24
Antilla Avenue	28	0.6	26	1.1	27	0.8	27
Salamanca Avenue	23	5.4	23	5.8	22	6.7	23
Total	7	188.5	7	200.5	6	225.8	7

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
SW 8th Street	176.3	2	204.5	2	214.5	2	214.7
Phoenetia Avenue	2.3	24	2.5	24	2.5	24	2.8
Antilla Avenue	0.7	25	1.2	27	0.7	28	0.6
Salamanca Avenue	6.1	22	6.0	25	4.7	23	5.5
Total	185.4	6	214.3	6	222.3	6	223.6

Arterial Level of Service: SB Ponce De Leon Boulevard

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
SW 8th Street	2	231.4	2	201.8
Phoenetia Avenue	24	2.7	24	2.8
Antilla Avenue	27	0.8	25	1.3
Salamanca Avenue	25	4.6	24	5.3
Total	6	239.4	7	211.2

Arterial Level of Service: EB Antilla Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Ponce De Leon Boulev	2	5.4	17.5	0.1	16	17	4.6
Driveway In	7	0.5	7.2	0.1	47	55	0.3
Galiano Street	5	4.7	8.2	0.0	12	12	4.5
Total		10.6	32.9	0.2	22	23	9.4

Arterial Level of Service: EB Antilla Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Ponce De Leon Boulev	16	5.4	16	5.8	16	5.3	16
Driveway In	54	0.0	60	0.2	43	1.7	49
Galiano Street	15	3.8	12	5.0	13	4.4	11
Total	24	9.2	22	11.0	22	11.3	22

Arterial Level of Service: EB Antilla Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Ponce De Leon Boulev	5.1	15	6.7	17	4.5	16	5.0
Driveway In	0.0	59	0.2	54	0.1	51	0.0
Galiano Street	5.4	12	5.0	12	4.7	12	5.1
Total	10.5	22	11.8	23	9.3	22	10.1

Arterial Level of Service: EB Antilla Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Ponce De Leon Boulev	15	6.0	16	5.2
Driveway In	50	0.7	51	0.8
Galiano Street	12	5.1	12	5.1
Total	21	11.8	22	11.0

Arterial Level of Service: WB Antilla Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Galiano Street	5	5.7	14.9	0.1	17	17	5.7
Driveway In	7	1.8	5.9	0.0	17	18	1.6
Ponce De Leon Boulev	2	28.1	43.1	0.1	9	11	19.3
Total		35.5	63.9	0.2	11	13	26.6

Arterial Level of Service: WB Antilla Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Galiano Street	16	5.8	16	5.8	16	6.2	17
Driveway In	17	1.8	17	1.9	17	2.0	17
Ponce De Leon Boulev	3	94.7	10	21.4	20	6.1	19
Total	5	102.4	13	29.0	18	14.2	18

Arterial Level of Service: WB Antilla Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Galiano Street	5.6	17	5.5	17	5.8	17	5.3
Driveway In	1.7	17	1.7	18	1.8	17	1.7
Ponce De Leon Boulev	6.1	6	48.6	16	10.0	18	7.9
Total	13.4	9	55.9	17	17.6	18	14.9

Arterial Level of Service: WB Antilla Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Galiano Street	17	5.6	16	5.9
Driveway In	18	1.6	18	1.7
Ponce De Leon Boulev	20	6.0	4	64.7
Total	18	13.2	7	72.3

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Driveway Out	8	0.1	6.0	0.1	56	55	0.1
Galiano Street	6	4.7	8.2	0.0	12	12	4.6
Total		4.8	14.2	0.1	30	30	4.7

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Driveway Out	55	0.1	55	0.2	57	0.2	57
Galiano Street	15	3.3	13	4.6	13	4.6	12
Total	34	3.4	31	4.7	31	4.8	30

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Driveway Out	0.1	57	0.2	56	0.1	55	0.2
Galiano Street	4.8	12	4.8	12	4.5	13	4.2
Total	5.0	31	5.0	31	4.5	32	4.4

Arterial Level of Service: EB Phoenetia Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Driveway Out	58	0.1	57	0.2
Galiano Street	11	5.1	12	4.7
Total	30	5.2	31	4.9

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Galiano Street	6	5.6	14.9	0.1	16	17	5.2
Driveway Out	8	3.4	7.4	0.0	13	18	1.6
Ponce De Leon Boulev	3	108.2	121.1	0.1	3	5	52.3
Total		117.3	143.4	0.2	5	8	59.1

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Galiano Street	17	5.2	16	6.2	16	5.4	17
Driveway Out	6	12.7	18	1.7	19	1.5	18
Ponce De Leon Boulev	1	364.4	4	62.8	16	6.6	17
Total	2	382.4	7	70.6	16	13.5	17

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Galiano Street	5.5	16	5.8	17	5.3	17	5.5
Driveway Out	1.7	7	9.9	18	1.5	17	1.7
Ponce De Leon Boulev	4.5	1	249.5	4	70.9	7	32.9
Total	11.7	2	265.3	6	77.8	10	40.1

Arterial Level of Service: WB Phoenetia Avenue

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Galiano Street	16	5.6	17	5.3
Driveway Out	17	1.6	18	1.6
Ponce De Leon Boulev	16	6.6	2	163.5
Total	16	13.7	3	170.3

Arterial Level of Service: NB Galiano Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Antilla Avenue	5	0.2	5.4	0.0	32	31	0.3
Phoenetia Avenue	6	0.1	6.4	0.1	30	30	0.1
Total		0.3	11.9	0.1	31	30	0.4

Arterial Level of Service: NB Galiano Street

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Antilla Avenue	33	0.1	32	0.2	32	0.1	32
Phoenetia Avenue	29	0.1	29	0.2	29	0.1	30
Total	31	0.2	30	0.4	31	0.2	31

Arterial Level of Service: NB Galiano Street

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Antilla Avenue	0.2	32	0.2	32	0.2	33	0.1
Phoenetia Avenue	0.1	30	0.2	30	0.2	30	0.1
Total	0.3	31	0.4	31	0.4	31	0.2

Arterial Level of Service: NB Galiano Street

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Antilla Avenue	33	0.1	32	0.2
Phoenetia Avenue	30	0.1	29	0.2
Total	31	0.2	31	0.4

Arterial Level of Service: SB Galiano Street

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Phoenetia Avenue	6	0.2	6.0	0.1	31	32	0.3
Antilla Avenue	5	0.3	6.6	0.1	29	29	0.2
Total		0.5	12.6	0.1	30	30	0.5

Arterial Level of Service: SB Galiano Street

Cross Street	Run 2 Speed	Run 2 Delay	Run 3 Speed	Run 3 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Phoenetia Avenue	31	0.4	32	0.2	33	0.1	32
Antilla Avenue	28	0.4	29	0.3	30	0.3	28
Total	29	0.7	30	0.5	31	0.4	30

Arterial Level of Service: SB Galiano Street

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Phoenetia Avenue	0.1	31	0.3	31	0.3	31	0.2
Antilla Avenue	0.4	29	0.3	30	0.1	28	0.3
Total	0.5	30	0.6	31	0.4	30	0.5

Arterial Level of Service: SB Galiano Street

Cross Street	Run 9 Speed	Run 9 Delay	Run 10 Speed	Run 10 Delay
Phoenetia Avenue	31	0.3	32	0.2
Antilla Avenue	28	0.4	29	0.3
Total	30	0.7	31	0.4

Intersection: 1: Ponce De Leon Boulevard & Salamanca Avenue

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	LT	TR
Maximum Queue (ft)	216	226	113	260	245	224	228
Average Queue (ft)	96	102	56	119	73	81	70
95th Queue (ft)	183	190	107	262	186	183	178
Link Distance (ft)	359	332		243	243	505	505
Upstream Blk Time (%)				2	0		
Queuing Penalty (veh)				0	0		
Storage Bay Dist (ft)			73				
Storage Blk Time (%)			4	10			
Queuing Penalty (veh)			20	14			

Intersection: 2: Ponce De Leon Boulevard & Antilla Avenue

Movement	EB	WB	NB	NB	SB	SB
Directions Served	R	R	LT	TR	LT	TR
Maximum Queue (ft)	62	151	259	227	109	59
Average Queue (ft)	25	56	60	43	22	3
95th Queue (ft)	53	133	238	213	74	34
Link Distance (ft)	368	426	505	505	219	219
Upstream Blk Time (%)			0	0		
Queuing Penalty (veh)			1	1		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Ponce De Leon Boulevard & Phoenetia Avenue /Phoenetia Avenue

Movement	EB	WB	NB	NB	SB
Directions Served	R	R	T	TR	T
Maximum Queue (ft)	36	203	188	183	6
Average Queue (ft)	11	64	77	71	0
95th Queue (ft)	35	206	243	234	6
Link Distance (ft)	355	417	219	219	1127
Upstream Blk Time (%)		2	8	8	
Queuing Penalty (veh)		1	38	35	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Ponce De Leon Boulevard & SW 8th Street

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SW	SW	SW
Directions Served	L	T	TR	L	T	TR	L	R	R>	<	L	LR
Maximum Queue (ft)	225	505	488	250	441	392	105	1140	1149	146	176	524
Average Queue (ft)	178	384	346	29	261	213	103	928	918	23	160	493
95th Queue (ft)	282	568	535	127	396	345	116	1335	1334	78	214	539
Link Distance (ft)		471	471		485	485		1127	1127			481
Upstream Blk Time (%)		21	7		0	0		17	16			74
Queuing Penalty (veh)		0	0		0	0		83	77			0
Storage Bay Dist (ft)	225			268			75			118	118	
Storage Blk Time (%)	21	31			8		77	54		0	31	80
Queuing Penalty (veh)	122	59			5		185	138		1	107	151

Intersection: 5: Galiano Street & Antilla Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	46	64	24	22
Average Queue (ft)	21	28	1	1
95th Queue (ft)	47	54	10	11
Link Distance (ft)	93	329	221	223
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Galiano Street & Phoenetia Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	46	47	17	24
Average Queue (ft)	23	22	1	1
95th Queue (ft)	47	47	10	12
Link Distance (ft)	96	326	223	242
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Antilla Avenue & Driveway In

Movement	EB
Directions Served	LT
Maximum Queue (ft)	22
Average Queue (ft)	1
95th Queue (ft)	10
Link Distance (ft)	426
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Driveway Out & Phoenetia Avenue

Movement	WB	NB
Directions Served	T	LR
Maximum Queue (ft)	12	49
Average Queue (ft)	1	21
95th Queue (ft)	11	46
Link Distance (ft)	96	64
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1037

APPENDIX N

ARTPLAN 2012 output sheets

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Javier Rodriguez	**Arterial Name**	Antilla Ave	**Study Period**	**Standard K**
Date Prepared	7/28/2022 5:00:46 PM	**From**	Galiano St	**Modal Analysis**	Multimodal
Agency	APCTE	**To**	Ponce De Leon Blvd	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/2012
Arterial Class	2				

File Name	V:\Projects\DFL117\Traffic\Projects\City of Coral Gables\Task 002 - 1101 E Ponce de\11.Multimodal Analysis\Existing Conditions_Antilla Ave.xap
User Notes	

Arterial Data

K	0.09	**PHF**	0.92	**Control Type**	CoordinatedActuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Ponce De Leon Blvd	0	0.57	4	2	12	12	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Ponce De Leon Blvd)	645	1000	50	1	25	30	None	Yes	High

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Ponce De Leon Blvd)	54	2361	0.040	6.34	A	0.00	15.66	D

Arterial Length	**0.1335**	**Weighted g/C**	**##**	**FFS Delay**	**16.03**	**Threshold Delay**	**0.00**	**Auto Speed**	**15.66**	**Auto LOS**	**D**

Automobile Service Volumes

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

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

Multimodal Segment Data

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

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to Ponce De Leon Blvd)	100			Yes			Wide			Yes		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	**Score**	**LOS**	**Score**	**LOS**	**1**	**2**	**3**	**Score**	**LOS**	**Adj. Buses**	**LOS**
1 (to Ponce De Leon Blvd)	2.02	B	N/A	N/A				0.61	A	0.00	F

Bicycle LOS	2.02	B	Pedestrian LOS	0.61	A	Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

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

Pedestrian

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

Bus

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

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

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Javier Rodriguez	**Arterial Name**	Galiano Street	**Study Period**	**Standard K**
Date Prepared	7/29/2022 3:23:30 PM	**From**	Phoenetia Ave	**Modal Analysis**	Multimodal
Agency	APCTE	**To**	Antilla Ave	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	2				
File Name	V:\Projects\DFL117\Traffic\Projects\City of Coral Gables\Task 002 - 1101 E Ponce de\11.Multimodal Analysis\Existing Conditions_Galiano Street.xap				
User Notes					

Arterial Data

K	0.09	**PHF**	0.92	**Control Type**	CoordinatedActuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Antilla Ave	0	0.57	4	1	12	12	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Antilla Ave)	288	1735	86	1	30	35	None	Yes	High

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Antilla Ave)	93	1163	0.141	6.95	A	0.00	9.74	F

Arterial Length	**0.0659**	**Weighted g/C**	**##**	**FFS Delay**	**18.76**	**Threshold Delay**	**6.11**	**Auto Speed**	**9.74**	**Auto LOS**	**F**

Automobile Service Volumes

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

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

Multimodal Segment Data

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

Pedestrian SubSegment Data

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

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	**Score**	**LOS**	**Score**	**LOS**	**1**	**2**	**3**	**Score**	**LOS**	**Adj. Buses**	**LOS**
1 (to Antilla Ave)	2.57	B	N/A	N/A				0.64	A	0.00	F

Bicycle LOS	2.57	B	Pedestrian LOS	0.64	A	Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

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

Pedestrian

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

Bus

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

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

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Javier Rodriguez	**Arterial Name**	Phoenetia Avenue	**Study Period**	**Standard K**
Date Prepared	7/29/2022 3:10:04 PM	**From**	Galiano St	**Modal Analysis**	Multimodal
Agency	APCTE	**To**	Ponce De Leon Blvd	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/2012
Arterial Class	2				
File Name	V:\Projects\DFL117\Traffic\Projects\City of Coral Gables\Task 002 - 1101 E Ponce de\11.Multimodal Analysis\Existing Conditions_Phoenetia Ave.xap				
User Notes					

Arterial Data

K	0.09	**PHF**	0.92	**Control Type**	CoordinatedActuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Ponce De Leon Blvd	0	0.57	4	1	12	12	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Ponce De Leon Blvd)	640	1000	50	1	25	30	None	Yes	High

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Ponce De Leon Blvd)	54	1163	0.082	6.61	A	0.00	15.46	D

Arterial Length	0.1326	Weighted g/C	##	FFS Delay	16.32	Threshold Delay	0.00	Auto Speed	15.46	Auto LOS	D

Automobile Service Volumes

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

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

Multimodal Segment Data

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

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to Ponce De Leon Blvd)	100			Yes			Wide			Yes		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	**Score**	**LOS**	**Score**	**LOS**	**1**	**2**	**3**	**Score**	**LOS**	**Adj. Buses**	**LOS**
1 (to Ponce De Leon Blvd)	2.02	B	N/A	N/A				0.61	A	0.00	F

Bicycle LOS	2.02	B	Pedestrian LOS	0.61	A	Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

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

Pedestrian

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

Bus

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

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

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Javier Rodriguez	**Arterial Name**	Ponce De Leon Boulevard	**Study Period**	**Standard K**
Date Prepared	7/27/2022 4:44:45 PM	**From**	Salamanca Ave	**Modal Analysis**	Multimodal
Agency	APCTE	**To**	SR 90/SW 8th St	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	2				

File Name	V:\Projects\DFL117\Traffic\Projects\City of Coral Gables\Task 002 - 1101 E Ponce de\11.Multimodal Analysis\Existing Conditions_Ponce De Leon Blvd.xap
User Notes	

Arterial Data

K	0.09	**PHF**	0.92	**Control Type**	CoordinatedActuated
D	0.55	**% Heavy Vehicles**	17.5	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
SR 90/SW 8th St	180	0.22	4	2	28	11	Yes	ProtPerm	1	105	0.04	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to SR 90/SW 8th St)	2030	9400	465	2	35	40	None	Yes	High

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to SR 90/SW 8th St)	364	2566	0.218	52.79	D	#	15.34	D

Arterial Length	**0.3958**	**Weighted g/C**	**0.22**	**FFS Delay**	**58.28**	**Threshold Delay**	**0.00**	**Auto Speed**	**15.34**	**Auto LOS**	**D**

Automobile Service Volumes

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

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

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to SR 90/SW 8th St)	Typical	Typical	No	No	N/A	Yes	Wide	Yes	12	0.3	Poor	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to SR 90/SW 8th St)	100			Yes			Wide			Yes		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	**Score**	**LOS**	**Score**	**LOS**	**1**	**2**	**3**	**Score**	**LOS**	**Adj. Buses**	**LOS**
1 (to SR 90/SW 8th St)	9.49	F	N/A	N/A				1.51	A	10.87	A

Bicycle LOS	9.49	F	Pedestrian LOS	1.51	A	Bus LOS	10.87	A

MultiModal Service Volume Tables

Bicycle

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

Pedestrian

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

Bus

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

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

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Javier Rodriguez	**Arterial Name**	Antilla Ave	**Study Period**	**Standard K**
Date Prepared	7/28/2022 5:00:46 PM	**From**	Galiano St	**Modal Analysis**	Multimodal
Agency	APCTE	**To**	Ponce De Leon Blvd	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/2012
Arterial Class	2				

File Name	V:\Projects\DFL117\Traffic\Projects\City of Coral Gables\Task 002 - 1101 E Ponce de\11.Multimodal Analysis\Future Conditions_Antilla Ave.xap
User Notes	

Arterial Data

K	0.09	**PHF**	0.92	**Control Type**	CoordinatedActuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Ponce De Leon Blvd	0	0.57	4	2	12	12	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Ponce De Leon Blvd)	645	1020	50	1	25	30	None	Yes	High

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Ponce De Leon Blvd)	54	2361	0.040	6.34	A	0.00	15.66	D

Arterial Length	**0.1335**	**Weighted g/C**	**##**	**FFS Delay**	**16.03**	**Threshold Delay**	**0.00**	**Auto Speed**	**15.66**	**Auto LOS**	**D**

Automobile Service Volumes

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

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

Multimodal Segment Data

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

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to Ponce De Leon Blvd)	100			Yes			Wide			Yes		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	**Score**	**LOS**	**Score**	**LOS**	**1**	**2**	**3**	**Score**	**LOS**	**Adj. Buses**	**LOS**
1 (to Ponce De Leon Blvd)	2.02	B	N/A	N/A				0.61	A	0.00	F

Bicycle LOS	2.02	B	Pedestrian LOS	0.61	A	Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

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

Pedestrian

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

Bus

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

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

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Javier Rodriguez	**Arterial Name**	Galiano Street	**Study Period**	**Standard K**
Date Prepared	7/29/2022 3:23:30 PM	**From**	Phoenetia Ave	**Modal Analysis**	Multimodal
Agency	APCTE	**To**	Antilla Ave	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	2				
File Name	V:\Projects\DFL117\Traffic\Projects\City of Coral Gables\Task 002 - 1101 E Ponce de\11.Multimodal Analysis\Future Conditions_Galiano St.xap				
User Notes					

Arterial Data

K	0.09	**PHF**	0.92	**Control Type**	CoordinatedActuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Antilla Ave	0	0.56	4	1	12	12	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Antilla Ave)	288	1770	88	1	30	35	None	Yes	High

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Antilla Ave)	96	1163	0.147	7.52	A	0.00	9.52	F

Arterial Length	0.0659	Weighted g/C	##	FFS Delay	19.33	Threshold Delay	6.68	Auto Speed	9.52	Auto LOS	F

Automobile Service Volumes

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

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

Multimodal Segment Data

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

Pedestrian SubSegment Data

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

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	**Score**	**LOS**	**Score**	**LOS**	**1**	**2**	**3**	**Score**	**LOS**	**Adj. Buses**	**LOS**
1 (to Antilla Ave)	2.59	B	N/A	N/A				0.65	A	0.00	F

Bicycle LOS	2.59	B	Pedestrian LOS	0.65	A	Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

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

Pedestrian

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

Bus

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

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

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Javier Rodriguez	**Arterial Name**	Phoenetia Avenue	**Study Period**	**Standard K**
Date Prepared	7/29/2022 3:10:04 PM	**From**	Galiano St	**Modal Analysis**	Multimodal
Agency	APCTE	**To**	Ponce De Leon Blvd	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Westbound	**Version Date**	12/12/2012
Arterial Class	2				
File Name	V:\Projects\DFL117\Traffic\Projects\City of Coral Gables\Task 002 - 1101 E Ponce de\11.Multimodal Analysis\Future Conditions_Phoenetia Ave.xap				
User Notes					

Arterial Data

K	0.09	**PHF**	0.92	**Control Type**	CoordinatedActuated
D	0.55	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Ponce De Leon Blvd	0	0.57	4	1	12	12	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Ponce De Leon Blvd)	640	1020	50	1	25	30	None	Yes	High

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Ponce De Leon Blvd)	54	1163	0.082	6.61	A	0.00	15.46	D

Arterial Length	0.1326	Weighted g/C	##	FFS Delay	16.32	Threshold Delay	0.00	Auto Speed	15.46	Auto LOS	D

Automobile Service Volumes

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

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

Multimodal Segment Data

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

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to Ponce De Leon Blvd)	100			Yes			Wide			Yes		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	**Score**	**LOS**	**Score**	**LOS**	**1**	**2**	**3**	**Score**	**LOS**	**Adj. Buses**	**LOS**
1 (to Ponce De Leon Blvd)	2.02	B	N/A	N/A				0.61	A	0.00	F

Bicycle LOS	2.02	B	Pedestrian LOS	0.61	A	Bus LOS	0.00	F

MultiModal Service Volume Tables

Bicycle

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

Pedestrian

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

Bus

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

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

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Javier Rodriguez	**Arterial Name**	Ponce De Leon Boulevard	**Study Period**	**Standard K**
Date Prepared	7/27/2022 4:44:45 PM	**From**	Salamanca Ave	**Modal Analysis**	Multimodal
Agency	APCTE	**To**	SR 90/SW 8th St	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	2				
File Name	V:\Projects\DFL117\Traffic\Projects\City of Coral Gables\Task 002 - 1101 E Ponce de\11.Multimodal Analysis\Future Conditions_Ponce De Leon Blvd.xap				
User Notes					

Arterial Data

K	0.09	**PHF**	0.92	**Control Type**	CoordinatedActuated
D	0.55	**% Heavy Vehicles**	17.5	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
SR 90/SW 8th St	180	0.22	4	2	28	11	Yes	ProtPerm	1	105	0.04	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to SR 90/SW 8th St)	2030	9588	475	2	30	35	Restrictive	Yes	High

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to SR 90/SW 8th St)	372	2619	0.189	52.31	D	#	14.59	D

Arterial Length	0.3958	Weighted g/C	0.22	FFS Delay	58.11	Threshold Delay	0.00	Auto Speed	14.59	Auto LOS	D

Automobile Service Volumes

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

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

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to SR 90/SW 8th St)	Typical	Desirable	No	No	N/A	Yes	Wide	Yes	12	0.3	Poor	Typical

Pedestrian SubSegment Data

	% of Segment			Sidewalk			Separation			Barrier		
Segment #	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**	**1**	**2**	**3**
1 (to SR 90/SW 8th St)	100			Yes			Wide			Yes		

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	**Score**	**LOS**	**Score**	**LOS**	**1**	**2**	**3**	**Score**	**LOS**	**Adj. Buses**	**LOS**
1 (to SR 90/SW 8th St)	8.73	F	N/A	N/A				1.42	A	10.87	A

Bicycle LOS	8.73	F	Pedestrian LOS	1.42	A	Bus LOS	10.87	A

MultiModal Service Volume Tables

Bicycle

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

Pedestrian

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

Bus

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

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

APPENDIX O

Queueing Analysis

Crystal Development -School Drop-off/Pick-up Analysis - School Arrival

Arrival Rate

IN	OUT	
38	22	veh/hr

Service Rate

IN	OUT	
2.00	0.50	mins/veh

Service Time = 1.45 mins/veh

Number of attendants (N) =	3	
Level of Confidence =	0.95	
Storage Provided On-Site =	3	vehicles
Total Entering and Exiting Vehicles(q) =	60	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	41.38	veh/hr/pos
Average Service Rate (t) =	1.45	mins/veh
rho (t/Q) =	0.483	

Expected (avg.) number of vehicles in the system	E(m)=	0.21	
Expected (avg.) number of vehicles waiting in queue	E(n)=	1.66	
Mean time in the queue	E(w)=	0.21	mins
Mean time in system	E(t)=	1.66	mins

Proportion of customers who wait (P)	(E(w) > 0)=	21.93%
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 1.0 vehicles

Crystal Development School Drop-off/Pick-up Analysis - School Dismissal

Arrival Rate

IN	OUT	
33	46	veh/hr

Service Rate

IN	OUT	
3.25	0.50	mins/veh

Service Time = 1.65 mins/veh

Number of attendants (N) =	3	
Level of Confidence =	0.95	
Storage Provided On-Site =	3	vehicles
Total Entering and Exiting Vehicles(q) =	79	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	36.39	veh/hr/pos
Average Service Rate (t) =	1.65	mins/veh
rho (t/Q) =	0.724	

Expected (avg.) number of vehicles in the system	E(m)=	1.38	
Expected (avg.) number of vehicles waiting in queue	E(n)=	3.55	
Mean time in the queue	E(w)=	1.05	mins
Mean time in system	E(t)=	2.70	mins

Proportion of customers who wait (P)	(E(w) > 0)=	52.74%
Probability of a queue exceeding a length (M)	P(x > M)=	5.00%

Queue length which is exceeded 5.00% of the times is equal to 6.3 vehicles

Crystal Development Gate Analysis - PM Peak Hour

Arrival Rate

IN	OUT
55	43

veh/hr

Service Rate

IN	OUT
1.00	1.00

mins/veh

Service Time = 1.00 mins/veh

Number of attendants (N) =	1	
Level of Confidence =	0.95	
Storage Provided On-Site =	2	vehicles
Total Entering and Exiting Vehicles(q) =	98	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	60.00	veh/hr/pos
Average Service Rate (t) =	1.00	mins/veh
rho (t/Q) =	1.633	

Expected (avg.) number of vehicles in the system	E(m)=	-4.21	
Expected (avg.) number of vehicles waiting in queue	E(n)=	-2.58	
Mean time in the queue	E(w)=	-2.58	mins
Mean time in system	E(t)=	-1.58	mins

Proportion of customers who wait (P) (E(w) > 0)=		163.33%
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 -8.1 vehicles

3LW 1F

ORDINANCE NO. 1909

AN ORDINANCE DEALING WITH A CHANGE OF ZONING ON LOTS 1 TO 10, INCLUSIVE, BLOCK 21, "DOUGLAS SECTION", PERMITTING ON A YEAR TO YEAR BASIS A SPECIAL USE FOR CHURCH PURPOSES; AND REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH.

WHEREAS, an application was made by St. James Ev. Luthern Church, Owner for a change of zoning on subject property as follows:

(a) On Lots 2, 3, 4, 5, 6 and 7 from existing SA-13 Apartment Use (2427 minimum sq. ft, floor area) to SXA-13 Apartment Use (2427 minimum sq. ft. floor area).

(b) On Lots 1, 8, 9 and 10 from existing SA-17 Apartment Use (3409 minimum sq. ft. floor area) to XSA-17 Apartment Use (3409 minimum sq. ft. floor area).

The letter symbol "S" permits use of subject property for church purposes including Christian Day School Kindergarten. The letter symbol "X" to permit the extended use for a Christian Day School Elementary Grades 1 through 3; located on all of Block 21, "Douglas Section", 110 Avenue Phoentia, Coral Gables, Florida; and

WHEREAS, after Notice of Public Hearing duly published and notification of all property owners of record within three hundred feet (300'), a public hearing was held before the Planning Board of The City of Coral Gables, Florida on March 15, 1971, at which hearing all interested persons were afforded an opportunity to be heard; and

WHEREAS, the Planning Board at its regular meeting of March 15, 1971 recommended that the request for change of zoning be approved;

NOW, THEREFORE, BE IT ORDAINED BY THE COMMISSION OF THE CITY OF CORAL GABLES:

SECTION 1. That Ordinance No. 1525, as amended, and known as the "Zoning Code", and, in particular, that certain Building Content and Area District Map, Plate No. 5, attached to and by reference made a part thereof, be and the same hereby is amended to show henceforth a change of zoning on subject property as follows:

(a) On Lots 2, 3, 4, 5, 6 and 7 from existing SA-13 Apartment Use (2427 minimum sq. ft. floor area) to SXA-13 Apartment Use (2427 minimum sq. ft. Floor area).

(b) On Lots 1, 8, 9 and 10 from existing SA-17 Apartment Use (3409 mimimum sq. ft. floor area) to XSA-17 Apartment Use (3409 minimum sq. ft. floor area).

The letter symbol "S" permits use of subject property for church purposes including Christian Day School Kindergarten. The letter symbol "X" to permit the extended use for a Christian Day School Elementary Grades 1 through 3; located on all of Block 21, "Douglas Section", 110 Avenue Phoenetia, Coral Gables, Florida.

SECTION 2. That the extended use of subject property for a Christian Day School Elementary Grades 1, 2 and 3, shall be on a year to year basis.

SECTION 3. That all ordinances or parts of ordinances in conflict or inconsistent herewith hereby are repealed insofar as there is conflict or inconsistency.

PASSED AND ADOPTED THIS TWENTY SEVENTH DAY OF APRIL, A. D. 1971.

APPROVED:

W. Keith Phillips, Jr.
MAYOR

ATTEST:

Loretta V. Sheehy, CITY CLERK

CITY OF CORAL GABLES, FLORIDA

ORDINANCE NO. 2962

AN ORDINANCE AMENDING ORDINANCE NO. 1525, AS AMENDED AND KNOWN AS "ZONING CODE", AND IN PARTICULAR USE AND AREA MAP PLATE NO. 5, TO EXPAND EXISTING CHURCH SCHOOL USE ON LOTS 1 - 10, BLOCK 21, DOUGLAS SECTION, CORAL GABLES, DADE COUNTY, FLORIDA (110 PHOENETIA AVENUE) BY PERMITTING GRADES 4, 5 AND 6, IN ADDITION TO GRADES K THROUGH 3 CURRENTLY PERMITTED AS AN "X" USE; SETTING FORTH CONDITIONS; AND REPEALING ALL ORDINANCES INCONSISTENT HEREWITH.

WHEREAS, Application No. 545-P was submitted requesting that Use and Area Map Plate No. 5 be amended to expand the existing church school use by permitting grades 4, 5 and 6, in addition to grades K through 3 currently permitted as an "X" use on Lots 1 through 10, inclusive, Block 21, Douglas Section; and

WHEREAS, after notice of public hearing duly published and notification of all property owners of record within three hundred (300) feet, a public hearing was held before the Planning and Zoning Board of the City of Coral Gables on September 4, 1991, at which hearing all interested persons were afforded the opportunity to be heard and the Planning and Zoning Board recommended to the City Commission that the applicant's request be approved subject to certain conditions;

NOW, THEREFORE, BE IT ORDAINED BY THE COMMISSION OF THE CITY OF CORAL GABLES:

SECTION 1. That Ordinance No. 1525, as amended, and known as the "Zoning Code", and in particular, that certain Use and Area Map Plate No. 5, by expanding the existing church school use by permitting grades 4, 5 and 6, in addition to grades K through 3 currently permitted as an "X" Use on Lots 1 through 10, inclusive, Block 21, Douglas Section (110 Phoenetia Avenue).

SECTION 2. That said church school is hereby subject to the following conditions and restrictions:

1. That the maximum number of students permitted to attend the school (pre-school through sixth grade) shall be limited to seventy-five (75).

2. That the school shall meet all applicable H.R.S. requirements.

3. That the necessary site improvements shall be adhered to as per submitted drawings.

SECTION 3. That all ordinances or parts of ordinances in conflict or inconsistent herewith shall be and they are hereby repealed insofar as there is conflict or inconsistency.

PASSED AND ADOPTED THIS THIRTEENTH DAY OF NOVEMBER, A. D., 1991.

APPROVED:

GEORGE M. CORRIGAN
MAYOR

ATTEST:

VIRGINIA L. PAUL
CITY CLERK
H/K(5)

	City of Coral Gables **Public Hearing Notice**	

Applicant:	**FRC Realty, LLC**
Application:	**1. Small Scale Comprehensive Plan Map Amendment** **2. Zoning Map Amendment** **3. Planned Area Development (PAD)** **4. Conditional Use - Mixed-use Site Plan, Private School, Live/Work Units, and Encroachment Agreement**
Property:	**110 Phoenetia Avenue**
Public Hearing - Date/Time/ Location:	**PLANNING & ZONING BOARD** **Wednesday, June 17, 2026, 6:00 p.m.** Community Meeting Room, Police and Fire Headquarters, 2151 Salzedo Street, Coral Gables, Florida, 33134 e-comments: www.CoralGables.GranicusIdeas.com/meetings

PUBLIC NOTICE is hereby given that the City of Coral Gables, Florida, Planning and Zoning Board will conduct a Public Hearing on **Wednesday, June 17, 2026** at the Community Meeting Room, Police and Fire Headquarters, 2151 Salzedo Street, Coral Gables, Florida.

An application has been submitted by Jorge L. Navarro, Esq. of Greenberg Traurig, P.A. on behalf of FRC Realty, LLC (the "Applicant") to the City of Coral Gables, requesting review of a 9-story (93ft) mixed-use building that includes approximately 5,000 square feet of ground floor dedicated educational space for Crystal Academy, 16 ground floor live-work units, and 184 upper level residential units.

The following application requests require review and recommendation by the Planning and Zoning Board at one (1) public hearing, and consideration by the City Commission at two (2) public hearings.

1. **Change of Land Use.** *An Ordinance of the City Commission of Coral Gables, Florida amending the Future Land Use Map and Mixed Use Overlay District Map of the City of Coral Gables Comprehensive Plan pursuant to Zoning Code Article 14, "Process," Section 14-213, "Comprehensive Plan Text and Map Amendments," and Small Scale amendment procedures (ss. 163.3187, Florida Statutes), from "Religious/Institutional" to "Commercial Mid-Rise Intensity" and to include within the boundaries of the North Ponce Mixed Use District Overlay, Block 21, Revised Plat of Coral Gables Douglas Section (110 Phoenetia Avenue), Coral Gables, Florida; providing for a repealer provision, severability clause, and an effective date.*

2. **Change of Zoning.** *An Ordinance of the City Commission of Coral Gables, Florida making Zoning District boundary changes pursuant to Zoning Code Article 14, "Process," Section 14-212, "Zoning Code Text and Map Amendments:" 1) from "Special Use" to "Mixed Use 2", and 2) to include within*

the boundaries of the North Ponce Mixed Use District Overlay, Block 21, Revised Plat of Coral Gables Douglas Section (110 Phoenetia Avenue), Coral Gables, Florida; providing for a repealer provision, severability clause, and an effective date.

3. **Planned Area Development (PAD).** *An Ordinance of the City Commission of Coral Gables, Florida granting approval of a Planned Area Development (PAD) pursuant to Zoning Code Article 14, "Process," Section 14-206, "General Procedures for Planned Area Development" for a mixed-use project referred to as "Crystal Residences," including a private school, on property legally described as Block 21, Revised Plat of Coral Gables Douglas Section (110 Phoenetia Avenue), Coral Gables, Florida; superseding Ordinance No. 1909 and Ordinance No. 2962; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date.*

4. **Conditional Use** *A Resolution of the City Commission of Coral Gables, Florida, requesting Mixed-Use Site Plan Review and an Encroachment Agreement pursuant to Article 14, "Process" Section 14-203, "Conditional Uses," for a proposed mixed-use project, referred to as "Crystal Residences," including a private school and live/work units; on property legally described as Block 21, Revised Plat of Coral Gables Douglas Section (110 Phoenetia Avenue), Coral Gables, Florida; superseding Ordinance No. 1909 and Ordinance No. 2962, to permit the current accessory school as a principal use; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date.*

Additional information may be found at www.coralgables.com. Please forward to other interested parties.

The meeting will also be via Zoom at www.zoom.us/j/83788709513. A dedicated phone line will also be available by dialing: (305) 461-6769, Meeting ID: 837 8870 9513.

The public may also provide any comments by sending an email to planning@coralgables.com prior to the meeting.
Sign up to receive future public notices via email at https://arcg.is/zOeKv.

Sincerely,

City of Coral Gables, Florida

From: Garcia, Jennifer
To: Chen, Fengqian
Subject: FW: Crystal Residences – 110 Phoenetia Ave – PZ Board 6/17 – Public Comment
Date: Friday, June 12, 2026 3:36:51 PM

From: Dacosta, Susan <sdacosta@coralgables.com>
Sent: Friday, June 12, 2026 2:24 PM
To: Garcia, Jennifer <jgarcia4@coralgables.com>; Menendez, Jill <jmenendez@coralgables.com>
Subject: FW: Crystal Residences – 110 Phoenetia Ave – PZ Board 6/17 – Public Comment

FYI

From: Urquia, Billy <burquia@coralgables.com>
Sent: Friday, June 12, 2026 2:22 PM
To: Dacosta, Susan <sdacosta@coralgables.com>
Subject: FW: Crystal Residences – 110 Phoenetia Ave – PZ Board 6/17 – Public Comment

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From: Carol Smith <miami_lorac@yahoo.com>
Sent: Friday, June 12, 2026 10:47 AM
To: Urquia, Billy <burquia@coralgables.com>
Subject: Crystal Residences – 110 Phoenetia Ave – PZ Board 6/17 – Public Comment

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Dear Members of the Planning and Zoning Board,

I am writing regarding the application submitted by FRC Realty, LLC for Crystal Residences at 110 Phoenetia Avenue.

The applicant is requesting a Comprehensive Plan amendment, zoning map amendment, Planned Area Development (PAD) approval, and Conditional Use approval for a nine-story mixed-use development. Taken together, these approvals would change the development framework for this site and shape future expectations in the North Ponce neighborhood.

My concern is focused on consistency with the intent of the North Ponce Neighborhood Conservation Overlay District.

The Overlay District was established to preserve the area's garden apartment character and maintain a low-rise residential development pattern. I respectfully ask the Board to consider whether a nine-story mixed-use structure is consistent with that intent.

The application also includes 16 live-work units and 184 residential units. This level of intensity warrants careful review in relation to neighborhood scale and compatibility.

The City is currently conducting a historic resource evaluation of the North Ponce neighborhood. While no designation has been adopted, this process provides relevant context regarding the area's character and development pattern.

Approval of this request would also establish a reference point for how similar applications are evaluated in the future.

For these reasons, I respectfully ask the Board to carefully evaluate whether the requested approvals are consistent with the Overlay District and the City's long-term planning framework.

Thank you for your time and consideration.

Respectfully,

Carol M. Smith
824 Galiano Street
Coral Gables, FL 33134
786-443-0038

From:	Carol Smith
To:	Planning
Subject:	Crystal Residences – 110 Phoenetia Ave – PZ Board 6/17 – Public Comment
Date:	Friday, June 12, 2026 8:02:28 AM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Dear Members of the Planning and Zoning Board,

I am writing regarding the application submitted by FRC Realty, LLC for Crystal Residences at 110 Phoenetia Avenue.

The applicant is requesting a Comprehensive Plan amendment, zoning map amendment, Planned Area Development (PAD) approval, and Conditional Use approval for a nine-story mixed-use development. Taken together, these approvals would change the development framework for this site and shape future expectations in the North Ponce neighborhood.

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The City is currently conducting a historic resource evaluation of the North Ponce neighborhood. While no designation has been adopted, this process provides relevant context regarding the area's character and development pattern.

Approval of this request would also establish a reference point for how similar applications are evaluated in the future.

For these reasons, I respectfully ask the Board to carefully evaluate whether the requested approvals are consistent with the Overlay District and the City's long-term planning framework.

Thank you for your time and service.

Respectfully,

Carol Smith
824 Galiano St.
Coral Gables, FL 33134
786-443-0038

From: Garcia, Jennifer
To: Chen, Fengqian
Subject: FW: Garden of Our Lord
Date: Friday, June 12, 2026 3:36:40 PM

-----Original Message-----
From: Dacosta, Susan <sdacosta@coralgables.com>
Sent: Friday, June 12, 2026 2:23 PM
To: Garcia, Jennifer <jgarcia4@coralgables.com>; Menendez, Jill <jmenendez@coralgables.com>
Subject: FW: Garden of Our Lord

FYI

-----Original Message-----
From: Jane Maranos <maranosj@att.net>
Sent: Friday, June 12, 2026 10:29 AM
To: City Clerk <CityClerk@coralgables.com>
Subject: Garden of Our Lord

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Please forward to the Planning and Zoning Board, (to be read at the meeting next week.)

I cannot say anything that has not already been said.

You already know: that this area was designed as a garden apartment district.

You already know : that George Merrick planned this area as part of the “Garden City” model.

You already know : Prominent Architects oppose this.

You already know : this project is against present zoning codes.

I could go on and on about the importance of green-space and tree canopy but,

You already know the facts so please save this site where The Garden of Our Lord, St James Lutheran Church & Crystal Academy still stand.

You have the power to preserve an important part of Coral Gables Cultural Heritage. Please, do the right thing!

Therefore,
I strongly oppose this project as presented.

Cordially,
Jane Maranos

1261 Milan Avenue
CG 33134
Sent from my iPhone

From: JULIAN GAJATE
To: Planning
Subject: 110 PHOENETIA AVENUE
Date: Sunday, June 7, 2026 1:02:06 PM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

JUST DON'T..!!! KEEP CORAL GABLES AS OLD ORIGINAL CORAL GABLES...JULIAN RICARDO GAJATE.

Yahoo Mail: Search, Organize, Conquer

From:	Karelia Carbonell
To:	Planning
Subject:	LETTER | PLANNING & ZONING BOARD June 17 2026 - 110 Phoenetia Avenue
Date:	Friday, June 12, 2026 8:05:23 AM
Attachments:	CG Sept Issuu Green Acres Sept 2023.pdf 12-13_1061_GablesLiving_Oct22 (1).pdf 02092023 BOA presentation Crystal - 01 24 23 - BOA.pdf

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Planning & Zoning Board:

The below project is scheduled to come before the P&Z Board on Wednesday June 17 2026 at 6PM

BOAR-22-08-0326
110 PHOENETIA AVE
Coral Gables, FL 33134--331
Mixed use development.

[Please read the attached articles]

PLEASE LOOK AT THE Attached PROPOSED RENDERING BY A LICENSED ARCHITECT.
IT IS A BEAUTIFUL OPTION THAT CARVES OUT [PRESERVES] THE GARDEN [GREEN], INCLUDES THE SCHOOL[ORANGE] AND STILL ALLOW HOUSING DEVELOPMENT [YELLOW] COMPATIBLE WITH THE DISTRICT.

Here are key points:

- **Zoning violation** — The block is zoned Special Use/Religious with a 4-story max height. A 9-story building clearly exceeds this.
- **Incompatible with the neighborhood** — Surrounding structures are 1-4 stories tall. Four single-family homes are directly adjacent.
- **Historic sensitivity** — Six historically designated structures on Phoenetia Ave, three on Antilla Ave, and the neighborhood is being studied for Historic District designation.
- **Violates Section 1-103** — The Zoning Code requires new development to be compatible with surrounding architecture and protect residential neighborhoods from incompatible uses.
- **Violates two additional ordinances** — The North Ponce Neighborhood Conservation Overlay District Ordinance and the Coral Gables Historic City Plan both call for low-rise development in scale with the neighborhood.
- **Contradicts the Community Vision Workshop** — The City's own planning process called for 2-4 story limits and converting the site into park space.
- **Infrastructure can't support it** — Narrow residential streets are not equipped for a 9-story building with a 350-car garage.
- **PAD request is misleading** — The courtyard offered as a "public benefit" is only accessible when the adjacent school isn't in session, which has never been accepted as qualifying green space under PAD rules.

On behalf of the **Historic Preservation Association of Coral Gables**, please accept this letter
in **opposition** to the project as presented.

First, this area is under a Commission-funded study and consideration for historic designation. The project will directly affect the preservation of
THE GARDEN OF OUR LORD

Second, this project is an encroachment into the North Ponce neighborhood. The developer bought the parcel zoned as **Institutional/Religious** and seeks a variance to build its mixed-use development. This area is under a Commission-funded study and consideration for historic designation.

Third, the neighborhood is protected under the zoning code, Section **2-404 North Ponce Neighborhood Conservation District Overlay (NPCO)**. This code was passed to preserve and enhance the garden apartment character of the North Ponce residential neighborhood properties. George Merrick's historic city plan refers to this area as the "Douglas Section." **[See attached to read recent article published in the Coral Gables Magazine about the significance of the area.]**

Fourth, the proposed project's density will have an adverse impact on the quality of life and wellness of the residents living on the abutting streets and the historic landmarks surrounding the area specifically the nationally recognized *Coral Gables Woman's Club and the Douglas Entrance* .

Finally, the proposed project will not only raze **The Garden of Our Lord,** deemed a *cultural landscape* by two nationally-recognized, prominent UM School of Architecture professors, but will remove the historic green canopy and heritage trees surrounding the property that are original to Merrick's "garden city" planned neighborhood. The Garden is also a memorial to world war veterans and burial site. **[See attached to read the article published in the Gables Living magazine about the significance of The Garden.]**

Respectfully submitted,
Karelia Martinez Carbonell
President, Historic Preservation Association of Coral Gables

A Gables garden worthy of preserving; One of only three biblical gardens where tropical fish used to abound and lotus blooms everlastingly

The Garden of Our Lord is worthy of historic designation status. The Garden is a treasure in Coral Gables. It has great significance culturally, historically, aesthetically, ecologically, and architecturally. Yet above all, the Garden is part of a " green corridor" which runs from East Ponce until the Douglas Entrance. It is lined with specimen trees covered with Spanish Moss. The Garden is an essential part of the neighborhood.

WORTHY OF PRESERVING

I commend Ms. Bonnie Bolton for her relentless and selfless advocacy on behalf of the preservation of the Garden of Our Lord and I agree with Miami Herald journalist Ms. Bea Hines when she observes, "some things are worthy of preserving." And this Gables garden is worthy. It is no ordinary piece of land. It holds as much emotional aura as it does historical flora. Entering the walled enclave, one feels the spirit. And yes, as developer Mr. Pino states in Hines' Miami Herald piece, it should "be handled with the utmost respect." A garden sitting on consecrated ground should not only be respected but revered.

Founded in 1951 by parishioners as a biblical garden, seeds brought back from the Garden of Gethsemane in Jerusalem germinated into plants that included date palms and clumps of bulrushes. Plantings also included hyssop and cypress, cassia, red sandalwood, apple, camphor and cedar of Lebanon, the oleander, mulberry, fig, myrtle, the balm tree and the spikenard shrub used for special anointing. Walking among the trees and shrubs native to the Holy Land, one is transported to an otherworldly experience hard to explain. An Eden in the midst of our garden city as George Merrick would have imagined it. It is a memorial garden, and also a cemetery--a final resting place for some families. A sacred ground.

Seventy plus years ago, the Garden of Our Lord was one of only three biblical gardens in the United States, created as a sanctuary for prayer and meditation. Grieving families carved out a garden as a place of spiritual comfort. It is fitting it should stand in perpetuity not fall to indifference or a multi-story condo. The understanding is that the parcel where the garden sits still remains designated as Religious/Institutional land until a zoning change is approved. Some things are worthy of a miraculous intervention.



Coral rock grotto in present condition. "Here tropical fish used to abound and lotus blooms everlastingly." [Photo credit: JMaranos]



"Statue Still Standing" in present condition "overlooking the naturally rustic Children's Pool of coral rock, toward which all paths of the Garden eventually lead." [Photo credit: JMaranos]

FROM THE ARCHIVES. ARTICLE FROM 1956.

New Garden Grows Far West of Eden

Coral Gables Church has garden planted with flowers, trees and bushes mentioned in the scriptures.

By Harriet Blackwell Miami Sunday News, Florida Living, p12G, December 23, 1956.

"And the Lord God planted a garden eastward in Eden and there he put the man he had formed" Ever since Genesis, gardens have been an important link between God And Man.

One of the most unusual gardens is a the Garden Of Our Lord, 110 Phoenetia Avenue, Coral Gables. It covers a quarter of a city block next to St James Lutheran Church. The garden, planned around trees and shrubs native to the Holy Land, found a congenial climate in South Florida, with weather similar to that of Jerusalem.

There are no guides. Yet visitors to the garden are not



Outdoor Chapel in present condition [Photo credit: JMaranos]



Historical artifact. 1950s postcard depicting hand-carved statue of Christ. This beautiful statue of white Carrera marble was commissioned by Col. W.E. Hackett, chairman of the Garden committee. The 7 ½ foot statue was dedicated in 1953 [Photo credit: Vintage postcard circa 1950s]



Historical artifact. 1950s postcard depicting the unique outdoor chapel. "It is most impressive to rise from the kneeling bench and find, upon turning, the arm of Christ upraised in benediction." [Photo credit: Vintage postcard circa 1950s]

confused, for all the specimens bear identification plates, complete with Biblical references, relating each tree to the Word, and telling the part it played as the scroll of religious history unfolded.

Seeing these trees growing instead of merely an illustration in the Book adds reality and immediacy to the Bible. A tremendous date palm is reminiscent of Palm Sunday, and John's words echo along through the ages: "They took branches of palm trees and went forth to meet Him."

A little girl runs through the paths and pauses before a clump of bulrushes, and her eyes grow large with wonder. "Mother" she says, "was Moses really hidden in plants like these?"

Hyssop recalls the Passover when bunches of it were dipped in the blood of the sacrificial animal and applied to the lintel and the two side posts of the homes of the Israelites, insuring protection for them as God passed through the land to smite the Egyptians.

Towering over lesser trees a cypress brings the tabernacle to mind, as does the cassia, the red sandalwood, the apple, the camphor and the cedar of Lebanon.

The fruit of a pomegranate is associated with decoration of the pillars of the temple, while the almond brings to mind the rod of Aaron, blossoming in the tabernacle and the golden candelabra, made "like unto almonds with knops and flowers" that were placed upon the alter.

The oleander is here too and the mulberry and the "willows of the brook". So are the fig, the myrtle and the mastic, or balm tree. Jeremiah spoke of the balm of Gilead, the balm being a healing property in the resinous sap of the tree. Further along the path is the spikenard, the same kind of shrub which yielded a rare ointment with which Mary anointed the feet of Christ.

Aside from flora mentioned in the Bible, plants long associated with the Christian story in song and legend crept in: the Passion flower represents the "vine" which twines through biblical history; the dogwood is supposed to have furnished wood for Calvary's cross; the Judas tree is that upon which the betrayer hanged his self in his despair, while for years the poinsettia has been a symbol of Christmas.

The church of St James has taken over full care of this lovely garden. It is kept open from nine in the morning until nine at night and all who are interested may enter at will. The registry bears names from every part of the world.

Points:

- Secluded grotto in the Garden of Our Lord, 110 Phoenicia Avenue Coral Gables. All the plants in this garden (open daily to the public) are mentioned in or bear some reference to Holy Writ.
- Visitors to the garden have no trouble identifying flora as each tree and plant bears a plate giving name and biblical reference.
- The olive branch is an ancient symbol of peace, frequently mentioned in the Bible. This olive tree has grown tall in our South Florida climate that is very similar to weather in Jerusalem.

The Historic Preservation Association of Coral Gables is a 501c3 non-profit founded in 1991. The Association promotes the understanding of the importance of historic resources and their preservation. For more information and/or to support the mission of HPACG, please visit www.historiccoralgables.org.

BY Karelia Martinez Carbonell, President Historic Preservation Association of Coral Gables

BOUNDARY SURVEY





1. CRYSTAL ACADEMY
2. APARTMENT BUILDING.
3. TOWNHOUSES
4. THE GARDEN OF OUR LORD.

LEGAL DESCRIPTION:

Lots 1,2,3,4,5,6,7,8,9 & 10 Block 1 OF "REVISED PLAT OF CORAL GABLES DOUGLAS SECTION" according to the plat thereof, as recorded in Plat Book 25 at Page 69 of the Public Records of Miami-Dade County, Florida.

LEGEND

SURVEYOR'S NOTES:

1) The herein captioned Property are surveyed and described based on the shown Legal Description Provided by Client.
2) This Certification is only for the lands as described. It is not a certification of Title, Zoning, Easements, or Freedom of Encumbrances. ABSTRACT NOT REVIEWED.
3) Accuracy: the expected use of the land, as classified in the Minimum Technical Standards (5J-17), is "High Risk Residence". The minimum relative distance accuracy for this type of boundary survey is 1 foot in 10,000 feet. The accuracy obtained by measurement and calculation of a closed geometric figure was found to exceed this requirement.
4) Foundations and/or footings that may cross beyond the boundary lines of the parcel herein described are not shown hereon.
5) Not valid without the signature and the original raised seal of a Florida Licensed Surveyor and Mapper. Additions or deletions to survey maps or reports by other than the signing party or parties is prohibited without written consent of the signing party or parties.
6) Contact the appropriate authority prior to any design work on the herein described parcel for Building and Zoning information.
7) Underground utilities are not depicted hereon, contact the appropriate authority prior to any design work or construction on the property herein described. Surveyor shall be notified of any deviation from utilities shown hereon.
8) Folio # 03-4108-006-1940
9) Ownership subject to Opinion of Title
10) Type of Survey: Boundary Survey
11) North arrow direction and bearings are based on center line of Phoenetia Avenue of Section 8, Township 54 South, Range 41 East of Miami-Dade County, Florida
12) Elevations are based on National Geodetic Vertical Datum of 1929
13) Bench Mark Used:Coral Gables 320, ELEV=15.69', U-Dade, FL
14) Property Address:110 Phoenetia Ave, Coral Gables, FL 33134
15) Flood Zone Criteria: Panel Number:12086C0364 L, Final Zone: X, Date:Sept 11, 2009, Base Flood Elev.= N/A
16) This PLAN OF SURVEY has been prepared for the exclusive use of the entities named hereon. The Certificate does not extend to any unnamed party.
   a) Century Crystal Group, LLC, a Florida limited liability company
   b) First American Title Insurance Company
   c) FLEITAS PLLC
   d) Intermediate Finance Bank, its successors and/or assigns as their interests may appear.

SURVEYOR'S CERTIFICATE:

I Hereby Certify to the best of my knowledge and belief that this drawing is a true and correct representation of the BOUNDARY SURVEY of the real property described hereon.
I further certify that this survey was prepared in accordance with the applicable provisions of Chapter 5J-17 — Florida Administrative Code.

Original Field Survey Date: MAY 1, 2021

By: _____
Sergio Redondo P.S.M.
Professional Surveyor and Mapper
State of Florida, Registration No. 3162

ZONING RESPONSIBLE & ACCOUNTABLE

SERGIO M. REDONDO
PSM # 3162 STATE OF FLORIDA
FIN. SURVEYING
FAX (305) 594-1930
LB # 4474

ISSUE OF ASSESSMENT		
ISSUE		
REVISION NO.		

110 Phoenetia Avenue, Coral Gables, FL 33134

BOUNDARY SURVEY

Century Home Builders Group

SCALE: 1" = 20' | DRWN BY: N.R. | JOB NO.: 711921 | SHEET NO.: 1 of 1 sheet

LAND SURVEYOR'S CERTIFICATE NO. 3162 STATE OF FLORIDA

CORWIL ARCHITECTS
4210 LAGUNA ST. CORAL GABLES FL. 33146
LIC.NO: AA-C002151 T:305.448.7383

PROJECT:
CRYSTAL
1101 E. PONCE DE LEON BLVD.
Coral Gables, FL 33134

DEVELOPERS:

CENTURY CRYSTAL GROUP/LLC
1801 PONCE DE LEON BLVD.
CORAL GABLES, FL. 33134

SURVEY

PHASE:
BOA SUBMITTAL

REVISIONS		
Revision #	Revision Description	Date

SEAL:

STATE OF FLORIDA — JUAN ANTONIO CORWIL — ARCHITECT — REGISTERED ARCHITECT

THESE DRAWINGS ARE THE PROPERTY OF CORWIL ARCHITECTS INC. UNLESS OTHERWISE PROVIDED FOR BY CONTRACT, THE CONTENTS OF THESE DRAWINGS ARE CONFIDENTIAL AND SHALL NOT BE TRANSMITTED TO ANY OTHER PARTY EXCEPT AS AGREED TO BY THE ARCHITECT / ENGINEERS.

DATE: 06/07/2022
JOB No.: 2021-25
DRWN BY: MC, SR, AV
APPROVED BY: AMC
PRINTED: 1/23/2023 11:21:16 AM

SHEET NUMBER:

A-1.00



1415 SALZEDO

Green Acres

THE SIGNATURE GARDEN APARTMENTS OF THE NORTH PONCE DISTRICT

BY BRUCE FITZGERALD AND KARELIA MARTINEZ CARBONELL
PHOTOS BY VICKI CERDA

Coral Gables emerged when the Merrick family's 1,200-acre citrus plantation was reimagined as a master-planned Garden City inspired by "City Beautiful" movements in northern communities like Tuxedo Park (New York), Forest Hills (New York), and Shaker Heights (Ohio). The City's 1925 incorporation, along with George Merrick's visionary approach to place-making, became the impetus for a hugely successful marketing campaign proclaiming Coral Gables "The Miami Riviera in The Heart of The American Tropics." Suddenly, Coral Gables was not only tropical – it was topical. We were hot news.

But from the beginning, Coral Gables was also "The City Different," made so by strict adherence to one of the Garden City's core mandates: create a clear separation of districts according to their purpose. As such, the city as early as 1921 laid out distinct residential, business, industrial, and recreational sections. Significantly, according to the city's 2018 Designation of The Coral Gables Historic City Plan, "homes built for modest incomes were built alongside grand palazzos, and a section of the city was devoted to multi-family housing, producing a truly democratic environment."

This democratization of Coral Gables was noticeably apparent in the city's "Douglas Section," located in the northeast portion of the Master Plan and roughly bounded by Alhambra Circle, Southwest 8th Street, and Douglas and Le Jeune Roads. It was, as described in the Designation of The Coral Gables Historic City Plan, "dedicated to multi-family residences targeted at

"CORAL GABLES DESERVES CONSIDERATION AS ONE OF THE WORLD'S PREEMINENT GARDEN VILLAGES."

ROBERT A.M. STERN, ARCHITECT AND AUTHOR






TOP LEFT: 223 MENORES
TOP RIGHT: 230 PHOENETIA
BOTTOM LEFT: 902 SALZEDO
BOTTOM RIGHT: 1314 SALZEDO

middle-income families." Here, tree-lined streets and both public and private green spaces established the city's design aesthetic as much as its celebrated Mediterranean Revival building style. This was place-making of both architectural and horticultural consequence. As the *Chicago Tribune* described Coral Gables in 1926, "Each home is delightfully placed among enchanting gardens in a city that is a brilliant garden in itself" – one designed, it should be noted, by Florida's first registered landscape architect, Frank M. Button.

Today known simply as the North Ponce area, the former Douglas Section has evolved into a mixed-use neighborhood with many of its original greenspaces and garden apartments still extant. As renowned architect, educator, and author Robert A.M. Stern has observed about the city: "Coral Gables deserves consideration as one of the world's preeminent garden villages." That small-town quality can still be found in the North Ponce area, which continues to provide a welcome respite from encroaching urbanization.

Recently, a Historic District Designation Study of the North Ponce area has been green-lighted by Coral Gables city officials. This study could formally recognize the area for its contribution to our built environment, instead of its present diminution into 10-story "luxury" apartment complexes that are erasing the character of the area. Modest in scale and surrounded by lawns bordered by lush tropical vegetation, our Garden Apartments represent a 20th-century lifestyle ideal that still resonates. "How fair is a garden," Disraeli famously proclaimed, "amid the trials and passions of existence." It›s not unrealistic to imagine that George Merrick was listening. ■

Karelia Martinez Carbonell is the president of the Historic Preservation Association of Coral Gables.

From: Robin Burr
To: Planning
Subject: Opposition to 110 Phoenetia Avenue Project
Date: Monday, June 8, 2026 10:10:15 AM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Dear City of Coral Gables Board of Architects,

I understand the project at 110 Phoenetia Avenue is coming in front of the Planning and Zoning Department, June 17, 2026 and I wanted to send you an email regarding my opposition to the project as presented.

