

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

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



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.

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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.

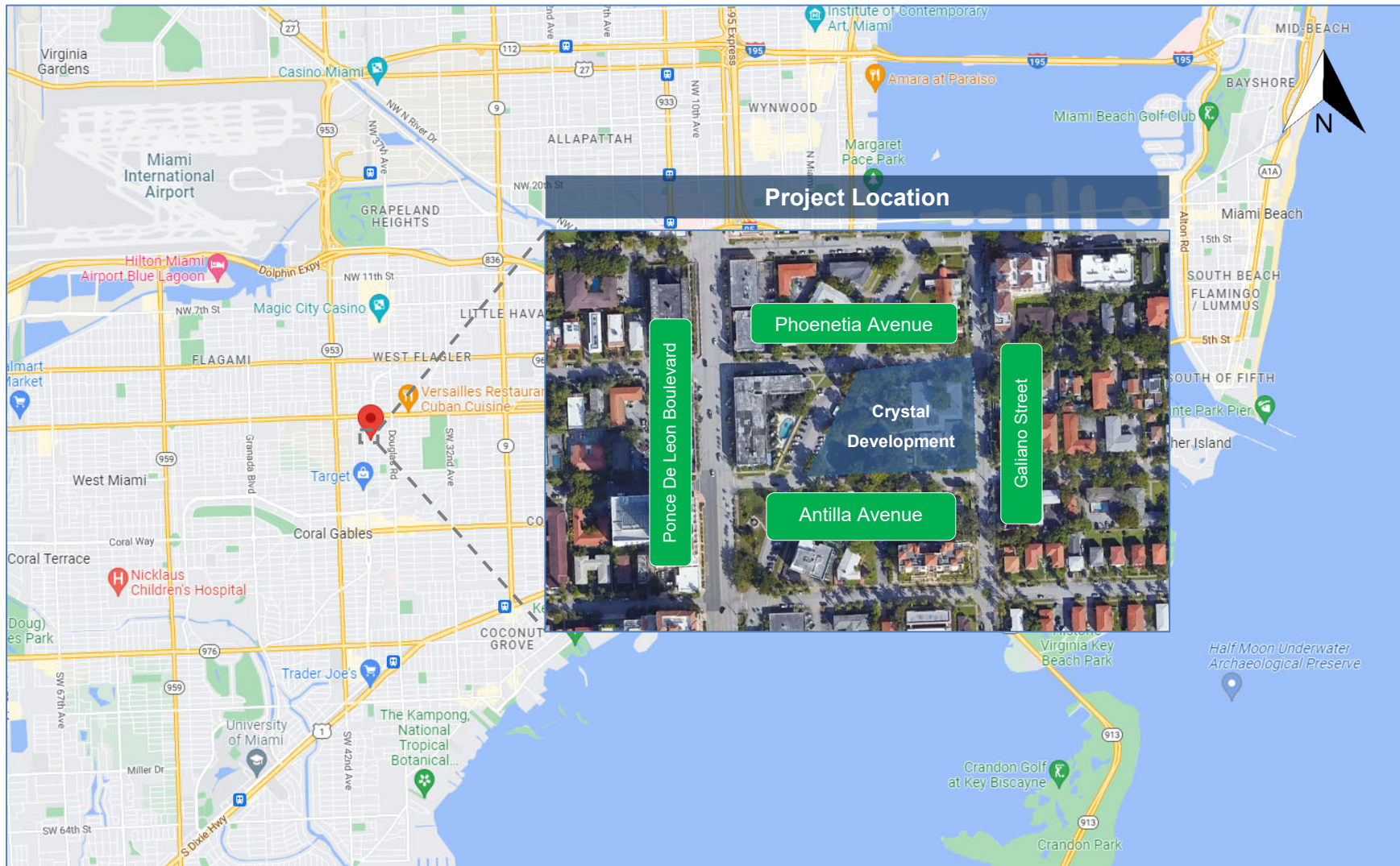


Figure 1. Location Map

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**.

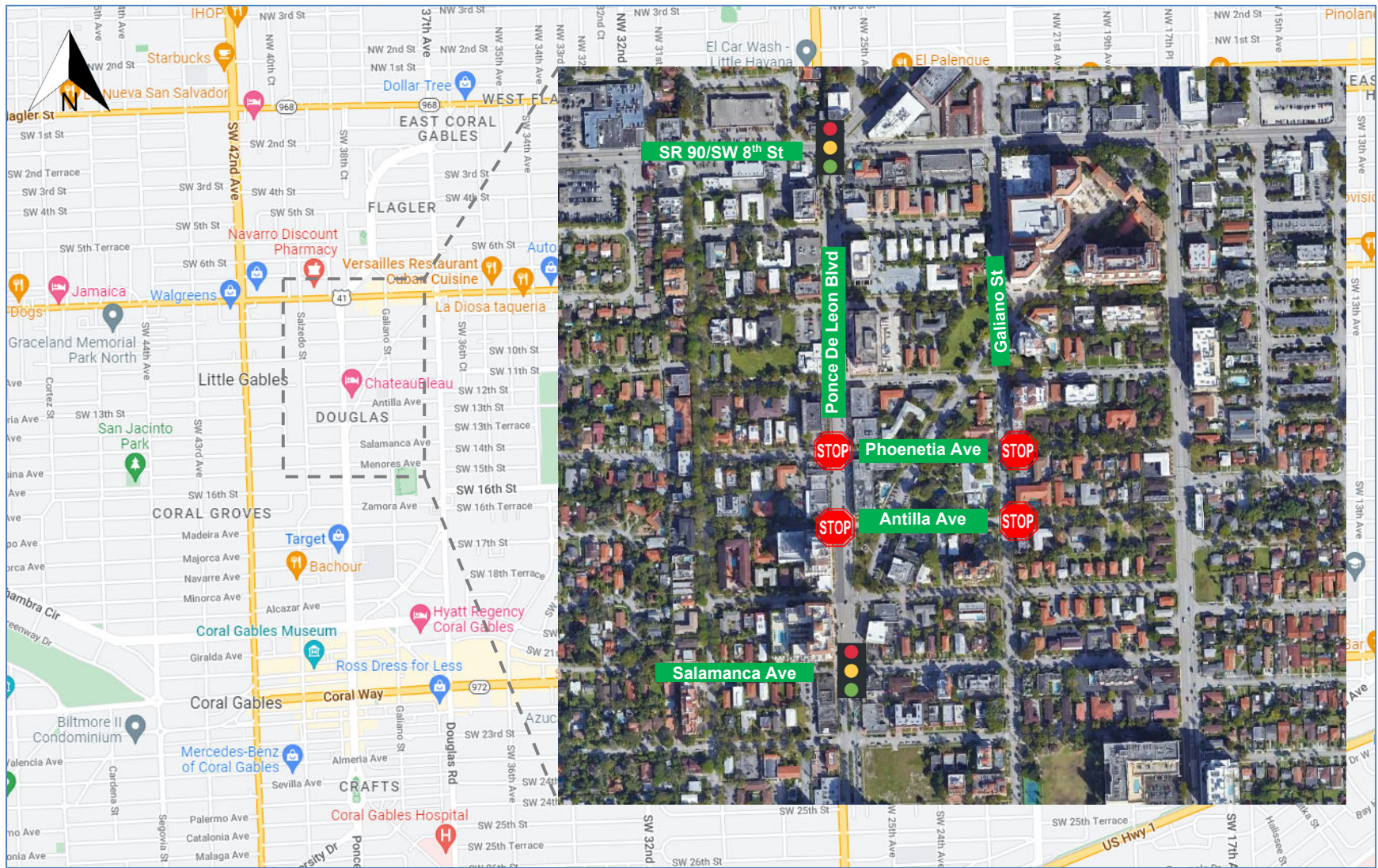


Figure 2. Intersection Location Map

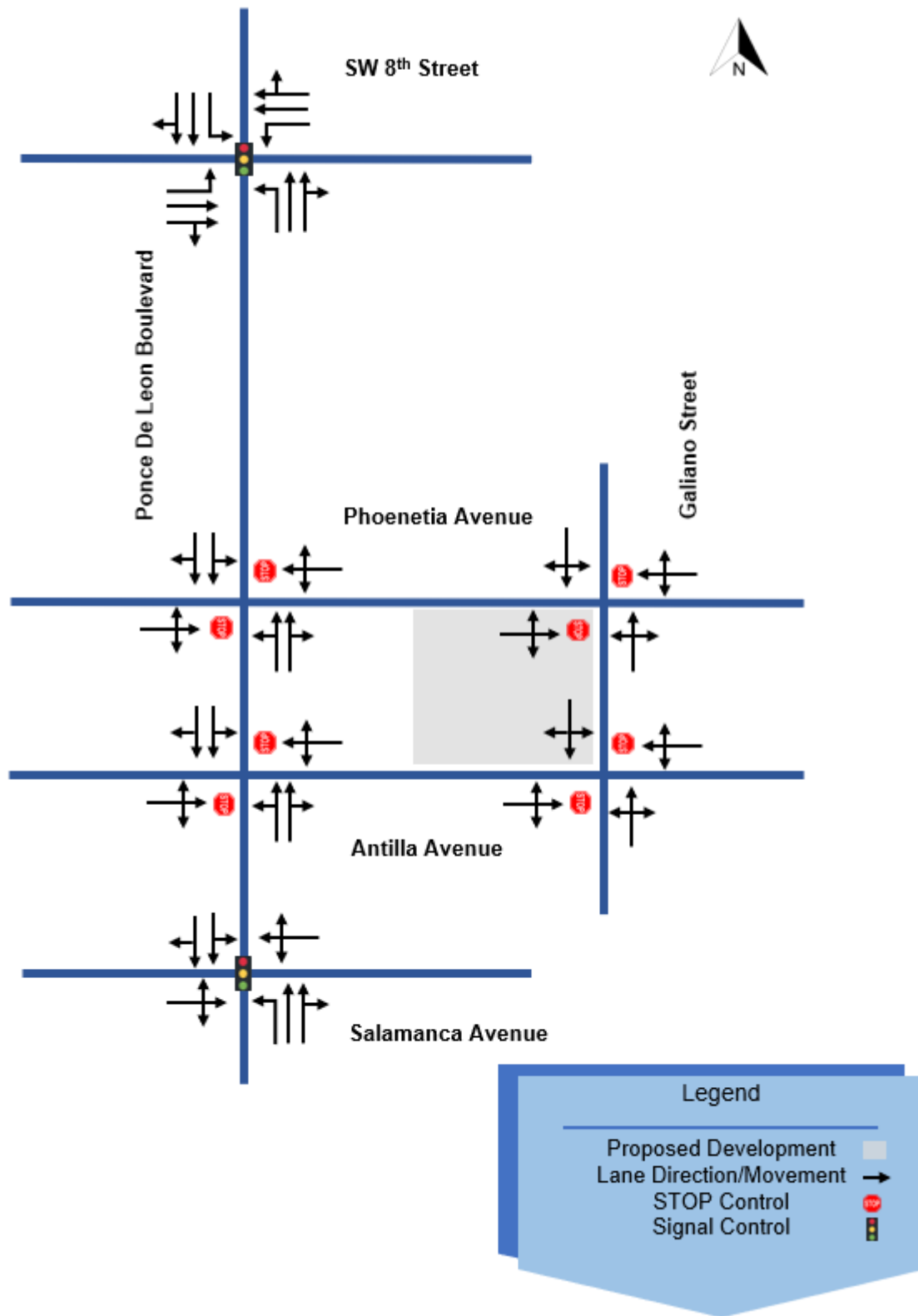


Figure 3. Existing Lane Configuration at Analyzed Intersections

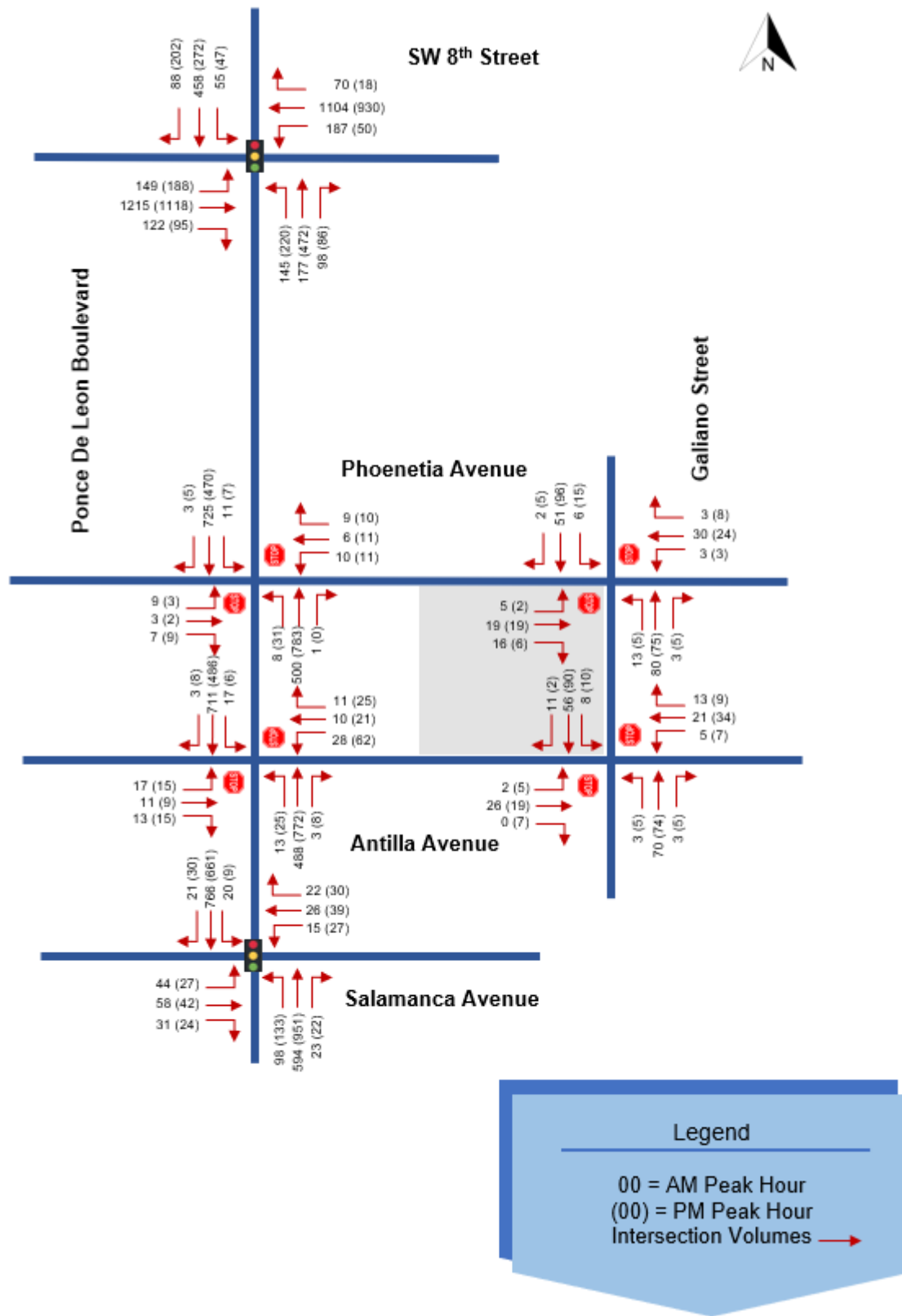


Figure 4. Existing Traffic Volumes (AM and PM Peak Periods)

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. /sec²)

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

Table 1. Signal Change and Clearance Intervals

2625 – SR 90/SW 8 th 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 8 th 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 95 th % Queues* (ft)	PM Peak Delay (sec)	PM Peak Travel Time (sec)	PM Peak 95 th % 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 8 th 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

¹S = 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*		-23	2	-21	9	-2	7
Regency on the Park*		22	43	65	39	32	71
211 Santillane*	Net External Trips (Proposed)	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 95 th % Queues* (ft)	PM Peak Delay (sec)	PM Peak Travel Time (sec)	PM Peak 95 th % 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 8 th 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

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

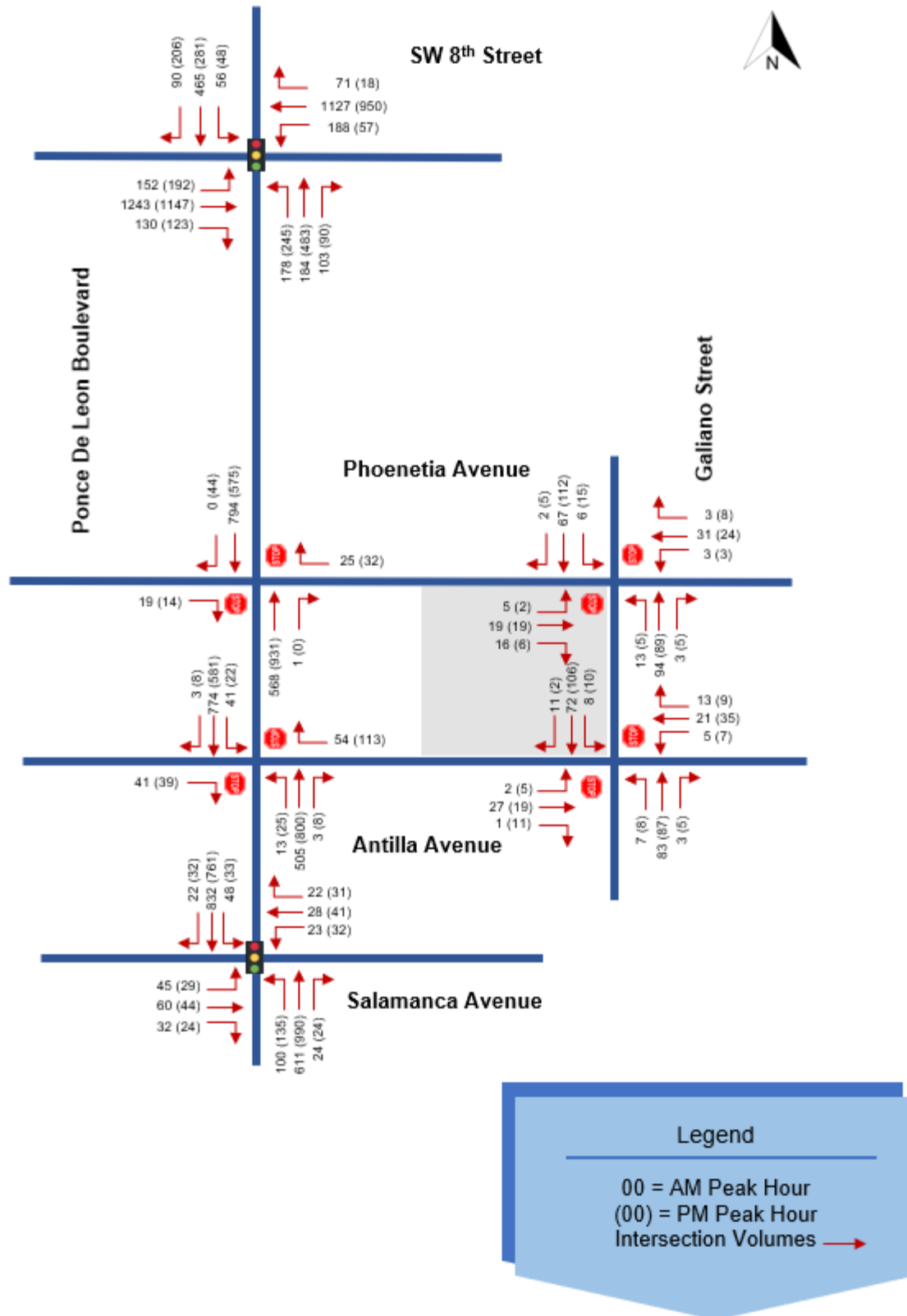


Figure 5. Future W/O Project Traffic Volumes (AM & PM Peak Periods)

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%	N/A	0	0	0	-1	-1	-2
	PM 2.0%							
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%

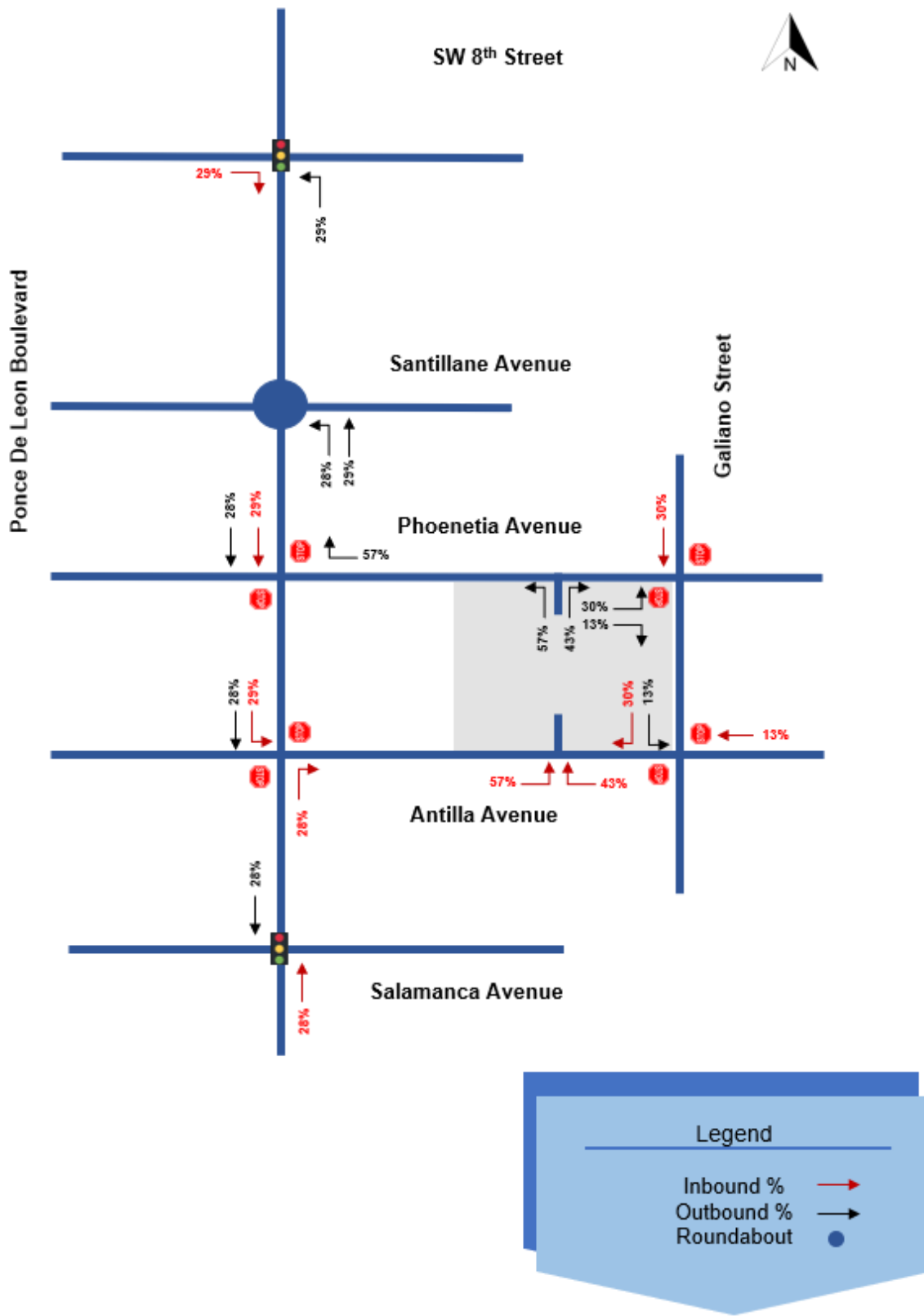


Figure 6. Project Traffic Distribution

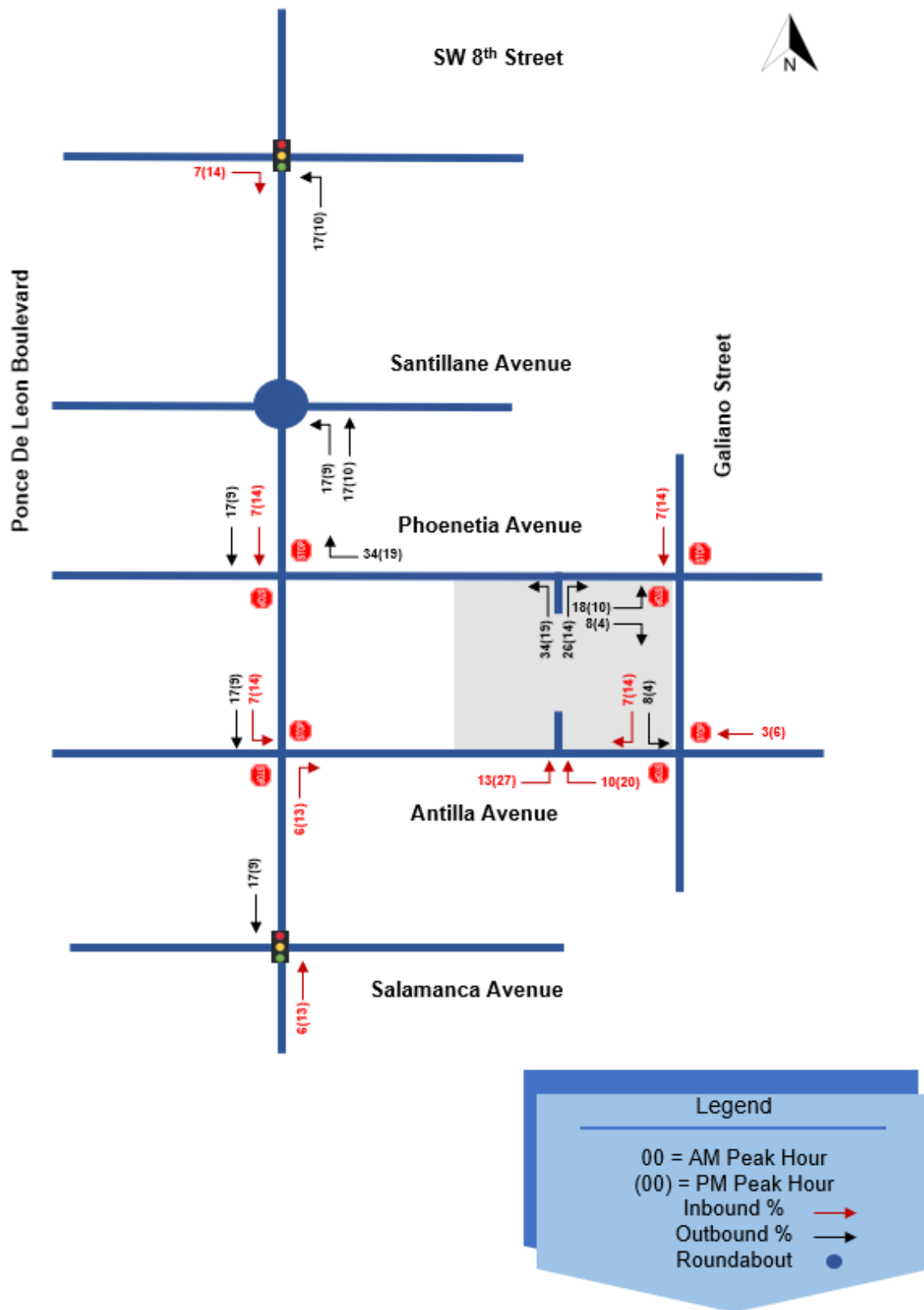


Figure 7. Project Traffic Assignment

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 95 th % Queues* (ft)	PM Peak Delay (s)	PM Peak Travel Time (s)	PM Peak 95 th % 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 8 th 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

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

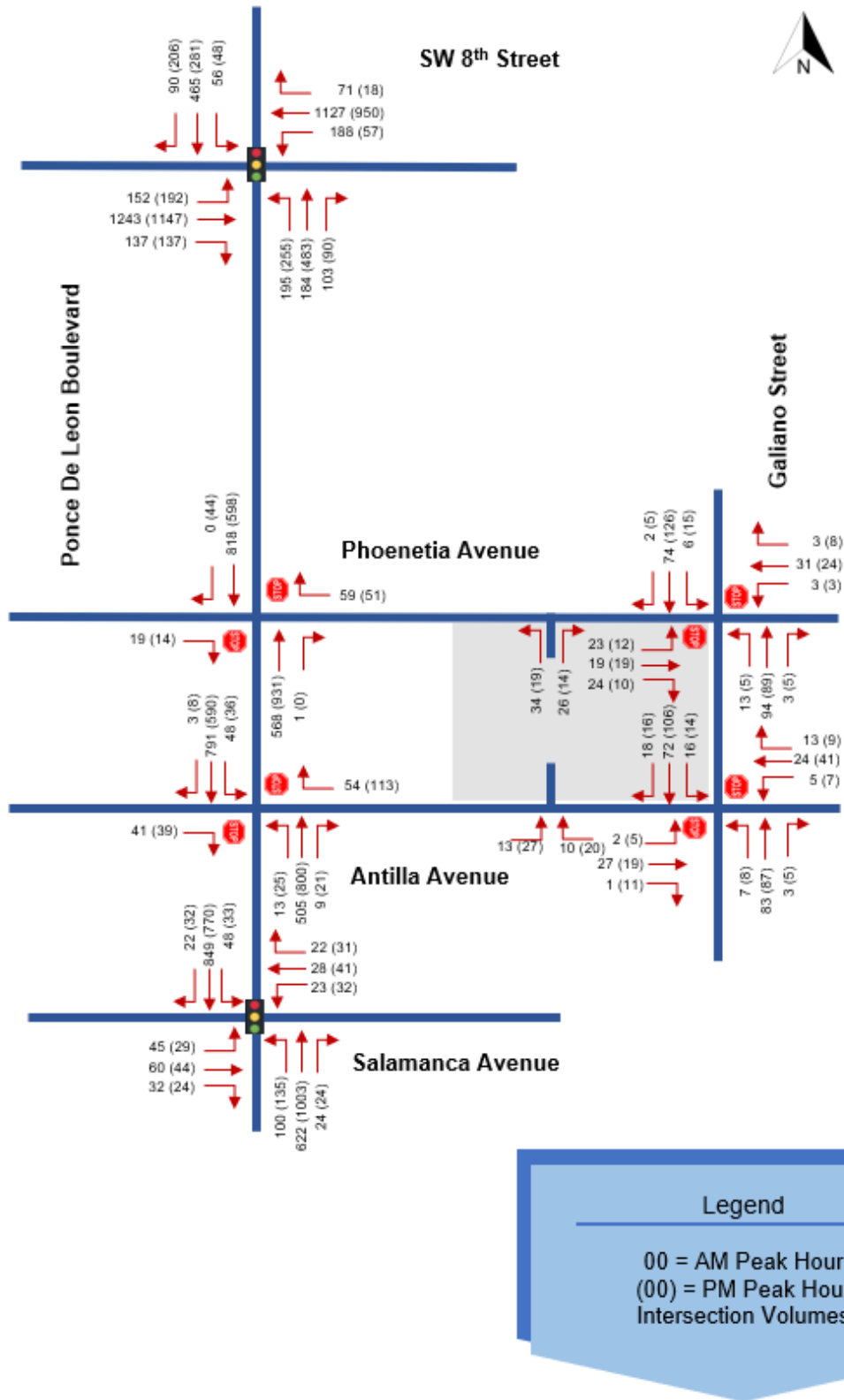


Figure 8. Future W/Project Traffic Volumes (AM & PM Peak Periods)

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 8 th 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 8 th 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.

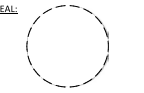
In addition to the traffic impact analysis, a review of the All-Red Clearance Intervals, Yellow Change Intervals, and pedestrian clearance intervals was conducted at the existing signalized intersections of Ponce De Leon Boulevard with Salamanca Avenue and SR 90/SW 8th Street within the project limits. 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

REVISIONS		
Revision #	Revision Description	Date



THESE DRAWINGS ARE THE PROPERTY OF CORWIL ARCHITECTS, INC. UNLESS OTHERWISE PROVIDED OTHERWISE. THE CONTENTS OF THESE DRAWINGS ARE CONFIDENTIAL AND SHALL NOT BE TRANSMITTED TO ANY OTHER INDIVIDUALS AS AGREED TO BY THE ARCHITECT/ENGINEER.

DATE: 06/07/2022
JOB NO.: 2021-25
DRAWN BY: MC, SK, AV
APPROVED BY: AMC
PRINTED: 8/18/2022 4:35:32 PM

SHEET NUMBER:
A-2.00



SITE GROUND FLOOR PLAN 

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

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		North		Int
	Northbound		Southbound		
Time	T	App	T	App	
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		Int	
	T	App	T	App		
Time						
	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))

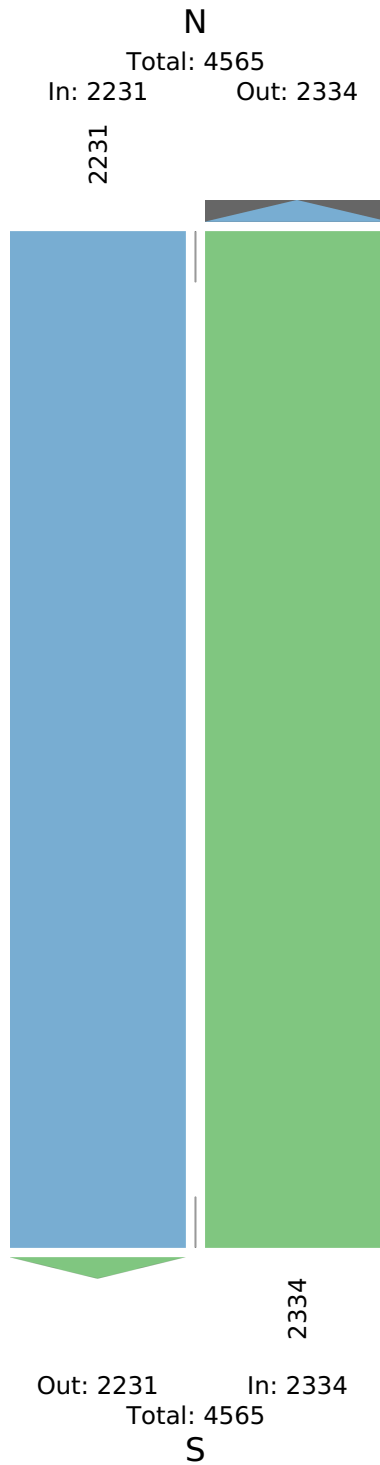
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

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		Int	
	T	App	T	App		
Time						
	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)

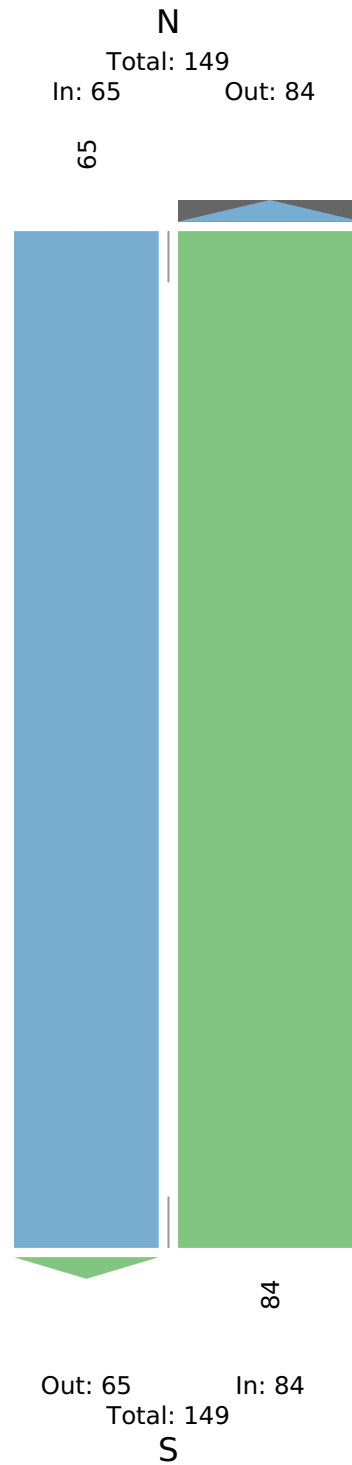
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

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		Int	
	T	App	T	App		
Time						
	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)

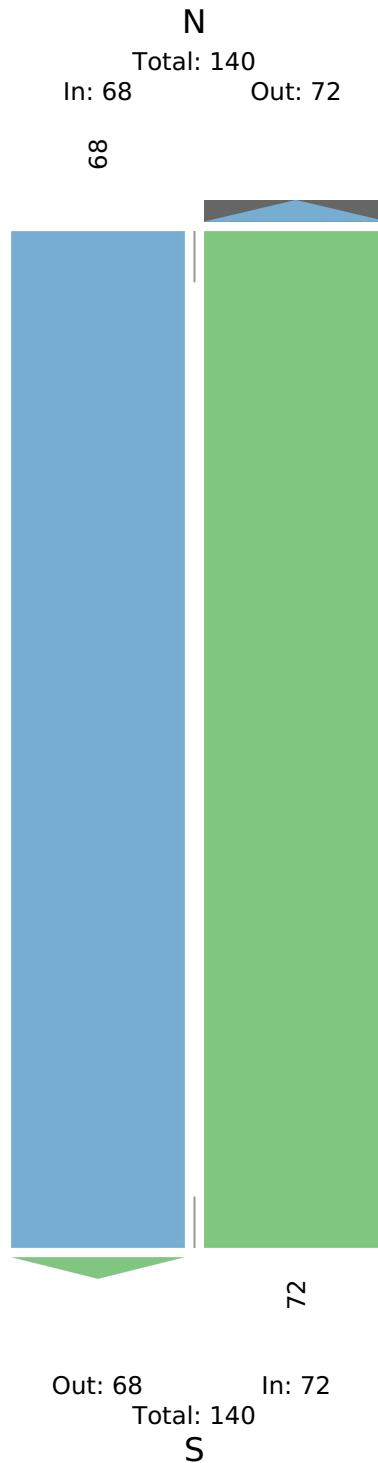
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

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		Int	
	T	App	T	App		
Time						
	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

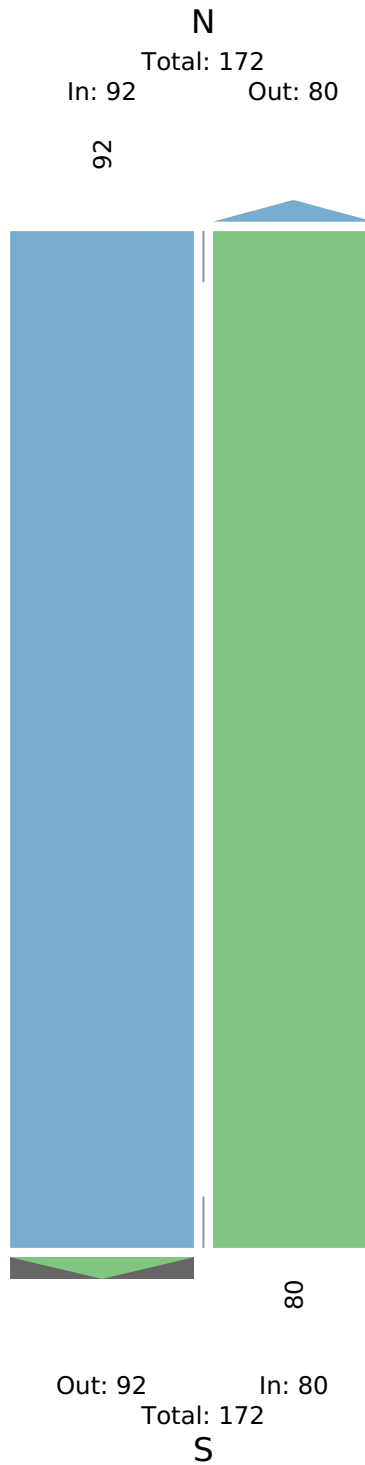
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

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		East		Int
	Eastbound		Westbound		
Time	T	App	T	App	
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		East		Int
	Eastbound		Westbound		
Time	T	App	T	App	
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		East		Int
	Eastbound		Westbound		
Time	T	App	T	App	
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		East		Int
	Eastbound		Westbound		
Time	T	App	T	App	
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		East		Int
	Eastbound		Westbound		
Time	T	App	T	App	
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		Int	
	T	App	T	App		
Time						
	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		Int	
	T	App	T	App		
Time						
	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		Int	
	T	App	T	App		
Time						
	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		Int	
	T	App	T	App		
Time						
	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		North		Int
	Northbound		Southbound		
Time	T	App	T	App	
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		North		Int
	Northbound		Southbound		
Time	T	App	T	App	
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		North		Int
	Northbound		Southbound		
Time	T	App	T	App	
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		Int	
	T	App	T	App		
Time						
	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		North		Int
	Northbound		Southbound		
Time	T	App	T	App	
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		Int	
	T	App	T	App		
Time						
	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		Int	
	T	App	T	App		
Time						
	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		Int	
	T	App	T	App		
Time						
	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

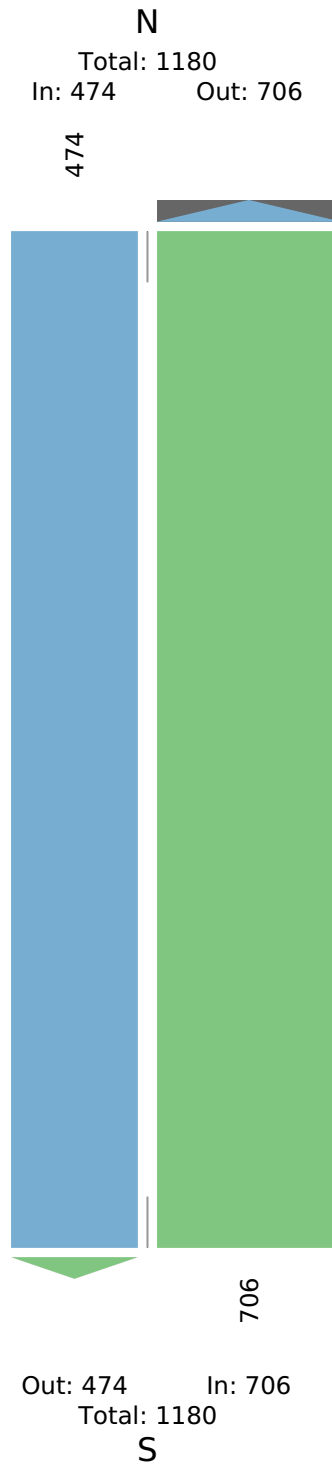
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses)

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: Apctc

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

Leg Direction	West		East		Int
	Eastbound		Westbound		
Time	T	App	T	App	
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		Int	
	T	App	T	App		
Time						
	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		East		Int
	Eastbound		Westbound		
Time	T	App	T	App	
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		Int	
	T	App	T	App		
Time						
	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		East		Int
	Eastbound		Westbound		
Time	T	App	T	App	
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		Int	
	T	App	T	App		
Time						
	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		Int	
	T	App	T	App		
Time						
	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		Int	
	T	App	T	App		
Time						
	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		Int	
	T	App	T	App		
Time						
	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		East		Int
	Eastbound		Westbound		
Time	T	App	T	App	
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		East		Int
	Eastbound		Westbound		
Time	T	App	T	App	
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		East		Int
	Eastbound		Westbound		
Time	T	App	T	App	
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		East		Int
	Eastbound		Westbound		
Time	T	App	T	App	
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		East		Int
	Eastbound		Westbound		
Time	T	App	T	App	
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		East		Int
	Eastbound		Westbound		
Time	T	App	T	App	
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		Int	
	T	App	T	App		
Time						
	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		Int	
	T	App	T	App		
Time						
	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		Int	
	T	App	T	App		
Time						
	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 Direction	Antilla Ave Eastbound						Antilla Ave Westbound						Galiano St Northbound						Galiano St Southbound						Int
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*	
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	
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	
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)

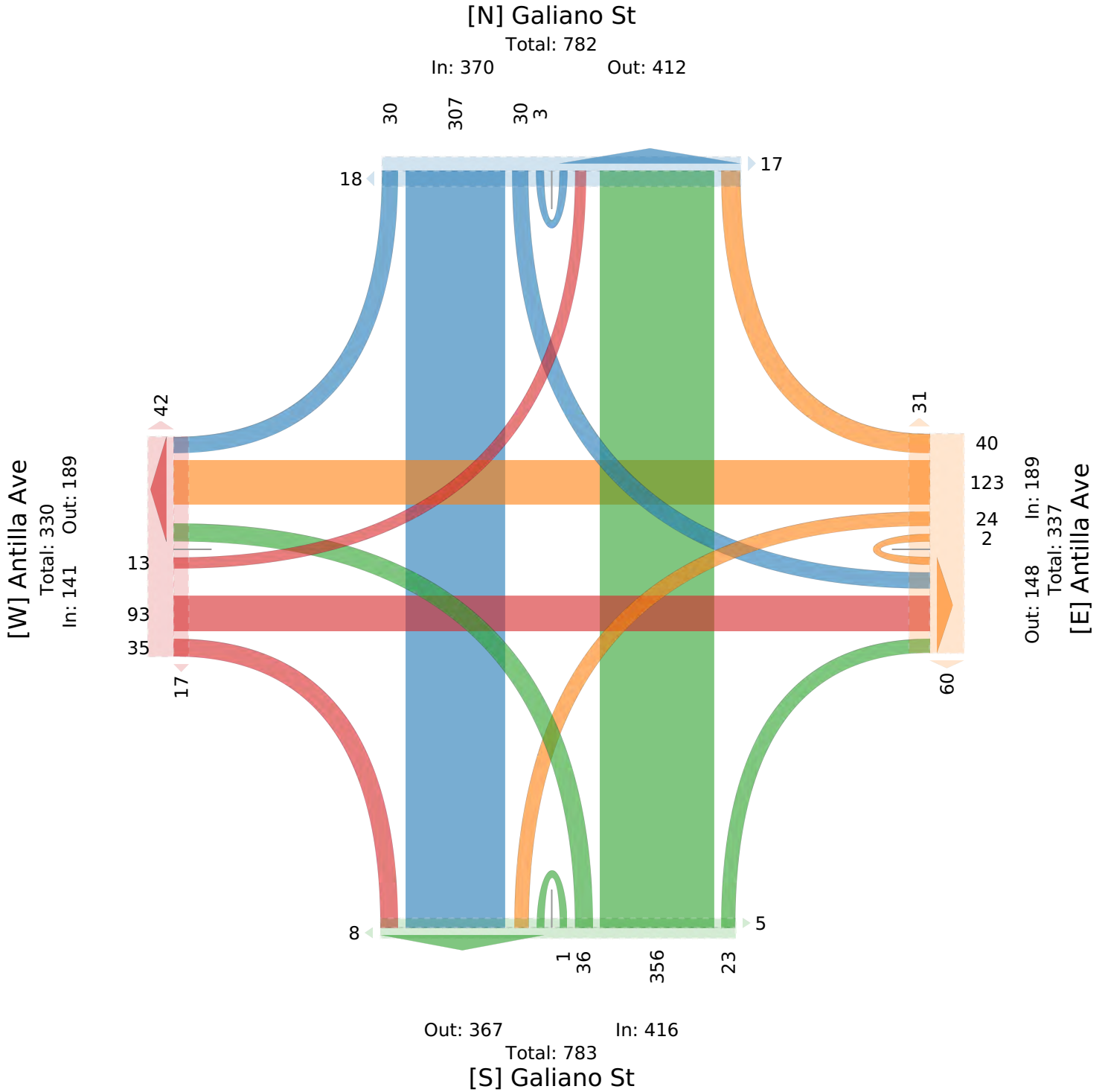
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

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						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
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)

