



# City of Coral Gables Planning and Zoning Staff Report

**Property:** Merrick 250 - 250 Bird Road

**Applicant:** Alta Developers, LLC and Baptist Health of South Florida, Inc.

**Application:** Receipt of Transfer of Development Rights (TDRs), Planned Area Development (PAD), Conditional Use Review for Mixed-Use Site Plan, and Tentative Plat

**Public Hearing:** Planning and Zoning Board / Local Planning Agency

**Date & Time:** August 12, 2020; 4:00 – 9:00 p.m.

**Location:** Virtual Meeting on the ZOOM platform  
**Online:** Meeting ID: 917 8022 4102  
**Phone:** 305.460.5211

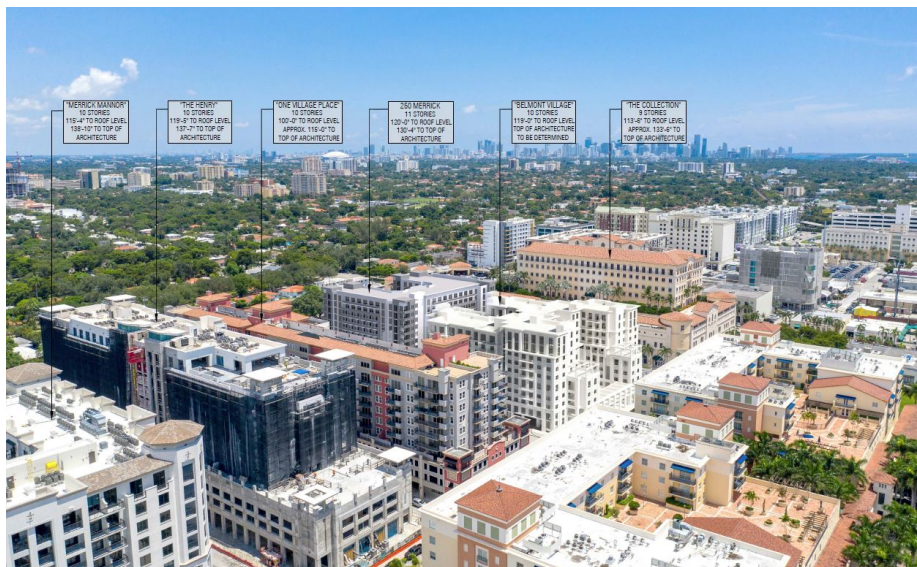
## 1. APPLICATION REQUEST

The request is for consideration of the following for the project known as “Merrick 250:”

1. Transfer of Development Rights (TDRs)
2. Planned Area Development (PAD)
3. Conditional Use Review for Mixed-Use Site Plan
4. Tentative Plat

## 2. APPLICATION SUMMARY

The subject site is in the North Industrial Mixed-Use District, within walking distance of the Shops at Merrick Park. In 2016, a mixed-use project referred to as “The Collection Residences” was approved by the City Commission by Resolution No. 2015-86. “The Collection Residences” to be located in the subject site, including the entire Block 3 from Bird Road to Altara Avenue was not built.



Existing condition with the proposed project

The current proposal is a mixed-use project referred to as Merrick 250, located on the north-half of Block 3, approximately 1.41 acres in size. The project includes 215 residential units, ground floor commercial uses of approximately 18,500 square feet, and a parking structure with 362 parking spaces. The proposed building height is 12-stories at 120 feet to the top of habitable space and 130'-4" to the top of architecture.

1. Project Site is approximately 1.41 acres (61,548 square feet)
2. Building Height is 12-stories at 120' to the top of roof; 130'-4" to top of architecture
3. FAR 3.58 (220,322 sq. ft. including 4,904 sq. ft. of TDRs)
4. 215 residential units
5. 18,650 square feet (8.46% of total square footage) of ground-floor commercial uses
6. 362 parking spaces including mechanical lifts
7. 12,931 square feet (21% of site area) of Landscape Open Space

Alta Developers, LLC and Baptist Health of South Florida, Inc. (referred to as "co-Applicants"), has submitted an application (referred to as the "Application") for review of the following: Transfer of Development Rights (TDRs) as a receiving site utilizing 4,904 sq. ft. of TDRs made available pursuant to a Dispute Resolution Agreement; Planned Area Development (PAD); and Conditional Use Review for a Mixed-Use Sita Plan for the project referred to as Merrick 250, and Tentative Plat. The Application package submitted by the Applicant is provided as Attachment A.

The request requires three public hearings, including review and recommendation by the Planning and Zoning Board, and 1st and 2nd Reading before the City Commission. The Ordinances and Resolution under consideration include the following:

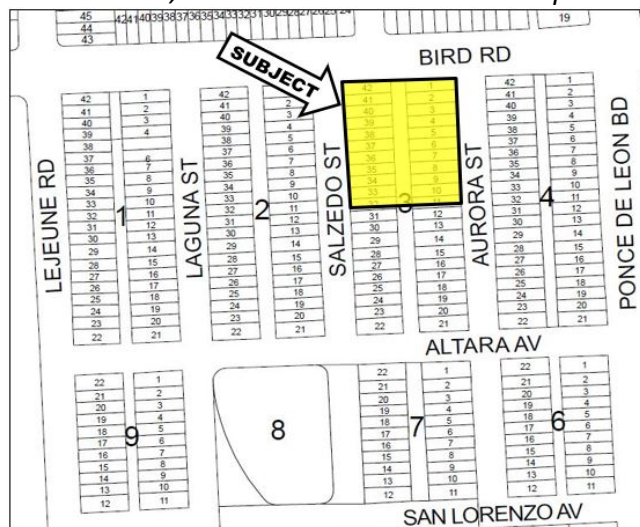
1. *An Ordinance of the City Commission of Coral Gables, Florida approving receipt of Transfer of Development Rights (TDRs) pursuant to Zoning Code Article 3, "Development Review", Division 10, "Transfer of Development Rights", Section 3-1006 "Review and approval of use of TDRs on receiver sites", for the receipt and use of TDRs for a Mixed-Use project referred to as "Merrick 250" on the property legally described as lots 1 through 11, inclusive, less the south 7.5 feet thereof, and lots 32 through 42, inclusive, less the south 7.5 feet thereof, Block 3, "Coral Gables Industrial Section," together with that portion of the 30 foot platted alley lying north of the north line of the south 7.5 feet of said lot 11 projected westerly and south of the north line of said block 3 (250 Bird Road) Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)*
2. *An Ordinance of the City Commission of Coral Gables, Florida granting approval of a Planned Area Development (PAD) pursuant to Zoning Code Article 3, "Development Review," Division 5, "Planned Area Development (PAD)" for a proposed mixed-use project referred to as "Merrick 250" on the property legally described as lots 1 through 11, inclusive, less the south 7.5 feet thereof, and lots 32 through 42, inclusive, less the south 7.5 feet thereof, Block 3, "Coral Gables Industrial Section," together with that portion of the 30 foot platted alley lying north of the north line of the south 7.5 feet of said lot 11 projected westerly and south of the north line of said block 3 (250 Bird Road) Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)*

3. A Resolution of the City Commission of Coral Gables, Florida approving Mixed-Use Site Plan and Conditional Use review pursuant to Zoning Code Article 4, "Zoning Districts" Division 2, "Overlay and Special Purpose Districts", Section 4-201, "Mixed-Use District (MXD)" for a proposed Mixed-Use project referred to as "Merrick 250" on the property legally described as lots 1 through 11, inclusive, less the south 7.5 feet thereof, and lots 32 through 42, inclusive, less the south 7.5 feet thereof, Block 3, "Coral Gables Industrial Section," together with that portion of the 30 foot platted alley lying north of the north line of the south 7.5 feet of said lot 11 projected westerly and south of the north line of said block 3 (250 Bird Road) Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)
4. A Resolution of the City Commission of Coral Gables, Florida approving the Tentative Plat entitled "Alta Strategic Gables" pursuant to Zoning Code Article 3, Division 9, "Platting/Subdivision," being a re-plat of 61,548 square feet (1.41 acres) into two (2) tracts of land on the property legally described as lots 1 through 11, inclusive, less the south 7.5 feet thereof, and lots 32 through 42, inclusive, less the south 7.5 feet thereof, Block 3, "Coral Gables Industrial Section," together with that portion of the 30 foot platted alley lying north of the north line of the south 7.5 feet of said lot 11 projected westerly and south of the north line of said block 3 (250 Bird Road) Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)

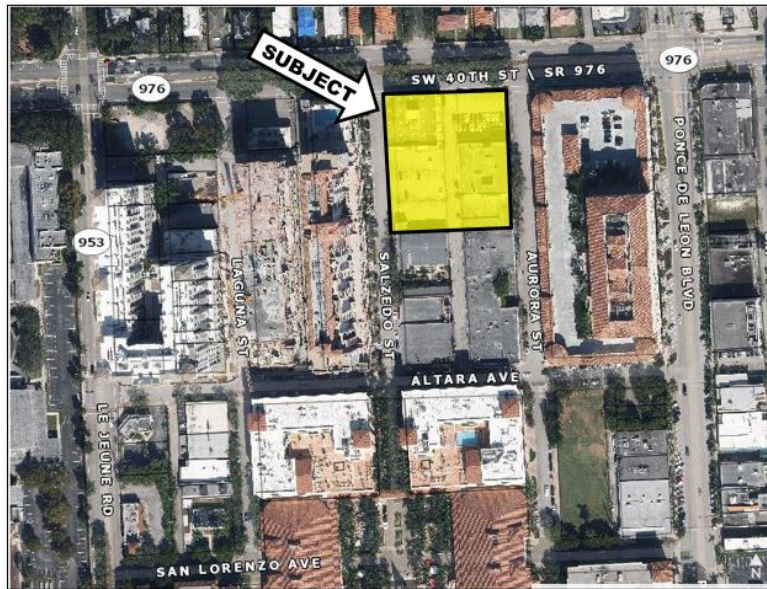
### Project Location

The subject property occupies the north half of Block 3 within the North Industrial Mixed-Use District and is bounded by Bird Road (north), Aurora Street (east) and Salzedo Street (west). The property is legally described as lots 1 through 11, inclusive, less the south 7.5 feet thereof, and lots 32 through 42, inclusive, less the south 7.5 feet thereof, Block 3, "Coral Gables Industrial Section," together with that portion of a previously vacated 30 foot platted alley lying north of the north line of the south 7.5 feet of said lot 11 projected westerly and south of the north line of said block 3 (250 Bird Road) Coral Gables, Florida; as shown in the following location map and aerial:

Block, Lot and Section Location Map



Aerial



**Site Data and Surrounding Uses**

The following tables provide the subject property’s designations and surrounding land uses:

*Existing Property Designations*

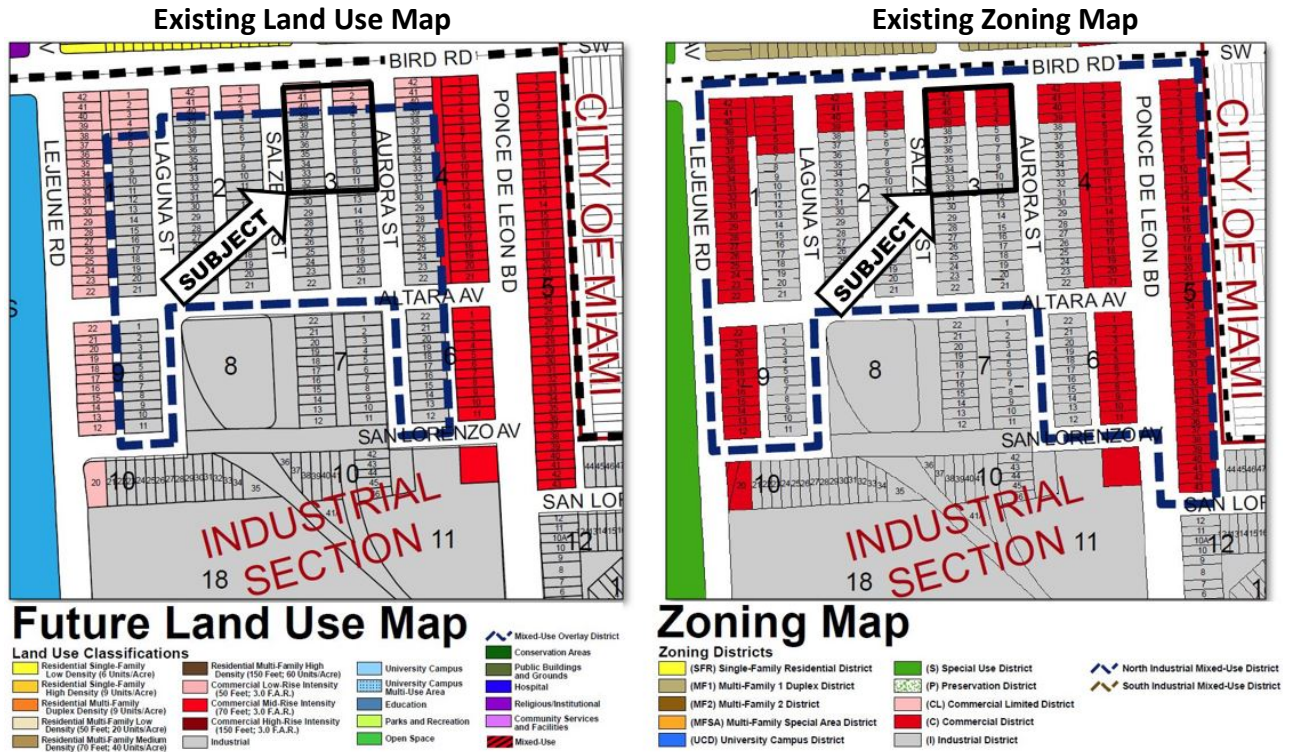
Comprehensive Plan Map designation	Commercial Use, Low-Rise Intensity; Industrial Use; Mixed-Use Overlay District (MXOD)
Zoning Map designation	Commercial District (C) and Industrial District (I)
Mixed Use Overlay District (MXOD)	Yes - North Industrial Mixed-Use District (MXD)
Mediterranean Architectural District	Yes - Mandatory Mediterranean Architecture Style
Coral Gables Redevelopment Infill District	Yes

*Surrounding Land Uses*

LOCATION	EXISTING LAND USES	CP DESIGNATIONS	ZONING DESIGNATIONS
North	Two-story duplexes	Residential Single-Family Low Density	Multi-Family 1 Duplex District (MF1)
South	Office/commercial buildings	Industrial; Mixed-Use Overlay District	Industrial (I); North Industrial Mixed-Use District (MXD)
East	The Collection commercial mid-rise building	Commercial Use, Low-Rise Intensity; Industrial; Mixed-Use Overlay District	Commercial (C); Industrial (I); North Industrial Mixed-Use District (MXD)
West	Village Place mid-rise Mixed use building	Commercial Use, Low-Rise Intensity; Industrial; Mixed-Use Overlay District	Commercial (C); Industrial (I); North Industrial Mixed-Use District (MXD)



The property's existing land use and zoning designations, as illustrated in the following maps:



### 3. APPLICANT'S PROPOSAL

#### TRANSFER OF DEVELOPMENT RIGHTS (TDRS)

The project is utilizing **4,904 sq. ft.** of TDRs made available pursuant to a Dispute Resolution Agreement between the City of Coral Gables and Mundomed S.A. and South High Cliff Corporation. These specific TDRs were created to preserve some environmentally sensitive lands which may be transferred and utilized not only within the boundaries of designated receiving areas (Central Business District and North Ponce Mixed-Use Corridor) but also in Commercial and Industrial zoned areas of the City, which do not abut and are not adjacent to either South Dixie Highway or properties zoned Single Family Residential subject to the approval of the City Commission. On October 8, 2019, by Resolution No. 2019-299, the City Commission approved Alta Developers, LLC. to file an application for receipt/use of 7,000 sq. ft. of TDRs for the proposed mixed-use development on the subject site.

#### Findings of Fact – Transfer of Development Rights (TDRs)

Sections 3-1005 and 3-1006 of the Zoning Code establishes the requirements for the use of TDRs on receiver sites. Those provisions state that the Planning and Zoning Board and City Commission may recommend conditions of approval that are necessary to ensure compliance with the criteria and standards as specified in the Zoning Code.

Below is the review and approval process of use of TDR's on receiver sites as set out in Zoning Code Section 3-1006, as follows:

- A. *"An application to transfer development rights to a receiver site shall be reviewed subject to all of the following":*
1. *"In conformance with any applicable conditions of approval pursuant to the Certificate of TDRs."*
  2. *"Board of Architects review and approval subject to Article 5, Division 6, Design Review Standards."*
  3. *"If the receiving site is within five hundred (500) feet of a local historic landmark, Historic Preservation Board review and approval is required to determine if the proposal shall not adversely affect the historic, architectural, or aesthetic character of the property".*
  4. *"Planning and Zoning Board review and recommendation and City Commission review to determine if the application satisfies all of the following":*
    - a. *"Applicable site plan review requirements per Article 3, Division 2, General Development Review Procedures and conditional use review requirements per Article 3, Division 4, Conditional Uses".*
    - b. *"The extent to which the application is consistent with the Zoning Code and City Code otherwise applicable to the subject property or properties, including but not limited to density, bulk, size, area and use, and the reasons why such departures are determined to be in the public interest".*
    - c. *"The physical design of the proposed site plan and the manner in which the design makes use of adequate provisions for public services, provides adequate control over vehicular traffic, provides for and protects designated common open areas, and furthers the amenities of light and air, recreation and visual enjoyment".*
    - d. *"The conformity of the proposal with the Goals, Objectives and Policies of the City's Comprehensive Plan".*

**Staff Comments:** The subject site does not abut and is not adjacent to either South Dixie Highway or properties zoned Single Family Residential; and is not located within five hundred (500) feet of a local historic landmark. The utilization of **4,904 sq. ft.** TDRs in this project will permit an increase in FAR from 3.5, as permitted in the underlying zoning district, to 3.58 an increase of 2.3% in FAR, which is within the 25% increase in FAR, when TDRs are utilized. The project was reviewed by the Board of Architects for preliminary design and Mediterranean Architecture on October 3, 2019. It meets the review criteria and approval process of use of TDRs on receiver site.

### **PLANNED AREA DEVELOPMENT (PAD)**

Planned Area Development (PAD) is a development option in the City of Coral Gables for the purpose of allowing creative and imaginative development while providing substantial additional public benefit. In addition, PAD provides some flexibility in terms of massing, design, location of paseos and open spaces,

etc. Typically PAD sites are contiguous unified parcel with a minimum lot width of two hundred (200) feet and minimum lot depth of one hundred (100) feet and a minimum site area of no less than an acre.

Development standards for PAD	Required	Provided
Minimum site area	One (1) acre	1.41 acres
Minimum lot width	200 feet	Approximately 225 ft.
Minimum lot depth	100 feet	Approximately 260 ft.
Landscape Open Space	20% of the site area	21.0% of the site area

**Public Benefits**

The proposed Merrick 250 project meets the purpose and objectives of the PAD regulations. Multiple public benefits are offered in connection with this project, including:

- Provides new high-quality retail space to enhance the City’s goal of having a “Design District” in this area.
- Provides a large office component so as to significantly increase the amount of new office space in the North Industrial Mixed-Use District.
- Helps to fulfill the Comprehensive Plan objective to create a “mixed use village” in this area.
- Will serve to further improve the value of a key City owned asset, the Shops at Merrick Park.
- Meets the growing demands for office space in the city.
- Provides public realm landscape and streetscape improvements.
- Replaces underutilized buildings.
- Will provide the City with \$100,000 in funding earmarked for public realm and public open space improvements in the Industrial District.

**Purpose and Objectives**

Section 3-501 of the Zoning Code states the purpose of the PAD is as follows:

1. *Allow opportunities for more creative and imaginative development than generally possible under the strict applications of these regulations so that new development may provide substantial additional public benefit.*
2. *Encourage enhancement and preservation of lands which are unique or of outstanding scenic, environmental, cultural and historical significance.*
3. *Provide an alternative for more efficient use and, safer networks of streets, promoting greater opportunities for public and private open space, and recreation areas and enforce and maintain neighborhood and community identity.*
4. *Encourage harmonious and coordinated development of the site, through the use of a variety of architectural solutions to promote Mediterranean architectural attributes, promoting variations in bulk and massing, preservation of natural features, scenic areas, community facilities, reduce land utilization for roads and separate pedestrian and vehicular circulation systems and promote urban design amenities.*
5. *Require the application of professional planning and design techniques to achieve overall coordinated development eliminating the negative impacts of unplanned and piecemeal developments likely to result from rigid adherence to the standards found elsewhere in these regulations.*

## Findings of Fact – Planned Area Development (PAD)

Section 3-503 of the Zoning Code states the required findings for a proposed PAD project is as follows:

A. *In what respects the proposed plan is or is not consistent with the stated purpose and intent of the PAD regulations.*

**Staff comments:** The proposed project is consistent with the stated purpose and intent of the PAD regulations, preserving and enhancing an existing building within a coordinated development on site while providing greater opportunities for a variety of uses with ground-level, publicly accessible open space in an urban environment.

B. *The extent to which the proposed plan departs from the zoning and subdivision regulations otherwise applicable to the subject property, including but not limited to density, size, area, bulk and use, and the reasons why such departures are or are not deemed to be in the public interest.*

**Staff comments:** The maximum building height permitted in this area, within the North Industrial Mixed-Use District is 100 feet. In addition, the City Commission may approve up to an additional twenty (20) feet of habitable building height upon finding that the proposed building complies with the following criteria:

- The building has no more than ten (10) stories.
- The additional building height is for the purpose of providing increased floor to ceiling height in residential units.
- The additional building height enhances the building's aesthetics and the aesthetics of the surrounding area.
- The additional building height does not result in increased density or floor area.