I have lived in the City of Coral Gables for 33 years. I have been a member of the Coral Gables Woman's Club for 26 years. I am opposed to the development which is planned next door to the Woman's Club property as it is completely out of place in the neighborhood. East Ponce is very low rise and residential and to suddenly allow a 13 story building at 110 Phoenetia Avenue is out of prospective for the area. This is not Ponce de Leon Blvd. It is EAST Ponce de Leon Blvd.

Our club house celebrated 100 years in 2023. Our Centennial. Much of our income is derived from renting our historic building so we can maintain the building to City standards while supporting our Coral Gables Children's Dental Clinic since 1939. https://coralgableswomansclub.org/dentalclinic/ With this development, our business will be affected by both construction dust and use of all our "free parking" surrounding our building.

Not only that, but the Garden of the Lord will be destroyed. There are very old trees in the garden and some plants that are not replaceable. Living in Coral Gables, I have to obtain permits to remove trees, and only if they are diseased. Why is it a developer can come in and just destroy everything with no plan to replace it?

Also, at least one of the trees is a live oak determined to be 163+ years old by Aurelio Gabaldon Gutierrez, Civil Forest Engineer Geologist and ISA & FNGLA Certified Arborist. If this tree were to be moved, according to Jody Haynes, who works for Signature Palms and has 20+ years of experience moving large specimen trees, it will take more than a year, a great deal of money (six figures) and there is no guarantee the tree will survive the move.

So this project is too large and too dense for the neighborhood. It is not in harmony with the surrounding North Ponce neighborhood. The developer purchased this parcel zoned as Institutional/Religious and now is seeking a variance to build here. This area is under a commission-funded study for historic designation.

This neighborhood is protected under the zoning code, Section 2-404 North Ponce Neighborhood Conservation District Overlay (NPCO). The density of this proposed project will have an adverse impact on the historic landmarks surrounding the area, specifically the nationally and state recognized Coral Gables Woman's Club and the Douglas Entrance.

It will be destroying “historic green space, “The Garden of Our Lord,” deemed a cultural landscape by two nationally recognized prominent UM School of Architecture professors which it does not have plans to replace.

This building should not be allowed.

Thank you for your consideration.

Regards,
Robin

—
Robin V. Burr
Centennial Chair - Historian
GFWC Coral Gables Woman’s Club
www.gfwccoralgableswomansclub.org/
305-794-1541 cell

Mayor Lago, Vice-Mayor, City Commissioners and The Planning and Zoning Board:
Re : The Two Hundred Year Old Tree and The Garden of our Lord

The developer is attempting to change the zoning for the block upon which the Garden and the Tree sit. The request to change the zoning must be denied. The developer is requesting to receive Planned Area Development (PAD). This is a blatant and fraudulent attempt to acquire more square footage than they are entitled to. PAD necessitates that developers provide public green space. The fraud exists because they are offering an occasional green space, a space that must be shared with the school and will only be available to the public when school is not in session. Thus, it is unmitigated fraud and a major violation of our City Code. Do not allow the developer to commit fraud against our City and the residents of this lush residential neighborhood.

Alicia Clark 227 Antiquera Ave #103

Dear Planning and Zoning Board,

I live in Coral Gables and I am writing to oppose the zoning changes proposed for the Garden of our Lord. My ask is simple: please deny this application.

George Merrick had a vision for this city. He built something coherent, intentional, and beautiful. Section 1-103 of our Zoning Code exists to protect that vision — to ensure that new development respects the character, scale, and design of the neighborhoods Merrick created. A nine-story building rising over a block of one-to-four-story homes and historically designated structures is not consistent with that vision by any measure.

The North Ponce Neighborhood Conservation Overlay District Ordinance and the Coral Gables Historic City Plan both echo this. They call for low-rise, context-sensitive development in this area. The North Ponce Community Vision Workshop went further, calling for two-to-four-story buildings and the conversion of the Garden site into park space.

All of these frameworks exist for a reason. I ask the Board to respect them and vote no on this application.

Respectfully,

Scott Norberg
1091 Galiano St. #501
Coral Gables, FL 33134

Scott P. Norberg

Please deny the zoning changes in Coral Gables.

Evelyn Cruz Evelyn Cruz

42 phoenicia Ave

Dear Elected Officials, Planning and Zoning Board,

I am writing to oppose the proposed zoning changes for the Garden of our Lord and to ask the Board to vote no on this application.

I want to focus on one thing: the PAD request, because I think it reveals a great deal about the nature of this application overall.

Planned Area Development incentives were created to benefit the community — to bring usable, accessible public green space into areas that need it. The "public benefit" offered here is a courtyard inside a school campus. It will be available to the public only when school is not in session. That is not a public park. That is not meaningful green space. That is a technicality being exploited to unlock development approvals that would not otherwise be possible.

In the entire history of Coral Gables, an occasional or conditionally accessible space like this has never been accepted as a qualifying PAD benefit. There is a reason for that. Accepting it now would open the door to similar manipulation by every future applicant. The Board should refuse to set that precedent.

Beyond the PAD issue, this project also exceeds the current height limit, is incompatible with the surrounding neighborhood, and conflicts with multiple City ordinances. There is no basis on which to approve it. Please vote to deny.

Dear Planning, Zoning Board, Mayor and Commissioners,

The Garden of our Lord is one of those places that just makes you feel something. I have walked by it a hundred times and it always feels peaceful, grounded, like it belongs exactly where it is. It fits the neighborhood because it was built for the neighborhood. The thought of replacing that feel with a nine story tower is genuinely upsetting to me.

I know that the planning arguments against this project are strong — and they are. The current height limit is four stories. The North Ponce Community Vision Workshop called for two to four story buildings. The Coral Gables Historic City Plan says this area should stay in scale with the single family homes around it. Section 1-103 of the Zoning Code requires compatibility with the surrounding area. This project fails every one of those tests.

But even setting aside the legal issues, this is just wrong for the neighborhood. The community has been clear about what it wants here. The City's own planning processes have been clear. I ask the Board to listen to that and vote no.

With respect,

Steven Riera
35 Phoenicia Ave #1
Coral Gables, FL.

June 9, 2026

To the City of Coral Gables please deny the zoning change for the Garden of our Lord. Please our Redland Trees in this Tree City of U.S.A.—

Dear Planning and Zoning Board,

I am writing as a longtime resident of Coral Gables to express my strong opposition to the proposed zoning changes for the Garden of our Lord. I urge you to deny this application without hesitation.

The block in question is currently zoned Special Use/Religious with a four-story maximum height. A nine-story building would be more than double what is permitted, and no amount of creative interpretation changes that fact. The surrounding streets are lined with one, two, and three-story buildings. A nine-story structure would tower over everything in sight and permanently alter the feel of a neighborhood that has remained largely intact for decades.

Beyond the sheer scale of the building, I am deeply concerned about the infrastructure. These are narrow residential streets. They were not built to accommodate the traffic generated by a nine-story building with a 350-car parking garage. The congestion and noise alone would be devastating for nearby residents.

I also want to flag the PAD request for what it is. The courtyard being offered as a public green space benefit is attached to a school and is only open to the public when school is not in session. That is not a meaningful public benefit. That has never been considered acceptable under PAD in the history of this City, and it should not be accepted now.

Please protect this neighborhood and deny these zoning changes.

Respectfully,

A Concerned Coral Gables Resident

Isabel Dávalos
911 Ponce de Leon Est apt 1002

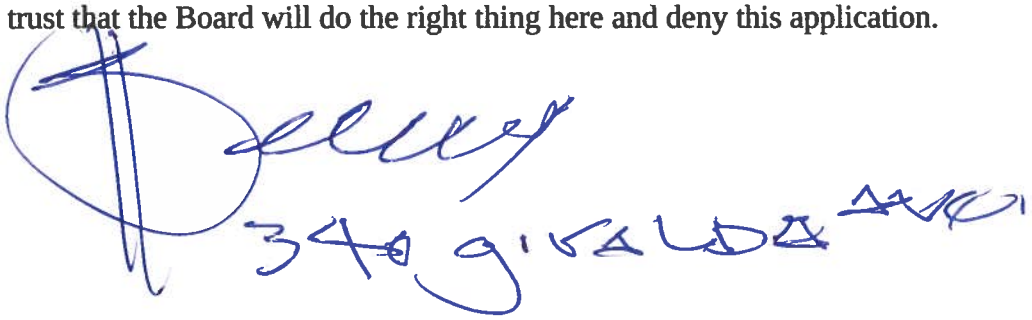
Dear Planning, Zoning Board, Mayor and Commissioners,

I am writing to oppose the proposed zoning changes for the Garden of our Lord project and to ask the Board to deny this application.

My concern is straightforward. This neighborhood is zoned for a maximum of four stories. The project proposes nine. Four single-family homes sit directly adjacent to this site. The streets directly abutting the project have structures ranging from one to four stories. Nothing about this proposal is in scale with its surroundings.

The North Ponce Neighborhood Conservation Overlay District Ordinance was created by this very City Commission to preserve the character of the North Ponce Garden Apartment District — its historic buildings and its traditional fabric. This project flies in the face of that ordinance. So does the Coral Gables Historic City Plan, which calls for this area to remain low in height and in scale with the surrounding single-family homes. These are not suggestions. They are ordinances that the City is obligated to enforce.

I trust that the Board will do the right thing here and deny this application.



Dear Elected Officials, Planning and Zoning Board,

I am submitting this letter to oppose the proposed zoning changes for the Garden of our Lord and to urge the Board to deny this application.

I want to speak to the cumulative picture here. This project exceeds the permitted height by more than double. It sits in a neighborhood of one-to-four-story buildings with four single-family homes immediately adjacent. It violates Section 1-103 of the Zoning Code. It conflicts with the North Ponce Neighborhood Conservation Overlay District Ordinance. It contradicts the Coral Gables Historic City Plan. It ignores the outcomes of the North Ponce Community Vision Workshop. It proposes an infrastructure load that the surrounding streets cannot support. And it attempts to claim PAD approval through a courtyard that is only intermittently accessible to the public.

Any one of these issues would be grounds for denial. Together, they make an overwhelming case against approval. I am not aware of a project in recent Coral Gables history that has been in conflict with so many overlapping planning frameworks simultaneously.

The Board has an opportunity here to reaffirm that our zoning code means what it says and that our planning processes are not for sale. I hope you will take it. Please vote to deny.



Dear Planning, Zoning Board, Mayor and Vice Mayor,

Thank you for the opportunity to submit comments on the proposed zoning changes for the Garden of our Lord. I write in strong opposition and ask that this application be denied.

The North Ponce Community Vision Workshop was a genuine effort by residents and City planners to chart a future for this neighborhood. The outcome of that process was clear: preserve the garden apartment character of the area, maintain building heights between two and four stories, and explore converting the Garden and its playground into park space. This project contradicts every single one of those outcomes.

I also want to draw attention to the PAD manipulation at the heart of this application. PAD exists to incentivize developers to provide real, accessible public green space. The courtyard being offered here is an interior space attached to a school. It is accessible to the public only when school is not in session. This is not what PAD was designed for. Accepting this as a qualifying public benefit would set a dangerous precedent and open the door for other developers to exploit the same loophole.

The residents of this neighborhood participated in a planning process in good faith. I ask you to honor that process and deny these changes.



Dear Planning and Zoning Board,

I am writing as a concerned Coral Gables resident to oppose the zoning changes proposed for the Garden of our Lord site.

The North Ponce Community Vision Workshop produced a clear directive: keep the neighborhood's garden apartment character, hold building heights to two to four stories, and pursue conversion of the Garden and its playground into public park space. A nine-story building with a 350-car garage is the opposite of that vision in every possible way.

I also want to speak to the PAD issue specifically. I understand that Planned Area Development incentives exist to encourage developers to contribute meaningful public green space to the community. The interior courtyard attached to this project is not that. It is only accessible when the adjacent school is closed. Calling that a public benefit is a stretch that no previous applicant in Coral Gables has been permitted to make, and this applicant should not be the first.

The residents of this neighborhood engaged with the City's planning process and were told their input mattered. Approving this project would suggest it did not. I ask the Board to deny these zoning changes.

[illegible] 6/11/26
[illegible]
[illegible]
[illegible]

Dear Planning, Zoning Board, and Mayor,

I'll keep this short. The zoning on that block allows four stories max. This project wants nine. That's not a small variance — that's more than double what's allowed. The neighborhood around it is one to four stories. Four single family homes are right there next to it.

Section 1-103 of the Zoning Code says new development has to be compatible with the surrounding area. A nine story building next to single family homes is not compatible. That's not a judgment call, that's just reading the code.

I also want to say something about the so-called public green space they're offering through PAD. An interior courtyard that's only open when school isn't in session is not public green space. That trick has never worked in Coral Gables before and it shouldn't work now.

Deny this application.

— A Resident Who Votes

Isabel Hernandez

15 Phoenetia Ave
Apt 202

Dear Planning, Zoning Board, Mayor and Commissioners,

I have to be honest with you — writing this letter is hard for me. The Garden of our Lord is genuinely special. I want to be clear that my opposition here is not about the Garden itself. It's about what this development would do to the neighborhood that surrounds it.

Nine stories does not belong here. The Coral Gables Historic City Plan says this area should stay low in height and in scale with the single family homes around it. That plan was approved unanimously. The North Ponce Neighborhood Conservation Overlay District Ordinance says the same thing. These aren't obscure rules — they were put in place specifically to protect neighborhoods like this one.

The neighborhood is also being studied right now for Historic District designation. Six historically designated structures are on Phoenetia Avenue. Three more on Antilla. The timing of this application, in the middle of that study, could not be worse.

Please protect what makes this neighborhood worth living in. Vote no.

With appreciation for your service,

888 S Douglas
Rd Cg 33134

A Long-Time Coral Gables Family

Dear Planning and Zoning Board,

I just want to say right off the bat that the Garden of our Lord has been part of my life for as long as I can remember. My kids grew up going there, we've attended services there for over fifteen years, and it's honestly one of the things that makes this neighborhood feel like home. So this isn't just a zoning issue for me — it's personal.

That said, what they're proposing to do with that site makes no sense for this neighborhood. Nine stories? The buildings around there are one, two, maybe three stories tall. Four single family homes are right next door. You can't just drop a nine story tower into the middle of all that and pretend it fits.

The streets around there are already tight. A 350 car garage on top of everything else is going to make a mess of the whole area. Morning dropoffs, evening traffic — it'll be a nightmare for everyone who lives nearby.

I don't think this is what anyone in this neighborhood wants. Please vote no on this.

Thank you for your time,

[signature] 415 Antilla Ave 2M

A Coral Gables Homeowner

TO the City of Coral Gables,

RE: The Garden of our Lord

I would like to request that the city does not change the zoning.

MARNI ARDITO

Dear Planning, Zoning Board, Mayor and Vice Mayor,

Honestly I am frustrated that this application even got this far. The current zoning says four stories. This project is asking for nine. The surrounding streets have buildings that are one, two, three stories tall. The idea that this is somehow compatible with the neighborhood is hard to take seriously.

The North Ponce Community Vision Workshop gave the City clear direction — keep heights at two to four stories, preserve the garden apartment character, look into turning the site into park space. That was a real community process. People showed up. People participated. And now a developer comes along with a nine story proposal and it's just supposed to be okay?

And the PAD thing is honestly the most frustrating part. They're offering an interior courtyard that's only open to the public when school isn't in session and calling it a public benefit. That's not a park. That's not green space. That's a loophole and everyone can see it.

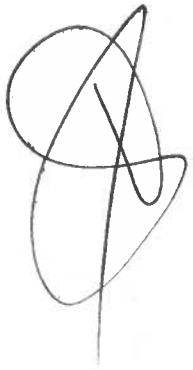
I really hope the Board does the right thing here.

Frustrated but hopeful,
A Coral Gables Resident

42 Phoenetia Ave #5

Mayor Lago, Vice-Mayor, City Commissioners and The Planning and Zoning Board:
Re : The Two Hundred Year Old Tree and The Garden

Please deny the zoning changes for the garden and the tree. The developer is ignoring the ordinances which this City has in place to protect this neighborhood. The Historic City Plan was landmarked by the City Commission to ensure that Merrick's vision for Coral Gables is preserved. In that plan, the North Ponce Garden Apartment District is to," be low in height and remain in the same scale as the single family homes." There are six single family homes on Antilla Avenue and Phoenetia Avenue. Those two streets are low rise. Nothing on the scale that the developer is proposing exist there. Also, this project contradicts the North Ponce Conservation Overlay District Ordinance which was created to preserve the traditional garden apartment character of the neighborhood. Also, the proposal violates Section 1-103 of our Zoning Code which is intended to protect residential neighborhoods from intrusion from non-residential uses. Additionally, the area is being studied to potentially be designated as a Historic District. As decision makers in this City you have a legal obligation to uphold the laws which govern this City. Meet your obligations and deny the proposed Zoning changes because they are a violation of our City's Laws.



Dear Planning, Zoning Board, and Mayor,

I have lived near the Garden of our Lord site for many years, and I feel compelled to write in opposition to the proposed zoning changes. What is being proposed here is not compatible with our neighborhood — not by a small margin, but by a significant one.

Section 1-103 of our Zoning Code is clear. New development must be compatible with the surrounding architecture and must protect residential neighborhoods from incompatible uses. A nine-story building in a block of one-to-four-story structures fails that test completely. This is not a close call.

What makes this even more troubling is the historic character of this area. There are six historically designated structures on Phoenetia Avenue and three on Antilla Avenue. The entire neighborhood is currently being studied for Historic District designation. Approving a project of this scale at this moment would undermine years of preservation work and send a troubling message about the City's commitment to its own planning processes.

George Merrick built something special here. Section 1-103 exists precisely to honor and protect that vision. I ask that you uphold it.

Owen Johnston 122 Antigua Ave #3

to the Planning Board

DO NOT change the zoning for the Garden. I walk in the neighborhood everyday.

Carl

Dear Planning, Zoning Board, and Elected Officials,

Thank you for considering public comments on the Garden of our Lord zoning application. I write in opposition and ask that the application be denied.

The height discrepancy alone should be disqualifying. Four stories is the maximum on this block. The applicant wants nine. The buildings that actually line the surrounding streets range from one to four stories. There are four single-family homes directly adjacent to this site. A nine-story building would be wildly out of scale with everything around it.

I am also troubled by the infrastructure implications. The streets around this site are narrow and residential. They were not designed to absorb the traffic load of a nine-story building paired with a 350-space parking garage. The impact on residents' daily lives — the noise, the congestion, the difficulty of simply leaving their own driveways — would be real and lasting.

George Merrick's vision for Coral Gables was one of harmony, scale, and intentionality. Section 1-103 of the Zoning Code exists to carry that vision forward. I ask you to honor it and deny this application.

Georgia Pesquera
24 Calabria Ave #3
Coral Gables, FL 33134.

To: Mayor V. Lago, Vice Mayor R. Anderson, Commissioners and The Planning and Zoning Board

Re: The Garden of Our Lord and The Ancient Tree

I am begging the City to not allow the Zoning Changes which are being requested for The Garden of Our Lord and The Ancient Tree. This property also has 150 Trees which will be chopped down . The developer is applying for a disgusting amount of changes to our Zoning Code. The changes which the developer is requesting are major violations of the protections which were put in place to protect our City. This project violates our Code. This project violates Section 1-103 , It violates the Historic City Plan, it violates the North Ponce Conservation Overlay District and it violates our city requirements to receive PAD. Also, this residential neighborhood is currently being studied to potentially be designated as a Historic District. The developer must be prohibited from receiving the outrageous Zoning changes which they are requesting. The developer does not deserve PAD, nor any of the other changes that they are requesting. This City must not allow a project which so unjustly benefits the developer to the detriment of residents to be built. PLEASE, PLEASE, Please, demonstrate that you have integrity and deny these Zoning Changes.

Lilia Valladares
625 Biltmore Way
1406

To: The Planning and Zoning Board and Elected Officials
Re:The Garden of our Lord

I live on Phoenetia Avenue and do not support the proposed Zoning changes for the Garden of our Lord. This proposal to change the Zoning on this block is inappropriate. They are requesting a disgusting deviation from our current Zoning Code. Our Code was written to protect our beautiful Tree City . The developer's proposal will destroy a neighborhood that is being studied to possibly be designated as a Historic District. The developer's proposal fails to recognize the Historic residential qualities of this low rise Garden apartment District. The City can not allow this proposed project to be built. Please protect my beautiful narrow residential street which lacks the infrastructure to accommodate a building with over 300 cars. The Planning and Zoning Board must reject the Zoning Changes which the Developer is requesting!!!

Ronald S P.
42 Phoenetia Ave Apt no
33134.

Dear Planning and Zoning Board,

I have followed the Garden of our Lord zoning proposal with growing concern, and I am writing to ask that the Board deny it.

The scale of this project is simply wrong for this location. The current zoning allows four stories. The proposal calls for nine. The neighborhood around this site consists of one, two, and three-story buildings, with a handful at four stories. Four single-family homes sit right next door. This is not a neighborhood that can absorb a nine-story tower and a 350-car garage without being fundamentally changed.

It is also worth noting that the North Ponce Community Vision Workshop — a public process conducted by the City itself — produced clear guidance for this area: preserve the garden apartment character, keep building heights between two and four stories, and explore converting the Garden and playground into public park space. This proposal ignores every one of those outcomes. That is not how public planning processes are supposed to work.

The residents of this neighborhood showed up to participate in good faith. I ask the Board to honor that participation and deny this application.

To: Mayor Vincent Lago, Vice Mayor Rhonda Anderson, Commissioners and The Planning and Zoning Board
Re: The Two Hundred Year Old Tree and The Garden of Our Lord

I am urgently requesting that you deny the Zoning Changes which are being proposed for The Garden of Our Lord! The Garden is one of the first three Biblical Gardens in America and some of the trees and bushes which grow there today came as seeds from Gethsemane! The developer is requesting massive Zoning Changes. The changes which the developer is requesting are violations of many ordinances which were created to protect this unique part of our City. Section1-103 of our Zoning Code was designed to protect residential neighborhoods from the intrusion caused by commercial developments. The north Ponce Conservation Overlay District Ordinance is meant to protect the low- rise nature of this neighborhood. Also, The Historic City Plan is supposed to preserve Merrick's vision for our City. That plan specifically states that new development must be in the same scale as single family homes. This project violates these ordinances. The City must not allow a project which so massively violates our Code to be built. Please deny the plans for this project!!

Bryan Mayfield

1041 Catalonia St. Apt. 102

Dear Mayor and Elected Officials,

I am writing to express my opposition to the proposed zoning changes for the Garden of our Lord and to urge the Board to deny the application.

What strikes me most about this project is how comprehensively it conflicts with the existing planning framework. It exceeds the current height limit by more than double. It is incompatible with the surrounding one-to-four-story neighborhood. It violates Section 1-103 of the Zoning Code, the North Ponce Neighborhood Conservation Overlay District Ordinance, and the Coral Gables Historic City Plan. It contradicts the outcome of the North Ponce Community Vision Workshop. That is not a project with a few compliance issues — it is a project that conflicts with virtually every relevant planning document the City has adopted.

I also want to note that six historically designated structures on Phoenetia Avenue and three on Antilla Avenue are in the immediate vicinity. The neighborhood is actively being considered for Historic District designation. The timing of this application, in the middle of a historic designation study, is concerning and the Board should take it seriously.

Please deny this application and protect the character of this neighborhood.

Jacqueline Gomez-Garzon
107 calabria ave apt 7
Coral Gables 33134

To The City of Coral Gables

R: ZONING change for
the garden of our Lord

Please deny the zoning change!

Robert C. Dean

To whom it may concern:

Please leave "The Garden of our Lord" in tact denying the zoning change.

Coral Gables, the "city beautiful" should stand by what it stands for!

We need our History and we need our Trees!

Thank you, Jean Marie Ebbott

To: The Planning and Zoning Board, Mayor Vincent Lago, Vice Mayor Rhonda Anderson and City Commissioners
Re: The Garden of our Lord and The Two Hundred Year Old Tree

Please deny the changes requested by the developer to demolish the Garden and move the tree. The developer is requesting outrageous changes to our Zoning Code!!!! This is an obscene request because it fails to take into account the fact that this is a residential neighborhood. On Phoenetia avenue and Antilla there are 4 single family homes!!! These streets are very narrow streets, the type intended for single family homes. This neighborhood lacks the infrastructure necessary to sustain a 9 story building which will include parking for 350 cars, not to mention the delivery trucks and assorted vehicular traffic which is associated with this type of structure!!!

Another concern that I have is the way in which the developer has intentionally ignored our City ordinances, especially the North Ponce Conservation Overlay District Ordinance which was created to preserve the Garden apartment ethos of the North Ponce Neighborhood and The Historic City Plan which was landmarked by the City Commission to preserve the low rise nature of the north Ponce neighborhood!!!How can this project be allowed to move forward with such an extreme deviation from what this City has allowed??

Equally Troubling is the fact that they are applying for Planned Area Development (PAD). Their application for PAD allows them to receive 64,000 more square feet!! They do not deserve this benefit!!! They are not meeting the basic requirement to receive PAD because they are not providing a public green space which will be accessible to the public. First, it is located in the center of the structure which means it will have very little sunlight, which limits the growth of trees and bushes. Second, more importantly it will only be accessible to the public when the school is not in session. The proposed zoning changes requested by the developer must be denied because they fail to meet the standards upon which all previous projects have been approved!! PLEASE DENY THE CHANGES AND SAVE THE GARDEN OF OUR LORD AND THE TWO HUNDRED YEAR OLD TREE!!!

Isabel Rodriguez
1205 Douglas Rd
33134

Dear Planning, Zoning Board, Mayor and Vice Mayor,

I am writing as a neighbor and a Coral Gables resident to oppose the proposed zoning changes for the Garden of our Lord. I ask that the Board deny this application.

The most straightforward argument against this project is also the most compelling: the current zoning permits four stories. The developer wants nine. The surrounding neighborhood is one to four stories. Four single-family homes are immediately adjacent. There is no credible planning rationale for doubling the permitted height in this location.

The PAD component of the application compounds the problem. The developer is claiming a public green space benefit through an interior courtyard that is only accessible when the adjacent school is not in session. That is not what PAD is for. It has never been accepted as a qualifying benefit in Coral Gables, and there is no reason to make this project the exception. Allowing it would devalue the PAD process and invite future abuse.

The residents of this neighborhood deserve better than this. I urge the Board to deny these zoning changes.



Dear Coral Gables Local Government Officials,

I want to register my strong opposition to the proposed zoning changes for the Garden of our Lord and ask that the Board deny this application.

The infrastructure problem alone should give pause. The streets immediately surrounding this site are narrow, residential streets. They were built for a neighborhood of single-family homes and low-rise apartments, not for the traffic generated by a nine-story building and a 350-car parking garage. The daily impact on residents — the noise, the congestion, the disruption to what has always been a quiet residential area — would be severe and permanent.

But the problem goes beyond traffic. The current zoning allows four stories. The project wants nine. The North Ponce Neighborhood Conservation Overlay District Ordinance was created to protect this exact type of neighborhood. The Coral Gables Historic City Plan calls for development here to remain in scale with the single-family homes around it. The North Ponce Community Vision Workshop called for two-to-four-story buildings and park space.

Every relevant planning document points in the same direction. I ask the Board to follow that direction and deny these zoning changes.



To whom this may Concern

I believe it is incorrect to remove the trees and landscape that already exists at the Garden of our Lord. Please deney the construction

So mercy on us

Rishi

Dear Government Officals,

I live in the neighborhood near the Garden of our Lord, and I am writing to ask that the proposed zoning changes be denied.

My primary concern is the impact on the residential character of this area. Section 1-103 of the Zoning Code was written specifically to protect neighborhoods like this one — low-intensity, residential, and architecturally distinct. It requires that new development be compatible with the surrounding area in terms of type, intensity, design, and appearance. A nine-story building next to single-family homes and two-story structures is not compatible by any reasonable definition.

The historic dimension of this neighborhood also deserves serious weight. This area is under active consideration for Historic District designation. Phoenetia and Antilla Avenues both have multiple historically designated structures. Any decision made here will have consequences for the integrity of that designation process, and for how seriously future applicants take the City's historic preservation commitments.

I hope the Board will uphold the planning frameworks that make Coral Gables what it is and vote to deny this application.

Janessa Sierra 786-620-7275

To The city of Coral Gables:

Please deny the zoning change for The Garden of our Lord.

To: Mayor Vincent Lago, Vice Mayor R. Anderson, Commissioner R. Lara,Commissdioner M. Castro, Commissioner A. Fernandez and The Planning and Zoning Board
Re: The Garden of our Lord

Please accept this letter as my opposition to the proposed Zoning changes for the Garden. The garden was one of the first three biblical gardens in America and some of the trees and bushes which grow there today came as seeds from Gethesemane. It is a site that should have been declared Historic. It is located on a property which is currently zoned Special Use/ Religious. That designation only allows for a building with the maximum height of four stories. Yet the developer is requesting a massive zoning change, to allow for a nine story building with sixteen Live/ Work units. over two hundred apartments and three hundred parking spaces. This neighborhood is zoned residential. On Phoenetia Avenue there are three single family residences and on Antilla there are three as well.. How can you allow a building of that scale to be placed on streets with single family homes??? The infrastructure is not there. The streets are far too narrow to accommodate that type of traffic!!!Please show some concern for the residents of this neighborhood and deny the zoning changes!!!

Zoe James [redacted]

To: Mayor Vince Lago, Vice Mayor R. Anderson, Commissioners and The Planning and Zoning Board
Re: The Ancient Tree and The Garden of Our Lord

I am requesting that you prohibit the Zoning Changes which are being proposed for The Garden of Our Lord! The Garden is one of the first three Biblical Gardens in America and some of the trees and bushes which grow there today came as seeds from Gethsemane! The Ancient tree is Two Hundred Years Old. The developer wants to move it. Arborists and various botanical organizations state with certainty that this will kill the Tree because it has damage to its roots!

The developer is requesting an outlandish amount of changes to our Zoning Code. The changes which the developer is requesting are violations of a number of ordinances which were created to protect our City. This project violates many parts of our Code, for example, Planned Area Development (PAD) . PAD allows developers to receive more square footage in exchange for the developer providing Public Greenspace. This developer is manipulating the City by requesting PAD. The developer is providing a small playground for the students at the school which they are building for them in their project. This playground will be located in the center of the building. This playground is to serve as the public Greenspace . However, this Greenspace will only be accessible to the public when school is not in session. Thus, it will only be available to the public after 5Pm and on the weekends! PAD was never intended to provide a Greenspace with limited accessibility! PAD requires full time public Greenspace. The developer must not be allowed to subvert our Code for their own benefit. The developer does not deserve PAD and this City must not allow a project which so massively violates our Code to be built. Please deny the plans for this project!!

WALTER Micari
42 PROGRESS AVE
ADAMS 6.

To whom it may concern,

Please deny the zoning changes, they violate three laws in the city. I have lived in this neighborhood for 7 years and new changes made by this building will completely alter the structure and character of the area. The current design is of concern.

45 Antilla

To: THE PLANNING AND ZONING BOARD AND ELECTED OFFICIALS
Re: THE GARDEN OF OUR LORD AND THE TWO HUNDRED YEAR OLD TREE

I have lived on Phoenetia Avenue for decades and I am demanding that you deny the massive Zoning changes which the developer is requesting for The Garden Of Our Lord. These changes are a grotesque deviation from what our Zoning Code allows and must not be allowed. These massive changes violate at least Three City Ordinances. Not only do the changes violate three City Ordinances , but they also disregard the fact that this is a residential neighborhood and the streets are narrow. The streets are simply too narrow to accommodate the type of traffic which a project of over 225,000 square feet will bring on to my street. Not only is Phoenetia Avenue a narrow street, but also Antilla and Galiano are also very narrow residential streets with single family homes on each of them. There is simple not the appropriate INFRASTRUCTURE to accommodate a gigantic building with over 300 cars, which will have to traverse my street on a daily basis! Please meet your obligations to our City and its residents, especially the residents of Phoenetia, Antilla and Galiano Avenues and deny the developer the massive and inappropriate Zoning changes that they are requesting!!!

I HAVE LIVED AT THIS ADDRESS SINCE 1978. THE QUALITY OF LIFE HAS BEEN GREAT. TURN THE PROPERTY INTO A PARK. 200-YEAR-OLD TREE. THINK!

LOREN SCHWETZ
35 PHOENETIA #3
CORAL GABLES, FL
33134

6/11/24

To Planning & Zoning.

Please deny the Zoning.
Change Gardens of the Lord...

Manuel & Nia.
Maria Rico
333 Univ. Driv
apt. 238

To: The Planning and Zoning Board, Mayor Vince Lago, Vice Mayor R. Anderson and City Commissioner R. Lara. M. Castro and A. Fernandez:
Re: The Garden of our Lord and The Two Hundred Year Old Tree :

Please do not allow the changes requested by the developer to demolish the Garden of our Lord and move the Two Hundred Year Old Tree. The developer is asking for outrageous changes to our Zoning Code. This is an unlawful request because it fails to take into account the fact that this City has laws which were created to protect this residential neighborhood. On Phoenetia avenue and Antilla there are several single family homes! These streets are very narrow streets. This neighborhood lacks the infrastructure necessary to sustain a 9 story building and the cars that will come into this area.

Phoenetia Avenue and Antilla Avenue have 9 Historically designated structures.It is of paramount importance to note that this neighborhood is being studied at this moment by the City to potentially be designated as a Historic District. Allowing this project to be built will destroy the character of the neighborhood. The project is located adjacent to the Coral Gables Woman's Club. The proposed project will have a devastating effect on the operations of the Club.

The developer has ignored the laws which were created by the City to protect this area, in particular the North Ponce Conservation Overlay District Ordinance which was created to preserve and conserve the Garden Apartment character of the North Ponce Neighborhood and The Historic City Plan which was approved by the City Commission to preserve the low rise nature of the North Ponce neighborhood.

Another egregious fact about this proposed project is that they are applying for Planned Area Development (PAD). Their application for PAD allows them to receive much more square feet. They do not deserve this. They are not meeting the basic requirements to receive PAD because they are not providing a public green space which will be accessible to the public. The green space will be in the courtyard located in the center of the building. which means it will be very difficult for anything to grow there because of the lack of sunlight. More importantly it will only be accessible to the public when the school is not in session. The proposed zoning changes requested by the developer must be rejected because they fail to meet the requirements of the laws which govern our City! I respectfully request that the Planning and Zoning Board, Mayor V. Lago, R. Anderson, R. Lara, M. Castro and A. Fernandez reject the developers request for Zoning changes.

REGARDS,
Michela. Alberti
MICHAEL A. ALBERTI
6/8/2026

(RESIDENCE)
42 ALMERIA AVE
33134

6/12/26

Dear planing and zonning Board,

Aspart of this community we ask that you deny the zonning change and preserve the current harmony of the existing Building and neighborhood. The current plans violate the ordinances established by the city of Coral gables, Please reevaluate and review your current position.

Nathalie Delgado
15 phoenetia, Apt 301

To: THE PLANNING AND ZONING BOARD AND CITY OFFICIALS
Re: THE GARDEN OF OUR LORD

I am a resident of Phoenetia Avenue. I am asking the City to deny the Zoning changes which the developer is requesting for The Garden Of Our LORD!! These changes are a violation of our Zoning Code! These changes Violate our City Ordinances and can not be allowed. Please meet your obligations to our City and deny the developer the changes they are requesting!!!

Dianne Mejia 37 Phoenetia Ave

To: City Officials and The Planning and Zoning Board
Re: THE GARDEN OF OUR LORD

I live on Phoenetia Avenue and I am demanding that you deny the tremendous Zoning changes which the developer is requesting for The Garden. These changes are a humongous change from what our Zoning Code provides for and must not be allowed. These humongous changes violate several City Ordinances. They also ignore the fact that this is a residential neighborhood. The streets are simply too narrow to accommodate the type of traffic which a gigantic project will bring to my street. Phoenetia Avenue is a very narrow street, as is Antilla and Galiano . Phoenetia Avenue has three single family homes and Antilla Avenue also has three single family homes!!! There is simple not the appropriate infrastructure to accommodate a humongous building which will have a garage for over 300 cars, which will have to traverse Phoenetia Avenue, Antilla Avenue and Galiano on a daily basis! The City of Coral Gables has entrusted you with the welfare of our City and its residents. The residents of Phoenetia, Antilla and Galiano Avenues are requesting that you meet your obligations to them and preserve their way of life and that of our neighborhood by denying the changes which the developer is requesting! Please deny the developer the tremendous Zoning changes that they are requesting!

L Gonzalez 2 Phoenetia Ave #4 Coral Gables 33134

Re: The Garden of our Lord
To: The Planning and Zoning Board and Elected Officials

I live on Phoenetia Avenue and am very concerned about the proposed Zoning changes for the block where the Garden of our Lord is located! This proposal to change the Zoning on this block is extreme! They are requesting too much that is not in keeping with our Zoning Code. Our Code was written to protect our neighborhoods. The developer's proposal will destroy a neighborhood that is currently being studied to potentially be designated as a Historic District. This proposal fails to take into account that there are SIX Historically Designated Structures on Phoenetia Avenue and on Antilla Avenue there are THREE Historically designated structures! If the City were to allow this project to be built it would permanently damage the Historic Woman's Club which is immediately adjacent to it! The proposed project exemplifies overreach and can not be allowed to go forward. You are obligated to protect my street and my neighborhood! Do not allow this project to receive the approvals which they are seeking! DENY the Zoning Changes which the Developer is requesting!!!

Kathleen Mango
42 Phoenetia apt 7

Dear Mayor and Elected Officials,

I have lived in Coral Gables for most of my adult life. I have seen the city grow and change and mostly I think it has changed for the better because people fought to protect what makes it special.

What George Merrick built here was something rare. The scale of it, the way the neighborhoods feel human-sized, the way you can walk down a street and everything fits together. That doesn't happen by accident. It happens because the City has rules in place to protect it, and because those rules actually get enforced.

The Garden of our Lord has been a beautiful part of this neighborhood for decades. I have always admired it walking by. But what is being proposed — nine stories, a giant parking garage, in the middle of a block of one and two story homes — that is not in the spirit of what this city is supposed to be.

The Coral Gables Historic City Plan says this area should stay low in height. The Zoning Code says the same. I am asking you to honor those commitments.

Thank you for your service to this city.
A Lifelong Coral Gables Resident

Irina Rotar
453 Loretto Ave.
C.G. FL

Planning and Zoning Board.

We would love to stop the demolition of the Garden of our lord. It is part of our community and culture. Please deny the demolition

Paloma 33 Salamanca.

Please, deny the zoning change.

To: Mayor V. Lago, Vice Mayor R. Anderson, Commissioners and The Planning and Zoning Board

Re: The Two Hundred Year Old Tree and The Garden of Our Lord

I am pleading with you that you do not allow the Zoning Changes which are being proposed for The Two Hundred Year Old Tree and The Garden of Our Lord! The Garden is one of the first three Biblical Gardens in America and some of the trees and bushes which grow there today originated as seeds from Gethsemane! Also, the property has 150 Trees which will be cut down . The developer is applying for an inordinate amount of changes to our Zoning Code. The changes which the developer is applying for are violations of ordinances which were created to protect our City. This project violates our Code. For example, Planned Area Development (PAD) . PAD allows developers to receive more square footage in exchange for providing Public greenspace. This developer is taking advantage of the City by requesting PAD. The developer is providing a small playground for the students at the school. This playground will be located in the center courtyard of the building. This playground is to serve as the public greenspace . However, this greenspace will only be available to the public when school is not in operation Thus, it will only be available to the public after school hours and on the weekends! PAD has never before in the history of this City, allowed for a greenspace with limited accessibility! Also, placing the public greenspace in the center of the building will severely limit the amount of sunlight that it will receive and consequently the amount of greenery that it will have. The developer must not be allowed to manipulate our Code for their financial profit. The developer does not deserve PAD and this City must not allow a project which so obviously benefits the developer at the expense of residents to be built. Please do not let the developer receive PAD. Please deny the Zoning Changes which the developer is requesting for this project!!Thank You .

Kelly Seibel
230 Phoeneti A, Apt 3
Coral Gables 33134

To the City of C. Gables.

Please deny the Zoning changes for The Garden of our Lord!



120 Salamanca Ave.

Dear Planning, Zoning Board, Mayor and Vice Mayor,

I want to add my voice to those opposing the proposed zoning changes for the Garden of our Lord. Please deny this application.

Two City ordinances speak directly to what is and is not appropriate in this neighborhood. The North Ponce Neighborhood Conservation Overlay District Ordinance was designed to protect the historic buildings and traditional garden apartment fabric of the North Ponce area. The Coral Gables Historic City Plan calls for the neighborhood to remain low in height and in scale with its single-family surroundings. This project violates both. It is not a borderline case.

What I find particularly troubling is the PAD component of this application. The developer is asking for Planned Area Development approval in exchange for a small interior courtyard that will be attached to and controlled by a school. The public will only be able to access this space during off-school hours. PAD was created to bring genuine public green space into our community, not to allow a developer to claim credit for an occasionally accessible schoolyard. This interpretation of PAD should not be permitted to stand.

I urge the Board to deny this application and uphold the ordinances that protect our neighborhood.



Thank you

To: The Planning and Zoning Board, Mayor Lago, Vice Mayor Anderson and City Commissioners
Re: The Garden of our Lord and The Two Hundred Year Old Tree :

The Garden of our Lord is one of the first three biblical gardens in America. Some of the trees and bushes which grow there today came as seeds from Gethsemane(the Garden where Jesus went to pray the night before his crucifiction). The garden was designed by the renowned architect Robert Fitch Smith. The Garden is a cemetary. It is also a war memorial, medical memorial, religious memorial and community memorial. The Garden is a treasured centerpiece of the North Ponce Garden Apartment District and it will be demolished if the Zoning changes are approved. Please deny the Zoning changes the developer is requesting and protect and preserve The Garden of our Lord.

Please do not let the developer demolish the Garden of our Lord and move the Ancient Tree. The developer is applying for outrageous changes to our Zoning Code. This is an unjust request because it violates the laws which govern our City and were designed to protect our residential neighborhoods. Our residential neighborhoods are supposed to be protected from the type of traffic which large developments create. Antilla Avenue and Phoenetia Avenue have several single family homes and are zoned residential. These streets were never intended to support the type of traffic that will come with a large development. These streets lack the appropriate infrastructure, do not let them change the Zoning!! Please deny the changes to the Zoning Code which the developer is requesting.

Coral Gables is already over developed, overcrowded etc
The garden of our Lord should be kept as green space,
Daniella Raymond - Aledo Ave - C.G.

To the City of C. Gables.

Please deny the

Zoning changes for

The Garden of our

Lord !!

120 Salamanca
C. Gables Fl. 33134.

To: Mayor Vince Lago, Vice Mayor Anderson, Commissioner Lara,Commissdioner Castro, Commissioner Fernandez and The Planning and Zoni
Re: The Garden of our Lord and The two hundred Year Old Tree

Please deny the proposed Zoning changes for the Garden. The garden was one of the first three biblical gardens in America . It is a unique site that should not be developed. It is currently zoned Special Use/ Religious. That designation only allows for a building with the maximum height of 4 stories. Yet the developer is requesting a gigantic zoning change, to allow for a 9 story building with 18 Live/ Work units. Over 200 apartments and three hundred parking spaces. This proposed project is located on Phoenetia Avenue and there are three single family residences on it and on Antilla there are three as well It is egregious to allow a building of that size to be placed on streets with single family homes. The infrastructure is totally lacking. What if it were your street, your home?? Phoenetia Avenue and Antilla Avenue as well as Galiano are far too narrow to accommodate that type of traffic!!!Please show some backbone and deny the zoning changes.

Dain Anderson
305 772 4099

947 SW 37th Ave
Apt 1114

Dear Planning, Zoning Board, Mayor and Commissioners,

I am a Coral Gables resident writing in opposition to the proposed zoning changes for the Garden of our Lord. I urge the Board to deny this application.

Section 1-103 of the Zoning Code lays out the principles that should govern decisions like this one. It requires new development to be compatible with surrounding architecture and urban design, to protect residential neighborhoods from intrusion by incompatible uses, and to preserve the low-intensity, high-quality character of residential areas. A nine-story building with a 350-car garage in the middle of a one-to-four-story neighborhood violates every one of those principles.

The Coral Gables Historic City Plan reinforces this. It calls for this neighborhood to remain low in height and in scale with the single-family homes that define it. That plan was unanimously approved by the City Commission. It reflects a consensus about what Coral Gables is and what it should remain.

I ask the Board to take those commitments seriously and vote to deny this application.



Mayor Lago, Vice-Mayor, City Commissioners and The Planning and Zoning Board:
Re : The Two Hundred Year Old Tree and The Garden of our Lord

Please reject the zoning changes for the Garden and the Two Hundred Year Old Tree. The developer's proposal will destroy this neighborhood. The Historic City Plan was approved by the City Commission to ensure that Merrick's vision for Coral Gables is protected. That plan states that North Ponce Garden Apartment District is to," be low in height and remain in the same scale as the single family homes." There are six single family homes on Antilla Avenue and Phoenetia Avenue. Those two streets are low rise. Also, this project contradicts the North Ponce Conservation Overlay District Ordinance which was created to conserve and protect the traditional garden apartment character of the neighborhood. Also, the proposal violates Section 1-103 of our Zoning Code which is intended to shield residential neighborhoods from commercial development. It is also important to know that this area is being studied to potentially be designated as a Historic District. As decision makers in this City you have a moral and legal obligation to ensure that the laws which govern this City are enforced. Meet your obligations and deny the proposed Zoning changes because they are a violation of our City's Laws.

420 Valencia Ave #1
Coral Gables, FL 33134

Dear Planning, Zoning Board, Mayor and Vice Mayor,

The Garden of our Lord means a lot to a lot of people in this community, myself included. It has always felt like the kind of place that belongs where it is — part of the neighborhood, not above it. I think that is why this proposal feels so wrong to so many of us.

Nine stories is not what this street is. The current zoning says four stories max. The buildings around the site are one, two, three stories. Four single family homes are right there next to it. The North Ponce Community Vision Workshop, which was the City's own process for hearing from residents, said to keep heights between two and four stories and to look into making the site into park space. That is the opposite of what is being proposed.

I also think it is worth saying that the PAD courtyard they are offering is not a real public benefit. It is a school courtyard that is only open when school is not in session. Nobody in Coral Gables has ever gotten PAD credit for something like that and this developer should not be the exception.

Please protect this neighborhood. Vote no.

From a neighbor who cares,



Dear Planning, Zoning Board, and Elected Officials,

I am writing to oppose the proposed zoning changes for the Garden of our Lord and to ask the Board to deny this application. I will try to be straightforward.

This project asks for nine stories on a block zoned for four. The surrounding neighborhood is one to four stories. The North Ponce Neighborhood Conservation Overlay District Ordinance protects this area specifically. The Coral Gables Historic City Plan calls for low rise development here. Section 1-103 of the Zoning Code requires compatibility with adjacent residential areas. The North Ponce Community Vision Workshop produced community consensus for two-to-four-story buildings. None of that is consistent with what is being proposed.

The infrastructure doesn't work either. Narrow residential streets and a 350-car garage are not a good combination. The people who live on those streets will feel that every single day.

And the PAD request should be rejected on its face. A courtyard you can only access outside of school hours is not the kind of public benefit PAD was designed to reward. It never has been in Coral Gables and it should not become one now.

The frameworks to deny this application are all in place. I am simply asking the Board to use them.

Thank you,

A Coral Gables Resident and Voter

16 Phoretia Ave

To: Mayor Lago, Vice Mayor Anderson , Commissioners and The Planning and Zoning Board:
Re: The Garden of our Lord and The Two Hundred Year Old Tree

Please Reject the developer's request for Zoning changes at The Garden Of Our Lord. This proposed project violates City ordinances such as The Historic City Plan and The North Ponce Conservation Overlay District Ordinance. It also violates Section1-103 of our Zoning Code. All of these ordinances should be sufficient to prohibit the construction of the monstrosity that is being proposed. This project can only be stopped if the decision makers involved have the wherewithal to deny it. It is an outlandish attempt by the developer to ignore our laws for their own profit. Please do not allow this to occur. You can stop it and protect our neighborhood.

127 Phoenetia Ave Apt 1 Coral Gables, FL 33134

Dear Mayor and Elected Officials,

I am a resident of Coral Gables writing to oppose the zoning changes proposed for the Garden of our Lord site. I ask that the Board deny this application.

The neighborhood context here is important. The block is zoned Special Use/Religious with a four-story height maximum. Look at what actually surrounds the site: one and two-story buildings, a small number of three-story structures, one four-story building, and four single-family homes immediately adjacent. The neighborhood is also being actively studied for Historic District designation, with six historically designated structures on Phoenetia Avenue and three on Antilla Avenue.

Against that backdrop, a nine-story building with a 350-car parking garage is not a zoning adjustment. It is a transformation of the neighborhood's fundamental character. And it is exactly the kind of transformation that Section 1-103 of the Zoning Code, the North Ponce Neighborhood Conservation Overlay District Ordinance, and the Coral Gables Historic City Plan were written to prevent.

I hope the Board will enforce these protections and deny this application.

Respectfully,

Linda Dikman

47 Phoenetia Av
Coral Gables
33134

Dear Planning, Zoning Board, and Elected Officials,

I have lived in this neighborhood for going over a decade now. I have seen a lot of changes, some good and some not so good. But what they are proposing for the Garden of our Lord site is something else entirely.

Nine stories is too tall for this street. Plain and simple. The buildings around there are one and two stories mostly. Four families live right next door in single family homes. Those neighbors deserve to have their neighborhood protected.

I also worry about the traffic. Those streets were never meant for a big parking garage. It is already hard to get around in the mornings. Adding hundreds more cars coming and going every day is going to make things much worse for everyone.

I am asking you to please say no to this project. This neighborhood has been a special place for a long time and I would like it to stay that way.

Thank you,

1650 Galiano St. Apt 304
Coral Gables FL 33134

Dear Planning and Zoning Board,

I live close enough to the Garden of our Lord site that this project would directly affect my daily life. So I want to be very direct about my view.

The height is the obvious issue — four story limit, nine story proposal — but what concerns me more on a practical level is the traffic. Those streets were not built for a 350 car parking garage. I already have difficulty at certain times of day. A building of this scale would make that significantly worse and it would be permanent.

I also want to mention the historic designation piece because I think it gets overlooked. This neighborhood is actively being studied for Historic District status. There are six historically designated structures on Phoenetia Avenue and three on Antilla Avenue. The decisions made right now have consequences for that process. Approving a nine story building in the middle of a historic designation study would be doing serious damage to a process that a lot of people in this neighborhood care about.

The City has ordinances to prevent exactly this kind of thing. I am asking the Board to use them.

Thank you,

Andres Granadillo
223 Antilla Ave, 33134, Coral Gables, FL

From: Vicki Cerda
To: Planning
Subject: OPPOSITION to the MIXED USE DEVELOPMENT PROJECT at 110 PHOENETIA AVE
Date: Friday, June 12, 2026 9:57:56 AM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Dear Planning & Zoning Board,

There are so many reasons to oppose the proposed project at 110 Phoenetia Avenue. As you all know & need to honor, the area was designed as a low-scale garden apartment district & planned by city founder George Merrick as part of his "garden city" precept. The proposed project, does NOT conform to the present zoning code. In addition, the historic green canopy and heritage trees surrounding the property will be displaced.

One is enough, but below are 8 specific reasons why the proposed project should NOT be approved:

- **Zoning violation** — The block is zoned Special Use/Religious with a 4-story max height. A 9-story building clearly exceeds this.
- **Incompatible with the neighborhood** — Surrounding structures are 1-4 stories tall. Four single-family homes are directly adjacent.
- **Historic sensitivity** — Six historically designated structures on Phoenetia Ave, three on Antilla Ave, and the neighborhood is being studied for Historic District designation.
- **Violates Section 1-103** — The Zoning Code requires new development to be compatible with surrounding architecture and protect residential neighborhoods from incompatible uses.
- **Violates two additional ordinances** — The North Ponce Neighborhood Conservation Overlay District Ordinance and the Coral Gables Historic City Plan both call for low-rise development in scale with the neighborhood.
- **Contradicts the Community Vision Workshop** — The City's own planning process called for 2-4 story limits and converting the site into park space.
- **Infrastructure can't support it** — Narrow residential streets are not equipped for a 9-story building with a 350-car garage.
- **PAD request is misleading** — The courtyard offered as a "public benefit" is only accessible when the adjacent school isn't in session, which has never been accepted as qualifying green space under PAD rules.

I **oppose** the project as presented and hope the Planning & Zoning Board will see the value of this petition.

Please preserve our sacred, cultural and architectural heritage.

Thank you for listening and doing your job,

Maria Cerda
1216 Asturia Avenue

From:	Vicky Busot
To:	Planning; Garcia, Jennifer; Urquia, Billy
Subject:	Public comment on proposed Crystal Residences at 110 Phoenicia
Date:	Friday, June 12, 2026 11:44:45 AM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Here are my views/public comments on the proposed Crystal Residences at 110 Phoenicia Ave.

The applicant is requesting a Comprehensive Plan amendment, zoning map amendment, Planned Area Development (PAD) approval, and Conditional Use approval for a nine-story mixed-use development.

I feel that the approvals the developer is requesting would change the development framework for this site and shape future expectations in the North Ponce neighborhood.

And not in a good way.

My concern is focused on consistency with the intent of the North Ponce Neighborhood Conservation Overlay District.

The Overlay District was established to preserve the area's garden apartment character and maintain a low-rise residential development pattern.

A nine-story mixed-use structure is not consistent with that intent.

The application also includes 16 live-work units and 184 residential units.

This level of intensity is not compatible with the neighborhood.

I am not opposed to development but this proposal is too dense, too intense, and most importantly, completely eliminates the historic Garden of our Lord.

I feel like the developer could present something less dense that maintains the nature of the neighborhood, the school, and the Garden.

Vicky Busot
Cell - 6303373011
Sent from my iPhone

From: Jim Berlin
To: Garcia, Jennifer; Planning
Subject: June 17 Mtg
Date: Tuesday, June 16, 2026 4:22:15 PM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

To Coral Gables Planning & Zoning Board Members
I am against the various actions to approve the proposed Crystal Residence. The group opposing this high rise development has presented various negatives that are involved including serious density concerns, damage to nature and greenery, destruction of religious history etc.
I request that the Gables P&Z Board reject this project.
Sincerely, Longterm Sr Gables Resident. James Berlin
737 Tibidabo Ave. 7862478171. Mrayberlin@aol.com

Sent from my iPad

From: Ajit Asrani
To: Planning
Subject: DENIAL OF APPLICATION GARDEN OF THE LORD
Date: Saturday, June 13, 2026 9:55:54 AM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Dear Planning & Zoning Board:

The plans for the Garden of our Lord must be denied because they dramatically deviate from our building code. 110 Phoenetia Avenue a.k.a. The Garden of our Lord was one of the first three biblical gardens in America, it is a military memorial and a cemetary. Some of the trees and bushes which grow in The Garden today came as seeds from The Garden of Gethesemane in Jerusalem. The Garden was designed by acclaimed architect Robert Fitch Smith and it was designed to complement the Historic Coral Gables Woman's Club which is immediately adjacent to it. The proposed project seeks to demolish The Garden, remove specimen trees with Spanish moss from the swale and move a century and a half year-old tree. Experts from Viscaya, Fairchild, Montgomery, the Gifford Arboretum, Tropical Audubon Society and various arborists state with authority that the ancient tree will die if it is moved.

The Garden was identified in the Coral Gables Visioning Workshop as a site that needed to be purchased by the City to serve as much needed park space in this the most densely populated area of our city. The property is also part of the North Ponce Neighborhood Conservation District Overlay. The NPCO code was passed by the commission to preserve and enhance the garden apartment character of the North Ponce residential district. *The plans for this proposed project overtly contradict this initiative.* Additionally, this neighborhood is currently being studied for potential designation as the

Historic North Ponce Garden Apartment District. *The plans for this project starkly contradict our City's efforts to preserve this unique and lushly canopied neighborhood.*

The architecture of this project flagrantly violates the most fundamental tenets of our building code. The project received the Mediterranean Bonus because the standards for it were very lax at the time of its approval. Under the new and revised standards it would not be qualified for it. The plans for this project are absurdly out of context and lack compatibility with the surrounding structures . In Section 5-103, of our City code it explicitly defines context as ,"the architectural context of an area includes height, scale, massing, separation between buildings and style, in regard to how buildings and structures relate to each other within a specified area" Our code strongly emphasizes context and compatibility with existing structures which these plans obviously fail to do. On Phoenetia, within feet of the project there are 3 Historic 1920s single family homes and the only Historic bed and breakfast in our City. On Antilla Avenu, directly across the street from the project there is a single family home and a Historic 2-story apartment building.The plans design, volume, height, massing, scale and proportions are out of context with this residential neighborhood and defy our Code.

It is very important to note that this residential neighborhood lacks the infrastructure for this project.
The project ignores our Code's requirement for setbacks.And, even though the project seeks Planned Area Development PAD in exchange for public green space it only provides an insufficiently small interior courtyard which is to serve primarily as a playground for the school which is to be located on the property. Thus, they will only be providing an occasional green space which will only be available to the public after 4pm Monday and Friday. There are a plethora of reasons why this project must be denied,it utterly disregards the sacredness of The Garden of our Lord and the old growth heritage trees and as listed above, the project violates several zoning codes.

Yours truly, Ajit Asrani

4200 Granada Blvd

From:	Anne Boynton-Trigg
To:	Planning
Subject:	PROTECT THE GARDEN OF OUR LORD, 110 PHOENETIA AVENUE
Date:	Sunday, June 14, 2026 10:42:44 AM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Dear Planning & Zoning Board,

Please consider the project "110 Phoenetia Avenue" in context with the area. The area was designed as a low-scale garden apartment district. The enclave was planned by city founder George Merrick as part of his "garden city" precept. The proposed project, scheduled to be built on the site where **The Garden of our Lord, St. James Lutheran Church and Crystal Academy** now stand, does not conform to the present zoning code. The historic green canopy and heritage trees surrounding the property will be displaced.

I **oppose** the project as presented and hope the Planning & Zoning Board will see the value of this petition. Only one party will benefit from this project (the developer) and many others will be hurt by it. You are not obligated to accommodate this project. Please work for the common good by rejecting it.

Please preserve our sacred, cultural and architectural heritage.

Thank you.

Anne Boynton-Trigg
4425 Monserrate Street

From: Art Kozyrovicius
To: Planning; Garcia, Jennifer; Urquia, Billy
Subject: 110 Phoenetia Avenue Development Project Agenda Items E-1 thru E-4
Date: Sunday, June 14, 2026 1:26:27 PM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

June 14, 2026

City of Coral Gables Planning and Zoning Board

Re: Opposition to Proposed 110 Phoenetia Ave Development Project — North Ponce Residential Neighborhood

Dear Members of the Planning and Zoning Board:

We are residents of Coral Gables and the owners of 24 Phoenetia Avenue, a historically designated home half a block from the proposed development project. We write to formally express our continued and strong opposition to this project as it is currently designed and presented.

We wish to be clear from the outset: we are not opposed to thoughtful, context-sensitive development on this site. We welcome beautiful architecture that complements and enhances our neighborhood. However, the project as proposed is entirely incompatible with the scale, character, and legal protections of the surrounding community, and we respectfully urge the Board to deny approval unless and until the developer makes substantial modifications.

I. THE PROPOSED PROJECT VIOLATES EXISTING ZONING AND LEGAL PROTECTIONS

The following legal violations and code conflicts demand the Board's close attention:

- Zoning Violation: The block is currently zoned Special Use / Institutional Religious with a maximum as-of-right height of 4 stories. The proposed 9-story building flagrantly exceeds this limit and would require a radical rezoning to MX2 — a classification intended for the commercial Ponce de Leon Boulevard corridor, not a low-rise residential neighborhood.
- Violates Section 1-103 of the Zoning Code: This provision expressly requires that new development be compatible with surrounding architecture and protect residential neighborhoods from incompatible uses. The proposed project fails this standard on every measure.
- Violates the North Ponce Neighborhood Conservation Overlay District

Ordinance: This ordinance was established by the City Commission specifically to preserve and enhance the garden apartment character of the North Ponce residential neighborhood. The developer's proposal runs directly contrary to this mandate.

- Violates the Coral Gables Historic City Plan: This plan calls for low-rise development in scale with the surrounding neighborhood — a standard the proposed 9-story building cannot meet.
- Contradicts the Community Vision Workshop: The City's own planning process called for 2 to 4-story height limits on this site and recommended converting the property into park space. Approving this project would ignore the community's clearly expressed vision.