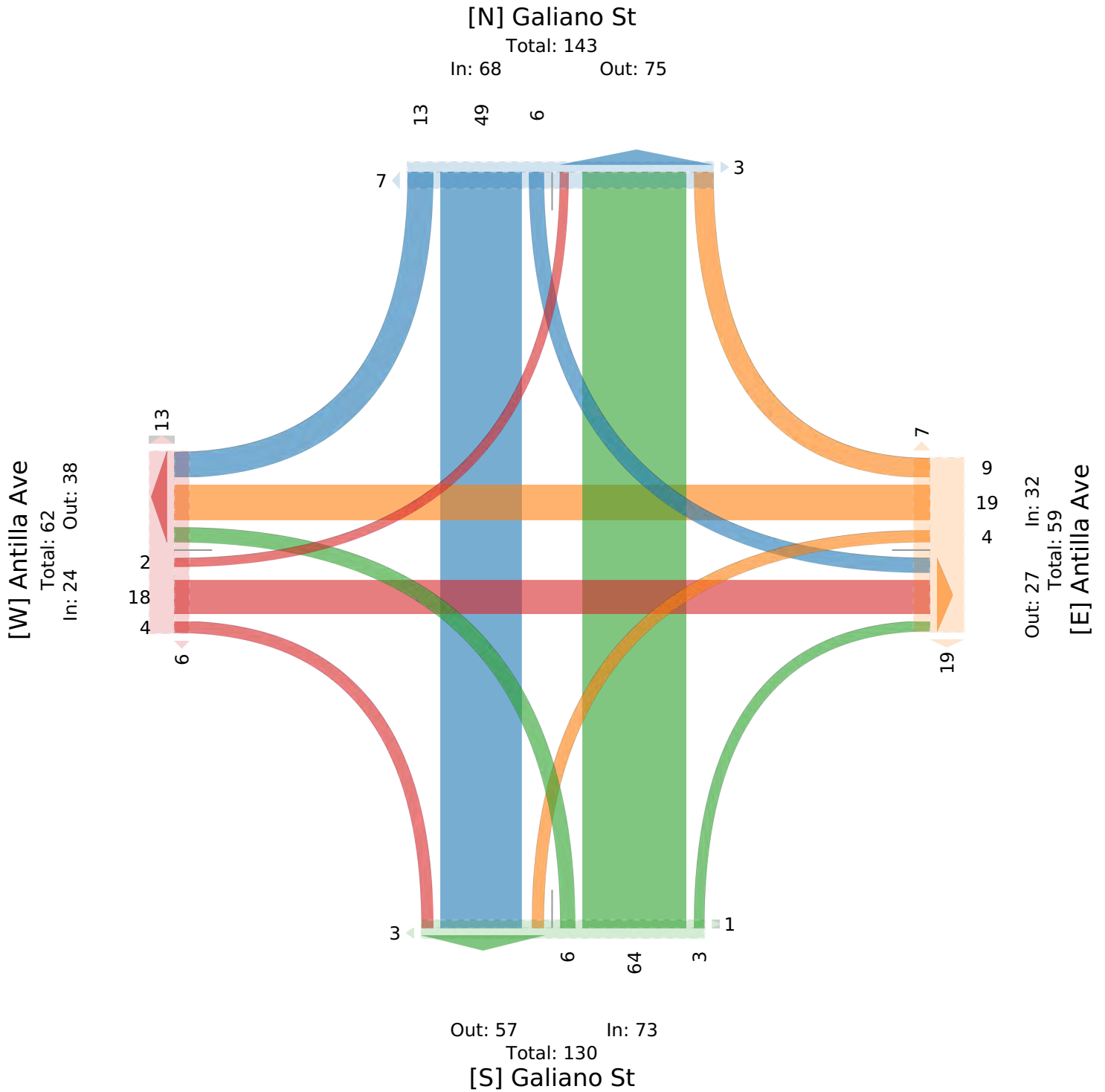
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

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

Leg Direction	Antilla Ave Eastbound							Antilla Ave Westbound							Galiano St Northbound							Galiano St Southbound							Int
	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		
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

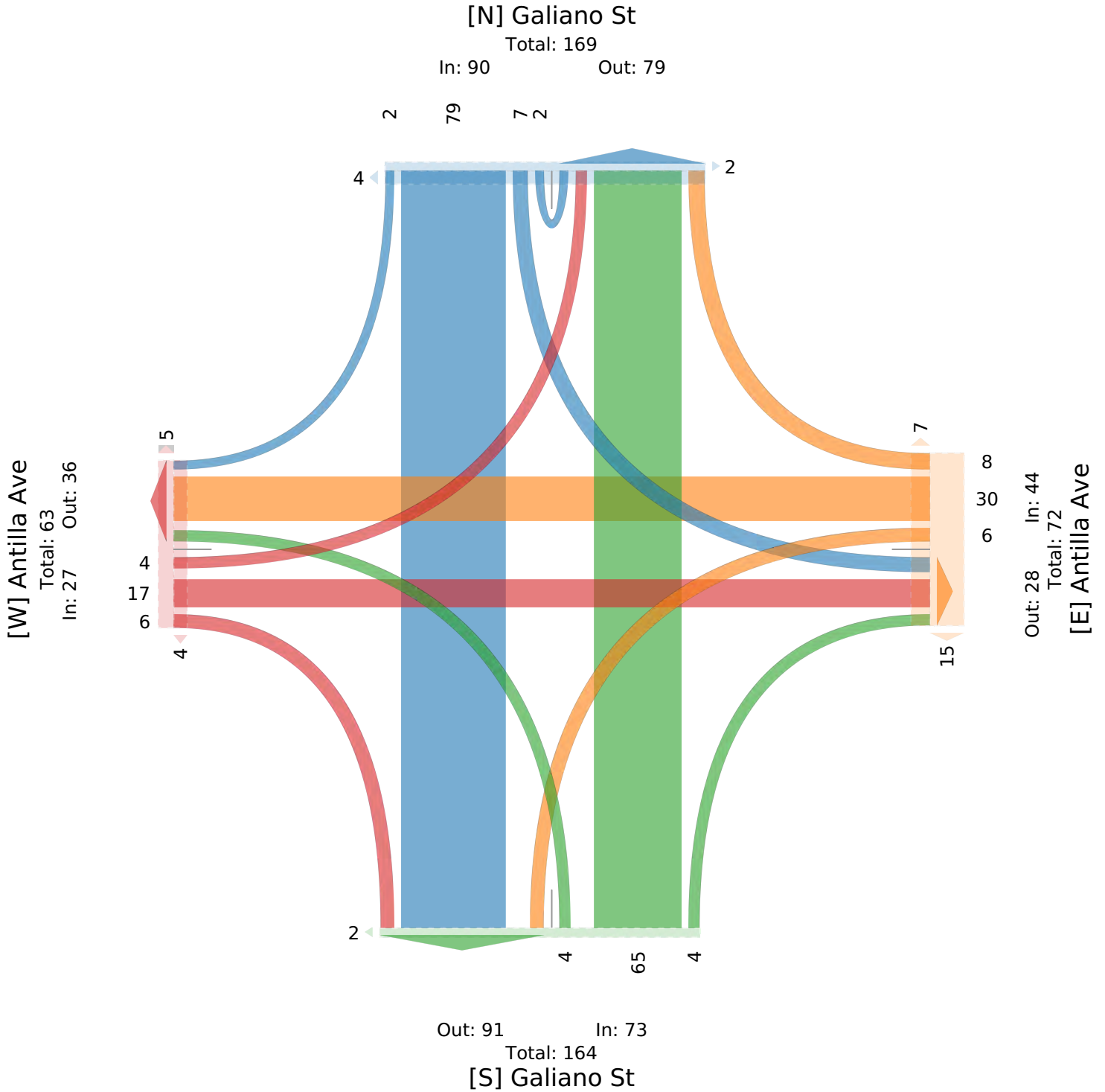
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

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: Apctc

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

Leg Direction	Phoenetia Ave Eastbound						Phoenetia Ave Westbound						Galiano St Northbound						Galiano St Southbound						Int
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)

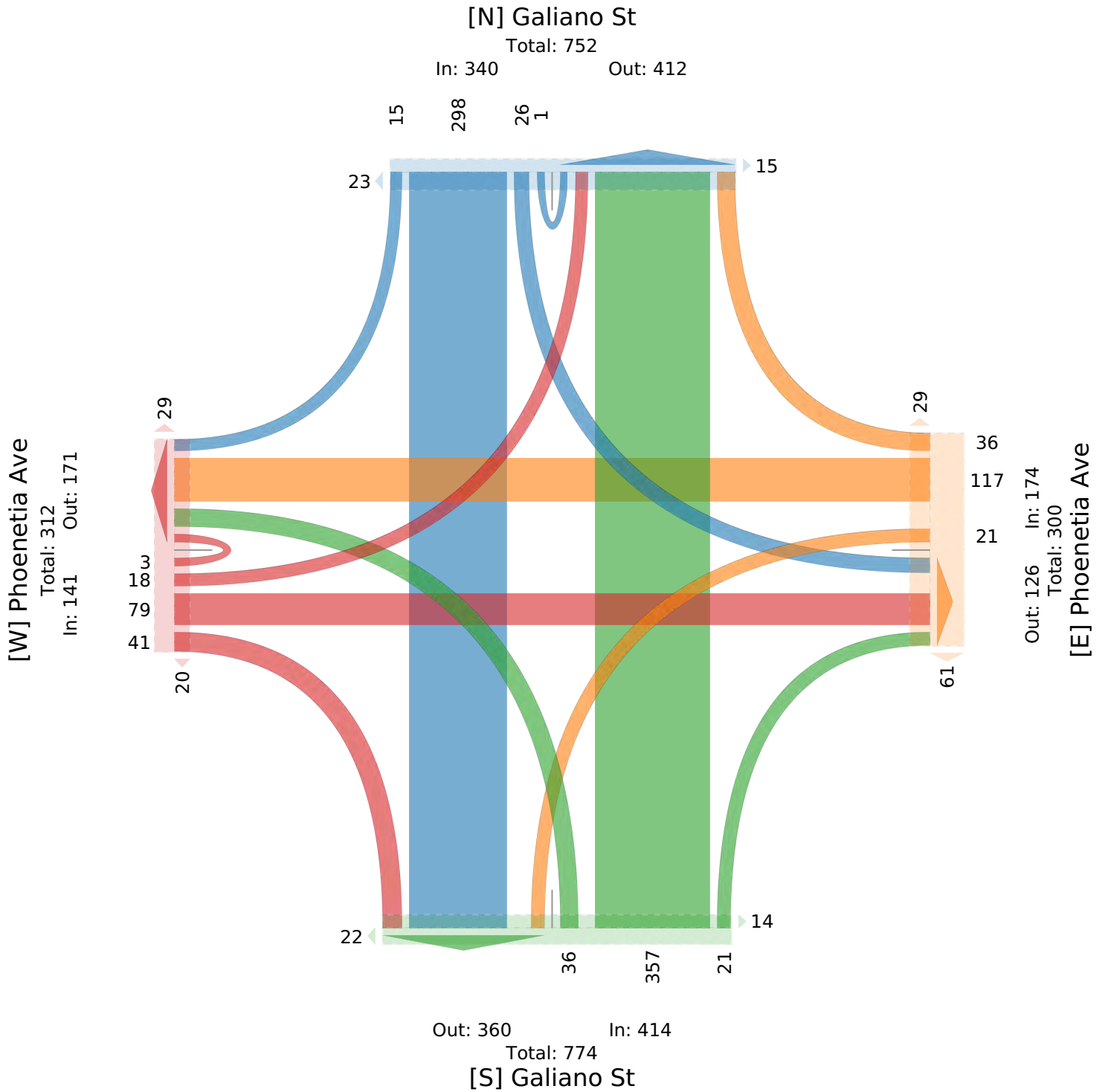
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

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 Direction	Phoenetia Ave Eastbound							Phoenetia Ave Westbound							Galiano St Northbound							Galiano St Southbound							Int
	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		
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)

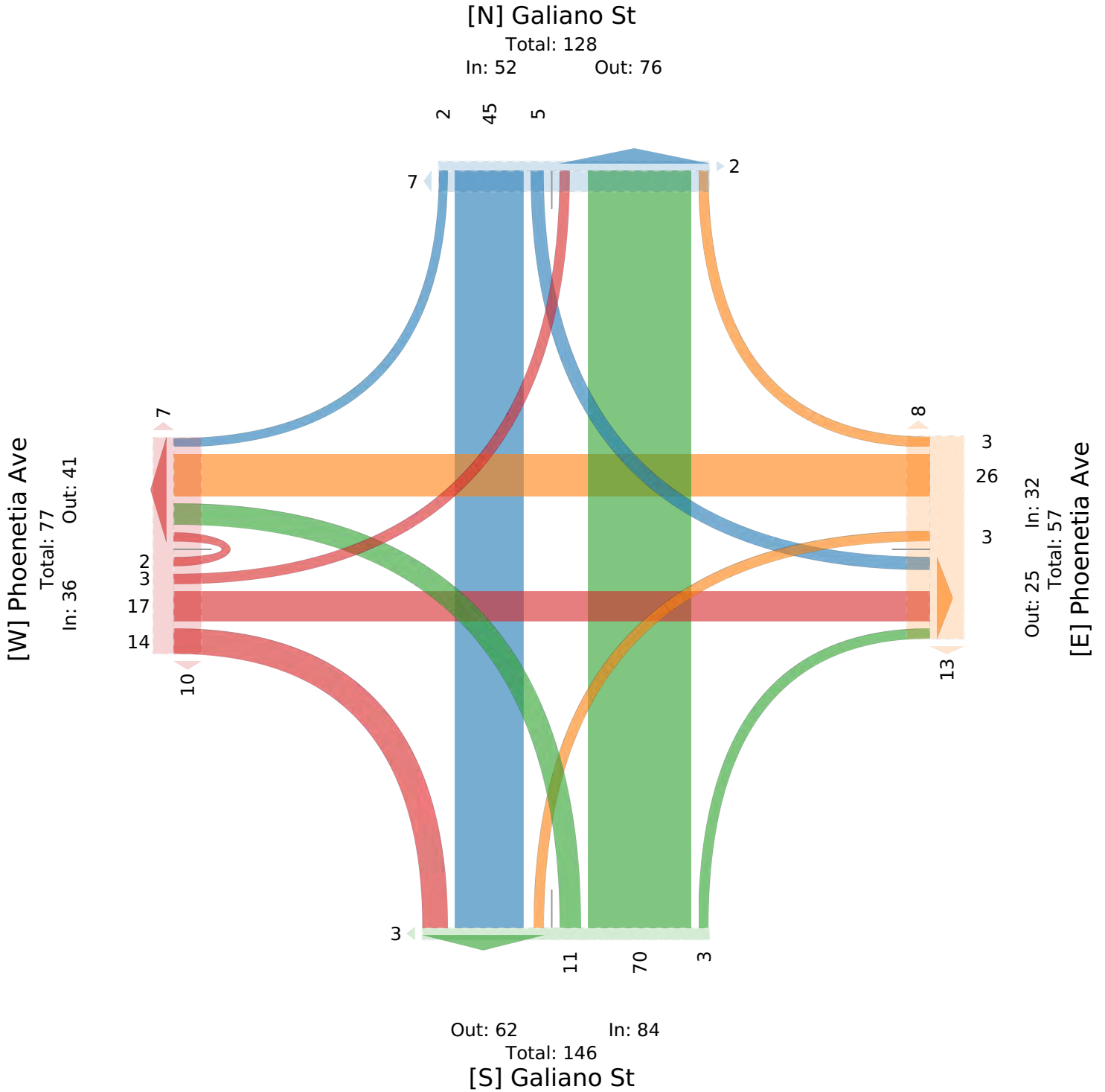
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

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 Direction	Phoenetia Ave Eastbound						Phoenetia Ave Westbound						Galiano St Northbound						Galiano St Southbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
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

TMC Galiano St at Phoenetia Ave Wednesday - TMC

Wed Jun 1, 2022

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

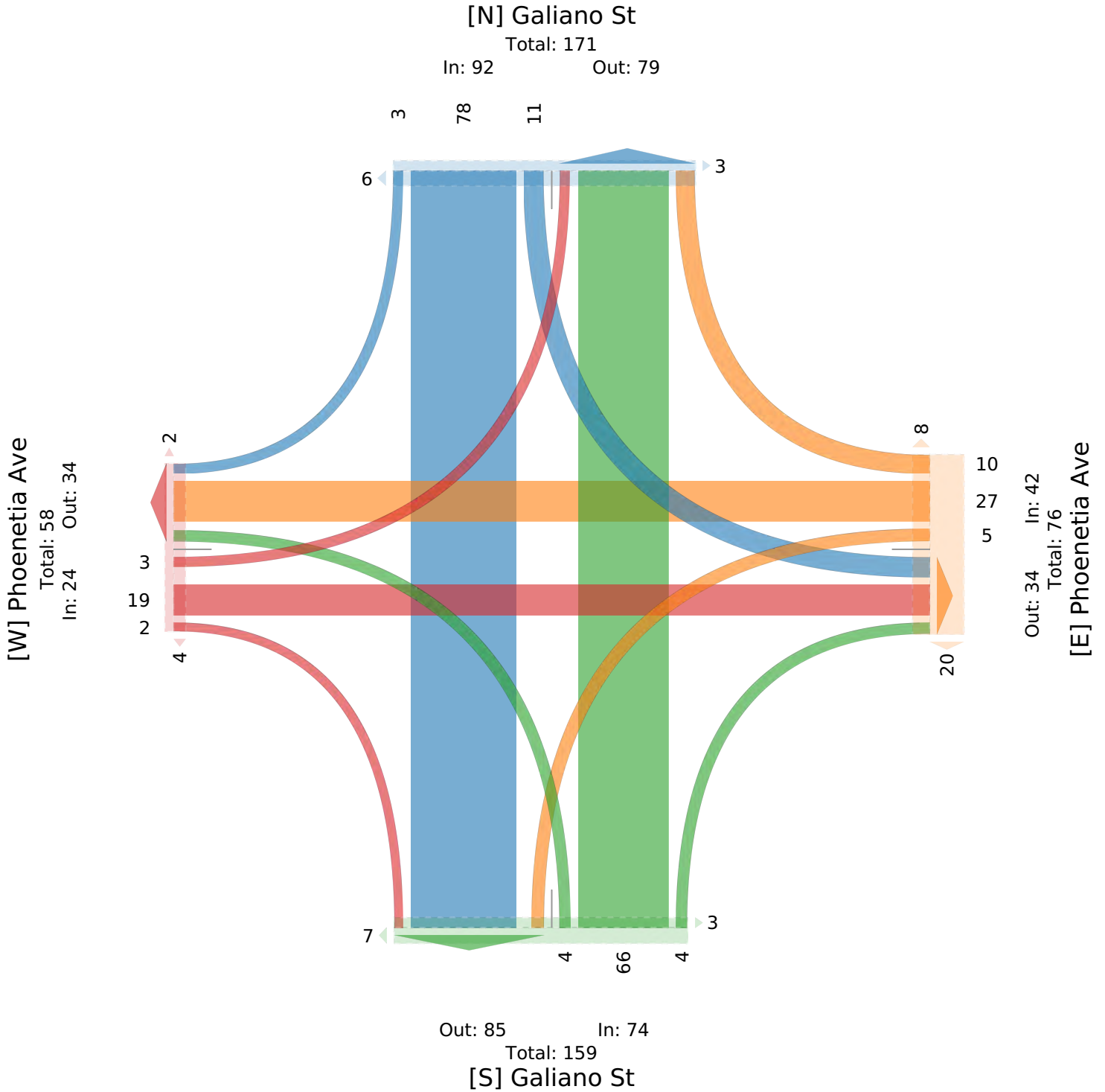
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 962900, Location: 25.761382, -80.257119



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



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 Direction	Antilla Ave Eastbound						Antilla Ave Westbound						Ponce de Leon Blvd Northbound						Ponce de Leon Blvd Southbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
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

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)

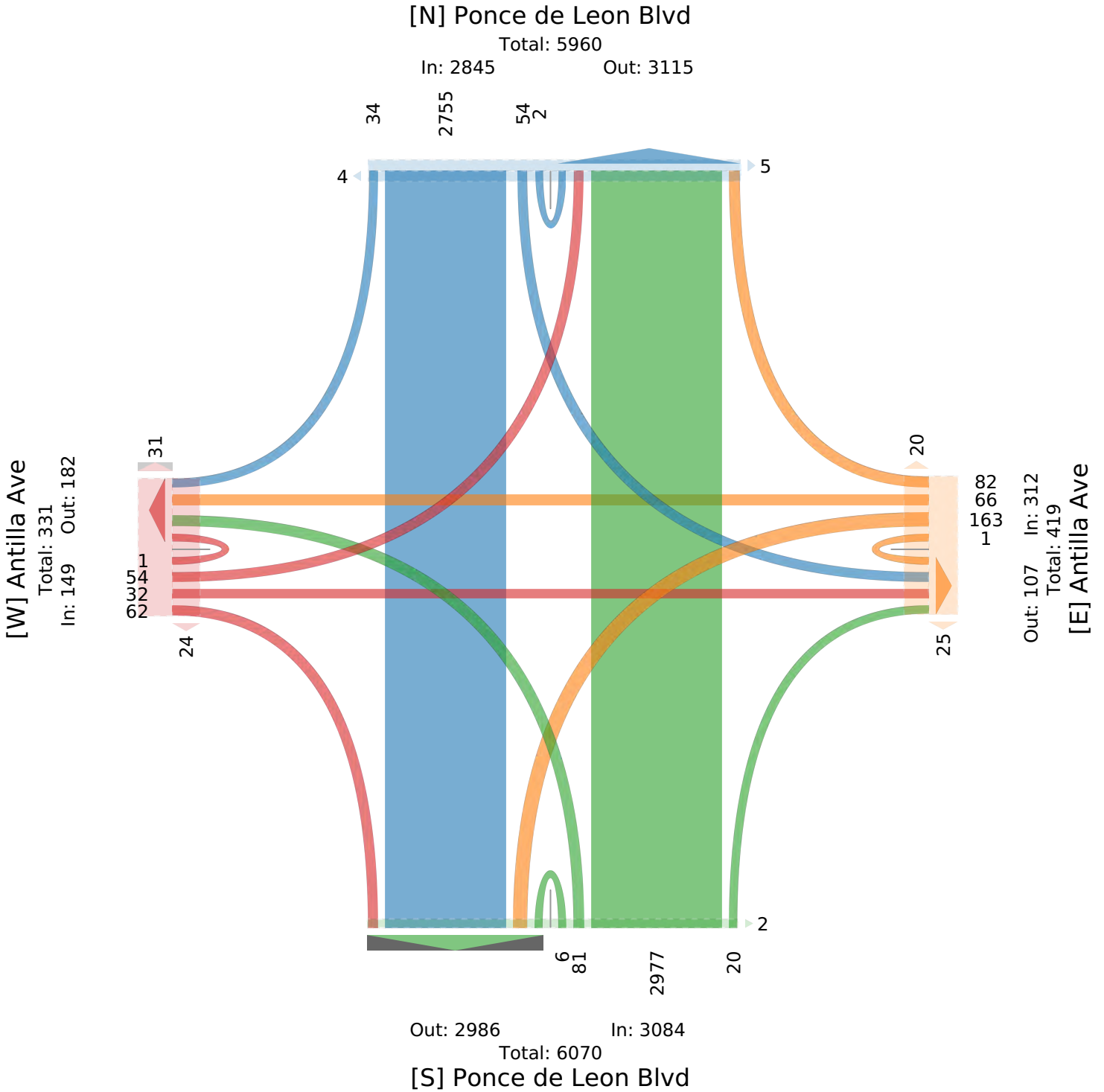
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 962886, Location: 25.760556, -80.259017



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



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

Leg Direction	Antilla Ave Eastbound						Antilla Ave Westbound						Ponce de Leon Blvd Northbound						Ponce de Leon Blvd 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

[N] Ponce de Leon Blvd

Total: 1095

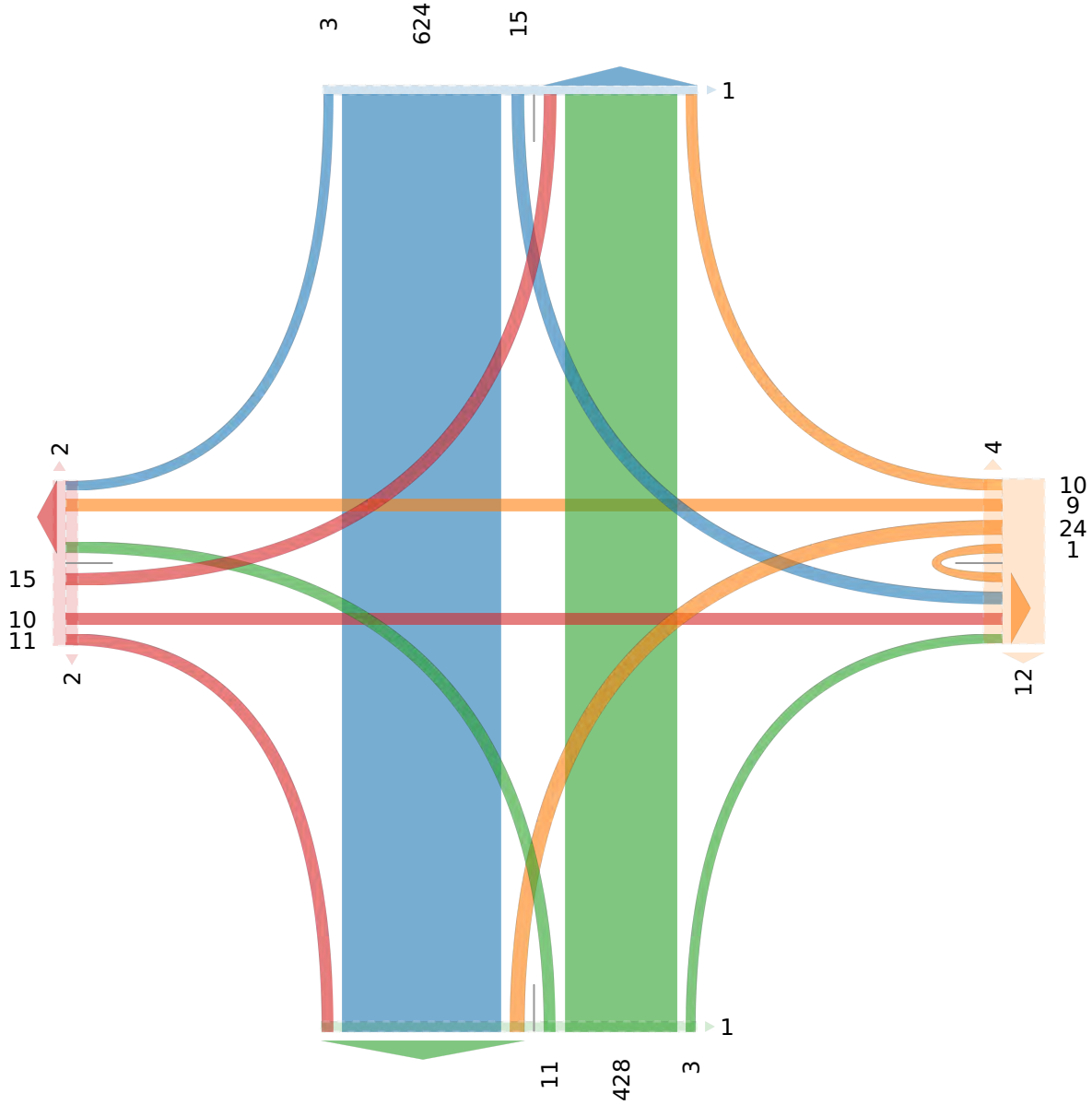
In: 642

Out: 453

[W] Antilla Ave

Total: 59

In: 36 Out: 23



Out: 659

In: 442

Total: 1101

[S] Ponce de Leon Blvd

Out: 29 In: 44

Total: 73

[E] Antilla Ave

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

Leg Direction	Antilla Ave Eastbound						Antilla Ave Westbound						Ponce de Leon Blvd Northbound						Ponce de Leon Blvd 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

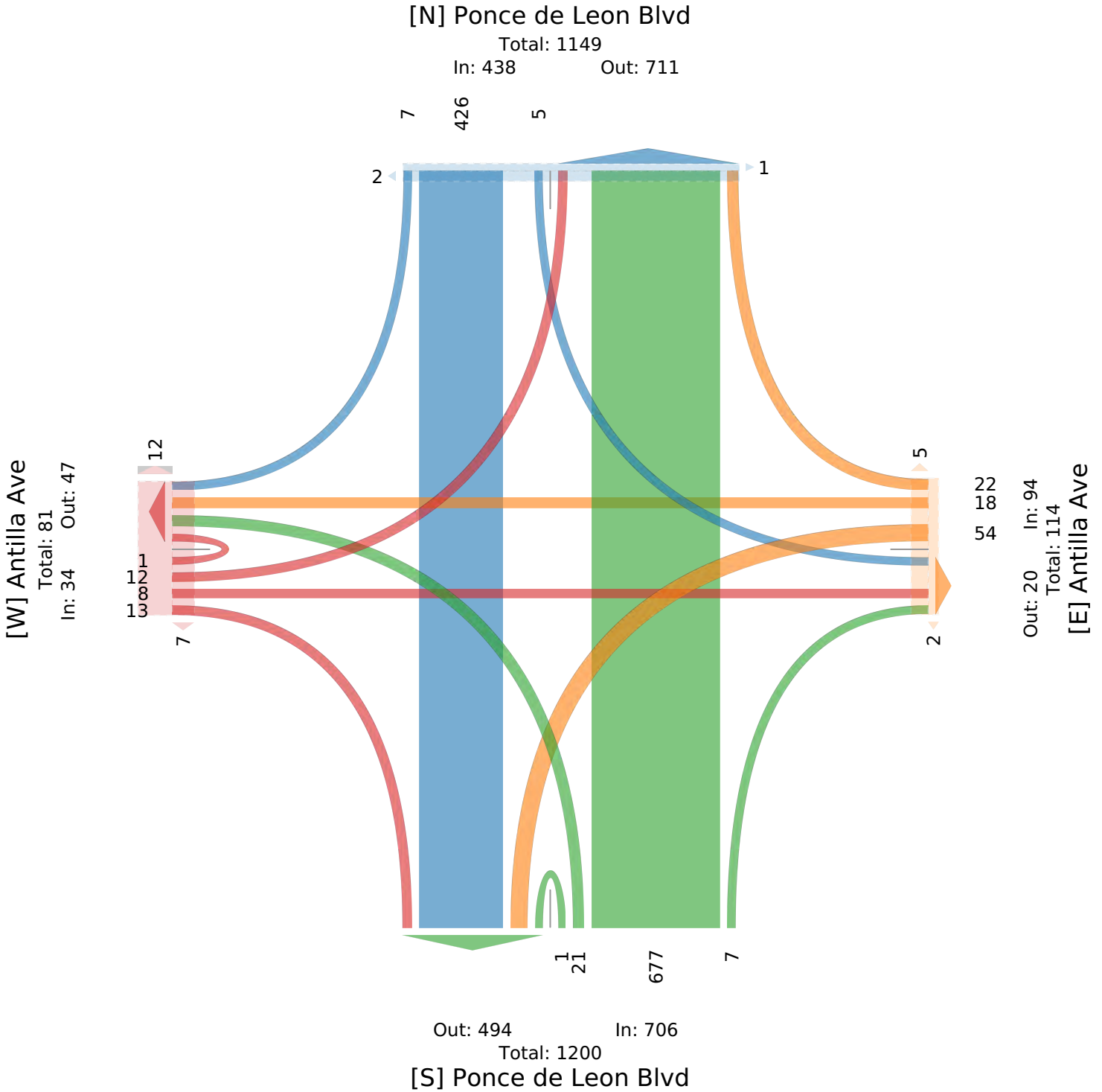
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

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 Direction	Phoenetia Ave Eastbound						Phoenetia Ave Westbound						Ponce de Leon Blvd Northbound						Ponce de Leon Blvd Southbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
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)

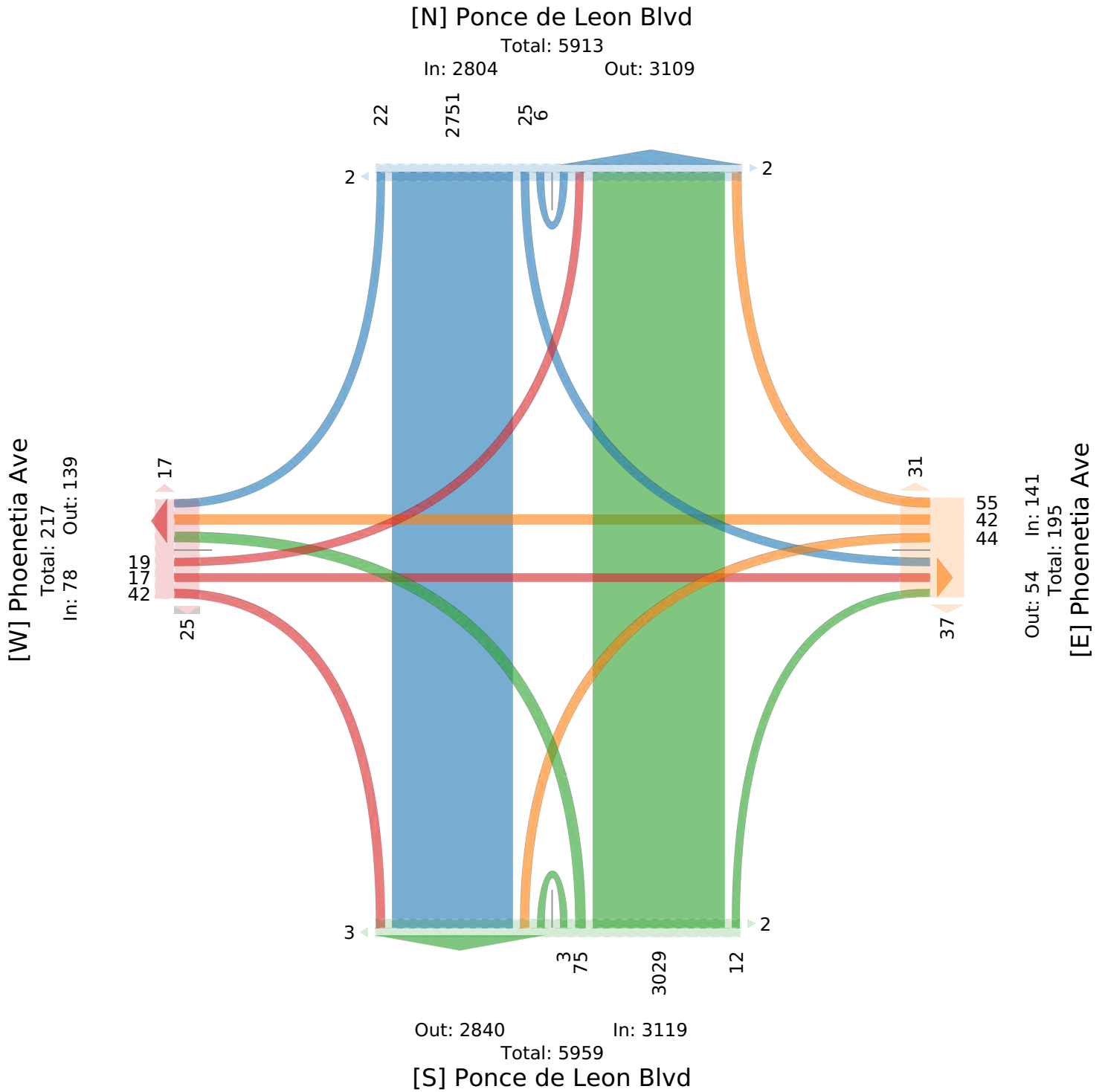
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

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 Direction	Phoenetia Ave Eastbound						Phoenetia Ave Westbound						Ponce de Leon Blvd Northbound						Ponce de Leon Blvd Southbound						Int
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*	
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)

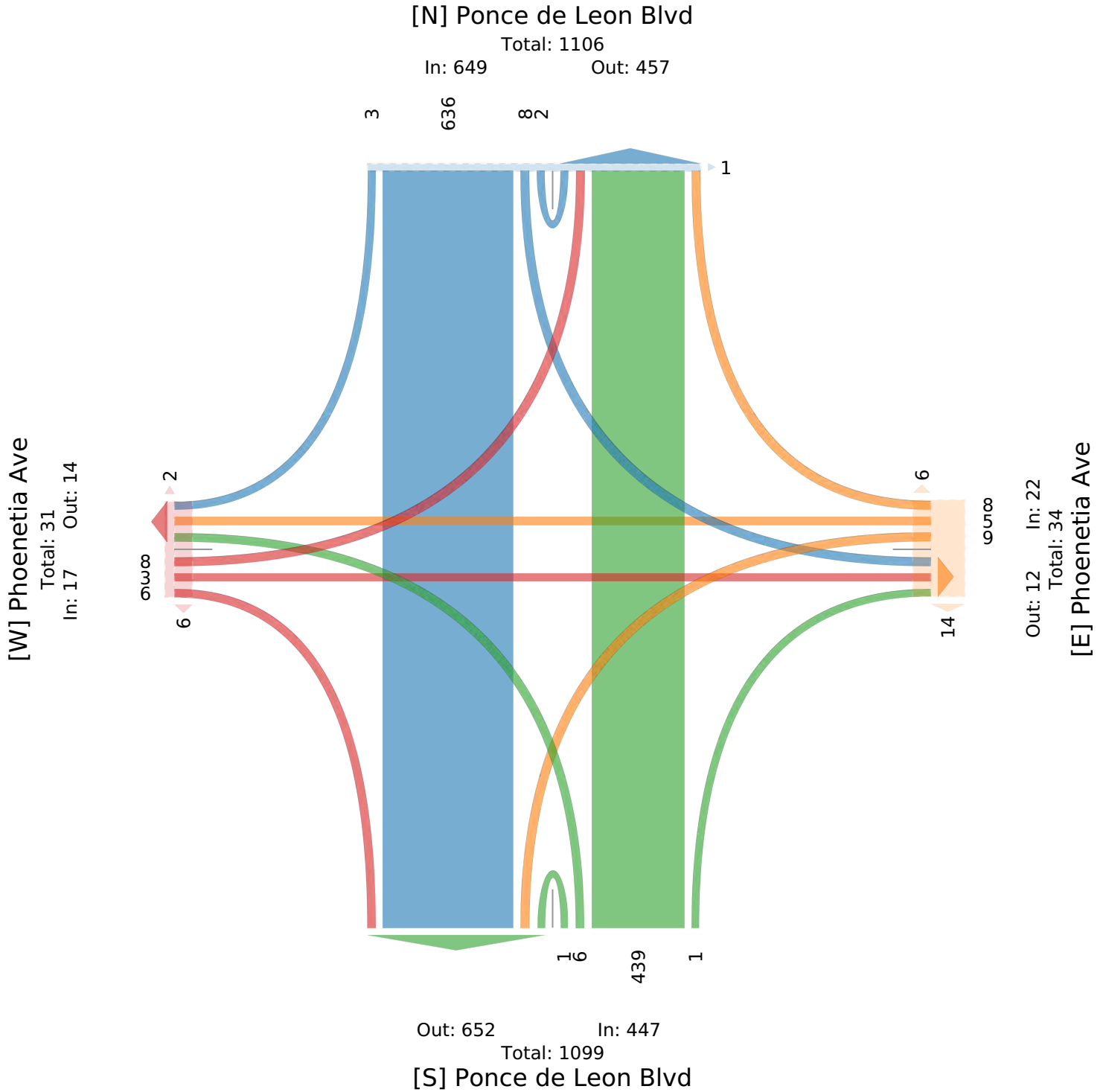
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

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 Direction	Phoenetia Ave Eastbound						Phoenetia Ave Westbound						Ponce de Leon Blvd Northbound						Ponce de Leon Blvd Southbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
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

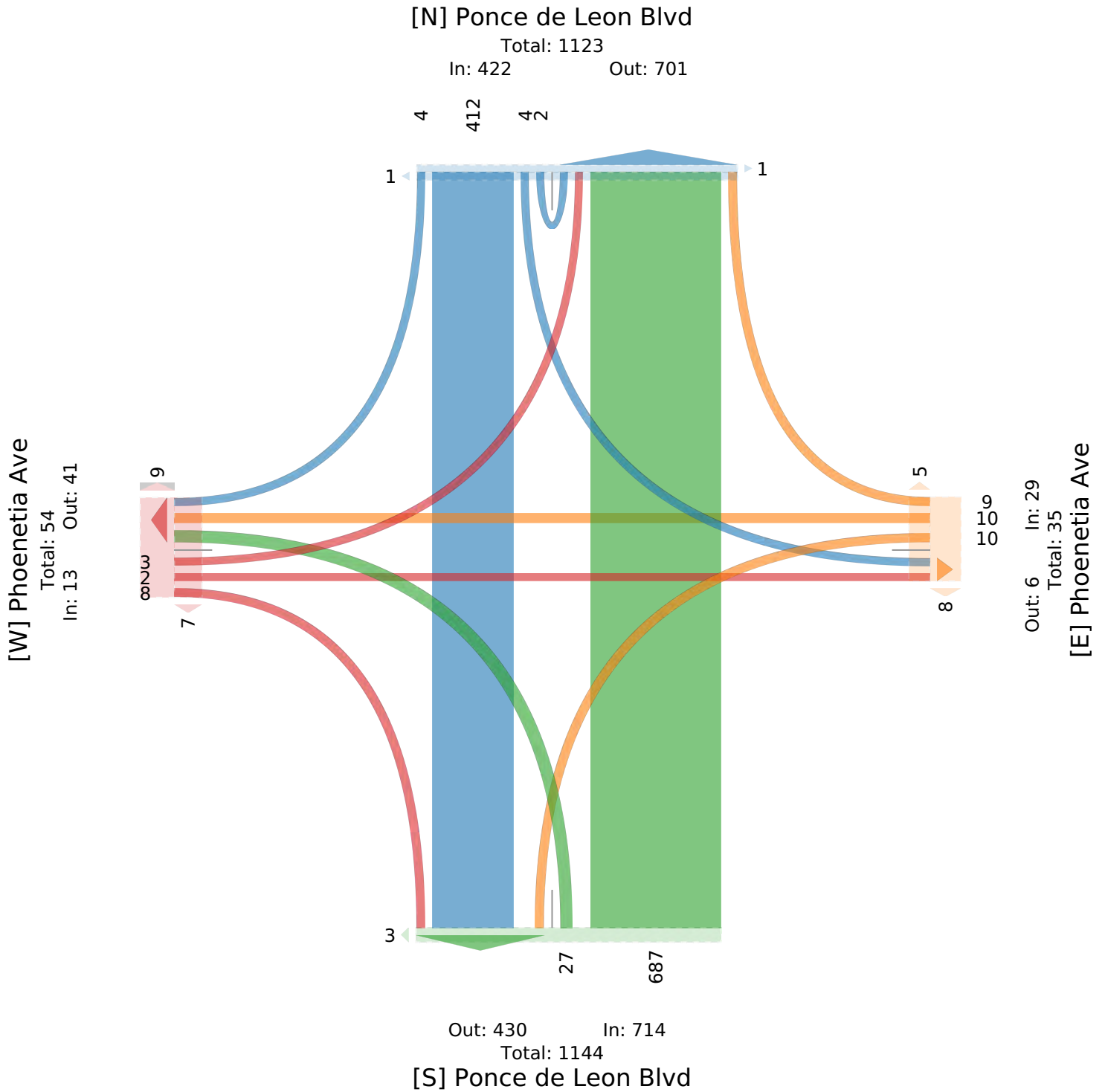
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

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 Direction	Salamanca Ave Eastbound						Salamanca Ave Westbound						Ponce de Leon Blvd Northbound						Ponce de Leon Blvd Southbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
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)

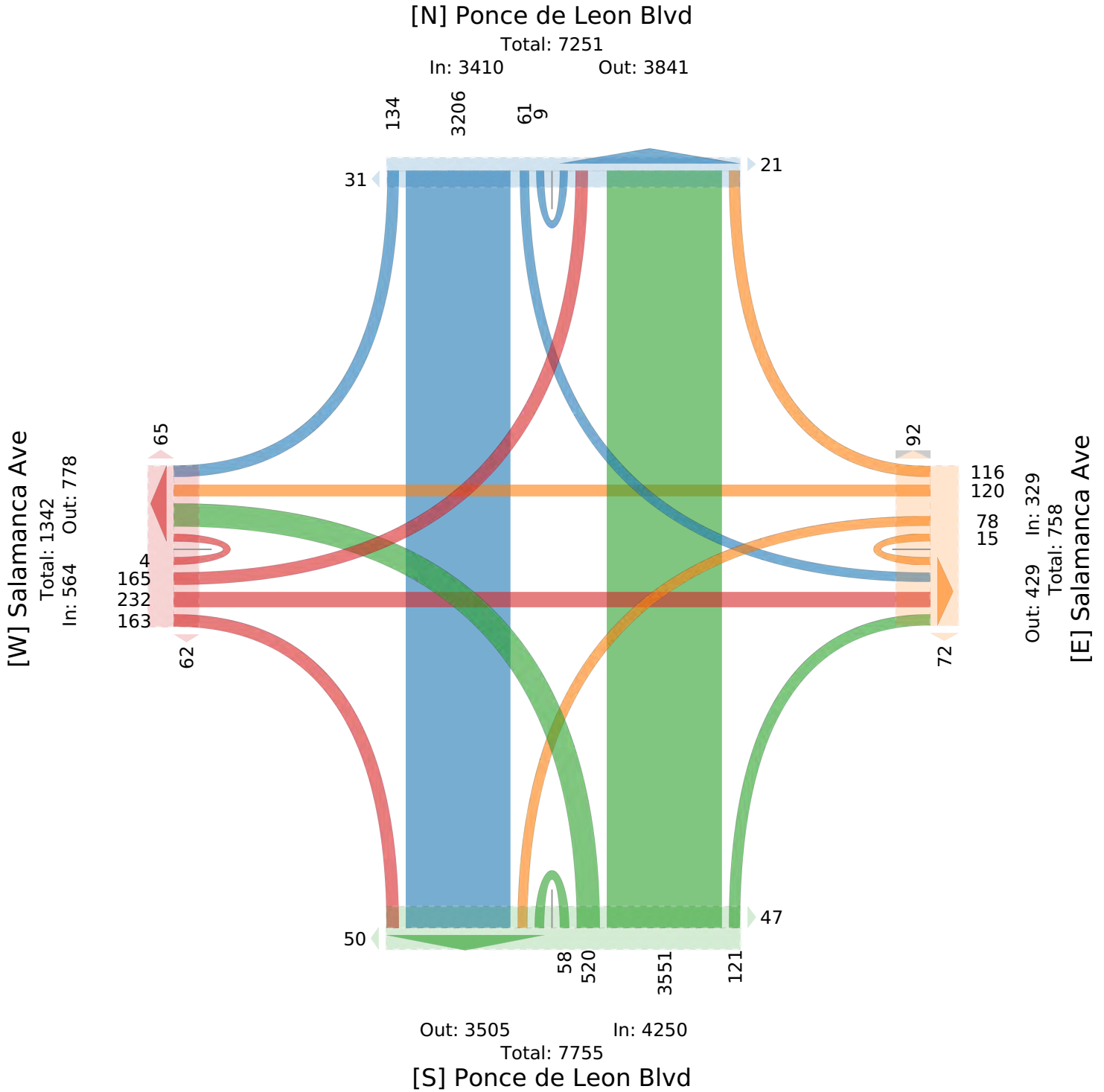
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 962852, Location: 25.758995, -80.258999



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

Leg Direction	Salamanca Ave Eastbound						Salamanca Ave Westbound						Ponce de Leon Blvd Northbound						Ponce de Leon Blvd Southbound						Int
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*	
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)

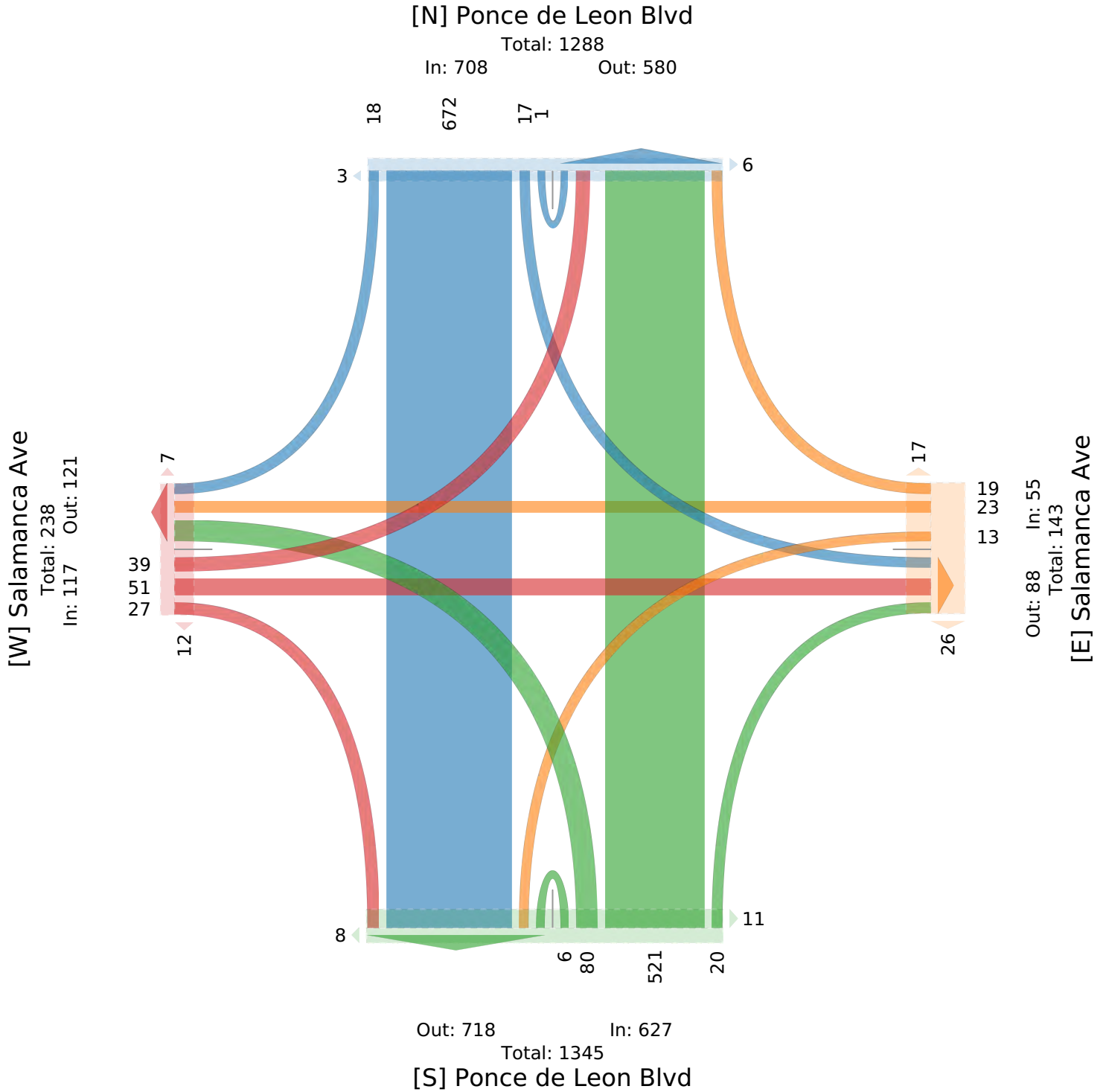
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 962852, Location: 25.758995, -80.258999