The project's proposed building height is 12-stories at 120 feet to the top of habitable space. Under the current proposal, the first and second conditions are not met. However, the project is over an acre and is also seeking approval as a Planned Area Development (PAD), which "*allow opportunities for more creative and imaginative development than generally possible under the strict applications of these regulations so that new development may provide substantial additional public benefit.*" The proposed project provides substantial public benefit, and a comprehensive design that coordinates ground level spaces and the overall massing of the project in ways that enhances the outcome of typical regulations. Therefore, the proposed twelve (12) stories are allowed only through a PAD, as stated by the City Attorney' opinion #CAO 2019-029 provided in attachment D.

C. *The extent to which the proposed plan meets the requirements and standards of the PAD regulations.*

**Staff comments:** The proposed plan meets the requirements and standards of the PAD regulations such as contiguous unified parcel with a minimum lot width of two hundred (200) ft. and minimum lot depth of one hundred (100) ft. and a minimum site area of no less than an acre. The project also provides at least 20% of landscape open space on site. The proposed twelve (12) stories are allowed only through a PAD, as stated by the City Attorney' opinion #CAO 2019-029 provided in attachment D.

D. *The physical design of the proposed PAD and the manner in which said design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, provide for and*



*protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment.*

**Staff comments:** The physical design of the proposed PAD results in a publicly-accessible ground – floor open space, including arcades that are fronted by commercial uses. All vehicular parking for the project and service access is within the confines of the building. The proposed project is mixed-use, blending residential and commercial uses which creates an opportunity to reduce the traffic on the area by encouraging residents to work where they live, and walk, bike, or use mass transit.

E. *The compatibility of the proposed PAD with the adjacent properties and neighborhood as well as the current neighborhood context including current uses.*

**Staff comments:** The proposed PAD is compatible with the adjacent properties in North Industrial area with regards to height and uses. The existing Shops at Merrick Park mixed-use project is located south of this site, and The Collection and Village Place are located to the east and west respectively. The proposed project height is 120 feet and surrounded by existing buildings of approximately the same height, some under construction. An assisted living facility, Belmont Village located on the south half of the block, abutting the project site was approved earlier this year.

F. *The desirability of the proposed PAD to physical development of the entire community.*

**Staff comments:** The redevelopment of this property fulfills the objective of the City to attract mix of uses with public open spaces in an urban environment.

G. *The conformity of the proposed PAD with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Plan.*

**Staff comments:** The proposed PAD is “consistent” with the CP’s Goals, Objectives and Policies with the recommended conditions of approval and site plan provisions which address the City’s objectives for encouraging redevelopment with mixed of uses in the North Industrial District.

## MIXED USE SITE PLAN

### Mixed Use District (MXD) Purpose and Objective

The Mixed-Use Districts were created to encourage mixed-use development that specifically provides for residential development that support a pedestrian-friendly environment within the urban areas of Coral Gables. The Applicant benefits from the option to construct residential development in urban areas, while the City benefits from mandatory architectural features that enhance the beauty and the walkability of those urban areas.

The applicant seeks to redevelop the subject site of approximately 61,500 square feet, located within the North Industrial Mixed-Use District. The current proposal is a mixed-use project referred to as Merrick 250. The project includes 215 residential units, ground floor commercial uses of approximately 18,500 square feet, and a parking structure with 362 parking spaces. The proposed building height is 12-stories at 120 feet to the top of habitable space and 130’-4” to the top or architecture.

**Site Plan Information:**

Type	Permitted/Required in North Industrial District (MXD)	Proposed Planned Area Development (PAD)
Total site area	Minimum 10,000 sq. ft. for MXD Minimum one (1) acre for PAD	61,548 sq. ft. (1.41 acres)
FAR (3.5 x total site area) <i>Med Design is Mandatory</i>	215,418 sq. ft.	215,418 sq. ft.
TDRs (25%)		4,904 sq. ft.
Total FAR	4.375 (3.5 + TDRs)	3.58 (220,322 sq. ft.)
Building height	Up to 100' <b>or</b> 120' with Commission Approval	120' to top of habitable space 130'-4" to the top of architecture
Number of stories	Up to 10 stories plus decorative elements	12 stories (allowed only as PAD)
<b>Proposed Uses:</b>		
<i>Residential</i>	No density limitation	215 units (152 units/acre)
<i>Office/Retail</i>	17,700 sq. ft. (8% of total sq. ft.) to be located on the ground floor	33,486 sq. ft., incl. 18,650 sq. ft. (8.46%) located on the ground floor
<b>Parking</b>		
<i>Residential Units</i>		
<i>Studio, 27 units @1/unit</i>	27 spaces	
<i>1BR, 121 units @1/units</i>	121 spaces	
<i>2BR, 67 units @1.75/unit</i>	117 spaces	
<i>Office/Retail @ 1 space/300</i>	112 spaces (33,486 sq. ft./300)	
<b>Total Parking</b>	346 per shared parking analysis	362 spaces including lifts
Landscape Open Space at ground level	12,309 sq. ft. (20%) of the site area	12,931 sq. ft. (21%) of the site area

Setbacks*	Permitted/Required in MXD	Proposed Planned Area Development (PAD)	
		Existing Building	New Building
<i>Front (Bird Road) Adjacent to MF1 District</i>	10 ft. Above 45': 100 ft.	3 ft. encroaches into the right-of-way	up to 45': 12 ft. above 45': 100 ft.
<i>Side Street (Salzedo Street)</i>	15 ft.	3 ft. encroaches into the right-of-way	up to 45': 1 ft. above 45': 10 ft.
<i>Side Street (Aurora Street)</i>	15 ft.	n/a	10 ft.
<i>Rear (South)</i>	10 ft.	n/a	up to 45': 4'-4" above 45': 10 ft.

\* Setback reductions may be awarded for MXD projects subject to providing vertical building setbacks, a minimum of 10 ft. at maximum height of 45 ft. on all facades.

**Findings of Fact – Mixed-Use Site Plan**

The regulations are voluntary and property owners who choose to develop under these regulations are required to undergo Site Plan review in accordance with the Conditional Use process pursuant to the requirements established in Zoning Code Article 3, "Development Review," Division 4, "Conditional Uses."

### Conditional Use Review Criteria

Planning Staff’s review of the criteria set out in Section 3-408, “Standards for Review” is as follows:

STANDARD	STAFF EVALUATION
<p>1. The proposed conditional use is consistent with and furthers the goals, objectives and policies of the Comprehensive Land Use Plan and furthers the purposes of these regulations and other City ordinances and actions designed to implement the Plan.</p>	<p><b>Yes.</b> The Application is “consistent” with the CP’s Goals, Objectives and Policies with the recommended conditions of approval and site plan provisions incorporated by the Applicant which address the City objectives for encouraging mix of uses within the area bounded by Bird Road, LeJeune Road, U.S. 1 and Ponce de Leon Boulevard. The geographic area encompasses a large area that is served by numerous residential, commercial, retail and office uses. The area is served by the Coral Gables Trolley and regional Miami-Dade Metrorail at Douglas Station.</p>
<p>2. The available use to which the property may be put is appropriate to the property that is subject to the proposed conditional use and compatible with existing and planned uses in the area.</p>	<p><b>Yes.</b> The subject property is located within the MXOD North Industrial District which allows for the voluntary development of this property as a mixed-use project with predominantly residential units. The project is compatible with the surrounding mixed-use, commercial uses in the area, as well as the planned uses being developed within the North &amp; South Industrial Districts.</p>
<p>3. The proposed conditional use does not conflict with the needs and character of the neighborhood and the City</p>	<p><b>Yes.</b> The subject property is surrounded on three sides by properties with commercial and industrial land use designations and is surrounded by existing commercial and mixed-use developments including The Collection (east), Village of Merrick Park and a proposed ALF, Belmont Village to the south and Village Place (west). Bird Road serves as an arterial transportation corridor and northern boundary for the Industrial District. The redevelopment of this property as a mixed-use project fulfills the objectives of the City to attract mixed-use developments to the area and the creation of a pedestrian oriented urban environment.</p>
<p>4. The proposed conditional use will not adversely or unreasonably affect the use of other property in the area.</p>	<p><b>Yes.</b> The existing Shops at Merrick Park mixed-use project is located south of this site, and The Collection and Village Place projects are located to the east and west respectively. The Shops at Merrick Park and Village Place developments are mixed-use projects that include residential, retail and office uses. The Applicant’s proposal is consistent with the underlying land use designation as it will not adversely or unreasonably affect the use of other adjoining, adjacent and contiguous properties in the area. Conditions of approval are recommended that mitigate potential negative impacts created during construction and after the project has been built, including the provision of public realm/landscaping improvements, streetscape improvements and other off-site improvements that would otherwise not have been realized.</p>

STANDARD	STAFF EVALUATION
<p>5. The proposed use is compatible with the nature, condition and development of adjacent uses, buildings and structures and will not adversely affect the adjacent uses, buildings or structures</p>	<p><b>Yes.</b> The planned redevelopment of this property as a mixed-use project is compatible with the nature, condition and development of adjacent uses. The existing Shops at Merrick Park, a mixed-use project is located south of this site, The Collection and Village Place are located to the east and west respectively. The proposed project height is 120 feet and surrounded by existing buildings of approximately the same height, some under construction. Additionally, a proposed Assisted Living Facility with ground floor commercial uses located on the south half of the block on the ground floor currently under the approval process review on the north half of the block, abutting the project site.</p>
<p>6. The parcel proposed for development is adequate in size and shape to accommodate all development features.</p>	<p><b>Yes.</b> The subject property is larger than the minimum 10,000 square foot size for a mixed-use project within an approved MXD and MXOD in the North Industrial Mixed-Use District and more than one (1) acre for Planned Area Development (PAD).</p>
<p>7. The nature of the proposed development is not detrimental to the health, safety and general welfare of the community.</p>	<p><b>Yes.</b> Commercial and Industrial zoned properties surround the project site, and the height of the project along Bird Road satisfies the property's underlying Commercial Low-Rise land use designation, and as required for commercial development adjacent to (across the street from) existing duplex properties. The proposed project is consistent with the stated goals and objectives for mixed use redevelopment in the area. The redevelopment of this property as a mixed use project fulfills the objective of the City to attract retail, office, and residential developments to the area and to create a pedestrian oriented urban environment.</p>
<p>8. The design of the proposed driveways, circulation patterns and parking is well defined to promote vehicular and pedestrian circulation.</p>	<p><b>Yes.</b> All vehicular parking for the project is located within the confines of the building and service access and areas are enclosed. Arcades and pedestrian paseo are provided to encourage and facilitate pedestrian circulation through and around the project site and surrounding district. The alley that bisects the project site was previously vacated to which the Applicant proposes an alternative public easement to provide for continued service and pedestrian circulation.</p>
<p>9. The proposed conditional use satisfies the concurrency standards of Article 3, Division 13 and will not adversely burden public facilities, including the traffic-carrying capacities of streets, in an unreasonable or disproportionate manner.</p>	<p><b>Yes.</b> The proposed project was reviewed by the Zoning Division for concurrency, while the Concurrency Management Report lists Neighborhood Parks as not meeting concurrency, the City has since acquired and developed numerous neighborhood parks which were not accounted in the concurrency management system. A copy of the CIS and a memorandum from the City's Zoning Administrator is provided in Attachment B, stating park concurrency has been met.</p> <p>A Traffic Impact Study was done by A&amp;P Consulting Transportation Engineers. A memo from Public Works</p>



STANDARD	STAFF EVALUATION
	Department is attached.
	Additionally, certain conditions of approval are recommended to ensure the project meets required infrastructure.

*Traffic Study*

The subject site is within the Gables Redevelopment Infill District (GRID). The City’s GRID allows development within its boundaries to move forward regardless of a roadway’s level of service (LOS). The City does, however, require all developments within the GRID that increase intensity/density to complete a Traffic Impact Study dated February 27, 2020 prepared by A&P Consulting Transportation Engineers provided in Attachment A.

*Concurrency Management*

This project has been reviewed for compliance with the City’s Concurrency Management program. While the Concurrency Management Report lists Neighborhood Parks as not meeting concurrency, the City has since acquired and developed numerous neighborhood parks including but not limited to, Venetia Park (0.19 A), Majorca Park (0.33 A), Sarto Green 0.11 A), Catalonia Park (0.31 A), Marlin Park (0.43 A), Betsy Adams Park (0.48 A), and Lisbon Park (0.12 A), totaling at least 1.97 acres. These recent acquisitions were not accounted in the concurrency management system. A copy of the CIS and a memorandum from the City’s Zoning Administrator is provided in Attachment B, stating park concurrency has been met.

*Public School Concurrency Review*

Pursuant to the Educational Element of the City’s Comprehensive Plan, Article 3, Division 13 of the Zoning Code, and State of Florida growth management statute requirements, public school concurrency review is required prior to final Board of Architects review for all applications for development approval in order to identify and address the impacts of new residential development on the levels of service for public school facilities. Adequate school capacity must be available. If capacity is not available, the developer, school district and affected local government must work together to find a way to provide capacity before the development can proceed. A letter issued by the Miami-Dade County Public School Board dated October 3, 2019 states the proposed project had been reviewed and that the required Level of Service (LOS) standard had been met. A copy of that letter is provided as part of Attachment A.

*Art in Public Places Program*

The Applicant is required to satisfy the City’s Art in Public Places program by either providing public art on site or providing a contribution to the Art in Public Places Fund. The Applicant proposes to provide contribution to the Art in Public Places Fund in compliance with Zoning Code regulations.

*Off-site improvements and Undergrounding of Overhead Utilities.*

The provisions in Zoning Code Section 4-201, Mixed-Use District require that all utilities shall be installed underground pursuant to the direction of the Public Works Department. In accordance with that requirement, all utilities within the public right-of-way adjoining the project site will be installed underground. To assist in a cohesive undergrounding of all utilities, in furtherance of satisfying Zoning Code Article 3, more specifically, Division 2, “Overlay and Special Purpose Districts,” Section 4-201, “Mixed

Use District (MXD),” and Article 4, “Zoning Districts,” Division 4, “Conditional Uses,” Section 3-408, “Standards for review,” the Applicant is required to underground all existing overhead utilities.

## **TENTATIVE PLAT**

The request is to re-plat the existing parcel consisting of twenty (22) platted lots, less the south 7.5 feet of lots 11 and 32, Block 3, together with that portion of a previously vacated 30 foot platted alley lying north of the north line of the south 7.5 feet of said lot 11 projected westerly and south of the north line of said block 3 (250 Bird Road) Coral Gables, Florida. It occupies the north half of Block 3 within the North Industrial Mixed-Use District and is bounded by Bird Road (north), Aurora Street (east) and Salzedo Street (west). There is another project, an Assisted Living Facility (ALF) proposed on the south half of the block and both involves separate ownership.

## **Findings of Fact - Tentative Plat Review**

The procedure for reviewing and recommending a tentative plat is contained in Sections 3-901 through 3-904 of the Zoning Code. The Planning and Zoning Board provides a recommendation on tentative plats to the City Commission. The final plat is prepared from the tentative plat, with a final review and approval in resolution form by the City Commission. Administrative review and approval of the final plat is required by the Miami-Dade County Subdivision Department prior to the City Commission hearing. The tentative plat is provided in the submitted Application (see Attachment A).

### *Proposed Zoning Plan*

The tentative plat entitled “Alta Strategic Gables” proposes re-platting of the north half block of Block 3 into two tracks. Track A consists of lots 1-4 and lots 39-42 including that portion of a previously vacated alley, totaling approximately 23,000 square feet, currently zoned Commercial District. Track B consists of lots 5-11 and lots 32 to 38, less the south 7.5 of lots 11 and 32 including that portion of a previously vacated alley, totaling approximately 38,500 square feet, currently zoned Industrial District. The purpose of the two tracks is to align with the existing zoning designations. The property’s zoning designation would not change as a result of this re-plat. The proposed mixed-use project would be required to meet all requirements and provisions specified in the Zoning.

### *City Staff Review*

This tentative plat was submitted for review to the Development Review Committee (DRC) and distributed to City Departments as required in Zoning Code Section 3-902. The Zoning Code requires review and comments be provided by the Public Works Department with Staff’s report and recommendation. In a memorandum dated March 4, 2020, the Public Works Department stated the Department does not object to the proposed tentative plat and provides comments stating required letters have been received from utility companies and that review is required by the Public Works Department and Miami-Dade County prior to final plat consideration by the City Commission (see Attachment C).

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

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

REF. NO.	COMPREHENSIVE PLAN GOAL, OBJECTIVE AND POLICY	STAFF REVIEW
1.	<b>Goal FLU-1.</b> Protect, strengthen, and enhance the City of Coral Gables as a vibrant community ensuring that its neighborhoods, business opportunities, shopping, employment centers, cultural activities, historic value, desirable housing, open spaces, and natural resources make the City a very desirable place to work, live and play.	Complies
2.	<b>Objective FLU-1.1.</b> Preserve Coral Gables as a “placemaker” where the balance of existing and future uses is maintained to achieve a high quality living environment by encouraging compatible land uses, restoring and protecting the natural environment, and providing facilities and services which meet or exceed the minimum Level of Service (LOS) standards and meet the social and economic needs of the community through the Comprehensive Plan and Future Land Use Classifications and Map (see FLU-1: Future Land Use Map).	Complies
3.	<b>Objective FLU-1.2.</b> Efforts shall continue to be made to control blighting influences, and redevelopment shall continue to be encouraged in areas experiencing deterioration.	Complies
4.	<b>Policy FLU-1.1.5.</b> Mixed-Use land use classifications (Land use descriptions provided herein are general descriptions, refer to underlying/assigned Zoning Classification for the list of permitted uses) as presented in Table FLU-4., entitled “Mixed-Use land use”.	Complies
5.	<b>Policy FLU-1.7.1.</b> Encourage effective and proper high quality development of the Central Business District, the Industrial District and the University of Miami employment centers which offer potential for local employment in proximity to protected residential neighborhoods.	Complies
6.	<b>Policy FLU-1.7.2.</b> The City shall continue to enforce the Mediterranean architectural provisions for providing incentives for infill and redevelopment that address, at a minimum, the impact on the following issues: <ul style="list-style-type: none"> <li>• Surrounding land use compatibility.</li> <li>• Historic resources.</li> <li>• Neighborhood Identity.</li> <li>• Public Facilities including roadways.</li> <li>• Intensity/Density of the use.</li> <li>• Access and parking.</li> <li>• Landscaping and buffering.</li> </ul>	Complies
7.	<b>Policy FLU-1.9.1.</b> Encourage balanced mixed use development in the central business district and adjoining commercial areas to promote pedestrian activity and provide for specific commitments to design excellence and long term economic and cultural vitality.	Complies
8.	<b>Policy FLU-1.11.1.</b> Maintain and enforce effective development and maintenance	Complies

REF. NO.	COMPREHENSIVE PLAN GOAL, OBJECTIVE AND POLICY	STAFF REVIEW
	regulations through site plan review, code enforcement, and design review boards and committees.	
9.	<b>Goal DES-1.</b> Maintain the City as a livable city, attractive in its setting and dynamic in its urban character.	Complies
10.	<b>Objective DES-1.1.</b> Preserve and promote high quality, creative design and site planning that is compatible with the City’s architectural heritage, surrounding development, public spaces and open spaces.	Complies
11.	<b>Policy DES-1.1.5.</b> Promote the development of property that achieves unified civic design and proper relationship between the uses of land both within zoning districts and surrounding districts, by regulating, limiting and determining the location, height, density, bulk and massing, access to light and air, area of yards, open space, vegetation and use of buildings, signs and other structures.	Complies
12.	<b>Policy DES-1.1.6.</b> Maintain the character of the residential and nonresidential districts, and their peculiar suitability for particular uses.	Complies
13.	<b>Policy DES-1.2.1.</b> Continue the award of development bonuses and/or other incentives to promote Coral Gables Mediterranean design character providing for but not limited to the following: creative use of architecture to promote public realm improvements and pedestrian amenities; provide a visual linkage between contemporary architecture and the existing and new architectural fabric; encourage landmark opportunities; and creation of public open spaces.	Complies
14.	<b>Policy DES-1.2.2.</b> Require that private development and public projects are designed consistent with the City’s unique and historical Mediterranean appearance in balance with contemporary architecture.	Complies
15.	<b>Objective HOU-1.5.</b> Support the infill of housing in association with mixed use development.	Complies
16.	<b>Policy HOU-1.5.2.</b> Encourage residential mixed use as a means of increasing housing supply within the Downtown/Central Business District/Mixed Use Development Overlay Area, thereby promoting increase in commercial and retail activity, increased use of transit, reduction of auto dependency, in association with minimizing visual and physical impacts of nearby lower density areas.	Complies
17.	<b>Objective MOB-1.1.</b> Provide solutions to mitigate and reduce the impacts of vehicular traffic on the environment, and residential streets in particular with emphasis on alternatives to the automobile including walking, bicycling, public transit and vehicle pooling.	Complies
18.	<b>Policy MOB-1.1.1.</b> Promote mixed use development to provide housing and commercial services near employment centers, thereby reducing the need to drive.	Complies
19.	<b>Policy MOB-1.1.2.</b> Encourage land use decisions that encourage infill, redevelopment and reuse of vacant or underutilized parcels that support walking, bicycling and public transit use.	Complies
20.	<b>Policy MOB-1.1.3.</b> Locate higher density development along transit corridors and near multimodal stations.	Complies
21.	<b>Policy MOB-1.1.5.</b> Improve amenities within public spaces, streets, alleys and parks	Complies



REF. NO.	COMPREHENSIVE PLAN GOAL, OBJECTIVE AND POLICY	STAFF REVIEW
	to include the following improvements: seating; art; architectural elements (at street level); lighting; bicycle parking; street trees; improved pedestrian crossing with bulb-outs, small curb radii, on-street parking along sidewalks, pedestrian paths and bicycle paths to encourage walking and cycling with the intent of enhancing the feeling of safety.	
22.	<b>Policy MOB-1.1.8.</b> Protect residential areas from parking impacts of nearby nonresidential uses and businesses and discourage parking facilities that intrude, impact and increase traffic into adjacent residential areas.	Complies
23.	<b>Policy MOB-2.7.1.</b> The City shall, via the review of development projects and city transportation improvement projects, conserve and protect the character and livability of all residential neighborhoods by preventing the intrusion of through vehicles on local and collector streets. The City shall discourage through traffic in neighborhoods and may incorporate traffic management and calming measures including, but not limited to, signage, landscape design, traffic calming devices and roadway design.	Complies
24.	<b>Policy MOB-2.8.1.</b> The City shall continue implementation and further strengthen the City’s existing land development regulations requiring the placement of landscaping within rights-of-way to complete the following: <ul style="list-style-type: none"> <li>•Promote expansion of the City’s existing tree canopy.</li> <li>•Provide screening of potentially objectionable uses.</li> <li>•Serve as visual and sound buffers.</li> <li>•Provide a comfortable environment for pedestrian walking (walkability) and other activities.</li> <li>•Improve the visual attractiveness of the urban and residential areas (neighborhoods).</li> </ul>	Complies

*Staff Comments:* Staff’s determination that this application is consistent with the CP Goals, Objectives and Policies that are identified is based upon compliance with conditions of approval recommended by Staff. It meets the policies of the City’s Comprehensive Plan by encouraging greater housing opportunities within close proximity to transit, employment centers, parks and schools. The Industrial District encompasses a large area that is served by numerous residential, commercial, retail and office use. The area is served by the Coral Gables Trolley and regional Miami-Dade Metrorail.