II. THE PROJECT IS INCOMPATIBLE WITH ITS SURROUNDINGS

The proposed building is wildly out of scale with every structure surrounding it:

- Surrounding structures are 1 to 4 stories tall. Four single-family homes are directly adjacent to the site.
- Six historically designated structures line Phoenetia Avenue, and three more sit on Antilla Avenue.
- The neighborhood is currently under study for Historic District designation — a process this project, if approved, would irreparably compromise.
- Notable neighboring landmarks include the one-story historic "Woman's Club" at 1001 East Ponce de Leon Boulevard, a 1926 historic apartment building at 114 Antilla Avenue, and the historic Casa Coral bed and breakfast on Phoenetia Avenue — none of which are remotely compatible with a 9-story structure.
- The developer's application photographs deliberately focus on the commercial street frontage while omitting views of the immediate residential context. The Board should not be misled by this selective presentation.

III. SETBACKS ARE EXTREME AND UNACCEPTABLE

The proposed setbacks represent an extreme and unprecedented reduction from what is currently required and expected:

- The existing zoning requires 15-foot setbacks on three facades and a 25-foot setback on the main entrance facade.
- The developer proposes zero setback on Antilla Avenue, less than one foot on Phoenetia Avenue and Galiano Street, and only 10 feet on East Ponce de Leon Boulevard.
- This is not a variance — it is an encroachment. The building would effectively loom over the adjacent homes and streets with no meaningful buffer.

IV. INFRASTRUCTURE CANNOT SUPPORT THIS DENSITY

The narrow residential streets surrounding this site were never designed to accommodate a 9-story building with a 350-car garage and 200 residential units, including 16 commercial units. The traffic, noise, and congestion generated by this project would have a severe and irreversible negative impact on the quality of life of the immediate neighborhood and surrounding residents.

V. THE PAD "PUBLIC BENEFIT" IS MISLEADING

The developer is requesting a Planned Area Development (PAD) designation, which is meant to provide flexibility in exchange for genuine public benefits — specifically, green areas accessible to the public. The proposed courtyard does not qualify:

- The interior courtyard is accessible only to residents and school staff, not to the general public.
- The so-called "public" playground is only available to the public outside of school hours — a condition that has never been accepted as qualifying green space under PAD rules.
- The project entirely ignores the Garden of Our Lord. Relocating its trees to another site is not acceptable and should not be entertained as a solution.

VI. WHAT WOULD MAKE THIS PROJECT ACCEPTABLE

As stated above, we are not opposed to development on this site. We welcome a project that is thoughtfully designed to be a beautiful, complementary addition to our neighborhood. For that to happen, the developer must:

- Reduce the building height to no more than 4 stories, consistent with the existing zoning and surrounding context.
- Significantly increase setbacks to meet or exceed current code requirements on all facades.
- Dramatically reduce density — 200 units with 350 parking spaces is simply not appropriate for this location.
- Incorporate genuine, publicly accessible green space that qualifies under PAD standards.
- Preserve and integrate at least a portion of the Garden of Our Lord into the project design.
- Protect/retain all mature oak trees on East Ponce and Antilla Ave
- Design pedestrian-friendly paseos with lush landscaping, green spaces, and fountains.
- Break up the massing of the building to create a more human-scale, neighborhood-friendly presence.
- Ensure full compatibility with the character, scale, and architecture of the abutting streets and historically designated structures.

A project that meets these criteria would have our support and the support of this neighborhood.

VII. REQUEST FOR DENIAL

We respectfully urge the Planning and Zoning Board to deny the project as presented. The proposal violates multiple zoning codes and ordinances, contradicts the City's own planning vision, and is incompatible with the character, scale, and historic sensitivity of the North Ponce residential neighborhood.

We thank the Board for its dedication to responsible planning and its commitment to preserving the character of Coral Gables. We trust in your professional judgment to uphold the standards that make this community exceptional.

Respectfully submitted,

Arturas Kozyrovicius and Solveiga Vailionyte-Kozyroviciene

24 Phoenetia Avenue, Coral Gables, FL

973-563-4357

June 15 2026

Coral Gables City Commission

The proposed Zoning changes for the Garden of our Lord must be denied because they are an abominable violation of a plethora of regulations from our Zoning Code and the precepts upon which our City was founded. The proposed changes are a grotesque violation of the legal and planning frameworks which govern our City. This project is located in a neighborhood zoned residential with four single family homes adjacent to it. It is a low rise neighborhood which will be irreparably damaged by the proposed Zoning changes.

The block upon which the Garden is located is currently zoned Special Use/Religious and only allows for a maximum height of four stories. The streets which directly abut the project have structures which are one or two stories tall with two three story structures and one four story structure. On Phoenetia Avenue, there are six Historically designated structures. On Antilla Avenue there are three. It is essential that the Zoning Board takes into account that this neighborhood is currently being studied to potentially be designated as a Historic District

Section 1-103 of our Zoning Code specifically states that its purpose is to implement the Comprehensive Plan (CP) including Future Land Use Element (FLU) and Housing Vision Statement (HOU) for the protection and promotion of our City and its residents. Section 1-103 explains that it is (i) protect the distinctive historic and architectural character of the City (ii) preserve the basic comprehensive plan and layout of the City by its forefathers, more specifically George Merrick and (iii) preserve residential properties to assure that future development will be in conformity with the foregoing distinctive character, with respect to type, intensity, design and appearance."

Section 1-103 of our Zoning Code explicitly states that new projects must promote compatibility with the architecture and urban design character of surrounding areas,

protect residential neighborhoods from intrusion by incompatible uses and preserve the low intensity and high quality character of the residential neighborhoods." Section 1-103 further explains that "the City is required to enforce the Zoning Code to preserve and improve the character of neighborhoods, requires the City to work with neighborhood groups w/ neighborhood plans to minimize potential impacts between non-residential and residential land uses with the intent of ensuring residential areas are protected from noise, light traffic and vehicular impacts, preserving residential properties to assure that future development will be in conformity with the neighborhood requiring that new development is compatible with adjacent established residential areas and requiring that new housing be designed and located that ensures preservation of the unique character of the City's existing neighborhoods."

The proposed project violates all of the tenets of Section 1-103 of our Zoning Code. It also violates the North Ponce Neighborhood Conservation Overlay District Ordinance which was created by the Coral Gables City Commission to preserve the character of the North Ponce Garden Apartment District. The Ordinance specifically states that it was designed to preserve historic buildings and the traditional garden apartment fabric of the North Ponce neighborhood.

This project also violates the Coral Gables Historic City plan which is an ordinance unanimously approved by the City Commission to preserve George Merrick's vision for Coral Gables. This ordinance specifically says,

that this neighborhood must be "low in height and remain in the same scale as the single family homes." This project violates these two ordinances which were created to preserve this residential low rise neighborhood.

The project also violates the North Ponce Community Vision Workshop and Community Planning meeting which required the City to preserve the Garden Apartment character of the neighborhood, maintain its height at two to four stories tall and for the City to purchase the Garden to convert it and the playground into much needed park space.

It is also important to note that this residential neighborhood w/ narrow streets lacks the appropriate infrastructure to sustain the proposed nine story building with a 350 car parking garage. And the developers request for PAD (Planned Area Development) is a corrupt attempt at manipulation of the City's attempt to encourage developers to provide public green space. This project includes a small interior courtyard which is to be used by the school; it is incorporating into the project. This courtyard feature is a fraudulent public benefit which is only accessible when

school is not in session. Thus, in exchange for PAD they are providing an

occasional greenspace. An occasional greenspace is not what was outlined in the regulations which govern PAD. Never before in the City of Coral Gables has an occasional greenspace been acceptable. It is a flagrant and perverse attempt to manipulate City regulations to benefit a developer. These proposed Zoning changes must be denied because they violates a plethora of City Ordinances, the City's Visioning Workshop and Meeting and PAD.

Please consider this very important issue and vote in favor of keeping Coral Gables the City Beautiful.

Beatriz La Rosa

650 Valencia Avenue

Unit 204

Coral Gables, Florida 31334

954-240-3141

From: Brett Gillis
To: Planning
Cc: City Clerk
Subject: Letter
Date: Monday, June 15, 2026 1:41:36 AM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Dear Members of the Planning & Zoning Board,

Please accept this letter in opposition to the Crystal project at 110 Phoenetia Avenue as currently proposed.

The proposal is in conflict with the character of the neighborhood required by the zoning code and would degrade the North Ponce Neighborhood Conservation District Overlay (NHPCO), which was created “to preserve and enhance the garden apartment character of the North Ponce residential neighborhood.”

Pursuant to 14.213.6, the proposal should be rejected as it is not internally consistent with the comp plan due to the deleterious effects on environmental resources and direct conflict with the North Ponce overlay provisions that were created to preserve scenic areas like this.

“New construction shall be in accordance with MF2 guidelines” unless the developer does something of outstanding benefit to the neighborhood. “Preserving specimen trees” is clearly noted in the code, and “landscape standards shall be mandatory for all properties whether existing or new construction.” While the notion of building a school for special needs students is admirable, it does not negate the deleterious effects on the neighborhood if the needs of the students are prioritized over the neighboring residents who have to live by the new building day in and day out.

The RIR guidelines go on to require “to protect and promote a garden-like feeling.” In many cases a developer has to figure out how they will include a community park and significant landscaping, so in this case this is already accomplished - it’s just a matter of building around it. You have the ability to deny with a recommendation that the City allow concessions so long as they do what the neighborhood deserves.

The PAD should be rejected because it does not “encourage the enhancement and preservation of lands which are unique or of outstanding scenic, environmental significance.” How greedy is this developer! The rationale for a PAD would be to build a taller building with less setbacks and stepbacks because the garden and oak exist where they exist and need to be preserved and built around. The intensity of the proposal is extreme and should only be permitted as a concession to preserving The Garden and oak.

I identified this property as significant in the North Ponce study I did, as did nationally-renowned architect and professor Robert A.M. Stern in a letter to the City. The Garden of Our Lord is a cultural landscape, a community asset and part of the East Ponce green corridor that helped to create the North Ponce overlay.

The overarching question becomes: what board or what city would authorize the demolition of The Garden of Our Lord and take this green space and heritage oak away from this neighborhood? This is not a cross I would hope any of you would want to carry.

Simply put, the solution is that the developer needs to stop pitting different groups against one another. This shouldn't be about who wins and who loses because, in the end, if The Garden of Our Lord or the specimen oak are destroyed, then we all lose. Through increased height, a land purchase or swap, TDRs (or combination of these), all of the objectives can be accomplished: The Garden and oak can be preserved, a new school can be built and the developer can still make a profit on a new development. Find a way to make it happen.

Indeed, a school for special needs students is an admirable endeavor, but there is only one Garden of Our Lord. And that oak tree…. go by if you haven't seen it. It's majestic, a work of natural beauty, a slice of Eden on earth!

Thank you for your service to the City.

Sincerely,

Brett Gillis
Historian & Preservationist

From: bonnie bolton
To: Planning
Subject: Fwd: Letter
Date: Monday, June 15, 2026 5:32:56 PM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

---------- Forwarded message ---------
From: **bonnie bolton** <bonniebolton3@gmail.com>
Date: Mon, Jun 15, 2026 at 5:31 PM
Subject: Fwd: Letter
To: bonnie bolton <bonniebolton3@gmail.com>

---------- Forwarded message ---------
From: **Brett Gillis** <brett.gillis@gmail.com>
Date: Mon, Jun 15, 2026 at 1:41 AM
Subject: Fwd: Letter
To: Bonnie Bolton <bonniebolton3@gmail.com>

---------- Forwarded message ----------
From: **Brett Gillis** <brett.gillis@gmail.com>
Date: Sunday, June 14, 2026
Subject: Letter
To: planning@coralgables.com
Cc: City Clerk <Cityclerk@coralgables.com>

Dear Members of the Planning & Zoning Board,

Please accept this letter in opposition to the Crystal project at 110 Phoenetia Avenue as currently proposed.

The proposal is in conflict with the character of the neighborhood required by the zoning code and would degrade the North Ponce Neighborhood Conservation District Overlay (NHPCO), which was created “to preserve and enhance the garden apartment character of the North Ponce residential neighborhood.”

Pursuant to 14.213.6, the proposal should be rejected as it is not internally consistent with the comp plan due to the deleterious effects on environmental resources and direct conflict with the North Ponce overlay provisions that were created to preserve scenic areas like this.

“New construction shall be in accordance with MF2 guidelines” unless the developer does something of outstanding benefit to the neighborhood. “Preserving specimen trees” is clearly noted in the code, and “landscape standards shall be mandatory for all properties whether existing or new construction.” While the notion of building a school for special needs students is admirable, it does not negate the deleterious effects on the neighborhood if the needs of the students are prioritized over the neighboring residents who have to live by the new building day in and day out.

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The overarching question becomes: what board or what city would authorize the demolition of The Garden of Our Lord and take this green space and heritage oak away from this neighborhood? This is not a cross I would hope any of you would want to carry.

Simply put, the solution is that the developer needs to stop pitting different groups against one another. This shouldn’t be about who wins and who loses because, in the end, if The Garden of Our Lord or the specimen oak are destroyed, then we all lose. Through increased height, a land purchase or swap, TDRs (or combination of these), all of the objectives can be accomplished: The Garden and oak can be preserved, a new school can be built and the developer can still make a profit on a new development. Find a way to make it happen.

Indeed, a school for special needs students is an admirable endeavor, but there is only one Garden of Our Lord. And that oak tree…. go by if you haven’t seen it. It’s majestic, a work of natural beauty, a slice of Eden on earth!

Thank you for your service to the City.

Sincerely,

Brett Gillis
Historian & Preservationist

THE VILLAGERS
INCORPORATED
DEDICATED TO THE RESTORATION AND PRESERVATION OF HISTORIC SITES

To: City of Coral Gables Planning and Zoning Board

Statement by The Villagers, the oldest historic preservation organization in Miami-Dade County

Please accept this letter regarding 110 Phoenetia Ave., Coral Gables "Crystal Project".

This 1 ½ acre property is an historic, charming greenspace that has been part of the surrounding residential community for 74 years.

This project has been stalled since 2022 not because of the City of Coral Gables nor the neighbor's actions, but because of the unfortunate circumstances of the previous owner. There have been significant changes in the area during the past four years that are not being considered, including an updated traffic study. In addition, the historic significance of the North Ponce District must be included in a decision to up-zone at this magnitude.

The property is zoned Special Use, with Existing Use as Office one-story and the Land use is zoned Religious Institutional and is included in the "North Ponce Neighborhood Conservation District Overlay".

The North Ponce Neighborhood Conservation District Overlay, (NPNCDO) includes the greenway connection between Ponce de Leon Blvd and Douglas Entrance, the historic northern gateway to the City of Coral Gables.

The NPNCDO designation was created in 2016 by the city with the enthusiastic support of the residents to find a balance between the old and new in the North Ponce neighborhood. The Commission at the time had the foresight to create laws to protect this historic northern corner against over over-development.

The zoning overlay area protects the residential character of the neighborhood. According to the City's zoning code: "the purpose of the North Ponce Neighborhood Conservation District is to preserve and enhance the garden apartment character of the North Ponce residential neighborhood properties."

The owner of this property purchased the land with full knowledge that it was part of the North Ponce Neighborhood Conservation District. Current zoning does not permit a 9-story, 177-unit development. As proposed, the building would require the approval of many zoning variances such as setbacks, FAR, height and open space.

110 Phoenetia, built as St. James Lutheran Church in 1951, and was designed by noted architect Robert Fitch Smith. The former church is located across the street from the historically designated Coral Gables Woman's Club and tells a story of a peaceful, mid-century life in the City of Coral Gables.

Allowing this project would be ignoring the guardrails in place to save historic areas in Coral Gables and forever change the integrity of a historic neighborhood.

The Villagers' recommend denial of the change of land use to Mixed Use Overlay and to request the project to be reviewed taking into account the impact this high-rise will have on the surrounding neighborhood as of 2026.

Respectfully submitted,

Carmen Diaz-Padron
President
The Villagers, Inc.

From: Elvis Cruz
To: Planning
Subject: Public Input on the Garden of Our Lord Re-Zoning hearing
Date: Sunday, June 14, 2026 7:10:44 PM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Dear Planning Board,

The proposed zoning changes for the Garden of our Lord should be denied, because this project violates numerous provisions of our Zoning Code and contradicts the very principles this City was built on.

The site sits in a residential neighborhood — four single-family homes are right next door. The block is currently zoned Special Use/Religious, with a four-story height maximum. Look at the surrounding streets: one and two-story buildings, a handful of three-story structures, one four-story building. On Phoenetia Avenue alone there are six historically designated structures. Three more on Antilla. This entire neighborhood is actively being studied for Historic District designation. That context matters.

Section 1-103 of the Zoning Code exists for a reason. It's there to implement the Comprehensive Plan, protect the City's historic and architectural character, honor George Merrick's original vision for Coral Gables, and ensure that new development doesn't steamroll existing residential neighborhoods. The language couldn't be clearer — new projects must be compatible with surrounding architecture, must protect residential areas from incompatible uses, and must preserve the low-intensity character that defines these neighborhoods.

This project does none of that.

It also runs directly against the North Ponce Neighborhood Conservation Overlay District Ordinance, which the City Commission created specifically to preserve the character of the North Ponce Garden Apartment District — its historic buildings, its traditional garden apartment fabric. And it contradicts the Coral Gables Historic City Plan, a unanimously approved ordinance that calls for this neighborhood to stay low in height and in scale with its single-family surroundings.

The North Ponce Community Vision Workshop echoed the same things: keep the garden apartment character, maintain heights between two and four stories, and explore converting the Garden and playground into park space — something this neighborhood genuinely needs.

Then there's the practical reality. These are narrow residential streets. They cannot handle a nine-story building with a 350-car parking garage. The infrastructure simply isn't there.

And the PAD request? The Planned Area Development process was designed to

reward developers who provide meaningful public green space. What's being offered here is a small interior courtyard attached to a school — accessible only when school isn't in session. That's not a public benefit. That's a loophole dressed up as one. In the history of Coral Gables, an "occasional" greenspace has never been considered acceptable under PAD, and there's no reason to start now.

These zoning changes should be denied.

Thank you,

Elvis Cruz

From: Sherry Jordan
To: Planning
Subject: Garden of Our Lord
Date: Monday, June 15, 2026 1:18:15 PM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Mr. Mayor, Vice Mayor, Commissioners and members of the City planning and Zoning Committee,

As residents of Coral Gables, we wish to encourage you to maintain the existing zoning designation of the area within the garden overlay boundaries.

The owner, of the well-respected Crystal Academy, knew the established zoning of the property at the time of purchase.

Gables residents in the existing area surrounding the Academy
should not suffer, and pay the price for his choice. They were protected from further incursion into their tranquil neighborhood, due to the existing zoned overlay. That was a reasonable expectation, was it not?

The related issue is the denigration of the historical, sacred garden cemetery. How can one read its' history and dismiss its' relevance?

If anything is done there, it should be enhanced and its' purpose preserved.

The Pinewood Cemetery has been treated and respected; currently it serves as a teaching experience for school children. Local civic organizations, families and individuals donated benches, name plates, etc.in an effort to restore it.

It is our hope our city would cease getting unduly influenced by developers, over the rights of
preservation-minded citizens .

Also, that anyone in office receiving campaign donations from any of the developers of specific projects being voted on, recuse themselves from voting
during the approval process. That is true transparency, and their honest responsibility.

Thank you for considering and
responding to these issues.

Respectfully,
Harry & Sherry Jordan
3170 S. LeJeune Road
Coral Gables, FL 33134

sherryjordan1@mac.com
harryjordan@gmail.com

From: zully pardo
To: Planning; Garcia, Jennifer; Urquia, Billy
Subject: Re: Crystal Project- 110 Phoenetia Ave P&Z June 17th,2026
Date: Monday, June 15, 2026 12:23:05 PM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Meeting date, June 17th, 2026
Sent from my iPhone

On Jun 15, 2026, at 11:09 AM, zully pardo <pardovi@aol.com> wrote:

Dear Planning and Zoning Board,
The applicant seeks approval for a development known as the "Crystal Project"; a project lacking composition and out of context with surrounding neighborhood aesthetic.

In accordance with the N. Ponce MXD Overlay and MX2 zoning, the project proposes an intense commercial-inspired development, accommodating a school, 16 live-work and 184 residential units, incompatible with the area's underlying N. Ponce Conservation Overlay District (NPCO) specific zoning designation preserving the area's historic tree canopy, lush landscaping, and low scale 'garden apartment' character.
Additionally, the applicant requests a Planned Area Development (PAD) which by definition not only promotes creative development that provides substantial public benefit but "Encourage enhancement and preservation of lands which are unique or of outstanding scenic, environmental, cultural and historical significance."*, and "enforce and maintain neighborhood and community identity."**
To this end, the project's design lacks the continuity and thoughtful planning necessary to align with the existing neighborhood character. Maximize the use of green spaces around the property, including, but not limited to:

•replace the covered colonnade —which is commercial in character and out of context for the surrounding neighborhood— with green space setbacks, and stoops;
•preserve the existing green curb strips lined with mature tree canopy along the property; and
•the project's internal courtyard is a design requirement and should not be characterized as a substantial public benefit. Rather, take advantage of the existing unique lush garden in the NW portion of the property to create an open green space of cultural and historical significance for the enjoyment of the whole

community.
Further,
•the City's Historical Resources Dept. will soon release a comprehensive historic designation study of the same area. The study and its implications for the future landscape of the district should be evaluated before moving forward;
and
•one questions the validity of a traffic study conducted in 2022 when the area's roadway network will be challenged with upcoming developments, such as, Ponce '8', an intense live-local project just a few blocks north. Moreover, adjacent street flow patterns should be given renewed consideration as per ongoing streetscape renovation on Ponce De Leon Blvd. between 8th St. and Salamanca Ave.

We are confident that you will conduct a comprehensive assessment of the issues discussed previously. A precedent is being set, one which will erode the neighborhood's unique identity. There is an opportunity to create a development that seamlessly compliments the historic urban context of the area.

Thank you for your commitment to the our City and its residents.
Sincerely,
Jaime & Zully Pardo
305-803-1506

*CG zoning Sec2-500 PAD A.1.b
**CG zoning Sec2-500 PAD A.1.c

From: Joseph Fadel
To: Planning
Subject: Crystal Project at 100 Phoenetia Ave.
Date: Sunday, June 14, 2026 6:47:21 PM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

I am writing to express my strong opposition to the proposed nine-story mixed-use development in the North Coral Gables apartment district. This project represents a radical departure from the established scale of our neighborhood and requires a zoning change that would permanently erase the iconic Garden of Our Lord.

I urge the Board to recommend **denial** based on the following critical conflicts with the Coral Gables Zoning Code and the City's long-term planning goals:

- **Gross Zoning Incompatibility:** The subject block is currently zoned Special Use/Religious with a strict 4-story maximum. A 9-story proposal is not a minor adjustment; it is a 125% increase in height that ignores the surrounding 1–4 story context and the four single-family homes directly adjacent to the site.
- **Violation of Section 1-103:** The Zoning Code mandates that new developments must be compatible with existing architecture and protect residential areas from incompatible uses. A 9-story massing is fundamentally incompatible with the low-rise residential character of this specific enclave.
- **Compromising Historic Integrity:** This neighborhood is currently under study for Historic District designation. There are six historically designated structures on Phoenetia Avenue and three on Antilla Avenue. Proceeding with a high-rise at this location would jeopardize the historic rhythm and scale of these protected assets.
- **Conflict with Existing Ordinances:** This proposal contradicts both the **North Ponce Neighborhood Conservation Overlay District Ordinance** and the **Coral Gables Historic City Plan**, both of which explicitly call for low-rise development that respects the neighborhood's scale.
- **Breach of Public Trust (Community Vision Workshop):** During the City's own planning workshops, the community consensus was clear: 2–4 story limits for this area, with a preference for converting this specific site into much-needed park space. This development does the exact opposite.
- **Insufficient Infrastructure:** Our narrow residential streets cannot safely accommodate the traffic and environmental impact of a 9-story structure and a 350-car parking garage.
- **Failure to Meet PAD Requirements:** The developer's request for a Planned Area Development (PAD) relies on a "public benefit" courtyard that is only accessible when the adjacent school is closed. This limited access does not qualify as true green space under established PAD rules and should be rejected as a fraudulent claim of community benefit.

The "Garden of Our Lord" is a landmark of our city's spiritual and architectural heritage. Replacing it with a high-rise that violates the City’s own protective ordinances would set a dangerous precedent for all of Coral Gables.

I ask the Board to uphold the integrity of our Zoning Code and the vision of our residents by rejecting this application.

Sincerely,

Joseph Fadel Coral Gables Resident

From: Josephine Johnson
To: Planning
Subject: 110 Phoenetia Avenue
Date: Sunday, June 14, 2026 9:56:45 PM

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I wish to add my name to the appeal for our Planning and Zoning Board to uphold the past and present zoning in which 110 Phoenetia Avenue is situated. This appeal is in order to preserve one of the last historically planned tranquil areas within the City of Coral Gables.
The testimonies relevant to the appeal of building height establish an ethical obligation to honor our Founder's admirable vision, and to respect the present and future inhabitants' way of life.
Concerning The Garden of Our Lord within the above landscape - it has never been desacralised, it is nationally recognised and documented as a unique United States garden cemetery. Surely this speaks to our moral necessity to preserve it at all costs, to not squander this gift of peace and remembrance - our collective inheritance.
Respectfully,

Josephine Johnson, PhD
Professor Emeritus and Founder of UM School of Communication, Co-Founder Deerborne School, CG
Residence, 427 Alcazar Avenue
33134

From: Maite Baez Halley
To: Planning
Subject: Garden of our Lord Zoning Change
Date: Monday, June 15, 2026 11:54:25 AM

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please carefully consider the changes to this property. The quiet of the neighborhhod and this parcel will be impacted by changing the zoning and allowing more development there.

Thank you for your consideration.

Maite Halley
305-299-5917

From:	Manuel Santa Maria
To:	Planning
Subject:	110 Phoenetia Ave - Strong Opposition to Proposed Rezoning from Special Use to Mixed-Use District
Date:	Saturday, June 13, 2026 3:00:07 PM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Dear Members of the Zoning Commission,
I am writing as a resident of Coral Gables to formally express my strong opposition to the proposed rezoning on a residential area from Special Use to Mixed-Use, I'm referring to the current property on 110 Phoenetia Ave.

This neighborhood possesses a unique character that will be irreversibly damaged if this change is approved. I urge the Commission to reject this proposal and protect our community.

First and foremost, this neighborhood is currently being studied for designation as a Historic District. Granting a mixed-use zoning designation at this time is premature and completely contradicts the historic preservation values that Coral Gables is famous for. Specifically, this block contains The Garden of Our Lord, a cherished and sacred community asset. This site requires special protection, quiet surroundings, and respectful preservation—none of which can be guaranteed under a commercial or mixed-use classification.

Additionally, I have severe concerns regarding the following infrastructure impacts:

• Population Density: Transitioning to mixed-use will dramatically increase the residential and commercial density, overcrowding a neighborhood that lacks the infrastructure to support it.

• Lack of Parking: Our streets are already congested. Introducing commercial entities will create an unsustainable deficit in parking spaces, overflowing into residential driveways and endangering pedestrian safety.

Even streets requiring parking permits are troubled already, as many cars park without permits and parking enforcement authorities fail to control such infractions.

*Violates Section 1-103 — The Zoning Code requires new development to be compatible with surrounding architecture and protect residential neighborhoods from incompatible

uses.

The proposed rezoning threatens the very fabric, history, and daily peace of our neighborhood. If we tear down important buildings and spaces just because they aren't as old, how are we ever going to have historic landmarks?

Please side with the residents and preserve this area's historic integrity by denying the mixed-use request.

Thank you for your time, service, and consideration of this urgent matter.
Sincerely,

Manuel Santa Maria
111 Salamanca Avenue
+1 (786) 689 2302

From: maria@fleites.org
To: Planning
Subject: 110 Phoenetia Avenue
Date: Monday, June 15, 2026 2:38:36 PM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Maria deLeon-Fleites, RA
825 Messina Ave Coral Gables, FL 33134
maria@fleites.org
June 15, 2026

City of Coral Gables Planning and Zoning Board 405 Biltmore Way Coral Gables, FL 33134

Re: Formal Objection to Proposed 9-Story Development at 110 Phoenetia Avenue

To the Honorable Members of the Planning and Zoning Board,

As a **43-year resident of the City of Coral Gables**. I am writing to formally oppose the proposed construction of a **9-story building at 110 Phoenetia Avenue**. This project is fundamentally incompatible with the zoning, character, scale, and historic fabric of our neighborhood, and I respectfully urge the Board to deny the application.

My objections are as follows:

- **Zoning Violation** — The block is zoned **Special Use/Religious** with a **maximum height of 4 stories**. A 9-story structure is a clear and direct violation of the zoning designation.

- **Incompatible with the Neighborhood** — Surrounding buildings range from **1 to 4 stories**, and **four single-family homes** sit directly adjacent to the site. A 9-story tower would overwhelm the scale of the neighborhood and permanently alter its residential character.

- **Historic Sensitivity** — The area contains **six historically designated structures on Phoenetia Avenue** and **three on Antilla Avenue**. Additionally, the neighborhood is currently under study for **Historic District designation**, making preservation and contextual development even more critical.

- **Violation of Section 1-103 of the Zoning Code** — The Code requires that new development be **compatible with surrounding architecture** and that residential neighborhoods be **protected from incompatible uses**. This proposal fails both standards.

- **Conflicts with Two Additional Ordinances** —

    - The **North Ponce Neighborhood Conservation Overlay District Ordinance**

    - The **Coral Gables Historic City Plan** Both explicitly call for **low-rise development** that respects the existing scale and character of the neighborhood.

- **Contradiction of the Community Vision Workshop** — The City's own planning process recommended **2–4 story limits** for this area and even proposed **converting the site into park space**. Approving a 9-story building would disregard the community's stated vision.

- **Infrastructure Limitations** — The narrow residential streets surrounding the site cannot support a 9-story building with a **350-car garage**. Traffic congestion, safety hazards, and strain on utilities would significantly degrade the quality of life for nearby residents.

- **Fraudulent PAD Request** — The developer's proposed "public benefit" courtyard is only accessible when the adjacent school is not in session. This has **never** been accepted as qualifying green space under PAD rules and should not be considered a legitimate public amenity.

For these reasons, I respectfully request that the Planning and Zoning Board **reject the proposed development** and uphold the zoning protections, historic character, and community vision that define Coral Gables.

Thank you for your time, attention, and commitment to preserving the integrity of our city.

Sincerely,

Maria deLeon-Fleites, RA
Principal, Fleites deLeon Fleites, Inc.
Adjunct Professor of Architecture
University of Miami

From:	Nicholas Frankovich
To:	Planning
Subject:	110 Phoenetia Avenue, Garden of Our Lord
Date:	Monday, June 15, 2026 11:52:42 AM
Attachments:	Frankovich, 110 Phoenetia, Garden of Our Lord.pdf

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Please see, attached and pasted below, my comment on the subject of the public meeting with the Planning and Zoning Commission on June 17.

Nick Frankovich

_____

June 15, 2026

Dear members of the Planning and Zoning Board:

Preserve the Garden of Our Lord. It is the fruit of careful planning in honor of religious and patriotic sentiment, incorporating loving dedication to those who sacrificed their lives in war for a just cause. The Garden of Our Lord has been cultivated over generations. It is a small but unique cultural landscape across the street from the Coral Gables Woman's Club in the city's Garden Apartment District.

The Garden of Our Lord is written into the neighborhood's history. Future generations will inherit either the Garden itself or only the memory of it and, if the latter, will wonder at the short-sightedness of those who advocated its demolition.

The proposed development for 110 Phoenetia will have greenspace. To plant new vegetation while uprooting and demolishing mature greenspace that is organic to the neighborhood would cast a shadow over the larger project. I urge you to bear that in mind when deliberating the future of the neighborhood's character. I trust that you will recognize the merit of preserving the Garden.

Sincerely,

Nicholas Frankovich

888 Douglas Road, Apt. 1213
Coral Gables, FL 33134

NICHOLAS FRANKOVICH
888 Douglas Road, Apt. 1213
Coral Gables, FL 33134
(216) 773-2873 (cell)
nf2@caa.columbia.edu

June 15, 2026

Dear members of the Planning and Zoning Board:

Preserve the Garden of Our Lord. It is the fruit of careful planning in honor of religious and patriotic sentiment, incorporating loving dedication to those who sacrificed their lives in war for a just cause. The Garden of Our Lord has been cultivated over generations. It is a small but unique cultural landscape across the street from the Coral Gables Woman's Club in the city's Garden Apartment District.

The Garden of Our Lord is written into the neighborhood's history. Future generations will inherit either the Garden itself or only the memory of it and, if the latter, will wonder at the short-sightedness of those who advocated its demolition.

The proposed development for 110 Phoenetia will have greenspace. To plant new vegetation while uprooting and demolishing mature greenspace that is organic to the neighborhood would cast a shadow over the larger project. I urge you to bear that in mind when deliberating the future of the neighborhood's character. I trust that you will recognize the merit of preserving the Garden.

Sincerely,

Nicholas Frankovich

From: NICK SAK
To: Planning
Subject: Letter for agenda item 6/17 110 Phoenetia
Date: Sunday, June 14, 2026 9:27:41 PM

CAUTION: External Sender. Please do not click on links or open attachments from senders you do not trust.

Dear members of the Coral Gables Planning and Zoning Board:

Please do not miss this opportunity to protect the very special and historic Garden of Our Lord. While I understand the church in which I was baptized as well as the school building full of kindergarten memories must yield to new development, there is no need for the Garden to be destroyed as well.

Coral Gables has always been known for protecting its beautiful spaces. The Garden is and should remain one of those. Please protect it.

Sincerely,
Nick Sakhnovsky

Wells & Wells, P.A.

901 Ponce de Leon Blvd., Suite 200
Coral Gables, Florida 33134
Telephone: (305) 444-0016
Facsimile: (305) 444-0019
www.twellslaw.com
E-mail: tom@twellslaw.com

June 16, 2026

Via Email

Coral Gables Planning and Zoning Board
c/o City of Coral Gables
Development Services Department
Planning Division
427 Biltmore Way
Coral Gables, Florida 33134
ATTN: Jennifer Garcia, Board Liaison
Email: jgarcia4@coralgables.com

Coral Gables City Clerk
2020 Ponce de Leon Boulevard, Suite 1200
Coral Gables, Florida 33134
ATTN: Billy Urquai, City Clerk
Email: burquia@coralgables.com

Re: Opposition to the Proposed Development at 110 Phoenetia Avenue

Dear Members of Coral Gables Planning and Zoning Board:

I have lived in Coral Gables for the past 34 years, and my law office is located at 901 Ponce de Leon Boulevard, Coral Gables, Florida 33134, for the past 8 years. I will be impacted by the proposed development at 110 Phoenetia Avenue, Coral Gables 33134, consisting of a 9-story, 184 residential units and 16 live-work units with 301 parking spaces (the "Proposed Development"). The Proposed Development will result in additional cars and traffic congestion in this area. As you likely know, Ponce de Leon Boulevard south of Eighth Street is being renovated to add a medium and wider sidewalks resulting in reduced lanes for cars. This renovation forces traffic into residential areas. When additional traffic from the Proposed Development is added, it will likely create a traffic fiasco. It is reckless to approve the Proposed Development without a new traffic study considering the renovations to Ponce de Leon Boulevard. In addition, please consider the Proposed Development's incompatibility with the current residential area and do not approve it.

To protect against incompatibility, Section 1-103 of our Zoning Code provides that its purpose is to implement the Comprehensive Plan ("CP") including Future Land Use Element ("FLU") and Housing Vision Statement ("HOU") for the protection and promotion of the safety, health, comfort, morals, convenience, peace, prosperity, appearance and general welfare of the City and its inhabitants. Section 1-103 of our Zoning Code is specifically intended to (i) protect the distinctive historic and architectural character of the City, (ii) preserve the basic comprehensive plan and layout of the City by its forefathers, more specifically George Merrick and (iii) preserve residential properties to assure that future development will be in conformity with the foregoing distinctive character, with respect to type, intensity, design and appearance. Zoning Code Section 1-103 incorporates the following obligations and considerations as to new developments:

- ✓ *requiring a concurrency impact analysis for all development orders* issued by the City (Policy FLU-1.1.7)
- ✓ *promoting compatibility* with the architecture and urban design character of surrounding areas (Policy FLU-1.1.11)
- ✓ *protecting residential neighborhoods from intrusion by incompatible uses* (Policy FLU-1.3.2)
- ✓ *preserving the low intensity and high quality character of the residential neighborhoods* (Objective FLU-1.11)
- ✓ requiring the City to *enforce the Zoning Code to preserve and improve the character of neighborhoods* (Objective FLU-1.14)
- ✓ requiring the City to assist neighborhood groups with neighborhood plans to *minimize potential impacts between non-residential and residential land uses* with the intent of ensuring residential areas are protected from noise, light, traffic and vehicular access (Policy FLU-3.3.2)
- ✓ preserving residential properties to assure that *future development will be in conformity* with the foregoing distinctive character (HOU Vision Statement)
- ✓ *requiring aesthetic compatibility and visual harmony be considered as a bona fide criteria in reviewing requests for residential housing* (Policy HOU-1.2.3)
- ✓ *requiring new development to be compatible with adjacent established residential areas* (Policy HOU-1.2.6)
- ✓ requiring new housing be designed and located that ensures preservation of the unique character of the City's existing neighborhoods (Policy HOU-1.2.7)

Assuming the Proposed Development can comply with the Zoning Code, the FLU elements and the HOU statements, it should be approved. But I strongly oppose granting exceptions to the Proposed Development, or in this case, re-zoning the area solely for the benefit of the Proposed Development. Those exceptions prevent the uniform application of rules and code provisions to real estate development projects and create the appearance that certain well-connected developers receive special benefits from the City of Coral Gables.

As to the Proposed Development, I do not see how a 9-story, 200-unit facility with 301 parking spots is compatible with the look and feel of the existing garden-apartment residential area, the Coral Gables Woman's Club and/or The Garden of our Lord. I have always lived in North Coral Gables west of Granada Blvd. I currently live on Coral Way and San Domingo Street near St. Theresa School and Church of the Little Flower. I do not want or expect to live next to a high-rise residential complex because it is incompatible with that residential area. Similarly, the Proposed Development is incompatible with the existing garden-apartment residential architecture and urban design represented by the Coral Gables Woman's Club and/or The Garden of our Lord. Our Zoning Code prohibits the Proposed Development. Changing the Zoning Code solely to benefit the Proposed Development is offensive. Please respect the rights of our entire community and do not give preferred changes to well-connected developers.

Sincerely,

Thomas O. Wells

Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

As a resident of Coral Gables, I take great pride in our city's architectural heritage and the thoughtful planning that defines it. The proposed 110 Phoenetia project continues that tradition with a design that honors George Merrick's Mediterranean vision and complements the surrounding neighborhood.

Beyond its architectural qualities, this project supports something deeply meaningful: the continued presence of Crystal Academy, a school that truly transforms the lives of children with autism and their families. Fifield's commitment to build a new, modern facility and provide Crystal Academy with a 99-year rent-free lease sets a standard we can all appreciate in a developer. Keeping this institution in Coral Gables strengthens our community and reflects our shared values of compassion and inclusion.

I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: Erica Alvelo

Name: Erica Alvelo

Address: 235 Sidonia ave apt 108

Email:

Date: 12/22/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Maria Vente

Address: 235 Sadonia Ave. Apt 321

Email: _____

Date: 12/22/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

Como residente de Coral Gables, me enorgullece profundamente el patrimonio arquitectónico de nuestra ciudad y la planificación cuidadosa que la define. El proyecto propuesto de 110 Phoenetia continúa con esa tradición, con un diseño que honra la visión mediterránea de George Merrick y complementa el vecindario que lo rodea.

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.



Atentamente, L.

Firma _____

Nombre: Elida Villarroel

Dirección: 47 Phoenetia Av

Correo electrónico: _____

Fecha: 12/22/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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Atentamente,

Firma _____

Nombre: Oscar Tejada

Dirección: 235 Sidonia Ave. apt. 318

Correo electrónico: _____

Fecha: 12/22/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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Atentamente,

Firma: _____

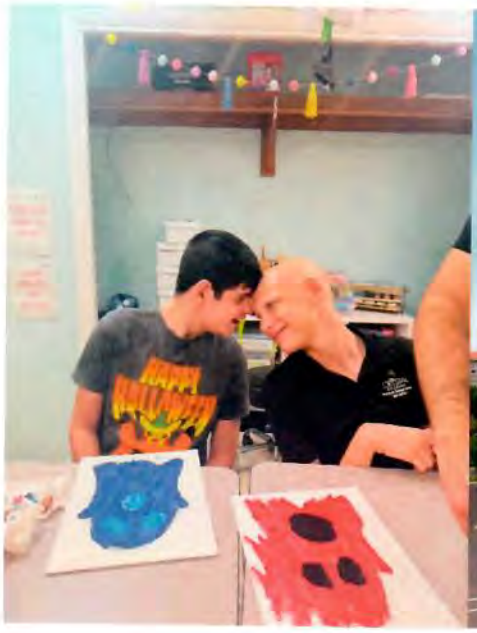
Nombre: Adalberto Jose Usallo

Dirección: 211 Sidonia Ave Apt 4

Correo electrónico: _____

Fecha: 12/22/25







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma J. Ch

Nombre: Julio Cesar Imperatori

Dirección: 235 Sidonia Ave Apt. 321

Correo electrónico:

Fecha: 12/22/25





110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

As a resident of Coral Gables, I take great pride in our city's architectural heritage and the thoughtful planning that defines it. The proposed 110 Phoenetia project continues that tradition with a design that honors George Merrick's Mediterranean vision and complements the surrounding neighborhood.

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: _____

Name: Manny Sanchez

Address: 39 PHoenetia Ave

Email: _____

Date: 12/22/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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Atentamente,

Firma _____

Nombre: Esther Santos

Dirección: 235 Sidonia Ave. Coral Gables, apt. 209

Correo electrónico: _____

Fecha: 12/22/25





110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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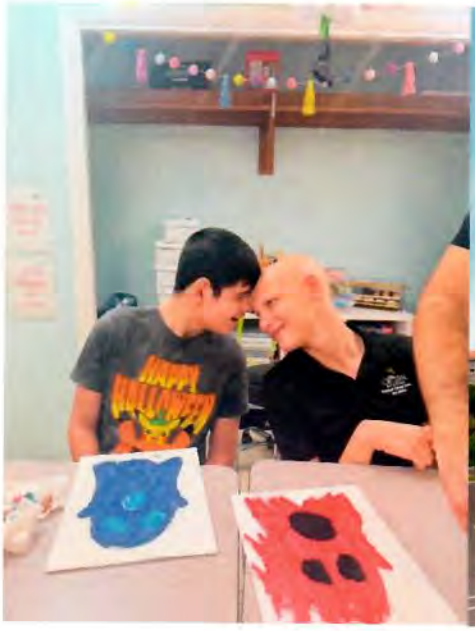
Signature: _____

Name: Nidia Enid Pumiel

Address: 235 Sidonia AVE APT 211

Email: _____

Date: 12/22/2025





Fifield

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Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Oriel Cutino

Address: 235 Sidonia Ave apt 102

Email: _____

Date: 12/22/25





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Coral Gables, FL 33134

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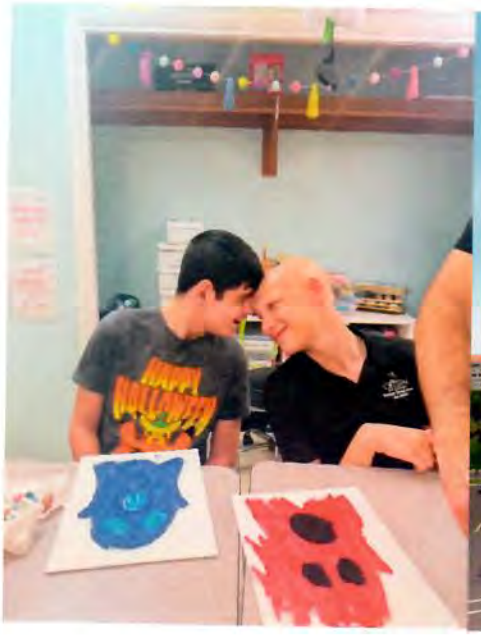
Signature: AOLZA PENA

Name: AOLZA PENA

Address: 253 57TH ST AV 35144 APT 214

Email: AE2P2010@HOT...

Date: 12-22-2025





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma _____

Nombre: _____

Dirección: _____

Correo electrónico: _____

Fecha: 12/22/25







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Crystal Academy
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Atentamente,

Firma Manuela Ortiz

Nombre: [illegible]

Dirección: 235 Sidonia Ave Apt. 217

Correo electrónico: _____

Fecha: 12/22/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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Atentamente,

Firma _____

Nombre: Misladis Rodriguez

Dirección: 235 Sidonia Ave apt. 218

Correo electrónico: _____

Fecha: 12/22/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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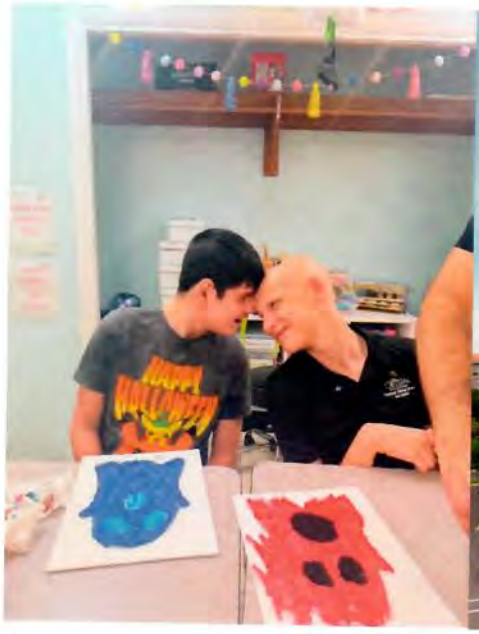
Signature: [signature]

Name: Daniel Carl Cox

Address: 235 Sidonia Ave apt 203

Email:

Date: 12/22/25





Fifield

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Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Yulisa Franco

Address: 235 Sloria Ave Apt 314

Email: _____

Date: 12/22/25





Fifield

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Crystal Academy
Coral Gables, FL 33134

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Atentamente,

Firma _____

Nombre: Yanibel Florete Miranda

Dirección: 235 Sidonia Av apt 312 Coral Gables Florida

Correo electrónico: Myanibel23@gmail.com

Fecha: 22/12/2025.





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

Como residente de Coral Gables, me enorgullece profundamente el patrimonio arquitectónico de nuestra ciudad y la planificación cuidadosa que la define. El proyecto propuesto de 110 Phoenetia continúa con esa tradición, con un diseño que honra la visión mediterránea de George Merrick y complementa el vecindario que lo rodea.

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.



Atentamente,

Firma Irma Umana

Nombre: Irma Umana

Dirección: 235 Sidonia Ave Apt 313

Correo electrónico: imacristi@yahoo.com

Fecha: 12/22/2025





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

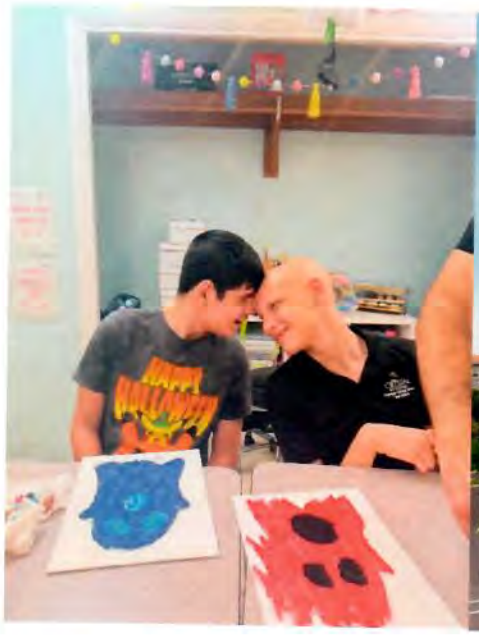
Signature: _____

Name: Rey Fonseca

Address: 235 Lidonia ave apt 3

Email: rey.fonseca@live.com

Date: 12/22/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Juan R Martinez

Address: 211 Sidonia Ave Apt. 5

Email: _____

Date: 12/22/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Firma _____

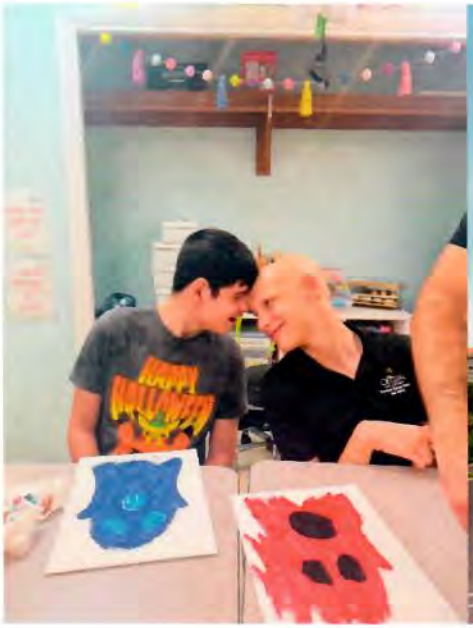
Nombre: _____

Dirección: _____

Correo electrónico: _____

Fecha: 12/22/25







110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Christopher Eguiluz

Address: 235 sidonia ave Apt.303

Email: _____

Date: 12/22/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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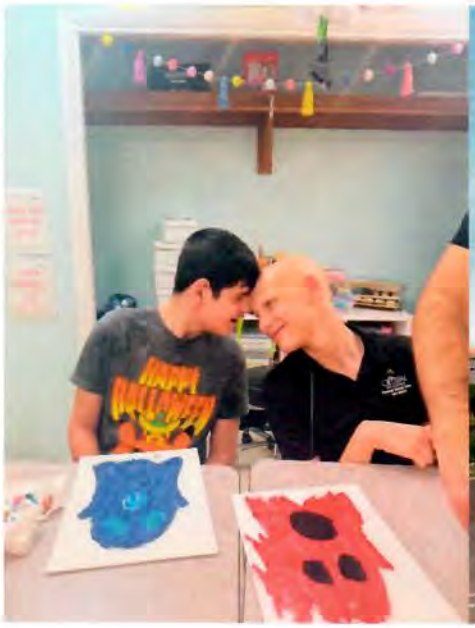
Firma Myrna Helena Fuentes

Nombre: Myrna Helena Fuentes

Dirección: 101 – 235 Sicilian Ave Apt.

Correo electrónico:

Fecha: 22 de Diciembre





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: VICTOR NOVARA

Address: 222 SIDONIA AVE CORAL GABLES FL 33134

Email: _____

Date: 12-22-25





110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Cristiana Vieira

Address: 226 Sidonia Ave #2

Email: crisvieirafl@gmail.com.

Date: 12/22/2025.





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma: Alcantara

Nombre: LUISA ALCANTARA

Dirección: 235 Antilla ave apt. 2 CG. 33134

Correo electrónico: _____

Fecha: 12/23/2025





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Alfredo Cordoba

Address: 235 Antilla Ave. apt. 12

Email: _____

Date: 12/23/25





110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Michelle Travis

Address: 1202 Salzedo St. apt 1B

Email: _____

Date: 12/23/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: César Araujo

Dirección: 1202 Salzedo ST, apt. 4

Correo electrónico: _____

Fecha: 12-23-2025







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Maqs Varaver

Address: 1202 SAIZEDO ST APT 9

Email: _____

Date: 12/23/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Carmen Rivero

Name: Maura Rivero

Address: 1208 Salzedo St Apt. B

Email: _____

Date: 12/23/25





110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Jessica Z. Clowney

Address: 1208 Salzedo Street Apt 12

Email: _____

Date: 12/23/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: VALERIA GOGONEA

Address: SALZEDO 1208

Email: madyvaly2008@gmail.com

Date: 23/12/2023





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma Jessie Maya

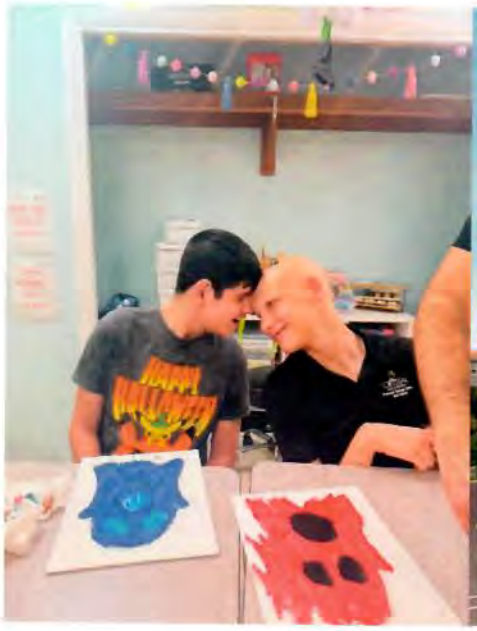
Nombre: Jessie Maya

Dirección: 1208 SW 22nd St. Apt 1

Correo electrónico: Gsy_maya@outlook.com

Fecha: 12/23/25







Fifield

110 Phoenetia – Desarrollo
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Coral Gables, FL 33134

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Atentamente,

Firma: _____

Nombre: Juan Mendez

Dirección: 1208 SALZEDO ST. Apt 8

Correo electrónico: _____

Fecha: 12/23/2025







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Signature: _____

Name: _____

Address: _____

Email: _____

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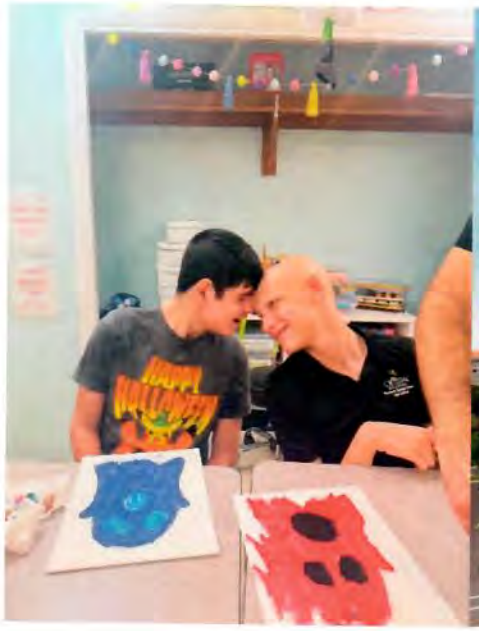
Firma _____

Nombre: JOSE RAFAEL RIOS FERNANDEZ.

Dirección: 1208 SALZEDO STREET APT # 5.

Correo electrónico: _____

Fecha: 12/23/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Nancy Villa

Dirección: 1208 Salzedo St. Apt. 23

Correo electrónico: _____

Fecha: 12/23/25





Fifield

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Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Stev Walls

Address: 1208 Toledo St Apt. 15

Email: _____

Date: 23 De 25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

Como residente de Coral Gables, me enorgullece profundamente el patrimonio arquitectónico de nuestra ciudad y la planificación cuidadosa que la define. El proyecto propuesto de 110 Phoenetia continúa con esa tradición, con un diseño que honra la visión mediterránea de George Merrick y complementa el vecindario que lo rodea.

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.



Atentamente,

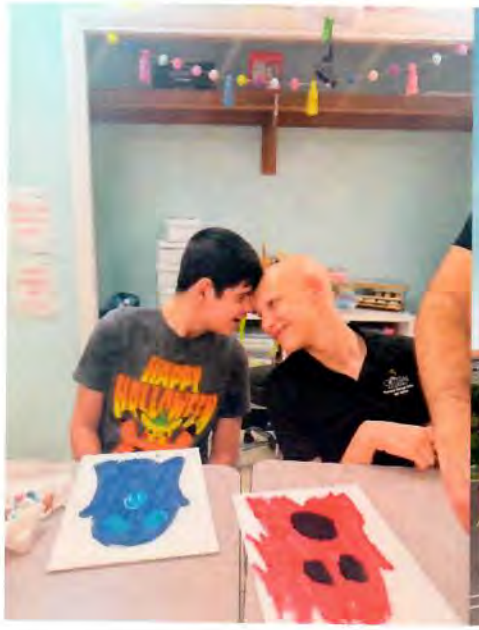
Firma _____

Nombre: Nadeline Nuñez

Dirección: 1208 Salzedo St Apt 20

Correo electrónico: _____

Fecha: 12/23/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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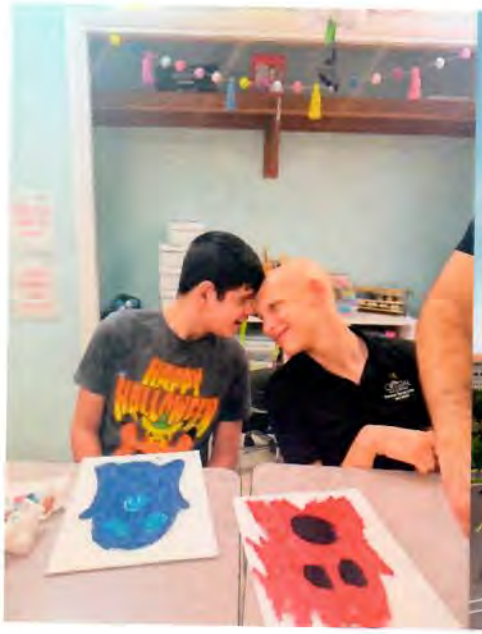
Firma _____

Nombre: Eileen Ochoa

Dirección: 1208 Salzedo St 33134 Apt. 25

Correo electrónico: eileenochoa545@gmail.com

Fecha: 12/23/2025





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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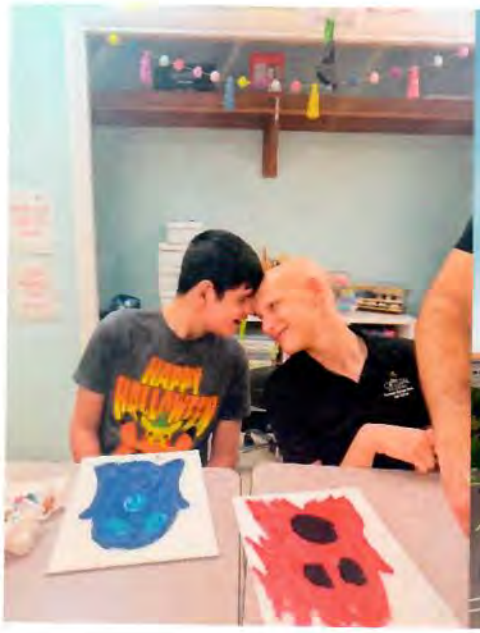
Firma Zobeida Perez

Nombre: Zobeida Perez

Dirección: 1208 Salzedo St apt 23 33134

Correo electrónico: _____

Fecha: 12/23/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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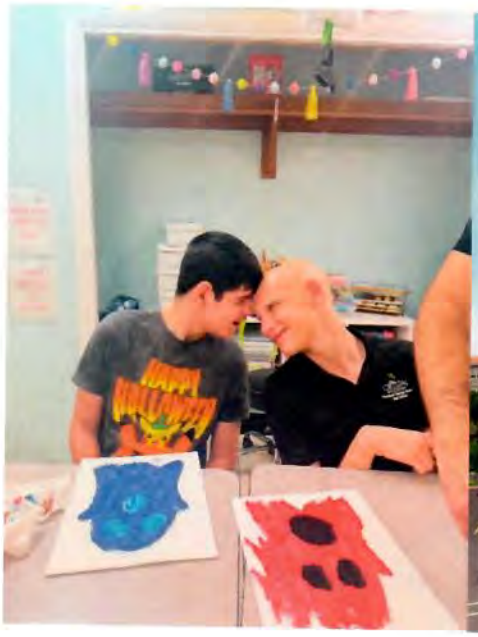
Signature: _____

Name: Alfonso Dueñas Aguila

Address: 1202 Salzedo St. Apt 14

Email: _____

Date: 12/23/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Mayte Mena

Nombre: Mayte MENA

Dirección: 1202 Salzedo St. Apt. 6

Correo electrónico: _____

Fecha: 12/23/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Wendy Cabral

Address: 1202 Salzedo ST Apt 16

Email: Wendyta1315@icloud.com

Date: 12/23/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Roseleanor Giraldo

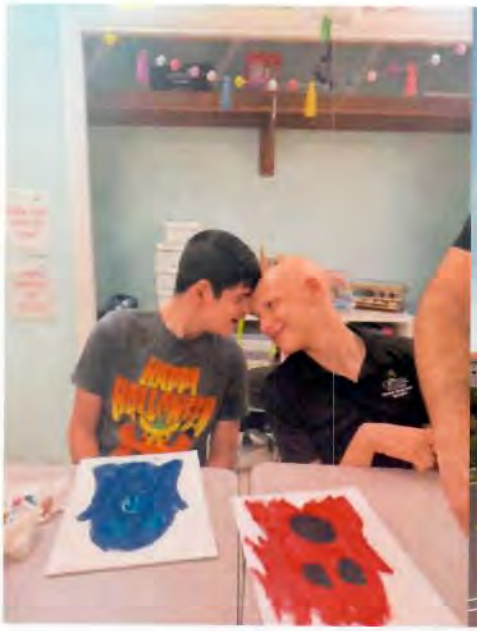
Nombre: Roseleanor Giraldo

Dirección: 1201 E Ponce de Leon Blvd 208.