Provided by: Apctc
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 Direction	Salamanca Ave Eastbound						Salamanca Ave Westbound						Ponce de Leon Blvd Northbound						Ponce de Leon Blvd 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

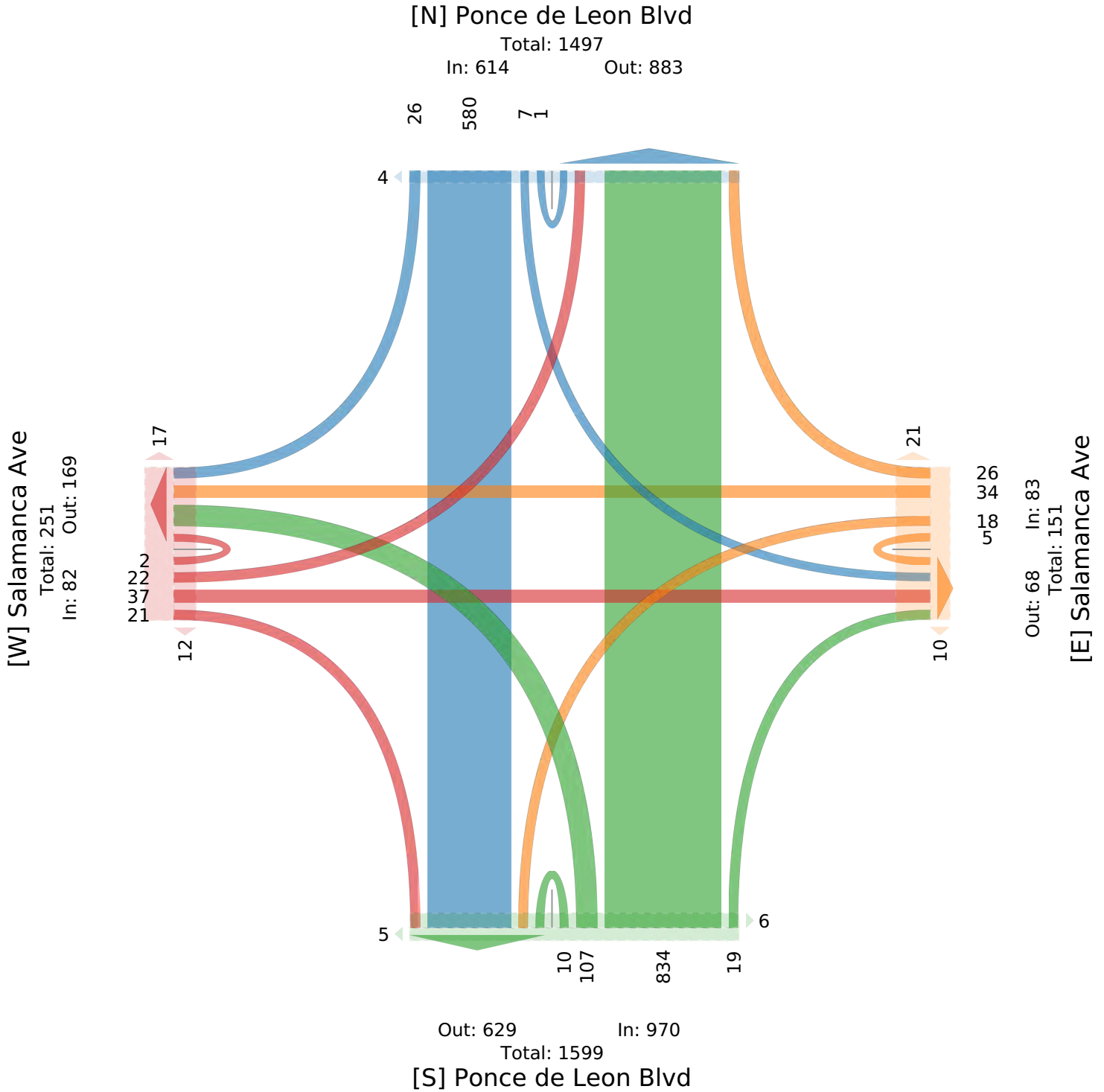
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

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 Direction	SW 8th ST Eastbound						SW 8th ST Westbound						Ponce de Leon Blvd Northbound						Ponce de Leon Blvd Southbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
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

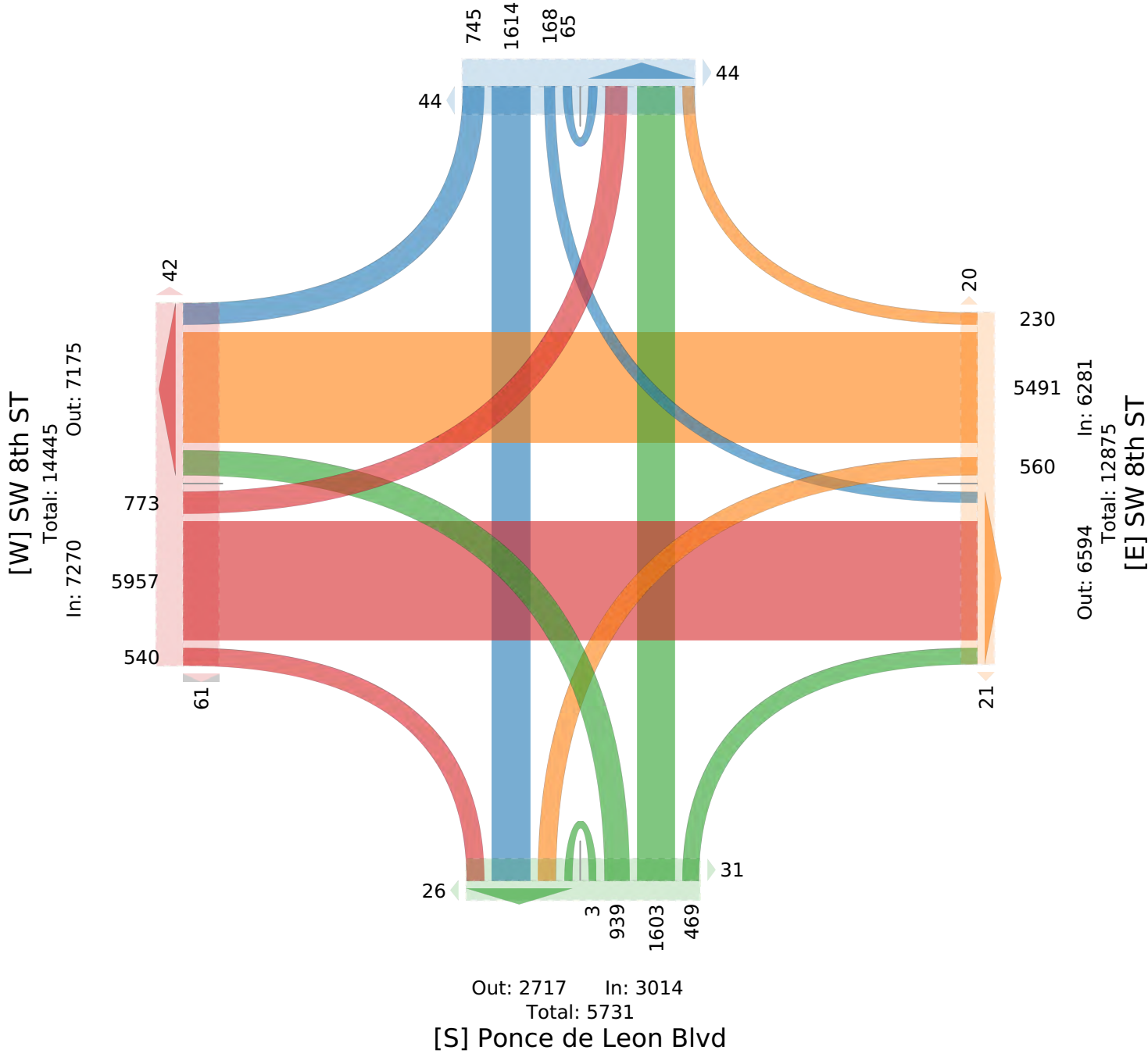


Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US

[N] Ponce de Leon Blvd

Total: 5263

In: 2592 Out: 2671



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 Direction	SW 8th ST Eastbound						SW 8th ST Westbound						Ponce de Leon Blvd Northbound						Ponce de Leon Blvd Southbound						Int
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*	
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

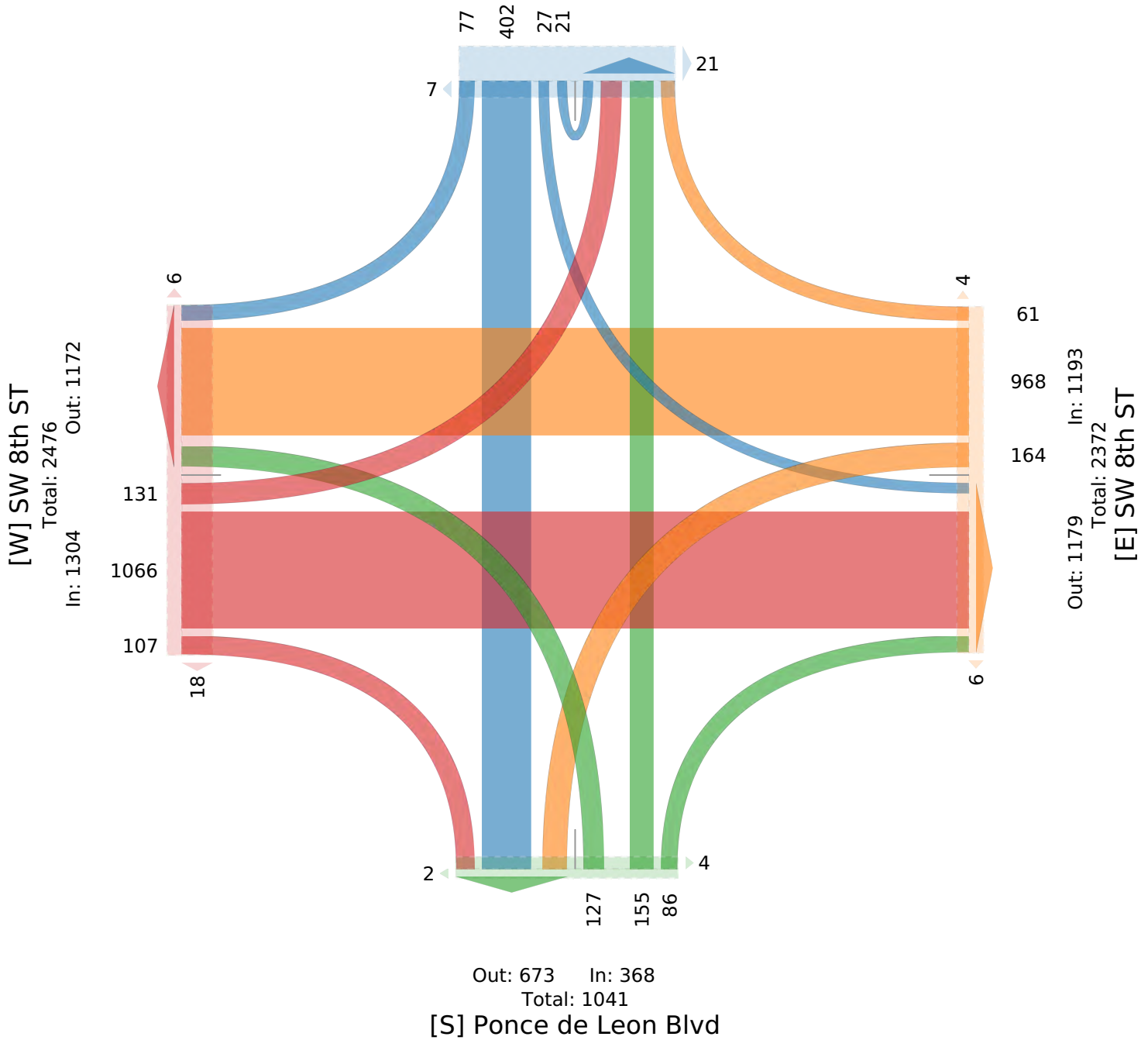


Provided by: Apcte
8935 NW 35th Ln,
Doral, FL, 33172, US

[N] Ponce de Leon Blvd

Total: 895

In: 527 Out: 368



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

Leg Direction	SW 8th ST Eastbound						SW 8th ST Westbound						Ponce de Leon Blvd Northbound						Ponce de Leon Blvd 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

[N] Ponce de Leon Blvd

Total: 1059

In: 430 Out: 629

168
222
37
3

6 4

[W] SW 8th ST

Total: 2424

Out: 1183

In: 1241

173

986

82

4

5

10

205

438

80

Out: 347

In: 723

Total: 1070

[S] Ponce de Leon Blvd

15

810

43

Out: 1103 In: 868

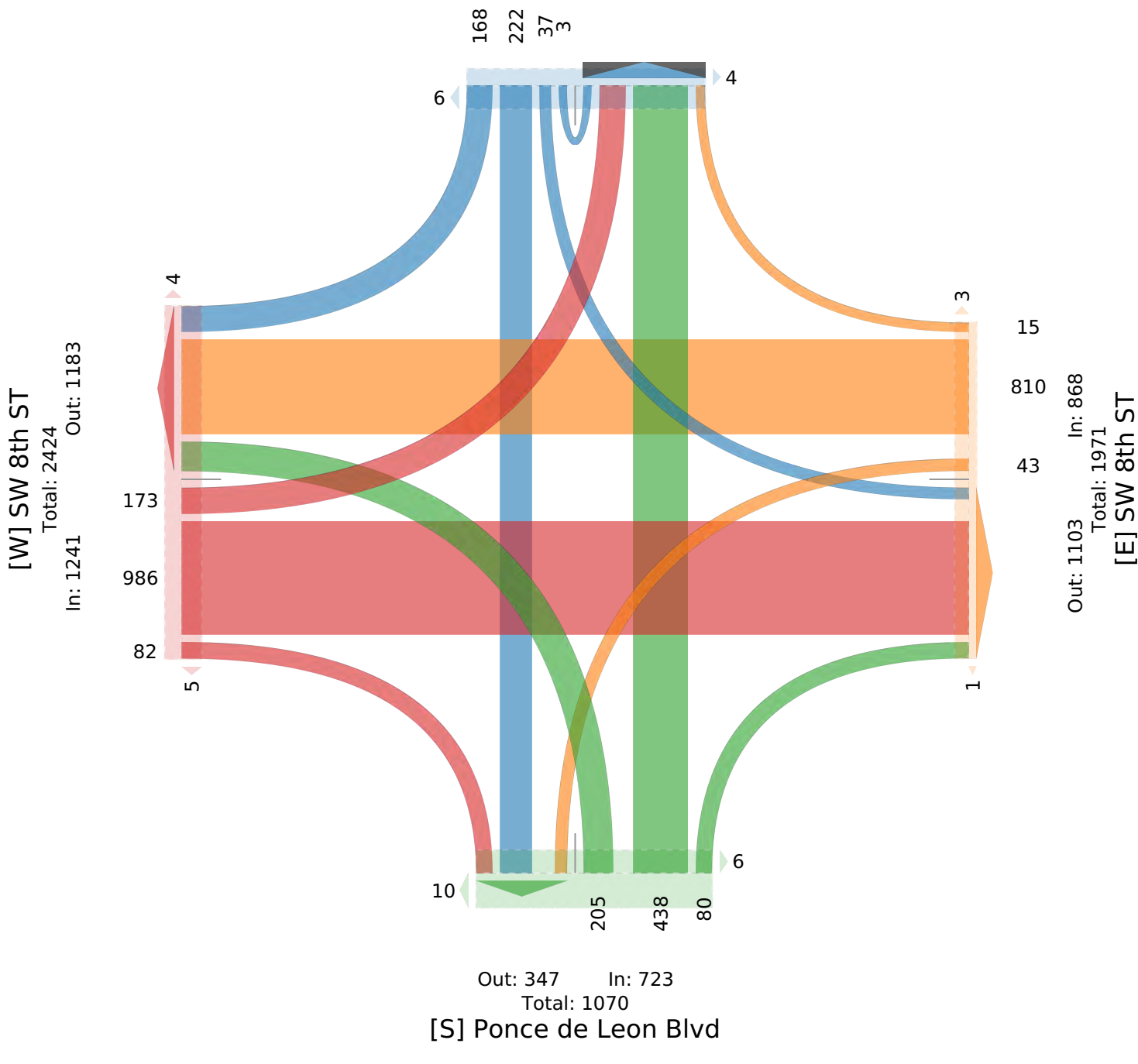
Total: 1971

[E] SW 8th ST

3

1

6



APPENDIX C

Peak Season Factor Category Report

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

WEEK	DATES	SF	MOCF: 0.92 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

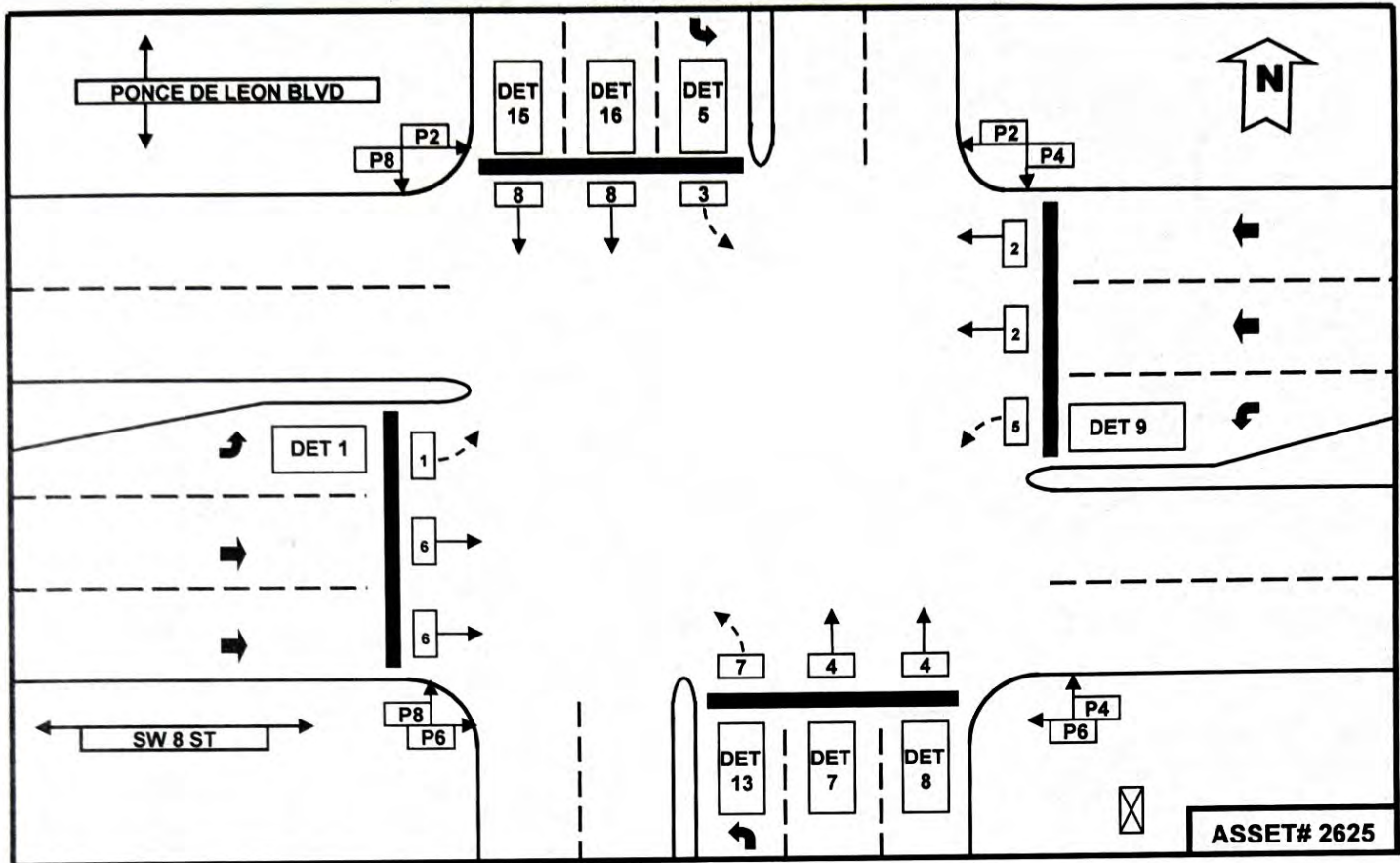
08-MAR-2022 12:36:28

830UPD

6_8701_PKSEASON.TXT

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									
DWALK										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			R=RED
													2=CKT2			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

NOTES:

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

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: _____ Date: _____
(Timing)

In Service: _____ Date: _____
(KITS)

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

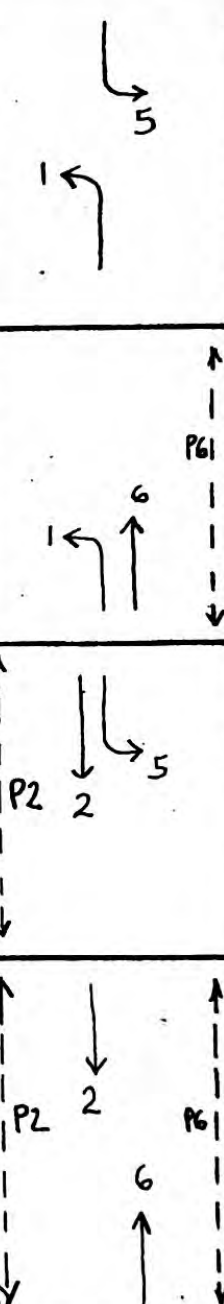
	Description	Delay	Carry Over	Pin Number	Attributes	Phases	Assignments
1		0.0	0.0	39	---45-7-	1-----	123----8
2		0.0	0.0	40	-----	-----	-----
3		0.0	0.0	41	-----	-----	-----
4		0.0	0.0	42	-----	-----	-----
5		0.0	0.0	43	--45-7-	--34--8	123---8
6		0.0	0.0	44	-----	-----	-----
7		0.0	0.0	45	---45-7-	---4---8	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

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



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

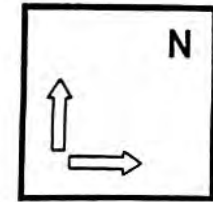
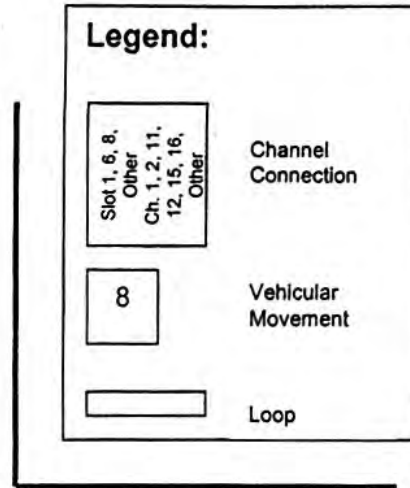
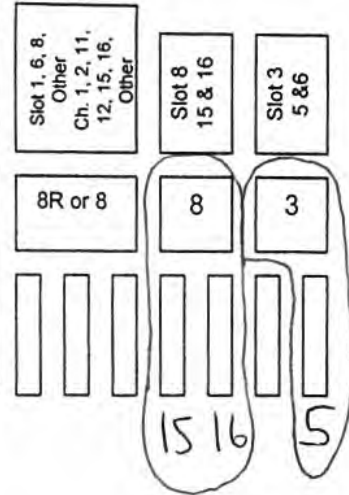
SIGNAL OPERATING PLAN

		SIGNAL HEAD NUMBER								N ←					
PHASE	INT	1	2	3	4	5	6	7	8	P2	P4	P6	P8		
Φ 3+7 N/SLT'S PONCE (ACTUATED)	R/W	R	R	½ ←	R	R	R	½ ←	R	DW	DW	DW	DW		
	PED. CL														
	TO CLEAR	3+8	R	R	½ ←	R	R	R	½ ←	R	DW	DW	DW	DW	
		4+7	R	R	½ ←	R	R	R	½ ←	R	DW	DW	DW	DW	
	TO CLEAR	4+8	R	R	½ ←	R	R	R	½ ←	R	DW	DW	DW	DW	
		1+5	R	R	½ ←	R	R	R	½ ←	R	DW	DW	DW	DW	
		1+6	R	R	½ ←	R	R	R	½ ←	R	DW	DW	DW	DW	
		2+5 2+6	R	R	½ ←	R	R	R	½ ←	R	DW	DW	DW	DW	
Φ 3+8 SB (ACTUATED)	R/W	R	R	½ ←	R	R	R	R	G	DW	DW	DW	W		
	PED. CL	R	R	½ ←	R	R	R	R	G	DW	DW	DW	F ₀ W		
	TO CLEAR	4+8	R	R	½ ←	R	R	R	R	G	DW	DW	DW	DW	
		1+5	R	R	½ ←	R	R	R	R	Y	DW	DW	DW	DW	
	TO CLEAR	1+6	R	R	½ ←	R	R	R	R	Y	DW	DW	DW	DW	
		2+5	R	R	½ ←	R	R	R	R	Y	DW	DW	DW	DW	
		2+6	R	R	½ ←	R	R	R	R	Y	DW	DW	DW	DW	
		Φ 4+7 NB (ACTUATED)	R/W	R	R	R	G	R	R	½ ←	R	DW	W	DW	DW
PED. CL	R		R	R	G	R	R	½ ←	R	DW	F ₀ W	DW	DW		
TO CLEAR	4+8		R	R	R	G	R	R	½ ←	R	DW	DW	DW	DW	
	1+5		R	R	R	Y	R	R	½ ←	R	DW	DW	DW	DW	
TO CLEAR	1+6		R	R	R	Y	R	R	½ ←	R	DW	DW	DW	DW	
	2+5		R	R	R	Y	R	R	½ ←	R	DW	DW	DW	DW	
	2+6		R	R	R	Y	R	R	½ ←	R	DW	DW	DW	DW	
	Φ 4+8 N/S (ACTUATED)		R/W	R	R	G	G	R	R	G	G	DW	W	DW	W
PED. CL		R	R	G	G	R	R	G	G	DW	F ₀ W	DW	F ₀ 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	
TO CLEAR		2+5	R	R	Y	Y	R	R	Y	Y	DW	DW	DW	DW	
		2+6	R	R	Y	Y	R	R	Y	Y	DW	DW	DW	DW	
		FLASH. OPER.	→	FY	FY	FR	FR	FY	FY	FR	FR				
		Drawn H. HERNANDEZ	Date 10/6/99	MIAMI-DADE COUNTY DEPARTMENT OF PUBLIC WORKS											
Check F. PRATS	Date 10/29/99	<div style="border: 1px solid black; display: inline-block; padding: 2px;">ASSET NO. 2625</div> PONCE DE LEON BLVD & SW 8 ST													
Division Engineer	Date	Page 2 of 2													
		Placed in Service								Phasing Number					
		Date: 10/29/99				By:				4					

Detector Rack Connection Standardization For 552 & 660 Cabinets

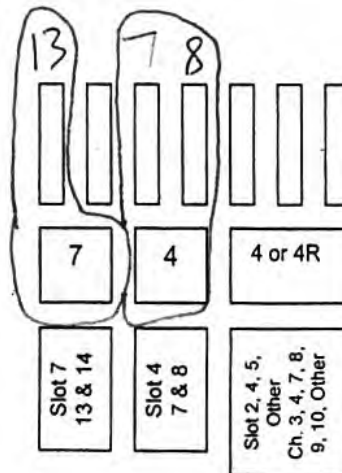
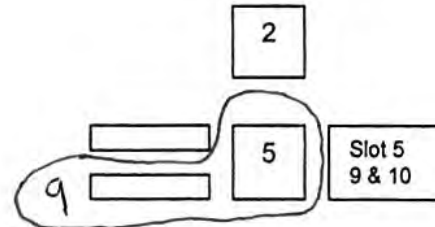
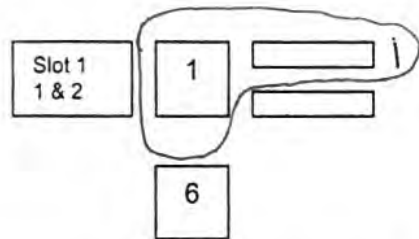
Asset No:
2625

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	18R	4,4R	3	4	5,AR	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:
 DATE BUILT:
 CABINET S/N:
 CABINET:
 PAINT:
 ASSET PRINTS:

CUSTOMER:
 CUST PO:
 JOB #:

LOAD BAY TYPE: CMU C/C

PED ISO
 MANUAL CORD

PLUGGABLES	Qty		Qty		Qty
<input type="text"/>	<input type="text"/>	PDC-SSS-88	<input type="text" value="16"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
EDI-2010D	<input type="text" value="1"/>	206L McCain	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>
DELTROL	<input type="text" value="6"/>	ACI-88-252-PDC	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>
PDC-SSF-88	<input type="text" value="1"/>	DCI-82-242-PDC	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>

SERIAL NUMBERS:

CONT SN:

CMU SN:

SUPPRESSION PED - QTY DATA - QTY LINE QTY LOOP QTY 18
 EDCO PC642C EDCO SHA1210 EDCO SRA6LCS716

COORD: D Cable VIDEO - QTY

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

MAIN DOOR KEY QTY: POL DOOR KEY: QTY:
 TEL COMP KEY: QTY: HANDLE QTY:

TESTING: QUALITY SETUP CABINET FUNCTIONAL

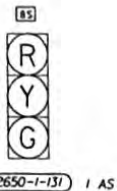
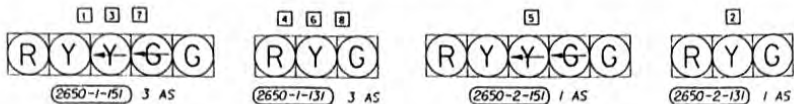
TEST NOTES:

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

SIGNAL HEAD DETAIL



D-3
600 X 1500
2700-48-1B 2 EA



D-3
300 X 2100
2700-48-1B 2 EA

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

POLE LOCATION

A10	STA. 64+06.17	2620-1	6 MI
B10	STA. 63+67.32	2635-1-11	2 EA
C10	STA. 63+78.51	2647-11-17	1 EA
D10	STA. 64+17.51	2665-11	1 EA
		2620-1	6 MI
		2635-1-11	1 EA
		2659-107	1 EA
		2665-11	1 EA

CONTROLLER OPERATION

- MAJOR STREET: FELIPE VALLS WAY / SW 8 ST.
- MINOR STREET: PONCE DELEON BLVD.
- SOP *10
- PHASE 1,2,4,5,6 ACTUATED; PHASE 3 RECALL
- PED. SIGNALS UPON ACTUATION ONLY
- SIGNAL COORDINATION PHASE 3
- 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

REVISIONS

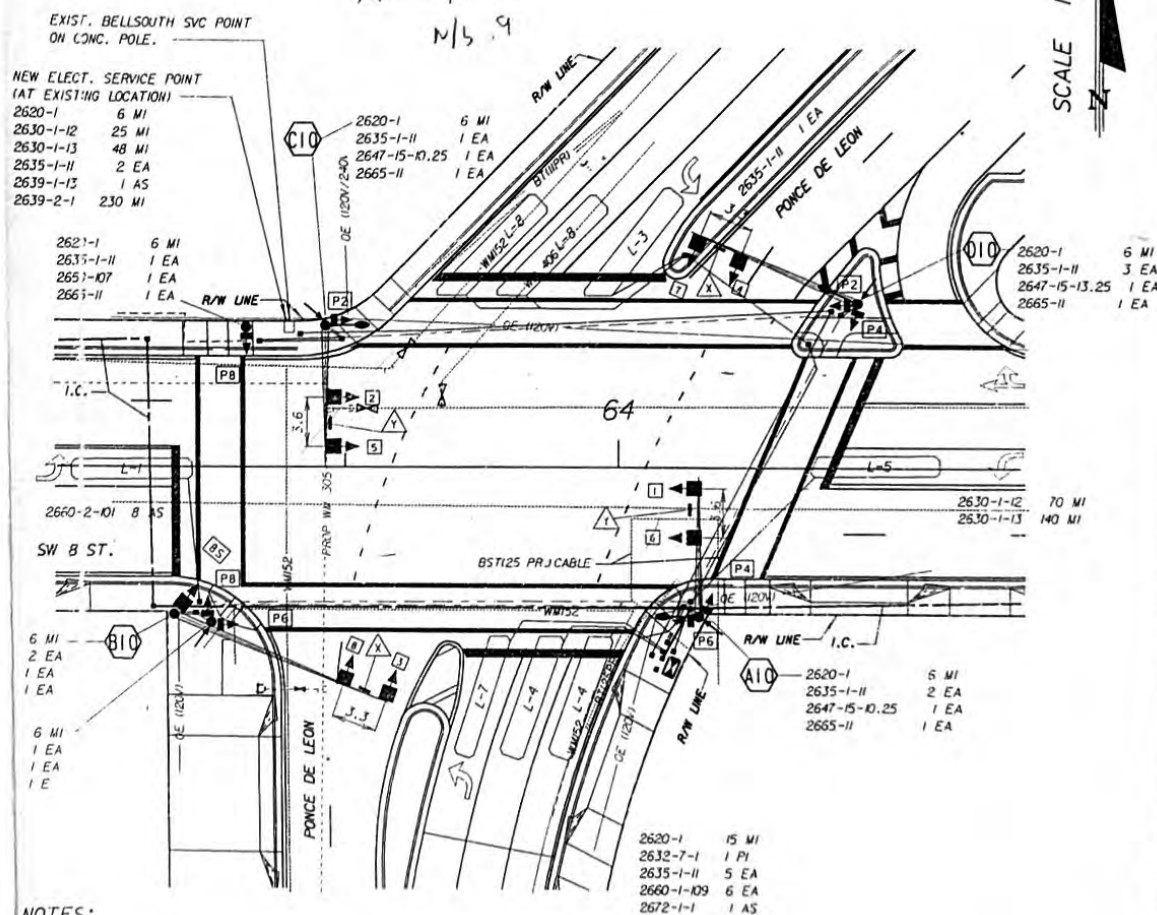
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

33"
N/S 14 sec
E/W 23 sec
A/L E/W 1.8
N/S .9

ADD.
189

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

SCALE 1:400



NOTES:

- FINAL SIGNAL TIMING TO BE PROVIDED BY DAD; COUNTY SIGNAL DIVISION.
- 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.
- HAST 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.
- THE SPACE BETWEEN LETTERS COULD BE REDUCED IN ORDER TO COMPLY WITH LETTER SIZE AND OVERALL DIMENSION IN THE OVERHEAD STREET NAME SIGNS.
- THE SUPPLEMENTAL SIGNAL HEAD 85 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

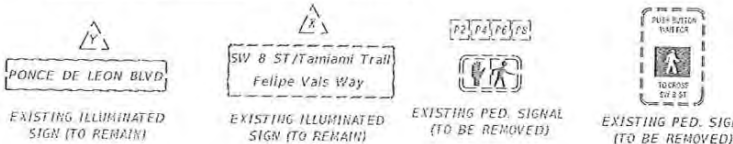
FLORIDA DEPARTMENT OF
TRANSPORTATION

SR-90
SIGNALIZATION PLAN (77)

SIGNAL HEAD DETAILS



INTERNALLY ILLUMINATED SIGN (IISNS)



AS-BUILD DRAWING S.S.L. COPY BY 11-16-16

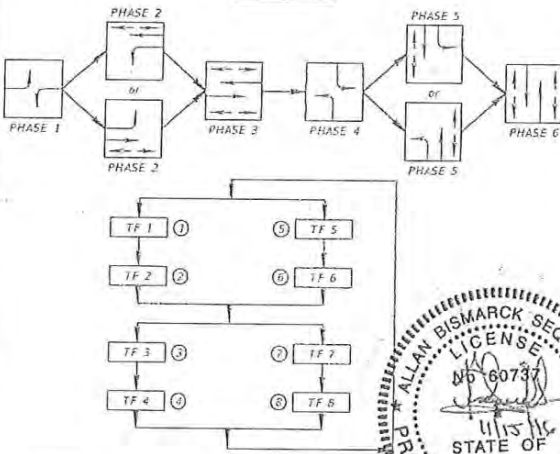
REMOVAL ITEMS

- 632-7-6 1 P1
- 646-1-60 1 EA
- 653-1-60 4 AS
- 665-1-60 3 EA
- 700-3-601 4 EA

- P2 P4 P6 PED. SIGNAL COUNT-DOWN 1-SECT., 1-WAY 653-7-11 3 AS
 - P3 P5 PED. SIGNAL COUNT-DOWN 1-SECT., 2-WAY 653-1-12 1 AS
 - A R10-15R 30' X 30' 700-3-201 1 EA
 - R10-3E (MOD) 9' X 15' 4 EA
- USE ONLY FLUORESCENT YELLOW-GREEN BACKGROUND COLOR FOR TURNING VEHICLES PORTION OF THE SIGN
COST TO BE INCLUDED IN PAY ITEM 665-1-11

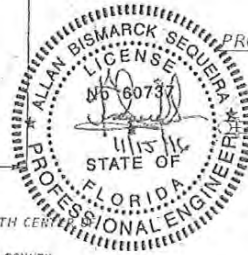
CONTROLLER OPERATIONS:

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



NOTES:

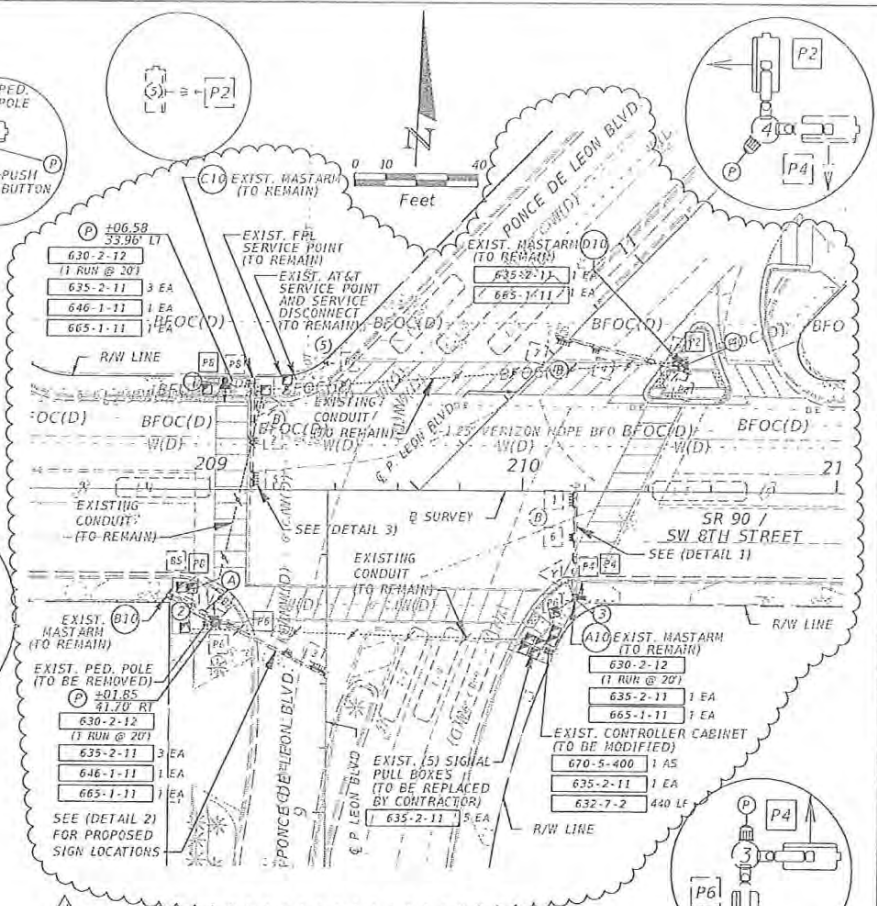
1. ALL PEDESTRIAN SIGNAL HEADS SHALL ALIGN WITH CENTER FAR-SIDE END OF CORRESPONDING CROSSWALK.
2. SIGNAL TIMING TO BE PROVIDED BY MIAMI DADE COUNTY.



(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

REVISONS	
DATE	DESCRIPTION
11/15/2016	REMOVED PROPOSED CONDUIT

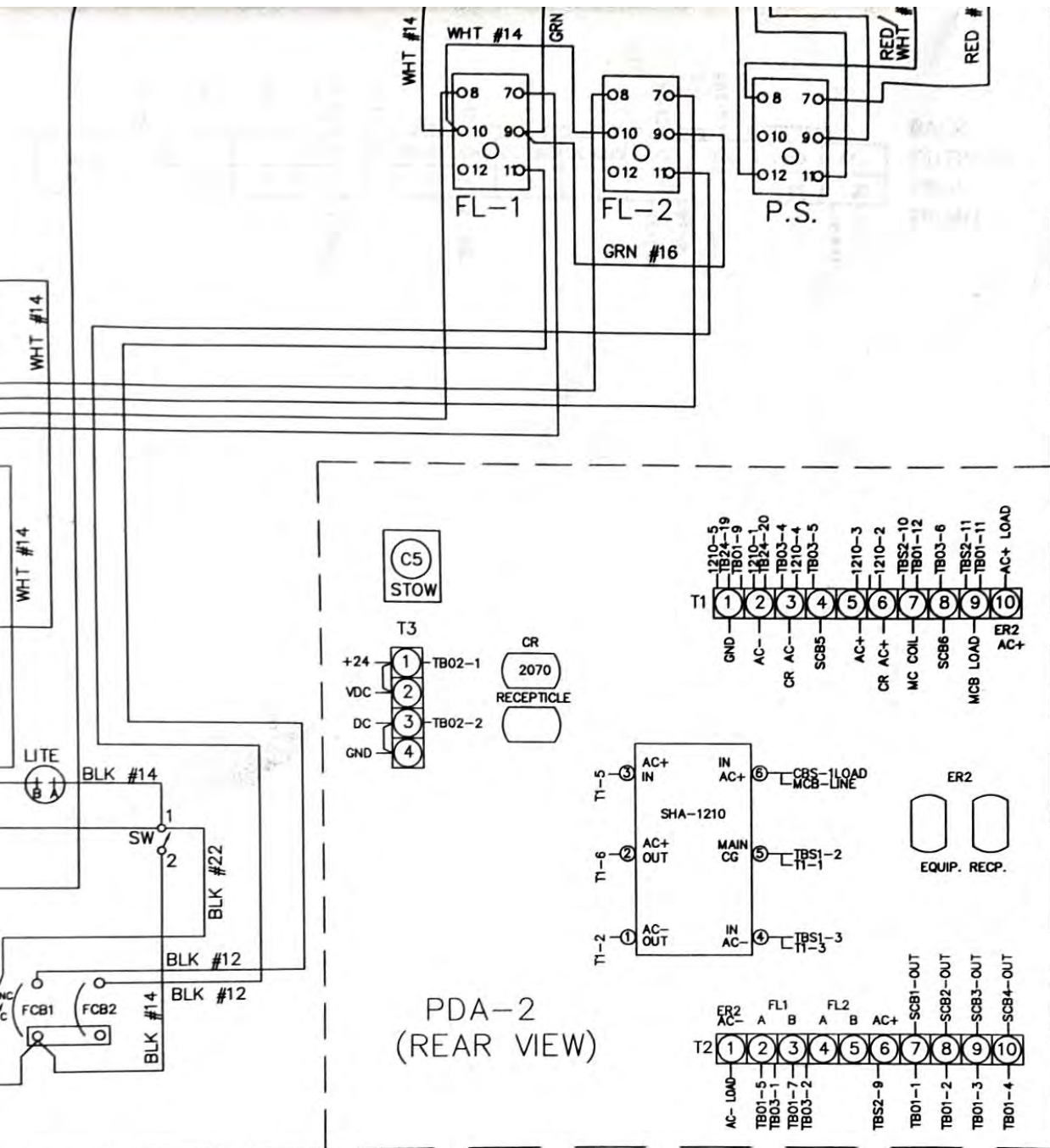
ALLAN B. SEQUEIRA, P.E.
P.E. License No. 60737
AES ENGINEERING, INC
18000 SW 85th STREET, SUITE 205
MIAMI, FLORIDA 33185
TEL. (305) 300-9477
Certificate of Authorization No. 28299

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
90	MIAMI-DADE	4334511-52-01

SIGNALIZATION PLAN

SHEET NO.	T-4
-----------	-----

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



PDA-2
(REAR VIEW)

PORTABLE
LOCATIONS

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

TOD Schedule Report









for 2625: Ponce De Leon Blvd&SW 8 St

Print Date:
6/1/2022

Print Time:
4:16 PM

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

Splits

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

Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 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								Ring Offset	Offset
			1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT		
	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

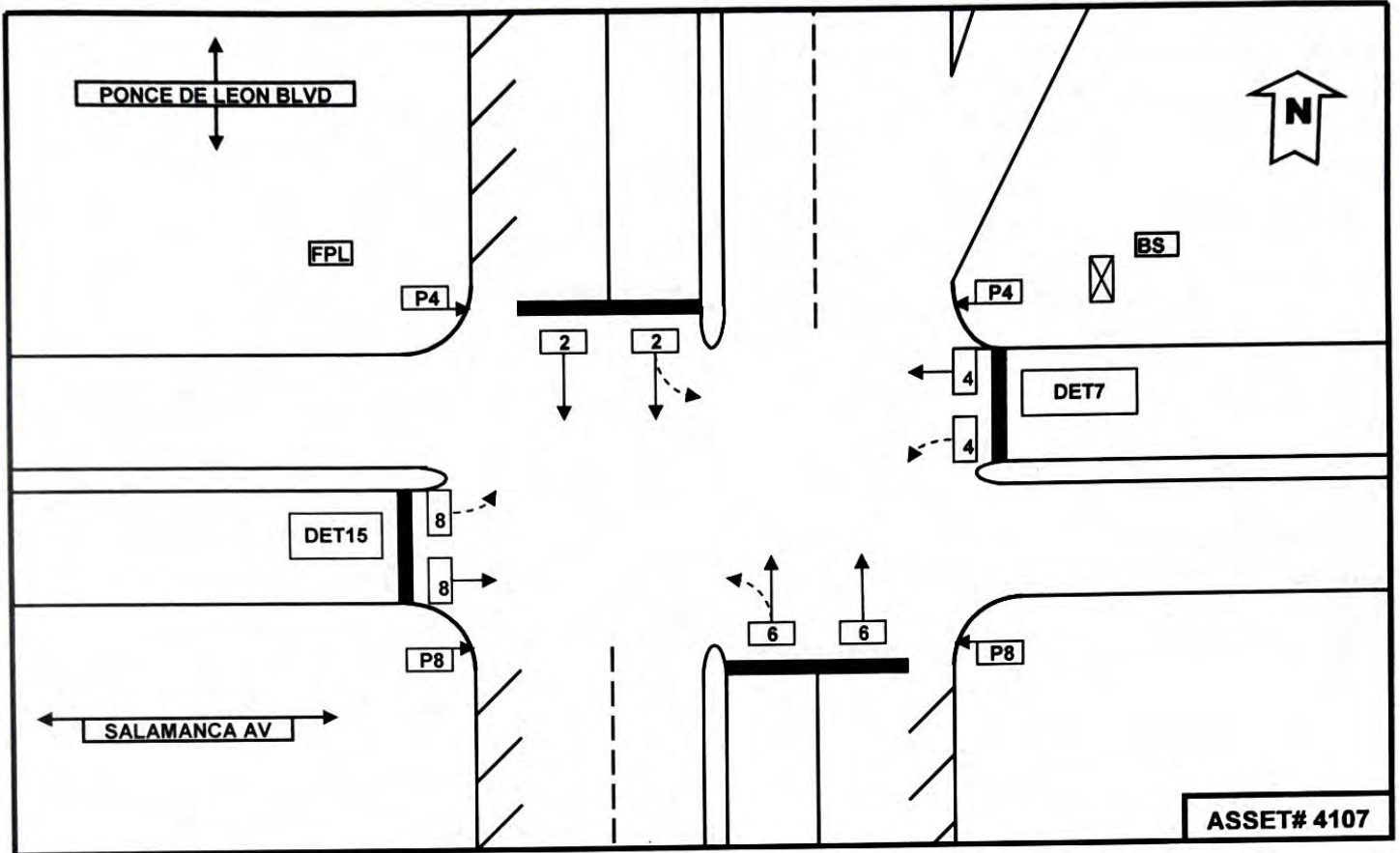
Local TOD Schedule		
Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	4	M T W Th F
0830	19	Su
0930	6	M T W Th F
1130	7	M T W Th F
1130	20	Su
1345	9	M T W Th F
1500	11	M T W Th F
1530	21	Su
2000	13	M T W Th F
2030	22	Su
2100	15	M T W Th F

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 DESIGNAT				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

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:

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

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

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: _____ Date: _____
(Timing)

In Service: _____ Date: _____
(KITS)

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	-----	-----	-----

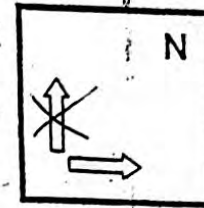
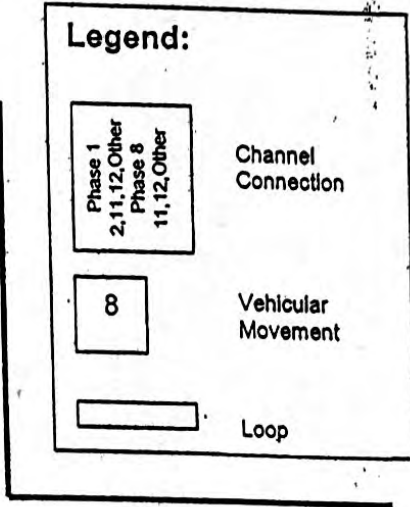
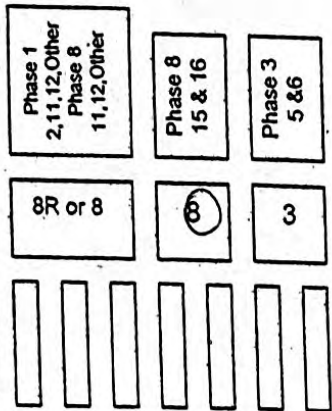
TOD Schedule for 4107:Ponce De Leon Blvd&Salamanca Av

	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

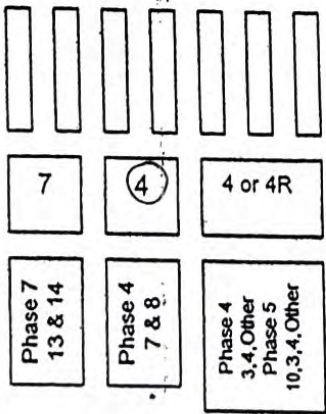
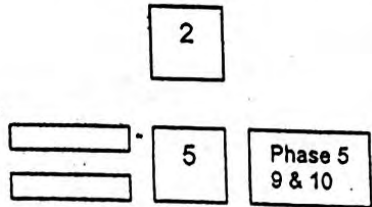
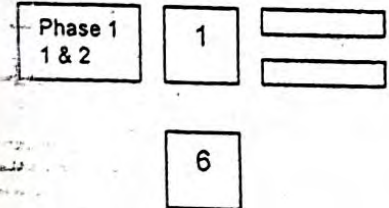
Asset No:
4107

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



	Direction	NB	SB	EB	WB	Ped Heads				
Timing Phases	Head No.	6	2	8	4	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	
	C l e a r (4+8)	Y	Y	R	R	DW	DW	DW	DW	
	Dwell									
	C l e a r									
(4+8) E/W Salamanca av (Actuated)	Dwell	R	R	G	G	DW	DW	W/F	W/F	
	C l e a r (2+6)	R	R	Y	Y	DW	DW	DW	DW	
	Dwell									
	C l e a r									
	Dwell									
	C l e a r t o									
	Dwell									
	C l e a r t o									
	Dwell									
	C l e a r t o									
	Dwell									
	C l e a r									

Flashing Operation

FY

FY

FR

FR

Page 1 of 1

Miami-Dade County Public Works Department

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

SIGNAL OPERATING PLAN



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

Miami-Dade County Public Works Department

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

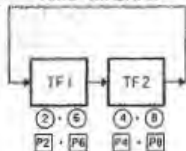
SIGNAL HEAD DETAILS



SIGNAL OPERATING PLAN
PHASE MOVEMENT DIAGRAM



RING DIAGRAM



SIGNALIZATION NOTES

- SIGNAL CONTROLLER OPERATIONS:
 - MODEL 600 CONTROLLER ASSEMBLY WITH COORDINATION CAPABILITIES.
 - MAJOR STREET IS PONCE DE LEON BLVD
 - MINOR STREET IS SALAMANCA AVE
 - COORDINATOR ON PHASE 1 (MOVEMENTS 2 + 6)
 - FLASHING OPERATION:
 - YELLOW ON PONCE DE LEON BLVD, 1 MOVEMENTS (2 + 6)
 - RED ON SW SALAMANCA AVE, 1 MOVEMENTS (4 + 8)
 - PEDESTRIAN DISPLAY SHALL BE CONCURRENT WITH PHASE 1, AND UPON ACTUATION WITH PHASE 2.
- LOOP ASSEMBLIES SHALL HAVE THE FOLLOWING MEASUREMENTS:
 - THRU & RIGHT TURN LANES 6' X 30'
- INTERSECTION DEMAND WATTAGE = 873 WATTS.
- TIMING WILL BE PROVIDED BY MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT SIGNALS AND SIGNS DIVISION, 7100 NW 35 ST., TELEPHONE (305) 592-6925.