**4. REVIEW TIMELINE AND PUBLIC NOTIFICATION AND COMMENTS**

**City Review Timeline**

The submitted applications have undergone the following City reviews:

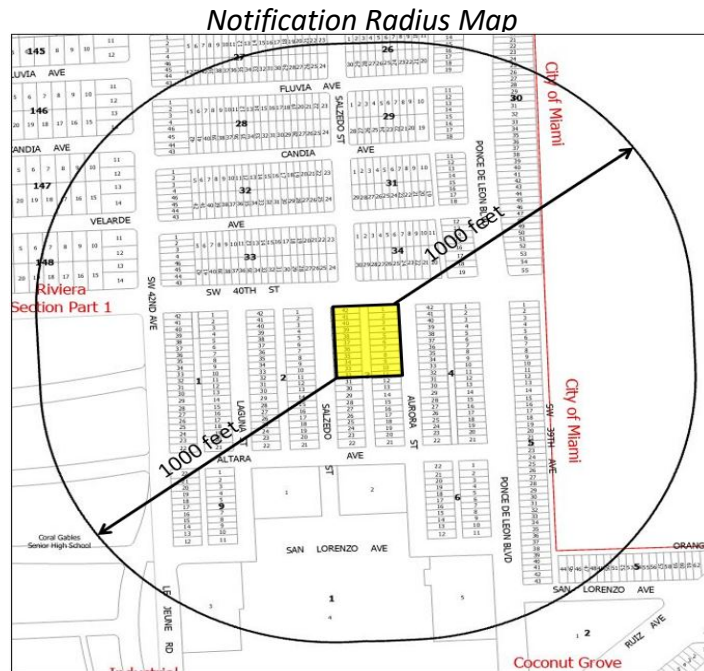
TYPE OF REVIEW	DATE
Development Review Committee	8.30.19
Board of Architects (Preliminary Design and Mediterranean Architecture)	10.03.19

TYPE OF REVIEW	DATE
Planning and Zoning Board	08.12.20
City Commission (1 <sup>st</sup> reading and 2 <sup>nd</sup> reading)	TBD

**Public Notification and Comments**

The Applicant held the mandatory neighborhood meeting on October 28, 2019 with notification to all property owners within 1,000 of the property. A summary of the meeting and attendance list is provided in the Applicant’s Submittal Package attached as Attachment A.

The Zoning Code requires that a notification be provided to all property owners within 1,000 feet of the property. The notification was sent on July 30, 2020. The notice indicates the following: applications filed; public hearing dates/time/location; where the application files can be reviewed and provides for an opportunity to submit comments. Approximately 483 notices were mailed. A copy of the legal advertisement and notice are provided as Attachment . A map of the notice radius is provided below.



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

**Public Notice**

TYPE	DATE
Applicant neighborhood meeting	10.28.19
Notification	TBD
Sign posting of property	TBD
Legal advertisement	TBD
Posted Staff report on City web page	TBD

## **Staff Recommendation and Conditions of Approval.**

The Planning Division based upon the complete Findings of Fact contained within this Report recommends **approval, with conditions** of the following subject to all of the conditions of approval as specified herein:

- 1. An Ordinance of the City Commission of Coral Gables, Florida approving receipt of Transfer of Development Rights (TDRs) pursuant to Zoning Code Article 3, "Development Review", Division 10, "Transfer of Development Rights", Section 3-1006 "Review and approval of use of TDRs on receiver sites", for the receipt and use of TDRs for a Mixed-Use project referred to as "Merrick 250" on the property legally described as lots 1 through 11, inclusive, less the south 7.5 feet thereof, and lots 32 through 42, inclusive, less the south 7.5 feet thereof, Block 3, "Coral Gables Industrial Section," together with that portion of the 30 foot platted alley lying north of the north line of the south 7.5 feet of said lot 11 projected westerly and south of the north line of said block 3 (250 Bird Road) Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)*
- 2. An Ordinance of the City Commission of Coral Gables, Florida granting approval of a Planned Area Development (PAD) pursuant to Zoning Code Article 3, "Development Review," Division 5, "Planned Area Development (PAD)" for a proposed mixed-use project referred to as "Merrick 250" on the property legally described as lots 1 through 11, inclusive, less the south 7.5 feet thereof, and lots 32 through 42, inclusive, less the south 7.5 feet thereof, Block 3, "Coral Gables Industrial Section," together with that portion of the 30 foot platted alley lying north of the north line of the south 7.5 feet of said lot 11 projected westerly and south of the north line of said block 3 (250 Bird Road) Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)*
- 3. A Resolution of the City Commission of Coral Gables, Florida approving Mixed-Use Site Plan and Conditional Use review pursuant to Zoning Code Article 4, "Zoning Districts" Division 2, "Overlay and Special Purpose Districts", Section 4-201, "Mixed-Use District (MXD)" for a proposed Mixed-Use project referred to as "Merrick 250" on the property legally described as lots 1 through 11, inclusive, less the south 7.5 feet thereof, and lots 32 through 42, inclusive, less the south 7.5 feet thereof, Block 3, "Coral Gables Industrial Section," together with that portion of the 30 foot platted alley lying north of the north line of the south 7.5 feet of said lot 11 projected westerly and south of the north line of said block 3 (250 Bird Road) Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)*
- 4. A Resolution of the City Commission of Coral Gables, Florida approving the Tentative Plat entitled "Alta Strategic Gables" pursuant to Zoning Code Article 3, Division 9, "Platting/Subdivision," being a re-plat of 61,548 square feet (1.41 acres) into two (2) tracts of land on the property legally described as lots 1 through 11, inclusive, less the south 7.5 feet thereof, and lots 32 through 42, inclusive, less the south 7.5 feet thereof, Block 3, "Coral Gables Industrial Section," together with that portion of the 30 foot platted alley lying north of the north line of the south 7.5 feet of said lot 11 projected westerly and south of the north line of said block 3 (250 Bird Road) Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)*

## Summary of the Basis for Approval

Staff's support and recommendation of approval of the Transfer of Development Rights, Planned Area Development, Mixed-Use Site Plan, and Tentative Plat is subject to all recommended conditions of approval. As enumerated in the Findings of Fact contained herein, Planning Staff finds the Application is in compliance with the CP Goals, Objectives and Policies, Zoning Code and the City Codes subject to all of the following listed conditions of approval.

## Conditions of Approval

In furtherance of the Comprehensive Plan's Goals, Objectives and Policies, Zoning Code Article 4, "Zoning Districts," Section 4-201, "Mixed Use District (MXD)" and Article 3, "Development Review," Division 4, "Conditional Uses," and all other applicable Zoning Code and City Code provisions, the recommendation for approval of the Application is subject to all of the following conditions of approval:

1. **Application/supporting documentation.** Construction of the proposed project shall be in substantial conformance with all of the following:
  - a. The Applicant's submittal package dated 04/15/2020 prepared by Gunster, Yoakley & Stewart, P.A. and Behar Font & Partners, P.A. to include:
    - i. Maximum building height of 120' to the top of roof; 130'-4" to top of architecture
    - ii. 3.58 FAR (220,322 sq. ft. including 4,904 sq. ft. of TDRs)
    - iii. 215 Residential Units
    - iv. 18,650 sq. ft. (8.46%) of ground floor commercial uses
    - v. 362 parking spaces including lifts
    - vi. 12,931 sq. ft. (21%) landscape open space on site
  - b. Traffic Impact Study dated February 27, 2020 prepared by A&P Consulting Transportation Engineers.
  - c. All representations proffered by the Applicant's representatives in their Application and as a part of the review of the Application at public hearings. Including, that the Applicant shall, prior to the issuance of a building permit for the project, provide a \$100,000 contribution to the City for public realm and public open space improvements in the vicinity of the project. These public realm and public open space improvements shall be undertaken by the City subject to the review and approval of the Planning Director and Public Works Director.
2. **Restrictive covenant.** Within thirty (30) days of City Commission approval of the Application, the Applicant, property owner(s), its successors or assigns shall submit a restrictive covenant for City Attorney review and approval outlining all conditions of approval as approved by the City Commission. Failure to submit the draft restrictive covenant within the specified time frame shall render the approval void unless said time frame for submittal of the draft restrictive covenant is extended by the City Attorney after good cause as to why the time frame should be extended.
3. **Bond.** Within 90 days of approval, the property owner, its successors or assigns shall post a bond in favor of the City in an amount determined by the Public Works Director to cover the costs of restoring the property to a clean, safe, and attractive condition in the event that the project is not completed in a timely manner, consistent with the Development Agreement, Site Plan approval, and applicable



conditions.

4. **Construction information/contact person.** Prior to the issuance of a City Building Permit for the project, the Applicant, property owner(s), its successors or assigns, shall provide a written notice to all properties within five hundred (500) feet of the Merrick 250 project boundaries, providing a specific liaison/contact person including the contact name, contact telephone number and email, to allow communication between adjacent neighbors or interested parties of construction activities, project status, potential concerns, etc.
5. **Vertical clearance.** Prior to the issuance of a City Building Permit for the project, the Applicant, property owner(s), its successors or assigns, shall provide a minimum vertical clearance of thirteen feet (13') along the full length and width of the public easement.
6. **Utility relocation.** Prior to the issuance of a City Building Permit for the project, the Applicant, property owner(s), its successors or assigns, shall secure all required approvals and be responsible for the relocation of existing utilities located in the alley in accordance with all applicable City, County, State or outside agency, and or utility company requirements.
7. **Encroachments Plan.** Prior to the City's issuance of a Foundation Permit or any other major Building Permit for the project, Commission approval is required for a special treatment sidewalk, decorative pavers, landscaping, irrigation, street lighting, landscaping lighting and any other encroachments into, onto, under and over the right of way. The above encroachments must be approved by City resolution and a Hold Harmless agreement must be executed.
8. **Art in Public Places.** Prior to the issuance of a City Building Permit for the project, the Applicant, property owner(s), its successors or assigns, shall Comply with all City requirements for Art in Public Places, which will include either a contribution to the Art in Public Places Fund, or having the proposed artist and public art concept be reviewed by the Arts Advisory Panel and Cultural Development Board, and Board of Architects approval before being submitted to the City Commission. The Applicant's compliance with all requirements of the Art in Public Places program shall be coordinated by the Department of Historical Resources and Cultural Arts.
9. **Written notice.** Provide a minimum of seventy-two (72) hour written notice to all properties within five hundred (500) feet of the Merrick 250 project boundaries of any proposed partial street closure as a result of the project's construction activity. Complete street closure shall be prohibited.
10. **Replacement parking spaces.** Replacement or payment in lieu of seven (7) on-street parking spaces lost as a result of this project shall be provided by the Applicant, property owner, its successors or assigns according to established City requirements subject to review and approval by the Parking Director.
11. **Tandem parking spaces.** Each set of tandem parking spaces within the building shall be assigned to an individual residential unit or leased commercial space within the building, and, shall not be designated or used for public parking or parking for retail customers.

12. **Bird Road.** Applicant must seek approval and permit from Florida Department of Transportation for proposed improvements on Bird Road.
13. **Encroachments.** Applicant must seek Commission approval and provide fully executed hold harmless agreement or restrictive covenant for all proposed encroachments into, onto, under and over the City's rights-of-way.
14. **Design District Implementation.** The ground floor shall be designed to optimize pedestrian activity.
  - i. All storefronts shall be flush with the sidewalk grade.
  - ii. Storefronts shall remain transparent and allow visibility into the interior of the ground-level space from the public right of way and pedestrian areas of the project. Tinting, curtains, blinds, paper, or other materials that obstruct visibility into the interior of the ground level space shall not be permitted except as required by the City during construction.
  - iii. Pedestrian entrances into active spaces (lobbies, retail, etc.) shall be provided on all ground floor facades with an average spacing of 40 feet.
  - iv. Paseo shall not be interrupted by stairwells, elevators, or solid walls.
15. **Alley Vacation Ordinance No. 2015-08 as amended.** The Public Works Department requires the following in association with the amended alley vacation:
  - a. The applicant grants to the City by Deed of Dedication absolute rights of public ingress and egress and of all utilities whatever interests they need.
  - b. That a minimum width of twenty feet (10') and a minimum vertical clearance of thirteen feet (13') extending the full length and width of the easement shall be provided above the substitute easement.
  - c. That the cost of removal and/or relocation of any and all utilities, including storm and sanitary sewers, installation of any required drainage facility, removal of curbs or abandoned concrete approaches and sidewalks and the paving and construction of the substitute easement shall be borne by the applicant whose actions necessitate such expense.
  - d. That the substitute easement shall be constructed in accordance with the specifications of the Public Works Department of the City and the plans for such construction shall be submitted to and shall be subject to approval by the Public Works Department. The permits and inspections for such construction shall be handled in the same manner as the paving for streets and alleys.
  - e. That the City of Coral Gables shall have the right to exercise the same control over the substitute easement as if the same were a dedicated alley and the acceptance and approval of such easements shall in no way relieve the applicant from complying with any and all regulations pertaining to alleys including but not limited to the building, zoning and other applicable regulations.
  - f. That the substitute easement shall at all times be kept free and clear of any and all encroachments and obstructions, including but not limited to, motor vehicles, trucks, trailers, debris, stoops, waste containers, and the like, and the City shall have the authority to monitor and enforce same.
  - g. That the use of the vacated property shall be limited to the same uses as to which the adjacent properties are zoned.

- h. That the reversionary rights to the portion of the alley vacated shall revert to the owners abutting on each side of the vacated alley.
  - i. Utility easements by deed reservation along the side and rear lines of platted lots (a.k.a. Merrick Easements) are to be vacated via Resolution by the City Commission or Coral Gables.
- 16. **Improvements to existing building.** Prior to the issuance of the first Temporary Certificate of Occupancy (CO) for the new building, all renovations and improvements to the existing building shall be completed as part of the overall project.
- 17. **Right-of-way and public realm improvements.** Prior to the issuance of the first Temporary Certificate of Occupancy (CO) for the project, the Applicant, property owner, its successors or assigns shall install all right-of-way improvements and all landscaping, public realm and streetscape improvements, subject to review and approval by the Directors of Public Works, Public Service and Planning and Zoning. Any deviation from the approved site plan will be reviewed in accordance with the PAD amendment process outlines in Section 3-507 of the Zoning Code.
- 18. **Undergrounding of overhead utilities.** Prior to the issuance of the first Temporary Certificate of Occupancy (CO) for the project, the Applicant, property owner, its successors or assigns shall, in accordance with Zoning Code Article 4, "Zoning Districts," more specifically, Section 4-201, "Mixed use District (MXD)," Table 1, sub-section L, "Utilities," submit all necessary plans and documents, and shall complete, at its expense, the undergrounding of all overhead utilities along all public rights-of-way surrounding and abutting the project boundary, subject to review and approval by the Directors of Public Works, Public Service and Planning and Zoning.
- 19. **Public Easement Maintenance and Access Agreement.** Prior to the issuance of the first Temporary Certificate of Occupancy (CO) for the project, the Applicant, property owner, its successors or assigns shall submit a Public Easement Maintenance and Access Agreement for City Attorney review and approval, which provides for the Applicant's payment of the costs of maintaining the public vehicular easement (the relocated public alleyway) and the provision of clear and unrestricted public access along and through this easement at all times. The agreement shall also state that should the property owner, its successors or assigns fail to meet the terms of the agreement, the City shall complete necessary maintenance and/or access improvements, which costs shall be reimbursed to the City by the property owner. The agreement shall be recorded in the public records for Miami-Dade County, Florida, in the form of a restrictive covenant.
- 20. **Sustainability Certification.** Prior to the Temporary Certificate of Occupancy, the developer/owner/contractor shall provide the City with a performance bond, cash or irrevocable letter of credit payment (Green Building Bond) in the amount of three (3%) percent of the master building permit construction cost value.
- 21. Following issuance of the first Certificate of Occupancy, the Applicant, property owner, its successors or assigns shall complete the following:
  - a. All site work and public realm improvements for the entire development shall be completed.

- b. **Sustainability Certification.** Within two years of the issuance of a Final Certificate of Occupancy, the building must achieve LEED Silver or equivalent certification. If the applicant chooses to pursue NGBS Silver Certification, an Energy Star Label will also be required within two years of the Final Certificate of Occupancy.
- i. The City will hold the Green Building Bond for the time necessary for the green certification, or equivalent, to be issued for twenty-four (24) months after issuance of the Certificate of Occupancy or Completion; whichever occurs first. Upon receiving final documentation of certification from the developer/owner/contractor, the City shall release the full amount of the bond within thirty (30) days.
  - ii. If the developer/owner/contractor is unable to provide proof of green certification, or equivalent, within twenty-four (24) months after issuance of the Certificate of Occupancy or Completion, the full amount of the Green Building Bond shall be forfeited to the City. Any proceeds from the forfeiture of the bond under this section shall be allocated toward funding Sustainability Master Plan initiatives.
- c. **Traffic Monitoring.** At the Applicant's expense, the City shall perform an annual review of traffic monitoring studies for three (3) years from the issuance of the first Temporary Certificate of Occupancy at locations to be determined by the Public Works Director. If the Public Works Director determines that livability improvements are warranted on any of these roadways, the Applicant shall construct or pay for any physical livability improvements required by these studies within one year of the completion of these studies, as approved by the Public Works Director.

#### ATTACHMENTS

- A. Applicant's submittal package
- B. Memo from Zoning Administrator regarding concurrency requirements
- C. Public Works Tentative Plat Recommendation
- D. City Attorney's Legal Opinion regarding story limitation
- E. Neighborhood Meeting invitation and summary.
- F. Notice mailed to all property owners within 1,000 feet and legal ad
- G. Powerpoint Presentation

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

Respectfully submitted,



Ramon Trias, Ph.D., AIA, AICP, LEED AP  
Assistant Director of Development Services  
for Planning and Zoning  
City of Coral Gables, Florida

**CITY OF CORAL GABLES**

**- MEMORANDUM -**

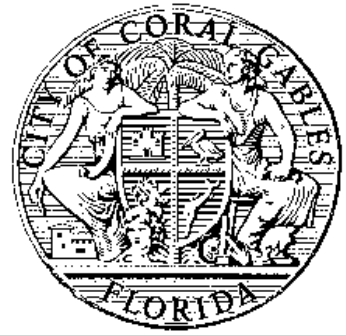
**TO:** Devin Cejas, Deputy DS Director / Zoning Official  
**DATE:** Feb. 5, 2020  
**FROM:** Charles Wu, Zoning Administrator  
**SUBJECT:** 250 Bird Road Concurrency

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This memo is to address the Concurrency Management statement (Attached) that lists the project proposed for Merrick 250 located at 250 Bird Road as not meeting concurrency management for neighborhood parks. Notwithstanding the above, the City has since purchased and developed numerous neighborhood parks since the adoption of the concurrency management system was instituted in 2006, including but not limited to, Venetia Park (0.19 A), Majorca Park (0.33 A), Sarto Green (0.11 A), Catalonia Park (0.31 A), Marlin Park (0.43 A), Betsy Adams Park (0.48 A), and Lisbon Park (0.12 A), totaling at least 1.97 Acres.

As a result of this analysis, the park concurrency has been met and there is not a deficiency of neighborhood parks for concurrency purposes.

# CORAL GABLES CONCURRENCY MANAGEMENT



## Concurrency Impact Statement

This Concurrency Impact Statement provides specific information on the availability of public services for a proposed project or change in use. Adequate public services must be available as a prerequisite for the approval of any development order (e.g. any approval, permit, etc., allowing development, construction or a change in use).

This statement is associated with a specific development order application and is subject to the final action taken on that application. If a final action is not taken on the development order associated with the statement within six (6) months from the date of issuance, the statement shall expire. The applicant is advised to consult the City to assure that public services will remain after approval of the development order application.