Correo electrónico: roregihou@gmail.com.

Fecha: Enero 7/2026.







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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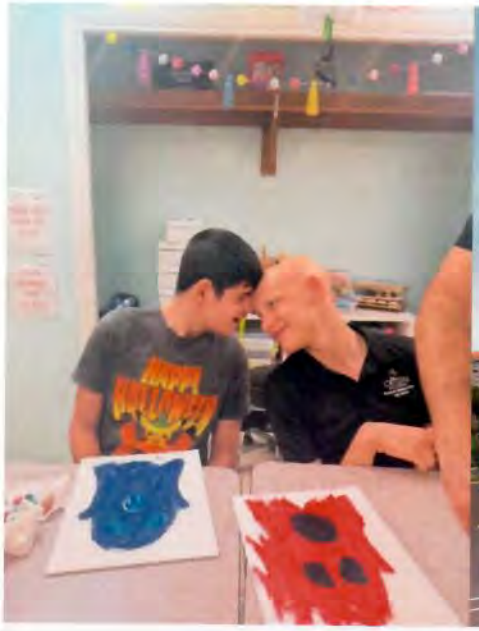
Firma _____

Nombre: Meyra Michael

Dirección: 1201 E Ponce de Leon Blvd. #101

Correo electrónico: _____ Coral Gables

Fecha: 1/7/26 33134





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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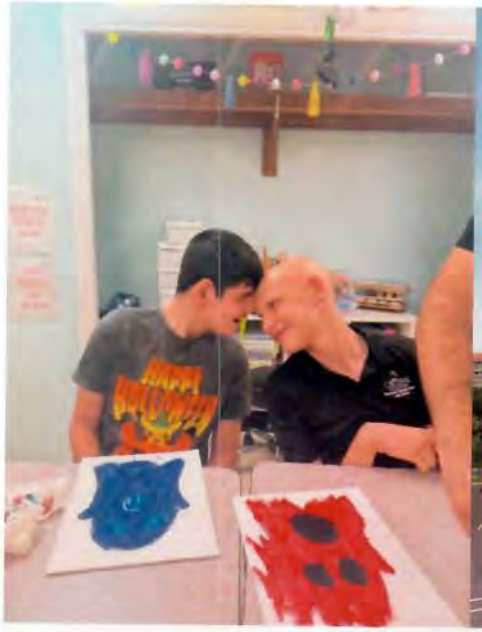
Firma _____

Nombre: LAZARA PINOL

Dirección: 119 Santillane AVE Apt 1

Correo electrónico: _____

Fecha: 1/7/26





Fifield

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Crystal Academy
Coral Gables, FL 33134

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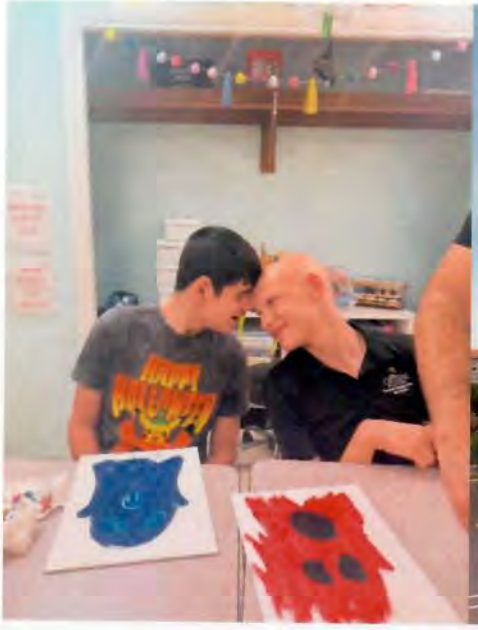
Firma Andrea Suarez

Nombre: Andrea Suarez

Dirección: 119 Santillana Ave Coral Gables FL 33134

Correo electrónico:

Fecha: 01/08/2026





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Vicky Rigoio

Address: 123 Sanctuary Ave. Apt 3

Email: _____

Date: 11/7/26





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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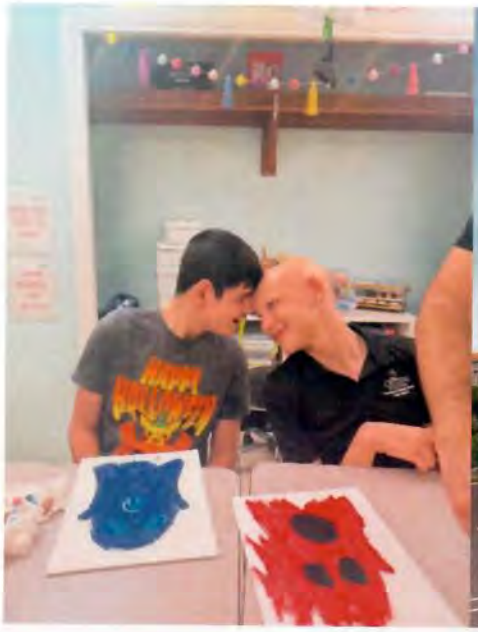
Firma: Mar

Nombre: Mario

Dirección: 130 Santaline Ave #2

Correo electrónico: _____

Fecha: 1/7/26





Fifield

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Crystal Academy
Coral Gables, FL 33134

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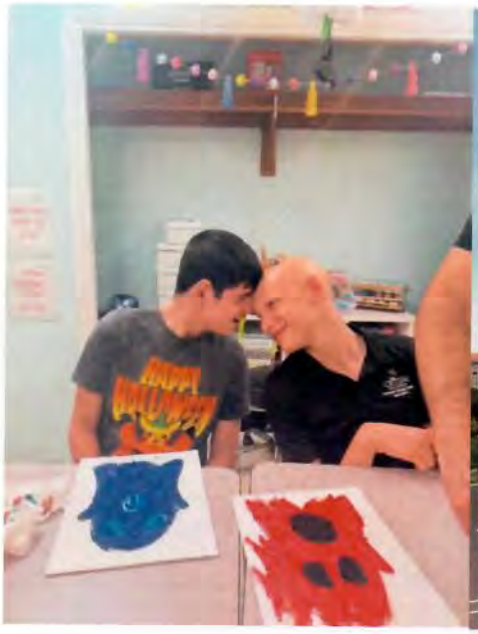
Signature: _____

Name: GABRIEL LOPEZ

Address: 130 SAN AILIANE AVE, APT 1

Email: _____

Date: 1/7/26





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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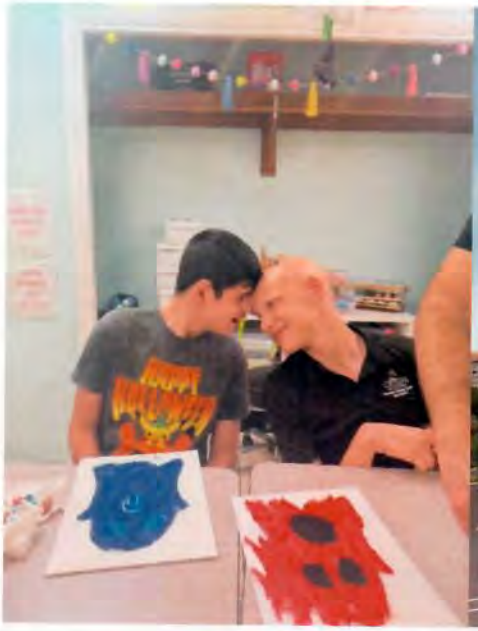
Firma Karina García

Nombre: García

Dirección: 132 SANTILENE Ave. Apt. 1

Correo electrónico: _____

Fecha: 1/7/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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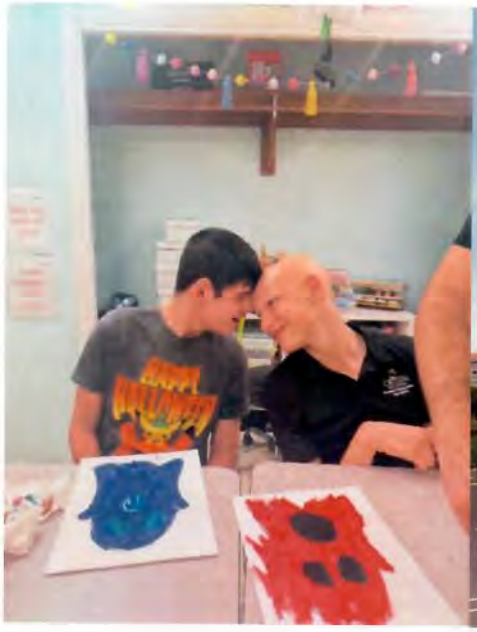
Signature: _____

Name: Blanca Corrales

Address: 1000 East Ponce de Leon Blvd #42
Coral Gables FL 33134

Email: bethelybethma@gmail.com

Date: 01-07-2026





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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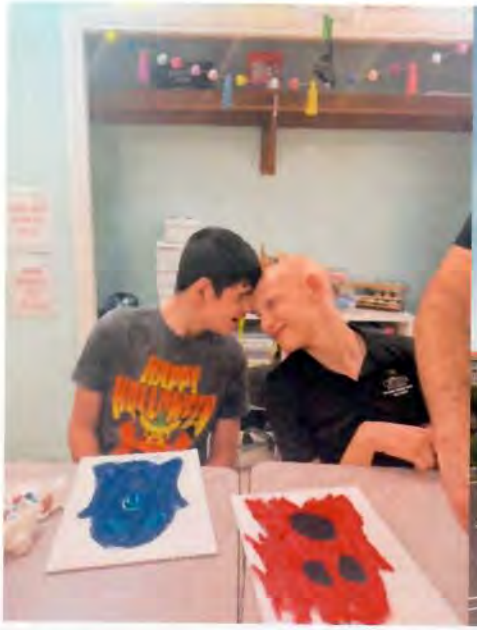
Firma _____

Nombre: Ana Perez

Dirección: 126 Santillane Apt 15 Coral Gables

Correo electrónico: _____

Fecha: 01/07/2026





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: [signature]

Name: Jaize Gilbert

Address: 222 Phoenetia Avenue, coral

Email: _____

Date: 01/8/26





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

Como residente de Coral Gables, me enorgullece profundamente el patrimonio arquitectónico de nuestra ciudad y la planificación cuidadosa que la define. El proyecto propuesto de 110 Phoenetia continúa con esa tradición, con un diseño que honra la visión mediterránea de George Merrick y complementa el vecindario que lo rodea.

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.



Atentamente,

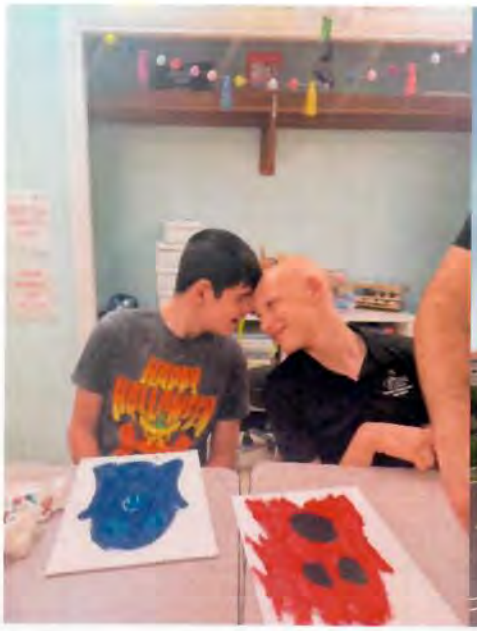
Firma _____

Nombre: Yañay R.

Dirección: 220 Santilla Av. No. 3

Correo electrónico: _____

Fecha: 01/8/26





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Luz Juarez

Dirección: 220 Antilla Ave. No. 4

Correo electrónico: _____

Fecha: 01/8/26





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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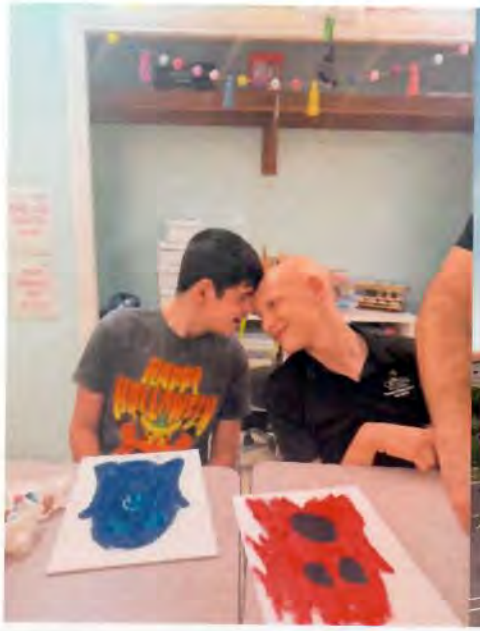
Firma Anel

Nombre: Anelys Garoná Guerra

Dirección: 127 Santillane #2 Coral Gables

Correo electrónico: anegar1984@gmail.com.

Fecha: 1/8/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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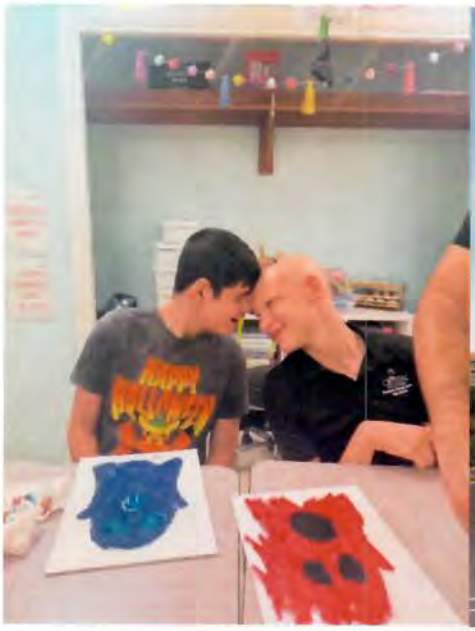
Signature: _____

Name: Claudia Luis Segura

Address: 220 Antilla Ave Miami FL 33134

Email: _____

Date: 01/08/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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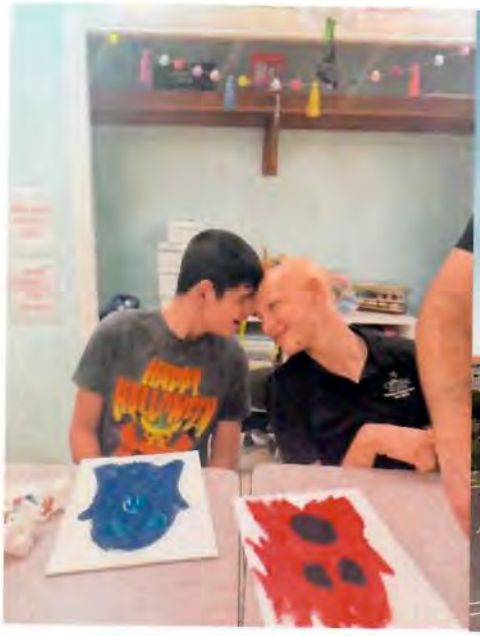
Signature: _____

Name: Rafael R. Villeta

Address: 235 Attila Ave Apt 2

Email: _____

Date: 01/8/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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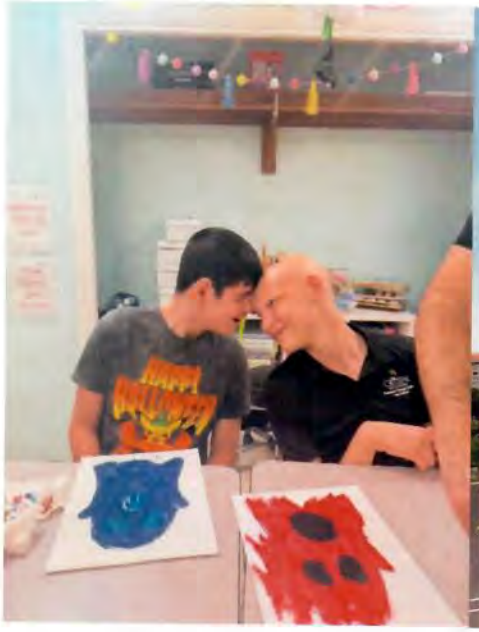
Signature: _____

Name: Benjamin Atiyeh

Address: 235 Antilla Ave Apt 7 Coral Gables 33134

Email: _____

Date: 01/8/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Maritza Cerezo Rivero

Address: 235 Sidonia Ave Apt 220

Email: _____

Date: 1/08/2026





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: TOMAS ROMERO

Address: 1300 PONCE DE LEON (800)

Email: _____

Date: 01/08/24





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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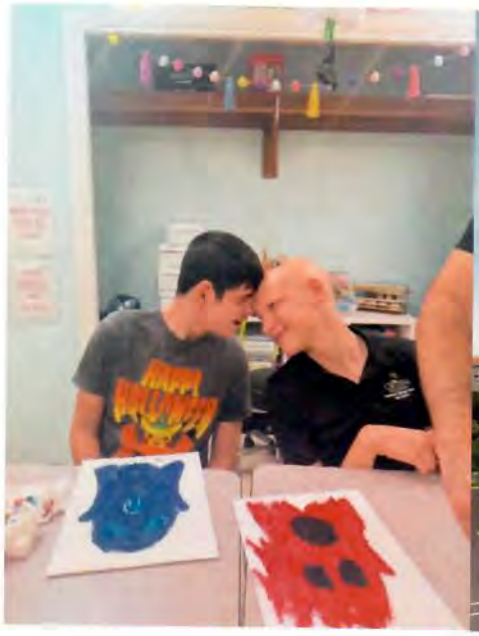
Signature: _____

Name: Kay Perez

Address: 1240 Coral way, Miami, FL 33145

Email: soundoffmuzik@gmail.com

Date: 01/08/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Veronica

Address: 223 Sidonia Av.

Email: _____

Date: 1/8/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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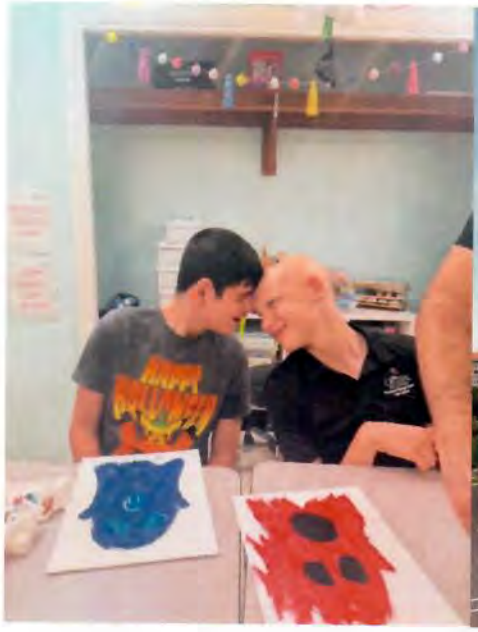
Signature: _____

Name: DIAZ

Address: 1060 E Ponce De Leon

Email: _____

Date: 1/8/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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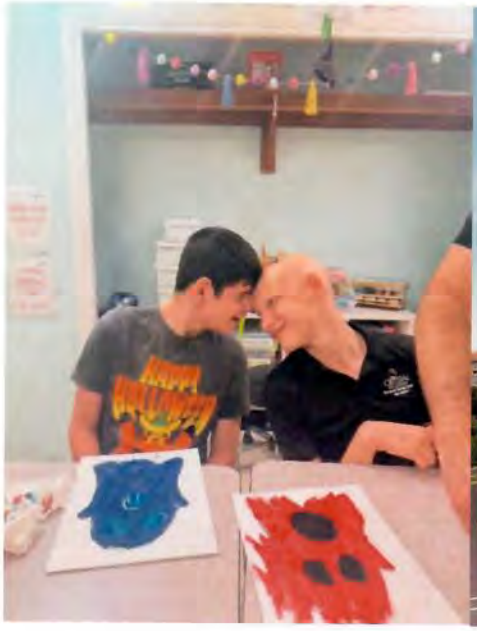
Signature: Sandra Scheer

Name: Sandra Scheer

Address: 1911 Ponce de Leon Blvd

Email: sscheer1@gmail.com

Date: 1/8/26





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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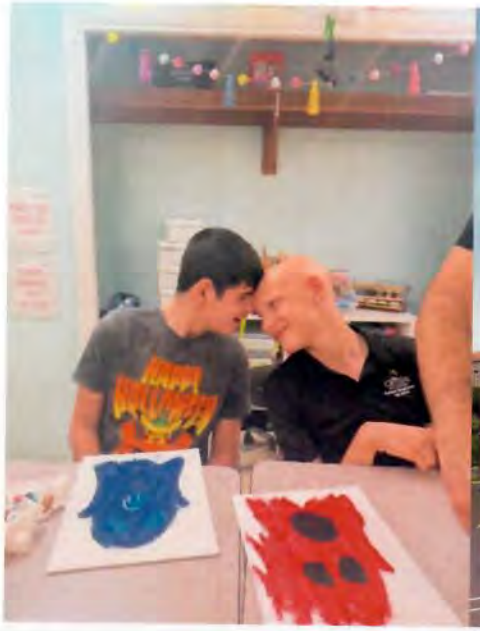
Firma _____

Nombre: _____

Dirección: _____

Correo electrónico: _____

Fecha: _____





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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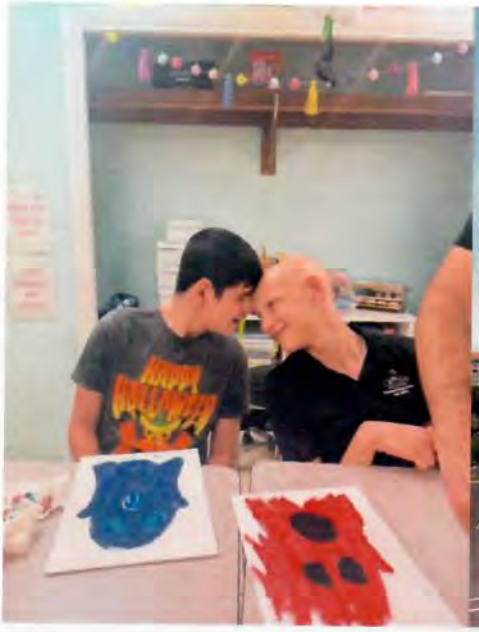
Nombre: B. SUERO

Dirección: 113 Calabria Ave Apt 2W

Correo electrónico: suero berenice@gmail.

Fecha: 11/3/26







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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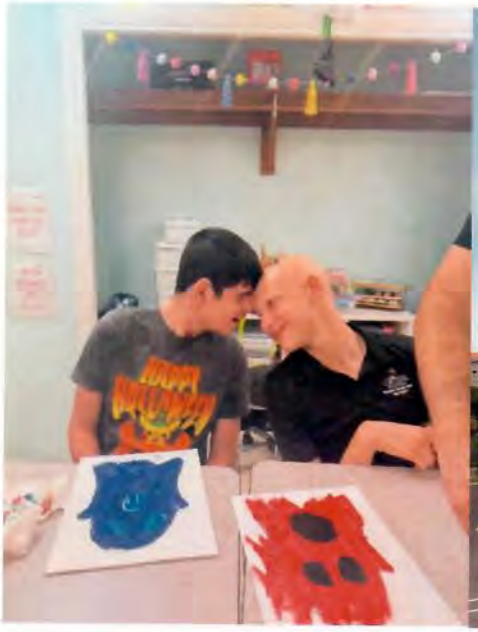
Signature: _____

Name: Marisol Montoya

Address: 115 Calabria Ave. #10

Email: _____

Date: 1/8/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Montoya, Juliette

Address: 115 calabria ave coral Gables, FL 33134 #9

Email: jmonshops@gmail.com

Date: 11/8/2025





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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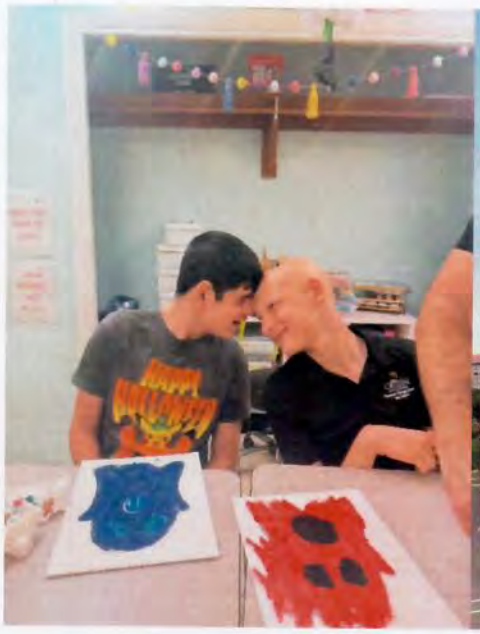
Nombre: Liliana Suzman

Dirección: 115 Catalonia ave apt 3

Correo electrónico: _____

Fecha: 1/8/26







Fifield

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Crystal Academy
Coral Gables, FL 33134

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Atentamente,

Firma _____

Nombre: Ccilabras

Dirección: 115 Calabria Ave. #1

Correo electrónico: _____

Fecha: 1/08/26





Fifield

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Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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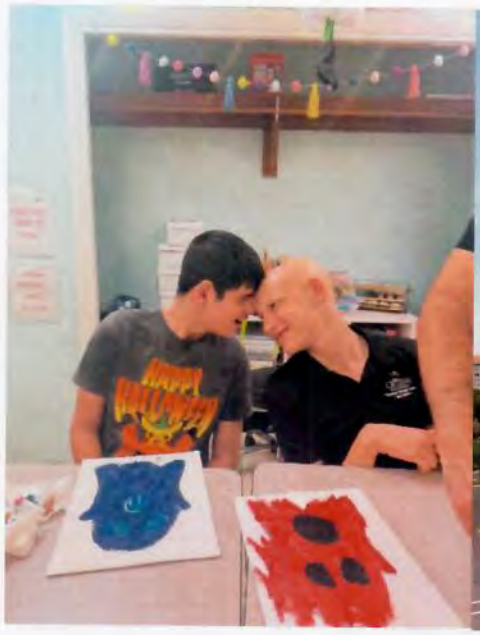
Signature: _____

Name: Federico

Address: Ave. 36 Apt. 1

Email: _____

Date: 1/08/26





Fifield

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Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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As a resident of Coral Gables, I take great pride in our city's architectural heritage and the thoughtful planning that defines it. The proposed 110 Phoenetia project continues that tradition with a design that honors George Merrick's Mediterranean vision and complements the surrounding neighborhood.

Beyond its architectural qualities, this project supports something deeply meaningful: the continued presence of Crystal Academy, a school that truly transforms the lives of children with autism and their families. Fifield's commitment to build a new, modern facility and provide Crystal Academy with a 99-year rent-free lease sets a standard we can all appreciate in a developer. Keeping this institution in Coral Gables strengthens our community and reflects our shared values of compassion and inclusion.

I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: _____

Name: José Ramón Uth

Address: Ave. 44 Ave. Apt 5u

Email: _____

Date: 1/8/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Vladimir

Address: 28 antilla, AVE apart4

Email: _____

Date: 1/8/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: Manuel Bustamante

Name: MANUEL BUSTAMANTE

Address: 104 ~~Antiganti~~ Antigera Ave Apt 6

Email:

Date: 11/8/26





Fifield

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Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: MARCO PIZZATO

Address: 114 DOUGLAS RD #1

Email: marco@marcopizzato.com

Date: 1/10/26





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Crystal Academy
Coral Gables, FL 33134

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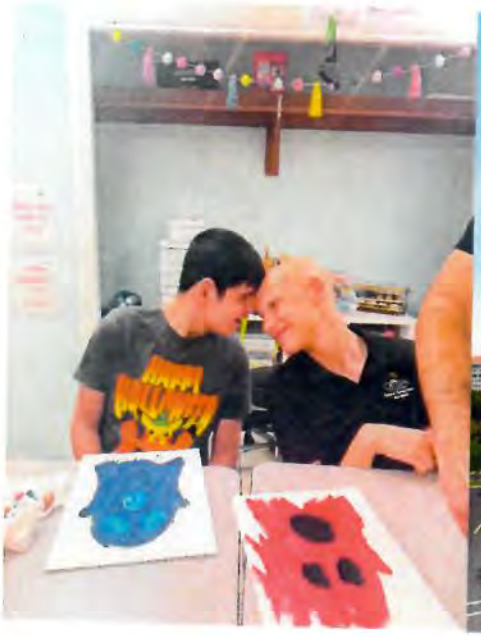
Signature: _____

Name: Gabriela Solomon

Address: 11 Antilla Ave, Apt C

Email: _____

Date: 1/10/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: CRISTIAN GARCIA-ROJAS

Address: 1114 S DOUGLAS RD APT 5

Email: CRISTIANGARCIAROJAS26@GMAIL.COM

Date: 01/10/2026





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

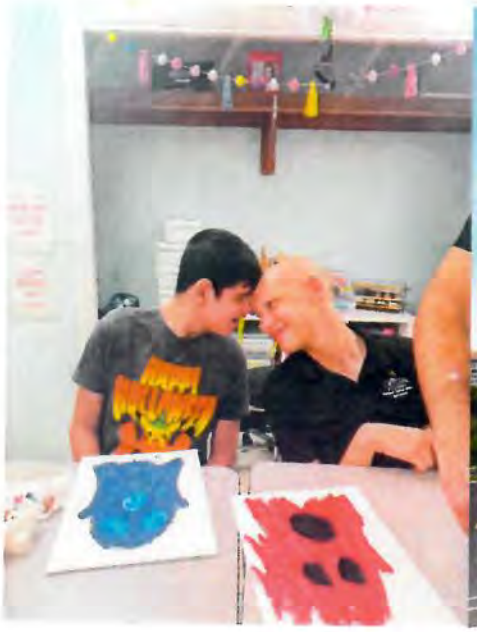
Nombre: Daylee Tuero

Dirección: 69 Phoenetia Ave

Correo electrónico: daytuero2022@yahoo.com

Fecha: 1/10/2026







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Kianna Gonzalez

Address: 47 sidonia Ave apt. 49B

Email: k.gonzalez4090@gmail.com

Date: Jan 10, 2026





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Crystal Academy
Coral Gables, FL 33134

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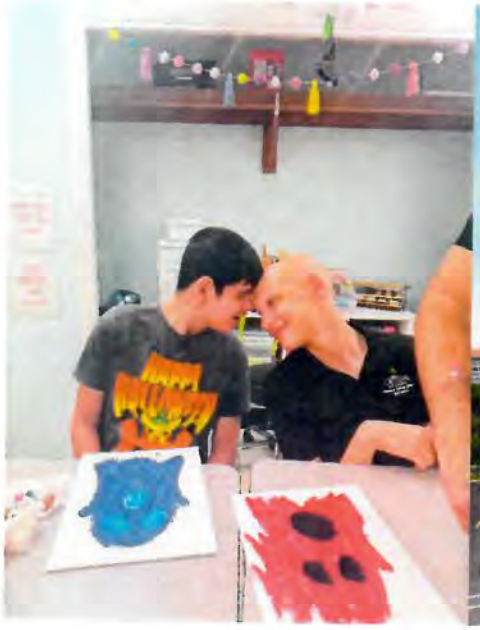
Firma _____

Nombre: Joel Luis Morales

Dirección: 126 Santillana Ave apto 15 Coral Gables

Correo electrónico: ikanfioro2019@gmail.com

Fecha: 01/11/2026





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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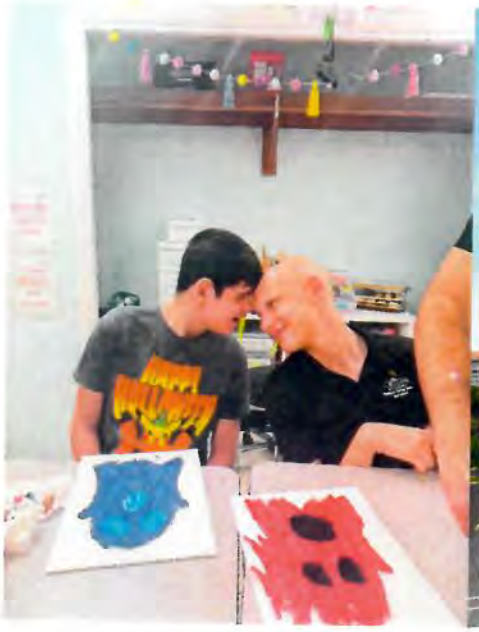
Firma: Joseph Di Leo

Nombre: Joseph Di Leo

Dirección: 1014 E Ponce de Leon Blvd

Correo electrónico: —

Fecha: 01/11/26





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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Atentamente,

Firma _____

Nombre: Armando Serrano

Dirección: 126 Santillane ave #33

Correo electrónico: _____

Fecha: 1/11





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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Atentamente,

Firma: Sabrina Morales

Nombre: Sabrina Morales

Dirección: 126 Santillana Ave Apt 15

Correo electrónico: —

Fecha: 01/11/2026





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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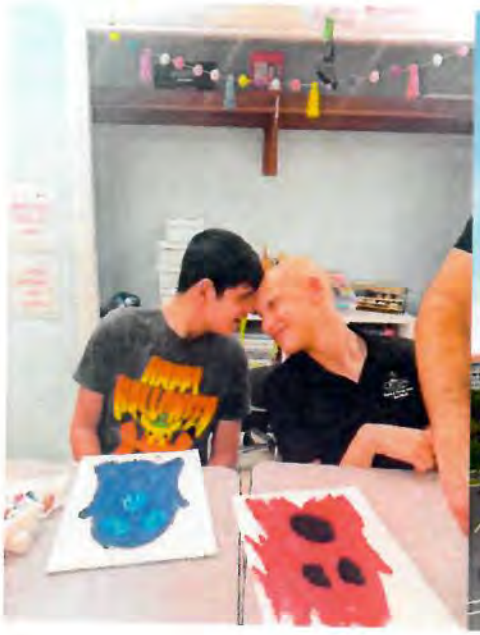
Signature: _____

Name: _____

Address: 1300 Galiano St

Email: _____

Date: 11/11/25





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Crystal Academy
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Atentamente,

Firma: _____

Nombre: Luis

Dirección: 30 SIDONIA AV

Correo electrónico: _____

Fecha: 4-11-26







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Coral Gables, FL 33134

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Atentamente,

Firma _____

Nombre: Lucia Velez

Dirección: 3181 SW 13th Street

Correo electrónico: _____

Fecha: 1/3/26





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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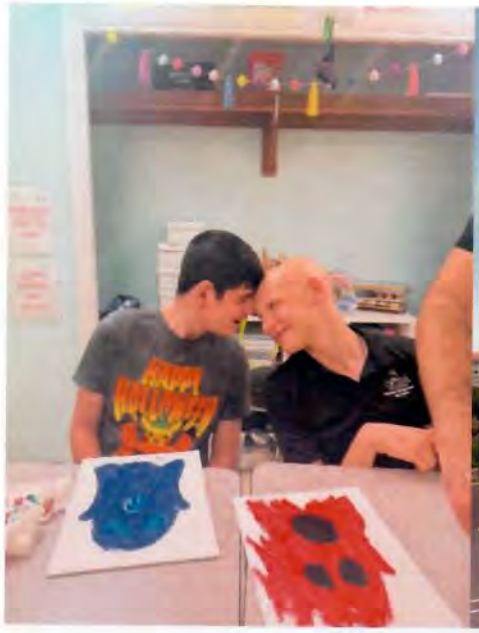
Firma MNB

Nombre: Manuela Ramos

Dirección: 3171 SW 14 St #3

Correo electrónico:

Fecha: 1-3-26





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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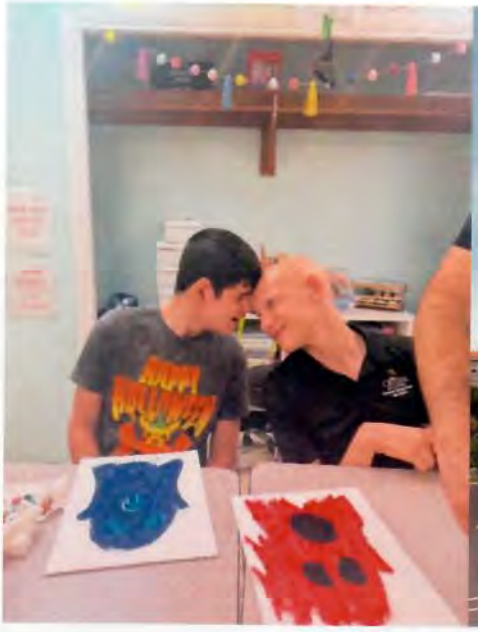
Firma Victor Velez

Nombre: Victor Velez

Dirección: 3181 SW 13th St Apt. 403

Correo electrónico:

Fecha: 1/3/26





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Coral Gables, FL 33134

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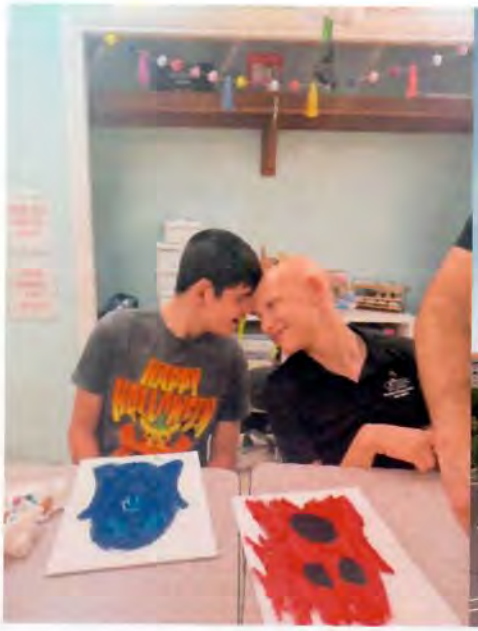
Firma Carlos Muñoz

Nombre: Carlos Muñoz

Dirección: 3194 SW 13th Street

Correo electrónico: Cmuno216@bmail.com

Fecha: 1/3/26





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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Firma _____

Nombre: Ernesto Valdez

Dirección: 3190 SW 14th St

Correo electrónico: _____

Fecha: 1/3/26







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Más allá de sus cualidades arquitectónicas, este proyecto apoya algo profundamente significativo: la permanencia de Crystal Academy, una escuela que verdaderamente transforma la vida de los niños con autismo y de sus familias. El compromiso de Fifield de construir una instalación nueva y moderna, y de ofrecer a Crystal Academy un contrato de arrendamiento gratuito por 99 años, establece un estándar que todos podemos apreciar en un desarrollador. Mantener esta institución en Coral Gables fortalece nuestra comunidad y refleja nuestros valores compartidos de compasión e inclusión.

Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.

Atentamente,

Firma: _____

Nombre: Luis Herrera

Dirección: 2190 SW 14th St

Correo electrónico: _____

Fecha: 1/3/26







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma: _____

Nombre: Mike

Dirección: Apt 18 3190

Correo electrónico: _____

Fecha: 1/3/26







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: _____

Dirección: 3180 SW 14th ST

Correo electrónico: _____

Fecha: 1/3/26





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Mercher

Nombre:

Dirección: 3180 SW 14th ST

Correo electrónico:

Fecha: 1/3/26





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma PP

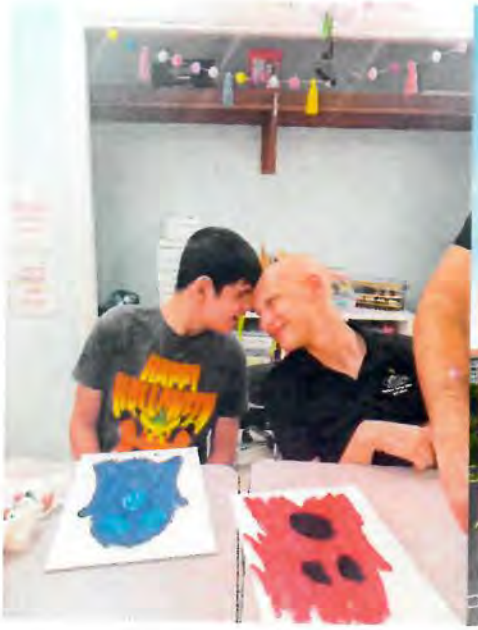
Nombre: Pedro Perez

Dirección: 3170 SW 114th St

Correo electrónico: pedroperez317@hotmail.com

Fecha: 1-5-26







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

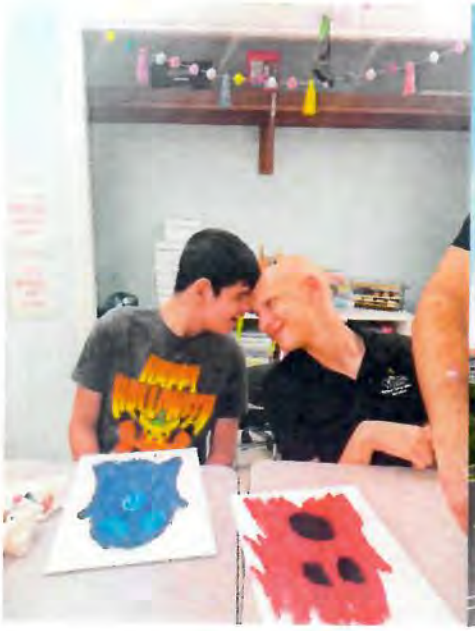
Firma _____

Nombre: Marcela

Dirección: SW 104th St Apt

Correo electrónico: _____

Fecha: 1/3/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

As a resident of Coral Gables, I take great pride in our city's architectural heritage and the thoughtful planning that defines it. The proposed 110 Phoenetia project continues that tradition with a design that honors George Merrick's Mediterranean vision and complements the surrounding neighborhood.

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: Liliam Perez

Name: Liliam Perez

Address: 3166 SW 44th St

Email:

Date: 1/3/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: _____

Name: Tywan Martin

Address: 838 Salzedo St

Email: _____

Date: 12/30/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma _____

Nombre: NICOLAS CASTILLO

Dirección: 1014 SALZEDO ST APT

Correo electrónico: _____

Fecha: 12/30/25







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma _____

Nombre: LEONARDO RODRIGUEZ

Dirección: 40 SIDONIA AVE APT 4

Correo electrónico: _____

Fecha: 01-10-26







110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: _____

Name: Gonzalo Urrutia

Address: 3140 SW 12th ST

Email: _____

Date: 1/14/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: _____

Name: Matias Camas

Address: 2960 SW 11th St

Email: _____

Date: 1/4/2026





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Zora

Name: Zora Jachson

Address: zoraljachson@gmail.com

Email: 2985 SW 11th St

Date: 1/4/2026





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Denis Hernandez

Dirección: 428 SW 30 AVE APT 1

Correo electrónico: _____

Fecha: 1/4/26







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: Marta Castillo

Dirección: 928 SW 30 Ave Apt 4

Correo electrónico: _____

Fecha: _____







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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Sincerely,

Signature: _____

Name: Diego Vivanco

Address: 3103 SW 14th St

Email: _____

Date: 1/9/26





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma: _____

Nombre: _____

Dirección: 3171 SW 12th St

Correo electrónico: _____

Fecha: 1/4/26





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma: _____

Nombre: Duniel Marín

Dirección: 3171 SW 14th St

Correo electrónico: _____

Fecha: 1/4/26







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Humberto Benavidez

Nombre: Humberto Benavidez

Dirección: 3121 SW 14th St

Correo electrónico:

Fecha: 1/4/26







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Alejandro Montejo

Dirección: 928 Sw 30th Ave

Correo electrónico: Amontejo@yahoo.com

Fecha: 1/4





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: _____

Dirección: 3150 SW 13th St

Correo electrónico: _____

Fecha: 1/9/26







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

Como residente de Coral Gables, me enorgullece profundamente el patrimonio arquitectónico de nuestra ciudad y la planificación cuidadosa que la define. El proyecto propuesto de 110 Phoenetia continúa con esa tradición, con un diseño que honra la visión mediterránea de George Merrick y complementa el vecindario que lo rodea.

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.



Atentamente,

Firma _____

Nombre: Amanda Martinez

Dirección: 3163 SW 14th St

Correo electrónico: _____

Fecha: 1/9/26





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma: Olidia CRUZ

Nombre: _____

Dirección: 3193 SW 14 ST #5

Correo electrónico: MIAMI FL

Fecha: 33145 1/4/26







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: _____

Dirección: 3173 SW 14th St Apt #4

Correo electrónico: _____

Fecha: 1/4/26





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma: _____

Nombre: Julia Vallejos

Dirección: 3158 SW 13th St

Correo electrónico: _____

Fecha: 1/4/26







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

As a resident of Coral Gables I take great pride in our city's architectural heritage and the thoughtful planning that defines it. The proposed 110 Phoenetia project continues that tradition with a design that honors George Merrick's Mediterranean vision and complements the surrounding neighborhood.

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all..

Sincerely,

Name: Samantha Martinobs

Address: 2987 SW 11Th St

Email: _____

Date: 1/4/2026







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma CG

Nombre: Camron Garcia

Dirección: 2915 SW 11th Street

Correo electrónico:

Fecha: 1/4/2026







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma _____

Nombre: _____

Dirección: 3171 SW 14th St Apt 1

Correo electrónico: _____

Fecha: 1/9/26







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: _____

Name: Sophia Varon

Address: 3190 SW 13 ST

Email: _____

Date: 1/4





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

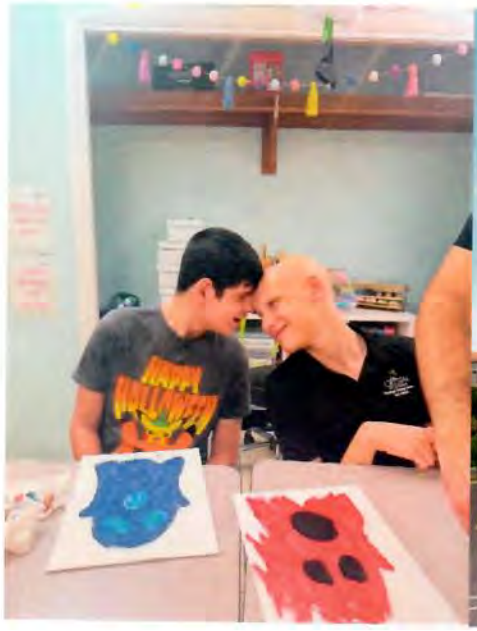
Signature: _____

Name: Ava Urquiza

Address: 3181 SW 13th ST

Email: /

Date: 1/4





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: _____

Dirección: _____

Correo electrónico: _____

Fecha: 4/10/26







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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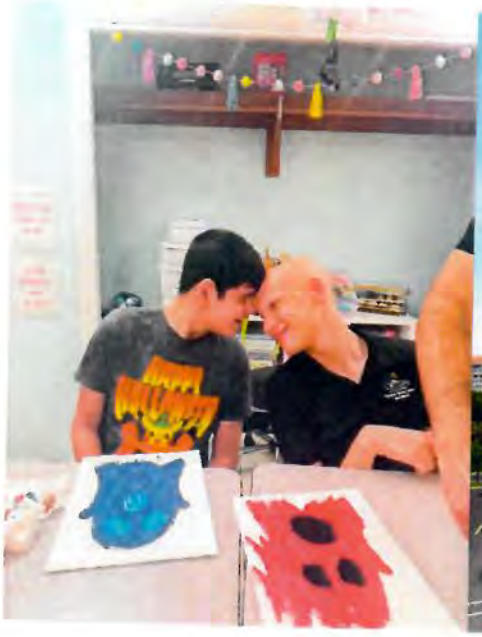
Signature: _____

Name: TUCKER WHITLEY

Address: 35 ANTILLA AVE APT 7 CORAL GABLES FL 33134

Email: tucker.whitley@gmail.com

Date: 01/10/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: _____

Name: Nikki Moreno

Address: 2915 SW 15th St

Email: NikkiMoreno77@gmail.com

Date: 1/3/26





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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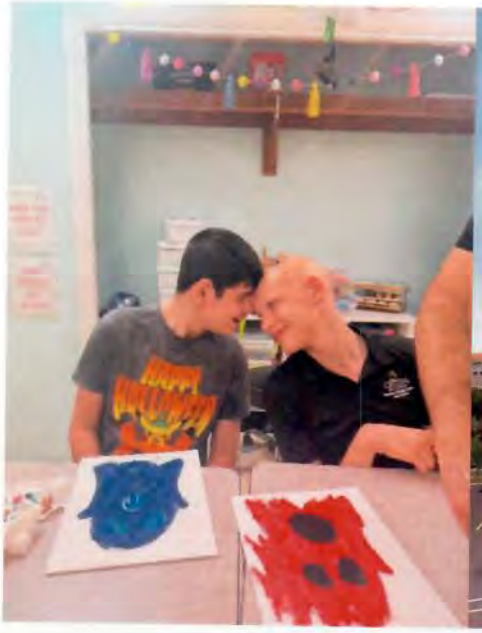
Firma _____

Nombre: Andres Santos

Dirección: 3181 SW 13th St

Correo electrónico: _____

Fecha: 1-3-25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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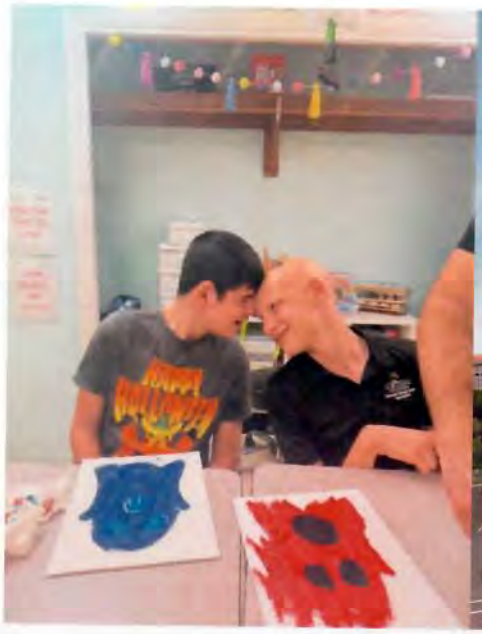
Firma _____

Nombre: Rooney Greco

Dirección: 3181 SW 13th St

Correo electrónico: _____

Fecha: 1/3/26





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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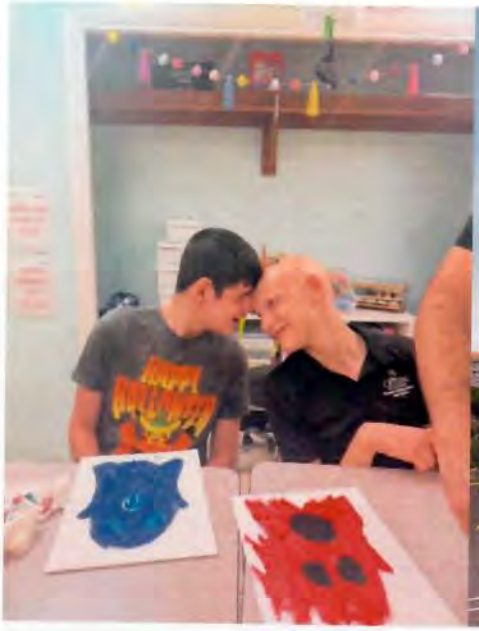
Firma Miribal Santos

Nombre: Miribal Santos

Dirección: 3181 SW 13th Street Apt. 204

Correo electrónico: _____

Fecha: 1/3/26





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Firma _____

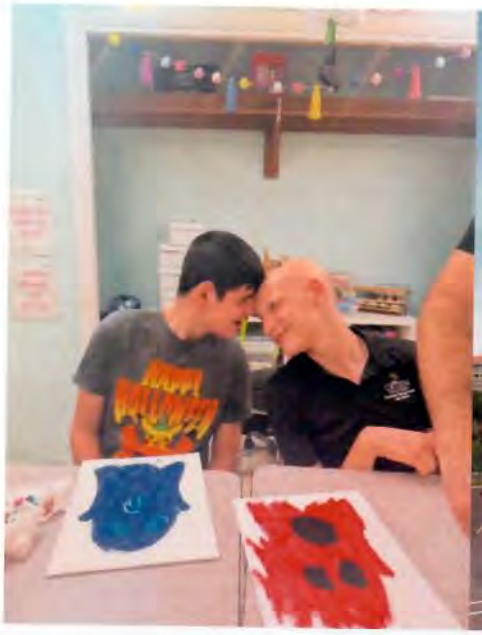
Nombre: Carlos De Angelo.

Dirección: 3181 SW 13th St #114

Correo electrónico: _____

Fecha: 1/3/26







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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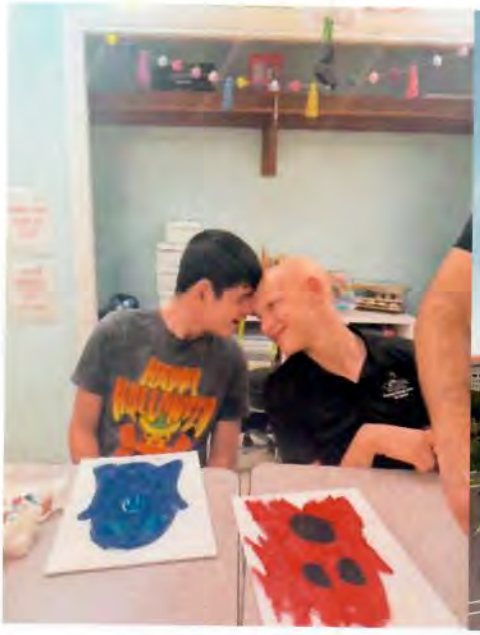
Signature: _____

Name: John Franklin

Address: [redacted] 1st Apt [redacted]

Email: _____

Date: 01-03





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma _____

Nombre: _____

Dirección: 3180 SW 14 5th ST

Correo electrónico: _____

Fecha: 1/3/26





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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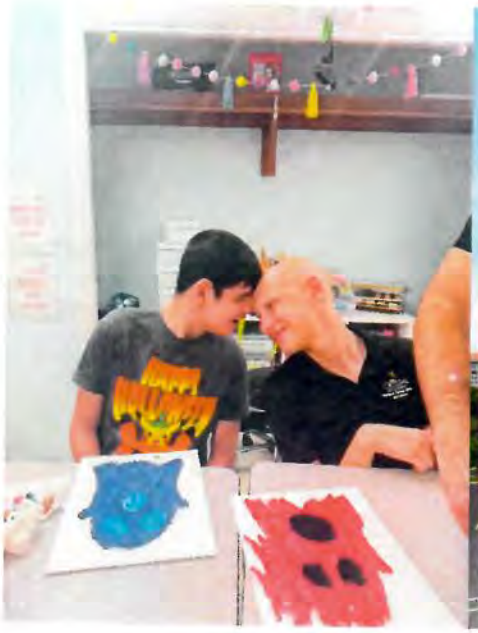
Firma Ana Lopez

Nombre: Anabelle Lopez

Dirección: 1900 SW 14th

Correo electrónico: _____

Fecha: 1/3





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

As a resident of Coral Gables, I take great pride in our city's architectural heritage and the thoughtful planning that defines it. The proposed 110 Phoenetia project continues that tradition with a design that honors George Merrick's Mediterranean vision and complements the surrounding neighborhood.

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

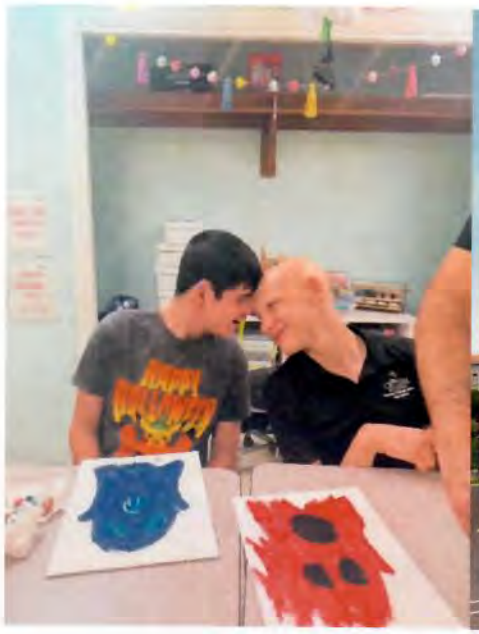
Signature: Noah

Name: Noah Ganter

Address: 3057 SW 14th St

Email: _____

Date: 1-14-2026





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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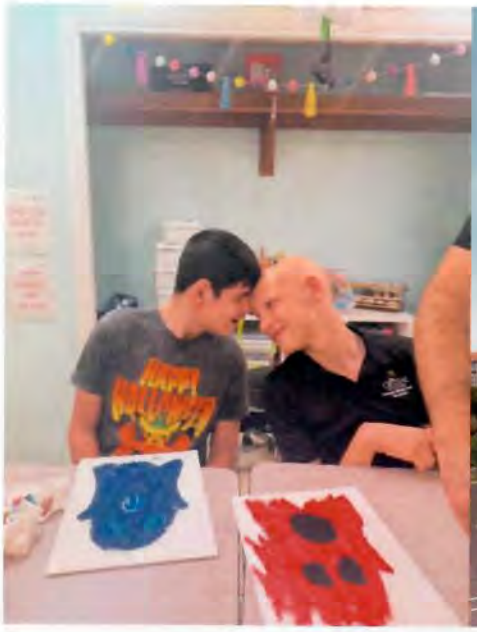
Firma _____

Nombre: Carlos Jimenez

Dirección: 3035 SW 15th St

Correo electrónico: CJballgitter@Gmail.com

Fecha: 1-3-26





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Firma _____

Nombre: _____

Dirección: _____

Correo electrónico: _____

Fecha: 1/3/26







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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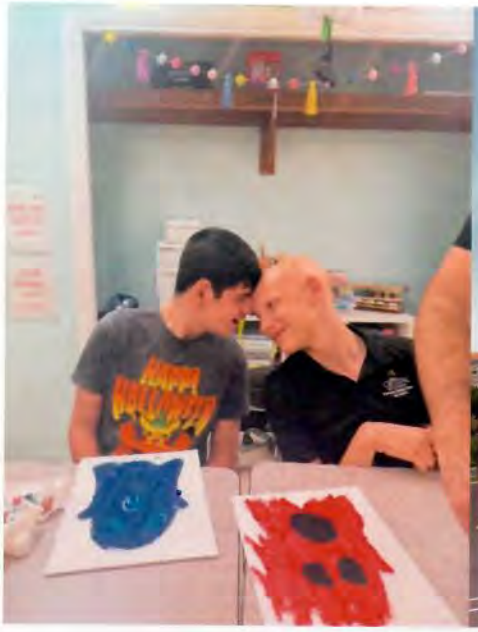
Firma _____

Nombre: Jazmine Alexandra.

Dirección: 3194 SW 13 St

Correo electrónico: _____

Fecha: 1/3/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Diego Andrade Alvarez

Name: Diego Alvarez

Address: 2960 SW 14th St

Email:

Date: 1/3/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: Alain S. Ortega

Name: Alain Sebastian Ortega

Address: 2751 SW 16 st

Email:

Date: 1/3/26





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma O Ruiz

Nombre: Oskeidy Rivero

Dirección: 1401 SW 82nd Ave apto #1

Correo electrónico: riverooskeidy@gmail.com

Fecha: 1/21/2026







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: Yasid

Dirección: 3163 Apt 5

Correo electrónico: _____

Fecha: 1/4/26







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: Emma Iglesias

Name: EMMA IGLESIAS

Address: 1331 SW 32 AVE APT.