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

NOTES:

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



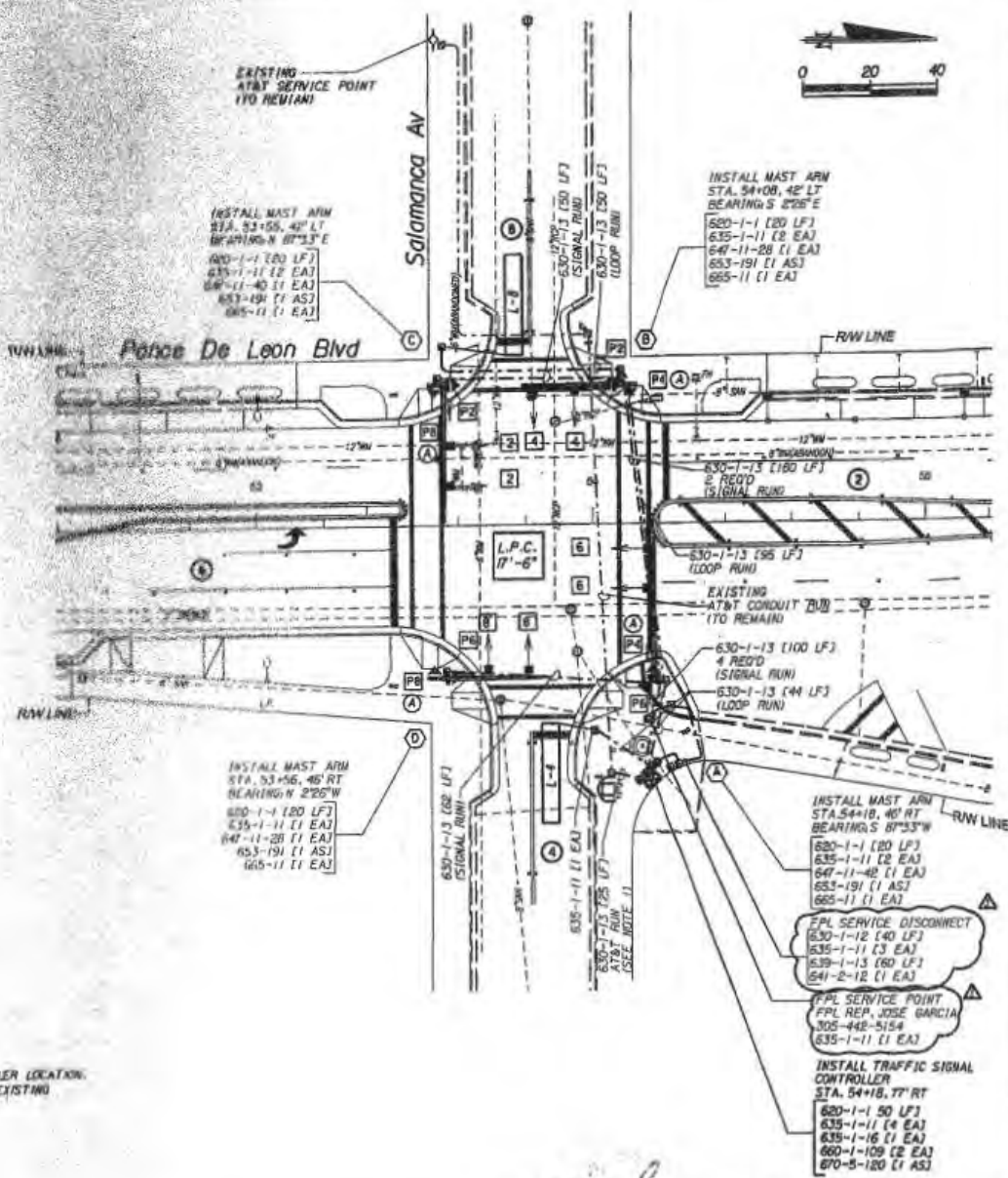
PEDESTRIAN COUNTDOWN SIGNAL
ITEM NO. 601-39 (11 AS)



INSTALL PA-16 ADJACENT TO PEEP WATTS AS REQUIRED PER STANDARDS TO BE INCLUDED IN THE COST OF ITEM NO. 601-39 (4 EA)

REMOVAL ITEMS

- 680-10 REMOVE TRAFFIC SIGNAL HEAD ASSEMBLY (4 EA)
- 690-20 REMOVE SIGNAL PEDESTRIAN ASSEMBLY (4 EA)
- 690-30-1 POLE REMOVAL (SHALLOW) (DEPTH 14 EA)
- 690-50 REMOVE CONTROLLER ASSEMBLY (1 EA)
- 690-70 REMOVE PEDESTRIAN DETECTOR ASSEMBLY (4 EA)
- 690-80 REMOVE SPAN WIRE ASSEMBLY (1 EA)
- 690-90 REMOVE CONDUIT AND CARRIER (1 FT)
- 690-100 REMOVE MISCELLANEOUS SIGNAL EQUIPMENT (SHALL BOXES) (1 P)



Jose Gomez
8/30/11

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

DAVID PLUMMER & ASSOCIATES, INC.
TRANSPORTATION • CIVIL • STRUCTURAL • ENVIRONMENTAL
CORAL GABLES FORT MIERS FORT LAUDERDALE
1750 PONCE DE LEON BLVD., CORAL GABLES, FL 33134 TELEPHONE (305) 441-0200 FAX (305) 444-0266

REVISIONS:
DATE: 8/30/11
BY: [Signature]
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
SCALE: 2"=1' CHECKED: [Signature] SHEET NO.: T-4
DESIGNED: [Signature] APPROVED: [Signature]

SIGNAL HEAD DETAILS

SIGNAL NO.

2, 4, 6, 8



12, 24



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

NO
TURN
ON
RED

NO. 424

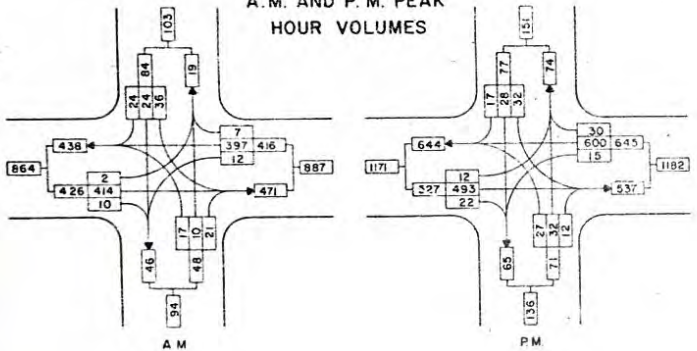
(A)

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

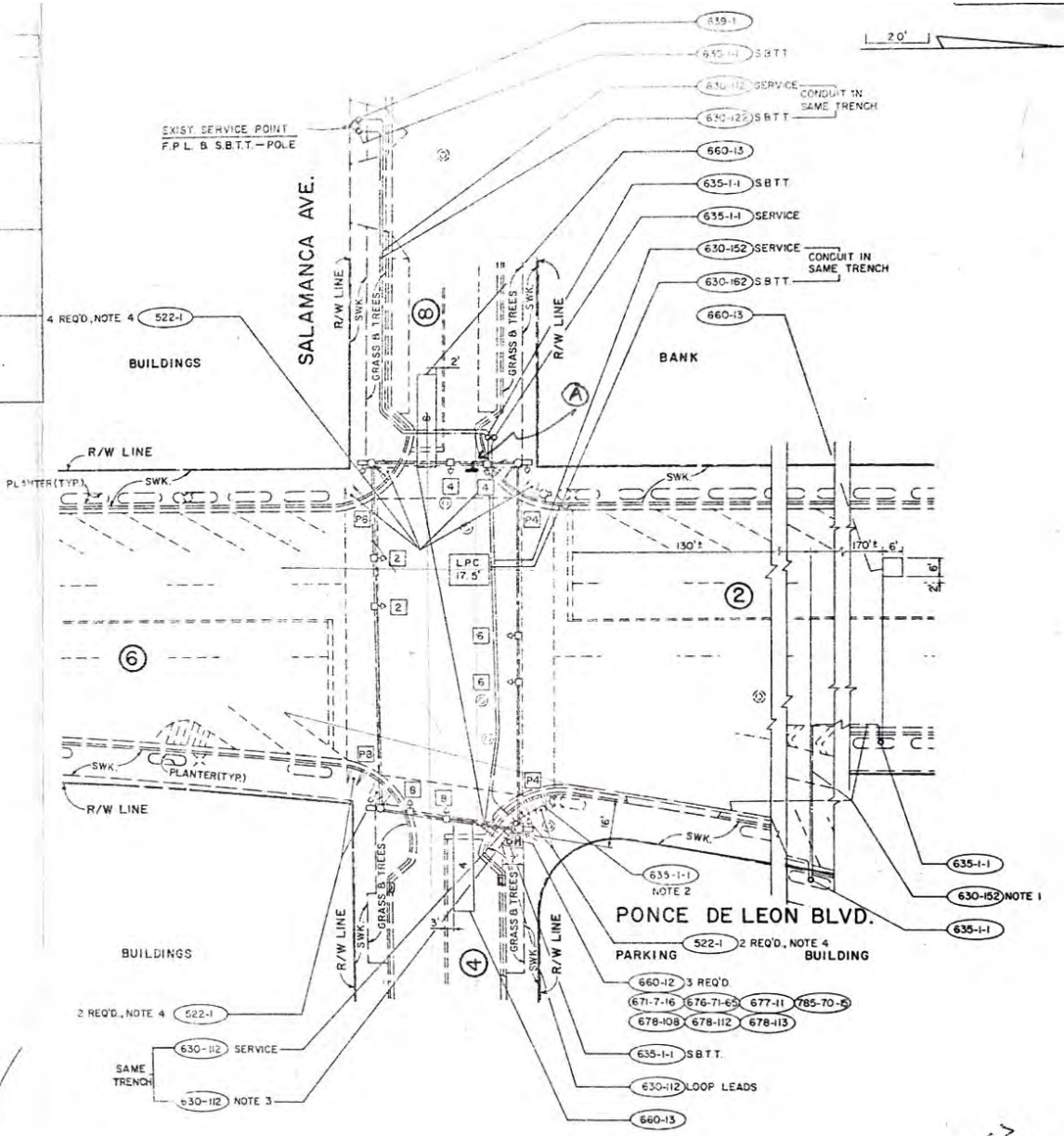
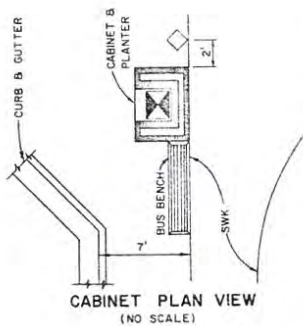
SIGN INVENTORY

LEG	ENTER	EXIT
NORTH	R5-(LT)	D3-1
	R7-107B(LT)	W6-3
	D3-1 R7-109	
	R7-109	
SOUTH	D3-1	
	R7-107B	
	D3-1	
EAST	R7-109	R7-109
	R2-(30)	R2-(135)
	R7-109	
WEST	D3-1(LT)	

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

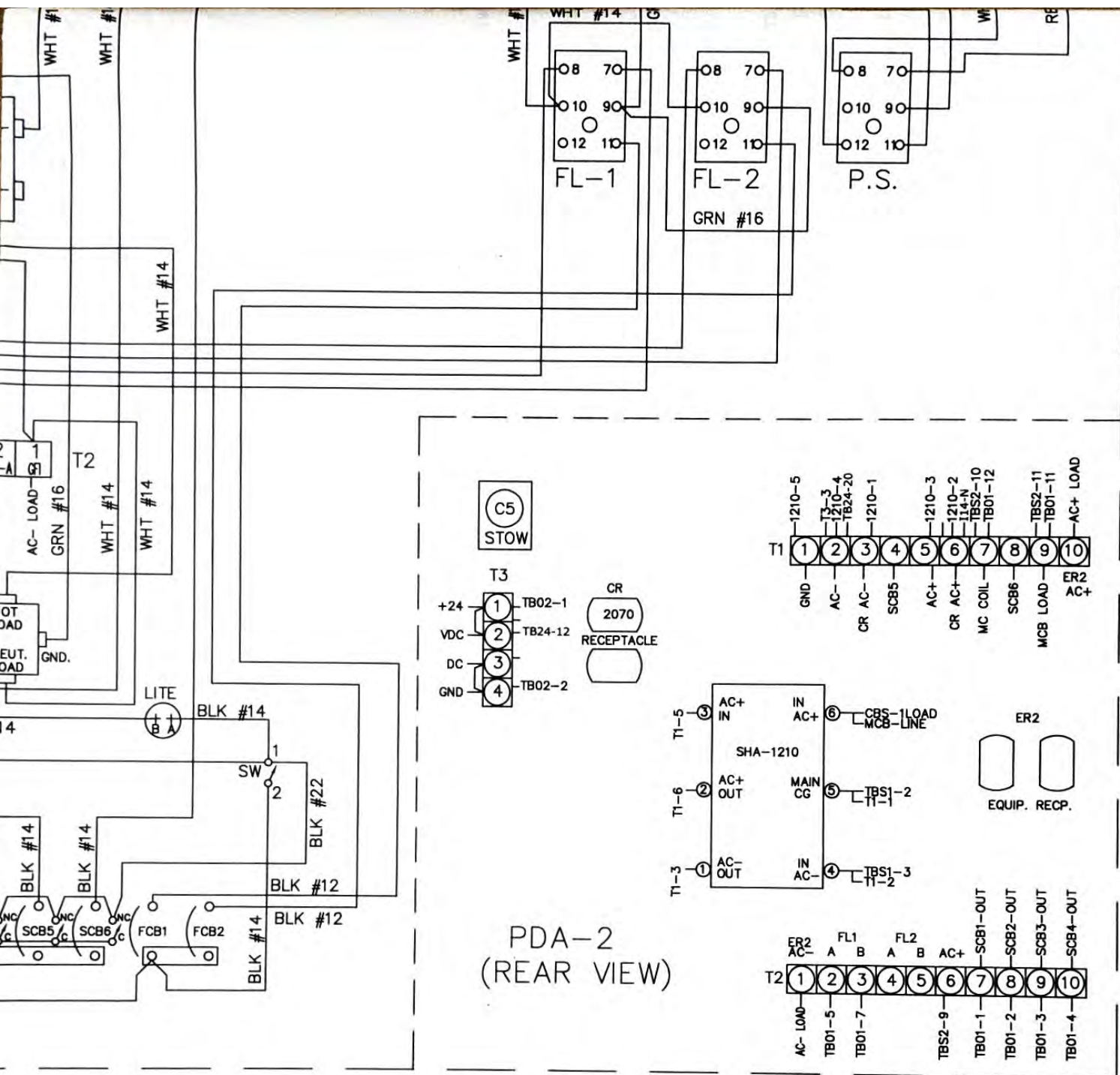


- NOTES:**
- SHIELDED LOOP WIRE #14AWG TO BE INSTALLED TO CONTROLLER AS PART OF ITEM NO. 660-13
 - RUN NEW SERVICE WIRE TO EXISTING DISCONNECT SWITCH ON POLE.
 - PICK UP EXISTING SIGNAL CABLE AT POLE AND RUN TO CONTROLLER IN NEW CONDUIT. ADDITIONAL SIGNAL CABLE REQUIRED TO BE PROVIDED AS PART OF CONTROLLER INSTALLATION BID ITEM.
 - 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.



PONCE DE LEON BOULEVARD & SALAMANCA AVENUE
INTERSECTION IDENTIFICATION NO. 34107
CAT. III

63




PORTABLE COMMUNICATIONS

ER
IGNMENT

C10 HARNESS

PIN	CONNECT TO
10-8	1
10-2	2 P22-2
10-3	3 P22-3
/C	4
10-5	5 P22-5
/C	6
22S-8	7 C10-8
22S-7	8 P22-1/C10-7
/C	9

DATE: 4-2-09	 <p>CONTROL TECHNOLOGIES</p>	2776 S. FINANCIAL CT. SANFORD, FL 32773 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-	LOCATION:
SHEET 1 OF 2	PO-	
	SN-	

TOD Schedule Report

for 4107: Ponce De Leon Blvd&Salamanca Av

Print Date:
6/1/2022

Print Time:
4:23 PM

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

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	SBT	-	WBT	-	NBT	-	EBT
0	106	0	71	0	106	0	71
↓		←		↑		→	

Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	<u>Phase Bank</u>																			
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	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	
	<u>12345678</u>
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								Ring Offset	Offset
			1	2	3	4	5	6	7	8		
	Flash		-	SBT	-	WBT	-	NBT	-	EBT		
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

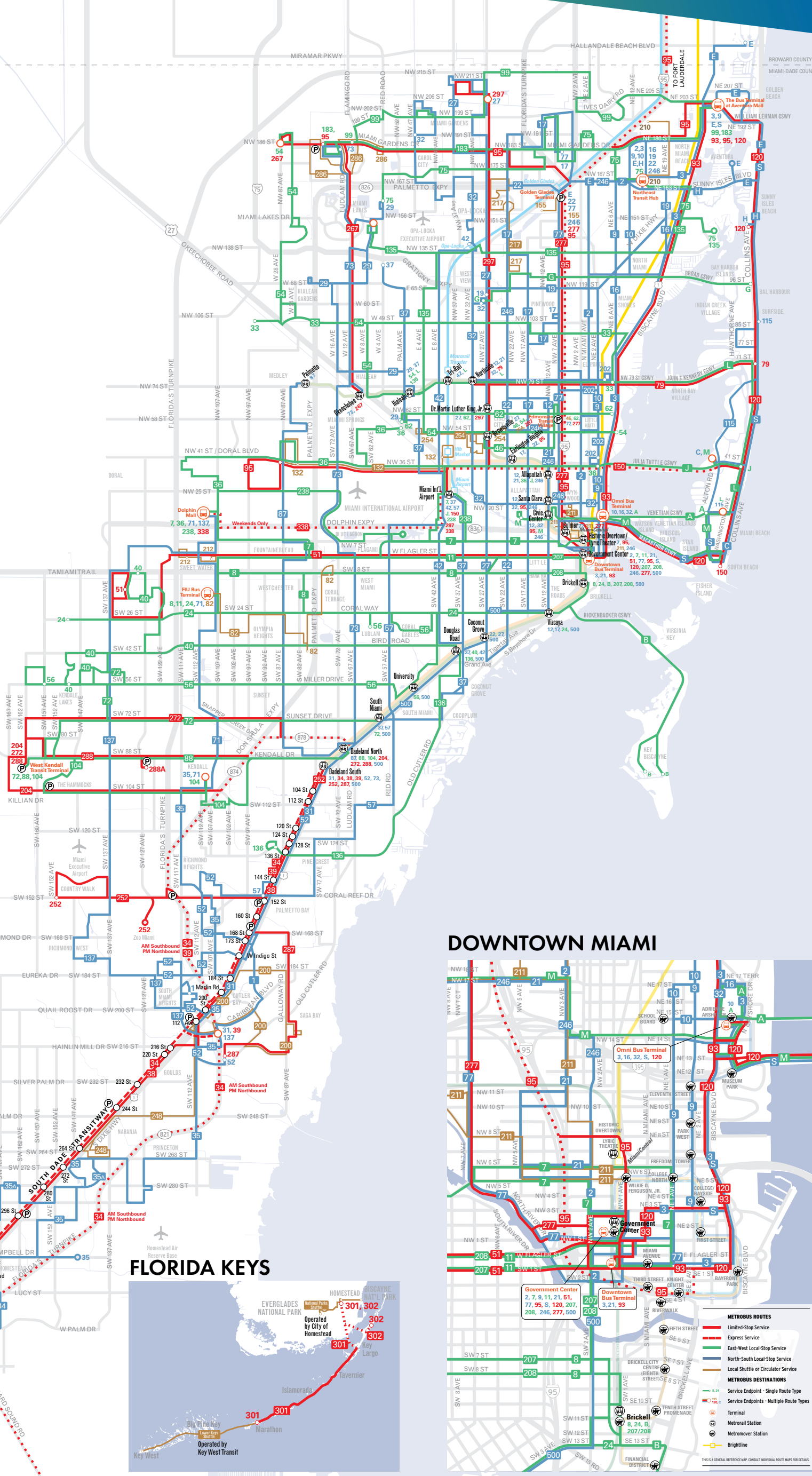


METROBUS SYSTEM

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**
- Service Endpoint - Single Route Type
 - Service Endpoints - Multiple Route Types
 - Terminal
 - Park and Ride Lot
 - South Dade Transit-Way Station
 - MetroRail & Station - Routes Serving Station
 - Tri-Rail
 - Brightline

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



BROWARD COUNTY



FLORIDA KEYS



DOWNTOWN MIAMI



- Connects with MetroRail
- Serves Park & Ride Lot
- 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 ↔ Vizzaya 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 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 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 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 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 & S1
- 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.™

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.

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

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.

APPENDIX F

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

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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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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

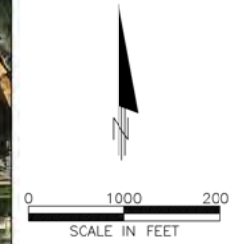
- ROADWAY PLANS
- LANDSCAPE PLANS
- WATER DISTRIBUTION SYSTEM PLANS

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



PROJECT LOCATION

BEGIN PROJECT
STA. 50+18

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

100% PLANS

ISSUING DATE: 03-31-2022



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 COMPLES 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."

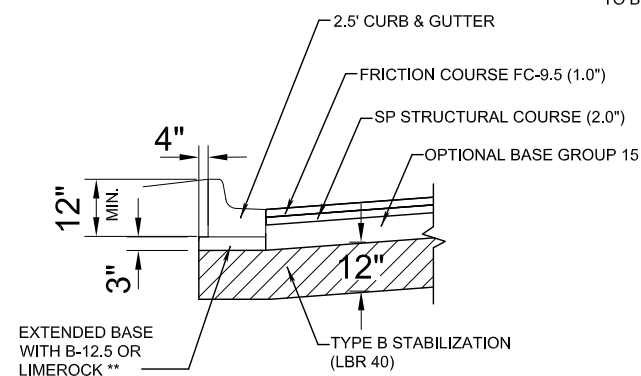
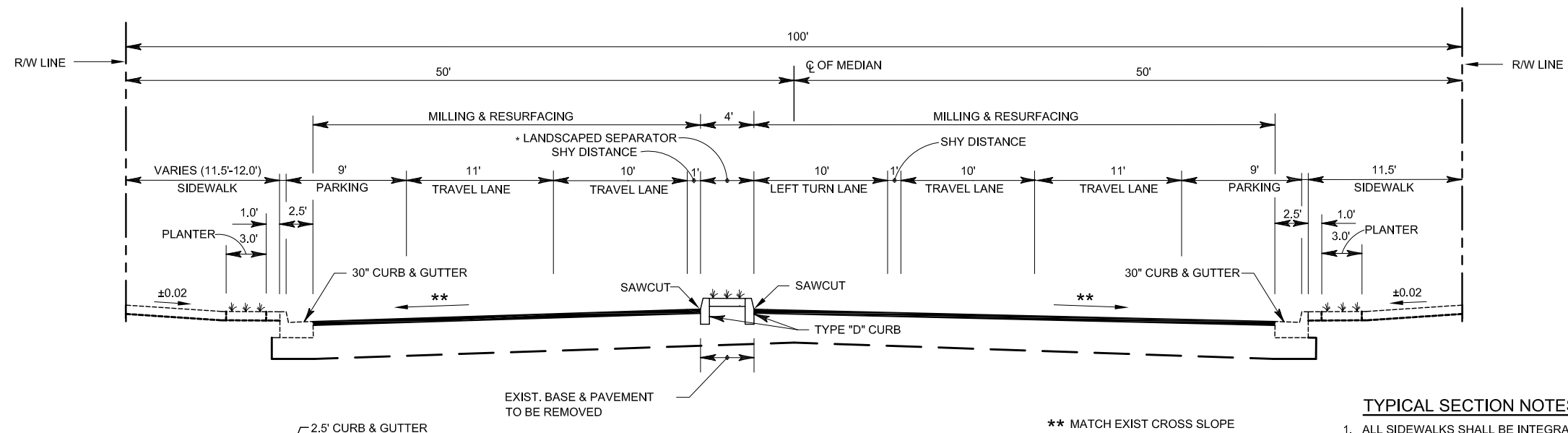
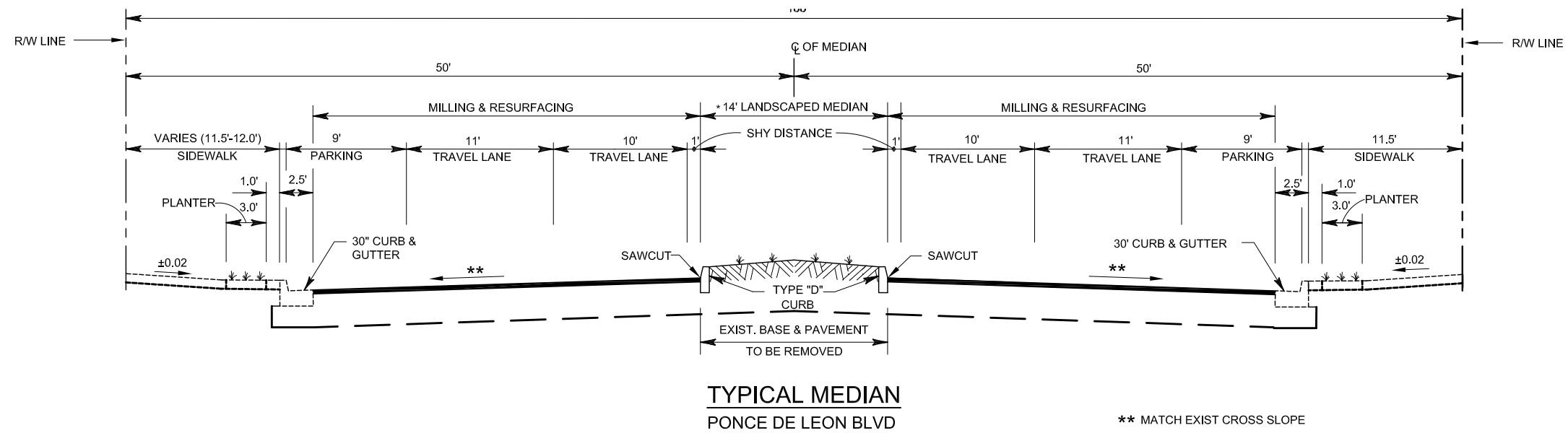
ROADWAY PLANS
ENGINEER OF RECORD: CARLOS A. LUNA, P.E.
P.E. NO.: 66403
DATE: _____

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



TYPICAL LEFT TURN MEDIAN
PONCE DE LEON BLVD

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.

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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:

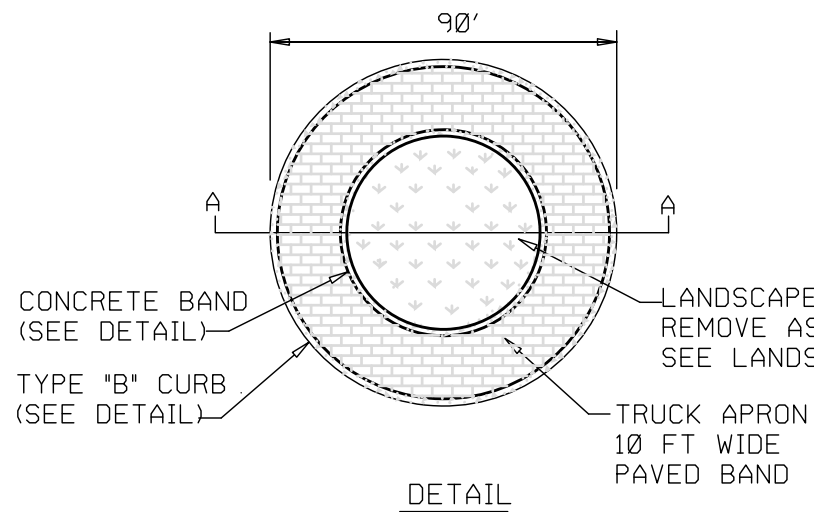
CONTRACTOR SHALL VERIFY ALL DIMENSIONS & LOCATE ALL UTILITIES BEFORE COMMENCING WITH PROJECT.

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

TITLE: **TYPICAL SECTIONS**

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

2



MILLING AND RESURFACING

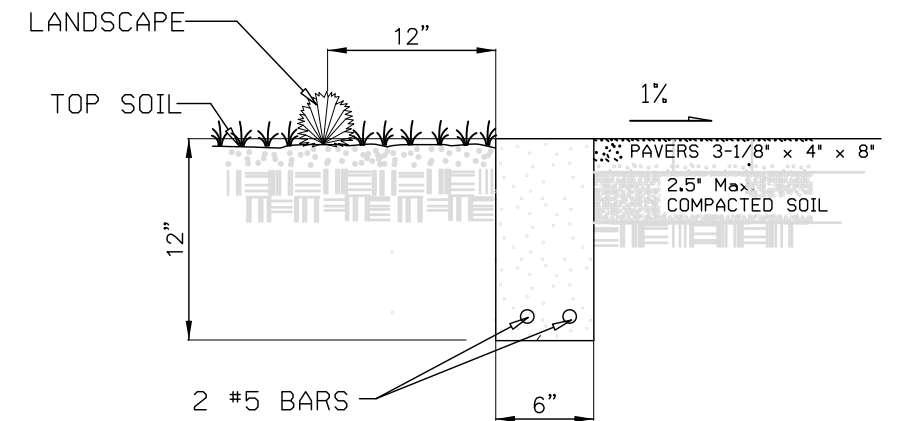
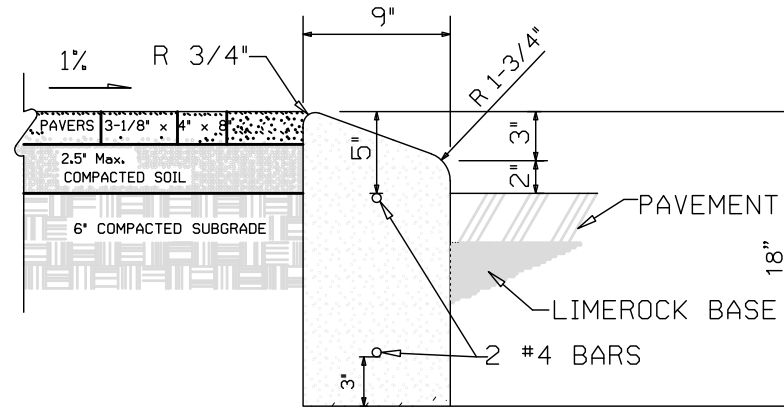
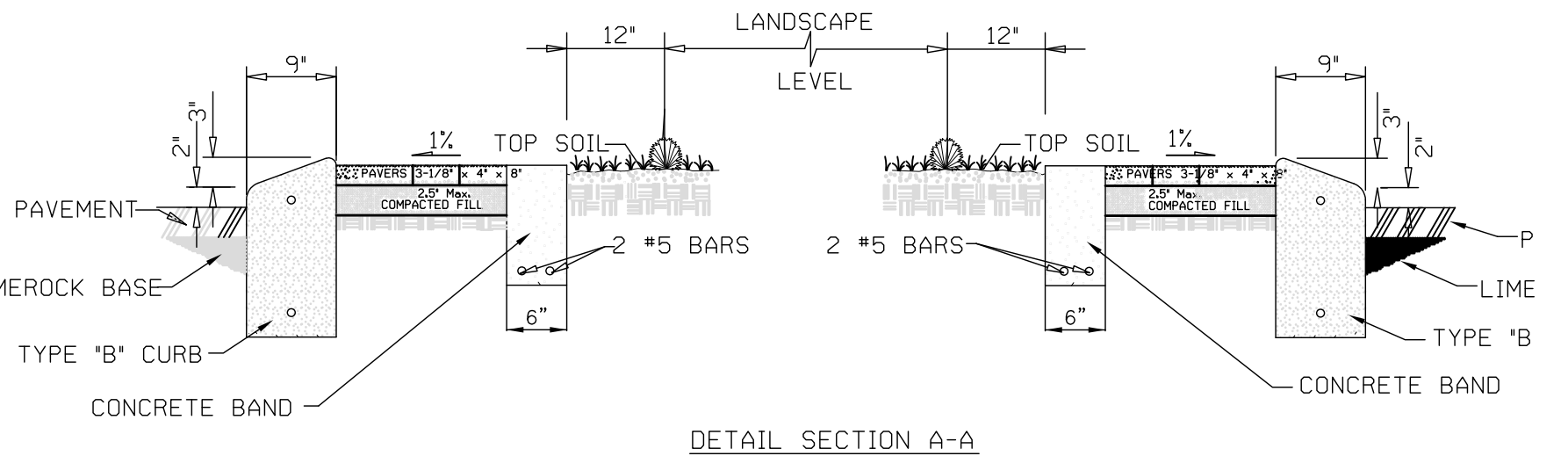
MILL EXISTING ASPHALT CONCRETE PAVEMENT (1" AVERAGE DEPTH) AND RESURFACE WITH FC-9.5 FRICTION COURSE (1" THICK).

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)

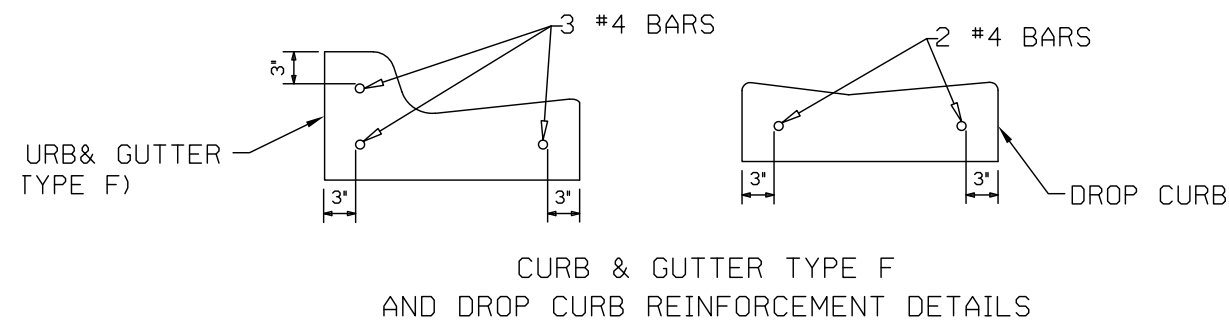


NOTE:

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

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.



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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: **ROUNDBOUT TYPICAL SECTION**

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

3

SUMMARY OF PAY ITEMS

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

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:

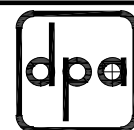
ITEM 110-1 INCLUDES REMOVAL AND DISPOSAL OF ALL MATERIAL INCLUDING ASPHALT, EXIST. PIPES, MANHOLES, CATCH BASIN, EXISTING ROOTS, STUMPS, AND OTHER PERISHABLE MATTER TO A DEPTH OF (15") BELOW EXISTING GRADE IN AREAS OF FILL OR (17") BELOW THE FINISHED SUBGRADE SURFACE IN AREAS OF EXCAVATION. THE CITY 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 INCLUDES THE COST OF INTEGRALLY CONTRASTING COLORED CONCRETE FOR PEDESTRIAN RAMPS (CORAL GABLES BEIGE).
520-2-2, 520-2-4

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	

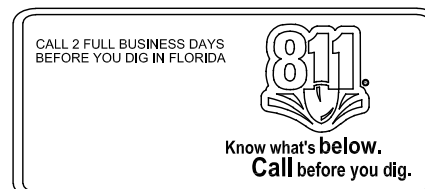
GENERAL NOTES

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



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

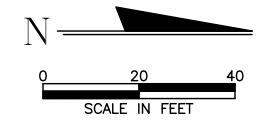
REVISIONS:

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

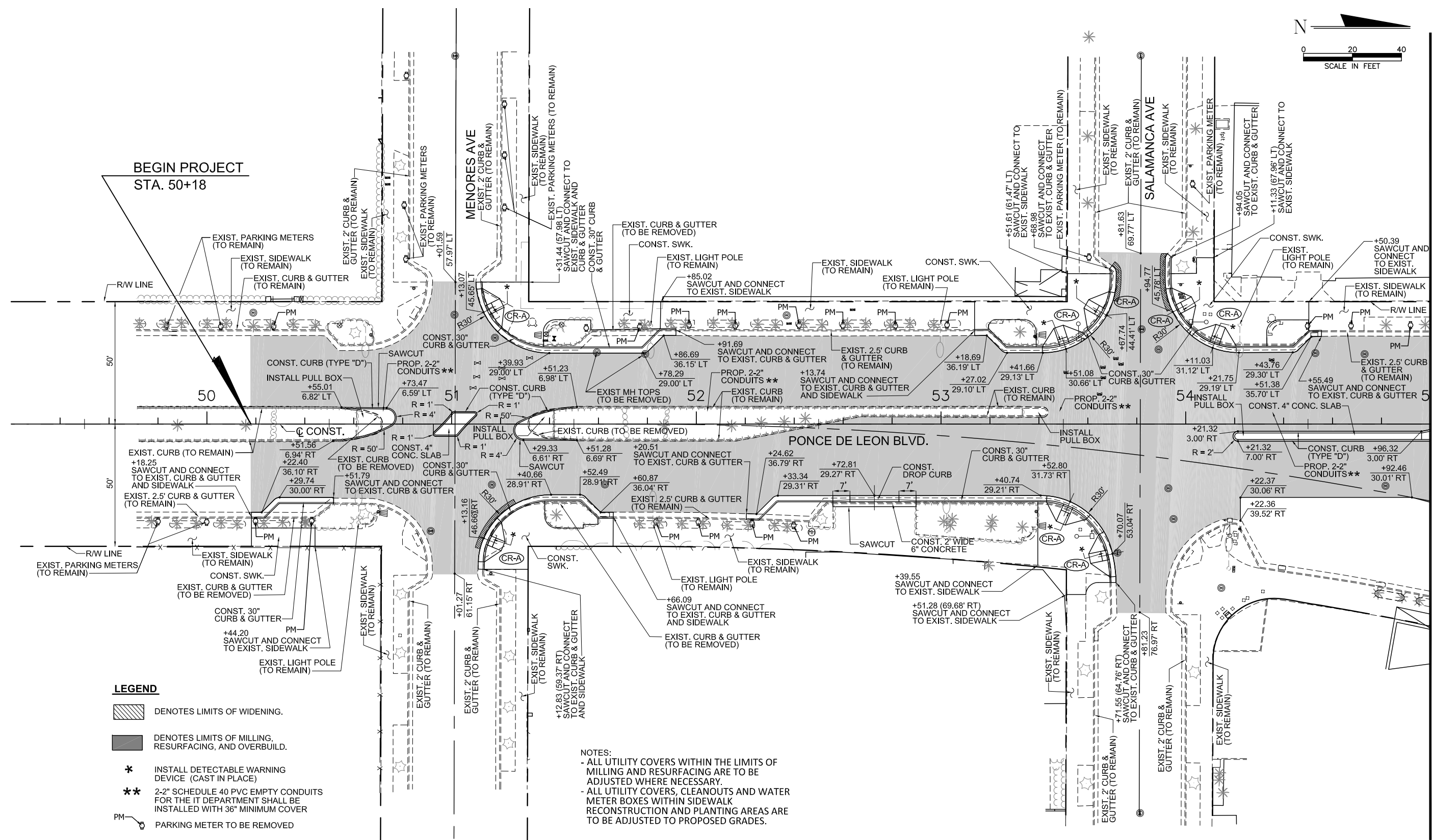
PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **GENERAL NOTES**

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



BEGIN PROJECT
STA. 50+18



LEGEND

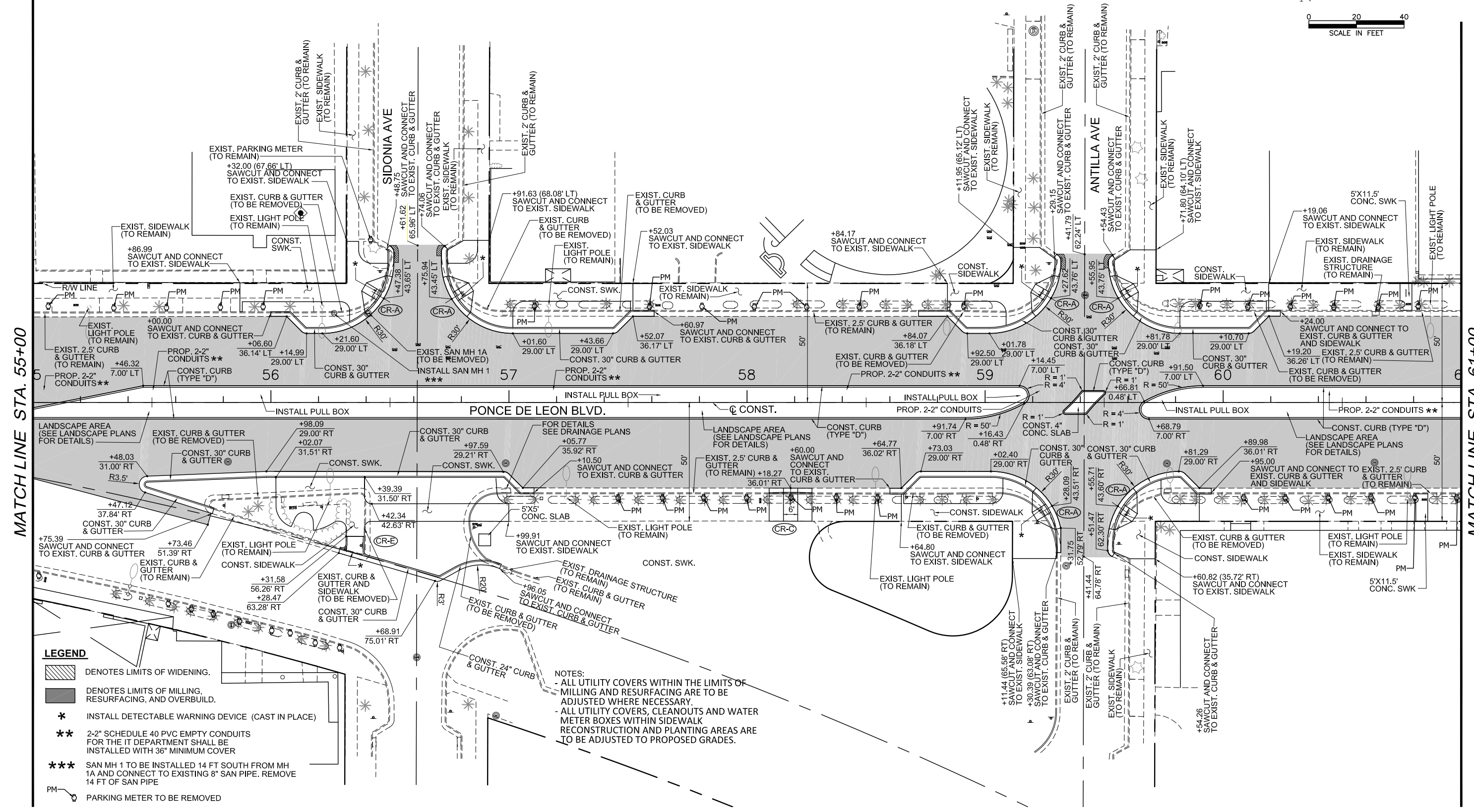
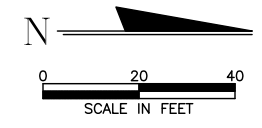
- DENOTES LIMITS OF WIDENING.
- DENOTES LIMITS OF MILLING, RESURFACING, AND OVERBUILD.
- * INSTALL DETECTABLE WARNING DEVICE (CAST IN PLACE)
- ** 2-2" SCHEDULE 40 PVC EMPTY CONDUITS FOR THE IT DEPARTMENT SHALL BE INSTALLED WITH 36" MINIMUM COVER
- PARKING METER TO BE REMOVED

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.