250 Bird Road - Alta  
 250 Bird Road  
 Coral Gables, FL

Multi Family Dwellings: 215 units  
 Department Store: 10900 Sq.Ft.  
 STATUS=P

Date Printed: 10/3/2019

Development Order: 0

Record Number: 3308

Assoc. Demolition Record: 0

Zones:

Trffic	Fire Protection	Flood Protection	Parks and Recreation
26	201	X	3

## Concurrency Needs

Minimum Required Elevation (ft): 0

Adequate Water Flow for Commercial & Residential Fire Protection

	Site Demand	Zone Capacity	Zone Demand	Concurrent	
Trips	1898			OK	Within Urban Infill Area
Golf Courses	0.03583335125	47.41	0.56595688565	OK	
Tennis Courts	0.3583332975	40.35	5.6595662287	OK	
Racquetball Courts	0.0467625	6.23	0.7386465	OK	
BASKETBALL Courts	0.153725	15.34	2.428177	OK	
Ball Diamonds	0.0962125	6.27	1.5196405	OK	
Playing Fields	0.0962125	7.27	1.5196405	OK	
Swimming Pools	0.01075	3.13	0.15909	OK	
Equipped Playing Areas	0.1075	6.34	1.6984	OK	
Special Recreation Facilities	1.6125	93.84	23.86	OK	
Neighborhood Parks (acres)	0.403125	5.62	6.367825	NO	
Mini Parks (acres)	0.0215	0.97	0.33958	OK	
Open Space (acres)	0.05375	1.53	0.84985	OK	
Water Flow (gpm)	3000	3000	3000	OK	

Application Fee: \$190.31

Statement Issued by:

Application Date: 10/3/2019

Expiration Date: October 2, 2020

Comments:

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Although the proposed use for which this Concurrency Statement is issued is located in the Urban Infill Area of the City of Coral Gables, and the Statement does not reflect the actual trips that would be generated for this use, Concurrency Fees are applicable and will be assessed.



## CITY OF CORAL GABLES - MEMORANDUM -

**TO:** ARCELI REDILA  
CITY PLANNER

**DATE:** MARCH 4, 2020

**FROM:** PAUL RODAS, P.E.

**SUBJECT:** 250 BIRD RD. TENTATIVE PLAT

---

As per Zoning Code Article 3, "Development Review", Division 9, "Platting/Subdivision", the Public Works Department is required to review and comment on all proposed tentative plats. Public Works has reviewed the 250 Bird Road tentative plat in accordance to the re-plat requirements specified in Zone Code Article 5, "Development Standards", Division 15 "Platting Standards and have the following comments:

- 1. The City of Coral Gables Public Works Department does not object to the re-platting of the subject property. The Department's Surveyor review revealed that the submitted plans and field work meet the minimum technical standards set forth by the Florida Board of Land Surveyors.*
- 2. The proposed tentative plat shall be submitted to Miami-Dade County Transportation and Public Works Department and Miami-Dade County for review and approval, prior to consideration as final plat by the City Commission.*
- 3. Utility easements by deed reservation along the side and rear lines of platted lots (a.k.a. Merrick Easements) are to be vacated via Resolution by the City Commission of Coral Gables.*
- 4. The relocation of existing utilities from alley previously vacated by Ordinance 2015-08, including but not limited to sanitary sewer, FPL, communication and telephone, shall be completed prior to Final Plat approval.*
- 5. The demolition of all existing improvements except the existing building noted to remain in the tentative plat shall be completed prior to Final Plat approval.*
- 6. The existing building that is scheduled to remain has certain encroachments into the Salzedo Street and Bird Road rights-of-way as noted in the tentative plat. Encroachment covenants shall be approved by the City Commission and executed prior to Final Plat approval.*


Additional comments that were part of the Development Review Committee process:

- Additional connection fees will be assessed relative to the proposed sewer flows in accordance with an existing sewer agreement to reimburse previously constructed sanitary sewer system improvements. Additional sewer system improvements may be required including but not limited to the lining of existing sewer lines and manholes abutting the property as necessary.
- Right-of-way improvements to include new curb & gutter, landscaping, bike parking, covered bus stop, paving and drainage improvements, etc. will be required along adjacent streets. Improvements along Bird Road to be coordinated with FDOT's corridor plan. FDOT approval of those improvements will be required.
- Streetscape improvements will be required in accordance with the City of Coral Gables streetscape master plan.

## Attachment C

- Lighting improvements might be required subject to a photometric analysis. All new lighting in the ROW shall be LED, 3000k, Coral Gables pole with acorn fixture. You may request additional specifications from the department.
- Sight triangles shall be maintained at all intersections and driveway approaches.
- Restrictive covenants must be executed for all non-standard improvements and all encroachments in the public Right of Way. Encroachments along Bird Road require coordinate with FDOT.

For a full list of comments provided under the Development Review Committee and Planning and Zoning Board processes, please contact Development Services at 305-460-5245. Their offices are located at 405 Biltmore Way. For any questions or comments on the Public Works comments, please feel ~~free~~ to contact my office at (305)460-5048.



Sincerely,

Paul Rodas, P.E.  
Permit Section Manager  
City of Coral Gables  
Department of Public Works  
2800 SW 72nd Avenue  
Miami, FL 33155  
T: 305.460.5048

cc: Ramon Trias, Assistant Director for Planning  
Hermes Diaz, P.E., Public Works Director  
Jorge Gomez, P.E., Public Works Deputy Director/City Engineer  
Jessica Keller, Public Works Assistant Director  
Juan Martinez, PSM, Public Works Surveyor

**CITY OF CORAL GABLES**

**- MEMORANDUM -**

**TO:** ARCELI REDILA  
PRINCIPAL PLANNER

**DATE:** JULY 13, 2020

**FROM:** MELISSA DEZAYAS, P.E.  
SR MULTIMODAL TRANSPORTATION ENGINEER

**SUBJECT:** 250 Merrick

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**Proposed Development:** 250 Merrick – Mixed-Use Building

**Contents of Development:** 11-story mixed-use building with residential (215 units), retail (11,840 SF), and office (22,591 SF) uses plus parking garage

**Proposed Location:** 250 Bird Road, Coral Gables, Florida

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**Resolution**

A traffic study for the 250 Merrick located at 250 Bird Road was submitted by A&P Consulting Transportation Engineers (APCTE) on February 27, 2020. The City had David Plummer and Associates (DPA) review the first submitted traffic study, and comments were provided on April 9, 2020. APCTE responded to these comments on April 21, 2020, without resubmitting a revised traffic study. DPA provided a second round of review comments on May 12, 2020. APCTE provided a final revised traffic study addressing all of DPA's comments on May 29, 2020. DPA confirmed that all comments had been resolved on June 1, 2020.

The City of Coral Gables Public Works Department also reviewed the information, comments provided by both consultants, and revised traffic study. Based on the City's review, the traffic study for the proposed development at 250 Bird Road meets the requirements stated within City of Coral Gables *Ordinance 2018-09* and applicable TIS Standards.

Should there be any changes or questions, please contact the Project Manager, Melissa DeZayas at [mdezayas@coralgables.com](mailto:mdezayas@coralgables.com)

## RESPONSE TO COMMENTS

**FROM:** Dima Poe, P.E.

**TO:** Melissa DeZayas, P.E.

**CC:** Juan Espinosa, P.E.

**STUDY:** TWO #01 250 Merrick Mixed Used Building Traffic Impact Study

**STUDY PERFORMED BY:** A&P Consulting Transportation Engineers

**DATE OF REPORT:** February 27, 2020 (Date of 1<sup>st</sup> Review Response to Comments: April 21, 2020)

**STUDY REVIEWED BY:** David Plummer & Associates, Dated April 9, 2020 (1<sup>st</sup> Review), May 12, 2020 (2<sup>nd</sup> Review)

---

Based on the second review of the subject report, please consider the following responses to comments:

1. **Section 1.1** – The project is proposing 10,895 SF of ground floor retail space not 11,840 SF as shown in the description and analysis. Please update text and analysis as appropriate.

**Response:** The plans received from Behar Font (architect) on February 12, 2020 and provided in Appendix A, shows that Retail space will consist of 11,840 SF (6,740+ 1,160 + 3,940) Please note that there is one land use labeled Office/Retail however the distinction between how much of the 6,740 SF would be Office versus Retail was not provided. Additionally, the excess 945 SF was not accounted for in any of the other listed land uses with in the plan sheet (i.e. new proposed office LU). Therefore, in order to assign trips to the total proposed square footage of the building we counted the 945 SF under retail since it was color coded with that land use area.

**DPA Response:** Comment addressed. It should be noted that the site plan has been modified since the start of the traffic study. Although the square footage of the retail/office was reduced the conclusions of the traffic study will remain the same.

**Response 2:** Noted. Since the change to square footage does not alter the conclusions of the study, no change to the report study or analysis will be made regarding the trip generation/distribution or level-of-service and parking analysis. No further action or changes required.

2. **Section 1.1** – The project is proposing 362 parking spaces. All proposed parking spaces will be shared by the residential, office and retail users. Please update text and parking analysis as appropriate. In particular, please update Table 15 to reflect that the project's proposed parking complies with the City's parking requirements pursuant to the shared parking matrix provided in Section 5-1410(B)(2) of the Zoning Code.

**Response:** As per discussion with Behar Font and as shown in the updated plans in Appendix A, the development is proposing a total of 367 parking spaces. We confirmed this number by reviewing each floor plan provided for the parking garage and counting the spaces. The parking spaces for office and retail will be shared. However, from that discussion, it was understood that residential units' parking spaces will not be shared. Likely due to the use/operation of mechanical lifts and tandem parking spaces. This information

was used to conduct the parking requirements analysis using the City's Zoning Code methodology. The required number of parking spots calculated to be 368, with a difference of one space from proposed. However, with all the surround area's on-street (remote) parking, and with 13 street parking spaces directly adjacent to the development, the requirement of one retail/office parking space is offset. The provided parking spaces are sufficient for the land uses proposed under this development.

**DPA Response:** Comment not addressed. As mentioned before, the site plan has been modified since the start of the traffic study. The revised site plan proposes 362 parking spaces. It was confirmed with the developer and the architect that the intent is to have one (1) reserved parking space for each residential unit (215 spaces) and to share the remaining number of spaces between residential, office and retail uses. Please update the parking analysis as appropriate. In particular, please update Table 15 to reflect that the project's proposed parking complies with the City's parking requirements pursuant to the shared parking matrix provided in Section 5-1410(B)(2) of the Zoning Code.

**Response 2:** Agree, we have contacted the Architect again and obtained the updated parking information. The parking analysis will be updated to account for the parking spaces that are to be shared between residential, office and retail uses. We shall adhere to the City's parking requirements provided in Section 5-1410(B)(2) of the Zoning Code.

- 3. Section 2** – Please consider including an exhibit showing the existing lane configuration and signalization at the analyzed intersection. This will help better understand the roadway network adjacent to the development.

**Response:** Agree, we will create a figure showing the existing lane configuration and included it in the report. Signalization, SOP, and timing plans are described in Section 2.3 on Page 10 of the report and provided in Appendix D.

**DPA Response:** Comment addressed.

**Response 2:** Noted. No further action or changes required.

- 4. Figure 2** – San Lorenzo Avenue / Ponce de Leon Boulevard is a T-intersection. Please remove the east leg from the exhibit. This comment also applies to Figures 3, 4 and 5.

**Response:** Agree, the east leg will be removed from the exhibit.

**DPA Response:** Comment addressed.

**Response 2:** Noted. No further action or changes required.

- 5. Table 2** – Filed observations at Asset 6165 described a conflict between the westbound left turn movement and pedestrians crossing the south crosswalk. However, there is no westbound movement at this signalized intersection. Please correct the description or provide additional information.

**Response:** Agree, the description in that cell was incorrectly placed. The table will be revised.

**DPA Response:** Comment addressed.

**Response 2:** Noted. No further action or changes required.

6. **Section 3.2** – Please provide data and calculations that demonstrate that a pass-by reduction was not justified.

**Response:** Using the methodology explained in the Trip Generation Handbook, 3<sup>rd</sup> Edition (Derive a pass-by estimate from national database presented in Appendix E) the most recent data to compute a pass-by reduction dates to 1994, for a 17,000 SF shopping center in Orlando, FL. (ITE LU: 820). The pass-by reduction calculated with this methodology would be 66%. Applying the reduction would have decreased the trips from Retail down to less than 10 trips entering in the PM peak period, and less than 5 trips in the AM peak period. Therefore, to maintain a conservative analysis and a realistic assessment of the number of trips associated with the proposed land uses, pass-by trips were not deducted.

**DPA Response:** Comment addressed. However, it should be noted that is not uncommon for a retail space fronting a major roadway (Bird Road) to attract a high percentage of vehicle trips from traffic already in the system. We agree that by not applying a pass-by deduction, the study provides for a conservative analysis.

**Response 2:** Noted. No further action or changes required.

7. **Section 3.2** – Please explain why ITE Land Use 221- Multifamily Housing (Mid-Rise) was used to estimate the residential trips instead of Land Use 222 Multifamily Housing (High-Rise) since the project has over 10 levels (floors).

**Response:** The plans received from Behar Font show that there are only 10 floors that contain dwelling units; and two of those levels only have four units. Since the Mid-Rise lane use code is used for multifamily buildings between 3 to 10 floors, it is applicable to this development.

**DPA Response:** Comment addressed. Please note that ITE does not define that the floors need to be habitable; it only defines High-rise as a building over 10 floors in general. However, using Mid-rise does provide for a conservative analysis.

**Response 2:** Noted. No further action or changes required.

8. **Section 3.2** – Please explain why a multimodal (other modes of transportation) deduction was not applied to the trip generation analysis. As explained in Section 2.5 of the report, the project is located in an area conducive to pedestrian movement and served by transit.

**Response:** A more conservative analysis was conducted by excluding these modes. The results show no adverse impact due to the new traffic added by the proposed development. As such, including or excluding these modal deductions would not significantly change the LOS results (LOS on the major corridors in the vicinity of the project). The level of service analysis for the future with development condition showed the same intersection approaches at LOS F as without the development. As well as, all intersections and roadway segments operated under the 150% capacity threshold of the roadway, as allowed by the City of Coral Gables in the Comprehensive Plan (Policy MOB-2.1.1 and MOB-2-1.2).



**DPA Response:** Comment addressed. We agree that by not applying a “other modes of transportation” deduction, the study provides for a conservative analysis.

**Response 2:** Noted. No further action or changes required

9. **Table 6** – Please include a column showing the City’s level of service standards for each roadway. This comment also applies to Tables 8 and 10.

**Response:** Agree, Tables 6, 8, and 10 will be revised to show the City’s LOS standard as defined in the City’s Comprehensive Plan Policy MOB-2-1.1 and MOB-2-2-1.2. The v/c ratios will be displayed within the tables as well.

**DPA Response:** Comment addressed.

**Response 2:** Noted. No further action or changes required.

10. **Table 7** - It is not clear why the arterial analysis was based on speed instead of traffic volume. Please consider performing a roadway segment analysis based on peak period traffic volumes to be consistent with the City’s Comprehensive Plan (Policy MOB-2.1.1).

**Response:** The arterial analysis results shown in Table 7 are based on the AM and PM peak traffic volumes which were entered into Synchro 10 in order to compute the arterial speed. As per the Highway Capacity Manual, arterial LOS is a function of the class of arterial under study and the **travel speed** along the arterial.

**DPA Response:** Comment addressed.

**Response 2:** Noted. No further action or changes required.

11. **Table 7** - Please include a column showing the City’s level of service standards for each roadway segment. This comment also applies to Tables 9 and 11.

**Response:** Please refer to response for Comment #10. City level of service standards will be outlined in the text and shown in Tables 6, 8, and 10.

**DPA Response:** Comment addressed.

**Response 2:** Noted. No further action or changes required.

12. **Section 3.6** – All proposed parking spaces will be shared by the residential, office and retail users. Please update parking analysis to reflect this.

**Response:** Please refer to response for Comment #2.

**DPA Response:** Comment not addressed. As mentioned before, the site plan has been modified since the start of the traffic study. The revised site plan proposes 362 parking spaces. It was confirmed with the developer and the architect that the intent is to have one (1) reserved parking space for each residential unit (215 spaces) and to share the remaining number of spaces between residential, office and retail uses. Please update the parking analysis as appropriate. In particular, please update Table 15 to reflect that the project’s

proposed parking complies with the City's parking requirements pursuant to the shared parking matrix provided in Section 5-1410(B)(2) of the Zoning Code.

**Response 2:** Agree, we have contacted the Architect again and obtained the updated parking information. The parking analysis will be updated to account for the parking spaces that are to be shared between residential, office and retail uses. We shall adhere to the City's parking requirements provided in Section 5-1410(B)(2) of the Zoning Code.

13. **Section 4** – The report concludes that some intersection approaches are operating and will continue to operate below the City's LOS standards. However, the study does not identify the LOS standards adopted by the City in their Comprehensive Plan.

**Response:** Agree, the City's LOS standards adopted in the Comprehensive plan will be stated in the report.

**DPA Response:** Comment addressed.

**Response 2:** Noted. No further action or changes required.



# TRAFFIC IMPACT STUDIES

CONSULTING SERVICES  
FOR 250 MERRICK  
MIXED USE BUILDING



CITY OF CORAL GABLES  
Department of Public Works

Presented by:



A&P Consulting Transportation  
Engineers, Corp.



## Engineer's Certification

I, Elio R. Espino, P.E., certify that I currently hold an active Professional Engineer's License in the State of Florida and I am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.011 and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

**Project:** Traffic Impact Study for 250 Merrick Mixed Use Building


**Location:** 250 Bird Road  
City of Coral Gables, Miami-Dade County, Florida

**Prepared for:**

City of Coral Gables, Department of Public Works

**Prepared by:**

A & P Consulting Transportation Engineers Corp.



Date 5/28/2020

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**Appendix A: Site Plan**

**Appendix B: Vehicular Traffic Counts**

**Appendix C: Peak Season Factor Category Report**

**Appendix D: Signal Timing Data**

**Appendix E: County and City Transit Maps**

**Appendix F: Recent and Future Approved and Funded Transportation Projects**

**Appendix G: Historic Growth Rate Data & Analysis**

**Appendix H: Committed Development Trip Generation**

**Appendix I: Trip Generation and Internal Capture Rate**

**Appendix J: Cardinal Traffic Analysis Zone Trip Distribution**

**Appendix K: Synchro Level-of-Service (LOS) Output Reports**

**Appendix L: Multimodal Level-of-Service (LOS) Output Reports**

**Appendix M: Parking Generation Analysis**

## 1. INTRODUCTION

### 1.1 Project Background

The development will be located at 250 Bird Road, between Aurora Street and Salzedo Street along SR 976/Bird Road in Coral Gables, Florida. The project proposes an 11-story (120 feet) mixed-use building providing 215 residential units, 11,840 square feet of new retail space, and 22,591 square feet of office space. The existing office building on the southwest corner (at Bird Road and Salzedo Street) of the property will be renovated and maintained. Please note that the project is within the Gables Redevelopment Infill District (GRID) and therefore is within a Traffic Concurrency Exemption Area.

The development proposes an onsite parking garage providing a total of 362 parking spaces. One (1) parking space will be reserved for each residential unit (215 spaces) and the remaining number of spaces will be shared between residential, office and retail uses. Access to and from the parking garage, including loading access, to the site will be provided through a single driveway on Aurora Street. A project location map is included as **Figure 1** and a site plan is provided in **Appendix A**. The project is expected to be completed by the year 2022. This traffic impact study is consistent with the methodology previously agreed upon by the developer and the City of Coral Gables Public Works Department.

### 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, parking requirements, and a review of the suitability to accommodate pedestrians in the project area.



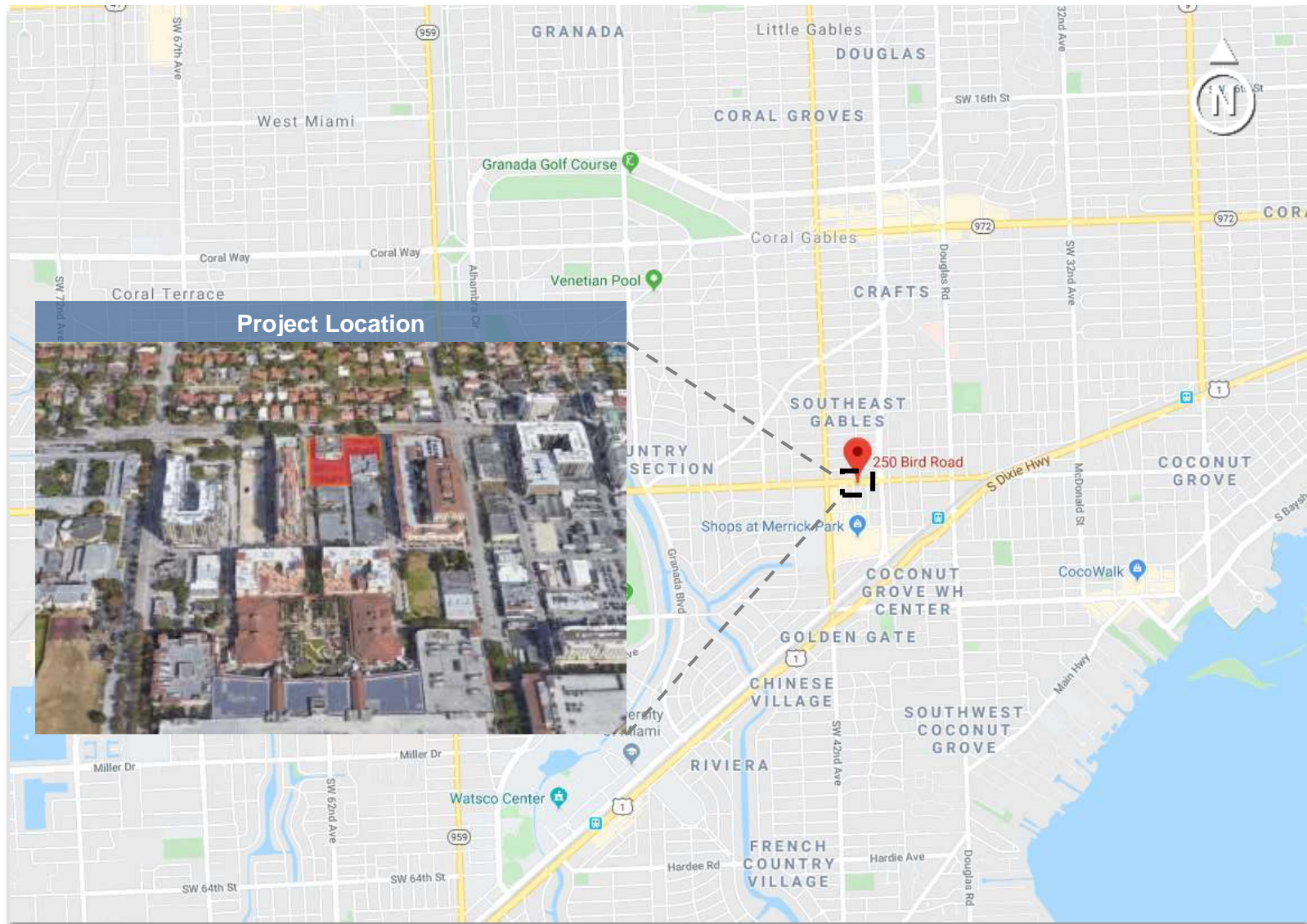


Figure 1 - Location Map

### 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 previously discussed with and approved by the City of Coral Gables at a methodology meeting held on October 30, 2019 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 4-Hour Turning Movement Counts (TMCs), two hours each during the AM and PM peak periods.
- Obtain and review all relevant documentation; including intersection signal data (check operations and clearances), traffic impact studies of previously committed developments, list of programmed transportation projects, and any citizen complaints made within the vicinity of the study development.
- Conduct field reviews during the AM and PM peak periods on a typical weekday to assess traffic operations at the adjacent roadway links, intersections, and identify existing attractors/generators in the area.