Email:

Date: 1-11-26





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: HB

Nombre: Humberto Bermudez

Dirección: 929 SW 30th Ave

Correo electrónico:

Fecha: 1/4/26







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: Maria

Nombre: [illegible]

Dirección: 928 SW 30th Ave Apt #7

Correo electrónico:

Fecha: 1/4/26







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Johnny Sarabia

Dirección: 1331 SW 32 ND AV. MIAMI.

Correo electrónico: JohnnySarabia@Hotmail.com

Fecha: 01/04/26.







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: Ivonne Garcia D.

Nombre: Ivonne Garcia D.

Dirección: _____

Correo electrónico: garciaduque.ivonne@gmail.com

Fecha: 1-4-26







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: Aurora Corea

Nombre: Aurora Corea

Dirección: 928 SW 30th Ave #8

Correo electrónico: _____

Fecha: 01/04/26







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Roberto Gonzalez

Nombre: _____

Dirección: 113 Zamora Ave

Correo electrónico: _____

Fecha: 1-4-26







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Marco Castro

Address: Ponce De Leon BLVD

Email: _____

Date: 1/14/26





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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Atentamente,

Firma _____

Nombre: Bryan Pace

Dirección: 1072 SW 31 Ave

Correo electrónico: BPACE@Gmail.com

Fecha: 1/2/26







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: Eduardo Mustre

Dirección: 1061 SW 31st Ave

Correo electrónico: _____

Fecha: 1/2/26







Fifield

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Crystal Academy
Coral Gables, FL 33134

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Atentamente,

Firma _____

Nombre: Valentina Zorilla

Dirección: 1070 SW 31st Ave

Correo electrónico: _____

Fecha: 1/2/26





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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Atentamente,

Firma _____

Nombre: Alejandra Marino

Dirección: 930 SW 31 Ave

Correo electrónico: /

Fecha: 1/2/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

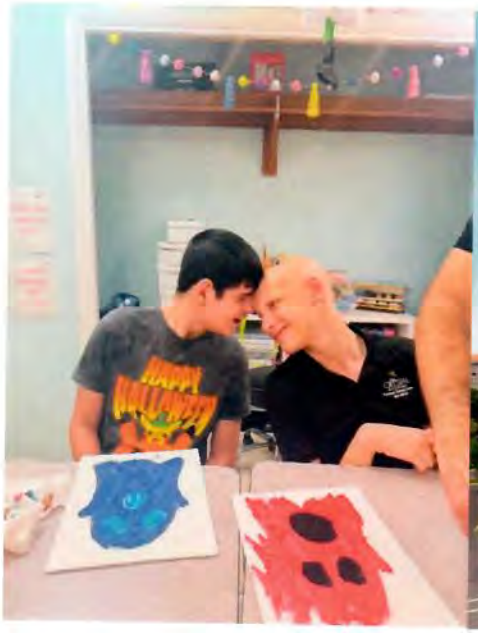
Signature: _____

Name: Olivia Mancini

Address: 3155 SW 19th ST

Email: _____

Date: 1/3/2026





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Sandra Reyes

Name: Sandra Reyes

Address: 3181 SW 13th St

Email:

Date: 1/3/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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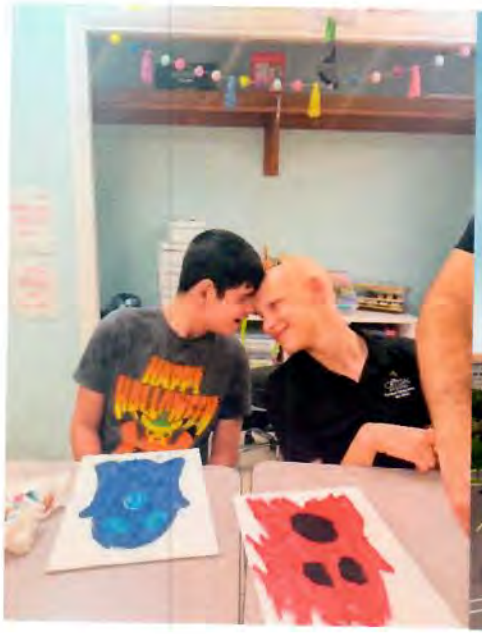
Signature: _____

Name: Sergio Davila

Address: 3047 SW 13th ST

Email: /

Date: 1/2/2026





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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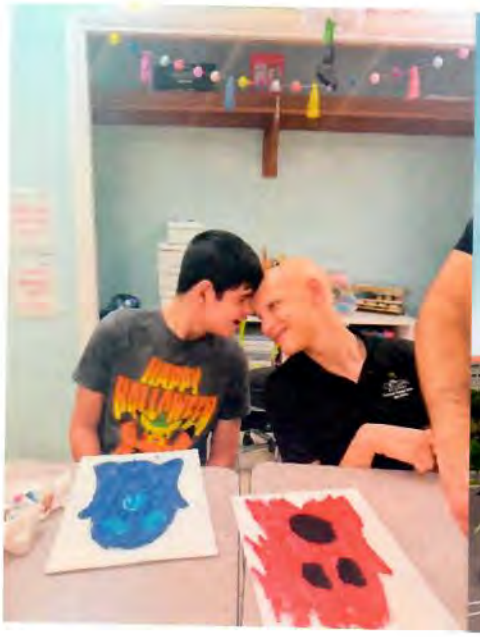
Signature: _____

Name: Leyla Molina

Address: 3044 SW 13th ST

Email: Leylamoli@gmail.com

Date: 1/3/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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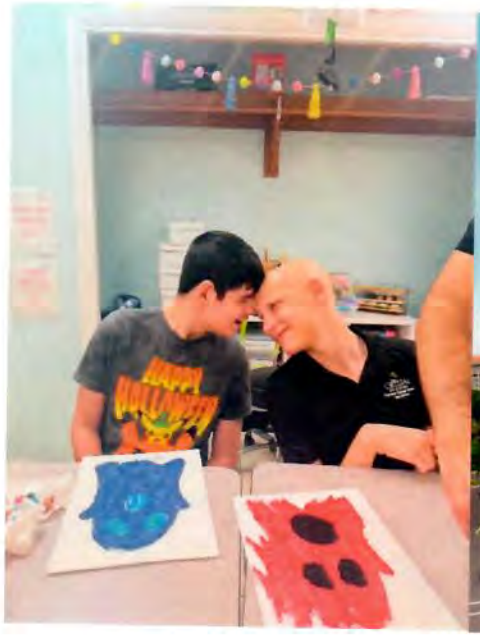
Signature: _____

Name: Valery Alos

Address: 3190 SW 12th ST

Email: _____

Date: 1/3/2026





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma _____

Nombre: Barbara Garcia

Dirección: 3140 SW 12th St

Correo electrónico: bgarc@gmail.com

Fecha: 1/3/2026





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: Yurisbel Silveira

Dirección: 131 Menores Ave apto 107

Correo electrónico: yurisbel.silveira82@gmail.com

Fecha: 12/22/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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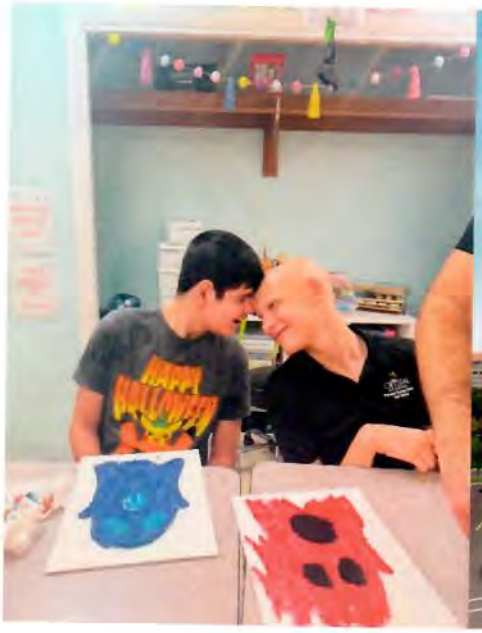
Firma Fernando Zambrano

Nombre: Fernando Zambrano

Dirección: 131 Merrick AV. #105

Correo electrónico: FZM200571@Gmail.com

Fecha: 12/22/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: María del Pilar Díaz

Dirección: 131 Navo Dr.

Correo electrónico: mpilydiaz@gmail.com

Fecha: 22.12.25







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Amarilys Castano

Address: 301 Menores Ave Apt. 102

Email: amarilyscastano@yahoo.com Coral Gables FL 33134

Date: 12/22/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Luis M. Lazo Iglesias

Address: 727 Antiguera Ave Coral Gables

Email: luislazoiglesias2013@gmail.com

Date: 12/22/2025





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre OSCAR Plasencia

Dirección: 131 MENDOZA Ave Apt 201 C. Gables

Correo electrónico: _____

Fecha: 12/22/25







Fifield

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Sincerely,

Signature: P Prudenzano

Name: PETER PRUDENZANO

Address: 1680 GAYANO

Email: peterprudenzano@gmail

Date: 12-22-25





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Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: ROY JONES

Address: 1650 GALIANO ST

Email: _____

Date: 12/22/25





Fifield

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Coral Gables, FL 33134

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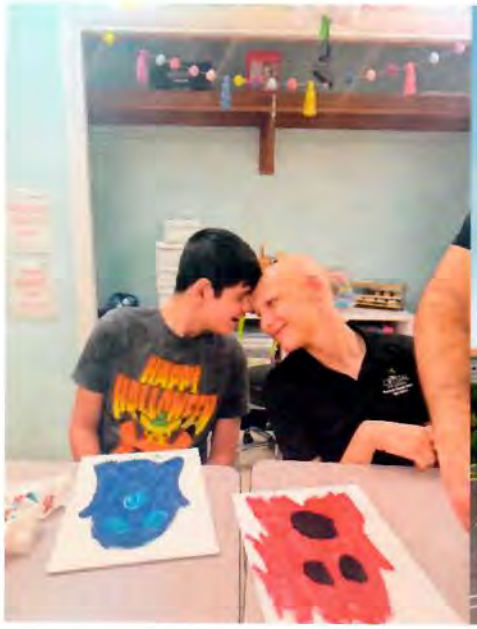
Firma Lester Bravo

Nombre: Lester Bravo

Dirección: 114 Mendoza Ave apt 44

Correo electrónico:

Fecha: 12/22/25





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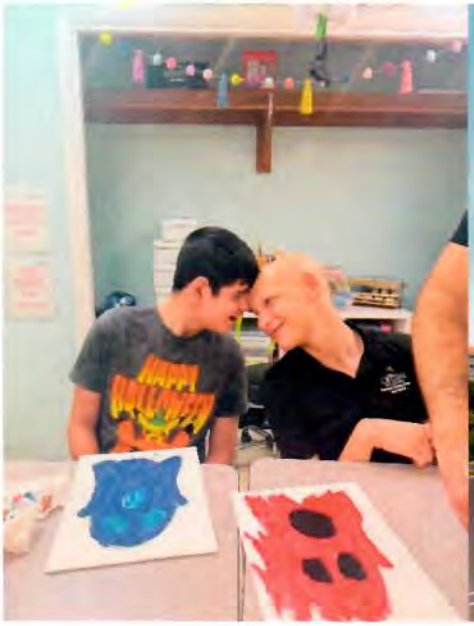
Firma L&D

Nombre: Lavel

Dirección: 15 Salamanca ave

Correo electrónico: _____

Fecha: 12/19/25





110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: ADRIANA TRISOTTO

Address: 1405 GALIANO 3H

Email: ADRIANATRISOTTO@HOTMAIL.COM

Date: 12/19/25





Fifield

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Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Roberto

Address: 2440 Sibonna Apt. 9

Email: _____

Date: 12/19/25





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Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Kamelia Dolynova

Address: 40 Sidonia Ave Apt 3

Email: _____

Date: 12/19/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Xiqin Aguilar.

Nombre: Xiqin Aguilar.

Dirección: 36 Sidonia Ave Apt 1

Correo electrónico: _____

Fecha: _____





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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Atentamente,

Firma _____

Nombre: Gustavo Rocha

Dirección: 7825 E Mitch

Correo electrónico: _____

Fecha: 12/22/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

Como residente de Coral Gables, me enorgullece profundamente el patrimonio arquitectónico de nuestra ciudad y la planificación cuidadosa que la define. El proyecto propuesto de 110 Phoenetia continúa con esa tradición, con un diseño que honra la visión mediterránea de George Merrick y complementa el vecindario que lo rodea.

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.

Atentamente,

Firma _____

Nombre: Eleana Marrè

Dirección: 114 MENDOZA AVE #42

Correo electrónico: Eleana Marree'96@mail

Fecha: 12/22/2025







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: _____

Name: CARLOS E. OJEDA

Address: 115 ZAMORA AVE # 4

Email: CARLOS.E.OJEDA49@GMAIL

Date: 12/22/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma: _____

Nombre: JOSE ANGEL NAVO.

Dirección: 114 MENDOZA AV. APT. 45. CORAL GABLES

Correo electrónico: JALNO52@GMAIL.COM

Fecha: 22 DE DICIEMBRE DE 2025.





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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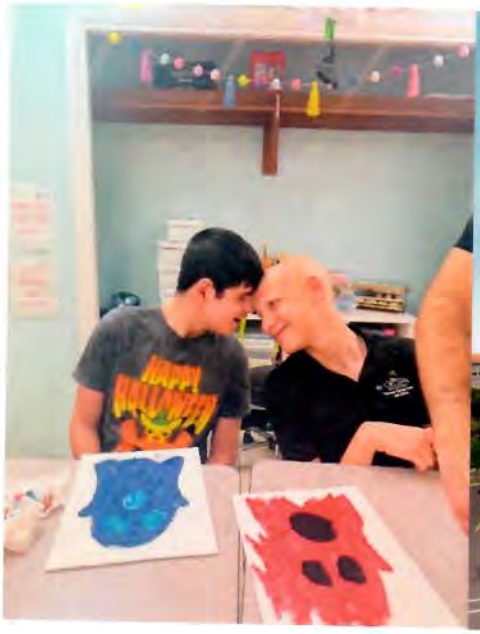
Signature: _____

Name: Robert E. Gonzalez

Address: 114 Mendoza Ave Apt 22

Email: robertd.gonzalez1205@hotmail.com

Date: 12/22/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: William Desjardins

Address: 45 Madeira Ave

Email: _____

Date: 12.22.2025





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: 45 Madeira Ave apt #2

Dirección: _____

Correo electrónico: _____

Fecha: 12/23/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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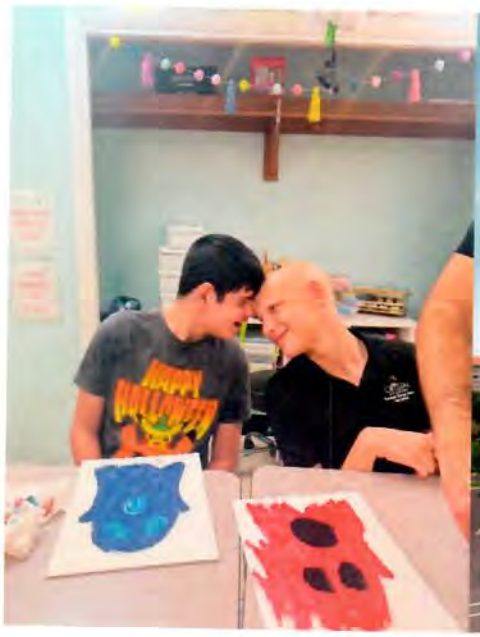
Firma Flor Mancebo

Nombre: Flor Mancebo

Dirección: 2391 Mendoza Ct. # 9

Correo electrónico: Cocate1@hotmail.com

Fecha: 10/22/2025





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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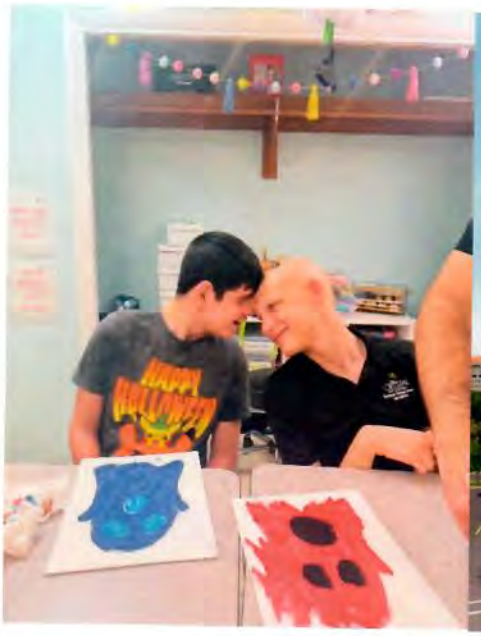
Signature: _____

Name: ALEX FIOMES

Address: 345 SW 37 Ave

Email: _____

Date: 12/12/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma _____

Nombre: Carlos Bonadies

Dirección: _____

Correo electrónico: carlosbonadies@aol.com

Fecha: 12/22/2025







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Michelle S

Name: Michelle Salazar

Address: 3615 13th Ter

Email: elleSalazar76@gmail.com

Date: 12/22/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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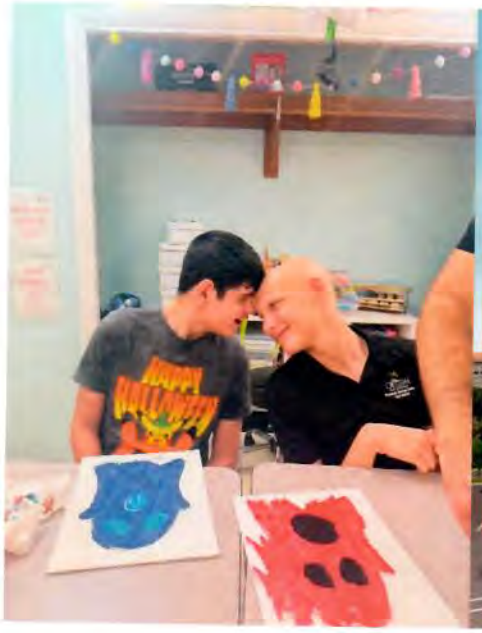
Firma Liliana G.

Nombre: LILIANA GUTIERREZ

Dirección: 3613 SW 14 ST MIAMI FL 33145

Correo electrónico:

Fecha: 12/22/2025





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma D. Díaz

Nombre: Daniela Díaz

Dirección: 3565 SW 94 Th

Correo electrónico: Damidaff@gmail.com

Fecha: 12/22/2025





110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature:

Name: Dabria F. Paz

Address: 3402 SW 15 St

Email: dabriapaz2004@gmail.com

Date: 12/22/2025





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Rafael Batista

Nombre: _____

Dirección: 3511 SW 16 Ct.

Correo electrónico: _____

Fecha: _____





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Enilda Hidalgo

Name: Enilda Hidalgo

Address: 3545 SW 8 St Miami FL 33135

Email:

Date: 12/28/25





110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Barbara Hernandez

Name: Barbara Hernandez

Address: 3420 SW 11th Street

Email: 786-502-7975

Date: December 22, 2025





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Alberto Rojo

Dirección: 3681 SW 13 St

Correo electrónico: _____

Fecha: 22/12/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Sofia

Name: Sofia Ramirez

Address: prettyfaceflakka@gmail.com

Email: 3638 SW 9th 33135

Date: 12-22-25





110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Flores Gonzalez

Address: 740 Euclid Ave #13

Email: _____

Date: 12/02/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Luz Elena Domínguez

Nombre: Luz Elena Domínguez

Dirección: 11005 W 36th St Apt Mia Fla 33165

Correo electrónico:

Fecha: Dic 22nd 2025.





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Cedric Brown

Name: Cedric Brown

Address: 1100 SW 36th

Email:

Date: 12/22/25





110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: Sofia HH

Name: Sofia Herrera

Address: 3545 SW 12 Hust miami FL 33135

Email: _____

Date: 12/22/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

Como residente de Coral Gables, me enorgullece profundamente el patrimonio arquitectónico de nuestra ciudad y la planificación cuidadosa que la define. El proyecto propuesto de 110 Phoenetia continúa con esa tradición, con un diseño que honra la visión mediterránea de George Merrick y complementa el vecindario que lo rodea.

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.



Atentamente,

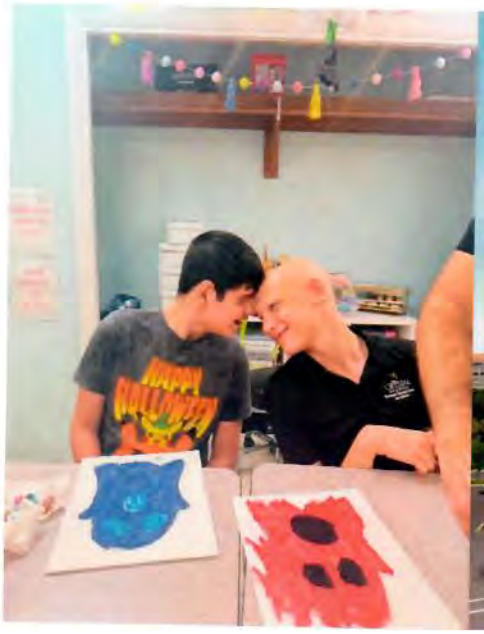
Firma Gloria Segura

Nombre: Gloria Segura

Dirección: 3531 S. W. 12 St

Correo electrónico: _____

Fecha: 12/22/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: JOSE BARAHONA

Dirección: 3430 SW 9th ST APT 3

Correo electrónico: Barahonatelleria@gmail.com

Fecha: 12.22.25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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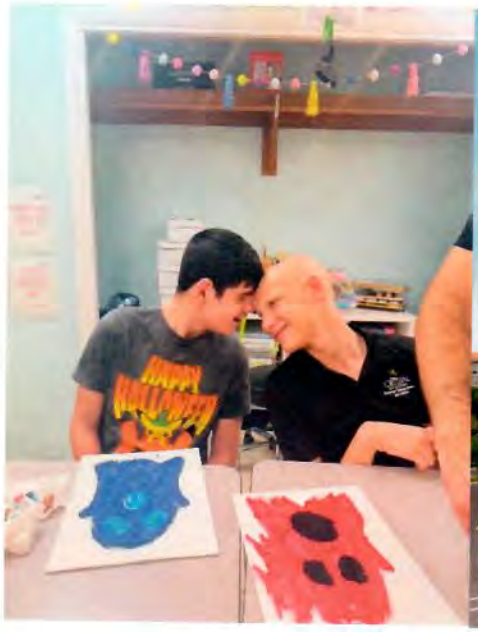
Signature: _____

Name: Enrique Gonzalez

Address: 3636 SW 9th St Apt 9

Email: _____

Date: 12/22/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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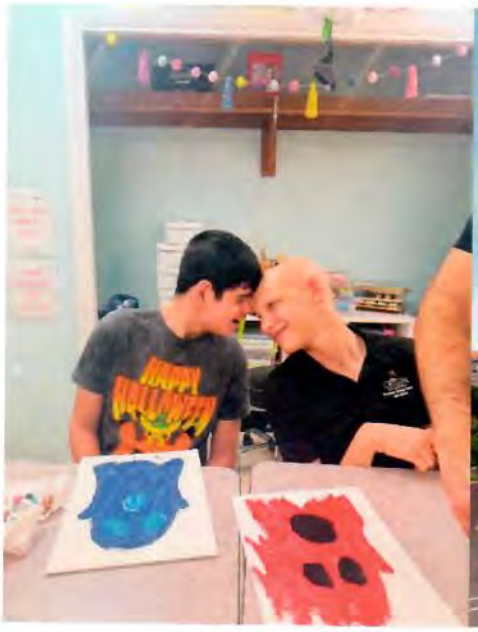
Firma AB

Nombre: Humberto Avila

Dirección: 3636 SW 9th ct Apt 11 33135

Correo electrónico: _____

Fecha: 12/22/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: CARMEN DIEGUEZ

Dirección: 3636 SW 95TH apt 14

Correo electrónico: _____

Fecha: 12-22-2025







110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: Gabs

Name: Gabriela Ramirez

Address: gr086062@gmail.com

Email: 3636 SW 4th St

Date: 12-22-2025





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma S. Villares

Nombre: Shantal Villares

Dirección: 2291 NW 174th Ter

Correo electrónico: Shantal Villares

Fecha: 12-22-2025





110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Nubia Cardenas

Name: Nubia Cardenas

Address: 3681 SW 13th Street

Email: _____

Date: Miami, Fl. 33145

December 22 2025





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Rodrigo M

Dirección: 3630 SW 11 St

Correo electrónico: _____

Fecha: 07/17/25







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: Guin Dario Espinosa Morales

Dirección: 3670 SW 74TH ST Miami FL 33155

Correo electrónico: _____

Fecha: 22/12/2025







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: Yolanda

Nombre: Yolanda Hernandez

Dirección: 1102 SW 34th ave

Correo electrónico: yo14111@yahoo.com

Fecha: 12/22/25







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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Sincerely,

Signature: _____

Name: Victoria Latorre

Address: 134 Salamanca Ave Apt 4B

Email: _____

Date: 12-20-25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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Firma: _____

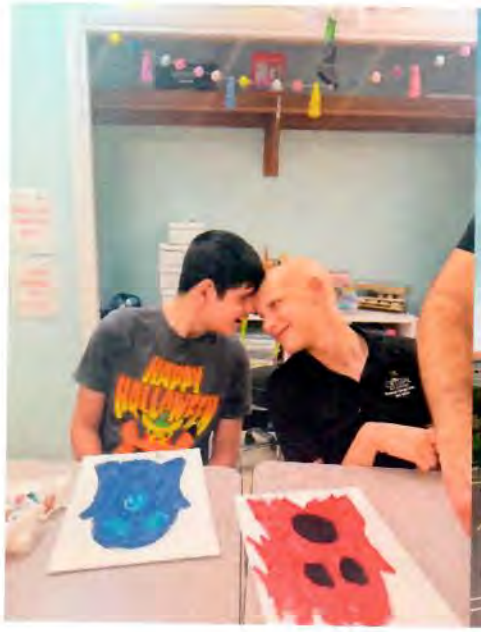
Nombre: Ms Pandora Celestin

Dirección: 123 SIDONIA AVE. APT 4

Correo electrónico: _____

Fecha: 12-22-25

apt 4.





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Nelmer Estrada

Address: 134 Salamanca Ave 5A.

Email: _____

Date: 12/19/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Ivan Tarasenko

Nombre: 134 Salamanca Ave 9B

Dirección:

Correo electrónico:

Fecha: 12/19/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Jorge Ibarra

Dirección: 134 salamanca Ave, 4B

Correo electrónico: _____

Fecha: 12-19-25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Ryan Polizzi

Address: 134 Salamanca Ave. 8A

Email: ?

Date: 12/09/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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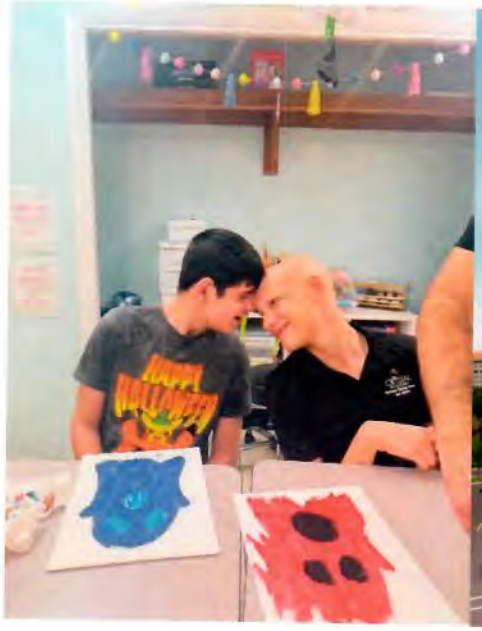
Signature: Paola

Name: Paola F

Address: 1400 Ponce de Leon

Email: _____

Date: 12/19/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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Atentamente,

Firma Ernesto J. Del Rosario

Nombre: ERNESTO J. DEL ROSARIO

Dirección: 15 ALHAMBRA Circle Apt 17

Correo electrónico: _____

Fecha: 12-21-25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Christopher Garcia

Nombre: [illegible]

Dirección: 1404 ponce de leon blvd

Correo electrónico:

Fecha: 12-21-25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

As a resident of Coral Gables, I take great pride in our city's architectural heritage and the thoughtful planning that defines it. The proposed 110 Phoenetia project continues that tradition with a design that honors George Merrick's Mediterranean vision and complements the surrounding neighborhood.

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: _____

Name: Nimps Osbern Bueraf

Address: Salamanca 230 ave Apt: 14.

Email: _____

Date: 19/12/25.





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.



Atentamente,

Firma emmanuele

Nombre: emmanuele

Dirección: 1315 ponce de leon blvd 33134

Correo electrónico: e

Fecha: 12/19/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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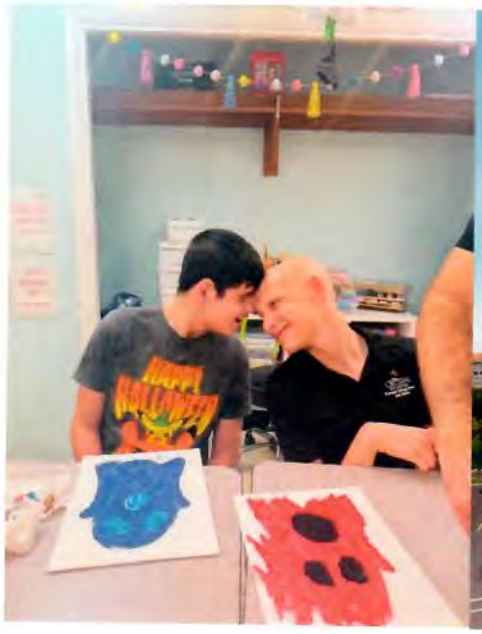
Signature: _____

Name: Anthony Fazzino

Address: 1410 Ponce de Leon BLVD

Email: [redacted]

Date: 12/19/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Eduardo H.

Dirección: 1414 Ponce de Leon Blvd.

Correo electrónico: _____

Fecha: 12/19/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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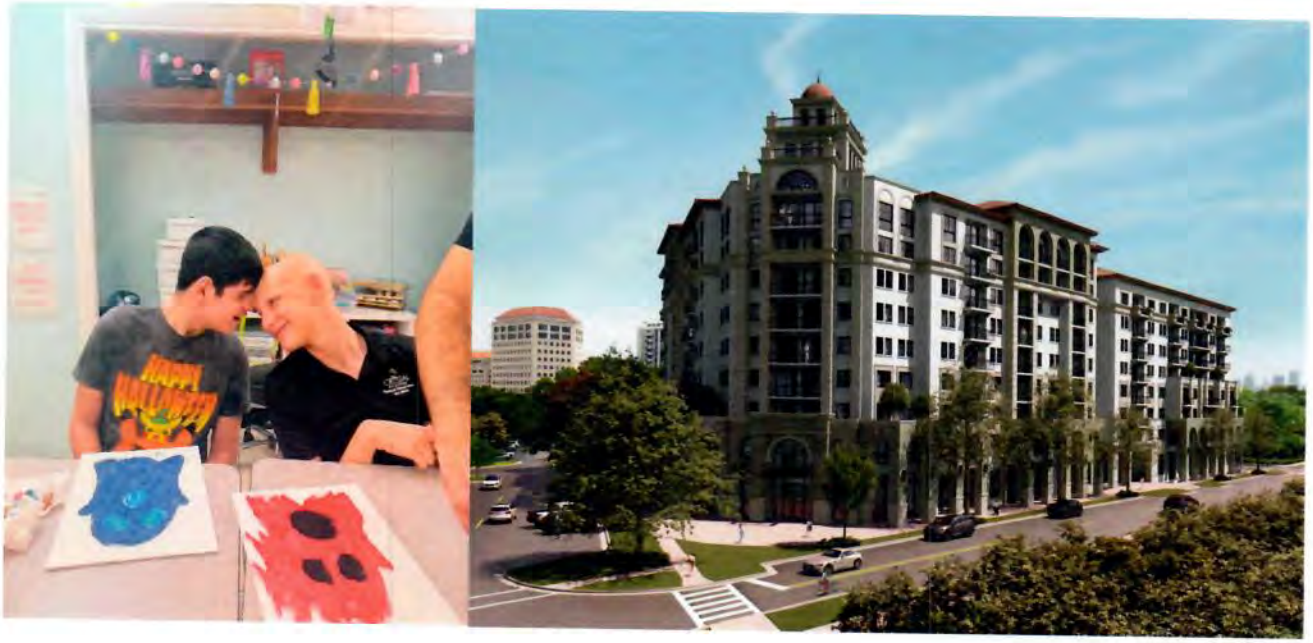
Signature: _____

Name: Julia Vieta

Address: 5281 SW 9th ST, coral gables

Email: _____

Date: 12/19/25



Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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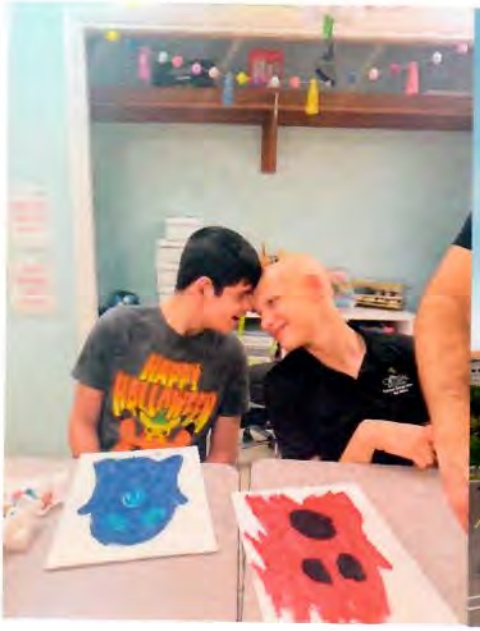
Signature: Sheryl Kabick

Name: Sheryl Kabick

Address: 9254 SW 136 St cir

Email: skabick@piscoyn92ca.com

Date: 12/19/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Luz Vargas.

Nombre: Luz Vargas.

Dirección: 9254 SW 136 Ct.

Correo electrónico: _____

Fecha: 12/11/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: Jose Sierra

Nombre: Jose Sierra

Dirección: 101 Miracle Mile Coral Gables 33134

Correo electrónico:

Fecha: 12/19/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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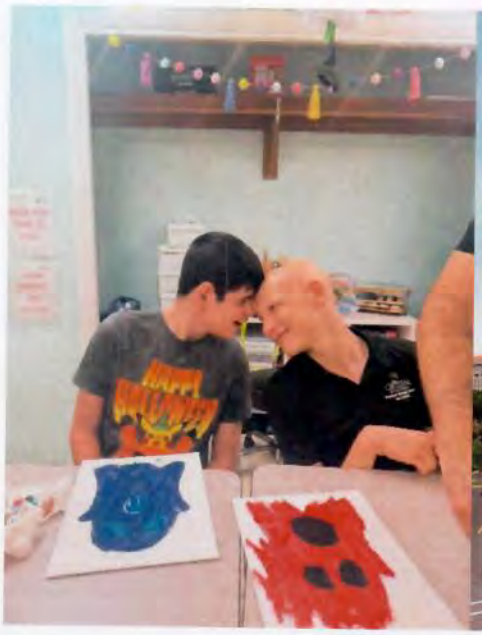
Firma _____

Nombre: Caridad Steves

Dirección: 343 Majorca Ave. # 406

Correo electrónico: _____

Fecha: 1/6/26





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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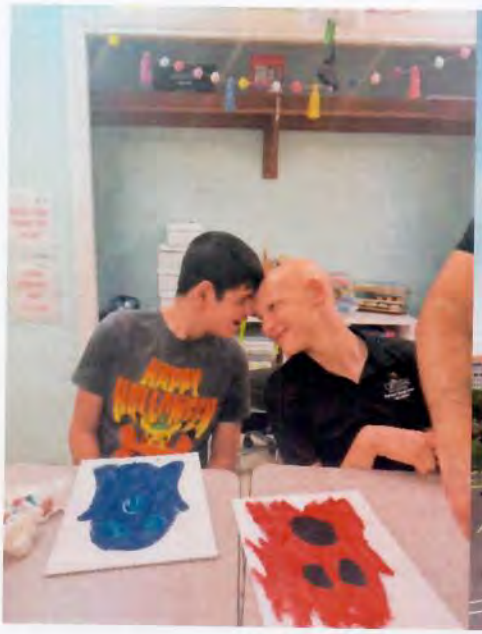
Nombre: Mirian M. Klybansky

Dirección: 315 Hopsca Ave 1

Correo electrónico: _____

Fecha: 1/6/26







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Dalymary Maldonado

Address: 318 Majorca Ave Apt. 101

Email: _____

Date: 01/06/26





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: Daisy Santana

Nombre: DAISY SANTANA

Dirección: 343 Majorca Ave. #308

Correo electrónico: _____

Fecha: 11/06/26







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Marisa

Dirección: 343 Majorca Ave. #309

Correo electrónico: _____

Fecha: 1/6/26







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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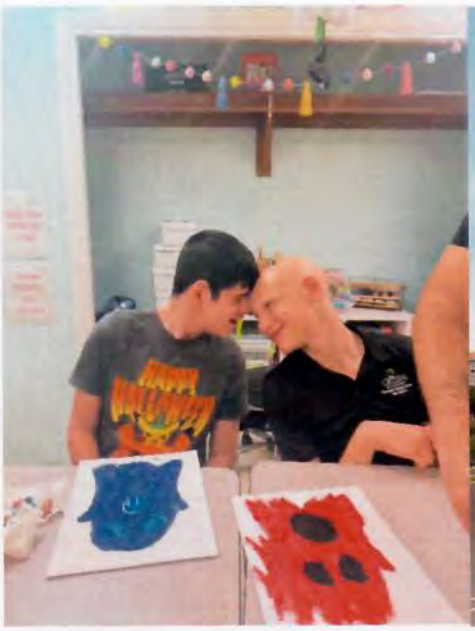
Signature: Peggy S. Vital

Name: PEGGY S. VITAL

Address: 343 MAJORCA Ave., Unit 310

Email: _____

Date: 1/6/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: Rosalind Marks

Name: ROSALIND MARKS

Address: 343 MAJORCA AV 206

Email:

Date: 1/6/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: ALLAN MARKS

Address: 343 MAJORCA AVE. #206

Email: _____

Date: JANUARY 6, 2026





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: ANTONIO GARRIDO

Dirección: 315 NAVARRO AVE. Unit 2

Correo electrónico: _____

Fecha: 1/6/26







Fifield

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Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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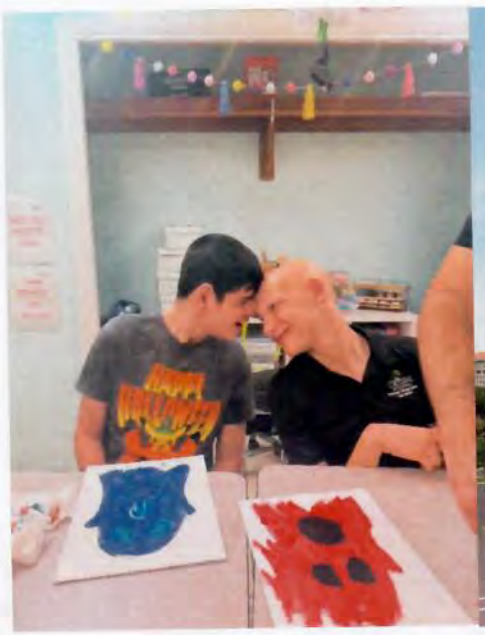
Signature: _____

Name: Daseli Molina

Address: dasmol21@gmail.com

Email: 343 Navarre Ave. Unit 201

Date: Jan 6, 2026





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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Atentamente,

Firma _____

Nombre: Jose Colmenares

Dirección: 1800 Ponce De Leon

Correo electrónico: _____

Fecha: 1/5/26







Fifield

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Crystal Academy
Coral Gables, FL 33134

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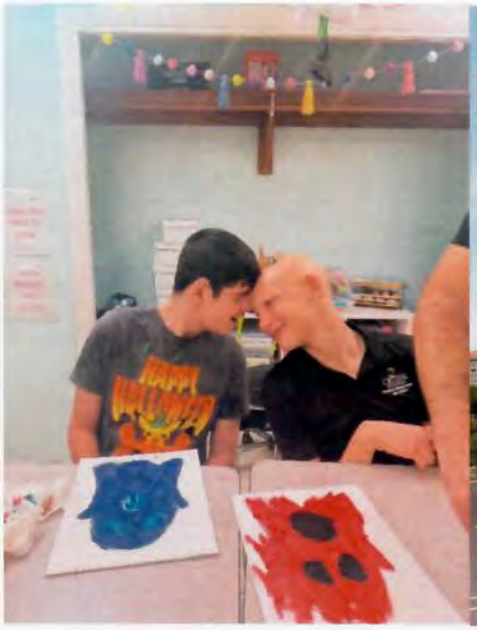
Signature: _____

Name: MELGALAW

Address: 1826 Ponce De Leon

Email: _____

Date: 11/5/26





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

Como residente de Coral Gables, me enorgullece profundamente el patrimonio arquitectónico de nuestra ciudad y la planificación cuidadosa que la define. El proyecto propuesto de 110 Phoenetia continúa con esa tradición, con un diseño que honra la visión mediterránea de George Merrick y complementa el vecindario que lo rodea.

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.

Atentamente,

Firma: _____

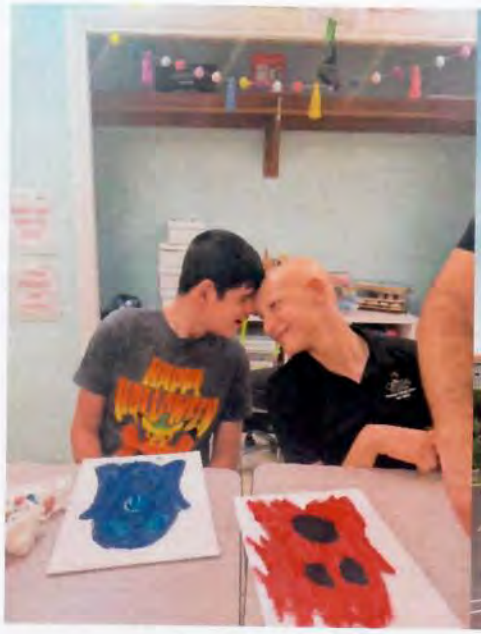
Nombre: Anthony Vrera

Dirección: 1800 ponce de leon Blvd

Correo electrónico: _____

Fecha: 1/5/26







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: A. S.

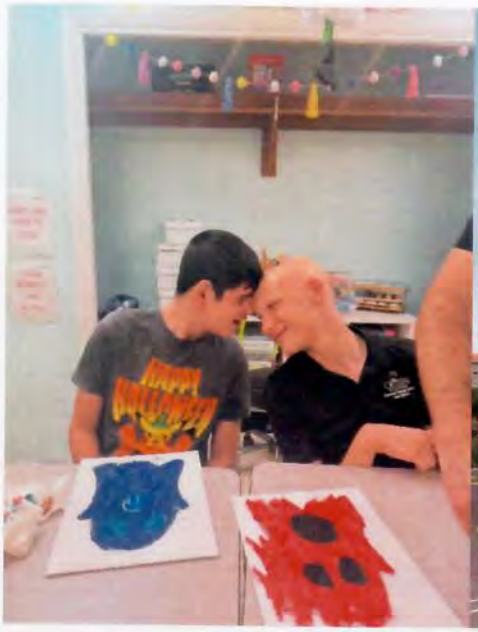
Nombre: Sara Sánchez Vila

Dirección: Mendoza #2030

Correo electrónico: apto 14 Seaside

Fecha: 1-5-26







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: _____

Name: Jose SAnchez

Address: 221 Zamora Ave #1

Email: _____

Date: 01/02/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: Sirena Macias

Name: Sirena Macias

Address: 221 Zamora Ave. #2

Email:

Date: 1/2/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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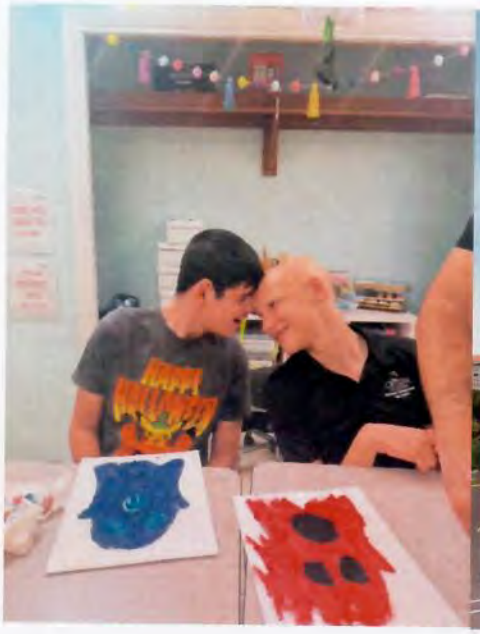
Signature: Anne C. Nelson

Name: ANNE C. NELSON

Address: 217 Madeira Ave #4

Email:

Date: 1-5-26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Wendolyn M. Lucas

Address: 201 Madeira Ave, Coral Gables 33134

Email: _____

Date: 01/05/26





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

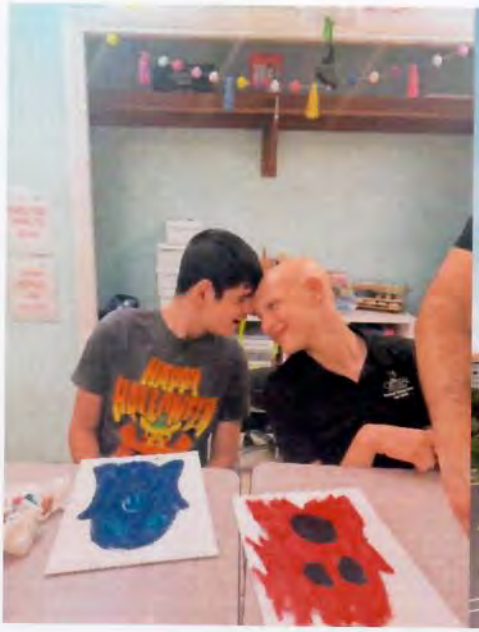
Firma _____

Nombre: Sebas Miles

Dirección: 217 Madeira Ave #1

Correo electrónico: _____

Fecha: 01/05/26





110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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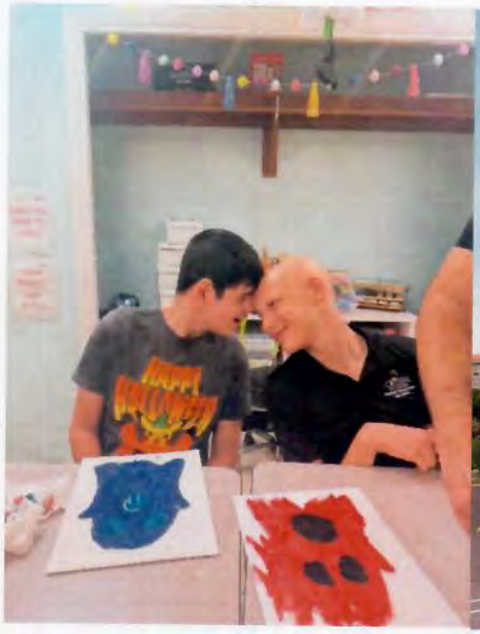
Signature: _____

Name: Staff Forces

Address: 225 Madrid FL Miami Apt. 3

Email: _____

Date: 1/5/26





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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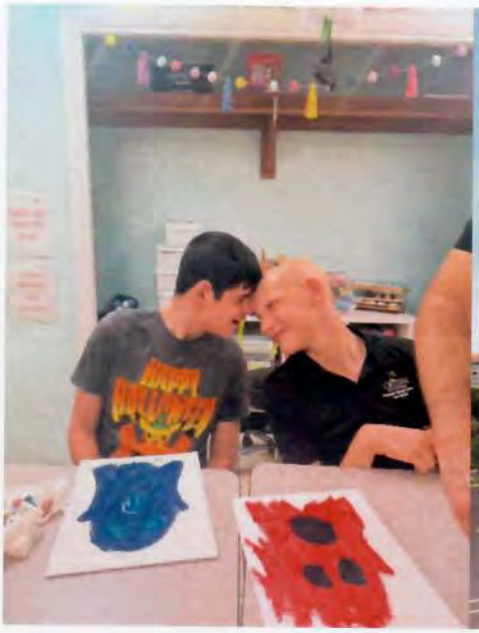
Nombre: Sergio A Olivero

Dirección: 332 Madeira AVE Apt C

Correo electrónico: _____

Fecha: 1/5/26







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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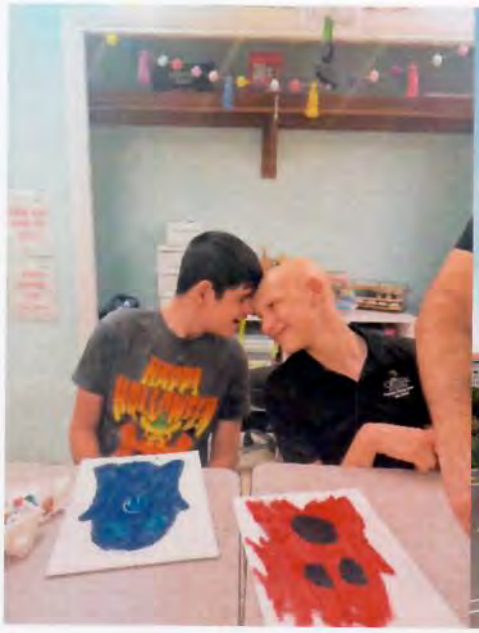
Firma _____

Nombre: _____

Dirección: _____

Correo electrónico: _____

Fecha: 01-05-26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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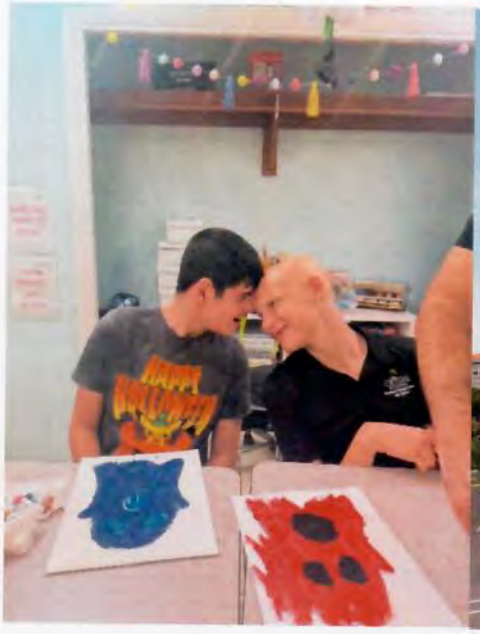
Signature: _____

Name: Ade Vazquez

Address: 225 Madeira Ave. Apt. 5

Email: _____

Date: 1/9/26





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Ayara Fuentes Vivo

Dirección: 228 Madeira Ave Apt 02

Correo electrónico: _____

Fecha: 01/05/2026







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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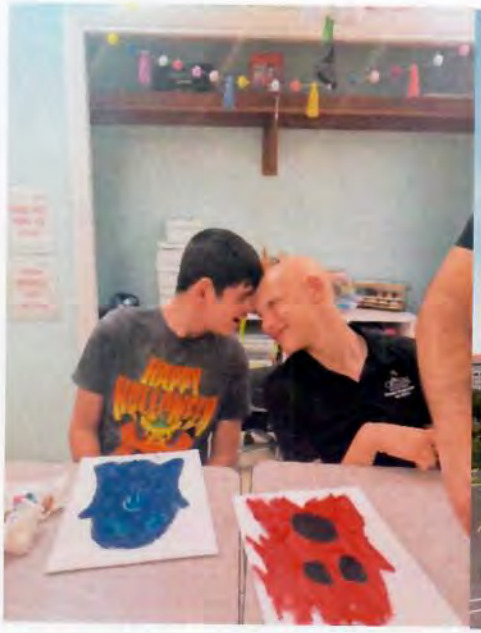
Signature: _____

Name: Iestyn Campos

Address: 228 Madeira Ave Apt 3

Email: IvynCampos36@gmail.

Date: 1/5/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Gary Trodello

Address: 235 Madiera Ave. APT. 6

Email: _____ coral gables

Date: 2/5/26





110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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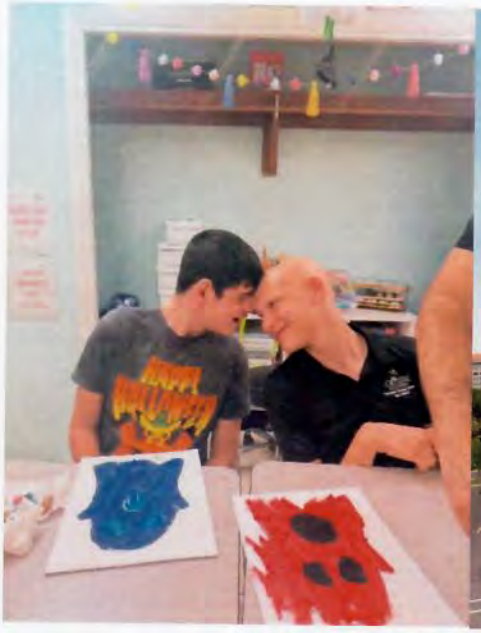
Signature: _____

Name: Maritza M.

Address: 228 Madrid Ave #4

Email: _____

Date: 1/5/24





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma Terry Perez

Nombre: Terry Perez

Dirección: 235 Madeira Ave. #7

Correo electrónico: _____

Fecha: 1-5-26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: M Y Osuna A

Name: MIGROS OSUNA

Address: 225 Zamora Ave Apto 2

Email: _____

Date: 1/31/2026





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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Atentamente,

Firma Martha López

Nombre: Martha López

Dirección: 215 Zamora Ave. Apt 3

Correo electrónico: _____

Fecha: 11/2/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Muricio Arila

Address: 211 Zamora Ave. Apt. 8

Email: _____

Date: 1/2/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: JOSHUA HALL

Address: 211 ZAMORA AVE, 33134 #10

Email: JOSH88hall@yahoo.com

Date: 01/07/2026





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: Gus Cisneros

Name: State Farm

Address: 1700 Ponce de Leon

Email:

Date: 1/2/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Pamela Rotalde

Name: Pamela Rotalde

Address: 220 Alhambra Cir. Coral Gables

Email: _____

Date: 01/02/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Marissa Cruz

Address: 1600 Salzedo St Apt 3

Email: _____

Date: 01/02/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Sergio Aguilar

Address: Salzedo 1606 Apt 4

Email: axa396@miami.edu

Date: 2nd January 2026





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Amerant Bank

Address: 220 Alhambra C.R.

Email: _____

Date: 01/02/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Diego

Name: Diego

Address: 1606 Salzedo Street #2

Email:

Date: 01/02/26





110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: _____

Address: Coral Gables 225 Coral Gables Ave

Email: _____

Date: 1/7/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

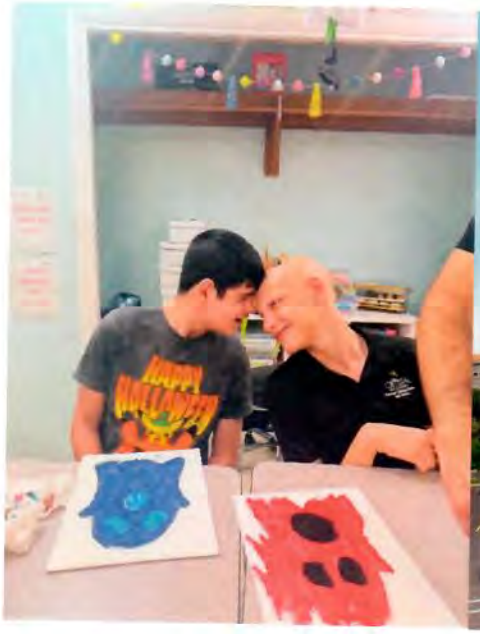
Signature: _____

Name: G DAUGHTON

Address: 340 MENDOZA AVE #1

Email: reid6882@gmail

Date: 12.29.25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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Sincerely,

Signature: _____

Name: Bertra Avila

Address: 1100 Salzedo Street 1P

Email: _____

Date: 12/29/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Vanessa Brizo

Address: 1101 Salzedo Street, Apt. 3C

Email: vbrizolaw@gmail.com

Date: 12/29/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

Como residente de Coral Gables, me enorgullece profundamente el patrimonio arquitectónico de nuestra ciudad y la planificación cuidadosa que la define. El proyecto propuesto de 110 Phoenetia continúa con esa tradición, con un diseño que honra la visión mediterránea de George Merrick y complementa el vecindario que lo rodea.

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.



Atentamente,

Firma: _____

Nombre: Evelyn Aparicio

Dirección: 1300 Ponce de Leon Coral Gables

Correo electrónico: evelynmas85@gmail.com

Fecha: 12/29/2025





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: Leonel Arambula

Nombre: 2281 SW 22 St

Dirección: _____

Correo electrónico: _____

Fecha: 12/29/2025







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Carlos Adrino

Address: 215 Menores Ave. #4

Email: _____

Date: 12/29/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Maria M.

Nombre: Muricia Morgan

Dirección: 215 Menores Ave. #2

Correo electrónico: _____

Fecha: 10/29/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Carlos Paredes

Name: CARLOS PAREDES

Address: 5751 Bird RD. Coral Gables

Email: _____

Date: 12/30/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Garry Morris

Address: 214 Salamanca Ave.

Email: GarryMorris1439@yahoo.com

Date: 12/27/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Michelle Higueras

Address: 5751 Bird Rd. Coral Gables

Email: _____

Date: 12/30/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: Camila Lopez

Nombre: Camila Lopez

Dirección: 214 Salamanca #5

Correo electrónico: _____

Fecha: 12/27/2025







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: George MORENO

Address: 800 SALZEDO AVE.

Email: _____

Date: 12/27/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Maritza Varela

Address: 1310 Salzedo Ave

Email: _____

Date: 12/27/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Leonel Ortiz

Address: 1114 Salzedo St Door #1

Email: _____

Date: 12/29/2025





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Magaly Fernandez

Dirección: 1100 Salzedo St. #1A

Correo electrónico: _____

Fecha: 12/29/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Ashley Cabrera

Dirección: 1114 Salzedo St Door 2

Correo electrónico: _____

Fecha: 12/29/25





110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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Sincerely,

Signature: Simone Zontini

Name: SIMONE ZONTINI

Address: 340 MENDOZA AVE. CORAL GABLES

Email: SZONTINI@HOTMAIL.COM

Date: 29 DEC 2025





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Ana Lopez

Nombre: ANA

Dirección: 1525 S.W 42 AVE

Correo electrónico: _____

Fecha: 12/29/27





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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As a resident of Coral Gables, I take great pride in our city's architectural heritage and the thoughtful planning that defines it. The proposed 110 Phoenetia project continues that tradition with a design that honors George Merrick's Mediterranean vision and complements the surrounding neighborhood.

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

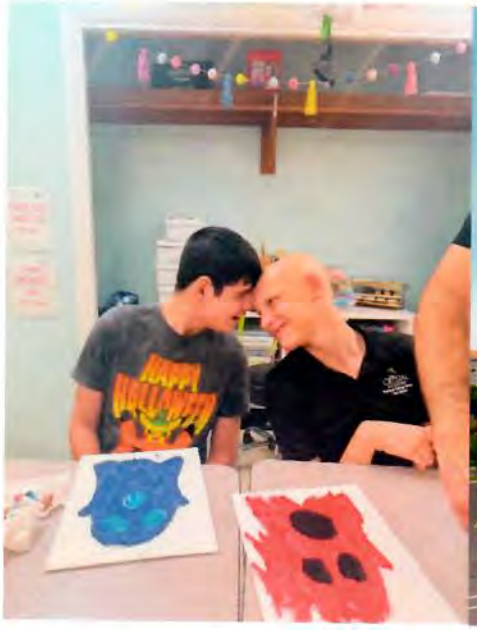
Signature: _____

Name: Valeria Viruj

Address: 1567 S Le Jeune Rd. apt. 2

Email: _____

Date: 12/29/2025





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Nataly Diaz

Address: 9337 Mendoza Ave, Coral Gables, 33[illegible]

Email: _____

Date: 12/29/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.