MATCH LINE STA. 55+00

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	DAVID PLUMMER & ASSOCIATES, INC. <small>TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING</small> <small>CORAL GABLES FORT MYERS</small> <small>1750 PONCE DE LEON BLVD. CORAL GABLES FL 33134 TELEPHONE (305) 447-0900</small> <small>CERTIFICATE OF AUTHORIZATION EB 2690</small>	REVISIONS: <table border="1" style="width: 100%; height: 40px; border-collapse: collapse;"> <tr><td> </td><td> </td></tr> </table>			PROJECT: <p style="text-align: center; margin-top: 5px;">PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III</p>	TITLE: <p style="text-align: center; margin-top: 5px;">ROADWAY PLAN</p>	DATE: 05/25/21 DRAWN: PROJECT NO. 13184 CHECKED: SHEET NO. 6 APPROVED:
	<p>CONTRACTOR SHALL VERIFY ALL DIMENSIONS & LOCATE ALL UTILITIES BEFORE COMMENCING WITH PROJECT.</p>						
	<p>CONTRACTOR SHALL VERIFY ALL DIMENSIONS & LOCATE ALL UTILITIES BEFORE COMMENCING WITH PROJECT.</p>						
<p>CONTRACTOR SHALL VERIFY ALL DIMENSIONS & LOCATE ALL UTILITIES BEFORE COMMENCING WITH PROJECT.</p>							



MATCH LINE STA. 55+00

MATCH LINE STA. 61+00

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 1 TO BE INSTALLED 14 FT SOUTH FROM MH 1A AND CONNECT TO EXISTING 8" SAN PIPE. REMOVE 14 FT OF SAN PIPE
- 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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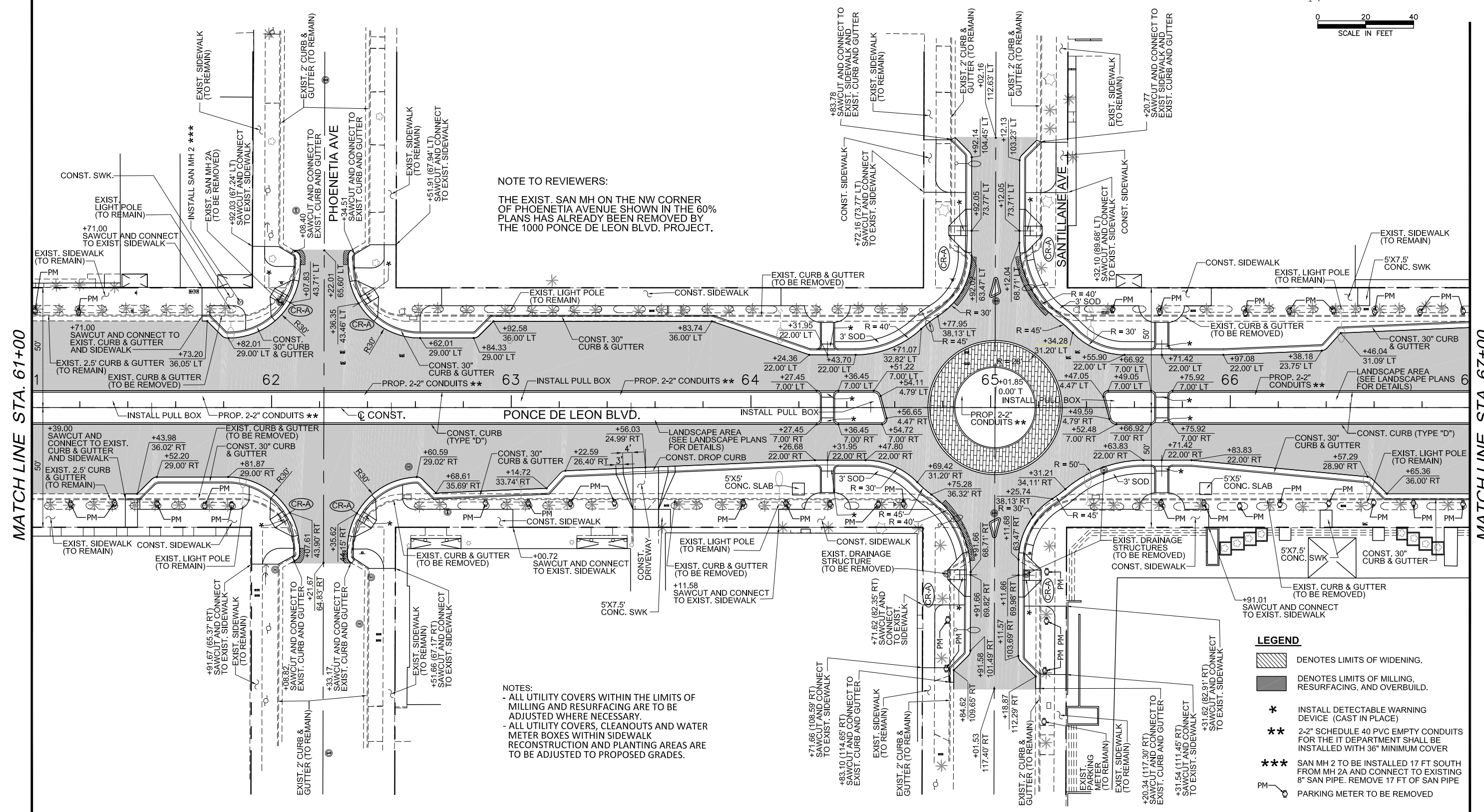
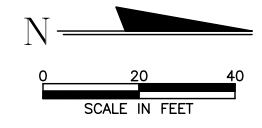
REVISIONS:

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	05/25/21	PROJECT NO.	13184
DRAWN		SHEET NO.	7
CHECKED			
APPROVED			



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.

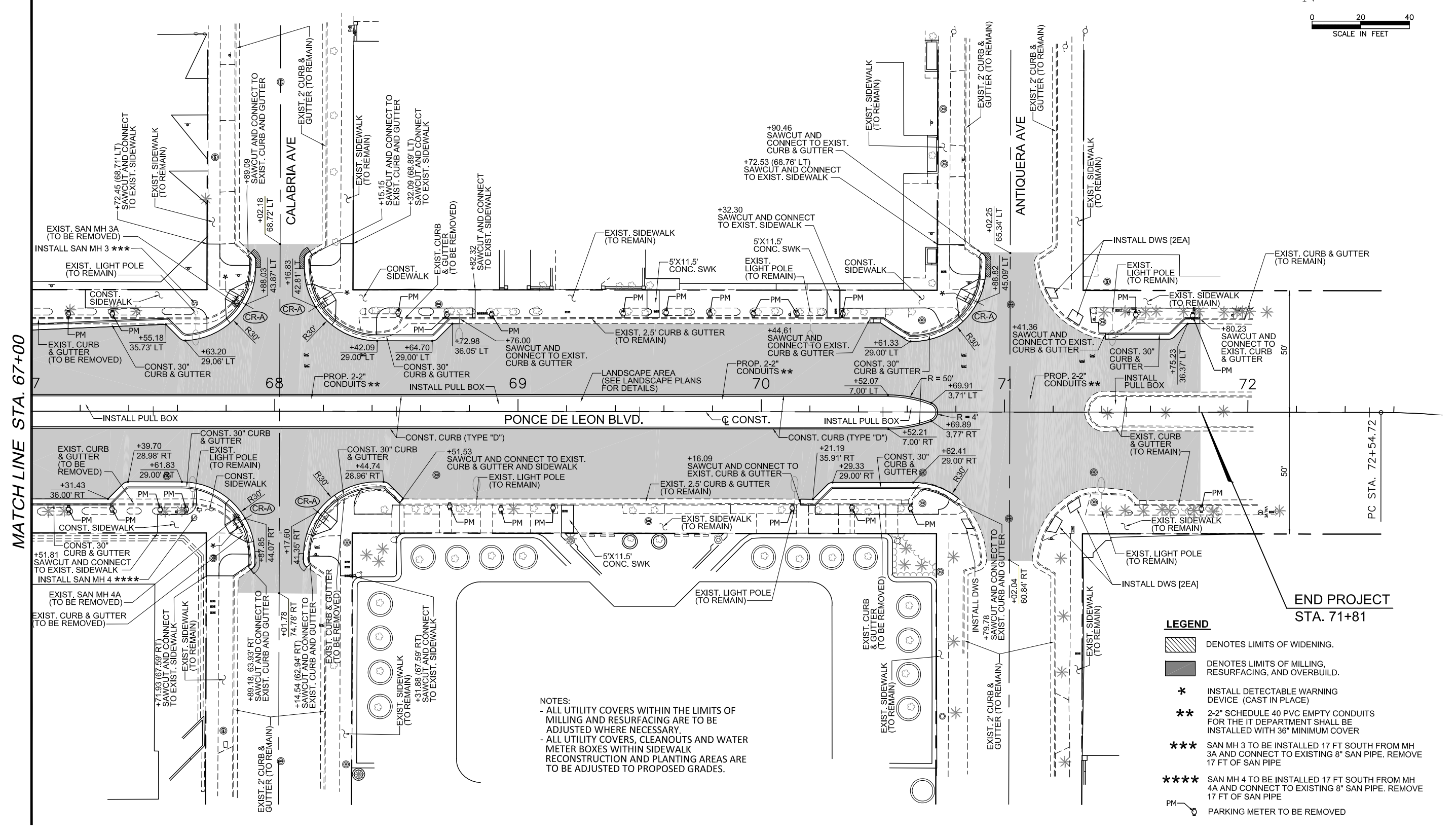
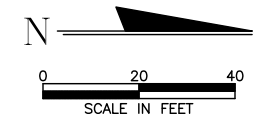
- LEGEND**
- DENOTES LIMITS OF WIDENING.
 - DENOTES LIMITS OF MILLING, RESURFACING, AND OVERBUILD.
 - INSTALL DETECTABLE WARNING DEVICE (CAST IN PLACE)
 - 2-2" SCHEDULE 40 PVC EMPTY CONDUITS FOR THE IT DEPARTMENT SHALL BE INSTALLED WITH 36" MINIMUM COVER
 - SAN MH 2 TO BE INSTALLED 17 FT SOUTH FROM MH 2A AND CONNECT TO EXISTING 8" SAN PIPE. REMOVE 17 FT OF SAN PIPE
 - PARKING METER TO BE REMOVED

MATCH LINE STA. 61+00

MATCH LINE STA. 67+00

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	DAVID PLUMMER & ASSOCIATES, INC.	REVISIONS:	PROJECT: PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III	TITLE: ROADWAY PLAN	DATE: 05/25/21	PROJECT NO.: 13184				
	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	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 50px; height: 15px;"> </td><td style="width: 50px; height: 15px;"> </td></tr> <tr><td style="width: 50px; height: 15px;"> </td><td style="width: 50px; height: 15px;"> </td></tr> </table>					CONTRACTOR SHALL VERIFY ALL DIMENSIONS & LOCATE ALL UTILITIES BEFORE COMMENCING WITH PROJECT.	SHEET NO.: 8	CHECKED: APPROVED:	DRAWN: APPROVED:



MATCH LINE STA. 67+00

END PROJECT
STA. 71+81

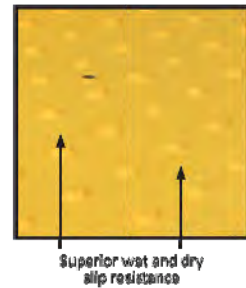
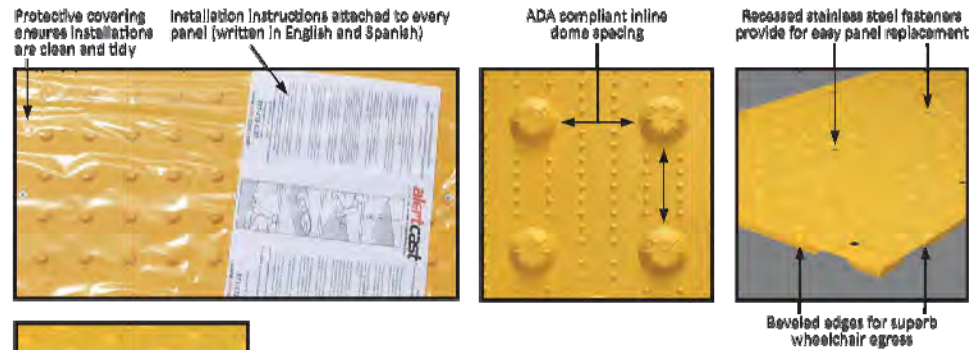
NOTES:
 - ALL UTILITY COVERS WITHIN THE LIMITS OF MILLING AND RESURFACING ARE TO BE ADJUSTED WHERE NECESSARY.
 - ALL UTILITY COVERS, CLEANOUTS AND WATER METER BOXES WITHIN SIDEWALK RECONSTRUCTION AND PLANTING AREAS ARE TO BE ADJUSTED TO PROPOSED GRADES.

- 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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	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: <table border="1" style="width: 100%; height: 40px; border-collapse: collapse;"> <tr><td style="width: 20px;"> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>					PROJECT: PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III	TITLE: ROADWAY PLAN	DATE: 05/25/21 DRAWN: PROJECT NO. 13184 SHEET NO. 9
CONTRACTOR SHALL VERIFY ALL DIMENSIONS & LOCATE ALL UTILITIES BEFORE COMMENCING WITH PROJECT.									

ALERTCAST® DETECTABLE WARNING SYSTEM

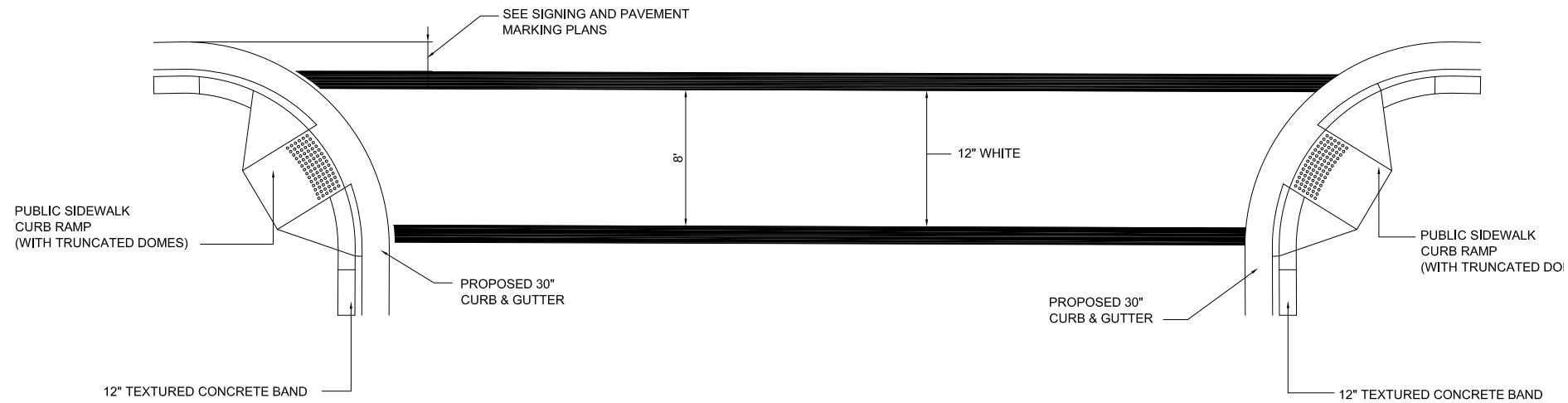


MATERIAL SPECIFICATIONS

PROPERTY	ASTM STANDARD	RESULT
Slip Resistance	C 1028	Dry = 1.03/Wet = 0.83
Impact Resistance	D 256	8.0 Iasid ft-lbs/in (notch)
Accelerated Weathering	ASTM G155-05	No Change
Compressive Strength	0.685	93,000 psi
Flexural Strength	D 790	18,300 psi
Tensile Strength 1/8"	D 638	5,511 psi
Water Absorption	C579	0.3-0.6%
Color	Integral Throughout Product	Yes
Color/Contrast	Cap-Y (UV)	Brick Red 5-15 Safety Yellow 25-30 Colonial Red 3-15
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	C1282-08	Pass
Waste Classification	USEPA 40 CFR Part 261	Non Hazardous



detectable-warning.com | 866.999.7452 | info@detectable-warning.com

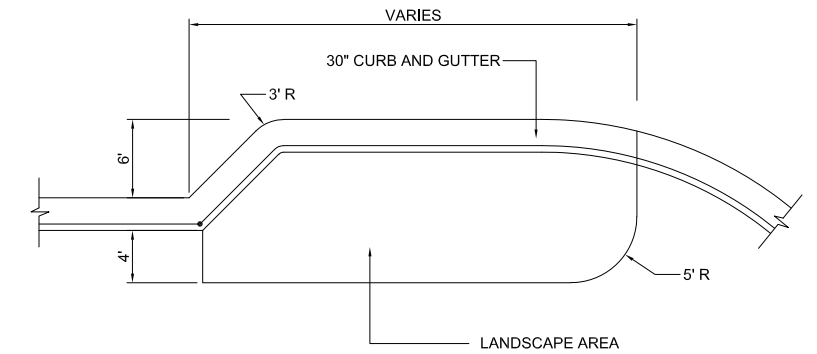


TYPICAL CROSSWALK DETAIL

N.T.S.

GENERAL NOTES

1. THE LOCATION AND ORIENTATION OF CURB RAMP 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 OTHERWISE 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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CERTIFICATE OF AUTHORIZATION EB 2690

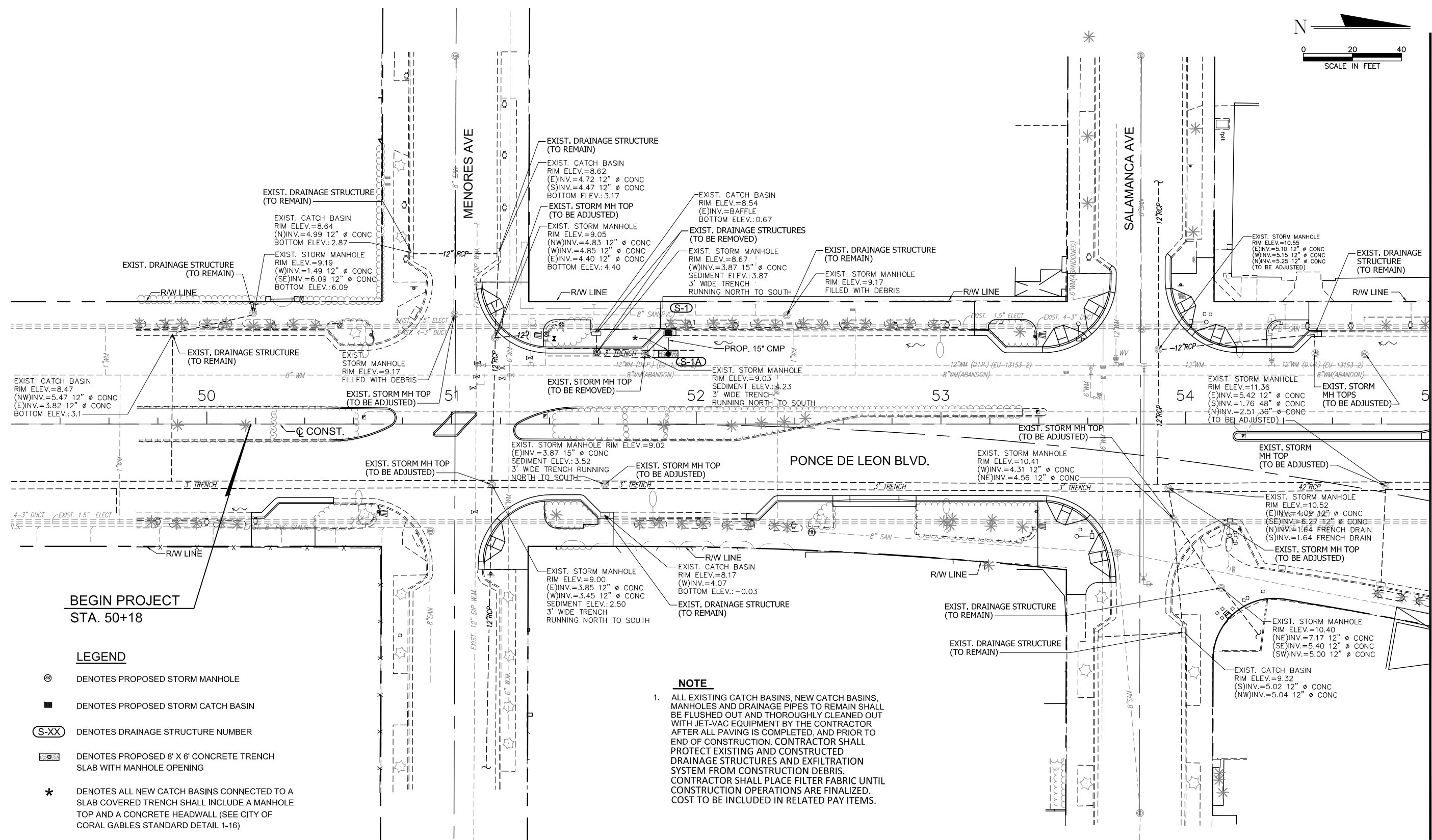
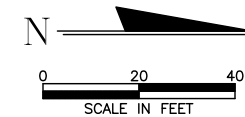
REVISIONS:

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	05/25/21	PROJECT NO.	13184
DRAWN		SHEET NO.	10
CHECKED			
APPROVED			



BEGIN PROJECT
STA. 50+18

LEGEND

- ⊙ DENOTES PROPOSED STORM MANHOLE
- DENOTES PROPOSED STORM CATCH BASIN
- S-XX DENOTES DRAINAGE STRUCTURE NUMBER
- [Symbol] 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.

MATCH LINE STA. 55+00

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CERTIFICATE OF AUTHORIZATION EB 2690

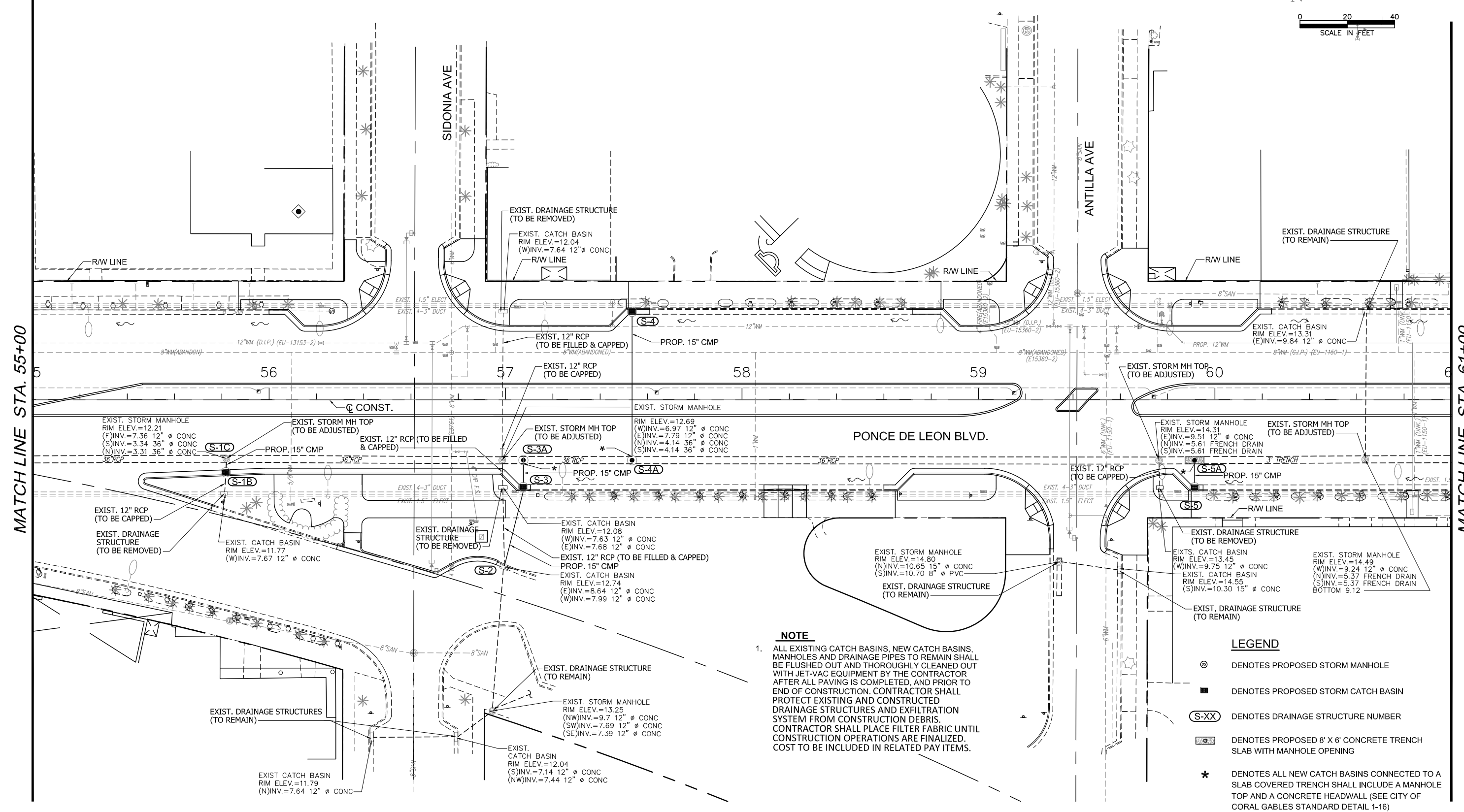
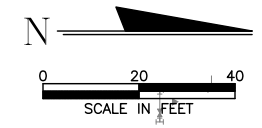
REVISIONS:

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.	
CHECKED			
APPROVED			11



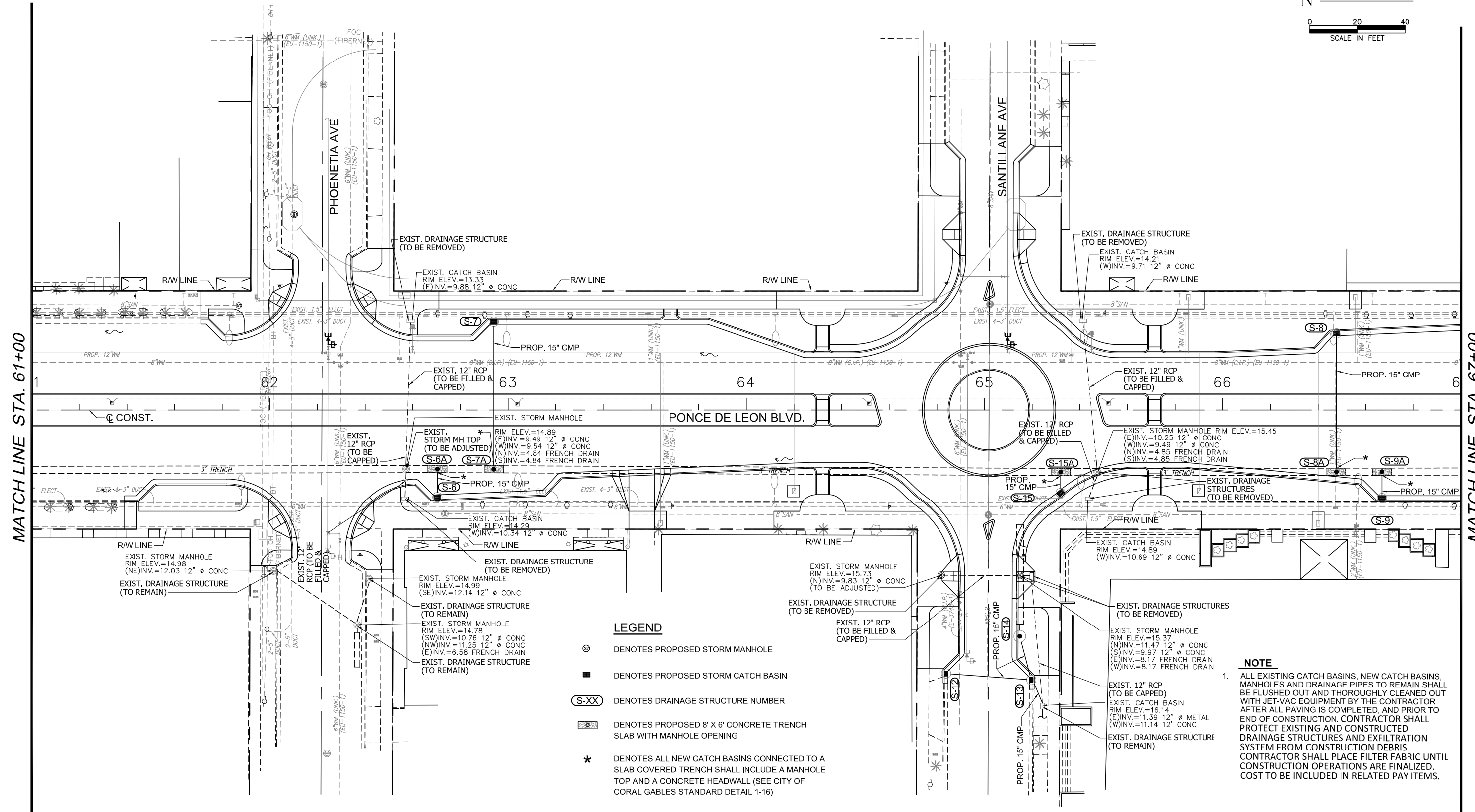
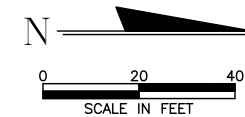
NOTE

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- 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)

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	DAVID PLUMMER & ASSOCIATES, INC.	REVISIONS:	PROJECT: PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III	TITLE: DRAINAGE PLAN	DATE: 05/25/21	PROJECT NO.: 13184		
	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	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 50px; height: 15px;"> </td><td style="width: 50px; height: 15px;"> </td></tr> <tr><td style="width: 50px; height: 15px;"> </td><td style="width: 50px; height: 15px;"> </td></tr> </table>					CONTRACTOR SHALL VERIFY ALL DIMENSIONS & LOCATE ALL UTILITIES BEFORE COMMENCING WITH PROJECT.	APPROVED: _____ SHEET NO.: 12



MATCH LINE STA. 61+00

MATCH LINE STA. 67+00

LEGEND

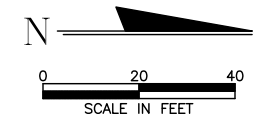
- ⊙ DENOTES PROPOSED STORM MANHOLE
- DENOTES PROPOSED STORM CATCH BASIN
- S-XX DENOTES DRAINAGE STRUCTURE NUMBER
- ⊠ DENOTES PROPOSED 8' X 6' CONCRETE TRENCH SLAB WITH MANHOLE OPENING
- * DENOTES ALL NEW CATCH BASINS CONNECTED TO A SLAB COVERED TRENCH SHALL INCLUDE A MANHOLE TOP AND A CONCRETE HEADWALL (SEE CITY OF CORAL GABLES STANDARD DETAIL 1-16)

NOTE

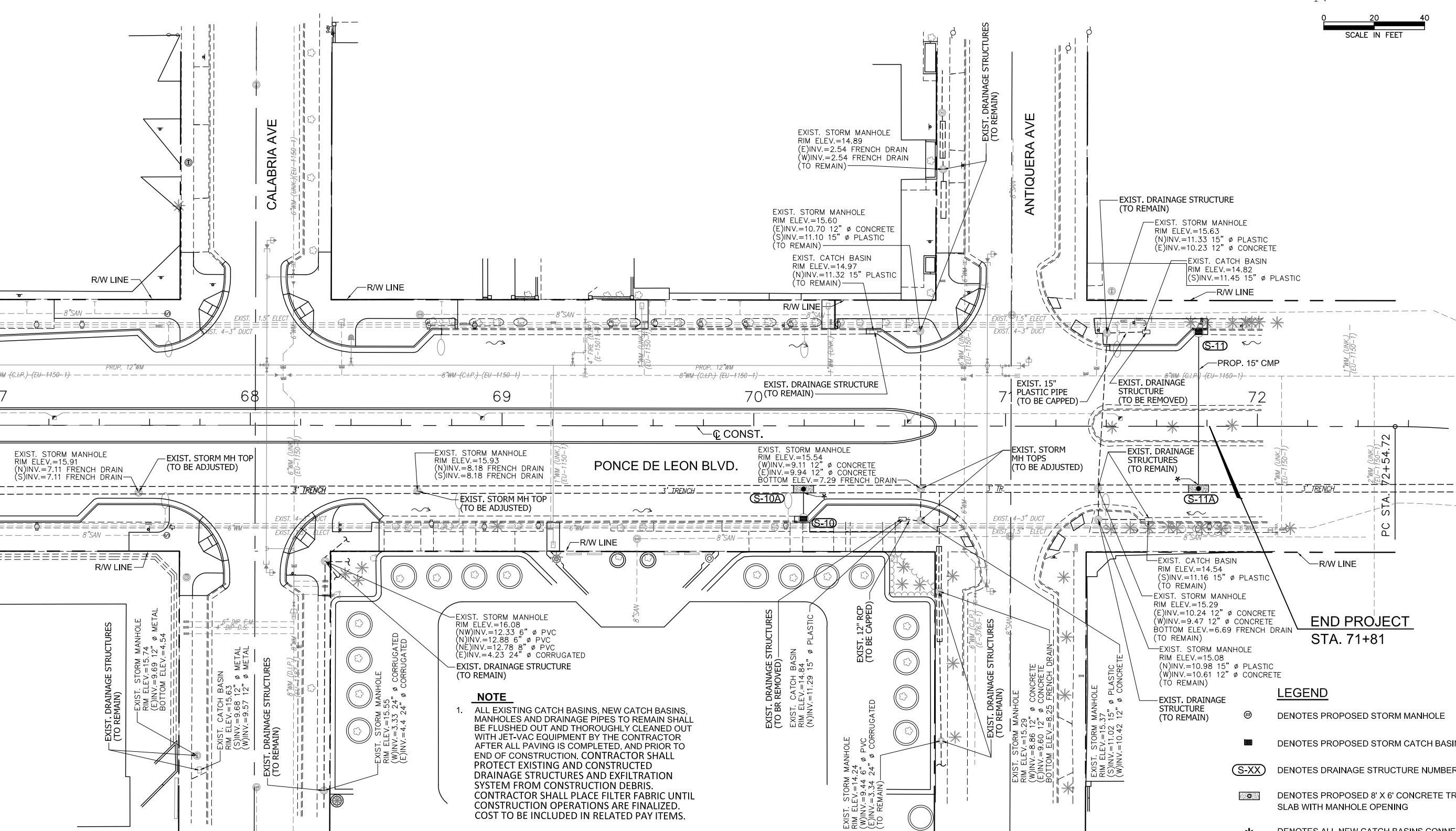
1. ALL EXISTING CATCH BASINS, NEW CATCH BASINS, MANHOLES AND DRAINAGE PIPES TO REMAIN SHALL BE FLUSHED OUT AND THOROUGHLY CLEANED OUT WITH JET-VAC EQUIPMENT BY THE CONTRACTOR AFTER ALL PAVING IS COMPLETED, AND PRIOR TO END OF CONSTRUCTION. CONTRACTOR SHALL PROTECT EXISTING AND CONSTRUCTED DRAINAGE STRUCTURES 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:	PROJECT:	PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III	TITLE:	DRAINAGE PLAN	DATE 05/25/21	PROJECT NO. 13184
			CONTRACTOR SHALL VERIFY ALL DIMENSIONS & LOCATE ALL UTILITIES BEFORE COMMENCING WITH PROJECT.				DRAWN CHECKED APPROVED	SHEET NO. 13



MATCH LINE STA. 67+00



NOTE

- 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.

- LEGEND**
- ⊙ DENOTES PROPOSED STORM MANHOLE
 - DENOTES PROPOSED STORM CATCH BASIN
 - Ⓢ-XX DENOTES DRAINAGE STRUCTURE NUMBER
 - Ⓢ-XX DENOTES PROPOSED 8' X 6' CONCRETE TRENCH SLAB WITH MANHOLE OPENING
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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	05/25/21	PROJECT NO.	13184
DRAWN		SHEET NO.	
CHECKED			
APPROVED			14

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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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 CERTIFICATE OF AUTHORIZATION EB 2690

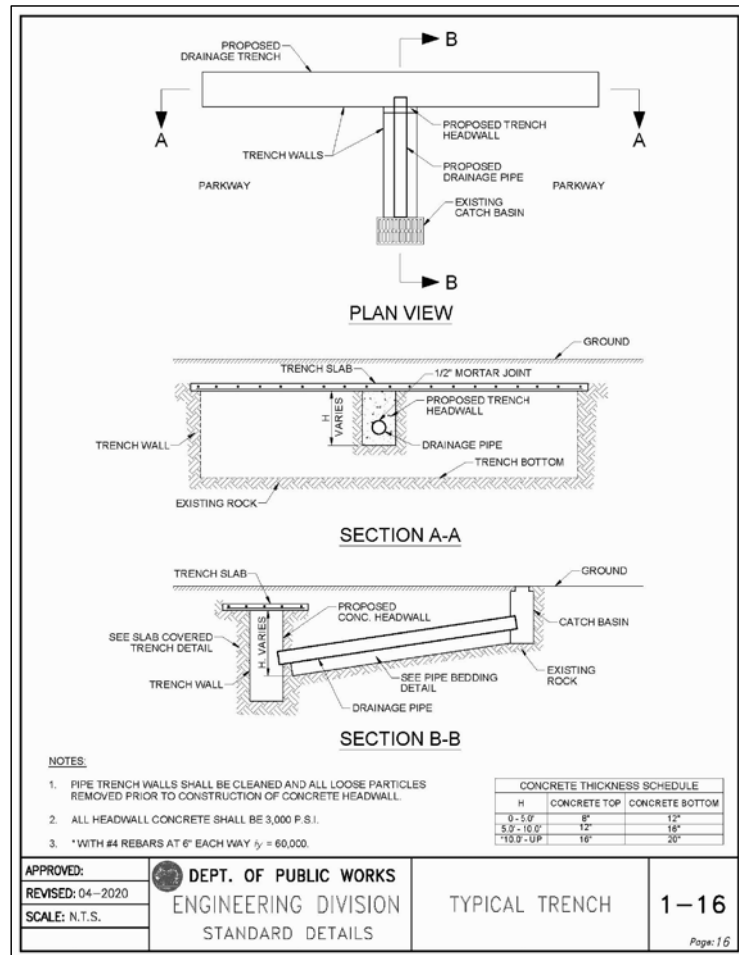
REVISIONS:

 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	PROJECT NO.
05/25/21	13184
DRAWN	SHEET NO.
	15
CHECKED	
APPROVED	



NOTES:

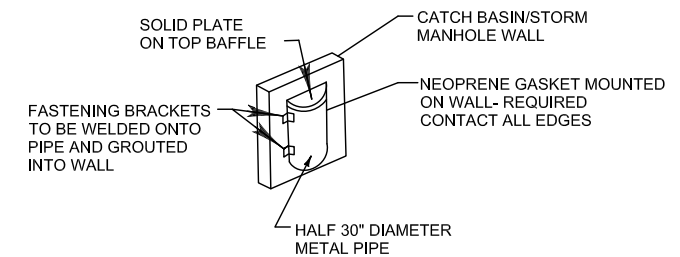
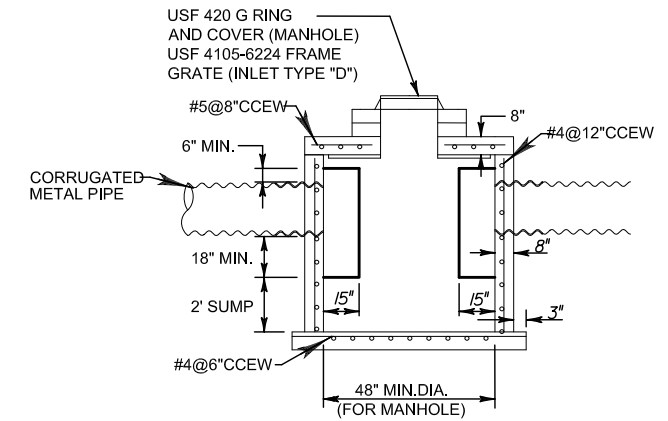
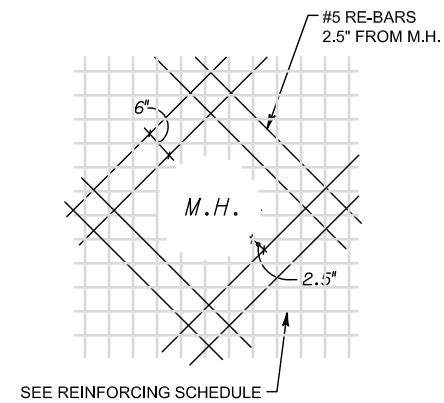
- TRENCH DEPTH SHALL BE MEASURED FROM BOTTOM OF SLAB.
- ALL VOIDS IN TRENCH WALLS SHALL BE FILLED W/3000 PSI CONCRETE.
- MANHOLE SHALL BE SET IN SLAB. DIAGONAL STEEL SHALL BE PLACED AT OPENING IN SLAB.
- TOP OF TRENCH SLAB SHALL BE A MINIMUM OF 20" BELOW FINISHED GRADE.
- CLEAN SLAB SHOULDER TO BARE ROCK BEFORE POURING SLAB.
- TYPE "C" MANHOLE FRAME & COVER TO BE PROVIDED FOR EVERY 50' OF CONTINUOUS TRENCH. SET ACCORDING TO CASTING ADJUSTMENT (8" BRICK OR CONCRETE WALL) OR AS APPROVED BY ENGINEER.
- ALL STEEL $f_y = 60,000$ PSI

TYPICAL HEADWALL DETAIL

N.T.S.

NOTE:

- EXISTING INVERT ELEVATIONS AND PIPE DIAMETERS MUST BE FIELD VARIFIED PRIOR TO MANUFACTURING OF DRAINAGE STRUCTURES.



INLET AND MANHOLE NOTES:

- CONCRETE SHALL BE f_c 4000 PSI AT 28 DAYS. TYPE II CEMENT
- WALLS TO BE CONSTRUCTED OF REINFORCED CONCRETE. CONCRETE MAY BE EITHER CAST-IN-PLACE OR PRECAST.
- ALL REINFORCING STEEL SHALL BE NEW BARS IN ACCORDANCE WITH ASTM A-615 GRADE 60.
- 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.
- 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.
- MANHOLE TOP OR TRENCH SLABS MAY BE CAST-IN-PLACE OR PRECAST CONSTRUCTION.
- FOR SUPPLEMENTARY DETAILS, SEE MANHOLES & INLETS DETAIL. FDOT INDEX 200, 201 & 214.
- 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.
- ALL EXISTING AND NEW INLETS AND MANHOLES SHALL BE CLEANED AND FREE OF ALL SAND, SILT AND CONSTRUCTION DEBRIS PRIOR TO PROJECT COMPLETION.
- ALL PIPE SHALL BE 16 GAUGE ALUMINUM CORRUGATED METAL PIPE.