#### Traffic Analysis

- Develop project specific trip generation rates and distribute traffic along surrounding roadway network.
- Develop future projected traffic volumes.
- Conduct multimodal level-of-service (LOS) analysis for existing, future without development, and future with build-out development conditions.
- Conduct a parking generation analysis for the mixed-use development.

## 2. DATA COLLECTION & EXISTING CONDITIONS

### 2.1 Seventy Two-Hour Vehicular Traffic Counts

Bi-directional traffic counts were collected on Tuesday, January 21 through Thursday, January 23, 2020 at the following roadway segments:

- SR 976/Bird Road between SR 953/Le Jeune Road and Ponce De Leon Boulevard
- Aurora Street between Altara Avenue and SR 976/Bird Road
- Altara Avenue between SR 953/Le Jeune Road and Ponce De Leon Boulevard
- Ponce De Leon Boulevard between San Lorenzo Avenue and SR 976/Bird Road
- SR 953/Le Jeune Road between Altara Avenue and SR 976/Bird Road

Peak periods were chosen from these bi-directional counts. The counts revealed that the overall AM peak hours of traffic were from 7 AM to 9 AM and the PM peak hours of traffic were from 4 PM to 6 PM. The 72-hour bidirectional counts are provided in **Appendix B**.

### 2.2 Four-Hour Turning Movement Counts (TMCs)

Four-hour TMCs were collected for the AM Peak and PM Peak hours (two hours per peak period) on January 28, 2019 at the following intersections:

- SR 953/Le Jeune Road and SR 976/Bird Road (Signalized)
- SR 953/Le Jeune Road and Altara Avenue (Signalized)
- Ponce De Leon Boulevard and SR 976/Bird Road (Signalized)
- Ponce De Leon Boulevard and Altara Avenue (Unsignalized)
- Ponce De Leon Boulevard and San Lorenzo Avenue (Signalized)
- SR 976/Bird Road and Aurora Street (Unsignalized)
- Altara Avenue and Aurora Street (Unsignalized)

A PSCF of 1.02 was applied to the traffic movement counts to account for seasonal variations. These counts, with minor volume balancing adjustments, were utilized in the capacity analysis for the existing conditions, as well as for future conditions with a growth rate applied. The existing lane configuration and signalization at the analyzed intersections are shown in **Figure 2**, and the existing turning movement volumes are shown in **Figure 3**. Traffic movement counts are provided in **Appendix B** and FDOT peak season factor report in **Appendix C**.

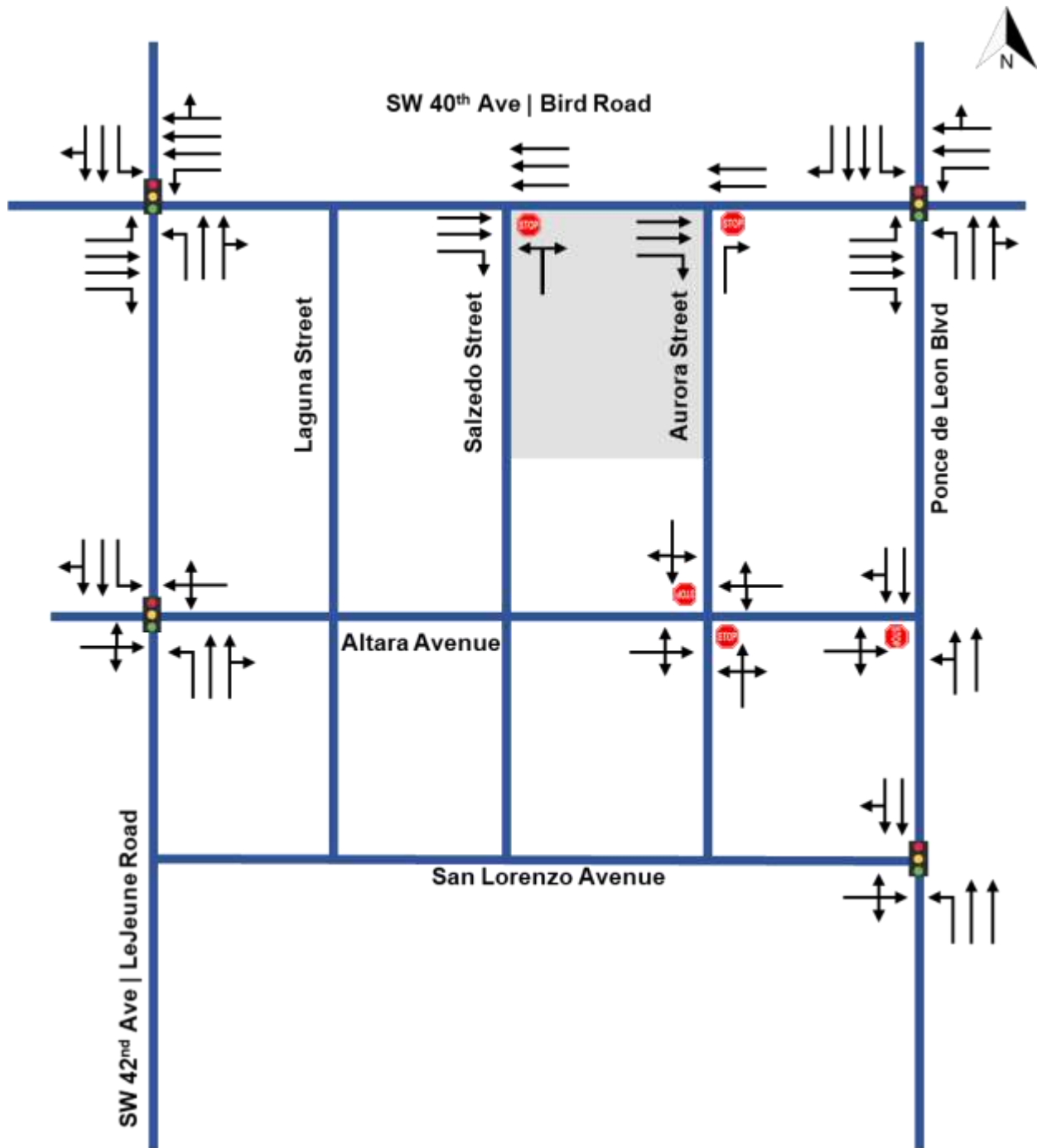


Figure 2. Existing Lane Configuration at Analyzed Intersections

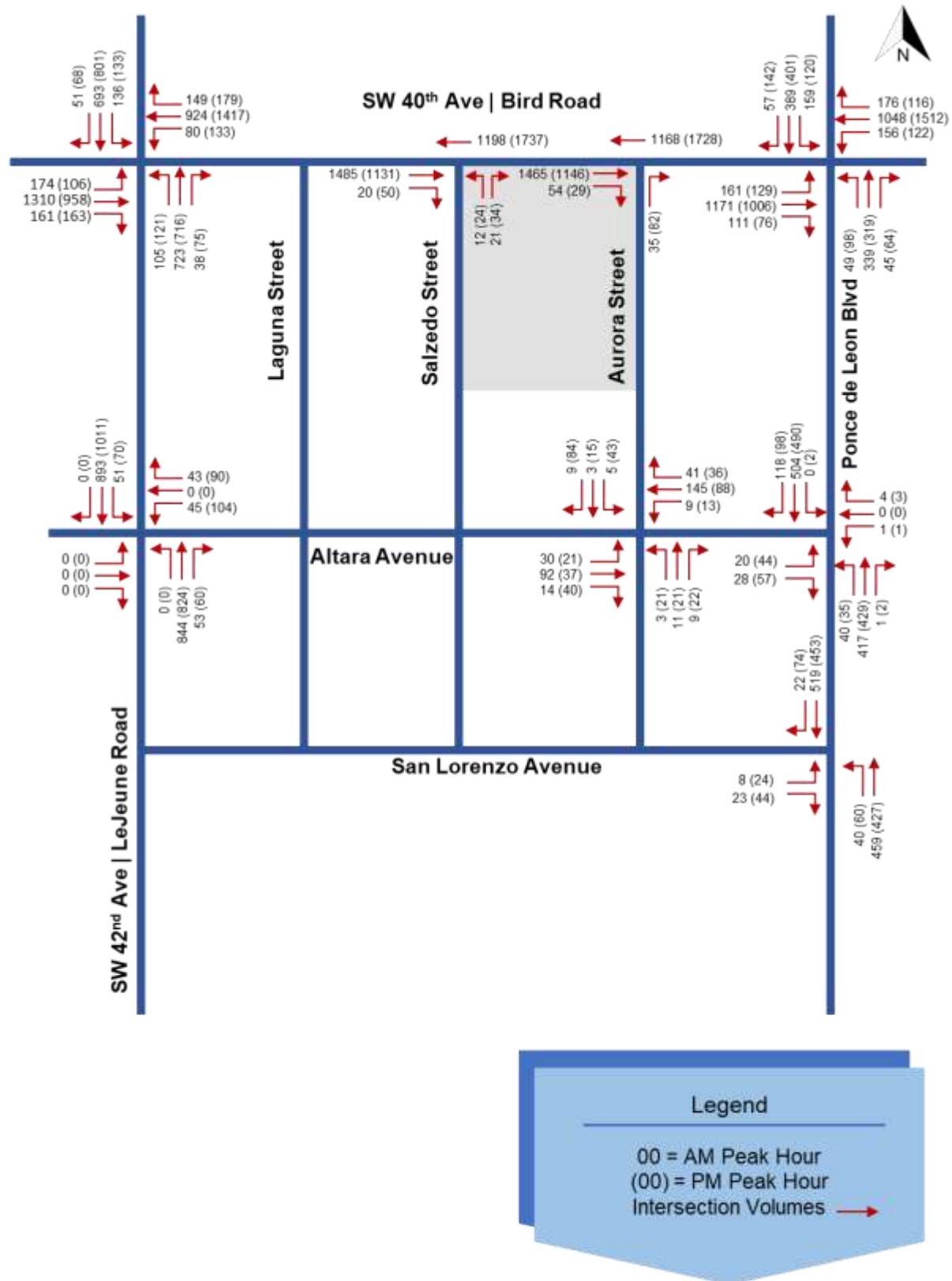


Figure 3. Existing Traffic Volumes (AM & PM Peak Periods)

### 2.3 Signalized Intersection Data

Signal timing data for the four signalized study intersections was obtained from Miami-Dade County's Traffic Signals and Signs Division (TS&S) of the Department of Transportation and Public Works (DTPW). The four intersections within the study area are semi-actuated; vehicle actuation is provided via loop detection and pedestrian actuation via push buttons. The intersections of SR 976/Bird Road at SR 953/Le Jeune Road and SR 976/Bird Road at Ponce de Leon Boulevard operate under four signal phases, while the intersection of Ponce de Leon Boulevard at San Lorenzo Avenue operate under two signal phases, and Le Jeune Road at Altara Avenue under three signal phases.

The traffic signals along SR 976/Bird Road are within an eastbound/westbound coordinated section (Signal Section "49 Bird Road"), the signals are coordinated eastbound/westbound during both the AM peak and PM peak hours. The other two intersections are not within a coordinated section; however, offsets are set to provide vehicle progression in the north and south directions, when possible. All the signals within the study area operate with a cycle length of 180 seconds during the AM and PM peak hours.

An assessment of signal timing data with respect to traffic signal change and clearance intervals for both vehicles and pedestrians was performed to verify that the controllers' safety parameters meet the minimum standards required by the Manual on Uniform Traffic Control Devices (MUTCD). The assessment indicated that the FLASHING DON'T WALK time for the eastbound crosswalk at SR 953/Le Jeune Road and San Lorenzo Avenue does not meet the minimum pedestrian clearance interval. Based on MUTCD methodology the FLASHING DON'T WALK interval for the eastbound movement (Phase 8) must be 14 seconds. All other intersections meet the minimum standards. The results are provided in **Table 1** below.

Furthermore, the signal timing data was used to develop the existing and future scenarios in Synchro 10 for the capacity analysis. The traffic signal data is provided in **Appendix D**.



**Table 1. Signal Change and Clearance Intervals**

2595 - Bird Road & Le Jeune Rd										
Timing Function No.	1	2	3	4	5	6	7	8	Meet MUTCD ?	
Movement Direction	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT		
Timing Parameters	Yellow Change	4	4	4.4	4.4	4	4	4.4	4.4	Yes
	Red Clearance	2	2	2.5	2.5	2	2	2.5	2.5	Yes
	Walk Time		7		7		7		7	Yes
	Flashing Don't Walk		14		24		14		24	Yes

2594 - Bird Road and Ponce de Leon Blvd										
Timing Function No.	1	2	3	4	5	6	7	8	Meet MUTCD ?	
Movement Direction	EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT		
Timing Parameters	Yellow Change	4	4	3.7	4	4	4	3.7	4	Yes
	Red Clearance	2.3	2.3	3.1	3.1	2.3	2.3	3.1	3.1	Yes
	Walk Time		7		7		7		7	Yes
	Flashing Don't Walk		26		26		26		26	Yes

3272 - Le Jeune Road and Altara Ave										
Timing Function No.	1	2	3	4	5	6	7	8	Meet MUTCD ?	
Movement Direction		SBT		WBT		NB T		EBT		
Timing Parameters	Yellow Change		4		4		4		4	Yes
	Red Clearance		2		2.3		2		2.3	Yes
	Walk Time								7	Yes
	Flashing Don't Walk								13	Yes

6165 - Ponce de Leon Blvd and San Lorenzo Ave										
Timing Function No.	1	2	3	4	5	6	7	8	Meet MUTCD ?	
Movement Direction	NBL	SBT				NB T		EBT		
Timing Parameters	Yellow Change	3.7	4				4		4	Yes
	Red Clearance	2.6	2.6				2.6		2.3	Yes
	Walk Time								7	Yes
	Flashing Don't Walk								10	No

## 2.4 Land Uses

The land uses in the vicinity of the development are low density single-family, business and commercial, and mixed-use business/residential. Some major trip generators/attractors within the development study area are the Shops at Merrick Park, The Collection, Coral Gables High School, and the mixed-use developments directly adjacent to and west of the proposed development.

## 2.5 Multimodal Facilities

A continuous network of sidewalk, with curb and gutter, from the major roadway facilities to the project location is provided on both sides of SR 976/Bird Road, SR 953/Le Jeune Road, Ponce de Leon Boulevard, and Aurora Street. Two-stripe high emphasis crosswalks with pedestrian curb ramps, detectable warnings, countdown pedestrian signal heads, and pedestrian push buttons are provided on all signalized intersections. There are no bicycle facilities (exclusive bicycle lane or shared bicycle pavement markings) in the vicinity of the project. The project site can be accessed via transit through three different transit systems: Miami-Dade Metrobus (Routes 40- Bird Road and 42- Le Jeune Road), Coral Gables Trolley (along Ponce de Leon Boulevard), and Miami-Dade Metrorail. There is a total of seven bus stops: three along SR 976/Bird Road, two along SR 953/Le Jeune Road and two along Ponce de Leon Boulevard. The closest Metrorail station (Douglas Road Station) is located at the intersection of SW 37<sup>th</sup> Avenue/Douglas Road and US-1 at an approximate distance of 0.66 miles. 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 and there are two roadway resurfacing projects in the vicinity of the project with construction funding set for Fiscal Year 2024: 446001.1 – SR 976/Bird Road from east of Launa Street to west of SW 38 Avenue and 446002.1 – SR 953/Le Jeune Road from S. Dixie Highway to south of Altara Avenue.

The Miami-Dade County's 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 congestion management process (CMP) project along SR 976/Bird Road for Bus Rapid Transit from SW 67 Street to US-1/S. Dixie Highway with a funded planning period between 2026 to 2030. There are also several pedestrian and bicycle facility improvements, however all these projects are currently unfunded projects with in the 2045 LRTP and Bicycle Pedestrian Master Plan. There are two



proposed On-Road Bicycle and Pedestrian Facility Improvement projects to be installed along Ponce de Leon Boulevard and Salzedo Street and a pedestrian facility enhancements project along SR 976/Bird Road near the proposed development. Since these bicycle and pedestrian are currently unfunded and the Bus Rapid Transit is planned for several years beyond the build-out date of the development, they were not included in the multimodal analysis for the future conditions.

Additionally, FDOT's Correspondence Tracking Program (CTP) was accessed to identify any traffic operation deficiency reported through the citizen complaint program within the past five years. The system website revealed that there were six CTPs from 2015 to present, however the majority of the citizen concerns have already been addressed. The one CTP in 2019 triggered a bottleneck analysis traffic study for the intersection of SR 976/Bird Road and SR 953/Le Jeune Road. The intent of the analysis was to evaluate short term, low cost treatments to reduce the duration and intensity of congestion and improve mobility through the intersection. Another recently completed FDOT project (FPID 434766-1-52-01) at the same intersection provided for backplates for the signal heads on the eastbound and westbound approaches, as well as re-designed the left turn lanes to be offset and to provide additional green time for the eastbound/westbound left turn phases.

Excerpts from the FDOT Work Program, Miami-Dade's LRTP, and FDOT Project Suite are provided in **Appendix F**.

## 2.7 Field Reviews

Two field reviews were conducted on February 4, 2020 during the AM (7-9 AM) and PM (4-6 PM) peak hours to assess traffic operations at the adjacent roadway links, intersections, and existing attractors/generators in the area. A summary of the field reviews is provided in **Table 2**.

**Table 2. Field Review Summary**

Intersection	Field Observations	Comments
Asset 2595 - Bird Rd & Le Jeune Rd	Through traffic was observed to operate efficiently. School traffic did not seem to have a negative impact on the intersection capacity nor the corridor progression. However, the southbound left and westbound left turn movements were observed to have an overflow queue in multiple cycles during the AM and PM peak hours.	Basic signal timing changes, such as allocating more green time to the left turn phases has the potential to mitigate this issue and improve southbound and northbound traffic flow and increase the westbound left turn lane capacity.  Please note that the pedestrian pushbutton in the northeast corner was observed to be out of service. Miami-Dade County TS&S should be notified of this issue.
Asset 2594- Bird Rd & Ponce De Leon Blvd	The intersection was observed to operate well. No excessive delay nor capacity issues were observed. Timing plans for the AM and PM peak hours have enough green time to accommodate the traffic demand.	
Asset 3272 - Altara Ave & Le Jeune Rd	There were no traffic operation deficiencies observed at this intersection during the AM peak hours. However, the PM peak hours experienced multiple pedestrian-vehicle conflicts between the westbound left turn movement and pedestrians crossing the south crosswalk.	A traffic operation and safety study should be performed at this intersection to evaluate the signal operating plan (SOP) and provide a signal timing or geometric design mitigation strategy. It is important to note that most vehicles in the westbound movement turn left or right.
Asset 6165 - Ponce De Leon Blvd & San Lorenzo Ave	The intersection was observed to operate well. Due to the low vehicle volume during the AM and PM peak hours no excessive delay or capacity issues were observed.	The eastbound loop detector is damaged, so the intersection is operating in max recall mode. Miami-Dade County TS&S Division should be notified of this issue so that the traffic signal operates efficiently. Future traffic demand may require the signal to operate in semi-actuated mode to efficiently accommodate the heaviest movement.

### 3. TRAFFIC ANALYSIS

#### 3.1 Background Traffic and Committed Developments

Annual Average Daily Traffic (AADT) counts published by the Florida Department of Transportation (FDOT) were reviewed, and the FDOT Traffic Trend Analysis tool was used to determine the historic growth rate in the area; following the Project Traffic Forecasting Handbook guidelines. The analysis revealed that traffic has decreased in the past years. Nevertheless, a conservative 1.0% annual growth rate was applied for this study. The historic growth rate data and future traffic projections are provided in **Appendix G**.