Atentamente,

Firma: _____

Nombre: Jorge Munoz

Dirección: 337B Miradores ave

Correo electrónico: _____

Fecha: 12/24/2025





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Rachel Willard

Nombre: Rachel Willard

Dirección: 215 menores Ave Miami, FL 33134

Correo electrónico: #1

Fecha: 12/29/25





110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Abel R. Perez

Address: 215 Menores Ave. Apt. 5

Email: _____

Date: 12/29/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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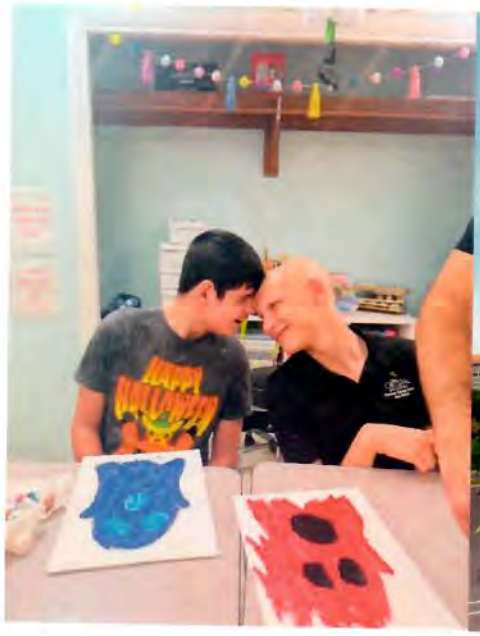
Signature: _____

Name: Jose Fernandez

Address: 229 Menores Ave

Email: _____

Date: 12/27/2025





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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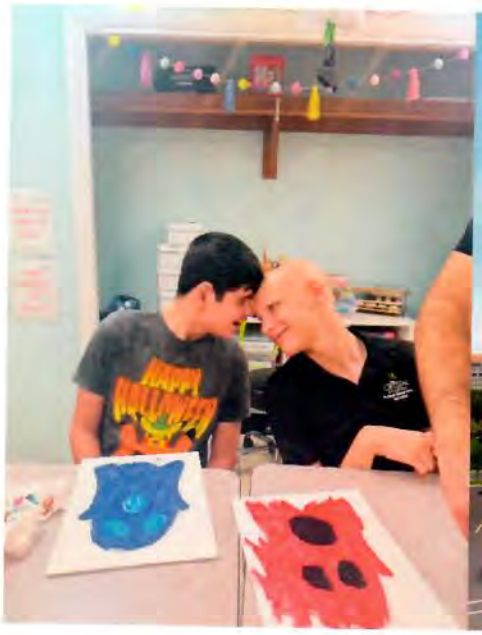
Firma _____

Nombre: _____

Dirección: _____

Correo electrónico: _____

Fecha: 12/2/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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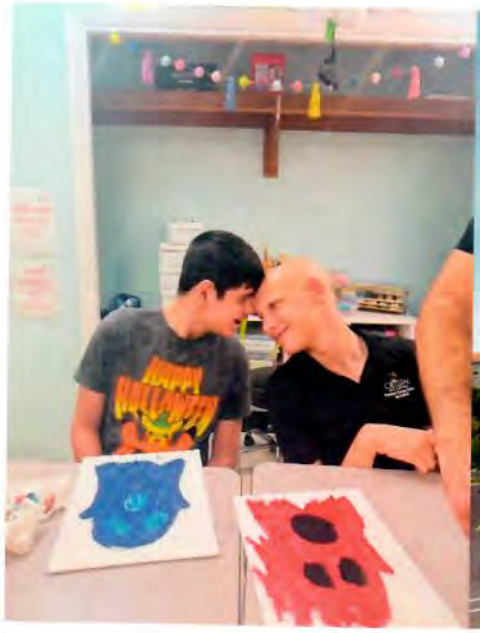
Firma: _____

Nombre: Katajarhit Castro

Dirección: 1300 Ponce deleon

Correo electrónico: Frontdesk@1300Lando.Com

Fecha: 12/27/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Diego Castanon

Name: Diego CASTANON

Address: 214 SALAMACA #1

Email: DiegoCASTANON16799@GMAIL.COM

Date: DEC 27, 2005





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Michael D

Address: 225 Madeira Ave

Email: _____

Date: 12/29/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Yunet Delgado Rodriguez

Dirección: 230 Salamanca Ave apt 5

Correo electrónico: yuneterdelgado1975@gmail.com

Fecha: 12/27/25







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Maria C. Vargas

Address: 227 Salamanca Ave.

Email: _____

Date: 12/27/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Guillermo Diaz

Address: 234 Salamanca AVE

Email: _____

Date: 12/27/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: Ana L Ramudio

Nombre: Ana L. Ramudio

Dirección: 231 Mendoza Ave # 7

Correo electrónico:

Fecha: 12/26/2025





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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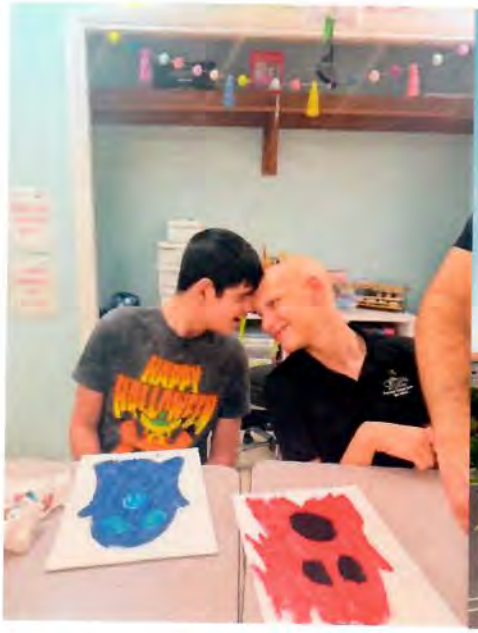
Signature: Cindy Whstock

Name: Cindy Whstock

Address: 230 Salamanca Ave #8

Email:

Date: 12-26-25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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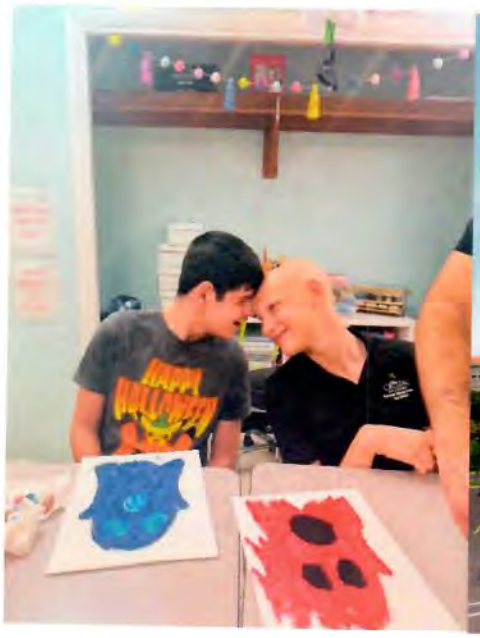
Signature: _____

Name: Crystal Amadie

Address: 235 Salamanca Ave #3

Email: _____

Date: 12/26/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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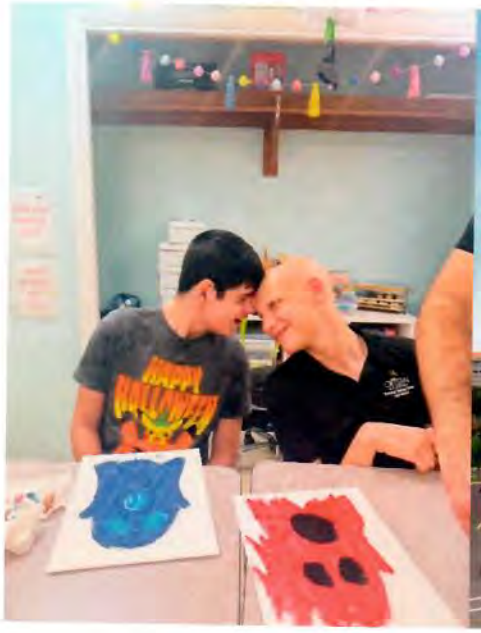
Firma _____

Nombre: Eduardo Rosales

Dirección: 235 Salamanca Ave, Apt 412

Correo electrónico: Coral Gables, FL 33134

Fecha: 12/26/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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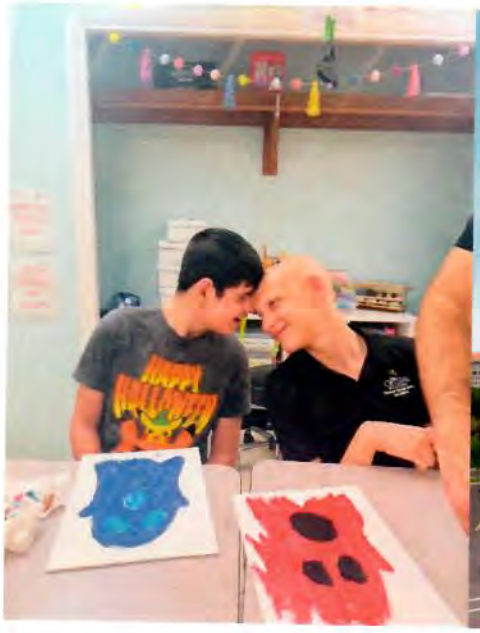
Signature: _____

Name: DAVID MIRANDA

Address: 235 SALAMANCA AVE APT 4 CORAL GABLES 33134

Email: _____

Date: 12/26/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: Alexander Dealma

Dirección: 224 Salamanca Ave. apt. 5

Correo electrónico: _____

Fecha: 12/24/25







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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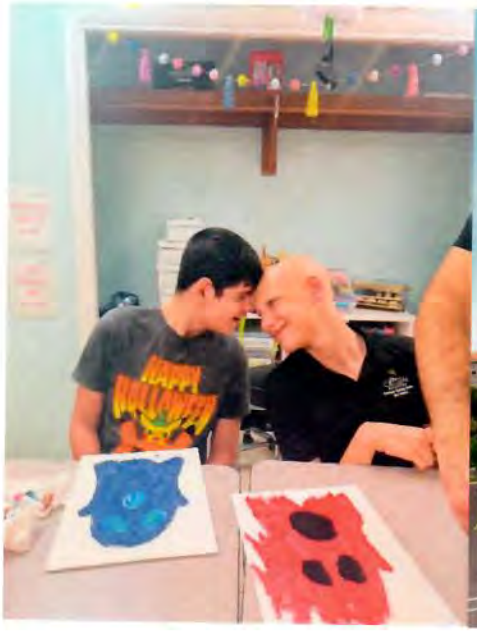
Signature: _____

Name: Yasmin Hevia

Address: 223 Calabria Ave Coral Gables, FL 33134

Email: Yasminhevia@gmail.com

Date: 12/26/25





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Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.



Atentamente,

Firma: _____

Nombre: Rodolfo Daniel

Dirección: 206 Bacardi Ave

Correo electrónico: _____

Fecha: 12/26/2025.





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma Rosa

Nombre: Rosa Maria Lem

Dirección: 234 Salamanca Ave apt 3 33134

Correo electrónico: _____

Fecha: 12/26/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: _____

Name: Maria Cristina Jimenez

Address: 234 Salamanca AV apt 2

Email: _____

Date: 12/26/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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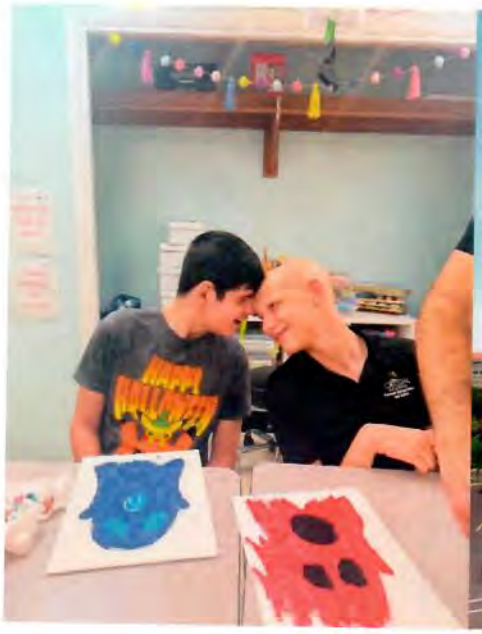
Firma: _____

Nombre: SILVIA FERNANDEZ

Dirección: 230 Salamanca Ave #4

Correo electrónico: _____

Fecha: 12/26/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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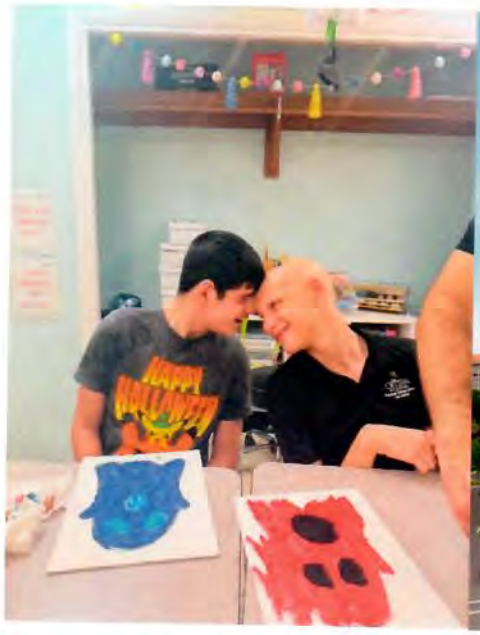
Signature: _____

Name: Marianna M

Address: 230 Salamanca ave Apto 12.

Email: MBKmh@gmail.com.

Date: 12/26/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Alex Martinez

Address: 231 Malaga Ave #1

Email: _____

Date: 12/22/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma ANA M CEPERO

Nombre: _____

Dirección: 226 Sevilla Ave #1

Correo electrónico: _____

Fecha: 12-26-25





110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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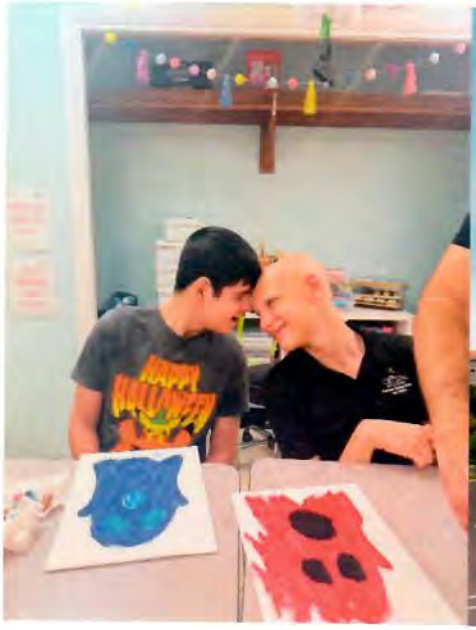
Signature: _____

Name: Ernesto Baró

Address: 214 Salamanca AVE #9

Email: _____

Date: 12/26/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Olivia Bjam

Dirección: 214 Salamanca Ave. #7

Correo electrónico: _____

Fecha: 12/26/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma _____

Nombre: Camila Pérez Cicilio

Dirección: 235 Sidonia Ave APT 115

Correo electrónico: _____

Fecha: 12/22/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Daylee Tuero

Address: 4a Phoenetia Ave Coral Gables 33134 Apt 49

Email: _____

Date: 12/22/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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Atentamente,

Firma _____

Nombre: ANDREA RODRIGUEZ

Dirección: 42 PHOENETIA AVE APT 6

Correo electrónico: ANDYRODRIGUEZCARDOZO@GMAIL.COM

Fecha: 22/12/25.





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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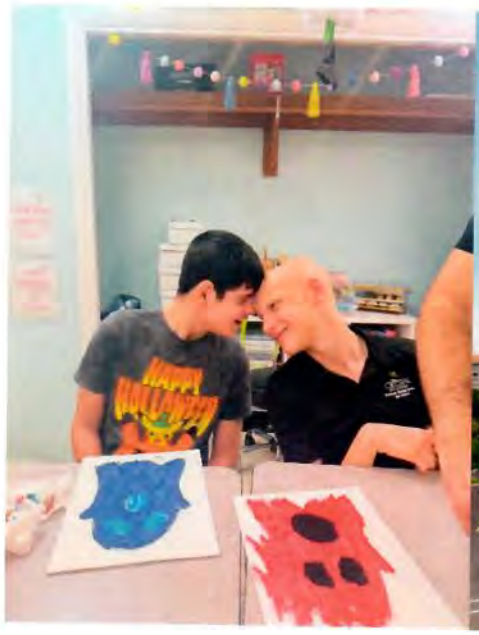
Signature: _____

Name: Gabriela Bauza

Address: 42 Phoentia Ave 33134

Email: _____

Date: 12/22/25





110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: ANDRÉS Avila

Address: Sidney 723 r Apt. 120

Email: _____

Date: 12/22/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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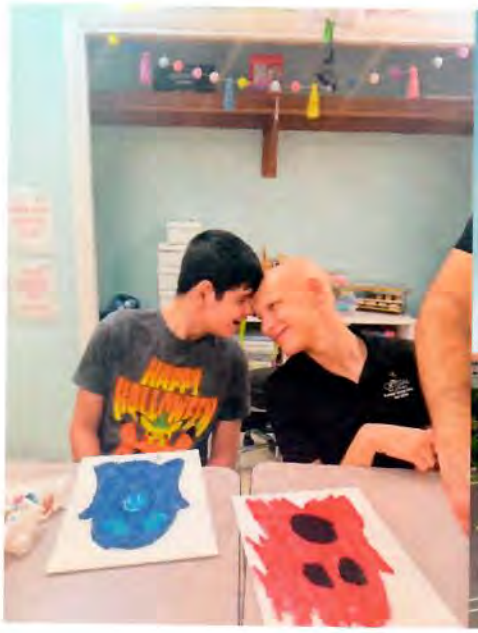
Firma: _____

Nombre: Lumarie Alvelo

Dirección: 235 sidonia ave apt. 118

Correo electrónico: yogablue39@

Fecha: 12/12/25





Fifield

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Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: David Gallo

Address: 3151 SW 13th St

Email: _____

Date: 1/3/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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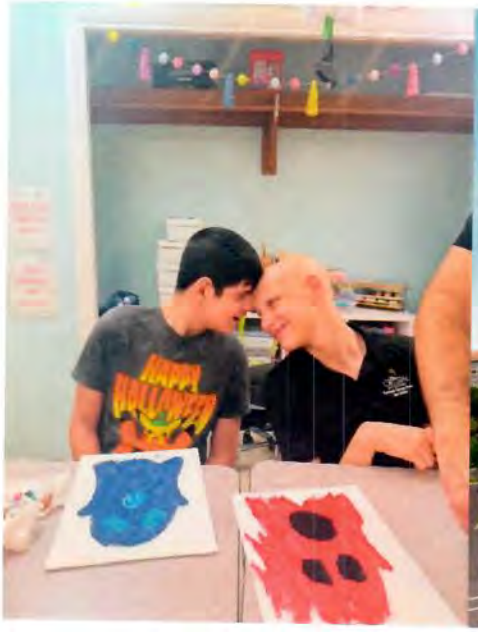
Signature: _____

Name: Anthony Galla

Address: 3151 SW 13th St

Email: _____

Date: 1/3/2026





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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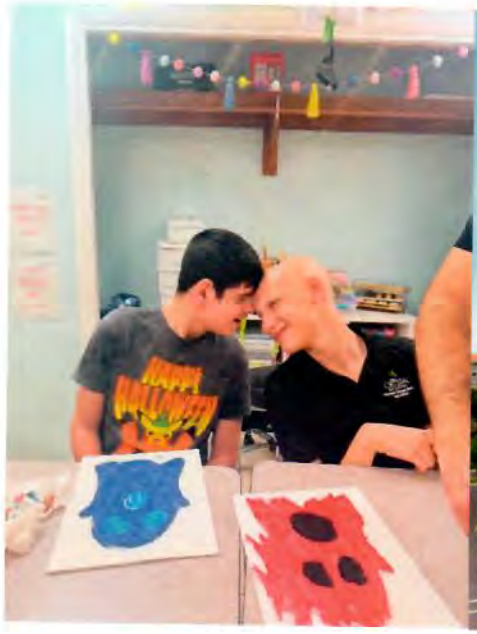
Signature: _____

Name: Andrea Velez

Address: 3155 SW 13th ST

Email: _____

Date: 1/3/2026





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma VC

Nombre: Valentino Silva

Dirección: 3190 SW 14th ST

Correo electrónico: _____

Fecha: 1/3/2026







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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Atentamente,

Firma _____

Nombre: Felipe Rodriguez

Dirección: 3170 SW 14th ST

Correo electrónico: _____

Fecha: 1/13/2026







Fifield

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Crystal Academy
Coral Gables, FL 33134

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.



Atentamente,

Firma _____

Nombre: David Huertas

Dirección: 3170 SW 14th ST APT 2

Correo electrónico: DHUERTAS 6Y@hoo.com

Fecha: 11/3/26





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma: _____

Nombre: Juan Estopinan M.

Dirección: 216 Calabria Ave Apt 1, 33134

Correo electrónico: jestopinan78@gmail.com

Fecha: 12/27/2025.







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: Sandra Peluso

Name: _____

Address: Antiquera Ave 221

Email: _____

Date: 12/27/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Lizzette Vazquez

Name: Lizzette Vazquez

Address: 214 Antiguera ave, Ap 3

Email: Vazmar423@gmail.com

Date: 12/27/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.

Atentamente,

Firma _____

Nombre: _____

Dirección: 214 ANTIQUERA AVE CORAL GABLES

Correo electrónico: _____

Fecha: 12/27/25







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Lisppi Monterrey

Name: Lisppi A. Monterrey

Address: 216 Calabria Ave, #9, CG, FL 33134

Email: lisppirodriguez@hotmail.com

Date: 12/27/2025





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: _____

Dirección: 227 Antiguera Ave

Correo electrónico: marila

Fecha: 10/27/25.







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Diyanis Estopinan M.

Dirección: 216 Calabria Ave apt 1, 33134

Correo electrónico: easysolutionsdis@gmail.com

Fecha: 12/27/2025







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma María Ruiz

Nombre: _____

Dirección: 221 Antiquera ave #5 coral gables FL. 33134

Correo electrónico: _____

Fecha: 12/27/25







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: _____

Dirección: 257 Antiques Ave.

Correo electrónico: _____

Fecha: 12/27/25.







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: Barr Argote

Name: _____

Address: 227 Antiguera Ave

Email: _____

Date: 12/27/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

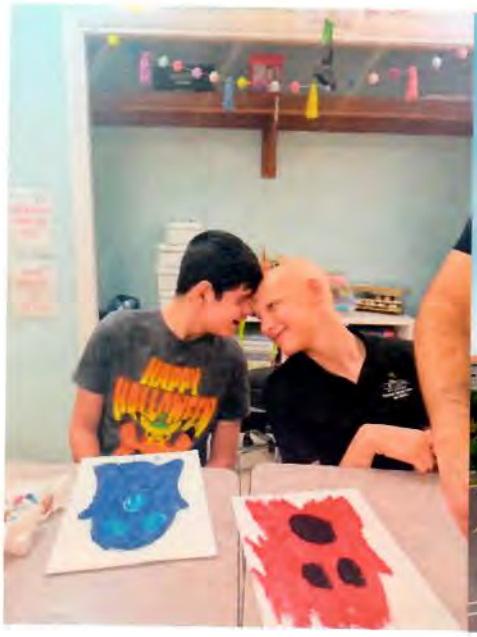
Signature: _____

Name: BRIAN BEAUDET

Address: 227 CALABRIA AVE CORAL GABLES

Email: BRIAN663@YAHOO

Date: 12-27-25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Briseida Martinez

Address: 223 Antiguera Ave

Email: martinezbi7791@gmail.com

Date: 12/27/2025





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma _____

Nombre: JAU

Dirección: 1700 SW 57 AVE Apt 44

Correo electrónico: _____

Fecha: 12/29/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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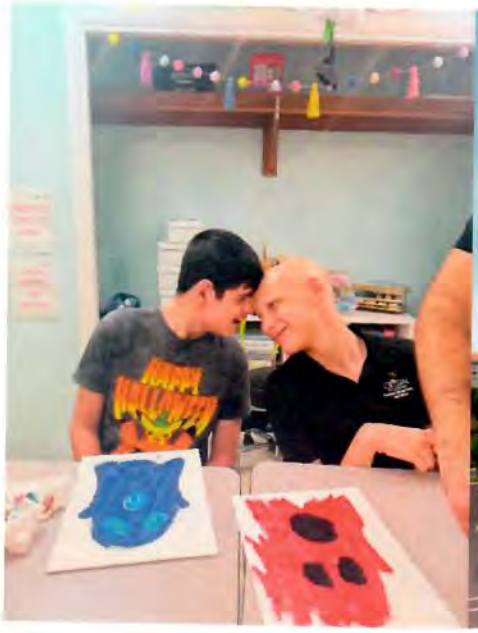
Firma _____

Nombre: _____

Dirección: 232 MAJORCA AVE CORAL GABLES.

Correo electrónico: _____

Fecha: 12/29/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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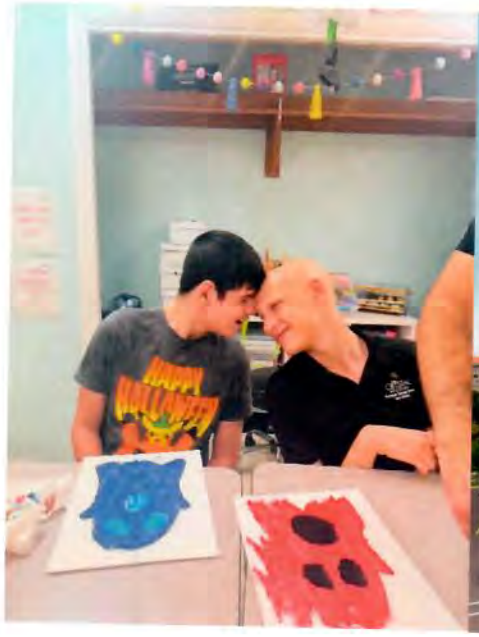
Signature: _____

Name: DANIEL SILVERMAN

Address: 335 NAVARRE AVE APT 5

Email: DANISILVS@GMAIL.COM

Date: 12/29/2025





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: Alex Sanchez

Dirección: 810 Salcedo St

Correo electrónico: _____

Fecha: 12/29/25







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma MG

Nombre: Miguel Gutierrez

Dirección: 232 Matorca Ave

Correo electrónico: _____

Fecha: 12/29/25







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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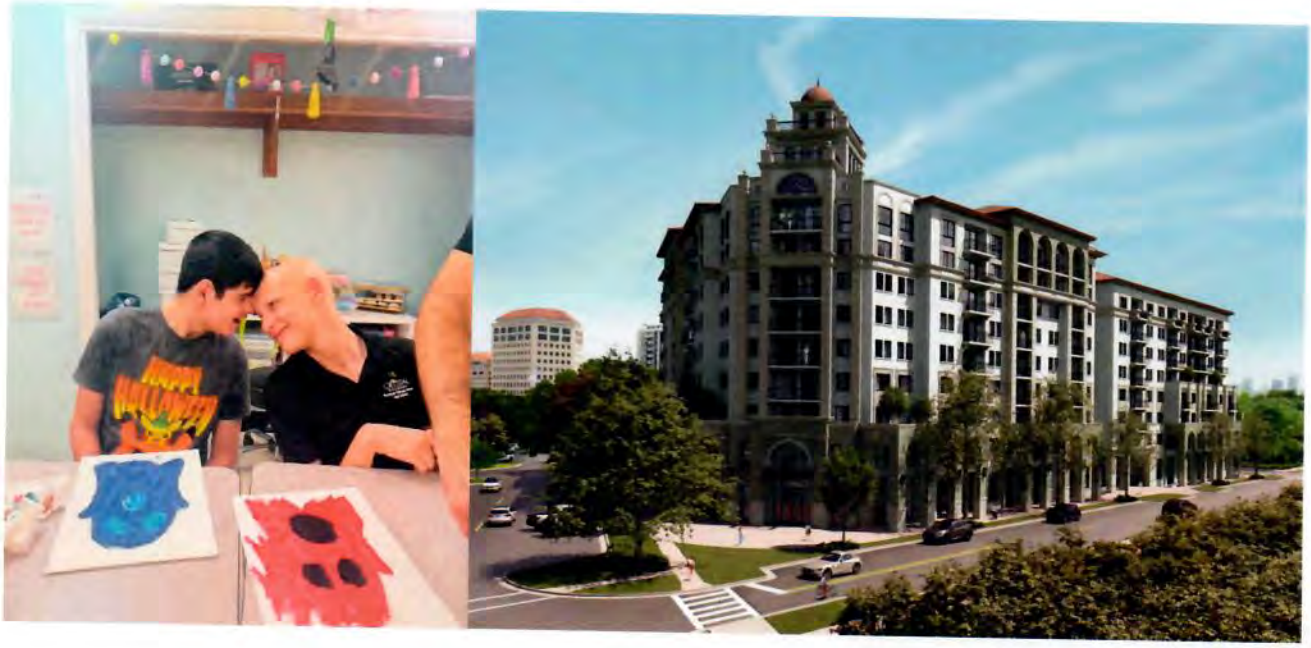
Nombre: _____

Dirección: 232 Majorca Ave, Coral Gables

Correo electrónico: _____

Fecha: 12/29/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Ricardo Perdomo

Nombre: Ricardo Perdomo

Dirección: 232 Mallorca Ave

Correo electrónico:

Fecha: 12/29/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

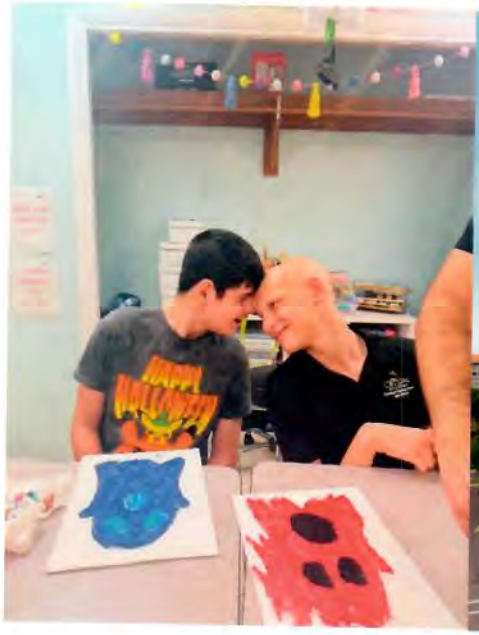
Signature: _____

Name: Julia Turner

Address: 1700 Douglas Rd

Email: _____

Date: 12/29/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

Como residente de Coral Gables, me enorgullece profundamente el patrimonio arquitectónico de nuestra ciudad y la planificación cuidadosa que la define. El proyecto propuesto de 110 Phoenetia continúa con esa tradición, con un diseño que honra la visión mediterránea de George Merrick y complementa el vecindario que lo rodea.

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.



Atentamente,

Firma _____

Nombre: _____

Dirección: 1700 SW 57 Ave Apt

Correo electrónico: _____

Fecha: 12/29/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma M.E.

Nombre: Mirian Glez.

Dirección: 3640 SW 91R

Correo electrónico: Apt 4 MF 33135.

Fecha: 12/23/2025







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma J. M

Nombre: Jeffrey Zdanya

Dirección: 3640 SW 95t Apt 3

Correo electrónico: Jeffrey Zdanya1997@gmail.com

Fecha: 12/23/25







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: Sadier

Nombre: Sadier Diaz Vieites

Dirección: 3591 SW 107 apt #1

Correo electrónico: Sadierdiazvieites@gmail.com

Fecha: 12/23/25







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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Sincerely,

Signature: _____

Name: Yisel Morell

Address: 3661 SW 11 ST APT 1

Email: Ymorell31@aol.com

Date: 12.23.25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Ricardo de Leon

Dirección: 3660 SW 10 ST Apt 2

Correo electrónico: ROELEONG@ADL.COM

Fecha: 12.23.25







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Luz Oliva

Address: 3651 SW 11th st

Email: _____

Date: 12/23/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Daysi Gómez

Dirección: 3621 SW 11th St Apto 1 Miami FL

Correo electrónico: _____

Fecha: 12/23/25







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Amanda Carvajal

Address: ~~amanda~~ 3600 SW 10TH ST Miami, FL 33135

Email: _____

Date: 12/23/25.





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: Consuelo Sierra

Dirección: 3151 SW 10 ST Apt

Correo electrónico: —

Fecha: 12-23-2025





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Leonel Hdez

Nombre: Leonel Hdez

Dirección: 3531 SW 101 Ct Apt 4

Correo electrónico: leonel5202004@gmail.com

Fecha: 12/23/2025





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: [signature]

Name: Liz Llumbet

Address: 3636 SW 9st APT 15

Email: lizllumbET@gmail.com

Date: 12/23/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Nathalie Ortiz

Email: nathalie@truecostgroup.com

Address: 3620 SW 10th St 33135

Date: 10/23/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Yania Bermudez

Dirección: 3650 SW 10th St 33135

Correo electrónico: _____

Fecha: 12/23/25







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Sonia Lopez

Dirección: 4809 SW 12th St

Correo electrónico: sonia.lopez@gmail.com

Fecha: 12/29/25







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: Ernesto S. Del Rosario

Nombre: ERNESTO S. DEL ROSARIO

Dirección: 15 ALHAMBRA CIRCLE

Correo electrónico: PEPE DELROSARIO@YAHOO

Fecha: 12-29-25







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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Sincerely,

Signature: _____

Name: Saliyha Webb

Address: 235 Majorca Ave

Email: _____

Date: 12/29/2025





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma GP

Nombre: Gustavo Perez

Dirección: 291 Navarre Ave

Correo electrónico:

Fecha: 12/29/2025







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: YENNY PÉREZ

Dirección: 291 NAVARRE AVE

Correo electrónico: LAYIVIPEREZWORK@GMAIL.COM

Fecha: 12/29/2025







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: Valentina Hurtado

Dirección: 271 Majorca Ave

Correo electrónico: _____

Fecha: 12/24/2025







Fifield

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Crystal Academy
Coral Gables, FL 33134

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.

Atentamente,

Firma: _____

Nombre: Felipe Hunter

Dirección: 2311 Majorca Ave

Correo electrónico: _____

Fecha: 12/29/25







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: [signature]

Name: Nicholas Hammett

Address: 2701 Columbus Blvd

Email:

Date: 12/29/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Jonathan Fresto

Name: Jonathan Fresto

Address: 227 Phoenetia Ave

Email: JJFresto@gmail.com

Date: 12-22-25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Irene Nichon

Name: Irene Nicholson

Address: 227 Phoenetia Ave

Email: irenenicholson300@gmail.com

Date: 12-28-2025

Love to help in anyway!!





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: Ernesto Chavez

Dirección: 1002 Salzedo St apt 7,

Correo electrónico: _____

Fecha: 12-27-25







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Irene Caviria

Dirección: 1002 Salzedo St.

Correo electrónico: ireneige201@gmail.com

Fecha: 12/27/25







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables -- Carta de Apoyo

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Atentamente,

Firma Rolando Sanchez Mora

Nombre: Rolando Sanchez Mora

Dirección: 218 Santillane Ave Apt 1

Correo electrónico: _____

Fecha: 12-27-25







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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Sincerely,

Signature: _____

Name: Ernesto Hurtado

Address: 218 Santillana Ave

Email: ErnieHum@comcast.net

Date: 27-12-25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: Cristina Humara

Nombre: CRISTINA HUMARA

Dirección: 218 Santi Ilane Ave. Apt 5

Correo electrónico: cmhumara1@comcast.net

Fecha: 27 - 12 - 2025







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Olga Ramirez

Nombre: Olga Ramirez

Dirección: 219 Phoenetia Ave #1 33134

Correo electrónico: Olgara34@Gmail.com

Fecha: 12/27/25







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Marysol

Nombre: Marisol Martin Vergara

Dirección: 820 Salzedo St Apt. 402

Correo electrónico: —

Fecha: 12/27/2025







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: Yamilen

Name: Yamilen Maria Tobar

Address: 810 Salzedo st

Email: _____

Date: 12-27-2025





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: Gilda Martinez

Name: Gilda Martinez

Address: 810 salzedo st

Email: gilda_cure@yahoo.com

Date: 12-27-2025





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: Elise Pino

Name: Elise Pino

Address: 4511 SW [redacted] Tenth St

Email:

Date: 12/23/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Jafet velez

Address: 33 salamanca Ave Apt 9

Email: _____

Date: 12/23/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Camila Bentacourth

Address: 43 Sabmaca Ave, 46

Email: Camilab7233@gmail.com

Date: 12/23/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Amanda Sater

Address: 43 Salamanca Ave.

Email: amandacsater@gmail.com

Date: 12/23/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: Samara

Name: Samara F.

Address: 4511 SW Tenth St

Email:

Date: 12/23/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Jesus

Dirección: 1014 Salzedo St

Correo electrónico: _____

Fecha: 12/23/25







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Hebert Devaro

Name: Hebert Devaro

Address: 134 SALAMANCA AVE 11B

Email:

Date: 12/23/2025





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: R M

Name: R NICOLAS MUÑOZ

Address: 134 Salamanca Ave, Apt 7B

Email: _____

Date: 12/23/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Emily Uzcategui

Address: 134 Salamanca Ave, Apt 7B

Email: _____

Date: 12/23/25





Fifield

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Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Mitchell Guzman

Address: 115 Salamanca

Email: Mitchell@aol.com

Date: 12/23/25





Fifield

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Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: Cipuliga

Name: Maria Cipuliga

Address: 134 SALAMANCA AVE 1113

Email: _____

Date: 12/23/2025





Fifield

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Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: Cesar Pavon

Name: Cesar Pavón

Address: 134 Salamanca Ave Apt 6B

Email:

Date: 12/23/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

As a resident of Coral Gables, I take great pride in our city's architectural heritage and the thoughtful planning that defines it. The proposed 110 Phoenetia project continues that tradition with a design that honors George Merrick's Mediterranean vision and complements the surrounding neighborhood.

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: AG

Name: ADRIAN GONZALEZ

Address: 134 SALAMANCA AVE

Email:

Date: 12/23/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Joselyn Scharinger

Address: 134 Salamanca Ave, Coral Gable, FL

Email: _____

Date: 12/23/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Marian J. Garcia

Address: 134 Salamanca Avenue Apt. 103

Email: _____

Date: 12-23-25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Fayo Mendez

Address: 1120 SW 30th Ave

Email: _____

Date: 1/4/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: [signature] S.

Name: Mario Sanchez

Address: 3290 SW 16 LN

Email: _____

Date: 1/4/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Anabel Sanchez

Address: 3290 SW 16 LN Miami FL 33145

Email: _____

Date: 1/4/26.





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Felipe Isaza

Address: 3281 SW 16th Lane

Email: _____

Date: 1/9/24





Fifield

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Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Anto Nunez

Address: 1671 SW 32nd Ct

Email: _____

Date: 08/04/2025





110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: ROBERT CARMENATE

Address: 1631 CORAL GATE DR.

Email: ROBERTCG GMAIL.COM

Date: 1/4/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: _____

Address: 1064 SW 70th Ave

Email: _____

Date: 12/27/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

Como residente de Coral Gables, me enorgullece profundamente el patrimonio arquitectónico de nuestra ciudad y la planificación cuidadosa que la define. El proyecto propuesto de 110 Phoenetia continúa con esa tradición, con un diseño que honra la visión mediterránea de George Merrick y complementa el vecindario que lo rodea.

Más allá de sus cualidades arquitectónicas, este proyecto apoya algo profundamente significativo: la permanencia de Crystal Academy, una escuela que verdaderamente transforma la vida de los niños con autismo y de sus familias. El compromiso de Fifield de construir una instalación nueva y moderna, y de ofrecer a Crystal Academy un contrato de arrendamiento gratuito por 99 años, establece un estándar que todos podemos apreciar en un desarrollador. Mantener esta institución en Coral Gables fortalece nuestra comunidad y refleja nuestros valores compartidos de compasión e inclusión.

Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.

Atentamente,

Firma: _____

Nombre: JESUS MARTINEZ

Dirección: 227 Antigua Ave

Correo electrónico: _____

Fecha: 12/27/25







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Mirabel

Name: Mirabel Garcia

Address: 3320 SW 17 St

Email:

Date: 8-4-26





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma H Prado

Nombre: Humbelina Prado.

Dirección: 3340 SW 17 ST.

Correo electrónico: _____

Fecha: 1/14/25







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: Marlen Jaime Rubens

Dirección: 998 SW 20th Ave

Correo electrónico: _____

Fecha: 1/9/26







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: Dianela Rivero

Name: Dianela Rivero

Address: 212 Phoenetia Ave.

Email: /

Date: 12/30/25.





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Leo Olden

Name: Leo Olden

Address: 215 Phoenetia Ave

Email:

Date: 12/30/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Lauri

Name: Lauri Olden

Address: 215 Phoenetia Ave

Email: N/A

Date: 12-30-25





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Crystal Academy
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Sincerely,

Signature: _____

Name: Maria Esquivel

Address: 1014 Salzedo st Apt

Email: _____

Date: 12-30-25





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Sincerely,

Signature: Mich

Name: Michael Morrow

Address: 1014 Salzedo St

Email: _____

Date: 12-30-25





Fifield

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Sincerely,

Signature: _____

Name: Mattia Virgona

Address: 902 Salzedo St

Email: _____

Date: 12/30/25





Fifield

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Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: Hvalle

Name: Hector Valle

Address: 1014 Salzedo St

Email:

Date: 12-30-25





Fifield

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Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: Kennedy Herman

Name: Kennedy Herman

Address: kennedyjherman@gmail.com

Email: 235 Santillane Ave

Date: 12/30/25





Fifield

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Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: Amanda

Name: Amanda Bencid

Address: 234 Santillane Ave

Email: Amandabencid@gmail.com

Date: 12/30/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Jesus Pino

Nombre: JP

Dirección: 4511 SW Tenth Street

Correo electrónico:

Fecha: 12-30-25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Kai Pino

Address: 4511 SW 10th St

Email: _____

Date: 12-30-25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: Kaylum

Name: Kaylum Pino

Address: 4311 SW Tenth Street

Email:

Date: 12-30-25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Marisol Gracia

Address: 4511 sw 10th St

Email: _____

Date: 12-30-25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

Como residente de Coral Gables, me enorgullece profundamente el patrimonio arquitectónico de nuestra ciudad y la planificación cuidadosa que la define. El proyecto propuesto de 110 Phoenetia continúa con esa tradición, con un diseño que honra la visión mediterránea de George Merrick y complementa el vecindario que lo rodea.

Más allá de sus cualidades arquitectónicas, este proyecto apoya algo profundamente significativo: la permanencia de Crystal Academy, una escuela que verdaderamente transforma la vida de los niños con autismo y de sus familias. El compromiso de Fifield de construir una instalación nueva y moderna, y de ofrecer a Crystal Academy un contrato de arrendamiento gratuito por 99 años, establece un estándar que todos podemos apreciar en un desarrollador. Mantener esta institución en Coral Gables fortalece nuestra comunidad y refleja nuestros valores compartidos de compasión e inclusión.

Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.

Atentamente,

Firma: _____

Nombre: James Abbraston

Dirección: 1400 Salzedo St # 101

Correo electrónico: _____

Fecha: 12-30-25







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

As a resident of Coral Gables, I take great pride in our city's architectural heritage and the thoughtful planning that defines it. The proposed 110 Phoenetia project continues that tradition with a design that honors George Merrick's Mediterranean vision and complements the surrounding neighborhood.

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: Dorthy Helm

Name: Dorthy Helm

Address: 4615 SW Tenth St

Email: dorthyhelm112@gmail.com

Date: 12-29-2025





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: Aida B

Nombre: Aida Rodriguez

Dirección: 221 Majorca Ave

Correo electrónico: aida[illegible]@gmail.com

Fecha: 12/29/2025







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: FERNANDO GARCÍA

Dirección: 260 NAVARRE APTO-1

Correo electrónico: _____

Fecha: 29-12-25







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: Elizabeth Lepage

Nombre: ELISABETH LEPAGE

Dirección: 221 MAJORCA APTO 304

Correo electrónico: ELIZABETH.LEPAGE7@GMAIL.COM

Fecha: 29-12-2025







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: Sarah K

Name: Sarah Kirby

Address: 49 Navarre Apt 11, Coral Gables, FL 33134

Email: 24sarahk@gmail.com

Date: 29 Dec. 2025





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Cristi Patlan

Address: 99 Navarre APT #1

Email: _____

Date: 12-29-25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: David E. Patland

Address: 99 Navarre Apt #7

Email: patland@dadeschools.net

Date: 12.29.25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: Carlos Zuniga

Dirección: 221 Majorca Ave

Correo electrónico: _____

Fecha: 12.29







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Kathleen Riggio

Name: Kathleen Riggio

Address: 21 Alhambra Circle

Email: _____

Date: 12/29/2026





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: Manuel Gonzalez

Name: Manuel Gonzalez

Address: 3670 SW 15th St Miami

Email: viju8908@gmail.com

Date: 12/26/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Claudia Cohen

Dirección: 3611 SW 8th

Correo electrónico: _____

Fecha: 26/12/2025







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: Elpidio Rodriguez

Dirección: [illegible]

Correo electrónico: _____

Fecha: 26/12/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: Franco Bakalars

Nombre: Franco Bakalars

Dirección: 3661 SW 13th ST

Correo electrónico:

Fecha: 12/26/25







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables -- Carta de Apoyo

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Atentamente,

Firma Marcel Restrepo

Nombre:

Dirección: 2681 SW 28th St

Correo electrónico:

Fecha: 12/26/25







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: _____

Address: 442 Salzedo ST

Email: _____

Date: 12/26/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: 826 Salzero St Unit 828

Dirección: _____

Correo electrónico: _____

Fecha: 12/26/25







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

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Atentamente,

Firma _____

Nombre: Luis Cabrera

Dirección: 1K Santillana Avenue

Correo electrónico: cabreravaldesluiscaniel@gmail.com

Fecha: 01/11/26







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: A Perez

Name: Alfredo Perez

Address: 11 Sevillano ave

Email: aperez10659@yahoo.com

Date: 1/11/26





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: Diana Estevez

Dirección: 11 Santillana ave apt 1

Correo electrónico: dcestevez9704@aol.com

Fecha: 1/11/26







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Carlos Hernandez

Address: 24241 SW 112th Ct

Email: Carloshernandez7911@gmail.com

Date: 11/11/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: D Rodriguez

Nombre: DORIS RODRIGUEZ

Dirección: 295 Antillano AVE #8

Correo electrónico: dorisTRAVEL.PLEASURE@gmail.com

Fecha: 01/11/2026







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Crystal Academy
Coral Gables, FL 33134

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Beyond its architectural qualities, this project supports something deeply meaningful: the continued presence of Crystal Academy, a school that truly transforms the lives of children with autism and their families. Fifield's commitment to build a new, modern facility and provide Crystal Academy with a 99-year rent-free lease sets a standard we can all appreciate in a developer. Keeping this institution in Coral Gables strengthens our community and reflects our shared values of compassion and inclusion.

I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: _____

Name: Isabella Puerto

Address: 635 SW 69 ave

Email: 2026ipuerto3391@stbhs.org

Date: 1/11/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

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Sincerely,

Signature: _____

Name: Jose Antunez

Address: 29 Catalina Ave

Email: antunezj@aol.com

Date: 1/11/26





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

Como residente de Coral Gables, me enorgullece profundamente el patrimonio arquitectónico de nuestra ciudad y la planificación cuidadosa que la define. El proyecto propuesto de 110 Phoenetia continúa con esa tradición, con un diseño que honra la visión mediterránea de George Merrick y complementa el vecindario que lo rodea.

Más allá de sus cualidades arquitectónicas, este proyecto apoya algo profundamente significativo: la permanencia de Crystal Academy, una escuela que verdaderamente transforma la vida de los niños con autismo y de sus familias. El compromiso de Fifield de construir una instalación nueva y moderna, y de ofrecer a Crystal Academy un contrato de arrendamiento gratuito por 99 años, establece un estándar que todos podemos apreciar en un desarrollador. Mantener esta institución en Coral Gables fortalece nuestra comunidad y refleja nuestros valores compartidos de compasión e inclusión.

Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.

Atentamente,

Firma: _____

Nombre: Roberto Rodriguez

Dirección: 29 SALTILLANE AVE APT 8

Correo electrónico: robertotravel37@gmail.com

Fecha: 01/11/26







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

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Sincerely,

Signature: _____

Name: Thais Meza

Address: 36 Santillane Ave

Email: _____

Date: Jan 11/2026.





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: MABEL REYES.

Dirección: 3701 SW 115T MIAMI. FL.

Correo electrónico: _____

Fecha: 12-27-2025.







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: Lianlli Infante

Dirección: 3411 SW 11 ST

Correo electrónico: _____

Fecha: 12/27/2025







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: Gilda Iglesias

Dirección: 3721 SW 11 ST

Correo electrónico: _____

Fecha: 22 - DIC - 2025







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: Maritza Molina

Dirección: 3491 SW 11 St

Correo electrónico: maritmol@gmail.com

Fecha: 12/27/2024







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Salud Aguilera

Nombre: Salud Aguilera

Dirección: 3490 SW 100st #2

Correo electrónico: —

Fecha: 12-27-25







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: Maggie Bustillo

Dirección: 3490 SW 10th ST Apt 1 Miami, FL

Correo electrónico: maggiebustillo24@gmail.com

Fecha: 12/27/2025







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables -- Carta de Apoyo

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Atentamente,

Firma _____

Nombre: ~~NICOLAS~~ NICOLAS COLLAZO 7867183540

Dirección: 1420 NE MIAMI PL APT 323

Correo electrónico: Ncollazo91@gmail.com

Fecha: 12/27/25







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Doris Blas

Dirección: 3490 sw 10 st.

Correo electrónico: _____

Fecha: 27/12/2025







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente, Milagros Reyes

Firma _____

Nombre: _____

Dirección: 3450 SW 10 ST APTO 3 33135

Correo electrónico: _____

Fecha: _____





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: Lilia Gutiérrez

Nombre: Lilia Gutiérrez

Dirección: 3450 10 ST 33135

Correo electrónico: _____

Fecha: 27-12-25







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: _____

Dirección: 3430 SW 105T apt 1

Correo electrónico: _____

Fecha: 12/27/25







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Jose Luis

Dirección: 2436 SW 10 St

Correo electrónico: _____

Fecha: 12/27/25







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Elroche

Nombre: Elena Roche

Dirección: 3401 SW 10th St apto 4 Miami, FL

Correo electrónico: erenaroche7336@gmail

Fecha: 12/27/2025





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Jorge

Nombre: Jorge L Nois M

Dirección: 3401 SW 10 ST apto 4

Correo electrónico: Jorgeluis45@.com.cu

Fecha: 12/27/25







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: Daisy Dapeyrá

Dirección: 34th SW 10st Ave

Correo electrónico: dapeyrondaisy@gmail.com

Fecha: 12/27/25







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Jairo

Nombre: Jairo Lorenzo

Dirección: 3431 SW 10TH ST

Correo electrónico: _____

Fecha: 12/27/25







Fifield

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Crystal Academy
Coral Gables, FL 33134

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Más allá de sus cualidades arquitectónicas, este proyecto apoya algo profundamente significativo: la permanencia de Crystal Academy, una escuela que verdaderamente transforma la vida de los niños con autismo y de sus familias. El compromiso de Fifield de construir una instalación nueva y moderna, y de ofrecer a Crystal Academy un contrato de arrendamiento gratuito por 99 años, establece un estándar que todos podemos apreciar en un desarrollador. Mantener esta institución en Coral Gables fortalece nuestra comunidad y refleja nuestros valores compartidos de compasión e inclusión.

Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.

Atentamente,

Firma Rafael Llara

Nombre: _____

Dirección: 3441 SW 10th Str Apt 2

Correo electrónico: _____

Fecha: 12-27-2025







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

Como residente de Coral Gables, me enorgullece profundamente el patrimonio arquitectónico de nuestra ciudad y la planificación cuidadosa que la define. El proyecto propuesto de 110 Phoenetia continúa con esa tradición, con un diseño que honra la visión mediterránea de George Merrick y complementa el vecindario que lo rodea.

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.

Atentamente,

Firma _____

Nombre: Maribel Gonzalez Cordero

Dirección: 3471 SW 1st St. 2 Miami Fla 33135

Correo electrónico: _____

Fecha: 12-27-2021







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma _____

Nombre: Reinier Hernandez

Dirección: 347 SW 1 APTO 2 SC033135

Correo electrónico: _____

Fecha: 12/27/25







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

As a resident of Coral Gables, I take great pride in our city's architectural heritage and the thoughtful planning that defines it. The proposed 110 Phoenetia project continues that tradition with a design that honors George Merrick's Mediterranean vision and complements the surrounding neighborhood.

Beyond its architectural qualities, this project supports something deeply meaningful: the continued presence of Crystal Academy, a school that truly transforms the lives of children with autism and their families. Fifield's commitment to build a new, modern facility and provide Crystal Academy with a 99-year rent-free lease sets a standard we can all appreciate in a developer. Keeping this institution in Coral Gables strengthens our community and reflects our shared values of compassion and inclusion.

I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: Mendez

Name: Mendez Virginia

Address: 3636 SW 9th Str App 34

Email: _____

Date: 12/27/25





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.

Atentamente,

Firma: Margino Argüello

Nombre: Margino Argüello

Dirección: 3450 SW 9 Terrace Ph II 1

Correo electrónico: Arguello9415@yahoo.com

Fecha: 12-27-25







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma _____

Nombre: Pedro Pablo Rodriguez

Dirección: 3451 SW 19 Terr Apt 7

Correo electrónico: _____

Fecha: 12/27/25







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma _____

Nombre: Rolando Fonseca

Dirección: 3508 SW 20 pl 33135

Correo electrónico: rolandofet@gmail.com

Fecha: 12/27/2025







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.

Atentamente,

Firma Roxana

Nombre: Roxana

Dirección: 3636 SW 9th St

Correo electrónico:

Fecha: 12/27/25







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.

Atentamente,

Firma Virginia Rodriguez

Nombre: Virginia Rodriguez

Dirección: 3636 SW 9th St Apt 33

Correo electrónico: _____

Fecha: 12/27/25







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma _____

Nombre: Dalivir Castañeda

Dirección: 3636 SW 4th St Apt 3S

Correo electrónico: _____

Fecha: 12/27/25







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma: _____

Nombre: Marisol Rivera

Dirección: 3636 SW 9 ST

Correo electrónico: _____

Fecha: 12/27/25







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma: [signature]

Nombre: Norma Martinez

Dirección: 2636 SW 9th St Apt 35

Correo electrónico: _____

Fecha: 12/27/25







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma _____

Nombre: Vanelli

Dirección: 3636 SW 9th St Apt 40

Correo electrónico: _____

Fecha: 12/4/25







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Julio C. Lores.

Dirección: 3636. SW. 9st Ap. 29.

Correo electrónico: Rocaborges1G@gmail.com.

Fecha: 12/27/25.







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma _____

Nombre: Maria Barbosa

Dirección: 115 calabria AV Miami FL 33134

Correo electrónico: _____

Fecha: 12/28/25







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

As a resident of Coral Gables, I take great pride in our city's architectural heritage and the thoughtful planning that defines it. The proposed 110 Phoenetia project continues that tradition with a design that honors George Merrick's Mediterranean vision and complements the surrounding neighborhood.

Beyond its architectural qualities, this project supports something deeply meaningful: the continued presence of Crystal Academy, a school that truly transforms the lives of children with autism and their families. Fifield's commitment to build a new, modern facility and provide Crystal Academy with a 99-year rent-free lease sets a standard we can all appreciate in a developer. Keeping this institution in Coral Gables strengthens our community and reflects our shared values of compassion and inclusion.

I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: _____

Name: Sophia Rodriguez

Address: 115 Calabria Ave Apt 13

Email: _____

Date: 12/28/2025





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Jackie

Nombre: Jackie Reyes

Dirección: 115 Calabria Ave apt B Zip 33134

Correo electrónico:

Fecha: 12-28-25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma: _____

Nombre: Berenice Soto

Dirección: 115 Calabria Ave Apt 1

Correo electrónico: bsoto378@gmail.com

Fecha: 12/29/25







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma _____

Nombre: Cristino Salas

Dirección: 115 CALABRIA AVE.

Correo electrónico: INFO @ CMCTECHNOLOGY.NET

Fecha: 12/28/25







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: Ivanildo Bontim

Name: Ivanildo Bontim

Address: 115 Calabria Av Miami, FL 33134

Email: _____

Date: 12/28/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.



Atentamente,

Firma: _____

Nombre: _____

Dirección: 525 Menores Ave

Correo electrónico: _____

Fecha: 01/04/26





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

Como residente de Coral Gables, me enorgullece profundamente el patrimonio arquitectónico de nuestra ciudad y la planificación cuidadosa que la define. El proyecto propuesto de 110 Phoenetia continúa con esa tradición, con un diseño que honra la visión mediterránea de George Merrick y complementa el vecindario que lo rodea.

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Atentamente,

Firma: _____

Nombre: _____

Dirección: 344 Mendoza Ave

Correo electrónico: _____

Fecha: 01/04/26







Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma Humberto Paluoz

Nombre: [illegible] Maracaibo Aug

Dirección: 50 Maracaibo Aug

Correo electrónico: _____

Fecha: 1-4-26





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma M Trueba

Nombre: MARIA TRUEBA

Dirección: 47 Alhambra Av

Correo electrónico: MARIECAR202@icloud.com

Fecha: 1/4/26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

As a resident of Coral Gables, I take great pride in our city's architectural heritage and the thoughtful planning that defines it. The proposed 110 Phoenetia project continues that tradition with a design that honors George Merrick's Mediterranean vision and complements the surrounding neighborhood.

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: Victoria Rios

Name: Victoria Rios

Address: 513 ponce de leon blvd

Email: _____

Date: January 04, 2026





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma: Ivette Camacho

Nombre: Ivette Camacho

Dirección: 29 Montilla Ave.

Correo electrónico: _____

Fecha: 1-4-26





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: Santiago Calero

Name: Santiago Calero

Address: 43 montilla Ave

Email: nino For 07 6 gmail.com

Date: 01/04/26





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma Blanca Muraks

Nombre: Blanca Muraks

Dirección: 25 Montilla Ave

Correo electrónico: blancamaria25@hotmail.com.

Fecha: 01/04/2026





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: _____

Name: DANIEL VUELTA

Address: 33 MONTILLA AVE

Email: _____

Date: 1/04/26





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma _____

Nombre: Luis Villalobos

Dirección: 20 Montilla Ave

Correo electrónico: _____

Fecha: 01/04/2026







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

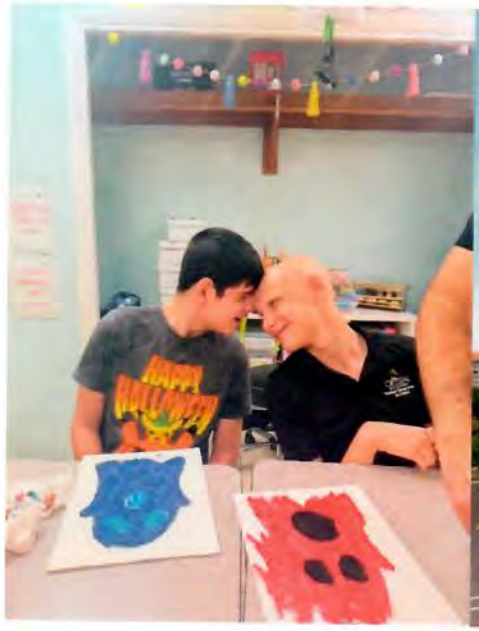
Signature: _____

Name: Ashley Gomez

Address: 3420 SW 13th Terr

Email: _____

Date: 12/26/25





Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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Sincerely,

Signature: Horacio Sanchez

Name: Horacio Perez

Address: 1 Mendoza Ave

Email: _____

Date: 1/4/26





Fifield

110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Me enorgullece apoyar el proyecto 110 Phoenetia y creo que representa el tipo de progreso equilibrado que beneficia a todos nosotros.



Atentamente,

Firma Carly

Nombre: Carly Ramos

Dirección: 3401 SW 13th Terr

Correo electrónico: _____

Fecha: 12/26/25





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma _____

Nombre: Mirabel Cruz

Dirección: Salcedo St Apt 1

Correo electrónico: _____

Fecha: 12/23/25







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma [signature]

Nombre: Mara Feler

Dirección: 1300 Salzedo St

Correo electrónico:

Fecha: 12/30/25







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

As a resident of Coral Gables, I take great pride in our city's architectural heritage and the thoughtful planning that defines it. The proposed 110 Phoenetia project continues that tradition with a design that honors George Merrick's Mediterranean vision and complements the surrounding neighborhood.