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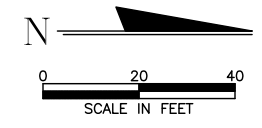
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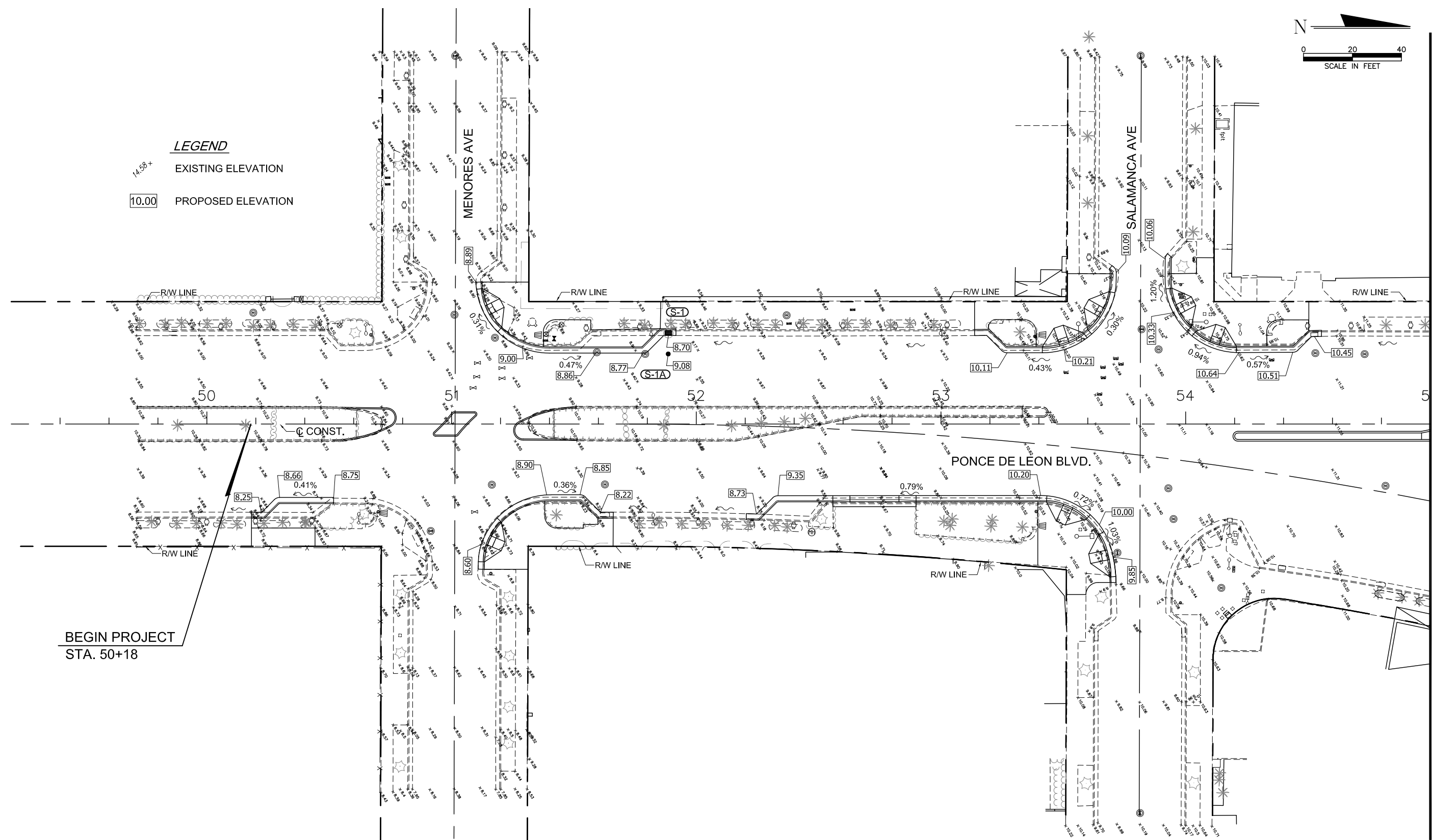
PROJECT: **PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III**

TITLE: **DRAINAGE DETAILS AND NOTES**

DATE	05/25/21	PROJECT NO.	13184
DRAWN		SHEET NO.	16
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APPROVED			



LEGEND
 14.58 x EXISTING ELEVATION
 10.00 PROPOSED ELEVATION

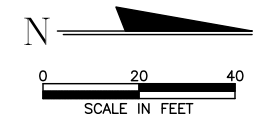


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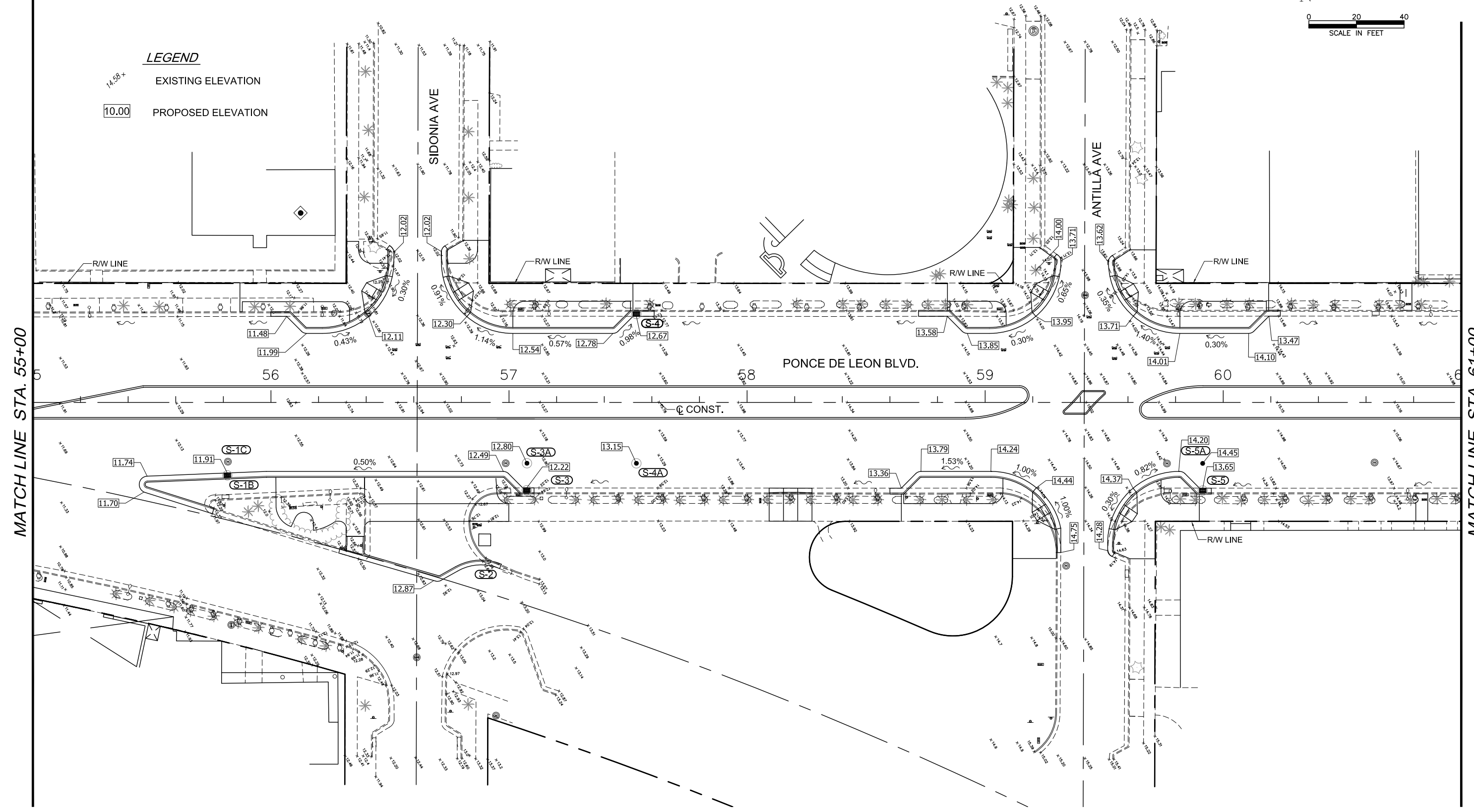
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	TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING		PONCE DE LEON BOULEVARD	GRADING PLAN	05 /25 /21	13184
	CORAL GABLES FORT MYERS		ROADWAY IMPROVEMENTS		DRAWN	SHEET NO.
	1750 PONCE DE LEON BLVD, CORAL GABLES FL 33134 TELEPHONE (305) 447-0900		PHASE III		CHECKED	17
CERTIFICATE OF AUTHORIZATION EB 2690	CONTRACTOR SHALL VERIFY ALL DIMENSIONS & LOCATE ALL UTILITIES BEFORE COMMENCING WITH PROJECT.		APPROVED			



LEGEND
 14.58+ EXISTING ELEVATION
 10.00 PROPOSED ELEVATION

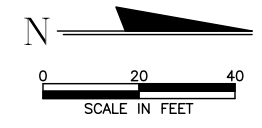


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MATCH LINE STA. 55+00

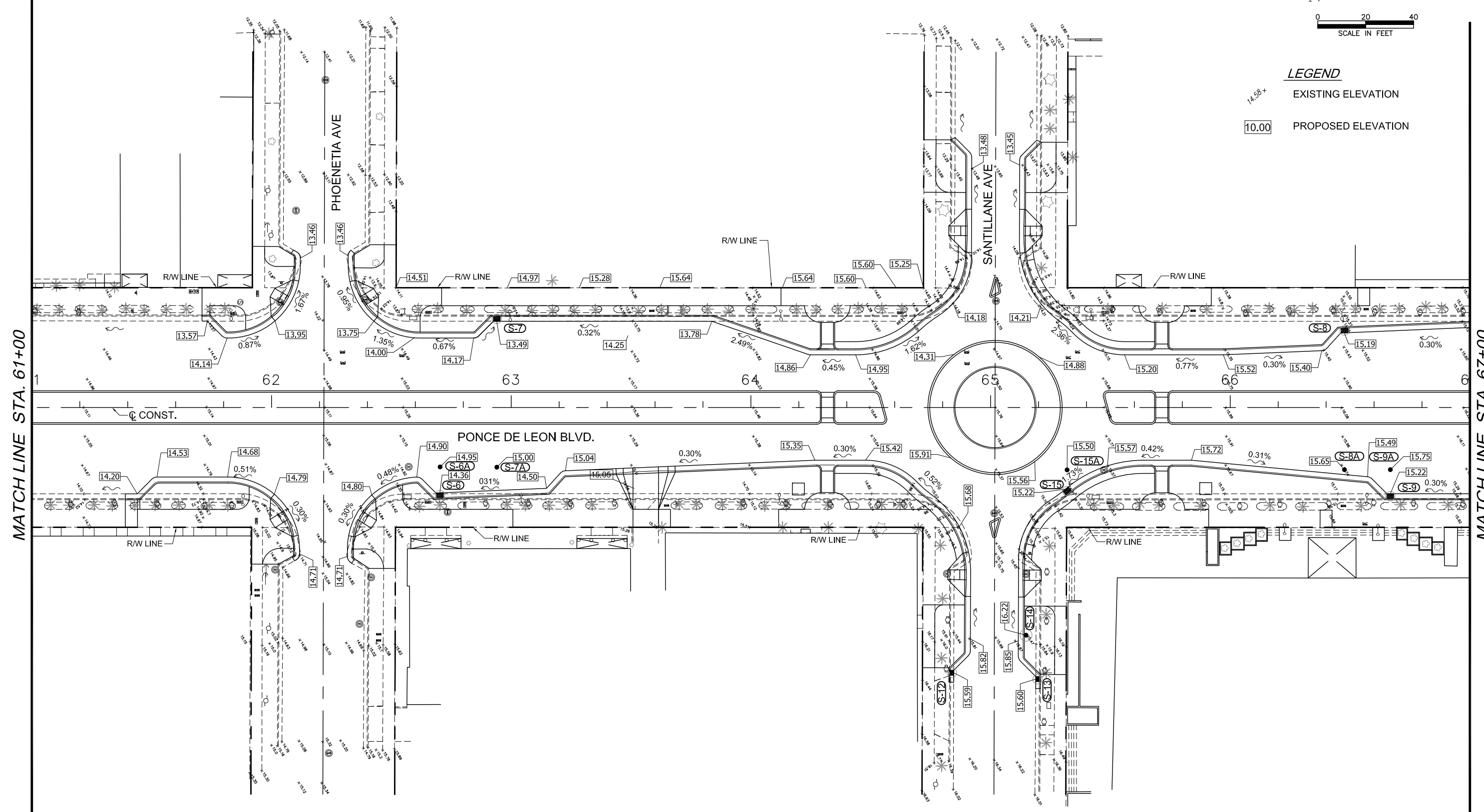
MATCH LINE STA. 61+00

	DAVID PLUMMER & ASSOCIATES, INC.	REVISIONS:	PROJECT:	TITLE:	DATE	PROJECT NO.	
	TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING		PONCE DE LEON BOULEVARD	GRADING PLAN	05/25/21	13184	
	CORAL GABLES FORT MYERS		ROADWAY IMPROVEMENTS		DRAWN		
	1750 PONCE DE LEON BLVD. CORAL GABLES FL 33134 TELEPHONE (305) 447-0900		PHASE III		CHECKED		
CERTIFICATE OF AUTHORIZATION EB 2690	CONTRACTOR SHALL VERIFY ALL DIMENSIONS & LOCATE ALL UTILITIES BEFORE COMMENCING WITH PROJECT.		APPROVED			18	



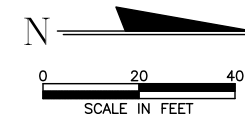
LEGEND

- EXISTING ELEVATION
- 10.00 PROPOSED ELEVATION



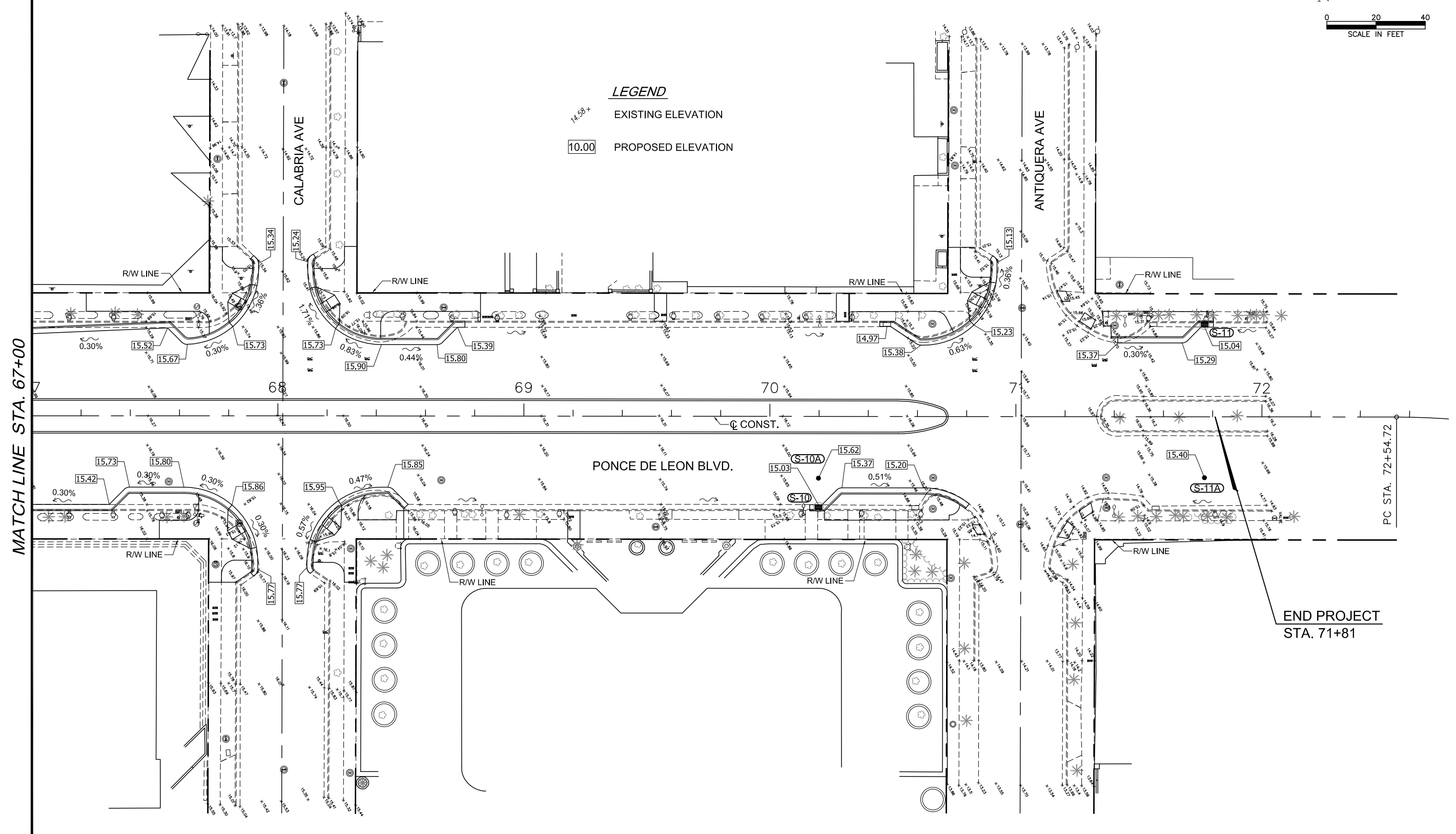
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	DAVID PLUMMER & ASSOCIATES, INC.	REVISIONS:	PROJECT:	TITLE:	DATE:	PROJECT NO.:						
	TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING CORAL GABLES FORT MYERS 1750 PONCE DE LEON BLVD, CORAL GABLES FL 33134 TELEPHONE (305) 447-0900 CERTIFICATE OF AUTHORIZATION EB 2690	<table border="1" style="width: 100%; height: 40px;"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>							CONTRACTOR SHALL VERIFY ALL DIMENSIONS & LOCATE ALL UTILITIES BEFORE COMMENCING WITH PROJECT.	PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III	GRADING PLAN	05/25/21
					CHECKED:	SHEET NO.:						
					APPROVED:	19						



LEGEND

- EXISTING ELEVATION
- PROPOSED ELEVATION



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

TITLE: **GRADING PLAN**

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

20

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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:

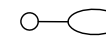
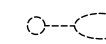

LIGHT POLES, OVERHEAD FEED, AND 2 OVERHEAD CONDUCTORS TO BE FURNISHED AND INSTALLED BY FPL.

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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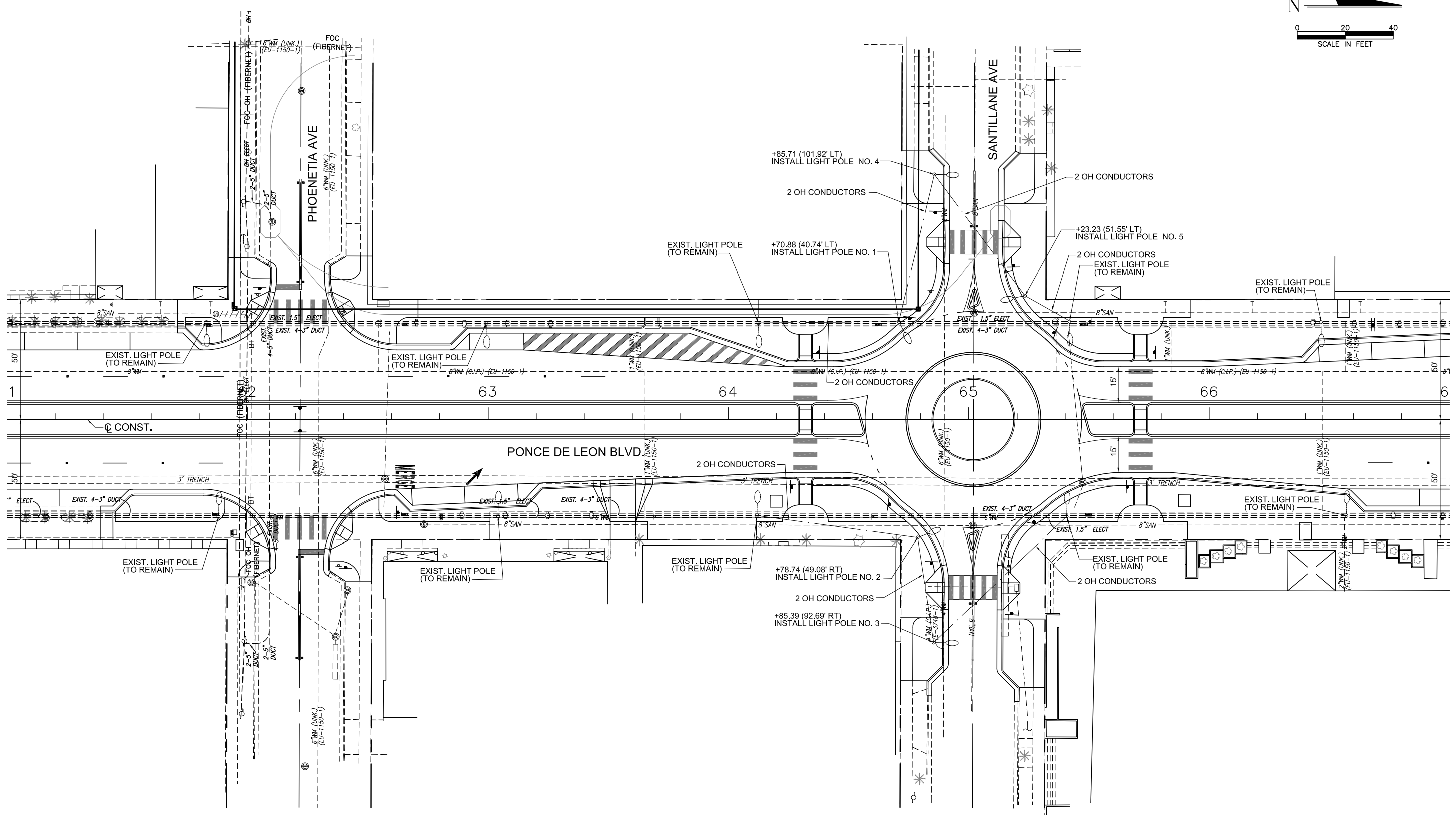
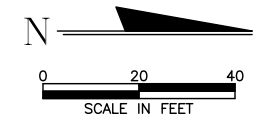
REVISIONS:

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

TITLE: **POLE DATA & LEGEND**

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



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	DAVID PLUMMER & ASSOCIATES, INC.	REVISIONS:	PROJECT: PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III	TITLE: LIGHTING PLAN	DATE: 05/25/21	PROJECT NO.: 13184	
	TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING				DRAWN	SHEET NO.	
	CORAL GABLES FORT MYERS 1750 PONCE DE LEON BLVD. CORAL GABLES FL 33134 TELEPHONE (305) 447-0900 CERTIFICATE OF AUTHORIZATION EB 2690						22
	CONTRACTOR SHALL VERIFY ALL DIMENSIONS & LOCATE ALL UTILITIES BEFORE COMMENCING WITH PROJECT.					CHECKED	
					APPROVED		

TABULATION OF QUANTITIES

BID ITEM NO.	DESCRIPTION	UNIT	SHEET NUMBERS																				TOTAL THIS SHEET		GRAND TOTAL		REF. SHEET
			25		26		27		28																		
			ORIG.	FINAL	ORIG.	FINAL	ORIG.	FINAL	ORIG.	FINAL	ORIG.	FINAL	ORIG.	FINAL	ORIG.	FINAL	ORIG.	FINAL	ORIG.	FINAL	ORIG.	FINAL	ORIG.	FINAL			
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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	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: <table border="1" style="width: 100%; height: 20px;"> <tr><td> </td><td> </td></tr> </table>			PROJECT: PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III	TITLE: TABULATION OF QUANTITIES FOR SIGNING AND PAVEMENT MARKINGS	<table border="1" style="width: 100%; font-size: 8px;"> <tr> <td>DATE</td> <td>05/25/21</td> <td>PROJECT NO.</td> <td>13184</td> </tr> <tr> <td>DRAWN</td> <td></td> <td>SHEET NO.</td> <td>23</td> </tr> <tr> <td>CHECKED</td> <td></td> <td></td> <td></td> </tr> <tr> <td>APPROVED</td> <td></td> <td></td> <td></td> </tr> </table>	DATE	05/25/21	PROJECT NO.	13184	DRAWN		SHEET NO.	23	CHECKED				APPROVED			
DATE	05/25/21	PROJECT NO.	13184																				
DRAWN		SHEET NO.	23																				
CHECKED																							
APPROVED																							

GENERAL NOTES:

- 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.
- MATCH EXISTING PAVEMENT MARKINGS AT THE BEGINNING AND THE END OF THE PROJECT AND AT ALL SIDE STREETS WITHOUT JOGS AND OFFSETS.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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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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: **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

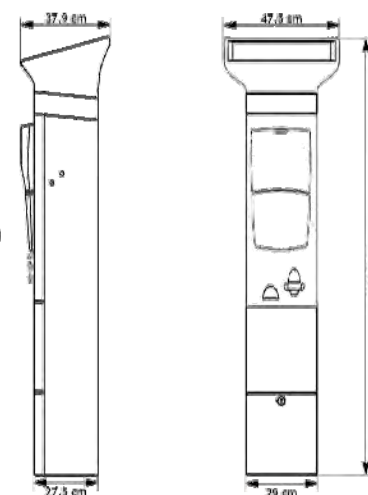


User Interface	
Colour screen	7" LCD TFT monitor 800 x 480 pixels 400cd Non-scratching anti-UV polycarbonate 8mm thick guard glass Intuitive UI
Extended keyboard	Capacitive technology - Customisable
CPU system	
Appl. & data	Neops embedded software ARM7 driver board
Communication	
3G - 4G	Supported in 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 6500 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

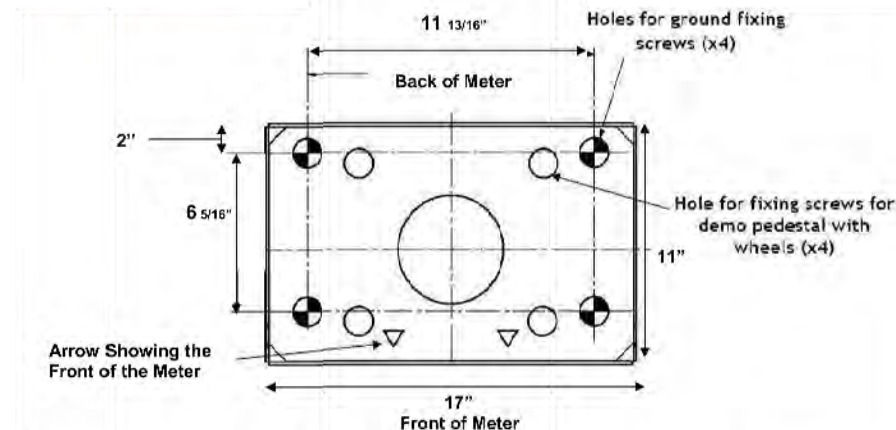
FLOWBIRD
Urban
Intelligence

STRADA PAL

Card payment		Coin payment	
M1000 card reader	PCI PTS 3.1 / 4.1, EMV Level 1 EMV Level 2, AFAS (France)	Selector	Patented motor-driven coin selector 14 different coins/ tokens accepted Infrared/Magnetic detection technologies
P1000 PINPad	PCI PTS 3.1 / 4.1	Collection	Exchangeable coinbox for Rapide collection: Capacity: 2700 coins Empty weight: 1.8kg - 3.93 lb Coinbox for Transfer collection: Capacity: 2600 coins Transfer Canister: Capacity: 8.8 liters
A1000 Contact-less antenna	PCI PTS 4.1 EMV contact-less Level 1 EMV contact-less Level 2 v2.8 (Entry point, C2/Visa, C3/MasterCard, C4/Amex)	Bills payment	
		CashCode SM/MSM	Multi-width currencies accepted
		backload validator	1000 "standard" bills or 800 "long" bills (>160mm - 6.30")
		Stacker	1000 "standard" bills or 800 "long" bills (>160mm - 6.30")
		Collection	Exchangeable coinbox: Capacity: 2000 US quarters Empty weight: 2.7 Kg - 5.93 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
		ID-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) 1.582 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 & IK5 to IK10 Coins storage: DTG07131 (EN14460 Level2) ISO 9001 - ISO 14001 - ISO 18001
		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



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".

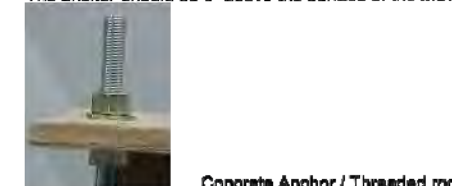
For use on surfaces that are a little out of level there is another product Flexorets.

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"



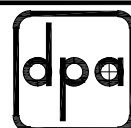
Pouring a pad:
Cut pieces of MDF to same dimensions as template above with holes drilled in ground fixing locations.
Place the anchors through the holes with a nut and washer on both sides of the MDF.
The anchor should be 3" above the surface of the MDF (concrete surface).



Creation Date: 1/8/2010	Date of last modification: 1/8/2010
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Birede Anchoring Instructions	

NOTES:

- INSTALLATION OF PAY STATION SHALL COMPLY WITH STRADA PAL SPECIFICATIONS.
- LOCATION OF PAY STATIONS TO BE APPROVED BY THE CITY OF CORAL GABLES.



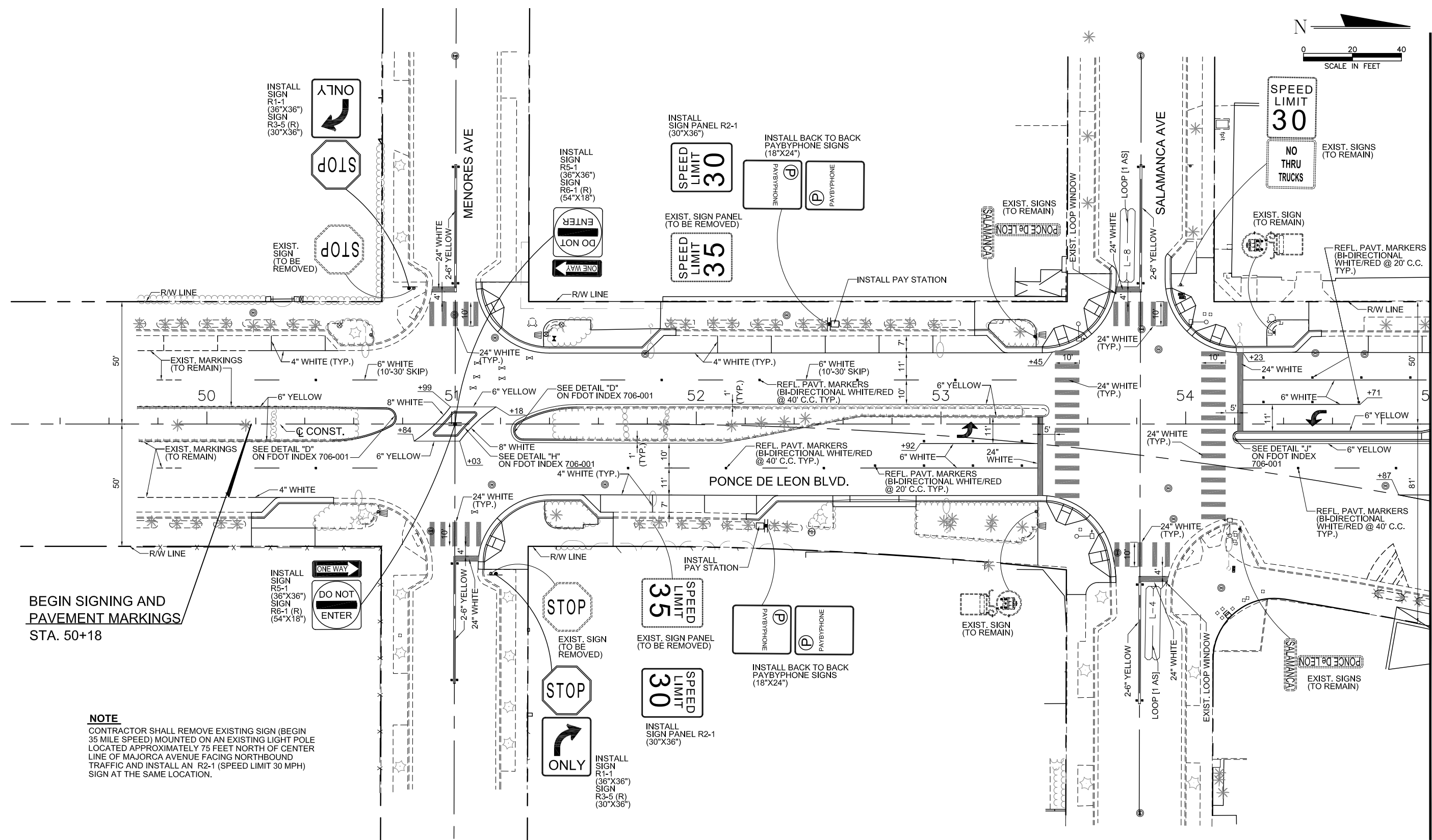
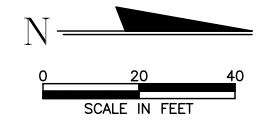
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CORAL GABLES FORT MYERS
1750 PONCE DE LEON BLVD. CORAL GABLES FL 33134 TELEPHONE (305) 447-0900
CERTIFICATE OF AUTHORIZATION EB 2690

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

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

TITLE: **SIGNING AND PAVEMENT MARKING
PAY STATION SPECIFICATIONS**

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



INSTALL SIGN R1-1 (36"X36") SIGN R3-5 (R) (30"X36")



EXIST. SIGN (TO BE REMOVED)



INSTALL SIGN R5-1 (36"X36") SIGN R6-1 (R) (54"X18")



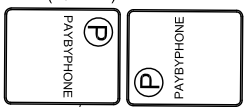
INSTALL SIGN PANEL R2-1 (30"X36")

EXIST. SIGN PANEL (TO BE REMOVED)

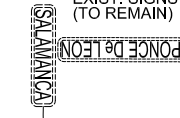
SPEED LIMIT 30

SPEED LIMIT 35

INSTALL BACK TO BACK PAYBYPHONE SIGNS (18"X24")



EXIST. SIGNS (TO REMAIN)



SPEED LIMIT 30

EXIST. SIGNS (TO REMAIN)

NO THRU TRUCKS



REFL. PAVT. MARKERS (BI-DIRECTIONAL WHITE/RED @ 20' C.C. TYP.)

BEGIN SIGNING AND PAVEMENT MARKINGS STA. 50+18

INSTALL SIGN R5-1 (36"X36") SIGN R6-1 (R) (54"X18")



EXIST. SIGN (TO BE REMOVED)



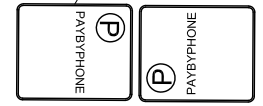
EXIST. SIGN PANEL (TO BE REMOVED)

SPEED LIMIT 35

INSTALL SIGN PANEL R2-1 (30"X36")

SPEED LIMIT 30

INSTALL BACK TO BACK PAYBYPHONE SIGNS (18"X24")



EXIST. SIGN (TO REMAIN)



NOTE
CONTRACTOR SHALL REMOVE EXISTING SIGN (BEGIN 35 MILE SPEED) MOUNTED ON AN EXISTING LIGHT POLE LOCATED APPROXIMATELY 75 FEET NORTH OF CENTER LINE OF MAJORCA AVENUE FACING NORTHBOUND TRAFFIC AND INSTALL AN R2-1 (SPEED LIMIT 30 MPH) SIGN AT THE SAME LOCATION.

MATCH LINE STA. 55+00

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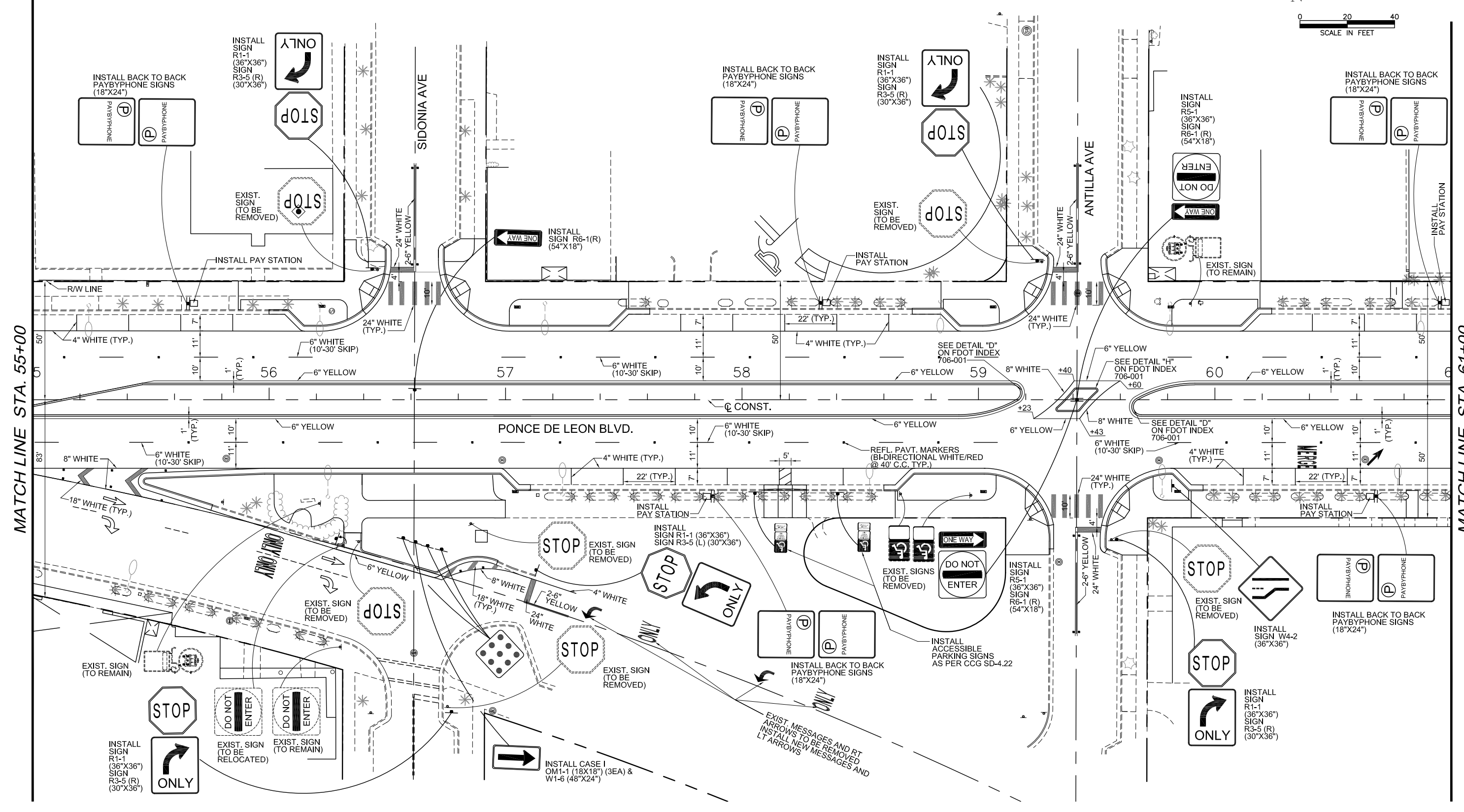
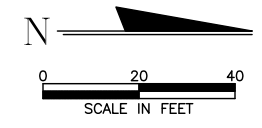
REVISIONS:

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

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

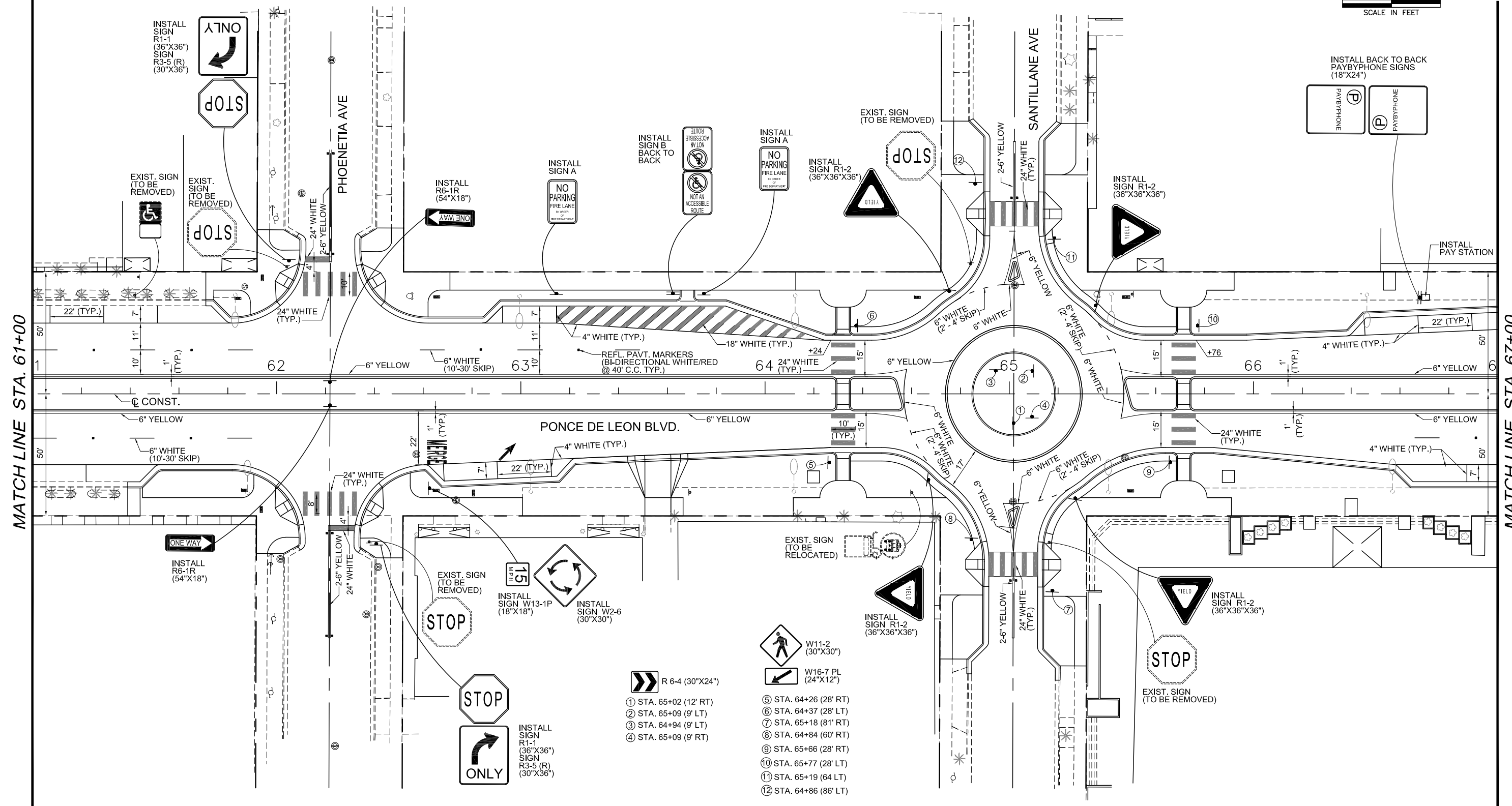
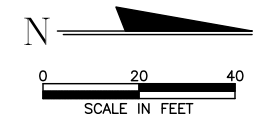
TITLE: **SIGNING AND PAVEMENT MARKING PLAN**

DATE	05/25/21	PROJECT NO.	13184
DRAWN		SHEET NO.	
CHECKED			
APPROVED			26



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	DAVID PLUMMER & ASSOCIATES, INC.	REVISIONS:	PROJECT:	PONCE DE LEON BOULEVARD ROADWAY IMPROVEMENTS PHASE III	TITLE:	SIGNING AND PAVEMENT MARKING PLAN	DATE: 05/25/21	PROJECT NO. 13184
	TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING						DRAWN	SHEET NO.
	CORAL GABLES FORT MYERS 1750 PONCE DE LEON BLVD, CORAL GABLES FL 33134 TELEPHONE (305) 447-0900 CERTIFICATE OF AUTHORIZATION EB 2690	CONTRACTOR SHALL VERIFY ALL DIMENSIONS & LOCATE ALL UTILITIES BEFORE COMMENCING WITH PROJECT.					CHECKED	27
						APPROVED		

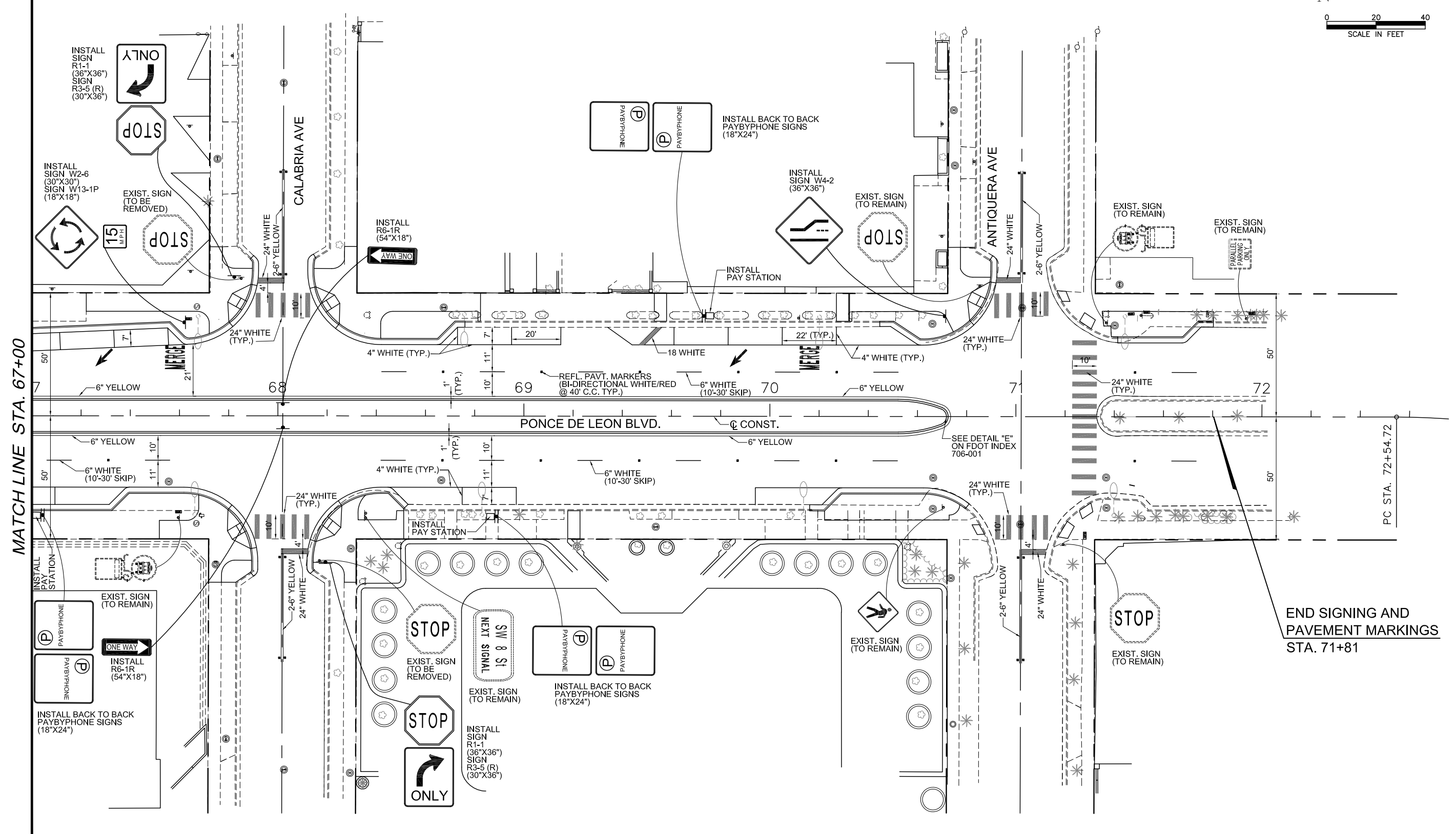
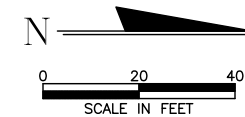


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MATCH LINE STA. 61+00

MATCH LINE STA. 67+00

	DAVID PLUMMER & ASSOCIATES, INC.	REVISIONS:	PROJECT:	TITLE:	DATE	PROJECT NO.
	TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING		PONCE DE LEON BOULEVARD	SIGNING AND PAVEMENT MARKING PLAN	05/25/21	13184
	CORAL GABLES FORT MYERS		ROADWAY IMPROVEMENTS		DRAWN	SHEET NO.
	1750 PONCE DE LEON BLVD. CORAL GABLES FL 33134 TELEPHONE (305) 447-0900 CERTIFICATE OF AUTHORIZATION EB 2690		PHASE III		CHECKED	28
		CONTRACTOR SHALL VERIFY ALL DIMENSIONS & LOCATE ALL UTILITIES BEFORE COMMENCING WITH PROJECT.			APPROVED	



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	DAVID PLUMMER & ASSOCIATES, INC.	REVISIONS:	PROJECT:	TITLE:	DATE	PROJECT NO.
	TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING		PONCE DE LEON BOULEVARD	SIGNING AND PAVEMENT MARKING PLAN	05 /25 /21	13184
	CORAL GABLES FORT MYERS		ROADWAY IMPROVEMENTS		DRAWN	SHEET NO.
	1750 PONCE DE LEON BLVD, CORAL GABLES FL 33134 TELEPHONE (305) 447-0900 CERTIFICATE OF AUTHORIZATION EB 2690	CONTRACTOR SHALL VERIFY ALL DIMENSIONS & LOCATE ALL UTILITIES BEFORE COMMENCING WITH PROJECT.	PHASE III		CHECKED	29
				APPROVED		

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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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: **MAINTENANCE OF TRAFFIC
GENERAL NOTES**

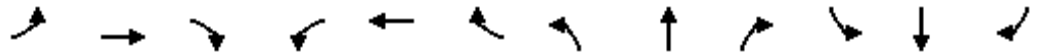
DATE	PROJECT NO.
05/25/21	13184
DRAWN	SHEET NO.
	30
CHECKED	
APPROVED	

APPENDIX G

Existing Condition Analysis Synchro and Simtraffic output
sheets

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

Existing
 08/26/2022



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.

HCM 6th TWSC
2: Ponce De Leon Boulevard & Antilla Avenue

Existing
08/26/2022

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	EBLn1WBLn1	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	-

HCM 6th TWSC
 3: Ponce De Leon Boulevard & Phoenetia Avenue /Phoenetia Avenue

Existing
 08/26/2022

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

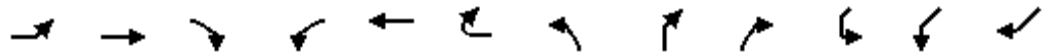
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1107	1376	396	982	1377	272	791	0	0	544	0	0
Stage 1	814	814	-	562	562	-	-	-	-	-	-	-
Stage 2	293	562	-	420	815	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
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	EBLn1WBLn1	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	-

HCM 6th Signalized Intersection Summary
 4: Ponce De Leon Boulevard & SW 8th Street

Existing
 08/26/2022



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	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	0.0	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	0.0	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

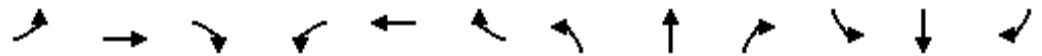
Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	40	54	21	9
Average Queue (ft)	22	23	1	0
95th Queue (ft)	46	49	10	6
Link Distance (ft)	557	326	223	242
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 742

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

Existing
 08/26/2022



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.