Three committed developments were identified and included in the analysis for estimating future traffic volumes: Gables Living, Merrick Manor and The Henry. **Table 3** provides the net external trips generated by these developments during the AM and PM peak hours. The future turning movement volumes without the proposed development are shown in **Figure 3**. Detail information on the committed developments trip generation is provided in **Appendix H**.

**Table 3. Committed Development Trip Generation**

Project	Vehicle Trips	AM Peak Trips			PM Peak Trips		
		Entry	Exit	Total	Entry	Exit	Total
Gables Living		23	37	60	44	33	77
Merrick Manor	Net External Trips (Proposed)	22	79	101	109	59	168
The Henry		13	51	64	61	41	102

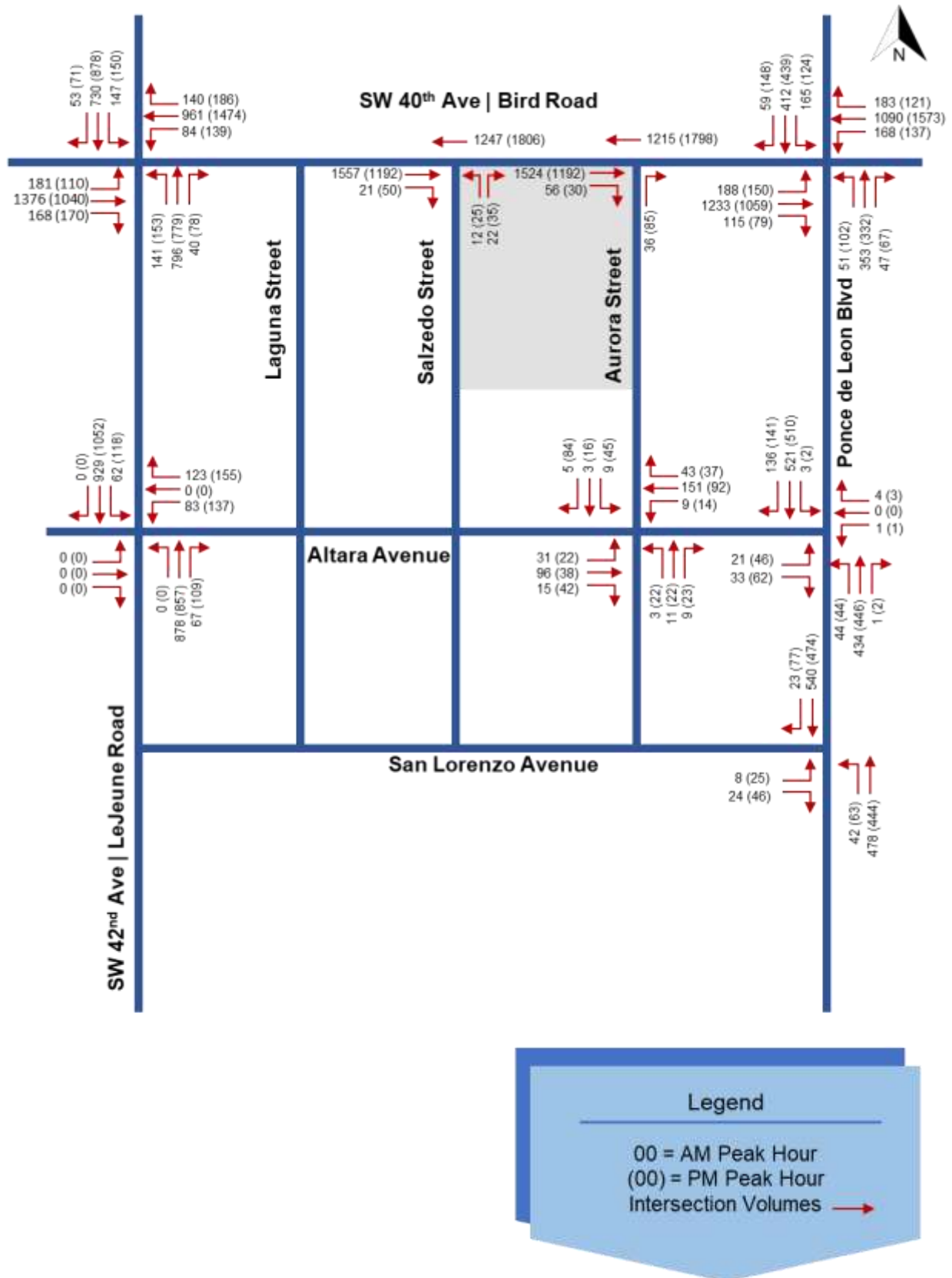


Figure 4. Future W/O Project Traffic Volumes (AM & PM Peak Periods)

### 3.2 Trip Generation

The methodology outlined in the Institute of Transportation Engineers (ITE), Trip Generation Report 10th Edition was used to forecast traffic based on the proposed project land uses. Weekday AM and PM peak hour trips were estimated. Trip generation was determined using ITE Land Use Codes 221 (Mid-Rise Multifamily Housing), 820 (Shopping Center), and 710 (General Office Building). **Table 4** summarizes the project's expected trip generation for both peak periods.

The field review conducted on February 4, 2020 revealed that the existing office building that will be remodeled and maintained as part of the proposed project is currently unoccupied. Thus, the project trip generation analysis did not include any existing trips. All proposed land uses were considered as new external trips.

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 upon methodology contained in the ITE Trip Generation Handbook, 3rd Edition. The AM peak hour internal capture rate is expected to be 8%, while the PM peak hour internal capture rate is expected to be 16%. The applied internal capture percentages are presented in **Table 4**. See **Appendix I** for trip generation report and internal capture rates sheets.

The available pass-by data showed an unrealistic reduction in the calculated through volume on the adjacent roads for the proposed development. As such, due to the difficulty to obtain high correlation indices for pass-by data and the nature of the project's land uses, pass-by trips were not included in the trip generation analysis.

**Table 4. Project Trip Generation Summary**

Proposed ITE Land Use Code <sup>1</sup>	Size/Units	Daily Vehicle Trips	AM Peak Trips			PM Peak Trips		
			Entry	Exit	Total	Entry	Exit	Total
Multifamily Housing (Mid-Rise) Land Use Code: 221	215 units	1170	18	54	72	56	36	92
Office Land Use Code: 710	22,591 SF	251	41	7	48	4	24	28
Retail/Shopping Center Land Use Code: 820	11,840 SF	447	7	4	11	22	23	45
Subtotal Gross Trips		1868	66	65	131	82	83	165
Internalization <sup>2</sup>	AM 8.2%	N/A	-5	-5	-11	-13	-13	-26
	PM 15.6%							
<b>Net External Trips (Proposed)</b>				<b>61</b>	<b>60</b>	<b>120</b>	<b>69</b>	<b>70</b>

<sup>1</sup> Based on ITE Trip Generation Manual, 10th Edition

<sup>2</sup> Based on ITE Trip Generation Handbook, 3rd Edition

### 3.3 Project Trip Distribution

The trip distribution was based on a cardinal trip distribution for the project site’s traffic analysis zone (TAZ 1098) obtained from the Miami-Dade Metropolitan Planning Organization’s (MPO’s) 2040 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 5** and in **Figure 4** graphically. The distribution data is provided in **Appendix J**.

**Table 5. Cardinal Distributions for TAZ 1098**

Direction	% Distribution
NNE	23.1
ENE	15.3
ESE	4.3
SSE	1.8
SSW	11.1
WSW	17.5
WNW	10.2
NNW	16.6
Total	100

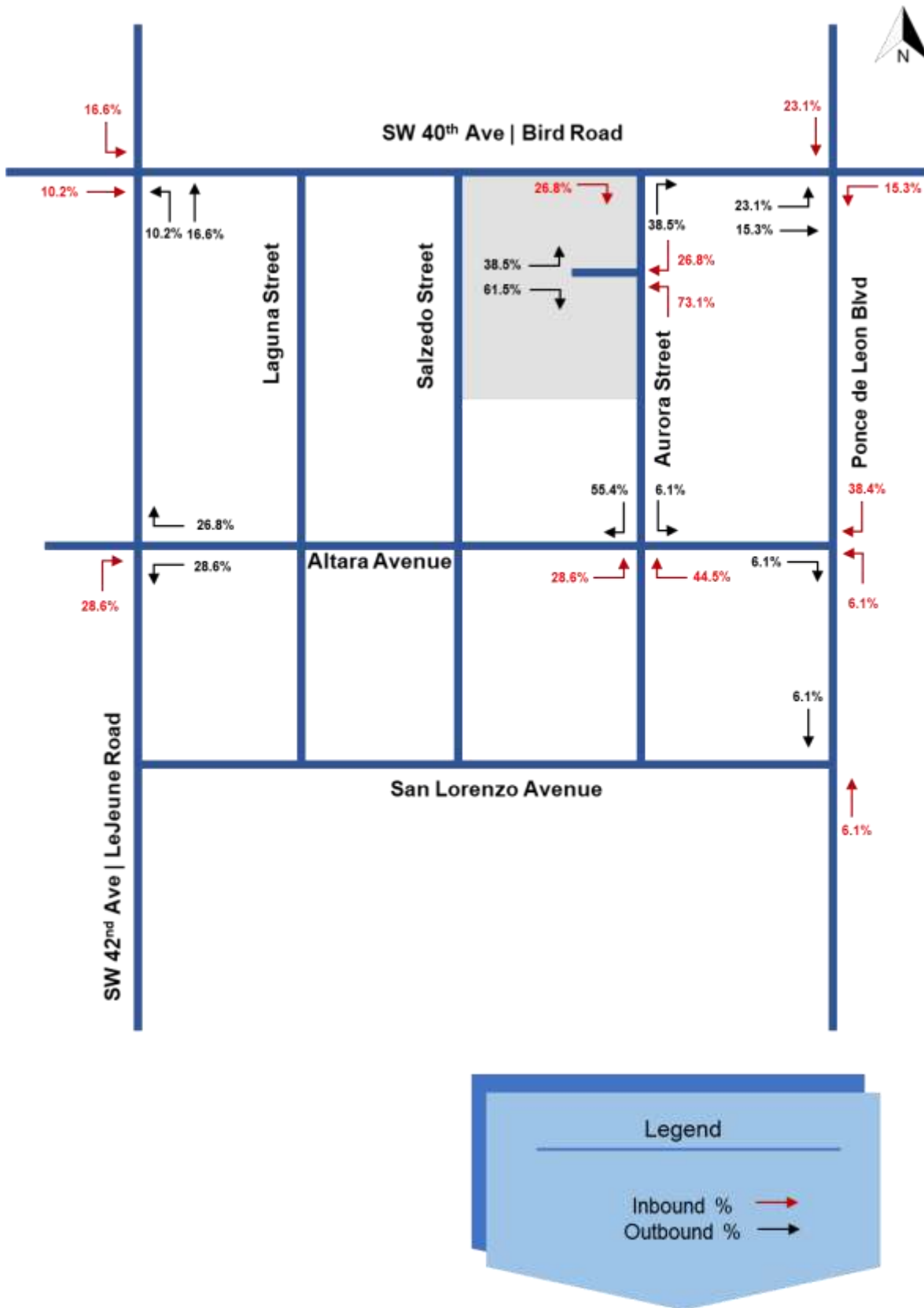


Figure 5. Project Trip Distribution

### 3.4 Level-of-Service Analysis (LOS)

The LOS analysis was performed using the study area network modeled in Synchro 10 (HCM 6<sup>th</sup> Edition) for the existing conditions and for the future opening year (with and without proposed development) of 2022, for the AM and PM peak periods. Volumes for the model were obtained via turning movement counts, trip generation and distribution, and committed developments. It is important to note that the proposed development is located within the city of Coral Gables Redevelopment and Infill District, which is a Transportation Concurrency Exemption Area. The Synchro reports for each peak hour period and scenario are provided in **Appendix K**.

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 reduced into three intersection types: all-way stop, two-way stop, and roundabout control. In this study, only two-way stop-controlled intersections were analyzed. Two-way stop-controlled intersection LOS is defined in terms of the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns. This approach is because major street through vehicles are assumed to experience zero delay, a weighted average of all movements results in very low overall average delay.

The LOS values estimated for the three proposed scenarios were compared to the City's LOS standard (LOS E) adopted in their Comprehensive Plan (Policy MOB-2.1.1).

#### Existing Conditions Analysis

The existing conditions LOS was calculated using the TMCs collected at the eight study intersections. **Table 6** and **7** show the resulting LOS for the existing conditions during the AM and PM peak periods for each intersection and roadway segment within the study area, respectively.



**Table 6. Existing Intersection Capacity Analysis for Weekday AM and PM Peak Hours**

Intersection	Int. <sup>1</sup> Type	Direction	AM Peak Delay (sec)	AM Peak LOS	AM v/c	PM Peak Delay (sec)	PM Peak LOS	PM v/c	Meet City's LOS E Std?	Meet City's v/c (1.5) std?	
Bird Road & Ponce de Leon Blvd	S	NB	90.7	F	0.89	101.4	F	0.89	<b>No</b>	<b>Yes</b>	
		SB	85.2	F	0.72	80.7	F	0.81	<b>No</b>	<b>Yes</b>	
		EB	26.3	C	0.66	9.0	A	0.52	Yes	Yes	
		WB	30.1	C	0.69	31.7	C	0.81	Yes	Yes	
		Intersection	44.1	D	N/A	41.1	D	N/A	Yes	N/A	
Bird Road & Le Jeune Road	S	NB	89.6	F	0.93	79.0	E	0.86	<b>No</b>	<b>Yes</b>	
		SB	91.0	F	0.91	92.3	F	0.93	<b>No</b>	<b>Yes</b>	
		EB	31.0	C	0.69	30.6	C	0.56	Yes	Yes	
		WB	28.7	C	0.41	3.7	A	0.61	Yes	Yes	
		Intersection	53.2	D	N/A	42.8	D	N/A	Yes	N/A	
Le Jeune Road & Altara Avenue	S	NB	3.0	A	0.31	6.3	A	0.33	Yes	Yes	
		SB	2.7	A	0.31	0.3	A	0.38	Yes	Yes	
		EB	No turning movement volumes								
		WB	87.6	F	0.67	81.7	F	0.8	<b>No</b>	<b>Yes</b>	
		Intersection	6.7	A	N/A	10.0	B	N/A	Yes	N/A	
Ponce de Leon Blvd & San Lorenzo Avenue	S	NB	2.2	A	0.18	2.7	A	0.16	Yes	Yes	
		SB	5.5	A	0.24	6.5	A	0.24	Yes	Yes	
		EB	40.4	D	0.47	39.9	D	0.61	Yes	Yes	
		Intersection	5.1	A	N/A	6.9	A	N/A	Yes	N/A	
Bird Road & Salzedo St	U	NB	38.5	E	0.24	42.5	E	0.38	Yes	Yes	
Bird Road & Aurora St	U	NB	16.9	C	0.10	15.5	C	0.21	Yes	Yes	
Altara Avenue & Aurora St	U	NB	14.1	B	0.10	11.4	B	0.10	Yes	Yes	
		SB	13.5	B	0.10	11.2	B	0.20	Yes	Yes	
Ponce de Leon Blvd & Altara Avenue	U	EB	18.0	C	0.15	20.9	C	0.30	Yes	Yes	

<sup>1</sup> S = Signalized, U = Un-signalized

**Table 7. Existing Arterial Capacity Analysis for AM and PM Peak Hours**

Segment	Direction	Arterial Class	AM Peak Speed	AM Peak LOS	PM Peak Speed	PM Peak LOS	City's LOS Std
Bird Road: b/w Le Jeune Road & Ponce de Leon Blvd	EB	II	10.9	E	14.3	D	E
	WB	II	11.2	E	10.4	E	E
Le Jeune Rd: b/w Bird Road & Altara Avenue	NB	III	8.7	F	9.7	F	E
	SB	III	9.2	F	10.0	F	E
Ponce de Leon Blvd: b/w Bird Road & San Lorenzo Avenue	NB	III	7.7	F	7.5	F	E
	SB	III	10.3	E	10.0	F	E
Altara Avenue: b/w Ponce de Leon Blvd and Le Jeune Road	WB	III	28.3	B	28.3	B	E
	EB	-	-	NA	-	NA	

### Future without Project Analysis

The future without project scenario was analyzed by adding background traffic with committed development trips. **Table 8** and **9** show the LOS analysis for the future conditions without the proposed development during the AM and PM peak period for each intersection and segment within the study area, respectively.

**Table 8. Future without Project Intersection Capacity Analysis for AM and PM Peak Hours**

Intersection	Int. <sup>1</sup> Type	Direction	AM Peak Delay (sec)	AM Peak LOS	AM v/c	PM Peak Delay (sec)	PM Peak LOS	PM v/c	Meet City's LOS E Std?	Meet City's v/c (1.5) std?	
Bird Road & Ponce de Leon Blvd	S	NB	91.6	F	0.90	107.1	F	0.89	<b>No</b>	<b>Yes</b>	
		SB	88.6	F	0.74	84.1	F	0.86	<b>No</b>	<b>Yes</b>	
		EB	30.5	C	0.71	19.9	B	0.56	Yes	Yes	
		WB	34.9	C	0.73	35.3	D	0.85	Yes	Yes	
		Intersection	47.9	D	N/A	47.1	D	N/A	Yes	N/A	
Bird Road & Le Jeune Road	S	NB	90.6	F	0.94	96.5	F	0.86	<b>No</b>	<b>Yes</b>	
		SB	98.9	F	0.94	97.8	F	0.94	<b>No</b>	<b>Yes</b>	
		EB	35.6	D	0.76	35.3	D	0.64	Yes	Yes	
		WB	32.0	C	0.44	4.7	A	0.67	Yes	Yes	
		Intersection	58.1	E	N/A	49.7	D	N/A	Yes	N/A	
Le Jeune Road & Altara Avenue	S	NB	7.2	A	0.36	10.9	B	0.39	Yes	Yes	
		SB	6.9	A	0.36	0.6	A	0.43	Yes	Yes	
		EB	No turning movement volumes								
		WB	80.6	F	0.82	85.9	F	0.87	<b>No</b>	<b>Yes</b>	
		Intersection	14.1	B	N/A	15.0	B	N/A	Yes	N/A	
Ponce de Leon Blvd & San Lorenzo Avenue	S	NB	2.3	A	0.18	2.7	A	0.17	Yes	Yes	
		SB	5.6	A	0.25	6.6	A	0.25	Yes	Yes	
		EB	40.4	D	0.47	40.1	D	0.62	Yes	Yes	
		Intersection	5.1	A	N/A	7.0	A	N/A	Yes	N/A	
Bird Road & Salzedo St	U	NB	43.8	E	0.28	51.9	F	0.46	<b>No</b>	<b>Yes</b>	
Bird Road & Aurora St	U	NB	17.6	C	0.12	16.1	C	0.22	Yes	Yes	
Altara Avenue & Aurora St	U	NB	14.3	B	0.10	11.5	B	0.12	Yes	Yes	
		SB	15.7	C	0.10	11.3	B	0.21	Yes	Yes	
Ponce de Leon Blvd & Altara Avenue	U	EB	19.0	C	0.18	23.8	C	0.38	Yes	Yes	

<sup>1</sup> S = Signalized, U = Un-signalized

**Table 9. Future without Project Arterial Capacity Analysis for AM and PM Peak Hours**

Segment	Direction	Arterial Class	AM Peak Speed	AM Peak LOS	PM Peak Speed	PM Peak LOS	City's LOS Std
Bird Road: b/w Le Jeune Road & Ponce de Leon Blvd	EB	II	10	E	13.6	E	E
	WB	II	10.3	E	9.9	F	E
Le Jeune Road: b/w Bird Road & Altara Avenue	NB	III	8.4	F	9.6	F	E
	SB	III	8.8	F	9.8	F	E
Ponce de Leon Blvd: b/w Bird Road & San Lorenzo Avenue	NB	III	7.7	F	7.5	F	E
	SB	III	10.2	E	9.7	F	E
Altara Avenue: b/w Ponce de Leon Blvd and Le Jeune Road	WB	III	28.3	B	28.3	B	E
	EB	-	-	NA	-	NA	

### Future with Proposed Project Analysis

The trip generation, traffic projections and committed development traffic were combined to obtain the total traffic for the future buildout scenario. **Figure 5** shows the projected AM and PM peak turning movement volumes. **Table 10** and **11** show the LOS analysis for the future conditions during the AM and PM peak periods for each intersection within the study area, respectively.