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: _____

Name: Celvis Garcia

Address: 1208 Salzedo St

Email: _____

Date: 1/4/26





110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

A quien corresponda:

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Atentamente,

Firma: R Rozas

Nombre: Raysa Rozas

Dirección: 718 Menores Ave

Correo electrónico: _____

Fecha: 1-4-26







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: Alex Uribe

Dirección: 40 Salamanca Ave

Correo electrónico: _____

Fecha: 1/4/2026







110 Phoenetia – Desarrollo
Crystal Academy
Coral Gables, FL 33134

Asunto: 110 Phoenetia Avenue, Coral Gables – Carta de Apoyo

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Atentamente,

Firma: _____

Nombre: Peter Salazar

Dirección: 1400 S Douglas Rd

Correo electrónico: _____

Fecha: 1/4/26







Fifield

110 Phoenetia – Development
Crystal Academy
Coral Gables, FL 33134

RE: 110 Phoenetia Avenue, Coral Gables – Letter of Support

To Whom It May Concern,

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I am proud to support the 110 Phoenetia project and believe it represents the kind of balanced progress that benefits us all.



Sincerely,

Signature: L Bran

Name: Luciano Sanchez

Address: 15 Mendoza Ave

Email: _____

Date: 1/4/26





DAVID J. WINKER, P.A.

4720 S Le Jeune Rd
Coral Gables, FL 33146
305 801 8700
dwinker@dwrlc.com

June16, 2026

Via Email and U.S. Mail

Cristina Suarez, Esq.
City of Coral Gables
Office of the City Attorney
csuarez@coralgables.com

RE: Planning and Zoning Application 26-1692 by FRC Realty, LLC re. 110 Phoenetia Ave

Dear Ms. Suarez:

This law firm represents Bonnie Bolton who lives within 500 feet of the subject property.

I write regarding the above-referenced quasi-judicial zoning matter scheduled for hearing on June 17, 2026 at 6pm. Because this proceeding is quasi-judicial in nature, it is subject to the due process requirements articulated by the Florida courts, including but not limited to those recognized in *Board of County Commissioners of Brevard County v. Snyder* 627 So. 2d 469 (Fla. 1993) and *Jennings v. Dade County*, 589 So.2d 1337 (3rd DCA 1991).

To ensure a full and fair hearing, I respectfully request that the following procedural safeguards be expressly recognized and implemented:

1. Ex Parte Communications Disclosure

I request that each Board Member disclose on the record any ex parte communications regarding this application, including:

- The identity of the person communicating
- The substance of the communication
- Any documents received

2. Right to Cross-Examine Witnesses

I request the opportunity to fully cross-examine:

- City and County staff
- The applicant and the applicant's representatives
- All expert witnesses
- Any person offering factual testimony or opinion evidence

Cross-examination is a fundamental component of procedural due process in quasi-judicial proceedings.

3. Advance Disclosure of Evidence

I request advance disclosure of:

- All staff reports (including revised reports)
- All exhibits the applicant intends to introduce
- All building plans that are the subject of this hearing
- All expert reports, studies, traffic analyses, environmental reports, or other supporting materials
- Any PowerPoint presentations or demonstrative exhibits

This disclosure should occur sufficiently in advance of the hearing to allow meaningful review and preparation.

4. Opportunity to Present Evidence and Rebuttal

I request the right to:

- Present witnesses and documentary evidence
- Provide rebuttal evidence following presentation of the applicant's case
- Make legal argument

5. Sworn Testimony and Competent Substantial Evidence

All witnesses, including the Applicant and City and County staff and expert witnesses, should be placed under oath. The Commission's decision must be based solely on competent substantial evidence presented at the hearing.

6. Reasonable Time Allocation

I request reasonable and equal time to:

- Conduct cross-examination
- Present witnesses

- Present argument
- Offer rebuttal

If time limits are imposed, they should be applied evenly and allow sufficient time for meaningful participation.

7. Complete Record

I request that:

- All exhibits be marked and preserved
- The complete record be maintained for potential appellate review

8. Intervenor's Preservation of Objections

Intevenor preserves for the record objections to the following:

- Applicant objects to the standing to appeal approval of the Application by any person or entity who has failed to preserve in the record a legally recognizable interest pursuant to *Renard v. Dade County,* 261 So.2d 832 (Fla. 1972) and its progeny.

- Applicant objects to any document or testimony or evidence of an expert that does not comply with the filing and disclosure requirements of Section 33-311(0), Code of Miami-Dade County, Florida.

- Applicant objects to any reference to or reliance upon any document or evidence that contains expert opinion where the expert is not present at the public hearing and available for cross-examination.

- Applicant objects to any document or argument or evidence presented or facilitated by a representative of a third party who is required but fails to comply with the registration requirements of Section 2-11.1(s), Code of Miami-Dade County, Florida.

- Applicant objects to any testimony or document or evidence submitted by any person or entity who fails to disclose a residential or business address.

- Applicant objects to any document or argument or evidence presented or facilitated by a representative of a third party who fails to identify and provide an address for said third party.

- Applicant objects to any petitions, letters, or social media that have been submitted based on any document or presentation that includes factual statements that are demonstrably inaccurate or misleading.

These requests are made to ensure compliance with Florida law governing quasi-judicial land use proceedings and to preserve all rights for judicial review, if necessary.

Thank you for your attention to these procedural matters. I respectfully request written confirmation that these procedures will be followed at the upcoming hearing.

Thank you,

s/davidjwinker
David Winker, Esq.

cc:

Jennifer Garcia, Planning & Zoning Director jgarcia4@coralgables.com
Billy Urquia, City Clerk burquia@coralgables.com

Dear Planning, Zoning Board, and Elected Officials,

I am a tenant in Coral Gables and I want to make sure the Board hears from people who rent as well as those who own. We live here too. We chose this neighborhood too. And the proposed development at the Garden of our Lord concerns us just as much.

Nine stories is too tall for that block. Four stories is the limit and everything around the site reflects that. The streets are narrow and residential and cannot support a 350 car parking garage. The Coral Gables Historic City Plan and the North Ponce Neighborhood Conservation Overlay District Ordinance both require this area to stay low rise.

The community vision process said two to four stories. That was residents saying what they want their neighborhood to be. I am one of those residents and I agree with them.

Please deny this application.

Thank you,

Angel Rodriguez
42 Phoenicia Apt 4
33134

Dear Planning, Zoning Board, Mayor and Commissioners,

I want to lay out clearly why the Garden of our Lord application should be denied, because I think sometimes when there are many issues with a project they start to blur together.

The first issue is height. The block is zoned Special Use/Religious with a four story maximum. The proposal asks for nine. The buildings immediately surrounding the site are one to four stories. Four single family homes are directly adjacent. This is not a small variance — it is a fundamental incompatibility with the established neighborhood.

The second issue is the ordinances. The North Ponce Neighborhood Conservation Overlay District Ordinance was created specifically to preserve the character of this neighborhood. The Coral Gables Historic City Plan calls for low rise development in scale with surrounding homes. Both were deliberately adopted by the City Commission. Both are violated by this proposal.

The third issue is the community vision process. The North Ponce Community Vision Workshop produced clear recommendations — two to four stories, preserve the garden apartment character, explore park space on this site. This project does the opposite on every point.

The fourth issue is infrastructure. The surrounding streets are narrow residential streets. They were not built to absorb the traffic generated by a 350 car parking garage. The residents who live on those streets would bear that cost daily.

The fifth issue is the PAD request. A school courtyard accessible only outside school hours is not a public benefit under any reasonable reading of what PAD requires. It should not be accepted as one here.

Each of these issues independently supports denial. Together they make an overwhelming case. I am asking the Board to make the decision that all of this evidence points toward.

Sincerely,

- Samuel Gonzalez

126 Antiquera Ave

- Nadia Gonzalez

Dear Planning, Zoning Board, Mayor and Commissioners,

I want to submit a thorough opposition to the Garden of our Lord zoning application because I think it deserves a thorough response.

On height: the block is zoned Special Use/Religious with a four story maximum. The proposal is for nine stories. That is not a minor variance. The buildings that actually exist on the surrounding streets are one to four stories. There are four single family homes immediately adjacent to the site. No reasonable compatibility analysis supports nine stories in this context.

On the ordinances: the North Ponce Neighborhood Conservation Overlay District Ordinance was created specifically to preserve the character of this neighborhood — its historic buildings and its traditional garden apartment fabric. The Coral Gables Historic City Plan calls for this area to remain low in height and in scale with its single family surroundings. Both were deliberately adopted by the City Commission. Both are directly violated by this proposal.

On the community process: the North Ponce Community Vision Workshop produced specific recommendations — two to four stories, preserve the neighborhood character, explore park space on this site. This application ignores all of them.

On infrastructure: the surrounding streets are narrow residential streets that were not designed to absorb the traffic from a 350 car parking garage. The daily impact on neighboring residents would be real and lasting.

On PAD: a school courtyard accessible to the public only outside school hours does not meet any reasonable standard for a public green space benefit. It should not be accepted as one here.

Every dimension of this application points toward denial. I am asking the Board to deny it.

Respectfully submitted,

35 Phoenetia Ave Unit 2

Dear Planning, Zoning Board, Mayor and Vice Mayor,

I have walked the streets around the Garden of our Lord many times. I have talked to people who live there — on Phoenetia, on Antilla, on the blocks closest to the site. And I can tell you that the people who actually live in that neighborhood do not want this project. Not one person I spoke with supported it. They were worried about the traffic, the height, the way it would change the character of streets they chose to live on.

What I kept hearing, in different ways, was a version of the same thing: we moved here because it is not like everywhere else. Because the buildings are the right size. Because the neighborhoods are protected. Because Coral Gables is different from Brickell or downtown or the parts of Miami where a developer can put up a nine story building wherever they want.

That reputation is real and it is valuable. It is part of why people choose to live here and why they pay what they pay to do it. But it is not self-sustaining. It requires the City to actually enforce the rules that create it. The four story limit on that block. The North Ponce Neighborhood Conservation Overlay District Ordinance. The Coral Gables Historic City Plan. Section 1-103 of the Zoning Code. These are the rules that make Coral Gables what it says it is.

I am asking the Board to enforce them and vote no on this application. The people who live in that neighborhood are counting on it.

With respect,

Apt #1
42 Phoenetia Ave

Dear Planning, Zoning Board, Mayor and Commissioners,

I have lived in Coral Gables long enough to remember when decisions like this felt like they went the right way more often than not. When the City said no to things that did not belong and yes to things that fit. When the rules felt like they applied to everyone.

The North Ponce neighborhood is one of the parts of this city I love most. It has a quality to it that is hard to describe but easy to feel. The buildings are the right size. The streets are the right scale. It feels like a place where people actually live rather than a place people pass through. That is rarer than it sounds and harder to maintain than most people realize.

A nine story building would change that neighborhood visibly and permanently. It would tower over everything around it. The four families in single family homes right next door would live in its shadow. The streets, which are already tight in the mornings, would absorb the traffic from 350 parking spaces whether they were designed for it or not.

The Coral Gables Historic City Plan, the North Ponce Neighborhood Conservation Overlay District Ordinance, and Section 1-103 of the Zoning Code all say this should not happen. The community said so through the North Ponce Vision Workshop. The neighborhood itself, in the way it is built and the way it feels, says so.

I am asking the Board to say so too and vote no on this application.

With respect,

SANDY SHULTZ, M.D.
215 ANTILLA AVE
CORAL GABLES

Sandy Shultz M.D.

Dear Planning, Zoning Board, and Mayor,

I want to ask the Board a simple question before getting into the specifics of this application: what makes Coral Gables different?

The answer most people give is the neighborhoods. The scale. The fact that a residential street actually feels residential. The fact that the City enforces its own rules and does not just wave through whatever a developer wants to build. That reputation is real and it is valuable and it does not maintain itself automatically.

The Garden of our Lord proposal is exactly the kind of project that erodes it. Nine stories in a four story neighborhood. A 350 car garage on streets built for residents not institutions. A PAD request dressed up around a school courtyard that is only open when school is out. Multiple ordinances violated. The community's own vision process ignored.

If this gets approved people will reasonably ask what separates Coral Gables from Brickell or downtown Miami. The answer should not be "not much anymore." I am asking the Board to deny this application and keep that answer from being necessary.

Regards,

Javier Loyola
888 S Dovelal Rd
Coral Gables

Dear Planning, Zoning Board, and Mayor,

I want to make a specific case about the infrastructure problem with the Garden of our Lord proposal because I think it sometimes gets treated as a secondary concern when it should be primary.

The streets surrounding this site are narrow residential streets. I know them. They were built for a neighborhood of single family homes and low rise apartments, not for an institutional building with 350 parking spaces. There is no road widening plan that accompanies this application. There is no traffic mitigation strategy that makes those streets capable of handling what a building of this size would generate.

The residents who live on those streets — including four families in single family homes directly adjacent to the site — would absorb that traffic every day. Morning commutes. Afternoon pickups. Evening returns. It becomes part of their daily life without them having agreed to it or been compensated for it.

The Zoning Code, the historic city plan, and the conservation overlay ordinance all provide grounds for denial. But even setting all of that aside, the infrastructure alone should be disqualifying. I am asking the Board to take it seriously.

Sincerely,

Magaly Mencos
45 Antilla 3C
Coral Gables FL 33134

Dear Mayor and Elected Officials,

I live near the Garden of our Lord and I drive through that area every single day. I know what those streets look like at seven thirty in the morning and at five thirty in the afternoon. They are not wide streets. They are not built for high volume traffic. There is not a lot of margin.

A nine story building with 350 parking spaces would change those streets permanently. The cars have to go somewhere. They go onto residential streets that were not designed for them, past homes where families are trying to get their kids to school and get to work. That impact is daily and it does not go away.

The project also exceeds the four story height limit, conflicts with multiple City ordinances, and does not meet any reasonable standard for PAD approval. But I wanted the Board to hear from someone who actually uses those streets every day about what this would mean on the ground.

Please vote no.

Thank you,



36 SANTILLANE AVE APT 3

Dear Planning, Zoning Board, and Elected Officials,

I have walked around the North Ponce area recently and talked to some of the people who live there. I wanted to get a sense of how residents actually feel about this proposal rather than just relying on what shows up in organized opposition.

The answer was pretty uniform. People do not want this. They are worried about the height — nine stories in a neighborhood where four is the limit and everything around it is one to three. They are worried about the traffic that 350 parking spaces would bring to streets that were not designed for it. They feel like a decision is being made over their heads that directly affects their daily lives.

What struck me is that these were not people who follow planning meetings closely or know the details of every relevant ordinance. They were just residents who looked at what was being proposed and thought: that does not belong here.

I think they are right. And I think the Zoning Code, the historic city plan, the conservation overlay ordinance, and the community vision process all agree with them. I am asking the Board to as well.

Thank you,



27 Phoenicia Ave Apt#2

Dear Planning, Zoning Board, Mayor and Commissioners,

I am writing to oppose the proposed zoning changes for the Garden of our Lord and to ask the Board to deny this application.

The case against approval is broad and consistent. The project exceeds the four story height limit on that block by more than double. It is incompatible with the surrounding one to four story neighborhood. It violates Section 1-103 of the Zoning Code, the North Ponce Neighborhood Conservation Overlay District Ordinance, and the Coral Gables Historic City Plan. It contradicts the recommendations of the North Ponce Community Vision Workshop. It proposes a 350 car parking garage on narrow residential streets. And it seeks PAD approval through a school courtyard that is only accessible outside school hours — a standard that has never been accepted in Coral Gables and should not be accepted here.

That is not a project with a few issues that can be worked out. That is a project that conflicts with the City's planning framework at every level. The Board has clear and abundant grounds for denial. I am asking them to use them.

Thank you for your consideration,

Katherine Perez
11 Santillane Ave
Coral Gables FL, 33134

Dear Planning, Zoning Board, Mayor and Vice Mayor,

I want to tell the Board something that I think matters for this decision.

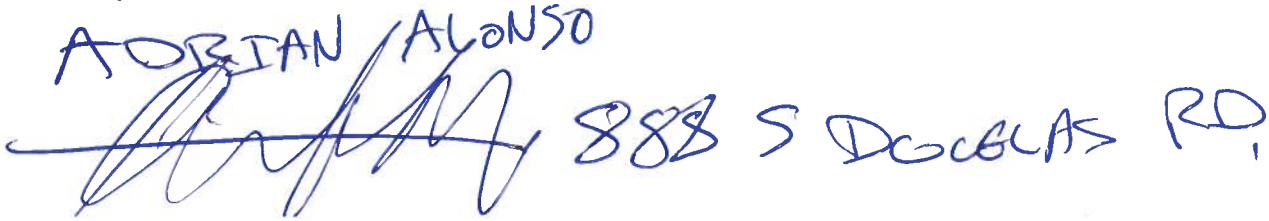
I have lived in this area long enough to remember when neighborhoods in Miami changed faster than anyone expected. When buildings went up that nobody wanted and streets that used to be quiet became something else. When people said it would not happen here and then it did. I watched it happen elsewhere and it is partly why I chose Coral Gables — because the City seemed serious about not letting it happen here.

The Garden of our Lord neighborhood is one of the places that still has what a lot of Miami has lost. The scale is right. The streets feel like they belong to the people who live on them. There are historic buildings that give it character and depth. The North Ponce Neighborhood Conservation Overlay District Ordinance and the Coral Gables Historic City Plan exist precisely because people recognized this and decided to protect it formally.

A nine story building with 350 parking spaces is not compatible with any of that. The zoning says four stories. The ordinances say low rise. The community said two to four stories through the vision process. Four families in single family homes are right next door to this site.

I am asking the Board to protect what makes this neighborhood worth protecting and deny this application. Once it is gone it does not come back.

With respect,



Dear Planning, Zoning Board, and Mayor,

I want to tell the Board what I like about living in the North Ponce neighborhood, because I think it is relevant to this decision.

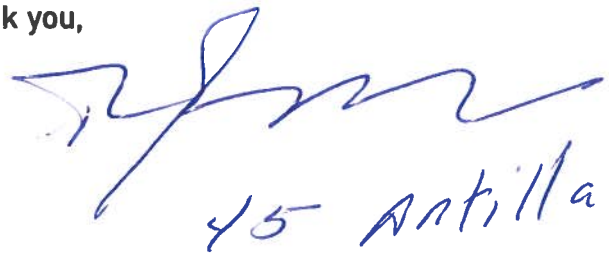
I like that I can walk to places without feeling like I am navigating a commercial corridor. I like that the buildings on my street are low enough that my apartment gets light and I can see trees from my window. I like that the traffic is manageable most of the time and that the streets feel like they belong to the people who live on them rather than to whoever happens to be driving through.

Those things are not accidents. They are the result of zoning decisions and planning ordinances that someone thought carefully about and the City has enforced over time. The four story height limit. The North Ponce Neighborhood Conservation Overlay District Ordinance. The Coral Gables Historic City Plan. These frameworks produce the neighborhood I just described.

A nine story building with 350 parking spaces would produce something different. More noise. More traffic on streets that are already at their limit during busy times. A building that towers over everything around it and changes the sky over a neighborhood where the sky used to be visible. It would produce something closer to what I moved away from.

I am asking the Board to protect what makes this neighborhood what it is and deny the Garden of our Lord zoning application.

Thank you,



45 Antilla Ave

Dear Planning, Zoning Board, Mayor and Vice Mayor,

I am writing to oppose the proposed zoning changes for the Garden of our Lord and to ask the Board to deny this application.

Nine stories is more than double the four story limit on that block. The neighborhood is low rise. The Coral Gables Historic City Plan and the North Ponce Neighborhood Conservation Overlay District Ordinance both say it should stay that way.

The community participated in a vision process that produced recommendations the City should honor. Please do.

Thank you,



888 S. Douglas Rd
#1117
Coral Gables, FL 33134

Dear Planning, Zoning Board, Mayor and Commissioners,

I want to try to explain something that I think is easy to lose in the back-and-forth of a zoning hearing: what this neighborhood actually feels like to the people who live in it.

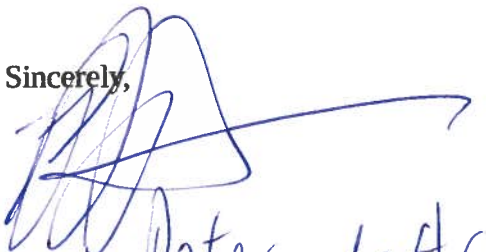
The North Ponce area has a particular quality. The streets are not too wide and not too narrow. The buildings are low enough that you can see the sky. There is a mix of small apartments and single family homes that gives it life without making it feel crowded. Walking through it in the morning or the evening feels different from most of Miami. It feels like a place that was thought about.

A nine story building with 350 parking spaces would introduce something into that environment that it was not built for and cannot absorb gracefully. The four families in single family homes immediately adjacent to the site would feel it most directly — the shadow, the noise, the traffic from a garage on streets where there is very little margin. But everyone who uses those streets would feel it.

I also want to be specific about the streets because I think it matters. These are one lane in each direction in places. School traffic already creates backups at certain times of day. There is no realistic scenario where adding 350 parking spaces worth of daily vehicle trips to that mix does not make things significantly worse for the people who live there.

The Zoning Code says four stories. The ordinances say low rise. The community said two to four stories through the vision workshop. The infrastructure says the same thing in practical terms. All of it points toward denial and I am asking the Board to get there.

Sincerely,



Peter deArmas
911 E Ponce de Leon Blvd

Dear Planning, Zoning Board, and Elected Officials,

I want to say something that I think a lot of residents feel but do not always say directly in letters like this.

When a project like the Garden of our Lord proposal gets as far as it has — a nine story building in a four story neighborhood, in conflict with multiple ordinances, after ignoring community vision outcomes — people start to wonder whether the process is working for them or for someone else. Whether the rules apply equally or whether money and connections can move things that the rules say should not move.

I do not want to believe that about Coral Gables. I have chosen to live here partly because I believe the City takes its planning commitments seriously. But that belief requires the City to demonstrate it, and this is one of those moments.

The case for denial here is not close. The height, the ordinances, the community vision process, the infrastructure, the PAD request — all of it points the same direction. I am asking the Board to point the same direction and vote no. The residents of this neighborhood are watching to see if the process works for them.

Sincerely,

Miguel Perez

30 Phoenetia Ave
Coral Gables, FL 33134

Dear Planning, Zoning Board, Mayor and Commissioners,

I want to close my letter by saying what I think is at stake in this decision, because I think it is bigger than one building on one block.

Coral Gables has a reputation that is genuinely rare in South Florida. A city where the neighborhoods are protected. Where the scale is human. Where the zoning code means what it says and the historic city plan is not just a document that collects dust. Where a resident can participate in a community visioning process and trust that the outcome will be respected. That reputation attracts people, retains people, and makes the City worth what it is worth.

The Garden of our Lord proposal asks the Board to set that reputation aside. To approve a nine story building in a four story neighborhood, in conflict with the North Ponce Neighborhood Conservation Overlay District Ordinance, the Coral Gables Historic City Plan, and Section 1-103 of the Zoning Code. To disregard the recommendations of the North Ponce Community Vision Workshop. To accept a school courtyard as a qualifying PAD benefit. To put a 350 car parking garage on streets that were built for something entirely different.

Every piece of this application conflicts with the framework that makes Coral Gables what it says it is. The residents who live in that neighborhood — who walk those streets, who are raising families there, who chose it because they believed the rules would protect them — deserve a Board that takes that framework seriously.

I am asking the Board to be that Board and vote no on this application.

Thank you for your service to this city,



Dear Planning, Zoning Board, and Mayor,

I walk through the North Ponce neighborhood regularly. It is one of the better parts of Coral Gables to walk through — the streets are a manageable size, the buildings feel like they belong where they are, there are trees and it is quiet enough to actually enjoy being outside.

A nine story building on that block would change the feel of the whole area. You would feel it from a distance before you even got there. The scale would be off. And with 350 parking spaces worth of cars coming and going every day the quiet that makes those streets pleasant to walk would take a real hit.

The zoning allows four stories. The surrounding buildings are one to four stories. The Coral Gables Historic City Plan says this area should stay in scale with the single family homes around it. Everything points toward denial.

I hope the Board will follow that and vote no.

Thanks,

1201 E. Ponce de Leon #205
Coral Gables, FL

Dear Planning, Zoning Board, and Elected Officials,

I have spent some time over the past few weeks talking to people in the North Ponce neighborhood about the Garden of our Lord proposal. Not at organized meetings — just conversations with neighbors, people I ran into walking around, residents who live on the streets closest to the site.

The reaction has been consistent. Nobody I spoke with wants this. People are worried about the traffic and what it means for streets that are already tight. They are concerned about what a nine story building does to the feel of blocks where everything else is one to four stories. Several people mentioned the single family homeowners directly adjacent to the site and said they felt for them specifically. A few people did not know the details of the proposal but when I described it — nine stories, four story limit, 350 car garage, narrow streets — they were surprised it was even being considered.

I am sharing this not because informal conversations constitute a survey but because I think the Board should know that the opposition to this project is not organized noise. It is a real and broadly shared reaction from people who live in that neighborhood and do not want to see it changed in this way.

The legal case for denial is strong — height limit exceeded, multiple ordinances violated, PAD requirements not met, community vision process outcomes ignored. But behind all of that are real people who chose this neighborhood and want it protected. I am asking the Board to protect it.

Regards, 1201 E Ponce De Leon Blvd

Dear Planning, Zoning Board, Mayor and Vice Mayor,

I want to talk about what happens if this project gets approved, because I think that question deserves real consideration.

A nine story building goes up on a block zoned for four, in a neighborhood of one to four story buildings, next to single family homes. The streets absorb the traffic from a 350 car garage whether they can handle it or not. The neighbors live with it. The neighborhood changes in a way that cannot be undone.

And the message sent to every future developer is that the rules in Coral Gables are negotiable. That if you come in with the right project and the right connections you can get approved for something that conflicts with the zoning, the historic city plan, the conservation overlay ordinance, the community vision process, and the basic compatibility requirements of Section 1-103. Why would any developer take those frameworks seriously after that?

The people who live in this neighborhood took them seriously. They participated in planning processes in good faith. They chose this city partly because of what those frameworks mean. I am asking the Board to show them that their faith was not misplaced and deny this application.

Thank you, 723 SIDONIA AVE #4 K...

Dear Planning, Zoning Board, Mayor and Commissioners,

Section 1-103 of the Zoning Code exists to protect George Merrick's vision for this city. That is not a vague or abstract purpose — it is written directly into the code. New development must be compatible with surrounding areas, must protect residential neighborhoods from incompatible uses, and must preserve the low intensity character that defines these streets.

A nine story building in a four story neighborhood fails every one of those requirements. It is not compatible with the surrounding one to four story buildings. It intrudes on a residential neighborhood with a scale and traffic load that those streets were not built to absorb. And it does nothing to preserve the character that Merrick intended and that the Zoning Code was written to protect.

The North Ponce Neighborhood Conservation Overlay District Ordinance and the Coral Gables Historic City Plan add further weight to the case for denial. Both were created specifically for this type of situation. I am asking the Board to apply all of these frameworks and vote no on this application.

Sincerely,

Lizette Cancio
918 antilla ave apt 3 (33134)

Dear Mayor and Elected Officials,

George Merrick's vision for Coral Gables was not accidental. He built a city with intention — the scale of the streets, the architecture, the way residential neighborhoods were designed to feel like places where people actually wanted to live. Section 1-103 of the Zoning Code exists specifically to carry that vision forward. The North Ponce Neighborhood Conservation Overlay District Ordinance and the Coral Gables Historic City Plan exist for the same reason.

A nine story building in a four story neighborhood, next to single family homes, on streets built for residents not institutions, with a PAD benefit that consists of a school courtyard with limited public hours — this is not what Merrick built and it is not what those ordinances are supposed to allow.

I am asking the Board to enforce them and deny this application.

Sincerely,

44 Antilla Ave Apt 4
Coral Gables

Dear Planning and Zoning Board,

I live close enough to the Garden of our Lord site that this project would affect my daily life in concrete ways. I want to be specific about what that means.

The noise from a building that size — deliveries, parking garage traffic, general activity from a nine story institutional building — would be part of my daily environment. The traffic from 350 parking spaces would affect my ability to get in and out of my own street at the times of day when I need to. These are not abstract concerns. They are what it actually means to live next to a project like this.

The zoning does not allow nine stories on that block. The North Ponce Neighborhood Conservation Overlay District Ordinance protects the character of this neighborhood specifically. Section 1-103 of the Zoning Code requires compatibility with the surrounding area. None of these standards are met by this application.

I am asking the Board to deny it.

Thank you,

Alfredo D. Jimenez

44 Antilla Ave, Coral Gables, FL, 33134

Dear Planning, Zoning Board, and Mayor,

I want to spend some time on the PAD component of this application because I think it reveals something important about how this project has been put together.

Planned Area Development was designed to create a genuine exchange: the developer gets additional approvals and in return the community gets real, accessible public green space. That is the deal. It only works if the public benefit is actually public and actually beneficial.

What is being offered here is a courtyard inside a school campus. The public can access it when school is not in session. That means most weekday mornings during the school year — unavailable. Most weekday afternoons — unavailable. Holidays and school breaks — maybe available. Weekends — probably available.

That is not a park. That is not what PAD was designed to incentivize. In the entire history of Coral Gables this kind of conditionally accessible space has never been accepted as a qualifying PAD benefit. The reason is obvious once you look at it: if it were accepted, every future developer would offer a version of the same thing and the program would lose its purpose entirely.

The Board should reject the PAD request outright and make clear that this approach does not meet the standard. The rest of the application — the height violation, the ordinance conflicts, the infrastructure problems — provides further grounds for denial. But I want the PAD piece specifically to be rejected clearly and on the record.

Sincerely,

Tina Miller
878 Douglas Road, Coral Gables 33134

Dear Planning, Zoning Board, and Elected Officials,

I want to make the case for denying the Garden of our Lord application on historic grounds specifically, because I think that dimension of this decision deserves more attention than it sometimes gets.

Phoenetia Avenue has six historically designated structures. Antilla Avenue has three. The neighborhood as a whole is actively being studied for Historic District designation. That is not background information — it is the central context for this decision.

Historic District designation processes take years. They require sustained effort from residents, preservation advocates, city staff, and elected officials. They represent a genuine commitment to protecting something that cannot be replaced once it is gone. When a significant development proposal comes in during that process — in a block zoned for four stories, surrounded by one to four story buildings with multiple designated structures nearby — the Board's response defines what the designation process means.

A denial says: we take preservation seriously, we protect neighborhoods that are in the process of being recognized, we will not allow a nine story building to go up while a historic study is underway. An approval says the opposite. It says the process does not actually protect you until the ink is dry, and maybe not even then.

The Coral Gables Historic City Plan and the North Ponce Neighborhood Conservation Overlay District Ordinance already provide the legal basis for denial. The historic designation study adds moral weight to it. I am asking the Board to honor both.

Sincerely,

Denis Fotiu

44 Ave Apt 5. Coral Gables 33134

DAVID J. WINKER, P.A.

4720 S Le Jeune Rd
Coral Gables, FL 33146
305 801 8700
dwinker@dwrlc.com

June16, 2026

Via Email and U.S. Mail

Planning and Zoning Board
City of Coral Gables
2151 Salzedo Street
Coral Gables, Florida 33134

Attn. Jennifer Garcia, Planning & Zoning Director jgarcia4@coralgables.com

RE: Planning and Zoning Application 26-1692 by FRC Realty, LLC re. 110 Phoenetia Ave

Dear Chair and Members of the Planning and Zoning Board:

I respectfully urge the Planning and Zoning Board to recommend denial of the applications submitted for the proposed Crystal Residences project at 110 Phoenetia Avenue. The requested land use amendment, rezoning, Planned Area Development ("PAD"), and Conditional Use approvals are inconsistent with the Coral Gables Comprehensive Plan, conflict with the City's adopted planning policies, undermine the protections afforded to the North Ponce neighborhood, and are incompatible with the surrounding residential and historic context.

The subject property is located within an established residential neighborhood and is presently designated for religious and institutional uses. The existing zoning permits a maximum building height of four stories. Surrounding development consists primarily of one- and two-story structures, with only a limited number of three-story buildings and a single four-story building in the immediate vicinity. Four single-family homes directly abut the project site.

The neighborhood possesses significant historic value. Phoenetia Avenue contains six historically designated structures and Antilla Avenue contains three additional historic structures. Moreover, the area is currently being evaluated for Historic District designation. These facts are critical because historic preservation is not limited to protecting individual buildings. It also requires preserving neighborhood scale, massing, architectural context, and the overall character that makes Coral Gables unique.

The proposed project would replace the existing institutional campus with a nine-story, 93-foot-tall structure containing 184 residential units, 16 live/work units, approximately 226,193 square feet of

development, and a 301-space parking garage. Such a dramatic increase in density and intensity is fundamentally incompatible with the surrounding neighborhood.

Section 1-103 of the Coral Gables Zoning Code expressly provides that the Code exists to implement the Comprehensive Plan, preserve Coral Gables' historic and architectural character, honor George Merrick's vision for the City, protect residential neighborhoods from incompatible development, and ensure compatibility between new development and surrounding uses. The proposed project fails each of these objectives. Rather than preserving neighborhood character, it would permanently transform it. Rather than providing compatibility, it introduces a scale and intensity wholly inconsistent with adjacent residential and historic properties.

The proposal is likewise inconsistent with the purpose and intent of the North Ponce Neighborhood Conservation Overlay District. The City Commission adopted that Overlay specifically to preserve the historic garden apartment character of the North Ponce neighborhood and to protect its traditional development pattern. Significantly, the Applicant seeks removal of the property from the Overlay because the project cannot comply with the standards designed to preserve neighborhood character. If the development were truly compatible with the surrounding area, removal from the Overlay would not be necessary.

The project also conflicts with the Coral Gables Historic City Plan, which was unanimously adopted to preserve the City's historic character and ensure that future development remains compatible with existing neighborhoods. The Historic City Plan emphasizes maintaining neighborhood scale and protecting transitions between higher-intensity corridors and residential areas. A nine-story building adjacent to single-family homes and historic structures is inconsistent with these objectives.

Additionally, the proposal directly contradicts the recommendations developed through the North Ponce Community Vision process. Community participants repeatedly emphasized the importance of preserving the garden apartment character of the neighborhood, maintaining building heights generally between two and four stories, and preserving neighborhood scale. The Vision process also contemplated expanding public open space opportunities, including possible park uses. The proposed project ignores these recommendations and instead introduces a level of development intensity that the community expressly rejected.

Serious traffic and infrastructure concerns also remain unresolved. The project includes a 301-space parking garage and combines residential, live/work, educational, visitor, service, and delivery traffic on narrow neighborhood streets. Although the Staff Report concludes that impacts can be addressed through future monitoring and possible future improvements, such deferred mitigation does not eliminate existing concerns regarding traffic, livability, and neighborhood impacts. The need for future studies and future corrective measures suggests that significant impacts remain uncertain and unresolved.

The Applicant's request for Planned Area Development approval should also be denied. PAD approval is intended to encourage exceptional projects that provide meaningful public benefits in exchange for zoning flexibility. Here, the primary benefits flow to the Applicant through increased density, height,

and development rights. The purported public benefit consists largely of an interior courtyard associated with a private school and available to the public only during limited times. Such restricted access is not equivalent to meaningful public open space and does not justify the substantial departures from the underlying zoning regulations being requested.

Finally, the requested approvals raise significant spot-zoning concerns. The Applicant seeks a Comprehensive Plan amendment, rezoning, Overlay modification, PAD approval, and Conditional Use approval for a single parcel. Florida courts have long recognized that zoning actions must bear a substantial relationship to the public welfare and should not arbitrarily confer special benefits upon individual property owners. See *Hartnett v. Austin*, 93 So. 2d 86 (Fla. 1956); *City of Miami Beach v. Lachman*, 71 So. 2d 148 (Fla. 1953). The Board should carefully evaluate whether the requested changes serve a legitimate public purpose or merely facilitate a private development proposal that is incompatible with the surrounding neighborhood.

This application presents a fundamental question regarding the future of the North Ponce neighborhood. Approval would remove longstanding neighborhood protections, undermine adopted planning policies, alter the historic character of the area, and establish a precedent for future requests seeking similar departures from the City's Comprehensive Plan and zoning framework.

For these reasons, I respectfully request that the Planning and Zoning Board recommend denial of:

1. The Future Land Use Map Amendment;
2. The Rezoning to Mixed Use-2;
3. Removal from the North Ponce Neighborhood Conservation Overlay District;
4. The Planned Area Development application; and
5. The Conditional Use application.

Thank you for your consideration and for your continued commitment to preserving the character, history, and planning principles that have made Coral Gables one of Florida's most distinctive communities.

Thank you,

s/davidjwinker
David Winker, Esq.

cc:
Cristina Suarez, Esq., Office of the City Attorney csuarez@coralgables.com
Billy Urquia, City Clerk burquia@coralgables.com

Dear Planning, Zoning Board, Mayor and Commissioners,

I live near the Garden of our Lord and I am writing to oppose the proposed development at 110 Phoenetia Ave. I want to make both a specific case and a broader one.

The specific case is straightforward. The block is zoned for four stories and the proposal asks for nine. The surrounding neighborhood is one to four stories. Four single family homes are immediately adjacent. Section 1-103 of the Zoning Code requires new development to be compatible with the surrounding area and to protect residential neighborhoods from incompatible uses. The North Ponce Neighborhood Conservation Overlay District Ordinance protects this neighborhood specifically. The Coral Gables Historic City Plan requires it to remain low in height. The North Ponce Community Vision Workshop said two to four stories and preservation of the neighborhood character. The PAD benefit — a school courtyard accessible only outside school hours — does not meet the standard Coral Gables has always required. The streets cannot absorb a 350 car parking garage. Every framework the City has in place for this neighborhood says no to this project.

The broader case is about what kind of city Coral Gables intends to be. One of the things that sets this city apart — from Brickell, from downtown, from the parts of Miami where a developer can build whatever they want wherever they want — is the tree canopy. The way the streets are covered by mature trees that have had decades to grow because the buildings beneath them have stayed low enough to let them. That canopy is not guaranteed. It depends on this City continuing to make decisions that protect low rise residential neighborhoods from projects that do not belong in them.

Coral Gables needs to put its foot down when developers push projects that conflict with everything the City has decided to protect. This is one of those moments. The rules support denial. The community supports denial. The trees, in their way, support denial. I am asking the Board to vote no.

Thank you,

Ryan Boyd

1014 E Ponce de Leon

Dear Planning, Zoning Board, Mayor and Vice Mayor,

I want to tell the Board why I live in this part of Coral Gables, because I think it is directly relevant to this decision.

I chose this neighborhood for two things above everything else. The tree canopy — which on some streets is extraordinary, the kind of green tunnel over the road that makes you feel like you are somewhere that has been cared for over a long period of time. And the scale — buildings that are low enough that the canopy can exist, streets that feel wide enough for people not just cars, a neighborhood that has not been overrun by development that does not belong in it.

A nine story building threatens both of those things. The canopy on and near the project site would be fundamentally altered. The scale of the streets — already tight, already at the edge of what can reasonably absorb additional traffic — would be pushed past that edge by a 350 car parking garage.

The zoning says four stories. The North Ponce Neighborhood Conservation Overlay District Ordinance and the Coral Gables Historic City Plan both say low rise. The community vision process said the same. I moved here because those protections meant something. I am asking the Board to make sure they still do and vote no on this application.

Regards,

Bhanti Shamer

1014 E Ponce DLeon.

Dear Planning, Zoning Board, and Mayor,

George Merrick built this city with a vision that included the tree canopy, the scale of the streets, and the relationship between buildings and the neighborhoods around them. Section 1-103 of the Zoning Code exists to carry that vision forward. So do the North Ponce Neighborhood Conservation Overlay District Ordinance and the Coral Gables Historic City Plan.

A nine story building on a four story block, in a neighborhood of one to four story buildings, next to single family homes, with a 350 car parking garage — this is not Merrick's vision. It is a developer's vision, and those are not the same thing.

The Board has the authority and the obligation to enforce the difference. Please do so and vote no.

Sincerely,

50 Menores Ave
Coral Gables 33134

Dear Planning, Zoning Board, Mayor and Commissioners,

I want to talk about what Coral Gables stands to lose if this project is approved, because I think that is the question the Board should be asking itself.

This neighborhood has something that most of South Florida has already given away. It has a tree canopy — real, established, mature trees that cover the streets and make walking through this part of the city a genuinely different experience from walking through most of Miami. That canopy exists because the buildings underneath it have been kept low. Change that and you do not get the canopy back. Trees that have taken decades to grow do not recover from being overshadowed by a nine story building in any timeframe that matters to the people who live here now.

The neighborhood also has a human scale that is increasingly rare. One to four story buildings. Quiet residential streets. Single family homes next to small apartment buildings. The kind of place where the streets feel like they were designed for the people who live on them rather than for whoever is passing through. The North Ponce Neighborhood Conservation Overlay District Ordinance was written to protect that. The Coral Gables Historic City Plan was written to protect that. Section 1-103 of the Zoning Code was written to protect that. The North Ponce Community Vision Workshop confirmed that this is what residents want.

A nine story building with a 350 car parking garage on narrow residential streets is not compatible with any of it. Four single family homes are right next door. The zoning allows four stories and the proposal asks for nine. The PAD benefit offered — a school courtyard open to the public only outside school hours — does not meet any reasonable standard for what PAD requires.

Coral Gables cannot afford to let developers treat its residential neighborhoods as negotiating positions. The rules that protect this neighborhood are not bureaucratic technicalities — they are the reason people choose to live here. I am asking the Board to defend them and deny this application.

With respect,

Zo Acosta

47 Salamanca Ave

Coral Gables, FL

Dear Planning and Zoning Board,

I live near the Garden of our Lord and I walk past it often enough to have a real sense of how it fits into the neighborhood. It fits well. The scale is right. The building belongs where it is in the way that buildings in well-planned neighborhoods tend to belong — not dominant, not out of place, just there.

What is being proposed would produce the opposite of that. Nine stories would dominate every surrounding block. It would alter the tree canopy that covers those streets — one of the qualities this neighborhood is known for and one that depends on buildings staying low enough for trees to compete with. It would put a 350 car parking garage on streets that were designed for residents not institutions.

The Zoning Code allows four stories on that block. The North Ponce Neighborhood Conservation Overlay District Ordinance protects this neighborhood specifically. The Coral Gables Historic City Plan calls for the area to stay low and in scale. The community vision process said the same. Section 1-103 requires compatibility with the surrounding area.

There is a broader point here too. Coral Gables has to be willing to say no to developers when the project does not fit. If the rules only hold until a developer pushes hard enough against them then they are not really rules — they are suggestions. I am asking the Board to make clear that the rules here are real and vote no on this application.

Thank you for your time,

Alex Rosario
107 Monroe Ave 302
Coral Gables, FL, 33134

Dear Planning, Zoning Board, and Elected Officials,

I want to ask the Board a straightforward question: what makes Coral Gables different from Brickell?

The answer most people give has to do with scale. The trees. The way residential streets actually feel residential. The fact that the City has ordinances that mean something and enforces them. That difference is real and it is valuable and it is also fragile. It does not survive automatically — it survives because the City makes decisions that protect it.

The proposed development at 110 Phoenetia Ave is a test of that. Nine stories on a block zoned for four. A 350 car parking garage on narrow residential streets. A PAD benefit consisting of a school courtyard with limited public access. The North Ponce Neighborhood Conservation Overlay District Ordinance violated. The Coral Gables Historic City Plan violated. The community vision process ignored.

The tree canopy over this neighborhood exists because the buildings beneath it have stayed low. That is not a small thing. Once you start approving nine story buildings in low rise residential neighborhoods the canopy goes, the scale goes, the character goes — and eventually the reason people choose Coral Gables over everywhere else goes with it.

I am asking the Board to protect what makes this city what it is and vote no on this application.

Thank you,

Editha Mendiola
107 Mendoza Ave. Apt 302 Coral Gables

Dear Planning, Zoning Board, Mayor and Vice Mayor,

I live near the Garden of our Lord and I want to explain to the Board why this project matters beyond the specifics of one building on one block.

I have walked these streets for years. I know the tree canopy that covers them — the way it creates shade in the summer, the way it makes this part of the city feel like it was designed for people rather than for cars and developers. That canopy is one of the things Coral Gables is genuinely known for and it is not a coincidence that it has survived here. It survives because the buildings have stayed low enough to let it. The moment you start putting nine story buildings into neighborhoods like this one you begin trading something irreplaceable for something that benefits one developer on one project.

The planning case against this project is comprehensive. The block is zoned for four stories and this proposal asks for nine. The surrounding streets are lined with one to four story buildings. Four single family homes sit directly next to the site. Section 1-103 of the Zoning Code requires compatibility with the surrounding area and protection of residential neighborhoods from incompatible uses. The North Ponce Neighborhood Conservation Overlay District Ordinance was created to protect exactly this neighborhood. The Coral Gables Historic City Plan requires the area to stay in scale with its surroundings. The North Ponce Community Vision Workshop produced recommendations — two to four stories, preserve the neighborhood character, consider park space — that this project ignores entirely.

The infrastructure is also a real problem. Narrow residential streets and a 350 car parking garage are not compatible. The PAD benefit being offered is a school courtyard that is only open to the public outside school hours — something that has never been accepted as qualifying green space in Coral Gables and should not be accepted now.

I want to say something plainly: Coral Gables needs to put its foot down when it comes to developers who push projects that do not belong in residential neighborhoods. The rules exist. The ordinances exist. The community has spoken through multiple processes. The only question is whether this Board will enforce what the City has already decided. I am asking it to and to vote no on this application.

Sincerely,

Elizabet

40 Madeira Ave - Apt 5
Coral Gables, FL - 33134.

Dear Planning, Zoning Board, Mayor and Commissioners,

Thank you for your service to Coral Gables. I am writing to respectfully oppose the proposed high-rise apartment development at the Garden of Our Lord site.

My primary concern is the size of the project. A building of this scale, together with approximately 350 parking spaces, is simply not compatible with the surrounding neighborhood. It would introduce a level of density and activity that is out of character with the area and inconsistent with the vision that has made Coral Gables such a desirable community.

I respectfully ask that you reject the requested zoning changes and preserve the existing character of this part of our city.

Sincerely,

Judith Packard

Judith Packard
911 E Ponce De Leon Blvd
Coral Gables, Florida
305-444-4337

Dear Planning and Zoning Board,

I am a homeowner in Coral Gables and I am writing to oppose the proposed zoning changes for the Garden of our Lord site. I ask that the Board deny this application.

The current zoning on that block allows for four stories. This project is asking for nine. The buildings immediately surrounding the site are one to four stories. There are single family homes right next door. Nothing about that context supports a nine story building.

I also want to mention the traffic issue because it is something I think about every time I drive through that area. The streets are narrow. They are residential streets. A 350 car parking garage on top of everything else is going to create real problems for the people who live nearby, and those problems will be permanent.

The Zoning Code and the City's own planning documents are clear about what belongs in this neighborhood. I am asking the Board to follow them and deny this application.

Thank you,

911 E Ponce de Leon Bulevar Apt 1103
Coral Gables 33134 FL

Dear Planning and Zoning Board,

I live a couple of streets over from the Garden of our Lord and I am writing to say I do not support the proposed zoning changes.

My main concern is the parking garage. Three hundred and fifty cars is a lot of cars. The streets in that area were not designed for that kind of traffic. I drive through there regularly and I already know what it looks like during busy times of day. Adding a building of this size would change those streets in a way that affects everyone who uses them, not just the immediate neighbors.

The height is also just wrong for the location. Four stories is the limit. The surrounding buildings are one to four stories. Four families live in single family homes right next to the site. Nine stories does not belong there and the Zoning Code says as much.

I hope the Board will deny this.

Thanks,

Iris Ruiz
123 menores ave coral gables FL 33134

Dear Planning, Zoning Board, and Elected Officials,

The Garden of our Lord has been part of this community for a long time and I say that as someone who has attended events there and who knows what it means to the people in that neighborhood.

But the development being proposed is not right for the area. Nine stories on a block zoned for four, surrounded by one to four story buildings, with single family homes immediately next door. It does not matter how the application is framed — that is not compatible with the neighborhood and the Zoning Code says so.

The PAD request also should not be approved. A school courtyard that is only accessible outside school hours is not a public benefit. It has never been accepted as one in Coral Gables and this should not be the first time.

I am asking the Board to deny this.

Nadesmangles
25 Menores Ave, Apt 1
C Gables FL 33134

Thank you for your consideration,

Dear Planning, Zoning Board, Mayor and Commissioners,

I am writing to oppose the Garden of our Lord zoning application. I want to focus on one part of it that I find particularly hard to accept — the PAD request.

The way PAD works is the developer provides meaningful public green space and in return gets additional development approvals. What is being offered here is a courtyard inside a school that the public can only access when school is not running. That is not green space. That is a school courtyard with limited public hours.

This kind of arrangement has not been accepted as a qualifying PAD benefit in Coral Gables before. Accepting it now would set a precedent that weakens the program for every future application. The Board should reject it outright.

The rest of the project has serious problems too — the height, the incompatibility with the neighborhood, the infrastructure concerns. But the PAD piece alone is reason enough to deny it.

Sincerely,

A Coral Gables Resident

ANDREA ORTIZ
1091 GALIANO ST
MIAMI, FL 33134

Dear Mayor and Elected Officials,

I live a few blocks from the Garden of our Lord and I drive past the site regularly. I know what those streets look like and how they function on a typical day.

Adding a nine story building with 350 parking spaces to that location would be a significant change for everyone who uses those streets. Morning and evening traffic would get worse. The residential feel of the area would shift. And it would be permanent.

The zoning says four stories. Multiple ordinances protect the low rise character of that neighborhood. There is a process the City went through to establish those rules and they should be respected. Please deny this application.

Thank you,

3 Sidonia Ave Apt 4
Coral Gables FL 33134

Dear Planning and Zoning Board,

I want to submit my opposition to the proposed zoning changes for the Garden of our Lord. I will try to be straightforward about why.

The block is zoned for a four story maximum. This project proposes nine. That is not a variance — that is a fundamental change to what is allowed in that location. The buildings around the site are one to four stories. Four single family homes are right next door.

The North Ponce Neighborhood Conservation Overlay District Ordinance was created specifically to protect neighborhoods like this from exactly this kind of proposal. So was the Coral Gables Historic City Plan. Both should be enforced here.

Deny this application.

Respectfully submitted,

19 Sidonia Ave
Coral Gables FL

Dear Planning, Zoning Board, and Elected Officials,

I walk through that neighborhood most evenings. I like the way it feels — the size of the buildings, the trees, the pace of it. It is one of the better walks in this part of Miami.

A nine story building with a 350 car parking garage would change all of that. The streets are not set up for that kind of traffic and the scale is completely wrong for what is around it. The zoning only allows four stories and the surrounding buildings reflect that.

I know there are also bigger legal issues around the historic designation and the various ordinances that protect this area. But sometimes the simplest argument is the right one: this building does not belong here and the rules say so.

Please vote no.

Yisleny Suarez
14100 S Douglas Rd Apt 12 Coral Gables, FL
33134

YS

Dear Planning, Zoning Board, Mayor and Commissioners,

I am writing as someone who spends a lot of time in the North Ponce neighborhood. I walk there, I shop nearby, I have friends who live on those streets. It is a neighborhood I care about.

What is being proposed for the Garden of our Lord site would change it in a significant way. Nine stories rising over a block of one and two story buildings is not a small adjustment — it is a transformation. And the infrastructure around it cannot support it. Those streets were not designed for a parking garage of that size.

Section 1-103 of the Zoning Code exists to prevent incompatible development from being forced into residential neighborhoods. This is exactly the kind of situation it was written for. I am asking the Board to apply it.

Sincerely,

Osvaldo Perez Ramos
1400 S Douglas Rd Apt: 12
Coral Gables Florida 33134

Dear Planning and Zoning Board,

I am writing to oppose the zoning changes proposed for the Garden of our Lord site. I have lived in this area for a while now and this is not something I can stay quiet about.

The height alone should disqualify this project. The block is zoned for four stories and they are asking for nine. I do not know how that conversation even gets started. The buildings on those streets are one, two, three stories. Single family homes are right next door. There is no version of nine stories that fits in that picture.

I am asking the Board to deny this and enforce the zoning that exists for exactly this reason.

Thank you,

A Coral Gables Resident

Jose C. Mora
4461 SW 5 Terrace
Cora gables 33134

Dear Planning and Zoning Board,

I want to write in about the Garden of our Lord project because I think it is important for the Board to hear from regular residents, not just organized groups or legal representatives.

I live in Coral Gables. I like my neighborhood. I do not want to see a nine story building go up in the middle of a low rise residential area. The zoning does not allow it. The City's historic plan does not support it. The community said it did not want it through the vision workshop process.

That should be enough. Please vote no.

Thank you for your time,

DR ALFREDO R FORNS
911 E Ponce de Leon Blvd
APT 701
CORAL GABLES FL 33134

Dear Planning, Zoning Board, Mayor and Vice Mayor,

The piece of this that keeps coming back to me is the historic designation study. This neighborhood is actively being considered for Historic District designation. Phoenetia Avenue has six historically designated structures. Antilla Avenue has three more. That process represents years of work by residents and preservationists who care about what makes this part of Coral Gables irreplaceable.

Approving a nine story building in the middle of an active historic designation study sends a message. It tells residents that participating in preservation processes does not actually protect them from incompatible development. It tells future applicants that they can move fast and get approvals before protections are finalized. That is a damaging precedent regardless of how this particular project turns out.

The Coral Gables Historic City Plan and the North Ponce Neighborhood Conservation Overlay District Ordinance both call for this neighborhood to remain low rise and in scale with the surrounding homes. Those frameworks exist precisely to prevent what is being proposed here.

I ask the Board to take the historic designation process seriously and deny this application.

Sincerely,

David Presas

A Coral Gables Preservation Advocate

1470 NW 36th St
APT 1225
Miami, FL 33142

Dear Planning and Zoning Board,

I have lived on my street in Coral Gables for a long time now and in that time I have watched this city make a lot of decisions, good and bad. The ones I am proudest of are the ones where the City said no to development that did not belong and yes to protecting what makes this place worth living in.

The Garden of our Lord has always been a peaceful presence in this neighborhood. I have walked past it more times than I can count and it always makes me feel like this city got something right. The scale of it, the way it sits in the neighborhood, it belongs there.

What is being proposed would change all of that. Nine stories rising over a neighborhood of single family homes and two story buildings is not a small change. It is a permanent one. The streets cannot handle the traffic. The neighborhood cannot absorb the scale. And the Zoning Code, which exists for exactly this reason, does not allow it.

I am asking you to say no and to mean it.

Warmly but firmly,

Sebastian Navarro
3685 SW 4th Street
Miami, FL 33135

Dear Planning and Zoning Board,

I live on one of the streets that runs alongside the Garden of our Lord property and I want the Board to know that this project would directly affect my daily life.

The noise and traffic alone from a building that size would be noticeable from my home. These are quiet residential streets. That is why people live here. A nine story building with hundreds of parking spaces does not belong in this setting and the people who would feel it most are the ones who live closest.

The zoning on that block allows four stories. The surrounding buildings are one to four stories. There are single family homes right next door to the site. None of that is consistent with what is being proposed. The rules exist to protect neighborhoods like this one and I am asking the Board to apply them.

Please vote no on this application.

Deborah Escalona

911 E Ponce de Leon Blvd Apt 1204
Coral Gables FL. 33134

Dear Planning, Zoning Board, Mayor and Vice Mayor,

I drive through the streets near the Garden of our Lord almost every day. I know exactly how tight they are and how little room there is for things to go wrong traffic-wise.

A nine story building with 350 parking spaces would change those streets permanently. The people who live on them — including four families in single family homes right next to the site — would deal with that every single day. That is not a small thing.

The height is also a clear problem. Four stories is the limit on that block. The surrounding buildings reflect that. A nine story tower does not fit and the Zoning Code does not allow it.

The community made its wishes clear through the North Ponce Community Vision Workshop. Two to four stories, preserve the neighborhood character. This project is not that. I am hoping the Board will respect what the community asked for and vote no.

Thank you for considering this,

MICHAEL GAFFNEY
981 SW 37ST
APT 904
MIAMI
33135

Dear Planning, Zoning Board, Mayor and Commissioners,

I live in the North Ponce area and I am writing to oppose the proposed development at the Garden of our Lord.

The scale is wrong. Four stories is the maximum on that block and nine is being requested. The surrounding area is low rise — one, two, three story buildings and four single family homes immediately adjacent to the site. The Coral Gables Historic City Plan and the North Ponce Neighborhood Conservation Overlay District Ordinance both require this neighborhood to stay that way.

The North Ponce Community Vision Workshop also produced clear guidance — two to four stories, preserve the character of the area. This proposal ignores that entirely.

I am asking the Board to follow the frameworks the City has already put in place and deny this application.

Thank you,

Edith Marina Princin
911 E Ponce de Leon Blvd.
apto 503 - Coral Gables, Florida.

Dear Mayor and Elected Officials,

I am not someone who attends many public meetings or writes letters to the City. I am a working person with a busy schedule and I generally trust that the people in these roles are doing their jobs. But the Garden of our Lord proposal is something I felt I needed to speak up about.

Nine stories in a neighborhood zoned for four. Single family homes right next door. Streets that cannot handle the traffic. Ordinances that specifically protect this neighborhood being ignored. A PAD request based on a school courtyard that is only open part of the time.

I do not have a legal background but I know what seems fair and this does not seem fair to the people who live in that neighborhood. I am asking the Board to protect them.

Thank you, Leah Paez

1201 E ponce de León BLVD

Dear Planning, Zoning Board, Mayor and Vice Mayor,

My wife and I have rented in the North Ponce area for three years. We have talked about buying here when the time is right. A big part of why we like this neighborhood is that it feels stable — the buildings are in scale, the streets are manageable, the residential character has been maintained.

The Garden of our Lord proposal would change that stability. Nine stories on a block zoned for four is a significant change in what the neighborhood is. Three hundred and fifty parking spaces on narrow residential streets is a significant change in how those streets function. The community has said through multiple processes that it does not want this. The City's own ordinances say the neighborhood should stay low rise.

We are asking the Board to listen to all of that and vote no.

Thank you,



1010 Douglas Rd Apt 3
Coral Gables, FL 33134

Dear Planning, Zoning Board, Mayor and Commissioners,

I have been a Coral Gables resident for years and I have watched a lot of development proposals come and go. Some I supported, some I did not, but I tried to evaluate each one on its merits. This one I am firmly against.

The Garden of our Lord site is in a neighborhood that is zoned for four stories maximum. The proposal is for nine. The surrounding streets have buildings ranging from one to four stories. Four single family homes are immediately adjacent to the property. The North Ponce Neighborhood Conservation Overlay District Ordinance and the Coral Gables Historic City Plan both require this neighborhood to stay low rise and in scale. Section 1-103 of the Zoning Code requires compatibility with the surrounding area.

This project fails every one of those standards. That is not a close call — it is a comprehensive failure to meet the basic requirements for approval.

I am also deeply concerned about the infrastructure. Those streets were not built to absorb the traffic from a 350 car parking garage. The residents who live on those blocks would carry that burden every single day. That deserves real weight in this decision.

Please vote no.

Sincerely,

Abbie Depp

1010 S Douglas Rd
Coral Gables, FL 33134

Dear Planning, Zoning Board, and Mayor,

I am writing to oppose the proposed zoning changes for the Garden of our Lord and to ask the Board to deny this application. I want to take a moment to explain why this matters to me personally before getting into the specifics.

I have lived in Coral Gables for years. I chose this city deliberately. I looked at a lot of neighborhoods in Miami before settling here and what stood out about Coral Gables was the consistency of it, the way the buildings relate to each other, the way the residential streets feel protected, the way you can tell the City actually enforces its own rules. That is not something you take for granted in South Florida.

The Garden of our Lord neighborhood is one of the places I think of when I think about why I live here. Low rise buildings. Quiet streets. Single family homes mixed in with small apartment buildings. Historically designated structures on both Phoenetia and Antilla Avenues. A neighborhood that has held its character over time.

Nine stories would change all of that. The current zoning allows four. The buildings around the site are one to four stories. Four families own homes directly adjacent to this property. The North Ponce Neighborhood Conservation Overlay District Ordinance was created specifically to protect this neighborhood. The Coral Gables Historic City Plan calls for it to remain in scale with the surrounding homes. Section 1-103 of the Zoning Code requires new development to be compatible with the surrounding area.