HCM 6th TWSC
2: Ponce De Leon Boulevard & Antilla Avenue

Existing
08/26/2022

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	EBLn1WBLn1	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	-

HCM 6th TWSC
 3: Ponce De Leon Boulevard & Phoenetia Avenue /Phoenetia Avenue

Existing
 08/26/2022

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

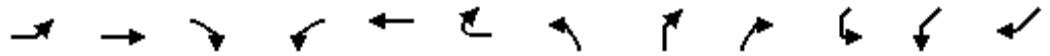
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1030	1449	258	1192	1451	426	516	0	0	851	0	0
Stage 1	530	530	-	919	919	-	-	-	-	-	-	-
Stage 2	500	919	-	273	532	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
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	EBLn1WBLn1	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	-

HCM 6th Signalized Intersection Summary
 4: Ponce De Leon Boulevard & SW 8th Street

Existing
 08/26/2022



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	EBLn1WBLn1	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	-

HCM 6th TWSC
6: Galiano Street & Phoenetia Avenue

Existing
08/26/2022

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	EBLn1WBLn1	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

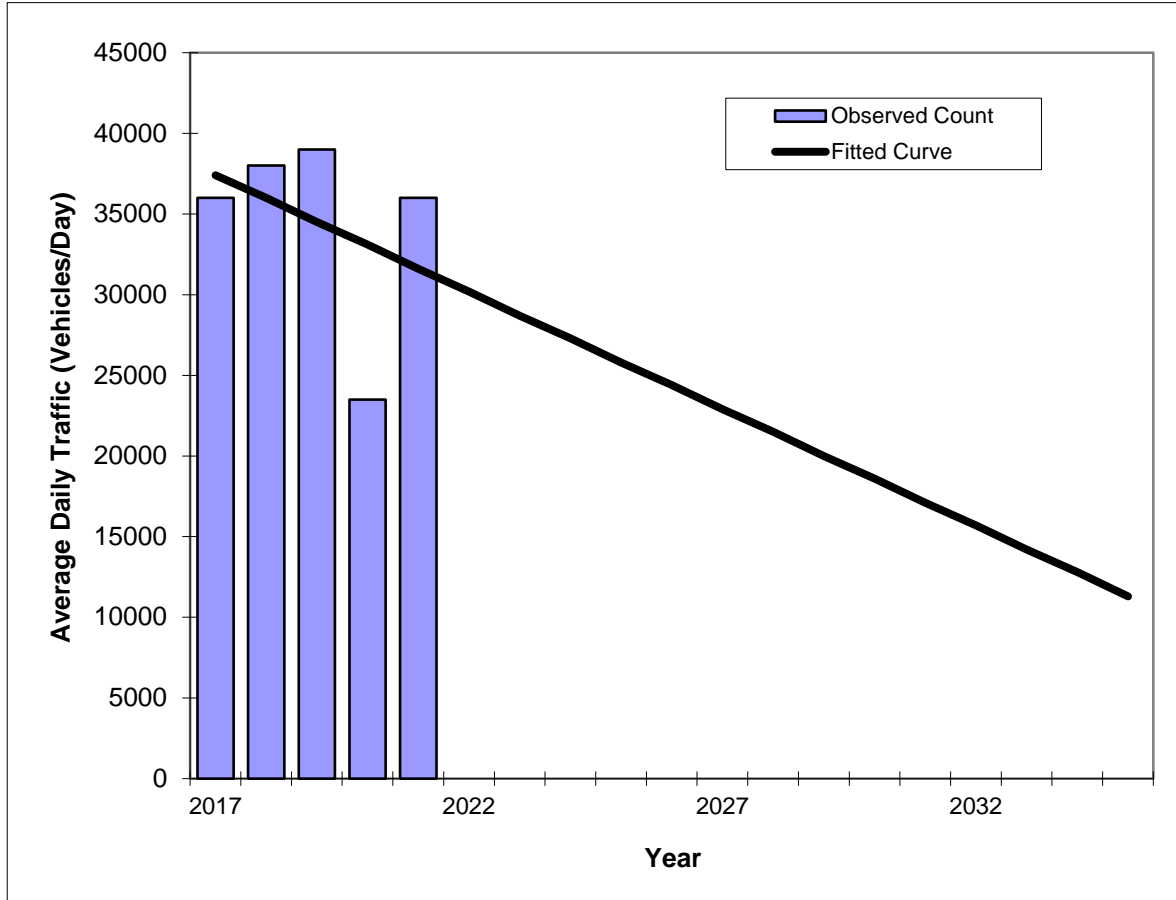
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*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		

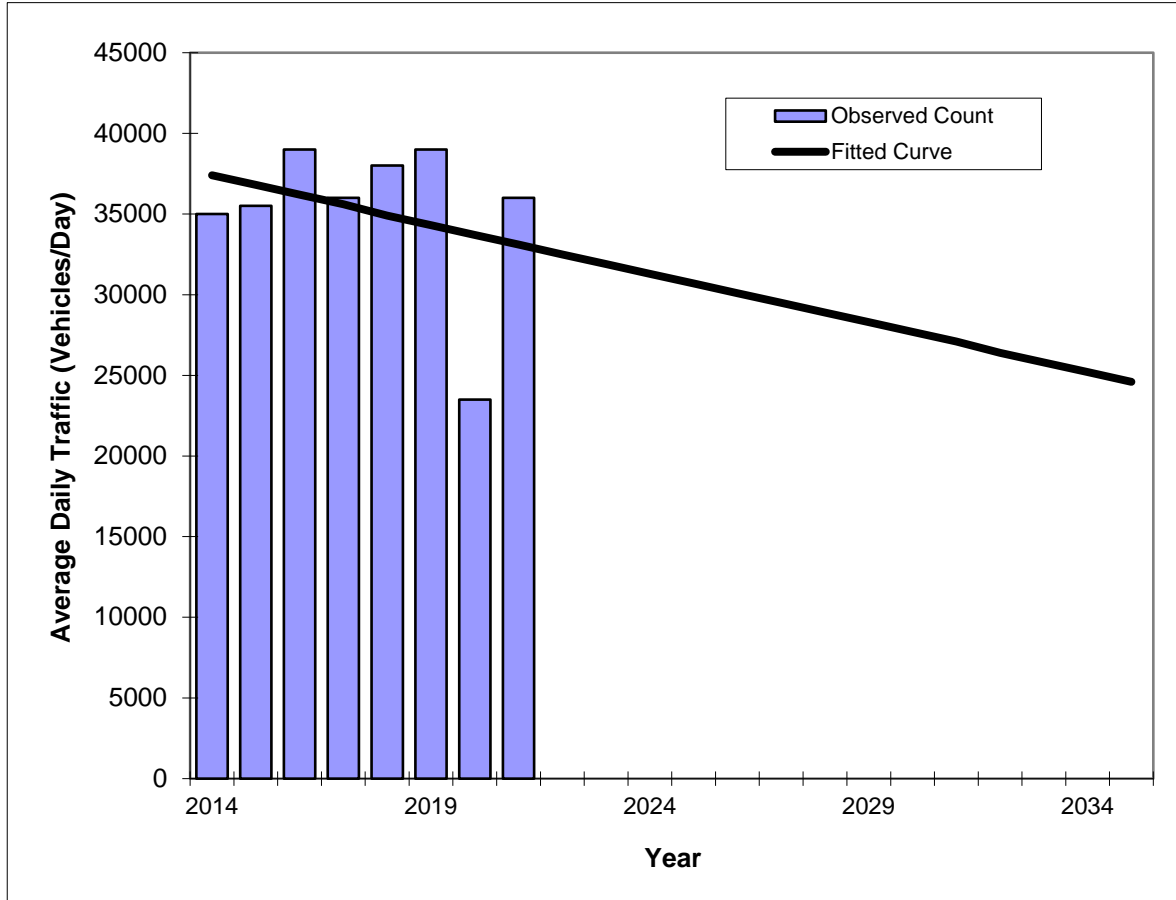
** Annual Trend Increase:	-1,450
Trend R-squared:	13.31%
Trend Annual Historic Growth Rate:	-3.88%
Trend Growth Rate (2021 to Design Year):	-4.59%
Printed:	29-Jul-22
Straight Line Growth Option	

*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		

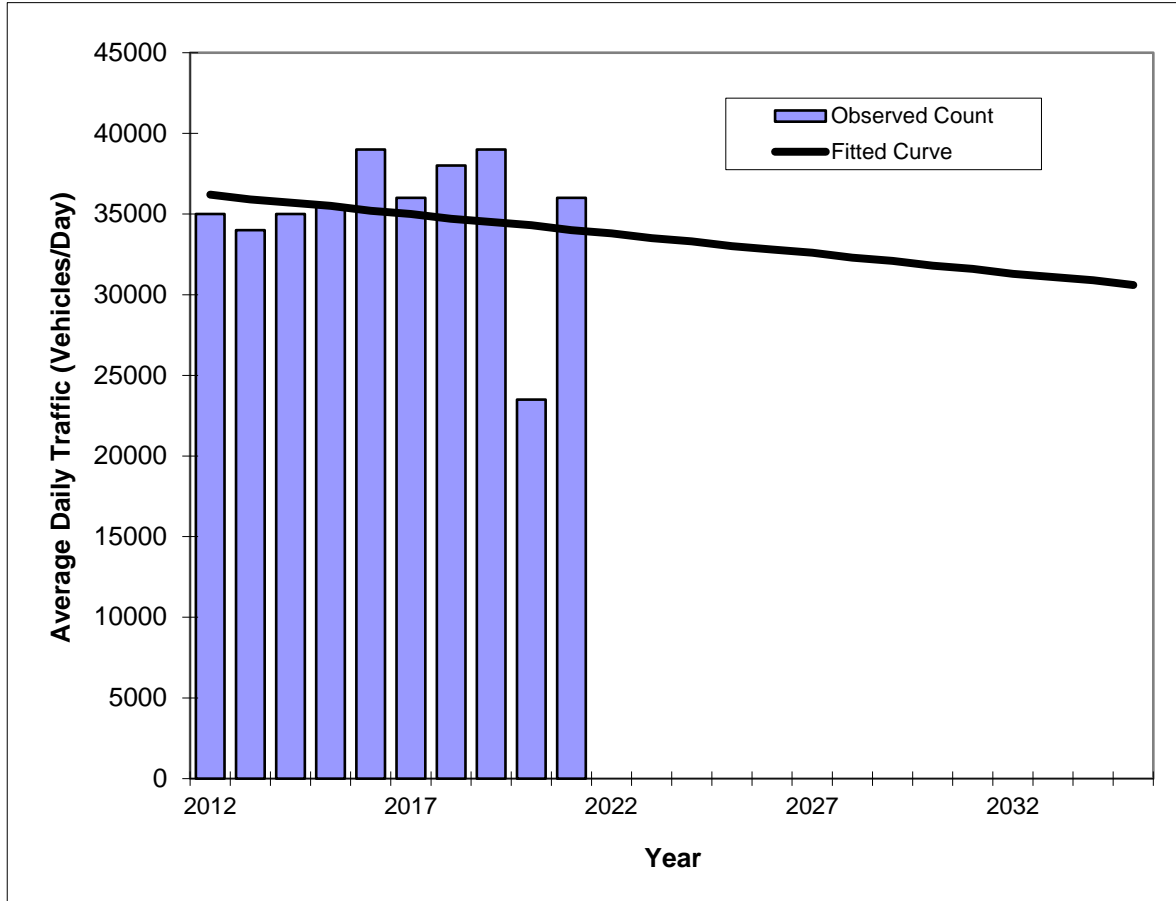
** Annual Trend Increase:	-607
Trend R-squared:	8.85%
Trend Annual Historic Growth Rate:	-1.64%
Trend Growth Rate (2021 to Design Year):	-1.81%
Printed:	29-Jul-22
Straight Line Growth Option	

*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		

** 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	

*Axle-Adjusted

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

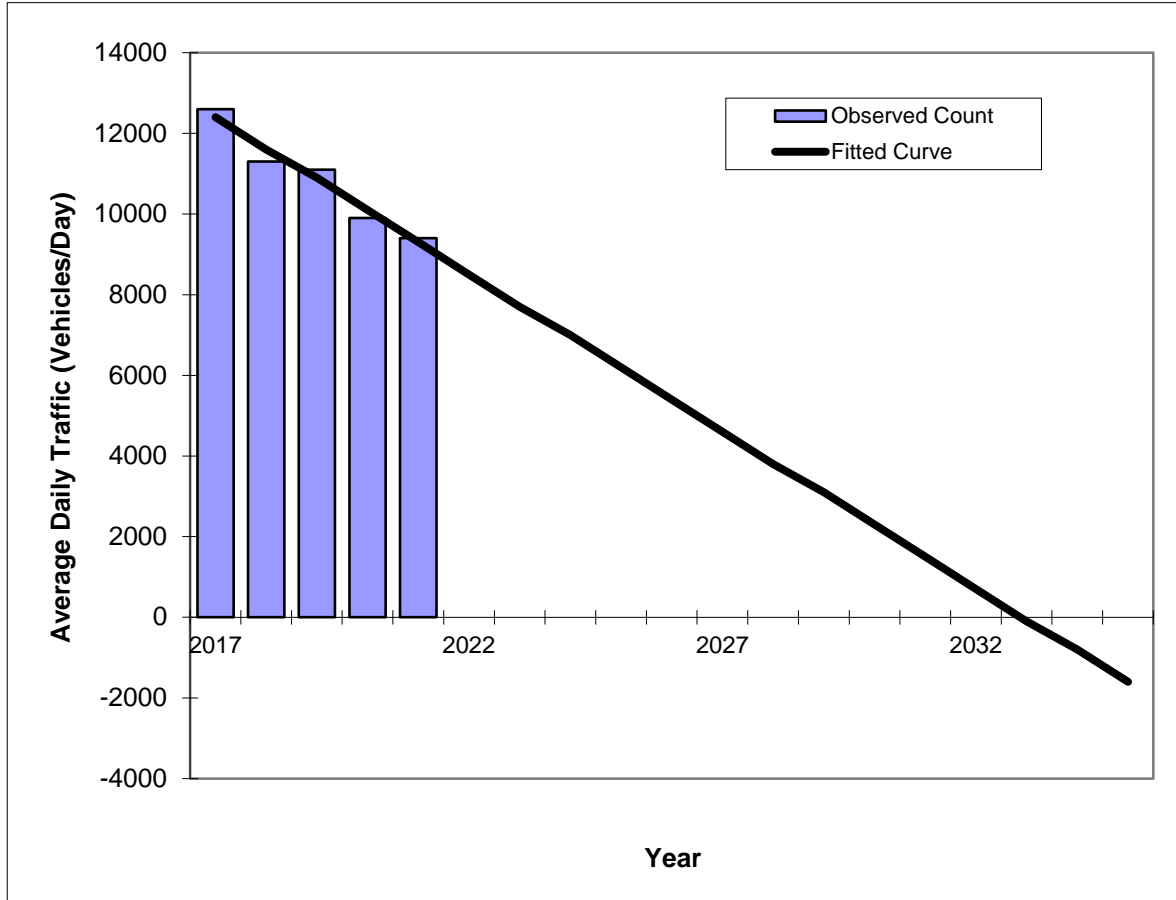
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*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		

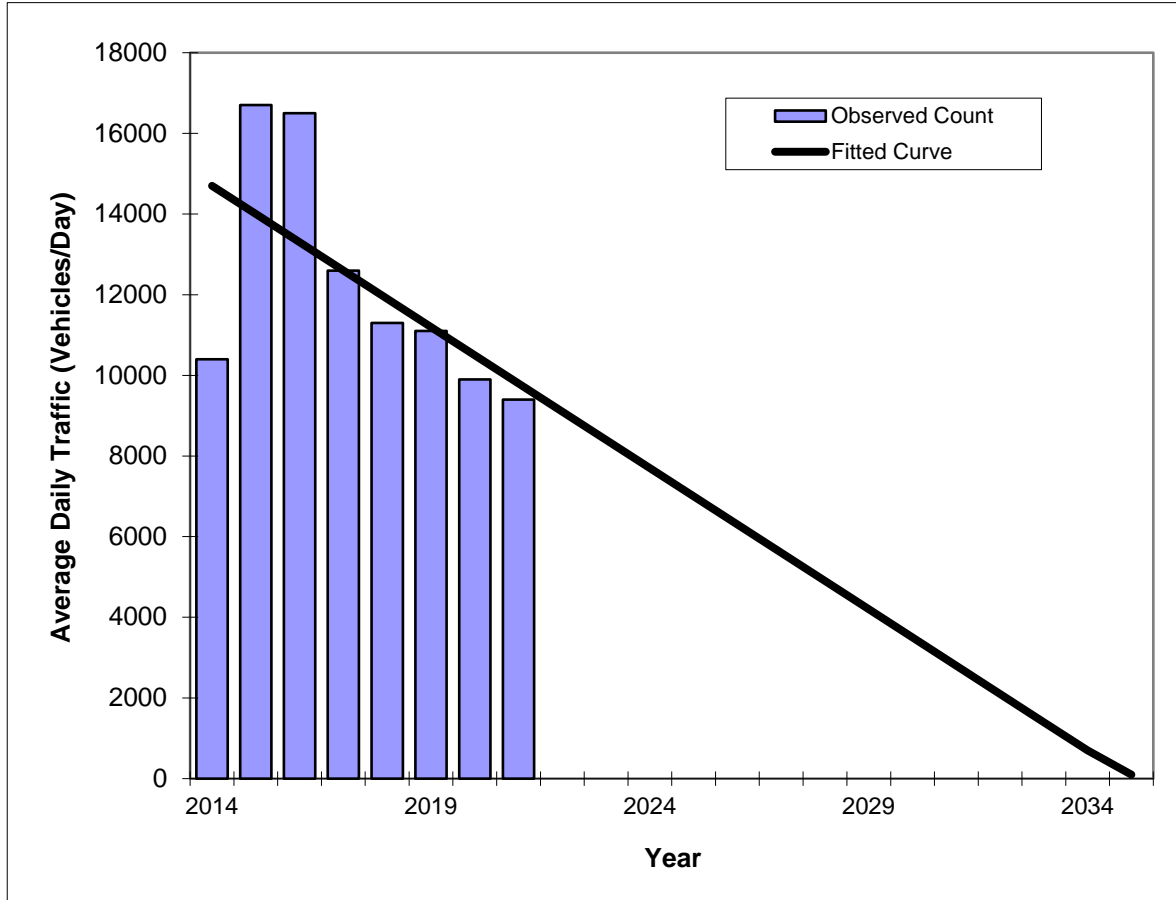
** Annual Trend Increase:	-780
Trend R-squared:	96.08%
Trend Annual Historic Growth Rate:	-6.25%
Trend Growth Rate (2021 to Design Year):	-8.33%
Printed:	29-Jul-22
Straight Line Growth Option	

*Axle-Adjusted

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		

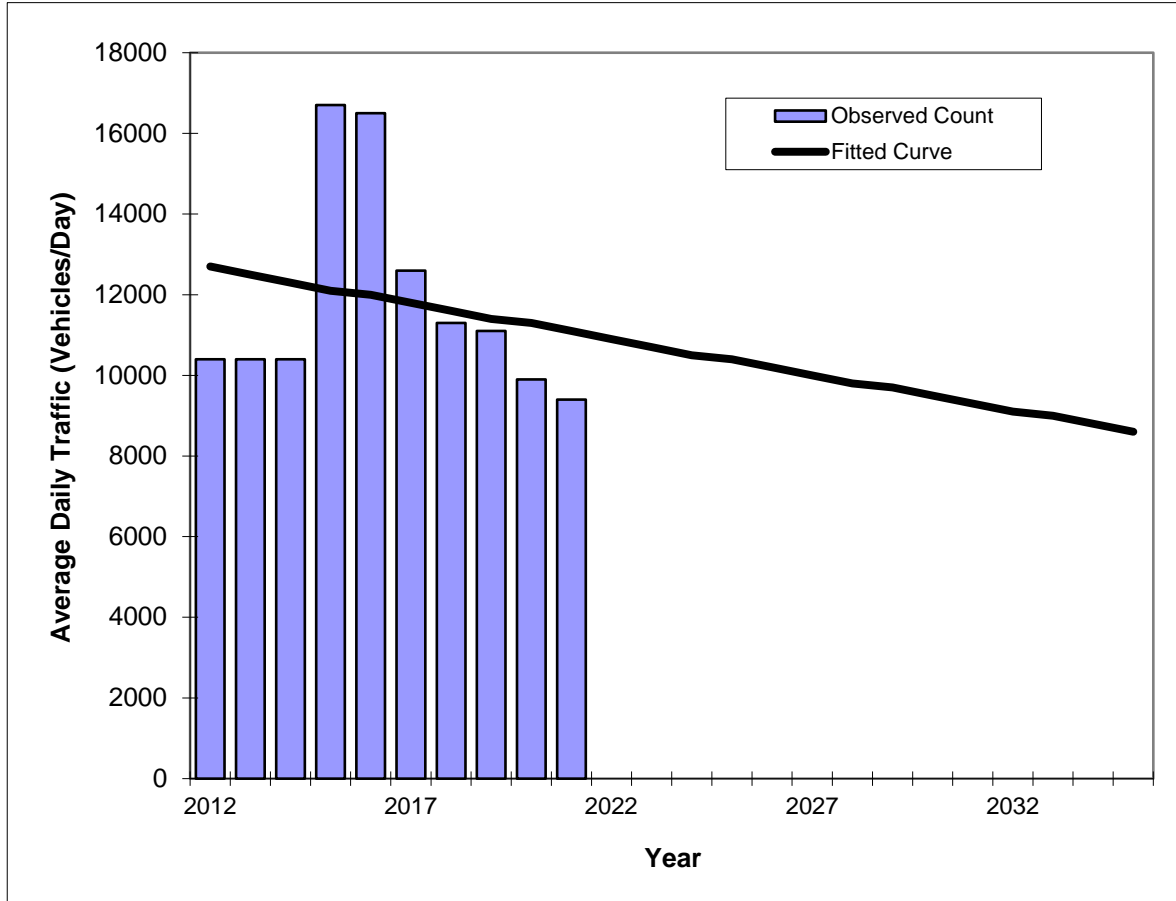
** Annual Trend Increase:	-696
Trend R-squared:	35.56%
Trend Annual Historic Growth Rate:	-4.76%
Trend Growth Rate (2021 to Design Year):	-7.14%
Printed:	29-Jul-22
Straight Line Growth Option	

*Axle-Adjusted

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

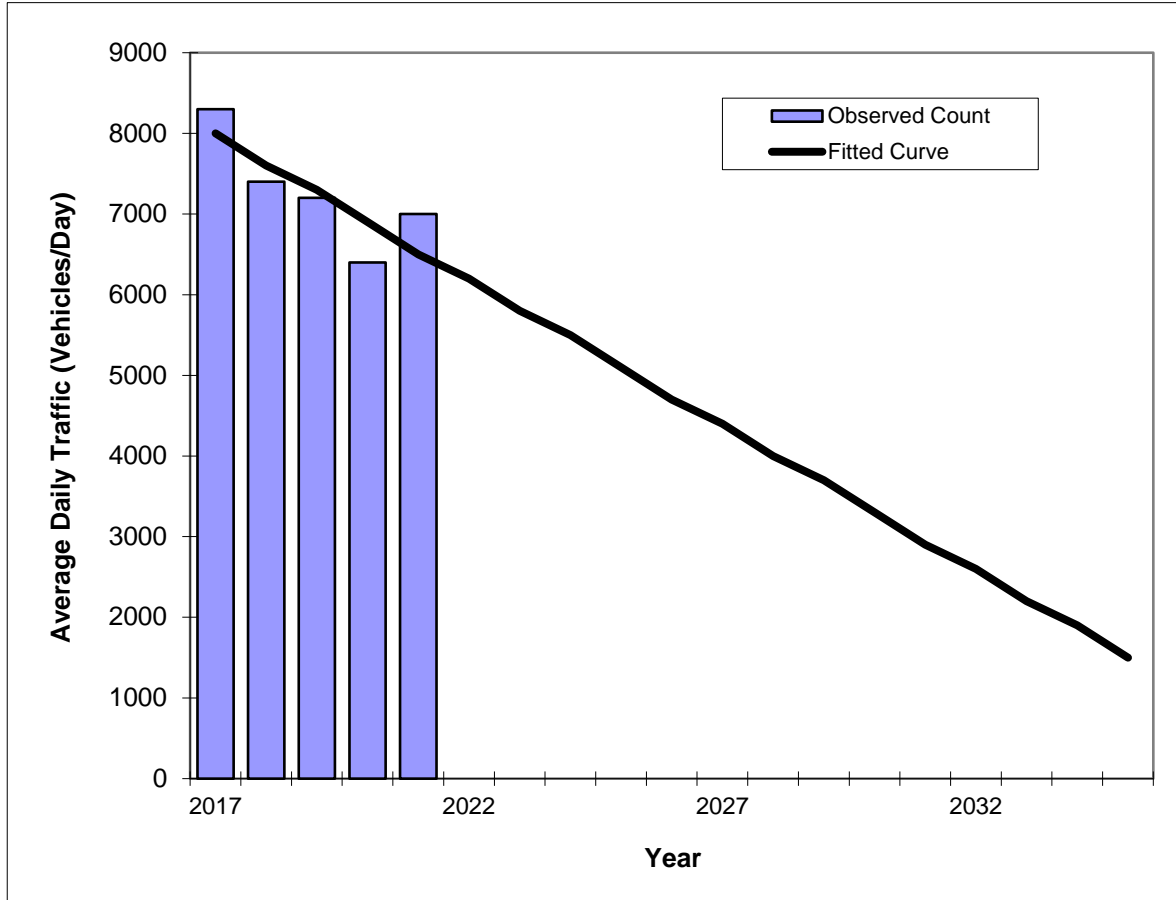
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*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		

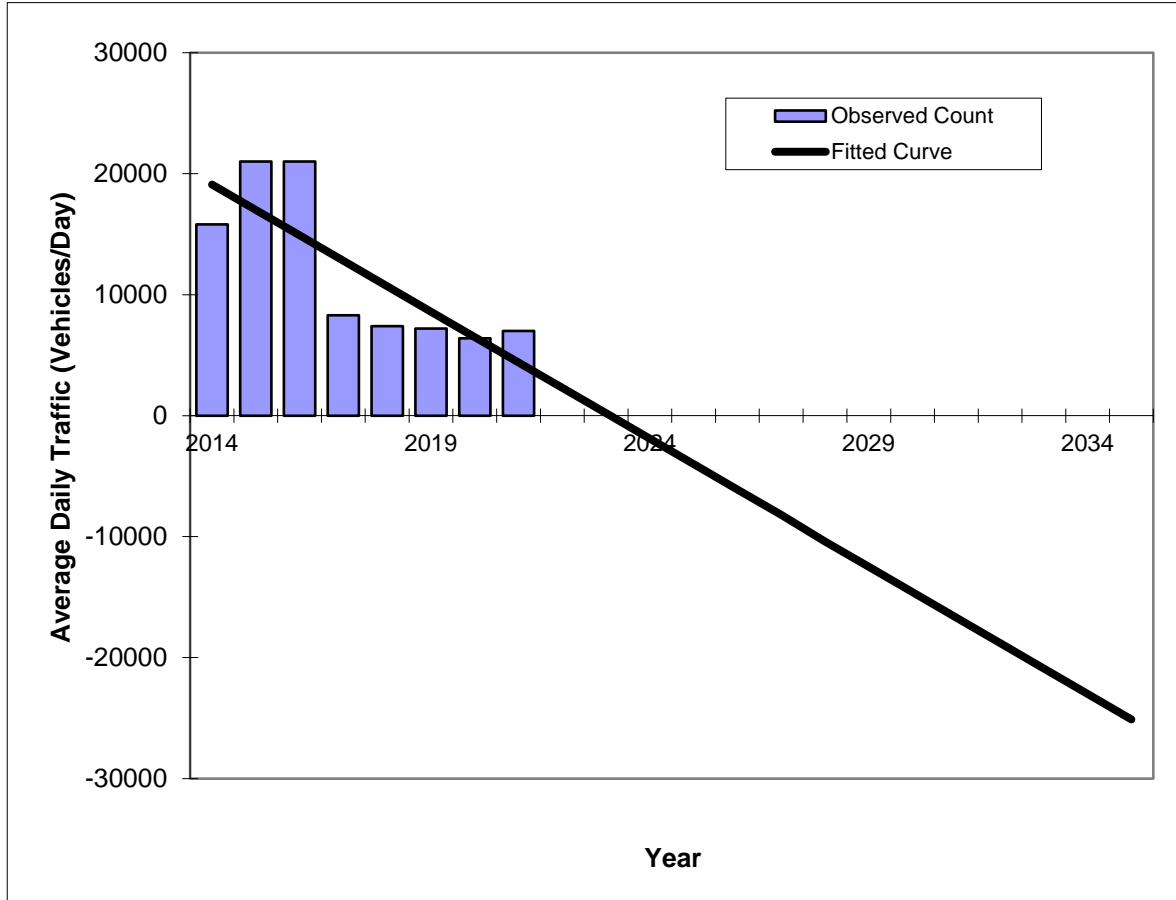
** Annual Trend Increase:	-360
Trend R-squared:	67.78%
Trend Annual Historic Growth Rate:	-4.69%
Trend Growth Rate (2021 to Design Year):	-5.38%
Printed:	29-Jul-22
Straight Line Growth Option	

*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		

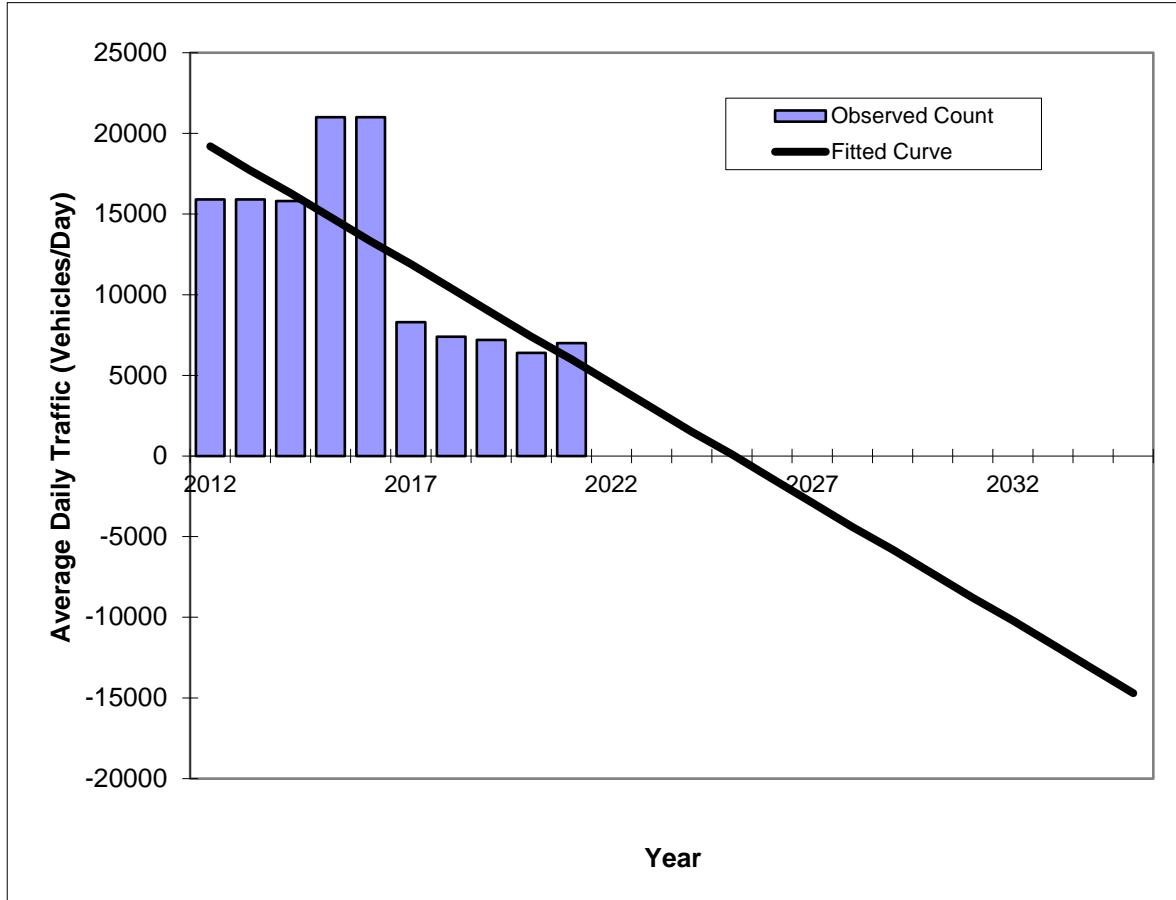
** Annual Trend Increase:	-2,106
Trend R-squared:	64.18%
Trend Annual Historic Growth Rate:	-10.99%
Trend Growth Rate (2021 to Design Year):	-47.73%
Printed:	29-Jul-22
Straight Line Growth Option	

*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**
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		

** 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	

*Axle-Adjusted

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

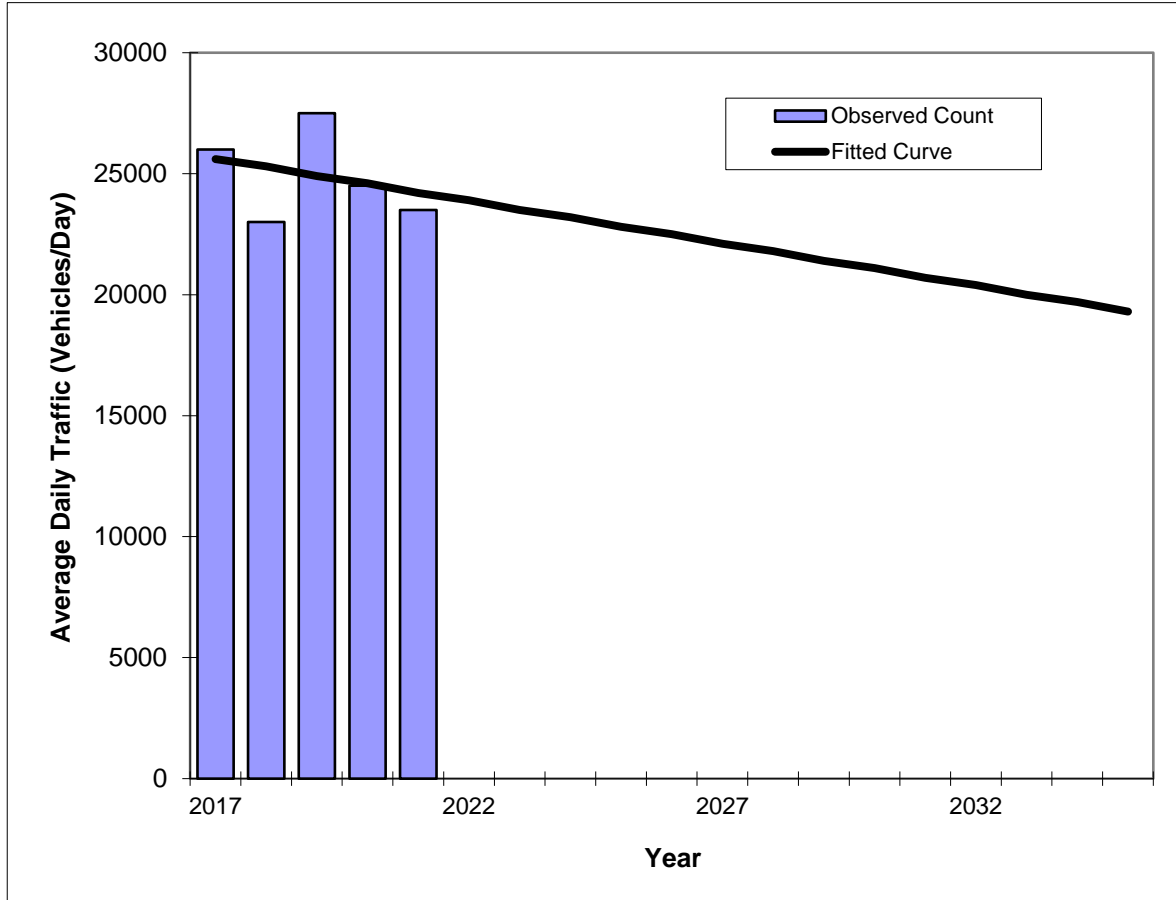
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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		

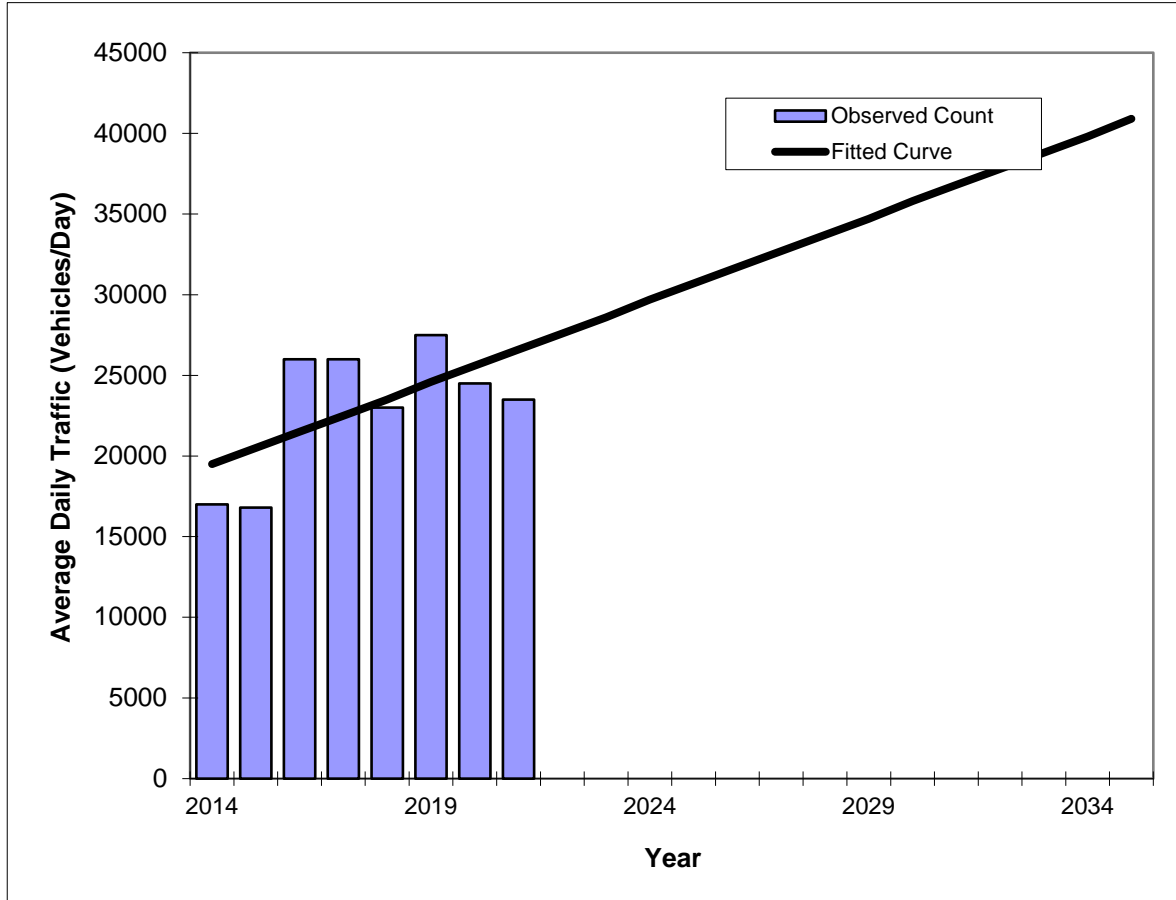
** Annual Trend Increase:	-350
Trend R-squared:	8.94%
Trend Annual Historic Growth Rate:	-1.37%
Trend Growth Rate (2021 to Design Year):	-1.45%
Printed:	29-Jul-22
Straight Line Growth Option	

*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		

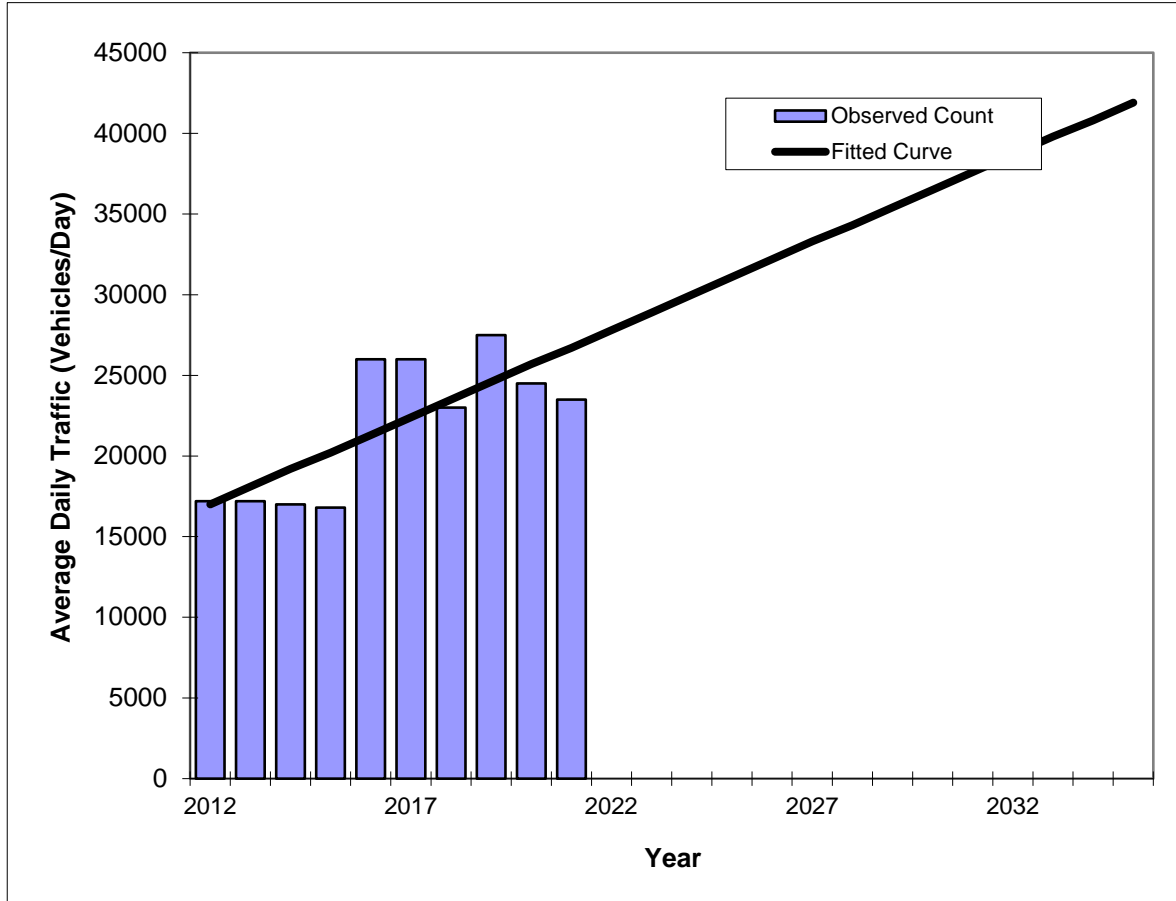
** Annual Trend Increase:	1,018
Trend R-squared:	37.78%
Trend Annual Historic Growth Rate:	5.20%
Trend Growth Rate (2021 to Design Year):	3.85%
Printed:	29-Jul-22
Straight Line Growth Option	

*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**
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,

TRAFTECH ENGINEERING, INC.

Joaquin E. Vargas, P.E.
Senior Transportation 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) <i>Land Use Code: 221</i>	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 <i>Land Use Code: 254</i>	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 <i>Land Use Code: 710</i>	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
		$Rate = \frac{1.92 \text{ trips}}{1000 \text{ SF}}$			$Rate = \frac{2.45 \text{ trips}}{1000 \text{ SF}}$		
		83%		17%	32% In		68%Out
Subtotal Gross Trips		23	46	69	42	35	77
Internal Capture ²	0% (AM) 2.6% (PM)	0	0	0	-1	-1	-2
Transit/ Pedestrian Trips	6.0 %	-1	-3	-4	-2	-2	-4
Net External Trips (Proposed)		22	43	65	39	32	71

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

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

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

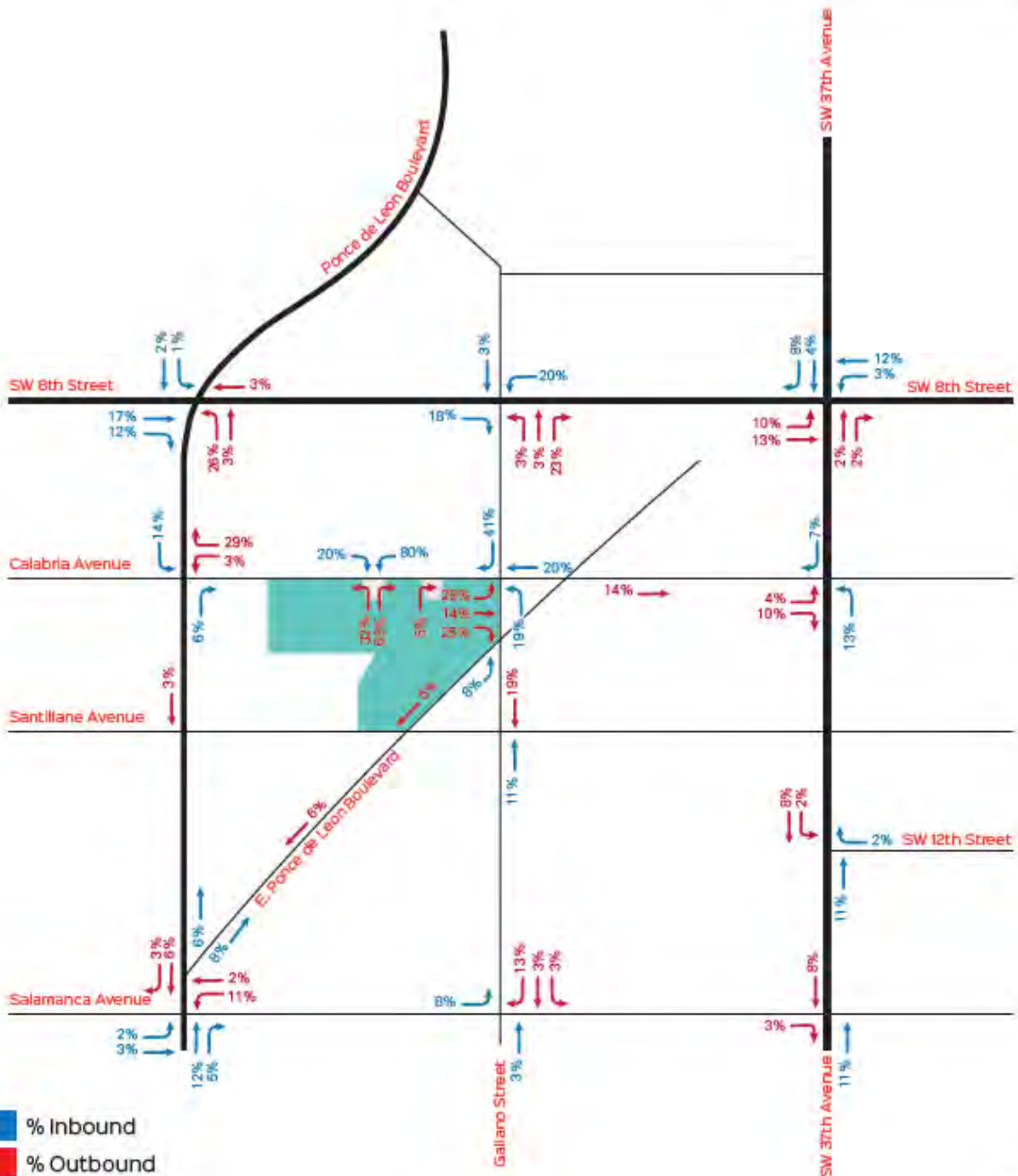
4.4 Project Trip Assignment

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

Exhibit 11: Cardinal Distribution (TAZ 1054)

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

Source: Miami-Dade Long Range Transportation Plan



- % Inbound
- % Outbound
- Project Location

Exhibit 12

Project Trip Distribution



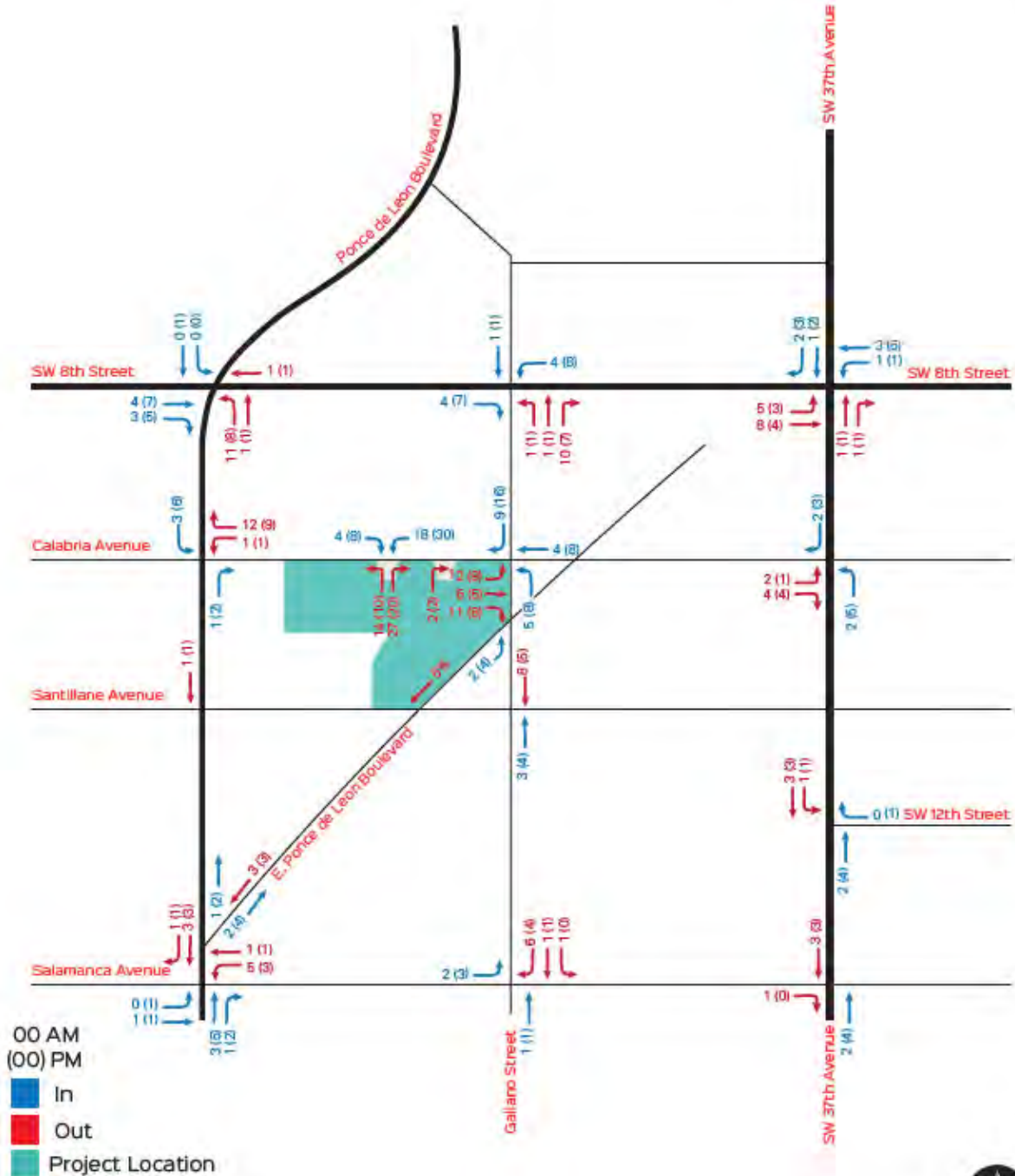


Exhibit 13

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) <i>Land Use Code: 221</i>	87 DU	344	13	25	38	26	20	46	
Strip Retail Plaza (<40k) <i>Land Use Code: 822</i>	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.