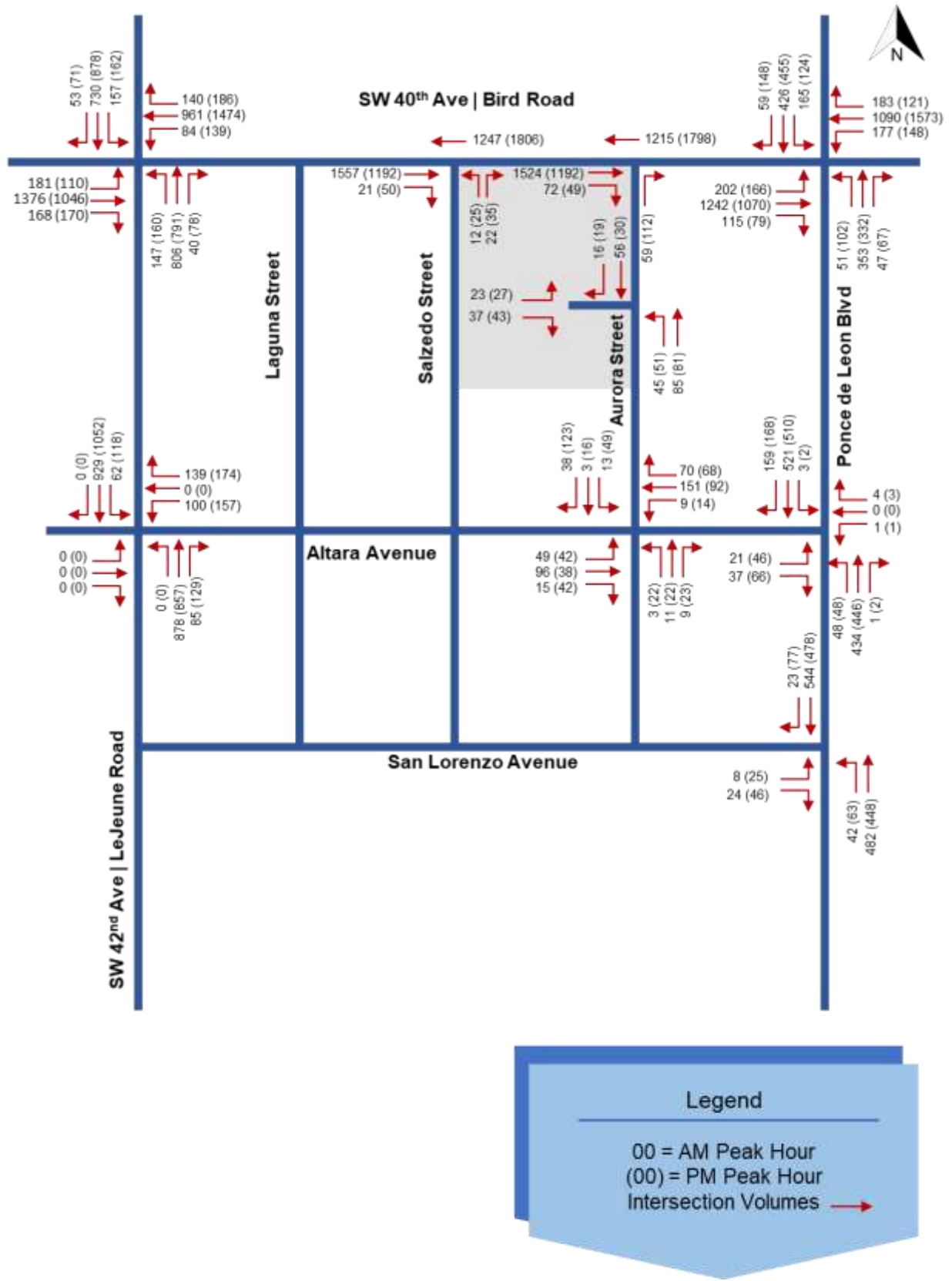


Figure 6. Future with Project Traffic Volumes (AM & PM Peak Period)

**Table 10. Future with Project Intersection Capacity Analysis for AM and PM Peak Hours**

Intersection	Int. <sup>1</sup> Type	Direction	AM Peak Delay (sec)	AM Peak LOS	v/c	PM Peak Delay (sec)	PM Peak LOS	v/c	Meet City's LOS E Std?	Meet City's v/c (1.5) std?
Bird Road & Ponce de Leon Blvd	S	NB	91.6	F	0.90	109.7	F	0.89	No	Yes
		SB	89.0	F	0.77	86.1	F	0.89	No	Yes
		EB	32.2	C	0.72	26.9	C	0.57	Yes	Yes
		WB	36.3	D	0.74	35.2	D	0.85	Yes	Yes
		Intersection	49.2	D	N/A	49.7	D	N/A	Yes	N/A
Bird Road & Le Jeune Road	S	NB	90.6	F	0.95	102.3	F	0.87	No	Yes
		SB	103.0	F	0.94	105.4	F	0.94	No	Yes
		EB	36.0	D	0.76	35.3	D	0.64	Yes	Yes
		WB	32.4	C	0.44	4.7	A	0.67	Yes	Yes
		Intersection	59.3	E	N/A	52.7	D	N/A	Yes	N/A
Le Jeune Road & Altara Avenue	S	NB	8.8	A	0.39	13.0	A	0.42	Yes	Yes
		SB	8.5	A	0.38	0.7	B	0.45	Yes	Yes
		EB	No turning movement volumes							Yes
		WB	78.4	E	0.84	87.8	F	0.89	No	Yes
		Intersection	16.3	B	N/A	17.2	B	N/A	Yes	N/A
Ponce de Leon Blvd & San Lorenzo Avenue	S	NB	2.3	A	0.19	2.8	A	0.17	Yes	Yes
		SB	5.7	A	0.25	6.6	A	0.25	Yes	Yes
		EB	40.4	D	0.47	40.1	D	0.62	Yes	Yes
		Intersection	5.1	A	N/A	7.0	A	N/A	Yes	N/A
Bird Road & Salzedo St	U	NB	43.8	E	0.28	51.9	F	0.46	No	Yes
Bird Road & Aurora St	U	NB	18.7	C	0.19	17.2	C	0.29	Yes	Yes
Altara Avenue & Aurora St	U	NB	16.4	C	0.12	12.5	B	0.13	Yes	Yes
		SB	15.2	C	0.22	12.1	B	0.29	Yes	Yes
Ponce de Leon Blvd & Altara Avenue	U	EB	19.2	C	0.19	25.0	D	0.40	Yes	Yes
Aurora St & 250 Bird Road (Driveway)	U	EB	9.5	A	0.1	9.5	A	0.1	Yes	Yes

<sup>1</sup> S = Signalized, U = Un-signalized

**Table 11. Future with Project Arterial Capacity Analysis for AM and PM Peak Hours**

Segment	Direction	Arterial Class	AM Peak Speed	AM Peak LOS	PM Peak Speed	PM Peak LOS	City's LOS Std
Bird Road: b/w Le Jeune Road & Ponce de Leon Blvd	EB	II	9.8	F	13.6	E	E
	WB	II	10.0	E	9.9	F	E
Le Jeune Rd: b/w Bird Road & Altara Avenue	NB	III	8.2	F	9.5	F	E
	SB	III	8.6	F	9.8	F	E
Ponce de Leon Blvd: b/w Bird Road & San Lorenzo Avenue	NB	III	7.7	F	7.5	F	E
	SB	III	10.1	E	9.6	F	E
Altara Avenue: b/w Ponce de Leon Blvd and Le Jeune Road	WB	III	28.3	B	28.3	B	E
	EB	-	-	NA	-	NA	

### 3.5 Multimodal LOS

The multimodal LOS analysis was conducted using the ARTPLAN software. This software takes into account 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 no professionally acceptable or scientifically valid technique for combining LOS, instead it calculates an individual LOS for each mode based on common roadway characteristics. **Table 12** and **13** provide the LOS analysis results for automobile, pedestrian, bicycle and bus modes of transportation for existing and future condition, respectively. ARTPLAN output sheets are provided in **Appendix L**.

**Table 12. Existing Conditions Multimodal LOS**

Segment	Mode	LOS Score	Speed (mph)	Multimodal LOS
Bird Road from Le Jeune Road to Ponce de Leon Blvd	Automobile	-	20.23	D
	Pedestrian	4.19	-	D
	Bicyclist	5.44	-	F
	Bus	2.99	-	D
Le Jeune Road from Bird Road to Altara Avenue	Automobile	-	18.26	D
	Pedestrian	3.54	-	D
	Bicyclist	4.56	-	E
	Bus	3.42	-	C
Ponce de Leon Blvd from Bird Road to San Lorenzo Avenue	Automobile	-	11.47	F
	Pedestrian	1.88	-	A
	Bicyclist	6.61	-	F
	Bus	3.82	-	C

**Table 13. Future Conditions Multimodal LOS**

Segment	Mode	LOS Score	Speed (mph)	Multimodal LOS
Bird Road from Le Jeune Road to Ponce de Leon Blvd	Automobile	-	19.69	D
	Pedestrian	4.23	-	D
	Bicyclist	5.45	-	F
	Bus	2.99	-	D
Le Jeune Road from Bird Road to Altara Avenue	Automobile	-	18.20	D
	Pedestrian	3.57	-	D
	Bicyclist	4.57	-	E
	Bus	3.42	-	C
Ponce de Leon Blvd from Bird Road to San Lorenzo Avenue	Automobile	-	11.54	F
	Pedestrian	1.89	-	A
	Bicyclist	6.62	-	F
	Bus	3.82	-	C

The results show that there was not a significant change in the LOS for automobile, 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.



### 3.6 Parking Analysis

The estimate of the amount of parking required was calculated using the City of Coral Gables' Zoning Code methodology (Section 5-1409). The zoning code provides a methodology to estimate parking spaces for mixed-use developments that includes estimates of parking spaces per land use, loading spaces, and parking requirement reductions. Parking reductions were applied due to the interaction among different land uses of the mixed-use development. However, no reductions were applied due to the availability of on-street parking or for proximity to or use of transit services. The parking spaces proposed by the developer were compared with the calculated number of parking spaces per the zoning code methodology. The total amount of proposed parking spaces (362) meets the City of Coral Gables' requirements (348 parking spaces) for a mixed-use development. **Table 14** provides the City's minimum parking requirements and **Table 15** provides the total amount of minimum parking required after applying the reduction methodology.

The City requires two loading spaces for mixed-use buildings that exceed a floor area of 199,999 sq. ft. The proposed loading spaces meets the City's requirements as shown in **Table 16**. The City's methodology to estimate the number of parking and loading spaces is provided in **Appendix M**.

**Table 14. Amount of Required Parking as per City of Coral Gables Zoning Code**

Land Use	Size/Units	Minimum Parking Requirements	Minimum Parking Required
Multifamily Housing (Mid-Rise) Land Use Code: 221	215 units	Efficiency and one (1) and bedroom units – 1.0 space per unit. Two (2) bedroom units – 1.75 spaces per unit	265
Office Land Use Code: 710	22,591 SF	One (1) space per three hundred (300) square feet of floor area	76
Retail/Shopping Center Land Use Code: 820	11,840 SF		40
Total Parking Spaces Required			381

**Table 15. City of Coral Gables Shared Parking Analysis**

Land Use	Parking Spaces	Weekday						Weekend					
		Day 8am - 5pm		Evening 5pm - 12am		Night 12am - 8 am		Day 8am - 5pm		Evening 5pm - 12am		Night 12am - 8 am	
		%	Parking Spaces	%	Parking Spaces	%	Parking Spaces	%	Parking Spaces	%	Parking Spaces	%	Parking Spaces
Residential (Shared)	50	60%	30	90%	45	100%	50	80%	40	90%	45	100%	50
Residential (Reserved)	215		215		215		215		215		215		215
Office	76	100%	76	10%	8	5%	4	10%	8	5%	4	5%	4
Retail	40	70%	28	90%	36	5%	2	100%	40	70%	28	5%	2
Total	381		*348		304		271		303		292		271

\*Required Parking: 348 Spaces

**Table 16. Required Loading Spaces**

Nonresidential Floor Area	Required Loading Spaces	Proposed Floor Area	Proposed Loading Spaces
100,000 sq. ft. to 199,999 sq. ft.	One (1)	N/A	N/A
200,000 sq. ft. to 299,999 sq. ft.	Two (2)	221,246 sq. ft.	Two (2)

## 4. CONCLUSION

The purpose of this report was to conduct a traffic impact study for a proposed mixed-use development located in the City of Coral Gables at SR 976/Bird Road (SW 40<sup>th</sup> Street) and Aurora Avenue.

The existing and future LOS were estimated with the aid of Synchro 10, which utilizes the HCM 6<sup>th</sup> Edition methodology. Opening year conditions were based on the results from the trip generation and trip distribution analysis. The results were compared to the City's LOS standard (LOS E) adopted in their Comprehensive Plan.

The Synchro analysis for intersections showed that the proposed mixed-use development will not have a negative impact on adjacent intersections. The existing condition analysis showed that three intersections had approaches that currently operate with a LOS F:

- Northbound Ponce de Leon Boulevard at Bird Road
- Southbound Ponce de Leon Boulevard at Bird Road
- Southbound Le Jeune Road at Bird Road
- Westbound Altara Avenue at Le Jeune Road

The future conditions with committed developments but without the study development maintained a LOS F for the above listed approaches and resulted in a LOS F for the following additional approaches:

- Northbound Le Jeune Road at Bird Road
- Northbound Salzedo St at Bird Road

The analysis for future conditions with the proposed development indicated that same six approaches will continue to operate below the City's LOS standards at LOS F. The remaining intersection approaches in the future with project condition will operate at LOS D or better. The greatest increase in delay due to the new trips generated by the proposed development resulted in only 7 seconds. Similarly, roadway segments would not be negatively impacted by the proposed development; the greatest decrease in segment speed resulted in only 3 percent (3%).

The multimodal analysis computed a LOS E and F for bicycle facilities, this result suggests a lack of bicycle facilities in the area. However, the LOS for bicyclist mode is expected to improve through future projects, which will implement protected bike lanes along Ponce de Leon Boulevard and San Lorenzo Street.

The parking analysis showed that the total amount of proposed parking spaces meets the City of Coral Gables' requirements for a mixed-use development. Please note that the parking generation analysis was conservatively conducted and did not include any reductions for transit or on-street parking.

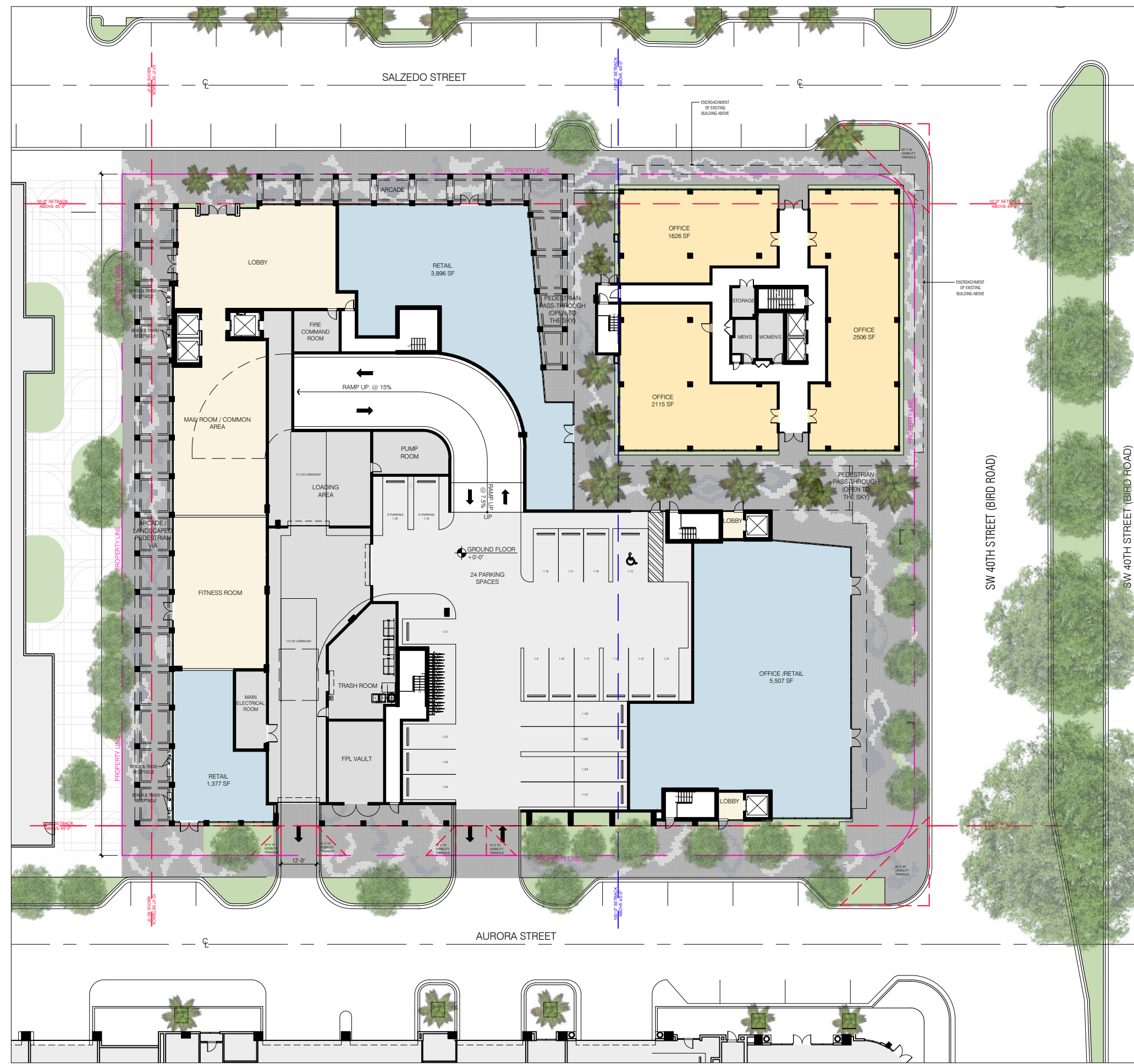
In addition to the traffic impact analysis, a signal operations and safety clearance check was conducted at existing signalized intersection within the project limits. Pedestrian clearances were evaluated for adequate WALK and FLASHING DON'T WALK intervals to accommodate pedestrians at the study intersections. The assessment indicated that the FLASHING DON'T WALK interval for the eastbound crosswalk at SR 953/Le Jeune Road and San Lorenzo Avenue does not meet the minimum pedestrian clearance interval. Based on MUTCD methodology the FLASHING DON'T WALK interval for the eastbound movement (Phase 8) must be 14 seconds. All other intersections analyzed proved to be adequate for pedestrian mobility.

# APPENDIX A

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Site Plan





LANDSCAPE OPEN SPACE:	REQUIRED	PROVIDED
	9,285 SF OPEN TO THE SKY	9,285 SF OPEN TO THE SKY
	.20 X 61,548 =	4,861 SF PROVIDED ARCADE AREA (.75 x 4,861 SF = 3,646 SF)
		9,285 SF + 3,646 SF = 12,931 SF (21.0%)
<b>TOTAL</b>	<b>12,309 SQ.FT. = 20%</b>	<b>LANDSCAPE OPEN SPACE PROVIDED = 12,931 SF (21.0%)</b>

UNIT MATRIX				
LEVEL	STUDIO	1BR	2BR	TOTAL
1ST LEVEL	0	0	0	0
2ND LEVEL	1	2	1	4
3RD LEVEL	1	2	1	4
4TH LEVEL	0	0	0	0
5TH LEVEL (RECREATIONAL)	4	16	4	24
6TH LEVEL	3	14	9	26
7TH LEVEL	3	14	9	26
8TH LEVEL	3	14	9	26
9TH LEVEL	3	14	9	26
10TH LEVEL	3	14	9	26
11TH LEVEL	3	17	7	27
12TH LEVEL	3	14	9	26
<b>TOTALS</b>	<b>27</b>	<b>121</b>	<b>67</b>	<b>215</b>
<b>UNIT MIX</b>	<b>13%</b>	<b>56%</b>	<b>31%</b>	<b>100%</b>

PARKING	REQUIRED	PROVIDED
<b>RESIDENTIAL PARKING</b>		
ST UNITS @ 1.00	1x 27 ST UNITS: 27	*see shared parking analysis
1BR UNITS @ 1.00	1x121 1BR UNITS: 121.00	*see shared parking analysis
2BR UNITS @ 1.75	1.75x67 2BR UNITS: 117.25	*see shared parking analysis
	<b>TOTAL (RESIDENTIAL): 265</b>	*see shared parking analysis
<b>COMMERCIAL PARKING</b>		
1 SPACE PER 300 SQ.FT		
EXISTING OFFICE BUILDING	22,591 sq.ft. / 300	76
GROUND FLOOR COMMERCIAL	10,895 sq.ft. / 300	36
<b>CITY REQUIRED</b>	<b>21</b>	*see shared parking analysis
	<b>TOTAL (RETAIL): 112</b>	*see shared parking analysis
	<b>TOTAL</b>	<b>377</b>
<b>PARKING REDUCTION</b>		
See table for shared parking analysis below		
As per shared parking matrix & Section 5-1410 (B)(2)		
		<b>346</b>
<b>TOTAL PARKING</b>	<b>346</b>	<b>346 + 16 SURPLUS = 362 SPACES</b>

HANDICAPPED PARKING	REQUIRED	PROVIDED
(As per Florida Accessibility Code For Building Const.)		
HANDICAPPED PARKING	7	7
# OF HANDICAPPED SPACES REQUIRED TO BE VAN ACCESSIBLE		
(1 PER 6 REG. HC PARKING SPACES) 7/6 = 1.16	1.16 = 2	2
<b>TOTAL HANDICAPPED PARKING</b>	<b>7</b>	<b>7</b>

ELECTRIC VEHICLE CHARGING PARKING	REQUIRED	PROVIDED
Section 5-1409 (F)(1)		
2% of the required parking spaces		
(.02 X 281 = 5.62)	6	8
3% ready (.03 X 281 = 8.43)	9	12
15% infrastructure ready (.15 X 281 = 42.15)	43	45
<b>TOTAL =</b>	<b>58</b>	<b>65</b>

LOADING SPACES	REQUIRED	PROVIDED
(As per 5-1409.D City of Coral Gables Zoning Code)		
(200,000 sq. ft. to 299,999 sq. ft.)	2	2

BICYCLE STORAGE SPACES	REQUIRED	PROVIDED
(As per 5-604.B Table 1, City of Coral Gables Zoning Code)		
	10	16

PARKING	SPACES	HANDICAP	E. CHARGING	TOTAL	TOTAL (WITH LIFTS)
FLOOR					
GROUND FLOOR	21	1	2	24	
2ND LEVEL	79	2	2	83	
3RD LEVEL	103	2	2	107	
4TH LEVEL	94	2	2	98	
POSSIBLE LIFTS	50	0	0		50
<b>TOTAL</b>		<b>7</b>	<b>4</b>	<b>312</b>	<b>362</b>