I am asking the Board to enforce these protections and vote no on this application.

Thank you for your time,

Pavel Guido
29 Antilla Ave, Coral Gables, FL 33134

Dear Planning, Zoning Board, Mayor and Vice Mayor,

I want to start by saying that I have a lot of respect for the people who serve on this Board. These are not easy decisions and I know that. But I am asking you to please deny the proposed zoning changes for the Garden of our Lord site, and I want to explain why it matters to me personally.

I grew up in this neighborhood. I know these streets. I know the scale of the buildings, the width of the sidewalks, the feel of the blocks on a Sunday morning. A nine story building with a parking garage for 350 cars does not belong here. It would not fit visually, it would not fit in terms of what the roads can handle, and it would not fit with what the Zoning Code requires.

Section 1-103 is very clear that development should protect residential neighborhoods from incompatible uses and preserve their character. The North Ponce Neighborhood Conservation Overlay District Ordinance and the Coral Gables Historic City Plan both call for low rise development in this area. The North Ponce Community Vision Workshop backed that up with community input.

All of that points in one direction. I hope the Board will follow it.

Warmly,

A Coral Gables Native

Anishka Morales
119 Salamanca Ave, 3334

Dear Planning, Zoning Board, Mayor and Commissioners,

I am writing to formally oppose the proposed zoning changes for the Garden of our Lord and to request that the Board deny this application on the following grounds.

First, the project exceeds the current four-story height maximum by more than double, proposing nine stories in a neighborhood where surrounding structures range from one to four stories.

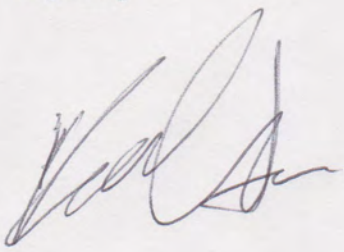
Second, the application violates Section 1-103 of the Zoning Code, which requires new development to be compatible with surrounding architecture, protect residential neighborhoods from incompatible uses, and preserve the low-intensity character of residential areas.

Third, it conflicts with the North Ponce Neighborhood Conservation Overlay District Ordinance and the Coral Gables Historic City Plan, both of which call for low-rise development in this area.

Fourth, the PAD request relies on an interior courtyard that is only accessible to the public when the adjacent school is not in session. This has never been accepted as a qualifying public benefit under PAD in Coral Gables and should not be accepted now.

Fifth, the proposed infrastructure — a 350-car garage on narrow residential streets — is incompatible with the existing road network.

Each of these issues independently warrants denial. Together they make approval impossible to justify.



119 Salamanca Ave 33134

Dear Elected Officials, Planning and Zoning Board,

I have been following the Garden of our Lord zoning proposal and I want to add my name to those opposing it.

The neighborhood context is important here. Phoenetia Avenue has six historically designated structures. Antilla Avenue has three. The whole area is under consideration for Historic District designation. These are not just facts in a planning document — they represent the actual character of a real place that people live in and care about.

A nine story building in the middle of that context is not appropriate at any point, but it is especially inappropriate right now when a historic designation process is actively underway. The City should be protecting this neighborhood, not approving development that works against it.

Please deny this application.

Regards,

Marta Millero
110 Salamanca Ave
#207
Coral Gables FL
33134

Dear Planning, Zoning Board, and Elected Officials,

I'll be honest — the PAD component of this application is what really gets me. The whole idea of Planned Area Development is that the community gets something real in exchange for approving additional development. What is being offered here? An interior courtyard attached to a school that the public can only use when school isn't in session.

That's it. That's the public benefit.

In the entire history of Coral Gables, this kind of conditional, occasionally-accessible space has never been accepted as a qualifying PAD benefit. Not once. And for good reason — it's not what PAD is for. Accepting it now would gut the program and signal to every future developer that they can offer basically nothing and still get approved.

Separate from the PAD issue, this project also blows past the four-story height limit, sits in a neighborhood of one-to-four-story buildings, and conflicts with multiple City ordinances. The infrastructure on those narrow streets cannot handle a 350-car garage.

There is no version of this application that should be approved.

— A Taxpayer and Coral Gables Homeowner

VCE. Veronica Cid

911 E Ponce de Leon blvd
Apt 1003 Coral Gables, FL

Dear Mayor and Elected Officials,

I have lived in Coral Gables for a long time and I have always been proud of the way this city takes its planning seriously. The rules here mean something. The character of the neighborhoods is protected in a way that you do not find everywhere.

So when I see a proposal like this come through — nine stories on a block zoned for four, next to single family homes, in a neighborhood with historic buildings on both sides — it genuinely surprises me that it has gotten this far.

Section 1-103 of the Zoning Code is supposed to prevent exactly this. The North Ponce Neighborhood Conservation Overlay District Ordinance is supposed to prevent exactly this. The Coral Gables Historic City Plan is supposed to prevent exactly this. These are not obscure regulations. They are the framework that keeps this city what it is.

I trust that the Board will enforce them and deny this project.

Thank you for your service,



DAVID TELLERIA

A Long-Time Coral Gables Resident

911 E Ponce de Leon blvd
Apt 1003 Coral Gables, FL

Dear Planning, Zoning Board, Mayor and Commissioners,

I am writing to oppose the zoning changes proposed for the Garden of our Lord site. I have a few things I want to say and I will try to be concise.

First, the height. Four stories is the limit. Nine is what is being requested. Everything around the site is one to four stories. There are four single family homes immediately adjacent. This is not a close call on compatibility.

Second, the ordinances. The North Ponce Neighborhood Conservation Overlay District Ordinance and the Coral Gables Historic City Plan both specifically protect this neighborhood and require low rise development. These were not put in place casually — they represent deliberate decisions by the City to preserve this area.

Third, the PAD situation. A school courtyard accessible only during off-school hours is not a public benefit under any reasonable interpretation of what PAD requires. It should not be accepted as one here.

The Board has clear grounds to deny this application. I am asking them to use them.

Thank you,

David Carone

1091 Galiano St, unit 306, 33134

Dear Planning and Zoning Board,

I have been going back and forth about whether to write this letter but I decided I had to say something. What is being proposed for that site just doesn't sit right with me and I think more people need to speak up.

The block is zoned for four stories. They want nine. I know that probably seems like a technical detail but it matters because that limit exists for a reason. The whole neighborhood is one to four stories tall. Changing that changes everything about how it feels to walk down those streets, to live on those blocks, to have your home next to a structure that towers over everything.

And I have heard about the parking garage situation, on those narrow streets? I live close enough that I can already imagine what that does to morning traffic. It would not be good.

I just think the people making these decisions need to hear from regular residents too, not just lawyers and developers. This is our neighborhood. We live here. And we don't want this.

Thanks for reading this,

Maria Goyzo

113 Mendoza Ave #502
Coral Gables FL 33134

Dear Elected Officials, Planning and Zoning Board,

Look, I am not a lawyer and I am not going to pretend to know every detail of the Zoning Code. But I know my neighborhood and I know that a nine story building with a 350 car parking garage does not belong on those streets.

Every building around that site is four stories or shorter. There are single family homes right next door. The roads are narrow. It is a residential neighborhood, not a commercial corridor.

I also heard about the green space thing they are offering through PAD and honestly it is kind of insulting. A courtyard inside a school that you can only use when school is closed? That is not a park. That is not what public green space means. I don't know how that is even being considered seriously.

The City has rules for a reason. The neighborhood has been told to stay low rise for a reason. I hope the people making this decision remember that those rules exist to protect people like me who actually live here.

Sincerely,

Mónica Sánchez
Ruth
118 Zamora Av.
Coral Gables
33134

Dear Planning, Zoning Board, and Elected Officials,

I am a Coral Gables resident writing to oppose the proposed zoning changes for the Garden of our Lord site. I ask that the Board deny this application.

Let me be direct about the scale problem. The block is zoned for a four-story maximum. The project wants nine stories. The immediate surrounding area consists of one, two, three, and four-story buildings. Four single-family homes are next door. There is simply no way to reconcile a nine-story building in this context with the zoning code's requirement that new development be compatible with adjacent established residential areas.

I am also concerned about what this project would mean for the historic character of the neighborhood. Six historically designated structures are on Phoenetia Avenue. Three more are on Antilla Avenue. The neighborhood is being studied for Historic District designation right now. Approving major upzoning in this context is exactly the kind of action that damages the fabric of a neighborhood before protections can be put in place.

Our Zoning Code, specifically Section 1-103, was written to prevent exactly this kind of incompatible development. I urge the Board to enforce it.

110 Salamanca Dr.

Dear Elected Officials, Planning and Zoning Board,

I have been following the Garden of our Lord zoning proposal with concern and I want to submit my opposition formally.

What gets me about this project is the combination of issues. It is not just that the height is wrong — though it is, four story limit and nine story request is a significant problem. It is not just that the streets cannot handle the traffic — though they cannot, 350 parking spaces on narrow residential roads is a real problem. It is not just that multiple ordinances prohibit it — though they do, and clearly.

It is all of it together. Every angle you look at this project from, it does not work for this location. The Zoning Code, the historic city plan, the conservation overlay ordinance, the community vision workshop — they all point toward denial. I am asking the Board to follow that direction.

Fabiola Forns
911 East Ponce de Leon Blvd #701
Coral Gables, FL 33134

Dear Planning, Zoning Board, and Elected Officials,

I want to add my voice to the opposition to the Garden of our Lord zoning proposal.

I moved to Coral Gables because of the neighborhoods. The way the residential areas are protected, the way development is kept in scale, the way the City's planning rules are actually enforced — that is not something you find everywhere. It is something worth protecting.

This project tests that. Nine stories in a four story neighborhood. A 350 car garage on residential streets. A PAD request built around a school courtyard. Multiple ordinances violated. None of it should be approved.

I trust the Board to see this clearly and vote no.

Thank you for your time,

Maielka Villegas
29 Antilla Ave APT 2 Coral Gables, FL 33134

Dear Planning, Zoning Board, Mayor and Vice Mayor,

I want to say something about what this project would mean for the people who actually live on those streets day to day.

The streets near the Garden of our Lord are quiet. The buildings are small. The pace is residential. That is not an accident — it is the result of zoning rules and planning decisions made over many years to keep it that way. A nine story building with 350 parking spaces would disrupt all of that in ways that are hard to fully explain until you live there.

The rules support denial. The community input supports denial. I am asking the Board to support it too.

Thank you,

15 Alhambra Cir Apt 26 Coral Gables FL 33134

Dear Mayor and Elected Officials,

I am a Coral Gables resident writing in opposition to the proposed zoning changes for the Garden of our Lord site.

The PAD request in this application is what I keep coming back to. The developer is offering a courtyard inside a school campus as the public green space benefit. The public can only access it when school is not in session. That is not a genuine public benefit. Coral Gables has never accepted something like that under PAD and it should not start now.

The rest of the application has problems too — the height, the incompatibility with the neighborhood, the conflict with multiple ordinances. But if the Board only focuses on one thing I would ask them to look closely at what is actually being offered through PAD and ask whether it meets any reasonable standard.

It does not. Please deny this.

Sincerely,

3571 SW 105T #3
Miami FL, 33135

Dear Planning, Zoning Board, and Mayor,

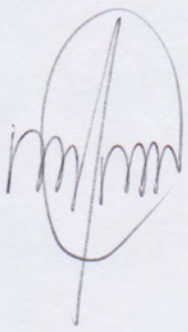
I am writing on behalf of myself and several neighbors who share the same concerns about the Garden of our Lord zoning proposal.

The height is the most obvious problem — four story limit, nine story request — but we also want to mention the historic context. Phoenetia and Antilla Avenues both have multiple historically designated structures. The neighborhood is being studied for Historic District designation right now. The Board's decision here will be felt beyond this one project.

We are asking the Board to protect the neighborhood and deny this application.

Sincerely,

Jose C.



45 Antilla Ave.
Miami, FL.

Dear Mayor and Elected Officials,

I do not write to the City often but the Garden of our Lord proposal is something I feel strongly enough about to put in writing.

I have walked and driven through that neighborhood for years. It is one of the better preserved parts of this area — low buildings, reasonable traffic, a residential feel that is increasingly rare. A nine story building with hundreds of parking spaces would change all of that.

The Coral Gables Historic City Plan calls for this neighborhood to stay in scale with its single family homes. The North Ponce Neighborhood Conservation Overlay District Ordinance protects its character. The community vision process backed that up. The application conflicts with all three.

Please deny it.

Thank you for reading this,

221 Sidonia Ave, Apt 7
Coral Gables, FL 33134

Dear Planning and Zoning Board,

I live close enough to the Garden of our Lord that this project would affect me directly and I want to be on record opposing it.

The noise and traffic from a building that size would be part of my daily life. Three hundred and fifty parking spaces worth of cars coming and going on narrow residential streets is not a small thing. People who do not live on those streets may not fully appreciate how much that would change things for the residents who do.

The zoning only allows four stories. Everything around the site is low rise. The rules are clear. I am asking the Board to apply them.

Thank you,

3139 SW 17th St
33145 Florida

Dear Planning, Zoning Board, Mayor and Vice Mayor,

I am writing to oppose the zoning changes for the Garden of our Lord. My concern is straightforward — the project is too tall for the neighborhood and the infrastructure around it cannot support it.

Four stories is the maximum on that block. The buildings that actually exist on the surrounding streets are one to four stories. There are four single family homes right next to this site. Going to nine stories would mean more than doubling the permitted height in a low rise residential neighborhood. That is a big deal.

The traffic generated by a 350 car garage on those narrow streets would also be a real daily problem for the families who live nearby. That deserves serious consideration.

Section 1-103 of the Zoning Code was written to prevent this kind of incompatible development. I am asking the Board to enforce it.

Thank you for your time,

Alejandra Perez
11 santillane ave, apt 1 Coral gables 33134

Dear Planning and Zoning Board,

I have spent time talking to people who live near the Garden of our Lord site and the reaction has been consistent: nobody wants this project. People are worried about the traffic, the height, and what a building of this scale would do to streets that are currently quiet and residential. They are worried about the tree canopy that makes those streets pleasant to walk. They are worried that a decision is being made that affects them directly and that their voices are not being heard.

I want to make sure those voices are on the record through this letter.

The zoning on that block allows four stories. Nine is being requested. The surrounding buildings are one to four stories. Four single family homes are immediately adjacent. The North Ponce Neighborhood Conservation Overlay District Ordinance was created to protect this neighborhood. The Coral Gables Historic City Plan requires it to remain low rise. Section 1-103 of the Zoning Code requires new development to be compatible with the surrounding area. The community vision process recommended two to four stories and preservation of neighborhood character.

The infrastructure is also a genuine concern. Narrow residential streets and a 350 car parking garage are not a compatible combination. The PAD benefit — a school courtyard with limited public access — does not meet the standard Coral Gables has always required.

The tree canopy over those streets is one of the things residents value most about the neighborhood. It exists because the buildings have stayed low. This project would change that in a way that is not easily undone.

The Board has comprehensive grounds for denial. I am asking it to use them.

Thank you,

TARIQ KHALID
SOCORRO MARQUEZ
1650 GALIANO ST APT 406
CORAL GABLES 33134
tariqkhalid@gmail.com

Dear Planning, Zoning Board, and Elected Officials,

The streets surrounding the Garden of our Lord site are narrow residential streets. They were designed for a neighborhood of single family homes and low rise apartments, not for a nine story building with a 350 car parking garage.

The residents who live on those streets would absorb the daily traffic, the noise, and the congestion from a building of this scale without having agreed to any of it. That impact is permanent.

Combined with the clear zoning violation — four story limit, nine story request — and the multiple ordinances protecting this neighborhood, there is no reasonable basis for approval. Please deny this application.

Thank you,

Cassidy

15 Phoenetia Ave

Coral Gables

Dear Planning, Zoning Board, Mayor and Commissioners,

I want to submit my opposition to the Garden of our Lord zoning application and make one point that I think ties everything together.

Coral Gables has always been different from the rest of Miami because the City actually enforces its own rules. The zoning code means something here. The historic city plan means something. The neighborhood conservation overlay districts mean something. When a developer comes in asking for nine stories on a four story block, in conflict with multiple ordinances, after ignoring community vision outcomes, the question the Board is really being asked is: do the rules still mean something?

The residents of this neighborhood are watching to find out. The people who bought homes here, who chose this city over less regulated alternatives, who participated in planning processes in good faith — they are all watching.

I believe the rules mean something and I am asking the Board to show that they do. Vote no on this application.

— A Coral Gables Resident

Laura Sanchez

Dear Planning, Zoning Board, Mayor and Vice Mayor,

There are several reasons to deny the proposed development at 110 Phoenetia Ave and I want to lay out the ones I think deserve the most attention.

The first is the historic context. This neighborhood has six historically designated structures on Phoenetia Avenue and three on Antilla Avenue. It is actively being studied for Historic District designation. Approving a nine story building in the middle of that process sends a damaging message about how seriously the City takes its preservation commitments — and those commitments are not just administrative. They are tied to George Merrick's original vision for Coral Gables, a vision that Section 1-103 of the Zoning Code was written specifically to protect.

The second is the tree canopy. The canopy over the streets of the North Ponce neighborhood is one of the most visible expressions of what makes this part of the city distinctive. It exists because the buildings have stayed low. That relationship is not incidental — it is structural. A nine story building does not fit into it. It shadows what is beneath it and over time diminishes what makes those streets worth walking.

The third is the straightforward zoning issue. Four stories is the limit on that block. Nine is being requested. The North Ponce Neighborhood Conservation Overlay District Ordinance and the Coral Gables Historic City Plan both require the area to remain low rise. The community vision workshop said the same. The surrounding buildings are one to four stories. Four single family homes are right next door.

All of it points toward denial. I am asking the Board to get there.

Sincerely,

Patricia van Dalen
145 Madeira

Dear Planning, Zoning Board, Mayor and Vice Mayor,

George Merrick designed this city with intention. The scale of the streets, the architecture, the relationship between buildings and the natural environment around them — it was all considered. The tree canopy that covers the streets of the North Ponce neighborhood is part of that legacy. It has been maintained because the buildings here have stayed low enough to let it. Section 1-103 of the Zoning Code and the Coral Gables Historic City Plan exist specifically to protect that legacy from development that does not fit.

A nine story building on a four story block, surrounded by one to four story buildings, next to single family homes, with a 350 car parking garage — this is not what Merrick built and it is not what those ordinances are designed to allow. The North Ponce Neighborhood Conservation Overlay District Ordinance adds further protection. The community vision workshop confirmed what residents want.

Coral Gables is different from the rest of South Florida because the City has held the line on exactly this kind of proposal. I am asking the Board to hold it again and vote no.

Sincerely,

Manuel Aldana Reyes

121 Zamora st

Dear Mayor and Elected Officials,

There are three things about the Garden of our Lord application that I want to highlight specifically.

The first is the PAD request. A school courtyard accessible to the public only when school is not in session is not a public benefit under any reasonable reading of what PAD requires. It has never been accepted as one in Coral Gables. Accepting it here would set a precedent that weakens the program and invites every future developer to offer something similar.

The second is the infrastructure. A 350 car parking garage on narrow residential streets is not a small addition to a neighborhood — it is a permanent change to how those streets function and who they function for. The residents who live there did not sign up for that.

The third is what this decision says about Coral Gables as a city. The zoning says four stories. Multiple ordinances protect this neighborhood. The community said no through the vision process. If the Board approves this anyway, people will reasonably ask what makes Coral Gables different from cities where developers build whatever they want wherever they want. The answer should be clear. Please make it clear by voting no.

Regards,

145 Madeira Ave.
Suite 314.
Coral Gables
33134.

Dear Mayor and Elected Officials,

The Garden of our Lord development proposal is the kind of project that tests whether a city's planning rules mean what they say.

The block is zoned for four stories. The request is for nine. The North Ponce Neighborhood Conservation Overlay District Ordinance protects this neighborhood. So does the Coral Gables Historic City Plan. So does Section 1-103 of the Zoning Code. The community vision process produced clear recommendations that this project ignores entirely.

Coral Gables has a reputation as a city that holds the line on developer pressure. That reputation is valuable and it is not self-maintaining. It requires the City to say no when a project does not belong — regardless of how the application is packaged or how persistent the applicant is. This is one of those moments. The community has made its position clear. The ordinances have made the City's position clear. I am asking the Board to be clear as well and vote no.

Regards,

15 Phoeneta Ave

Dear Planning, Zoning Board, and Elected Officials,

I want to ask the Board to consider what Coral Gables loses if this project is approved, because I think that framing is important.

It loses a piece of the tree canopy that makes the North Ponce neighborhood one of the most pleasant areas to walk in this part of Miami. The canopy survives here because the buildings have stayed low enough to let it. A nine story building changes that balance in a way that mature trees cannot quickly recover from.

It loses the credibility of the North Ponce Neighborhood Conservation Overlay District Ordinance and the Coral Gables Historic City Plan — both of which were created specifically to prevent this kind of development. If they do not hold here, when a project violates them this comprehensively, they lose their force for every future application.

It loses the trust of the residents who participated in the North Ponce Community Vision Workshop. That process produced clear recommendations — two to four stories, preserve the neighborhood character, consider park space. Approving something that contradicts all of those outcomes tells residents their participation was theater.

It loses a piece of the reputation that makes Coral Gables what it is — a city where the rules mean something and developers cannot simply override residential neighborhoods by pushing hard enough.

None of those things are small. The zoning, the ordinances, the community process, the infrastructure limitations, the PAD standards — all of it points toward denial. I am asking the Board to protect what this city has built and vote no.

Sincerely,

FABIAN ALVAREZ
ANTILLA APT 1

Dear Planning, Zoning Board, and Elected Officials,

I want to say something about the PAD request in this application because I think it is worth being direct about.

The developer is offering a courtyard inside a school as the public green space benefit in exchange for PAD approval. The courtyard is only open to the public when school is not in session. That means most weekdays during the school year it is not available to anyone in the community.

That is not what PAD is for. The whole point is to get real usable green space for the public in exchange for additional development approvals. A courtyard you can only access on weekends and school breaks does not meet that standard. It never has in Coral Gables and there is no reason to make this the first exception.

Everything else about this project — the height, the traffic, the conflicts with multiple ordinances — is also a problem. But the PAD piece alone should be enough to deny it.

Natalie Jennings (47 Sidonia Ave)

Dear Mayor and Elected Officials,

I chose to live in Coral Gables because of what it is, the tree canopy over the streets, the low buildings, the sense that the City actually protects its residential neighborhoods rather than just saying it does. Those things are not small. They are the reason a lot of people choose this city over the alternatives.

The proposed development at 110 Phoenetia Ave puts all of that at risk in one vote. Nine stories in a four story neighborhood. A 350 car garage on streets that were not built for it. Multiple ordinances violated. The canopy on those blocks depends on the buildings staying low — it is not going to survive a nine story building being dropped into the middle of it.

If this gets approved people will reasonably ask what separates Coral Gables from Brickell or downtown Miami. The answer should not require any hesitation. I am asking the Board to make sure it does not and vote no on this application.

Regards,

417 Sidonia Ave

Daniel Jennings

Dear Planning, Zoning Board, Mayor and Commissioners,

I want to submit a thorough opposition to the Garden of our Lord zoning application because I think each dimension of it deserves to be named clearly.

On height: the block is zoned for four stories. Nine is being requested. The surrounding neighborhood is one to four stories. This is not a marginal variance — it is a fundamental incompatibility with the established character of the area.

On the ordinances: the North Ponce Neighborhood Conservation Overlay District Ordinance was created to protect this neighborhood's historic buildings and traditional fabric. The Coral Gables Historic City Plan calls for the area to remain low in height and in scale with surrounding homes. Both are violated directly by this proposal.

On the community process: the North Ponce Community Vision Workshop recommended two to four stories, preservation of neighborhood character, and park space on this site. This application contradicts all three.

On infrastructure: the surrounding streets are narrow residential streets that cannot absorb the daily traffic from a 350 car parking garage without significant impact on the residents who live there.

On PAD: a school courtyard accessible only outside school hours is not a public green space benefit. It has never been accepted as one in Coral Gables and should not be now.

On the canopy: the tree canopy over these streets exists because the buildings have stayed low. Nine stories disrupts that in ways that are not easily reversed.

On precedent: approving this application tells every future developer that the frameworks protecting residential neighborhoods in Coral Gables are negotiable. That is a damaging message with consequences that extend far beyond this one project.

The grounds for denial are clear and comprehensive. I am asking the Board to deny this application.

Respectfully submitted,

Douglas Agvado 131 Menores

Dear Planning, Zoning Board, Mayor and Commissioners,

I am a lifelong Coral Gables resident who has spent more than forty years living in the North Ponce neighborhood. The proposed architecture is cheap. It looks like a box. The small gestures toward a Mediterranean aesthetic are superficial at best and insulting at worst. This is a city that George Merrick built with a genuine architectural vision, a city where design standards exist and matter. What is being proposed does not come close to honoring that.

Beyond the aesthetics, the scale of this project is a monstrosity. The block is zoned Special Use/Religious with a four story maximum height. The proposal asks for nine. That is more than double what the code allows. Section 1-103 of our Zoning Code is explicit, new development must be compatible with the surrounding area in type, intensity, design, and appearance, and must protect residential neighborhoods from incompatible uses. The North Ponce Neighborhood Conservation Overlay District Ordinance was created specifically to preserve the character of this neighborhood. The Coral Gables Historic City Plan, unanimously approved by the City Commission, calls for this area to remain low in height and in scale with the single family homes around it. This project violates all three. Not technically, not marginally, comprehensively.

Why are we breaking every rule that was carefully put in place for this area? These ordinances were not written by accident. They were written because residents and planners and elected officials sat down together and decided what this neighborhood should be and should stay. Why does that work get thrown out the window when a developer comes along with a project that suits them?

And why are we seriously entertaining a nine story building with a 350 car parking garage next to single family homes and small boutique apartments? Those families bought those homes in a neighborhood zoned for four stories. The people who live in those small apartment buildings chose this neighborhood because of what it is. Nobody signed up for this.

The infrastructure question alone should stop this project. I know these streets because I have walked them for forty years. They are narrow. They are residential. In the mornings they are already tight with school traffic and people heading out for the day. How are those small Coral Gables streets supposed to absorb the traffic generated by 350 parking spaces? Who absorbs the noise, the congestion, the daily disruption? The neighbors do. The people who already live there do. And they will do it every day for as long as that building stands.

What makes Coral Gables worth living in? What makes it different from Brickell or downtown Miami or any other place where high rises go up on whatever block the developer decides to target? The answer has always been that Coral Gables is protected. That the neighborhoods are residential and the rules are enforced and the City takes its own planning seriously. That is the promise this city makes to the people who move here and pay taxes here and build their lives here.

I am asking the Board to deny this application. Not as a procedural matter. As a statement about what this city is and intends to remain.

A Lifelong Coral Gables Resident,

Omar Packard

911 e Ponce de Leon blvd
Coral Gables, FL 33134



Crystal Residences

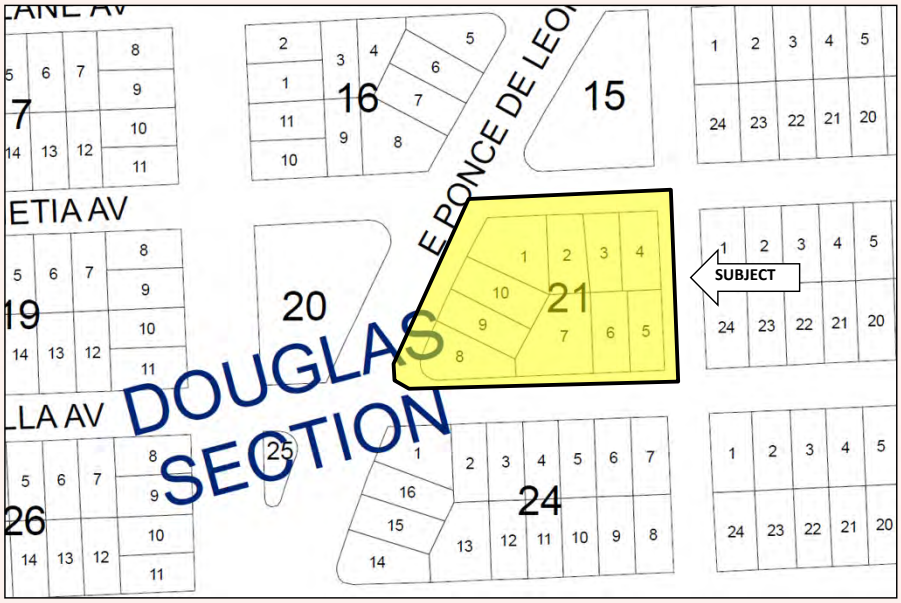
110 Phoenetia

1. Small-Scale Comprehensive Plan
2. Zoning Code Map Amendment
3. Planned Area Development (PAD)
4. Conditional Use

Planning & Zoning Board
June 17, 2026

1

Location



2

2

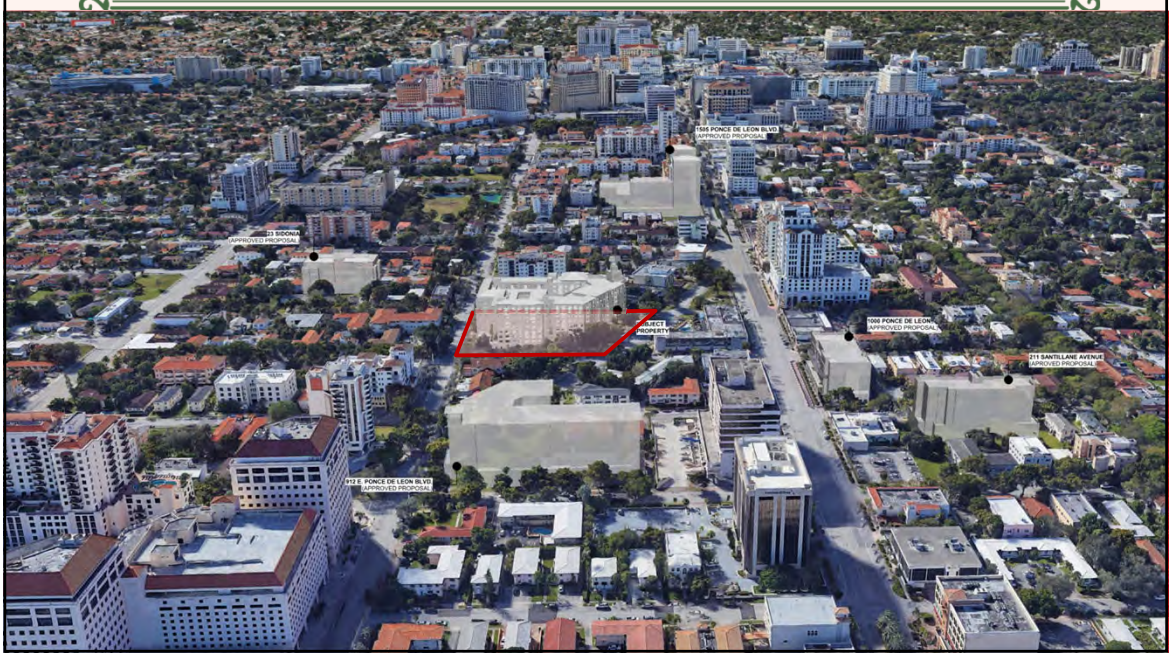
LOCATION



3

3

EXISTING CONDITIONS



4

HISTORY

1967 ORDINANCE NO. 1645

AN ORDINANCE AMENDING ORDINANCE NO. 1525, AS **AMENDED**, AND KNOWN AS THE "ZONING **CODE**", BY DEALING WITH A CHANGE OF ZONING ON "ALL OF BLOCK **21**, "**DOUGLAS SECTION**", CORAL **GABLES, FLORIDA**; REPEALING ALL ORDINANCES INCONSISTENT HEREWITH.

WHEREAS, an application was made for a change of zoning on subject property being "All of Block **21**, "**Douglas Section**", that **block** bounded on the north by Avenue **Phoenetia**, on the east by **Galiano Street**, on the south by Avenue **Antilla**, and on the west by East Ponce de Leon Boulevard, Coral **Gables**, Florida, as follows:

(a) Lots 2 to 7, inclusive, from **A-13** Apartment Use (2427 minimum square foot floor area) to **SA-13** Apartment Use (2427 minimum square foot floor area);

(b) Lots 1, 8, 9 and 10, from **A-17** Apartment Use (3409 minimum square foot floor area) to **SA-17** Apartment Use (3409 minimum square foot floor area);

The letter symbol "S" to permit use for church purposes including Christian Day School Kindergarten; and

WHEREAS, after Notice of Public Hearing duly published and notification of all property owners of record within three hundred feet (300') a public hearing was held before the Planning and Zoning Board of the City of Coral Gables, Florida on November 6, 1967, at which hearing all interested persons were afforded an opportunity to be heard; and

WHEREAS, the Planning and Zoning Board at its regular meeting of November 6, 1967 recommended that the applicant's request be approved as requested;

NOW, THEREFORE, BE IT ORDAINED BY THE COMMISSION OF THE CITY OF CORAL **GABLES**:

SECTION 1. That Ordinance No. 1525, as **amended**, and known as the "**Zoning** Code", and, in **particular**, that certain Building Content and Area District Map, Plate No. 5, attached to and by reference made a part hereof, be and the same hereby is amended to show henceforth a change in the existing zoning on Lots 2, 3, 4, 5, 6 and 7, from **A-13** Apartment Use (2427 minimum square foot floor area) to **SA-13** Apartment Use (2427 minimum square foot floor area), and a change in the existing zoning on Lots 1, 8, 9 and 10, from **A-17** Apartment Use (3409 minimum square foot floor area) to **SA-17** Apartment Use (3409 minimum square foot floor area); the letter symbol "S" to permit use for church purposes including Christian Day School Kindergarten; all located on "All of Block 21, 'Douglas Section'", Coral Gables, Florida.

1971

AN ORDINANCE DEALING WITH A CHANGE OF ZONING ON LOTS 1 TO 10, INCLUSIVE, BLOCK 21, "DOUGLAS SECTION", PERMITTING ON A YEAR TO YEAR BASIS A SPECIAL USE FOR CHURCH PURPOSES; AND REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH.

WHEREAS, an **application** was made by St. James Ev. Lutheran Church, Owner for a change of zoning on subject property as follows:

(a) On Lots 2, 3, 4, 5, 6 and 7 from existing SA-13 Apartment Use (2427 minimum sq. ft. floor area) to SAA-13 Apartment Use (2427 minimum sq. ft. floor area).

(b) On Lots 1, 8, 9 and 10 from existing SA-17 Apartment Use (3409 minimum sq. ft. floor area) to SAA-17 Apartment Use (3409 minimum sq. ft. floor area).

The letter symbol "S" permits use of subject property for church purposes including Christian Day School Kindergarten, The letter symbol "X" to permit the extended use for a Christian Day School Elementary Grades 1 through 3, located on all of Block 21, "Douglas Section", 110 Avenue Phoenix, Coral Gables, Florida; and

WHEREAS, after Notice of Public Hearing duly published and notification of all property owners of record within three hundred feet (300'), a public hearing was held before the Planning Board of The City of Coral Gables, Florida on March 10, 1971, at which hearing all interested persons were afforded an opportunity to be heard; and

WHEREAS, the Planning Board at its regular meeting of March 15, 1971 recommended that the request for change of zoning be approved;

NOW, THEREFORE, BE IT ORDAINED BY THE COMMISSION OF THE CITY OF CORAL GABLES:

SECTION 1. That Ordinance No. 1525, as amended, and known as the "Zoning Code", and, in particular, that certain Building Content and Area District Map, Plate No. 5, attached to and by reference made a part hereof, be and the same hereby is amended to show henceforth a change of zoning on subject property as follows:

(a) On Lots 2, 3, 4, 5, 6 and 7 from existing SA-13 Apartment Use (2427 minimum sq. ft. floor area) to SAA-13 Apartment Use (2427 minimum sq. ft. floor area).

(b) On Lots 1, 8, 9 and 10 from existing SA-17 Apartment Use (3409 minimum sq. ft. floor area) to SAA-17 Apartment Use (3409 minimum sq. ft. floor area).

The letter symbol "S" permits use of subject property for church purposes including Christian Day School Kindergarten. The letter symbol "X" to permits the extended use for a Christian Day School Elementary Grades 1 through 3, located on all of Block 21, "Douglas Section", 110 Avenue Phoenetia, Coral Gables, Florida.

SECTION 2. That the extended use of subject property for a Christian Day School Elementary Grades 1, 2 and 3, shall be on a year to year basis.

SECTION 3. That all ordinances or parts of ordinances in conflict or inconsistent herewith hereby are repealed insofar as there is conflict or inconsistency.

PASSED AND ADOPTED THIS TWENTY SEVENTH DAY OF APRIL, A. D. 1971.

1991

CITY OF CORAL GABLES, FLORIDA

ORDINANCE NO. 2962

AN ORDINANCE AMENDING ORDINANCE NO. 1525, AS AMENDED AND KNOWN AS "ZONING **CODE**", AND IN PARTICULAR USE AND AREA MAP PLATE NO. 5, TO EXPAND EXISTING CHURCH SCHOOL USE ON LOTS 1 - 10, BLOCK 21, DOUGLAS SECTION, CORAL **GABLES**, DADE COUNTY, FLORIDA (110 PHOENETIA AVENUE) BY PERMITTING GRADES 4, 5 AND 6, IN ADDITION TO GRADES K THROUGH 3 CURRENTLY PERMITTED AS AN "X" USE; SETTING FORTH **CONDITIONS;** AND REPEALING ALL ORDINANCES INCONSISTENT HEREWITH.

WHEREAS, Application No. 545-P was submitted requesting that Use and Area Map Plate **No.** 5 be amended to expand the existing church school use by permitting grades **4**, 5 and 6, in addition to grades K through 3 currently permitted as an "X" use on Lots 1 through 10, inclusive, Block 21, Douglas Section; and

WHEREAS, after notice of public hearing duly published and notification of all property owners of record within three hundred (300) feet, a public hearing was held before the Planning and Zoning Board of the City of Coral Gables on September **4**, 1991, at which hearing all interested persons were afforded the opportunity to be heard and the Planning and Zoning Board recommended to the City Commission that the **applicant's** request be approved subject to certain conditions;

NOW, THEREFORE, BE IT ORDAINED BY THE COMMISSION OF THE CITY OF CORAL **GABLES:**

SECTION 1. That Ordinance No. **1525,** as amended, and known as the "**Zoning** Code", and in particular, that certain Use and Area Map Plate No. 5, by expanding the existing church school use by permitting grades **4**, 5 and 6, in addition to grades K through 3 currently permitted as an "X" Use on Lots 1 through 10, inclusive, Block 21, Douglas Section (**110** Phoenetia **Avenue**).

SECTION **2.** That said church school is hereby subject to the following conditions and **restrictions:**

1. That the maximum number of students permitted to attend the school (**pre-school** through sixth grade) shall be limited to seventy-five **(75).**
2. That the school shall meet all applicable H.R.S. **requirements.**
3. That the necessary site improvements shall be adhered to as per submitted drawings.

5

5

REQUEST #1:

COMPREHENSIVE LAND USE MAP CHANGE

REQUEST #2:

ZONING CODE MAP CHANGE

REQUEST #3:

PLANNED AREA DEVELOPMENT (PAD)

REQUEST #4:

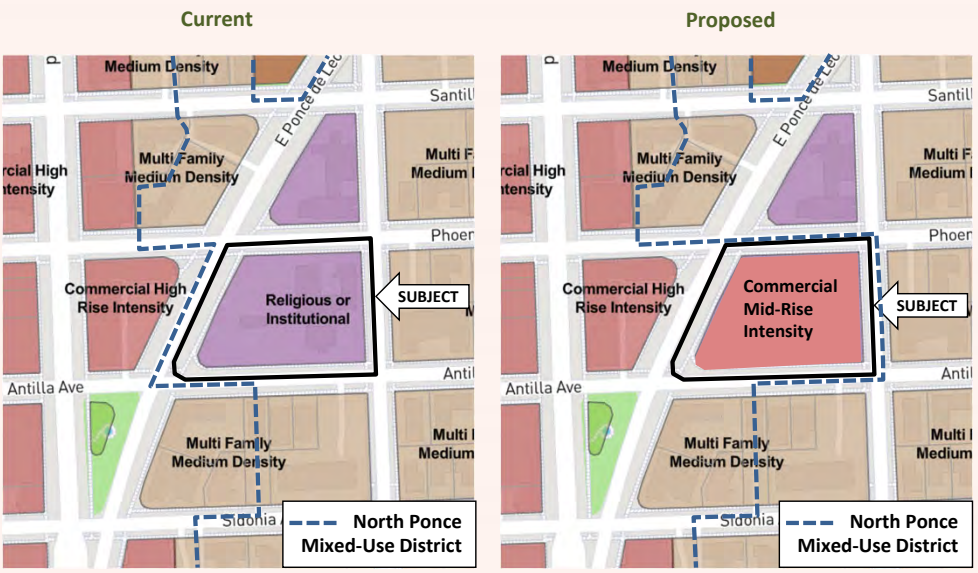
CONDITIONAL USE

- **MIXED USE SITE PLAN**
- **PRIVATE SCHOOL**
- **LIVE/WORK UNITS**
- **ENCROACHMENT AGREEMENT**

6

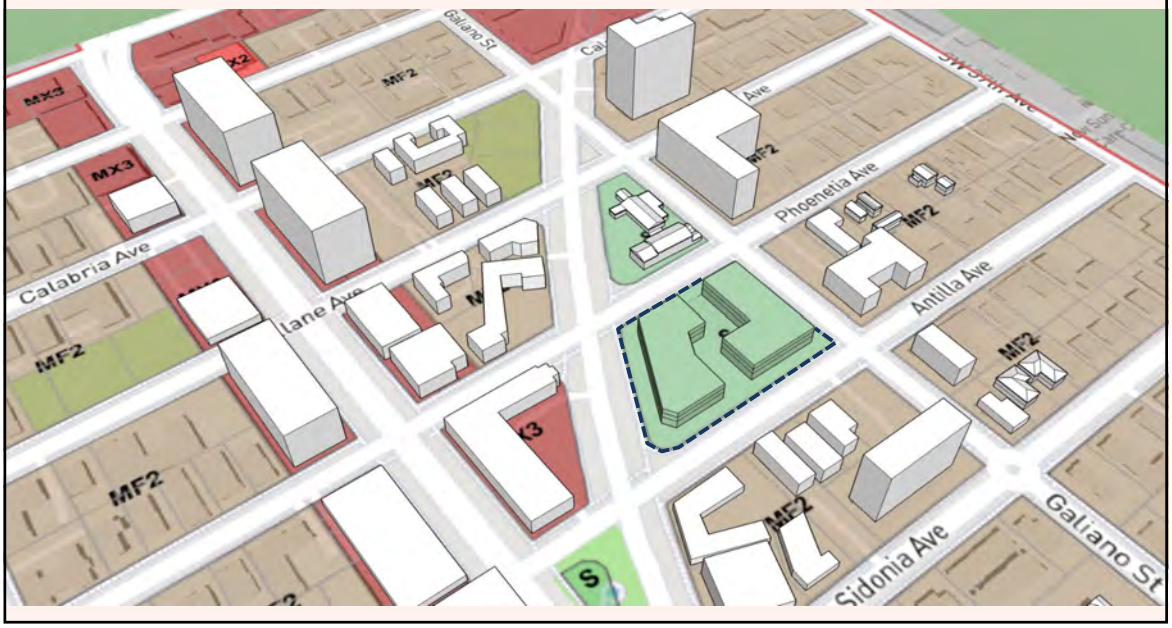
6

1. Change of Land Use



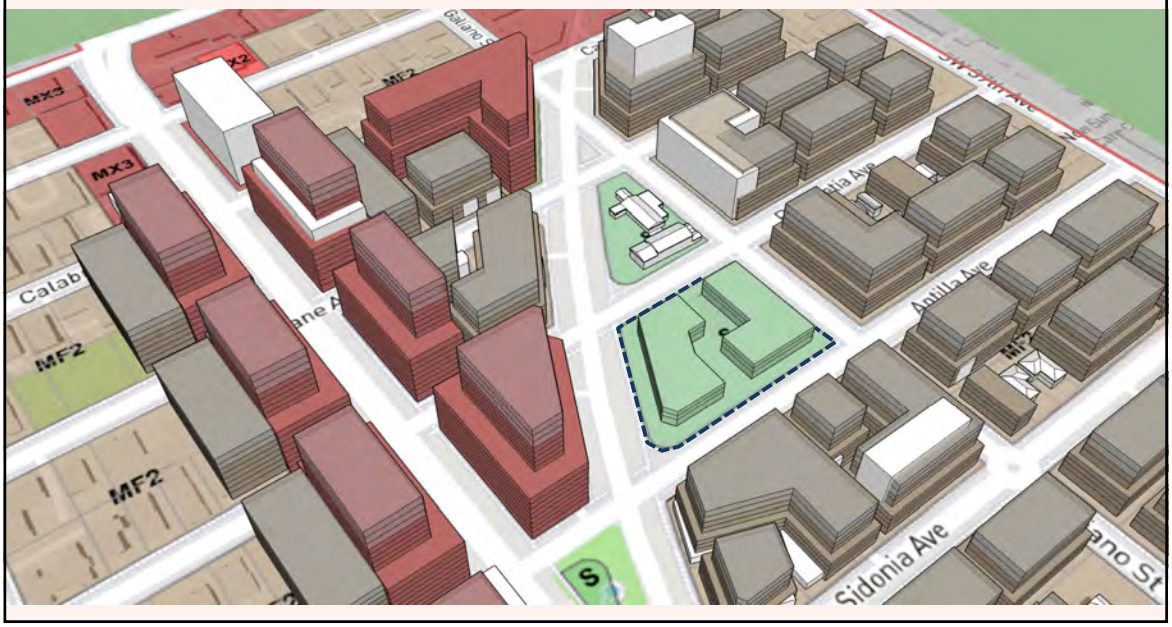
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1. Change of Land Use



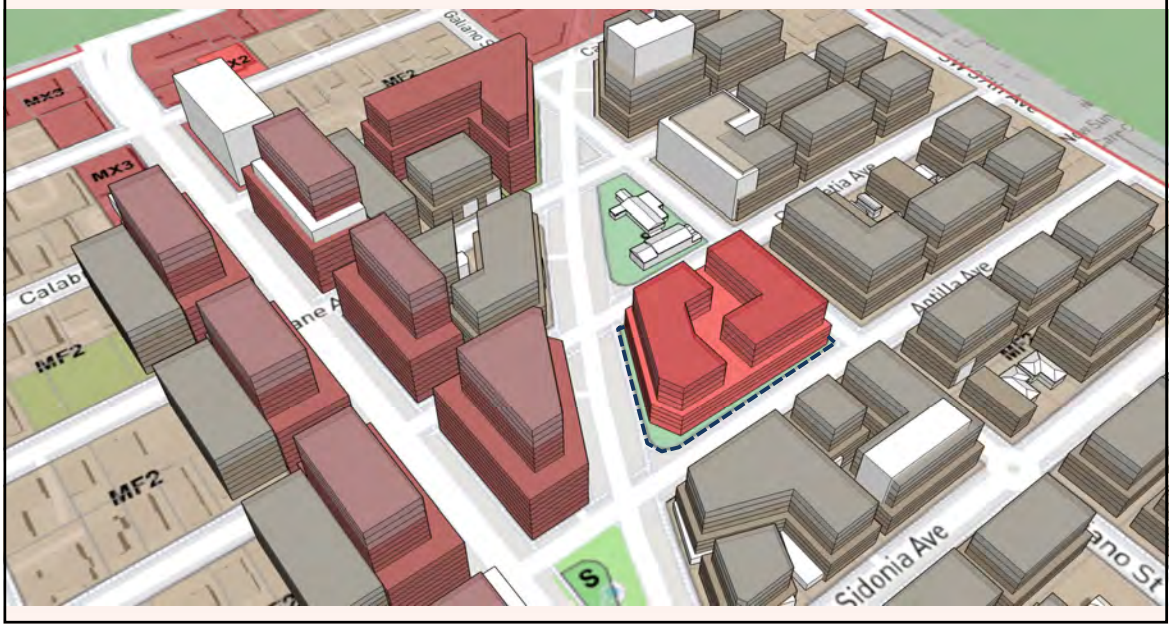
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1. Change of Land Use



9

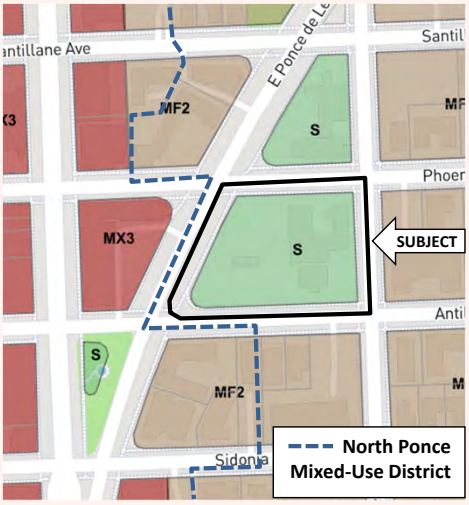
1. Change of Land Use



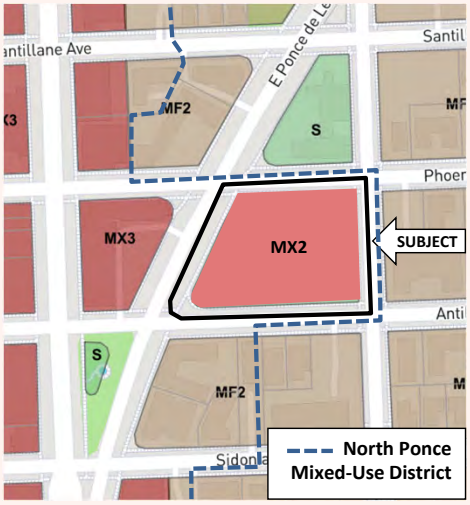
10

2. Zoning Code Map Change

Current

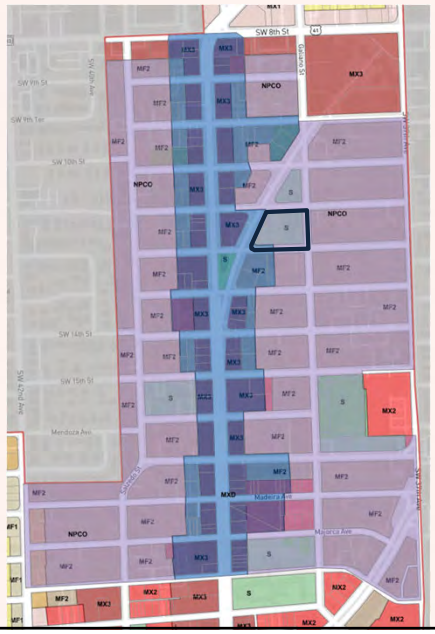


Proposed



11

2. Zoning Code Map Change

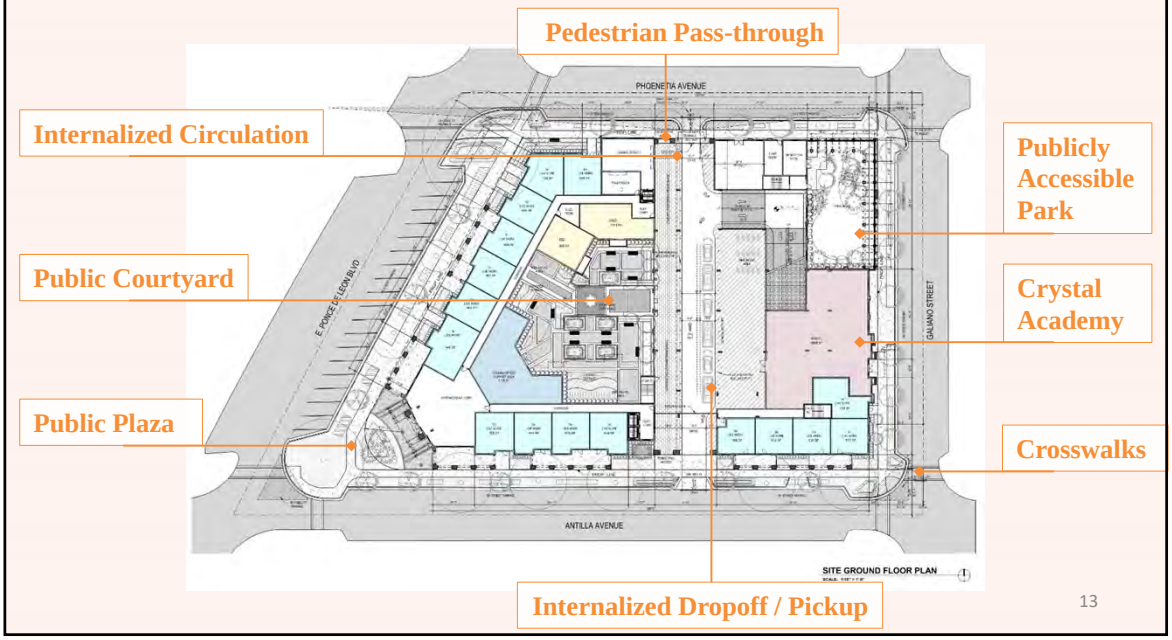


NORTH PONCE NEIGHBORHOOD CONSERVATION DISTRICT OVERLAY:

- Additional **uses**, and **conditional uses** for designated historic properties
- **Historic Preservation Benefits Program** for parking, TDR sending sites, and signage
- **Garden Apartment Conservation Benefits Program** for variance requests and required parking
- Additional **landscape requirements for front yards** (no walls/fences, driveway width limitations, and parking setback behind habitable space)
- No other limitations for new construction (Zoning district's height, FAR, density, setbacks, etc still apply)

12

3. Planned Area Development (PAD)



13

13

3. Planned Area Development (PAD)

CODE DEVIATIONS:

- **Building stories**: 9 stories on East Ponce de Leon
- **Ground floor transparency**: 27% on Phoenetia

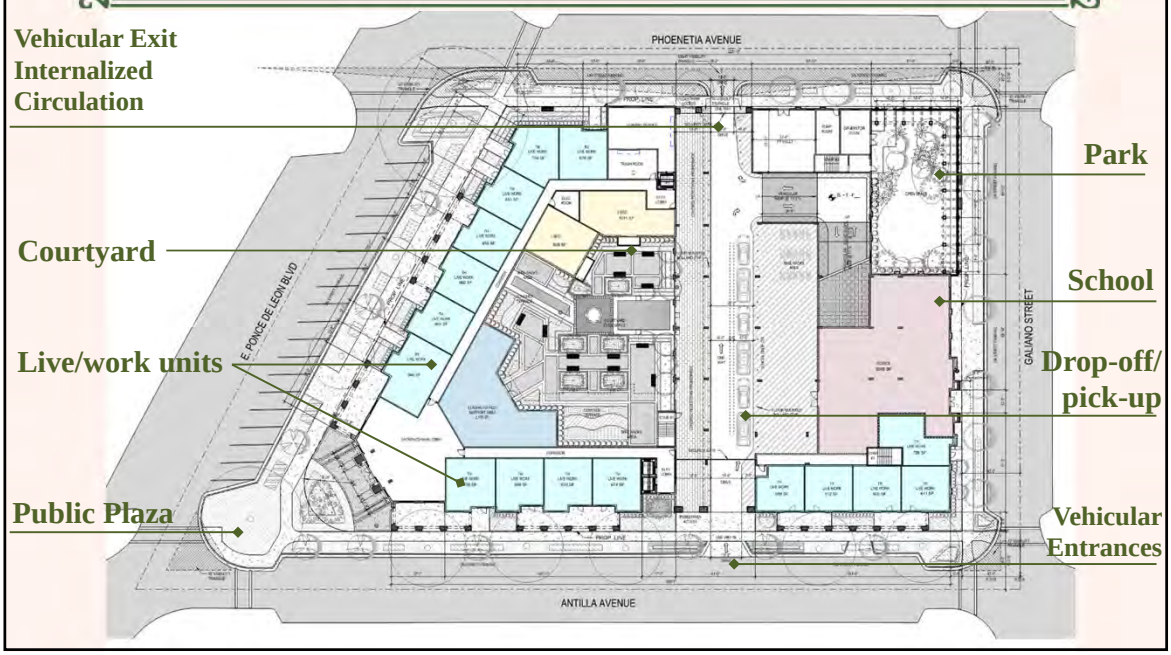
PUBLIC BENEFIT:

- 5,000 square-foot educational facility for **Crystal Academy** (or future non-profit)
- School facility built at **no cost** to the school and **rent-free for 99 years**
- **4,000 square-foot park** for daytime outdoor learning and public use after school hours
- Additional **public pedestrian pass-through and courtyard**

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4. CONDITIONAL USE



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4. CONDITIONAL USE

Type	Allowed/Required	Proposed Zoning	Proposed Project
Area existing lot			1.49 acres or 64,778 sq. ft.
FAR	Special Use (S)	Mixed Use 2 (MX2)	Mixed Use 2 (MX2)
	FAR 1.0	FAR 3.5 (w/ Med Bonus)	FAR 3.5, or 226,193 sq. ft
Building height	45’	97’ (w/ Med Bonus)	93’
Number of stories	3 stories	8 stories	9 stories
Proposed Uses:			
Residential		186 units	184 units
		125 DU/acre	123.5 DU/acre
Live/Work			16 units
Ground Floor School			5,000 sq. ft
Total Parking		340	301
Total Parking w/ Shared Parking		272	
Open Space at ground level	22,672.3 sq. ft. (35%) of the site area	12,955.6 sq. ft (20%) of the PAD site area	20,508 sq. ft. (31.6%)

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4. Conditional Use



17

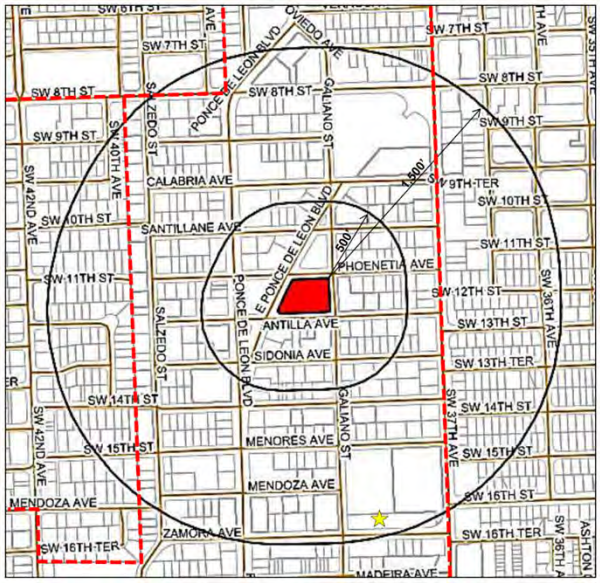
Review Timeline

1	Development Review Committee: 01.28.22
2	Board of Architects:12.15.22, 02.29.23, 04.27.23, 06.29.23, 10.19.23
3	Neighborhood Meeting: 05.04.26
4	Planning and Zoning Board: 06.17.26
5	City Commission – First Reading: TBD
6	City Commission – Second Reading: TBD

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18

Letters to Property Owners (1,500 ft)



19

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Public Notification

2 TIMES	**Letters to Property Owners** Neighborhood Meeting, PZB
8 TIMES	**Property Posting** DRC, 6 BOA, PZB
8 TIMES	**Website Posting** DRC, 6 BOA, PZB
1 TIME	**Newspaper Advertisement** PZB

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20

Comprehensive Plan Consistency

Staff's determination is that this application is **CONSISTENT** with the Comprehensive Plan Goals, Objectives and Policies.

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Staff Recommendations

Staff Recommendation:

Staff recommends **Approval, with conditions**.

The Application **Complies** with the Findings of Fact.

The standards for Approval are **Satisfied, subject to conditions of approval**.

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Conditions of Approval

- Maximum height not to exceed **9 stories/93ft**
- Approx. 5,000sf for **Crystal Academy**
- **75 students** max and conform to School Site Operations
- **Remove arcade** to provide **stoops/porches w/ yards**
- Incorporate landscape setback on north (Phoenetia)
- **Public courtyard, covered walkway, and park**
- **Off-site improvements:** intersection improvements, pedestrian crosswalks, and streetscape beautification

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Crystal Residences

110 Phoenetia

1. Small-Scale Comprehensive Plan
2. Zoning Code Map Amendment
3. Planned Area Development (PAD)
4. Conditional Use

Planning & Zoning Board
June 17, 2026

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