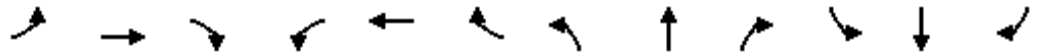
⁴ Based on two ITE studies the average pass-by rate for shopping centers <40k SF is 66%, a 45% reduction was used for a more conservative analysis.

APPENDIX J

Future W/O Project Analysis Synchro and Simtraffic output
sheets

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

Future No Build
 10/03/2022



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
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	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	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	-	-

HCM 6th Signalized Intersection Summary
4: Ponce De Leon Boulevard & SW 8th Street

Future No Build
10/03/2022



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

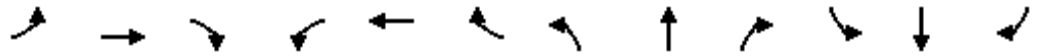
Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	56	21	12
Average Queue (ft)	25	24	1	1
95th Queue (ft)	48	50	10	8
Link Distance (ft)	557	326	223	242
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 854

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

Future No Build
 10/03/2022



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

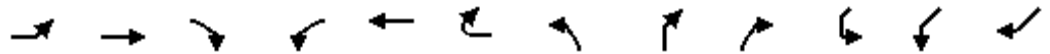
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	337	-	-	506	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up 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	EBLn1WBLn1	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	-	-

HCM 6th Signalized Intersection Summary
 4: Ponce De Leon Boulevard & SW 8th Street

Future No Build
 10/03/2022



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

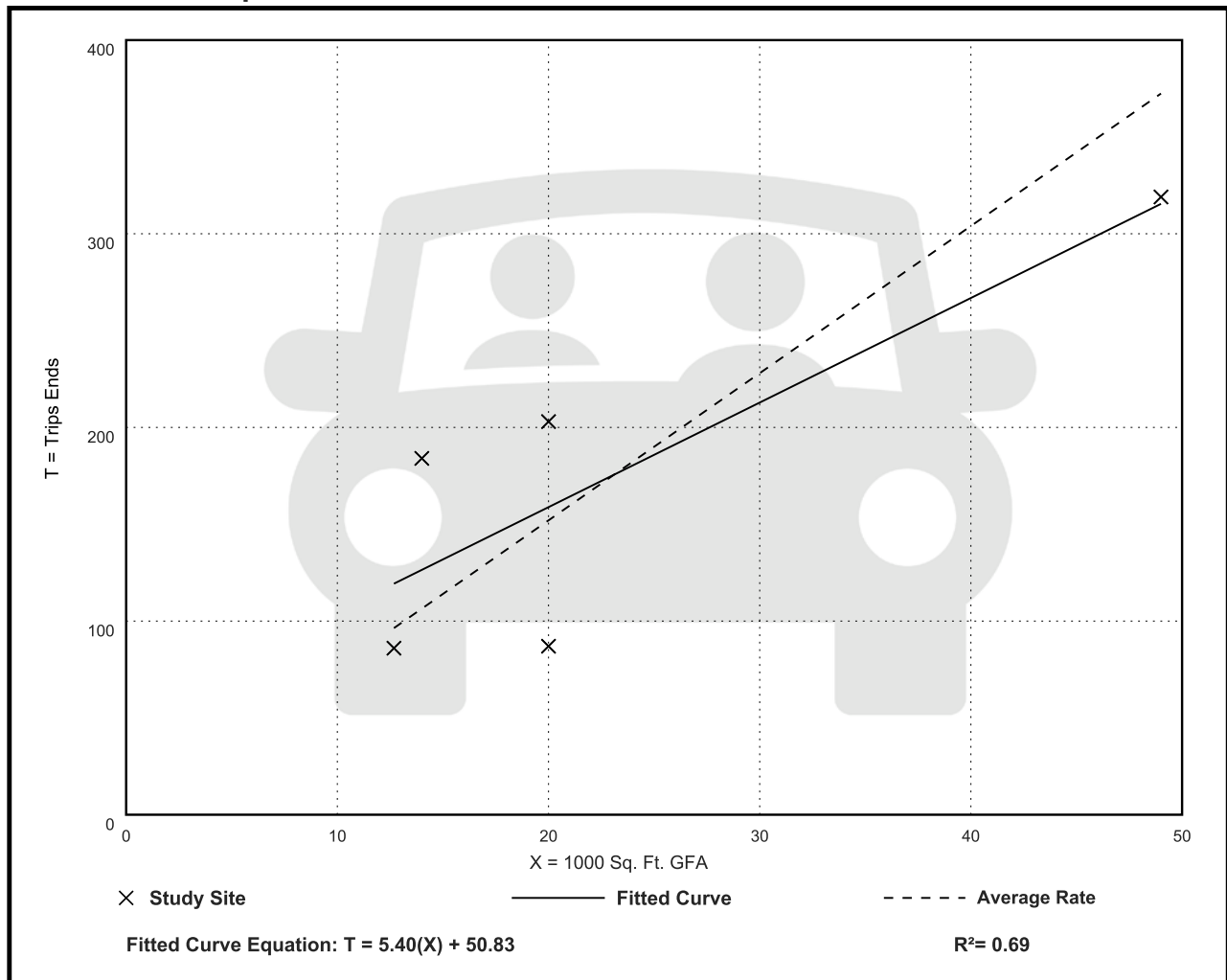
Avg. 1000 Sq. Ft. GFA: 23

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



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

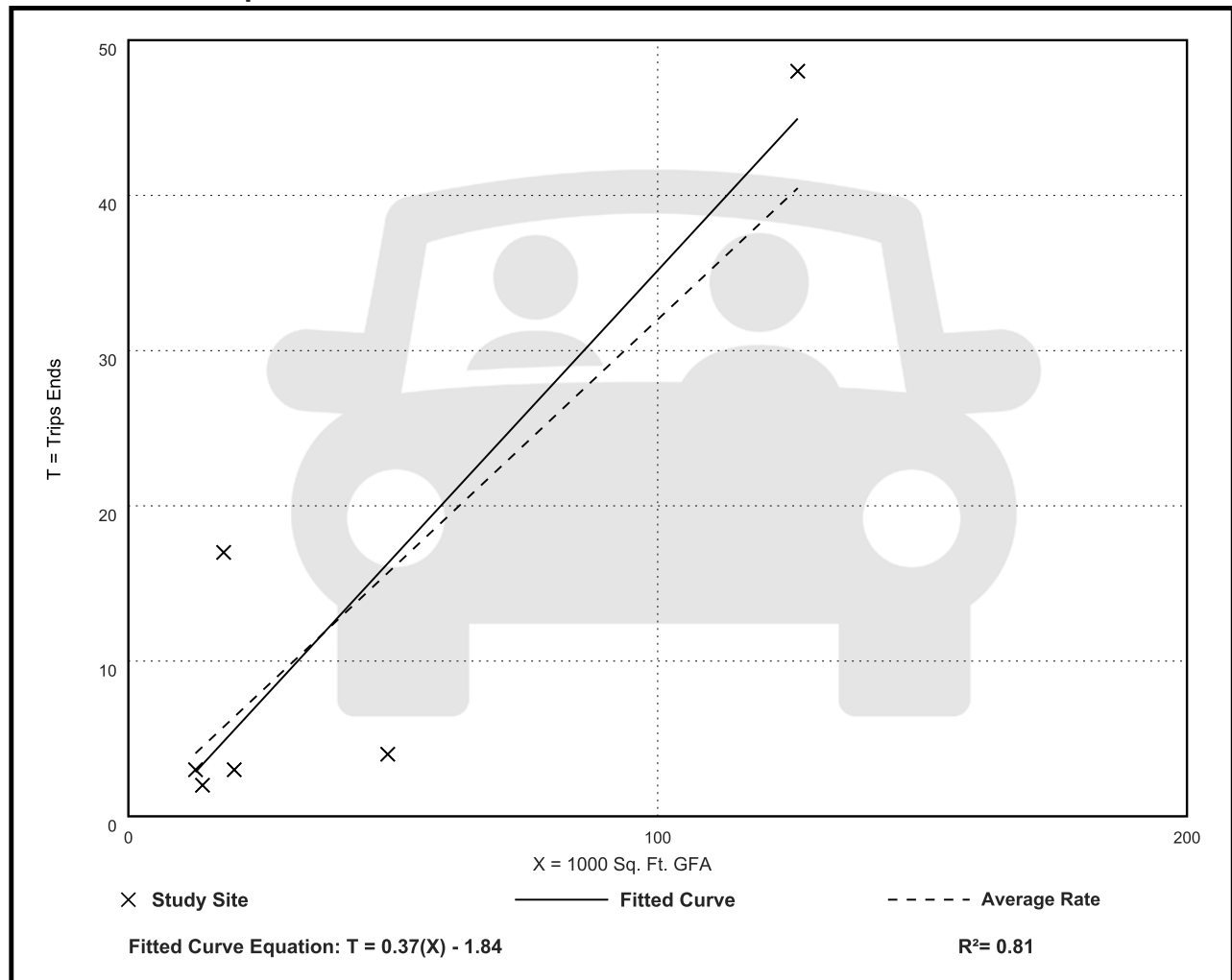
Avg. 1000 Sq. Ft. GFA: 40

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



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

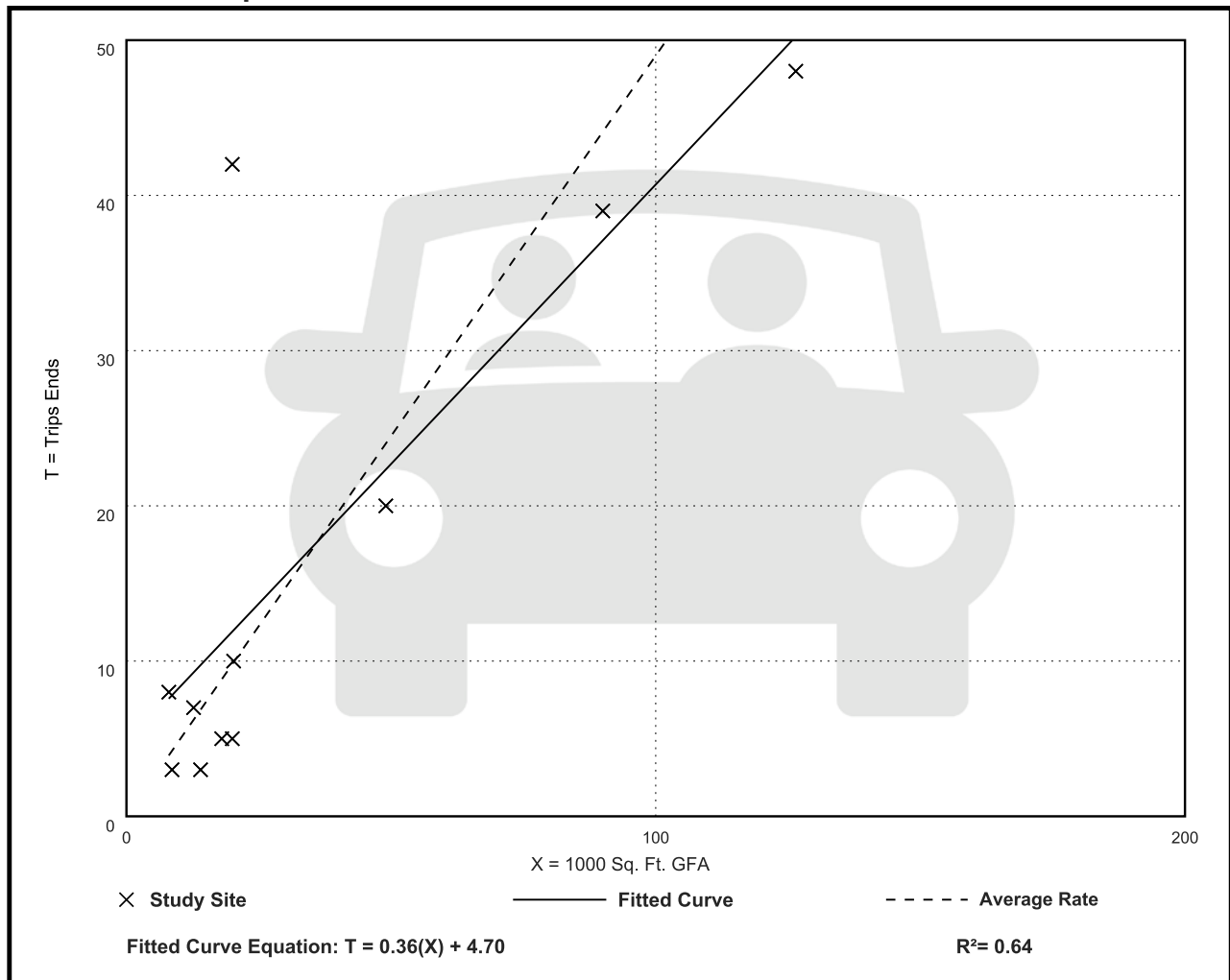
Avg. 1000 Sq. Ft. GFA: 35

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



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

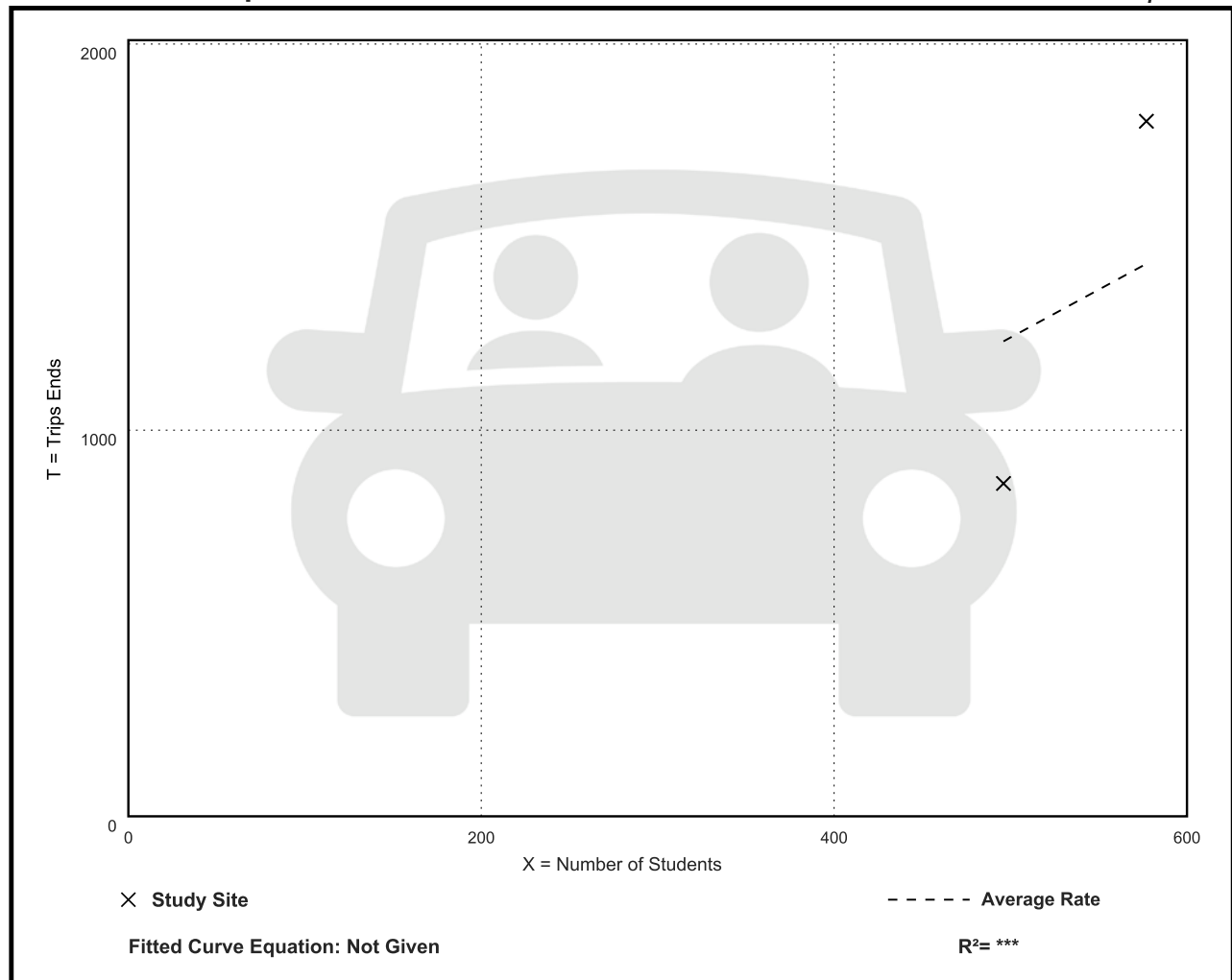
Directional Distribution: 50% entering, 50% exiting

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



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

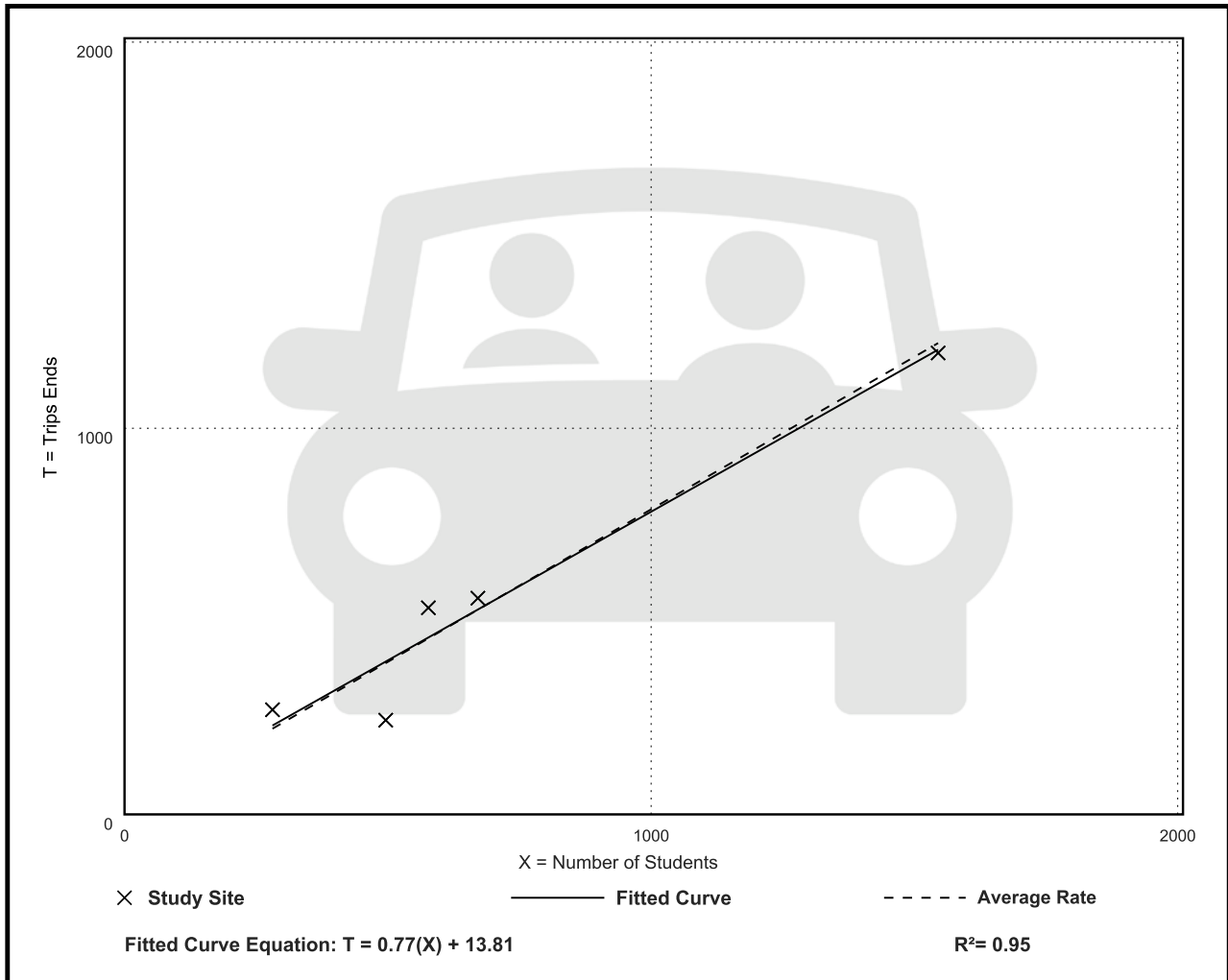
Avg. Num. of Students: 714

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

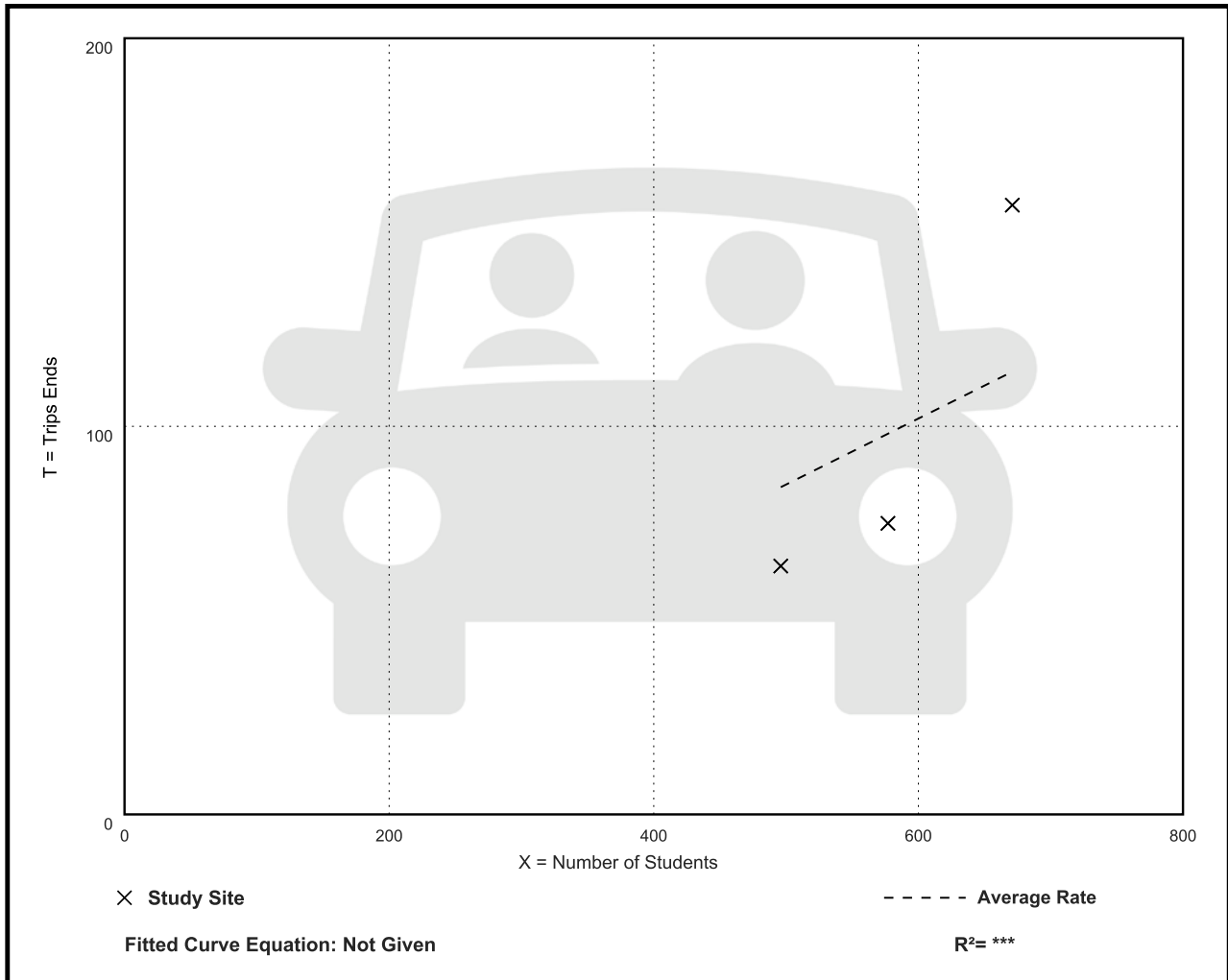
Avg. Num. of Students: 581

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

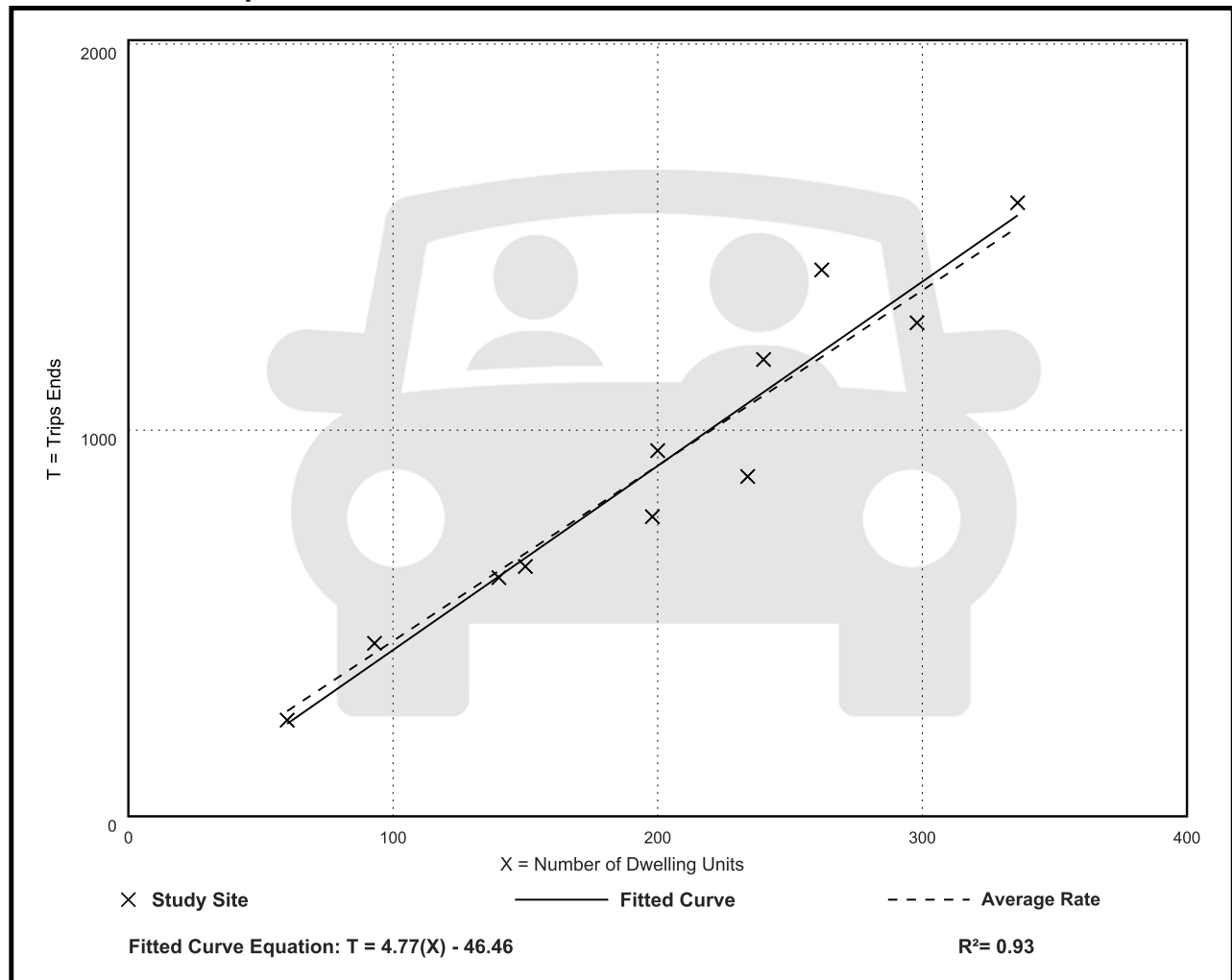
Avg. Num. of Dwelling Units: 201

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



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

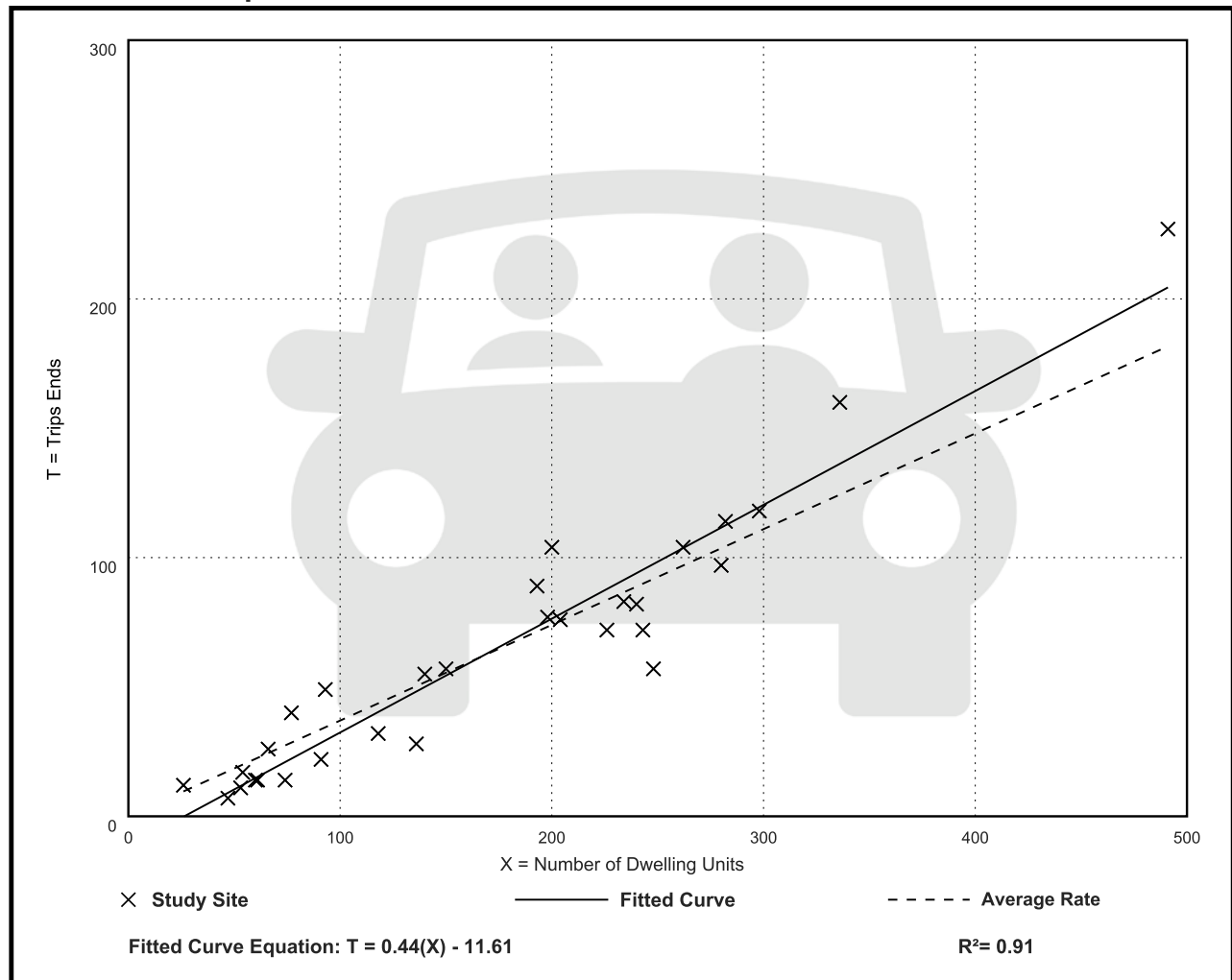
Avg. Num. of Dwelling Units: 173

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

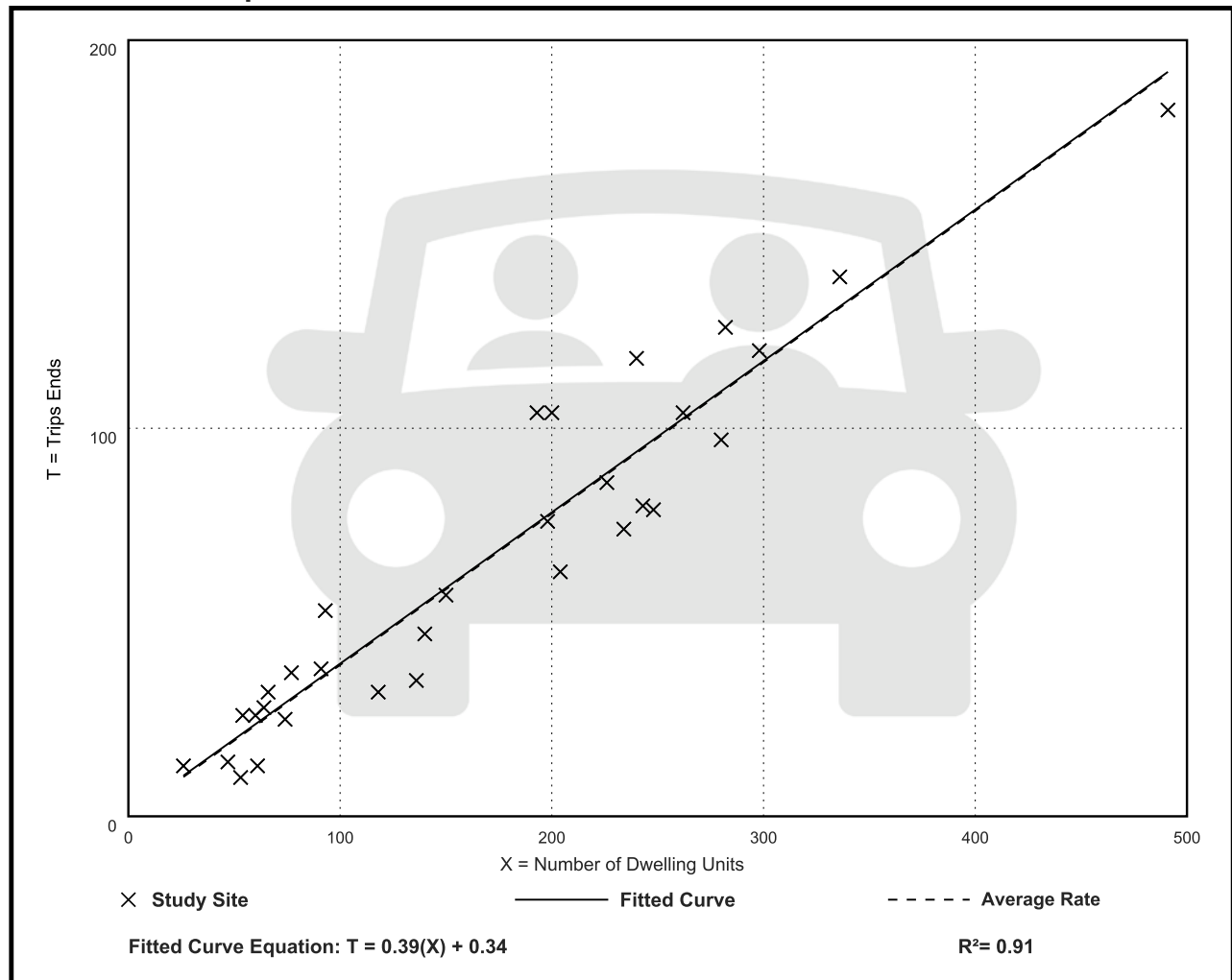
Avg. Num. of Dwelling Units: 169

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

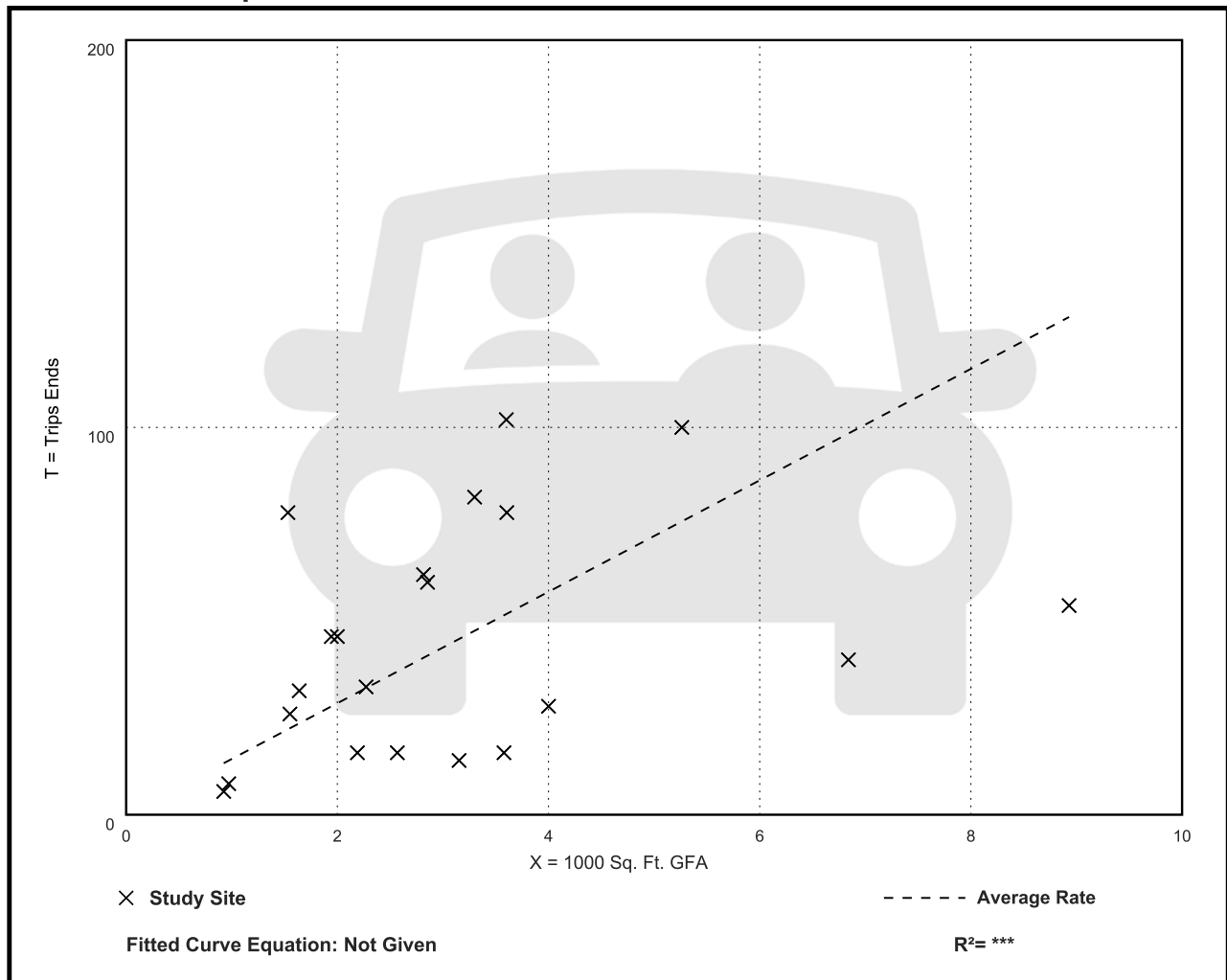
Avg. 1000 Sq. Ft. GFA: 3

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

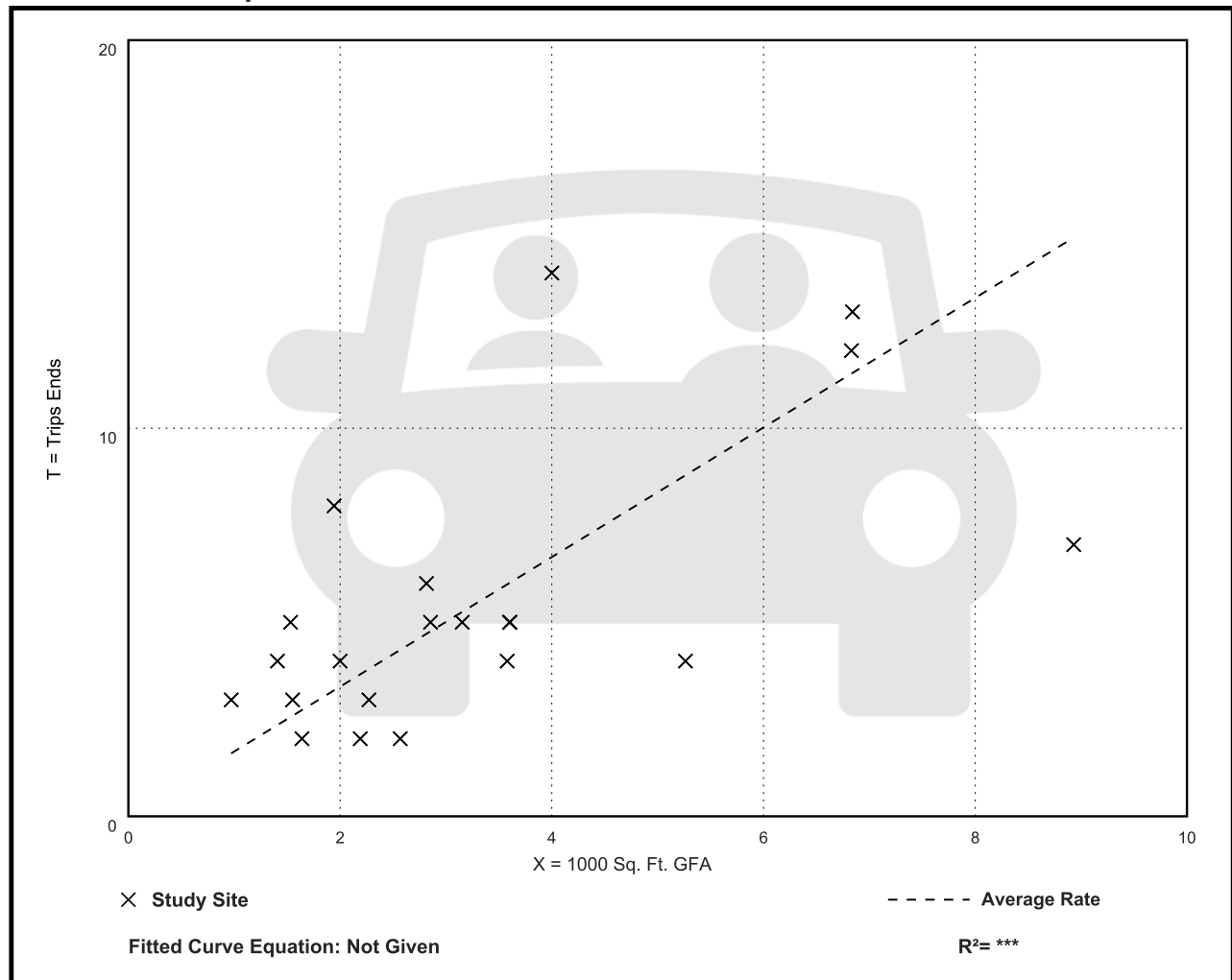
Avg. 1000 Sq. Ft. GFA: 3

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

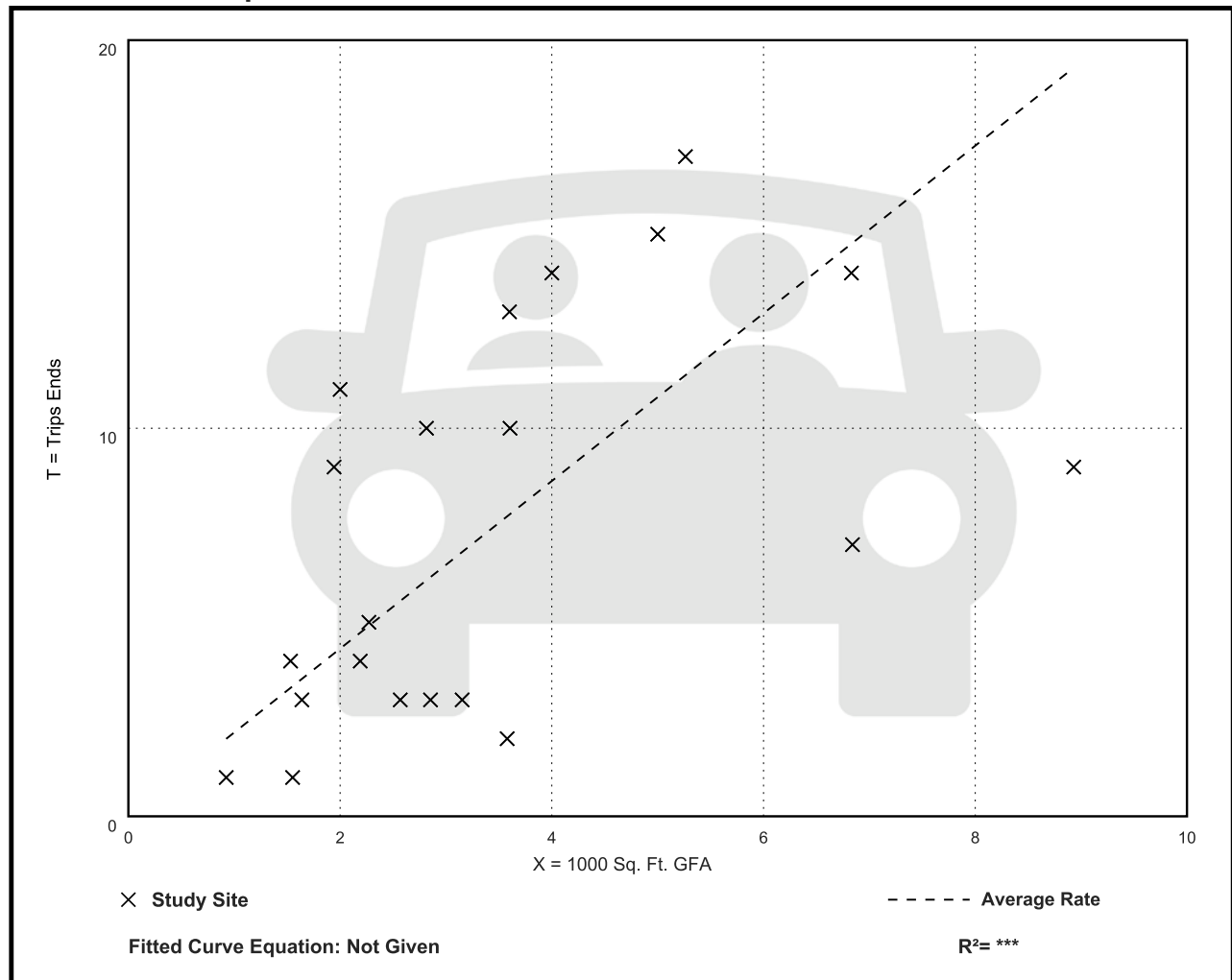
Avg. 1000 Sq. Ft. GFA: 3

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%			1%				
0		0	0				
			0%		0%		
			0	0	0		
		0%			0%		
		0		0	0		
0%	0%				0%		
0	0		0	0	0		
Balanced 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	
Balanced Internalization							
	0	0					
0			0				
			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				
			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

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

Future Build
 10/03/2022



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

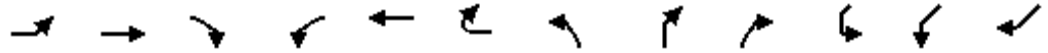
Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	-	-	445	-	-	309	-	0
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	-	-
Pot Cap-1 Maneuver	0	0	561	0	0	687	0	-
Stage 1	0	0	-	0	0	-	0	-
Stage 2	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	-	-

HCM 6th Signalized Intersection Summary
 4: Ponce De Leon Boulevard & SW 8th Street

Future Build
 10/03/2022



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

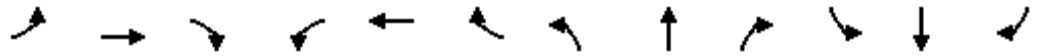
Movement	NB
Directions Served	LR
Maximum Queue (ft)	66
Average Queue (ft)	29
95th Queue (ft)	55
Link Distance (ft)	64
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 904

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

Future Build
 10/03/2022



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

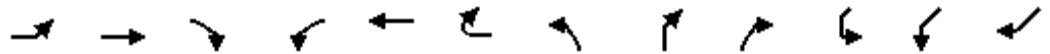
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	349	-	-	506	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up 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	-	-

HCM 6th Signalized Intersection Summary
 4: Ponce De Leon Boulevard & SW 8th Street

Future Build
 10/03/2022



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	Sidewalk	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

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to Ponce De Leon Blvd)	100			Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus						
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS			
1 (to 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

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

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus						
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS			
1 (to 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	Sidewalk	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

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to Ponce De Leon Blvd)	100			Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus						
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS			
1 (to 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

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	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

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus			
	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	Sidewalk	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

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to Ponce De Leon Blvd)	100			Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus						
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS			
1 (to 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	Sidewalk	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

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

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus						
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS			
1 (to 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	Sidewalk	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

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to Ponce De Leon Blvd)	100			Yes			Wide			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus						
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS			
1 (to 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

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	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

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus			
	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
 ρ (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
 ρ (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	veh/hr
	55	43	

Service Rate	IN	OUT	mins/veh
	1.00	1.00	

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