ZONING INFORMATION			
PROJECT NAME:	250 BIRD ROAD		
PROPERTY ADDRESS:	250 BIRD RD CORAL GABLES, FL		
ZONING:	NORTH INDUSTRIAL MXD, COMMERCIAL		
LAND USE:	COMMERCIAL LOW RISE INTENSITY & INDUSTRIAL		
NET LOT AREA:	61,548 SQ.FT. (1.413 ACRES)		

MAXIMUM F.A.R.:	ALLOWED
CORAL GABLES:	61,548 SQ.FT. X 3.0 = 184,644
DEVELOPMENT BONUS STANDARD:	61,548 SQ.FT. X 0.5 = 30,774
ALLOWED F.A.R.	215,418
PURCHASED TDR:	4,904
<b>TOTAL:</b>	<b>220,322</b>

F.A.R.:	AREA	# FLOORS	TOTAL
GROUND	12,453 SQ.FT.	1	
EXISTING BLDG. GROUND	7,865 SQ.FT.		20,318
2nd LEVEL	3,452 SQ.FT.	1	
EXISTING BLDG. 2ND	9,527 SQ.FT.		12,979
3rd LEVEL	0 SQ.FT.	1	
4th LEVEL	3,452 SQ.FT.	1	
EXISTING BLDG. 3RD	9,527 SQ.FT.		12,979
5th REC LEVEL	20,410 SQ.FT.	1	20,410
6th - 10th LEVEL	21,948 SQ.FT.	5	109,740
11th-12th LEVEL	21,948 SQ.FT.	2	43,896
<b>TOTAL</b>			<b>220,322</b>

LOT COVERAGE:	REQUIRED	PROVIDED
	NO MIN. OR MAX.	INCLUDING EXISTING BLDG 52,746 SQ.FT

MIXED USE PERCENTAGE:	REQUIRED	PROVIDED
COMMERCIAL:		
MIN. 8% TOTAL BUILDING SQUARE FOOTAGE OR ENTIRE GROUND FLOOR WHICHEVER IS GREATER	8% OF 220,322 = 17,626 SQ.FT.	18,650 SQ.FT. = 8.46%

HEIGHT:	ALLOWED	PROVIDED
COMMERCIAL DISTRICT	100'-0"	120'-0" TO ROOF
INDUSTRIAL DISTRICT	100'-0"	
*NORTH INDUSTRIAL MXD W/ UNDERLYING INDUSTRIAL ZONING DESIGNATION	ADDITIONAL 20'-0"	130'-4" TO TOP OF ARCHITECTURE
	<b>TOTAL = 120'-0"</b>	<b>*12 STORIES PURSUANT TO PAD APPROVAL</b>

RESIDENTIAL DENSITY:	ALLOWED	PROVIDED
	NO LIMITATION	215 UNITS

SETBACKS:	ALLOWED	PROVIDED
FRONT (BIRD RD):	UP TO 45'-0" : 0'-0"	EXISTING BLDG. UP TO 45'-0" : 0'-0"
	ABOVE 45'-0" : 100'-0"	PROPOSED BLDG. UP TO 45'-0" : 12'-0"
SIDE STREET (SALZEDO ST):	UP TO 45'-0" : 0'-0"	EXISTING BLDG. UP TO 45'-0" : 0'-0"
	ABOVE 45'-0" : 10'-0"	PROPOSED BLDG. UP TO 45'-0" : 1'-0"
		ABOVE 45'-0" : 10'-0"
SIDE STREET (AURORA ST):	UP TO 45'-0" : 0'-0"	EXISTING BLDG. N/A
	ABOVE 45'-0" : 10'-0"	PROPOSED BLDG. UP TO 45'-0" : 10'-0"
		ABOVE 45'-0" : 10'-0"
INTERIOR SIDE:	0'-0"	EXISTING BLDG. N/A
		PROPOSED BLDG. UP TO 45'-0" : 4'-4"
		ABOVE 45'-0" : 10'-0"

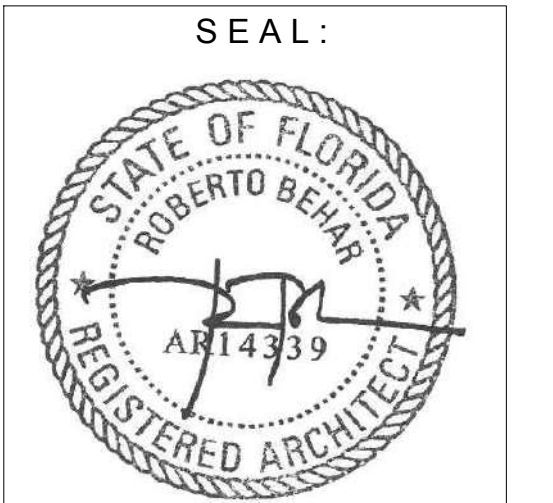
City of Coral Gables Shared Parking Analysis  
Alta - 250 Bird Road

Land Use	Parking Spaces	Weekday						Weekend					
		Day		Evening		Night		Day		Evening		Night	
		8am - 5pm	5pm - 12am	5pm - 12am	12am - 8am	8am - 5pm	5pm - 12am	12am - 8am	8am - 5pm	5pm - 12am	12am - 8am		
Residential (Shared)	50	60%	30	90%	45	100%	50	80%	40	90%	45	100%	50
Residential (Reserved)	215	100%	215	100%	215	100%	215	100%	215	100%	215	100%	215
Office	75	100%	75	10%	8	5%	4	10%	8	5%	4	5%	4
Retail	36	70%	25	90%	33	5%	2	100%	36	70%	25	5%	2
Restaurant	0	50%	0	100%	0	10%	0	75%	0	100%	0	10%	0
Hotel	0	80%	0	100%	0	80%	0	80%	0	100%	0	75%	0
Entertainment	0	40%	0	100%	0	10%	0	80%	0	100%	0	10%	0
Other	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0
<b>Total</b>	<b>377</b>		<b>346</b>		<b>301</b>		<b>271</b>		<b>300</b>		<b>290</b>		<b>271</b>

REQUIRED PARKING = 346 SPACES

MASTER SITE PLAN

SCALE: N.T.S.



ROBERT BEHAR AR No. 14339

MERRICK 250  
250 BIRD RD.  
CORAL GABLES, FL 33146

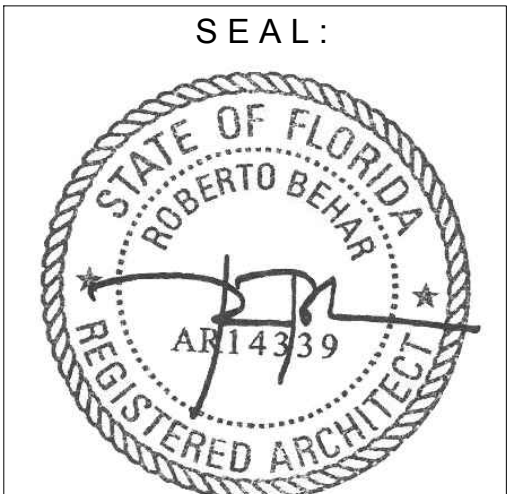
REVISION 02/07/2020  
REVISION 01/22/2020  
REVISION 12/17/2019  
REVISION 11/18/2019

DATE: 02-07-2020  
PROJECT NO: 19-017  
DRAWING NAME:

SHEET NO:  
CP-0.1

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ROBERT BEHAR AR No. 14339

**MERRICK 250**  
250 BIRD RD.  
CORAL GABLES, FL 33146

REVISION 01/22/2020  
REVISION 12/17/2019  
REVISION 11/18/2019

DATE: 12-17-2019  
PROJECT NO: 19-017  
DRAWING NAME:

SHEET NO:  
**CP-0.1**

SCALE: N.T.S.

ZONING INFORMATION			
PROJECT NAME:	250 BIRD ROAD		
PROPERTY ADDRESS:	250 BIRD RD CORAL GABLES, FL		
ZONING:	NORTH INDUSTRIAL MXD, COMMERCIAL		
LAND USE:	COMMERCIAL LOW RISE INTENSITY & INDUSTRIAL		
NET LOT AREA:	61,548 SQ.FT. (1.413 ACRES)		

MAXIMUM F.A.R.:				ALLOWED
CORAL GABLES:	61,548	SQ.FT. X	3.0	184,644
DEVELOPMENT BONUS STANDARD:	61,548	SQ.FT. X	0.5	30,774
ALLOWED F.A.R.:				215,418
PURCHASED TDR:				5,828
TOTAL:				221,246

F.A.R.:	AREA	# FLOORS	TOTAL
GROUND	13,428 SQ.FT.	1	
EXISTING BLDG. GROUND	7,864 SQ.FT.		21,292
2nd LEVEL	3,420 SQ.FT.	1	
EXISTING BLDG. 2ND	9,427 SQ.FT.		12,847
3rd LEVEL	0 SQ.FT.	1	
4th LEVEL	3,420 SQ.FT.	1	
EXISTING BLDG. 3RD	9,427 SQ.FT.		12,847
5th REC LEVEL	20,020 SQ.FT.	1	20,020
6th - 10th LEVEL	22,052 SQ.FT.	5	110,260
11th-12th LEVEL	21,990 SQ.FT.	2	43,980
TOTAL			221,246

LOT COVERAGE:	REQUIRED	PROVIDED
	NO MIN. OR MAX.	INCLUDING EXISTING BLDG
		54,012 SQ.FT

MIXED USE PERCENTAGE:	REQUIRED	PROVIDED
COMMERCIAL:	8% OF 221,694 = 17,735.5 SQ.FT.	19,539 SQ.FT. = 8.81%
MIN. 8% TOTAL BUILDING SQUARE FOOTAGE OR ENTIRE GROUND FLOOR WHICHEVER IS GREATER		

HEIGHT:	ALLOWED	PROVIDED
COMMERCIAL DISTRICT	100'-0"	120'-0" TO ROOF
INDUSTRIAL DISTRICT	100'-0"	
*NORTH INDUSTRIAL MXD W/ UNDERLYING INDUSTRIAL ZONING DESIGNATION	ADDITIONAL 20'-0" TOTAL = 120'-0"	130'-4" TO TOP OF ARCHITECTURE *11 STORIES PURSUANT TO PAD APPROVAL

RESIDENTIAL DENSITY:	ALLOWED	PROVIDED
	NO LIMITATION	215 UNITS

SETBACKS:	FRONT (BIRD RD):	ALLOWED		PROVIDED	
		UP TO 45'-0": 0'-0"	ABOVE 45'-0": 100'-0"	EXISTING BLDG.	PROPOSED BLDG.
				UP TO 45'-0": 0'-0"	ABOVE 45'-0": N/A
				UP TO 45'-0": 12'-0"	ABOVE 45'-0": 100'-0"
				UP TO 45'-0": 0'-0"	ABOVE 45'-0": N/A
				UP TO 45'-0": 1'-0"	ABOVE 45'-0": 10'-0"
				UP TO 45'-0": 10'-0"	N/A
				UP TO 45'-0": 10'-0"	ABOVE 45'-0": 10'-0"
				UP TO 45'-0": 10'-0"	N/A
				UP TO 45'-0": 4'-4"	ABOVE 45'-0": 10'-0"

**City of Coral Gables Shared Parking Analysis**  
**Alta - 250 Bird Road**

Land Use	Parking Spaces	Weekday						Weekend					
		Day		Evening		Night		Day		Evening		Night	
		8am - 5pm	5pm - 12am	5pm - 12am	12am - 8am	8am - 5pm	5pm - 12am	12am - 8am	8am - 5pm	5pm - 12am	12am - 8am		
Residential	265	60%	160	90%	239	100%	266	80%	213	90%	239	100%	266
Office	76	100%	76	10%	8	5%	4	10%	8	5%	4	5%	4
Retail	37	70%	26	90%	34	5%	2	100%	37	70%	26	5%	2
Restaurant	0	50%	0	100%	0	10%	0	75%	0	100%	0	10%	0
Hotel	0	80%	0	100%	0	80%	0	80%	0	100%	0	75%	0
Entertainment	0	40%	0	100%	0	10%	0	80%	0	100%	0	10%	0
Other	0	100%	0	100%	0	100%	0	100%	0	100%	0	100%	0
<b>Total</b>	<b>378</b>		<b>262</b>		<b>281</b>		<b>272</b>		<b>258</b>		<b>269</b>		<b>272</b>

**REQUIRED PARKING = 281 SPACES**

**MASTER SITE PLAN**



LANDSCAPE OPEN SPACE:	REQUIRED	PROVIDED
	.20 X 61,548 =	9,972 SF OPEN TO THE SKY
		5,013 SF PROVIDED ARCADE AREA (.75 x 5,013 SF = 3,509 SF)
		9,972 SF + 3,509 SF = 13,481 SF (20.4%)
TOTAL	12,309 SQ.FT. = 20%	LANDSCAPE OPEN SPACE PROVIDED = 13,481 SF (22%)

UNIT MATRIX				
LEVEL	STUDIO	1BR	2BR	TOTAL
1ST LEVEL	0	0	0	0
2ND LEVEL	1	2	1	4
3RD LEVEL	1	2	1	4
4TH LEVEL	0	0	0	0
5TH LEVEL (RECREATIONAL)	4	16	4	24
6TH LEVEL	3	14	9	26
7TH LEVEL	3	14	9	26
8TH LEVEL	3	14	9	26
9TH LEVEL	3	14	9	26
10TH LEVEL	3	14	9	26
11TH LEVEL	3	17	7	27
12TH LEVEL	3	14	9	26
TOTALS	27	121	67	215
UNIT MIX	13%	56%	31%	100%

PARKING	REQUIRED	PROVIDED
<b>RESIDENTIAL PARKING</b>		
ST UNITS @ 1.00	1x 27 ST UNITS:	27
1BR UNITS @ 1.00	1x121 1BR UNITS:	121.00
2BR UNITS @ 1.75	1.75x67 2BR UNITS:	117.25
	TOTAL (RESIDENTIAL):	265
<b>COMMERCIAL PARKING</b>		
1 SPACE PER 300 SQ.FT		
EXISTING OFFICE BUILDING	22,591 sq.ft. / 300	76
GROUND FLOOR COMMERCIAL	10,895 sq.ft. / 300	36
CITY REQUIRED		21
	TOTAL (RETAIL):	112
	TOTAL	377
<b>PARKING REDUCTION</b>		281
See table for shared parking analysis below		
As per shared parking matrix & Section 5-1410 (B)(2)		
<b>TOTAL PARKING</b>	<b>281</b>	<b>281 + 86 SURPLUS = 367 SPACES</b>

HANDICAPPED PARKING	REQUIRED	PROVIDED
(As per Florida Accessibility Code For Building Const.)		
HANDICAPPED PARKING	7	7
# OF HANDICAPPED SPACES REQUIRED TO BE VAN ACCESSIBLE		
(1 PER 6 REQ. HC PARKING SPACES) 7/6 = 1.16	1.16=2	2
TOTAL HANDICAPPED PARKING	7	7

ELECTRIC VEHICLE CHARGING PARKING	REQUIRED	PROVIDED
Section 5-1409 (F)(1)		
2% of the required parking spaces		
(.02 X 281 = 5.62)	6	8
3% ready (.03 X 281 = 8.43)	9	12
15% infrastructure ready (.15 X 281 = 42.15)	43	45
TOTAL =	58	65

LOADING SPACES	REQUIRED	PROVIDED
(As per 5-1409.D City of Coral Gables Zoning Code)	(200,000 sq. ft. to 299,999 sq. ft.)	(230,430 sq. ft.)
	2	2

BICYCLE STORAGE SPACES	REQUIRED	PROVIDED
(As per 5-604.B Table 1, City of Coral Gables Zoning Code)	10	16

PARKING	SPACES	HANDICAP	E. CHARGING	TOTAL	TOTAL (WITH LIFTS)
GROUND FLOOR	15	1	2	18	
2ND LEVEL	77	2	2	86	
3RD LEVEL	106	2	2	111	
4TH LEVEL	106	2	2	102	
POSSIBLE LIFTS	50	0	0		50
TOTAL		7	8	317	367

**LEGAL DESCRIPTION:**  
LOTS 1 THROUGH 11, INCLUSIVE, LESS THE SOUTH 7.5 FEET THEREOF, AND LOTS 32 THROUGH 42, INCLUSIVE, LESS THE SOUTH 7.5 FEET THEREOF, BLOCK 3, "CORAL GABLES INDUSTRIAL SECTION", ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 28 AT PAGE 22, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY FLORIDA.

**TOGETHER WITH:**  
THAT PORTION OF THE 30 FOOT PLATTED ALLEY LYING NORTH OF THE NORTH LINE OF THE SOUTH 7.5 FEET OF SAID LOT 11 PROJECTED WESTERLY AND SOUTH OF THE NORTH LINE OF SAID BLOCK 3.

**Note: Original "Older" Version of Site Plan provided for which the land use square footage was calculated for this study.**

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# APPENDIX B

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## Vehicular Traffic Counts



## Seventy Two-Hour Vehicular Traffic Counts

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A & P Consulting Transportation  
 10305 Nw 41St St., Suite 115  
 Miami, Florida, United States 33178  
 (305)592-7283 edsanchez@apcte.com

Count Name: SR 976Bird Road between SR  
 953LeJeune Road and Ponce De Leon  
 Boulevard Wednesday  
 Site Code: SR 976Bird Road between SR  
 953LeJeune Road and Pon  
 Start Date: 01/22/2020  
 Page No: 1

**Direction (Westbound)**

Start Time	Lights	Buses	Trucks	Total
01/22/2020 12:00 AM	55	0	0	55
12:15 AM	58	0	0	58
12:30 AM	39	0	1	40
12:45 AM	37	0	1	38
1:00 AM	29	0	0	29
1:15 AM	35	0	2	37
1:30 AM	22	0	0	22
1:45 AM	22	0	0	22
2:00 AM	17	0	0	17
2:15 AM	19	0	0	19
2:30 AM	17	0	1	18
2:45 AM	14	0	1	15
3:00 AM	13	0	0	13
3:15 AM	7	0	0	7
3:30 AM	16	0	1	17
3:45 AM	14	0	0	14
4:00 AM	22	0	0	22
4:15 AM	28	0	0	28
4:30 AM	20	0	0	20
4:45 AM	30	0	1	31
5:00 AM	32	0	2	34
5:15 AM	40	1	1	42
5:30 AM	63	0	1	64
5:45 AM	74	1	0	75
6:00 AM	111	2	1	114
6:15 AM	147	0	1	148
6:30 AM	182	7	4	193
6:45 AM	226	5	0	231
7:00 AM	258	2	0	260
7:15 AM	218	2	0	220
7:30 AM	226	2	3	231
7:45 AM	289	2	3	294
8:00 AM	298	2	3	303
8:15 AM	295	5	4	304
8:30 AM	319	6	7	332
8:45 AM	296	2	6	304
9:00 AM	258	2	8	268
9:15 AM	232	2	5	239
9:30 AM	270	0	5	275
9:45 AM	270	2	6	278
10:00 AM	246	1	10	257

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209	2	9	220
246	2	6	254
254	2	8	264
251	0	8	259
273	2	6	281
281	1	9	291
265	4	8	277
274	1	7	282
290	1	7	298
305	2	8	315
275	2	11	288
290	3	9	302
301	1	14	316
280	3	3	286
290	3	9	302
293	4	8	305
306	4	8	318
301	4	5	310
260	3	5	268
310	1	5	316
391	4	8	403
392	3	11	406
357	2	5	364
384	1	2	387
388	5	8	401
421	2	3	426
365	1	5	371
418	2	4	424
421	3	4	428
432	1	2	435
412	1	2	415
426	2	5	433
425	0	5	430
420	3	3	426
398	1	0	399
404	1	1	406
428	1	0	429
323	2	1	326
239	1	0	240
290	0	0	290
226	5	2	233
236	0	0	236
203	0	2	205
213	0	0	213
187	2	0	189
154	0	0	154
170	0	0	170
150	0	0	150
170	2	2	174
145	0	0	145
158	0	0	158
155	0	0	155

11:15 PM	124	1	1	126
11:30 PM	84	0	0	84
11:45 PM	74	0	0	74
Total	20601	137	307	21045
Total %	97.9	0.7	1.5	100.0
AM Times	7:45 AM	6:30 AM	10:00 AM	7:45 AM
AM Peaks	1201	16	33	1233
PM Times	6:00 PM	2:00 PM	12:30 PM	6:00 PM
PM Peaks	1669	15	42	1688

A & P Consulting Transportation  
 10305 Nw 41St St., Suite 115  
 Miami, Florida, United States 33178  
 (305)592-7283 edsanchez@apcte.com

Count Name: SR 976Bird Road between SR  
 953LeJeune Road and Ponce De Leon  
 Boulevard Wednesday  
 Site Code: SR 976Bird Road between SR  
 953LeJeune Road and Pon  
 Start Date: 01/22/2020  
 Page No: 4

**Direction (Eastbound)**

Start Time	Lights	Buses	Trucks	Total
01/22/2020 12:00 AM	38	0	1	39
12:15 AM	28	0	0	28
12:30 AM	38	0	0	38
12:45 AM	25	0	0	25
1:00 AM	23	0	1	24
1:15 AM	22	0	0	22
1:30 AM	17	0	1	18
1:45 AM	9	0	0	9
2:00 AM	12	0	0	12
2:15 AM	11	0	0	11
2:30 AM	11	0	1	12
2:45 AM	14	0	0	14
3:00 AM	7	0	1	8
3:15 AM	13	0	0	13
3:30 AM	8	0	1	9
3:45 AM	19	0	0	19
4:00 AM	15	0	0	15
4:15 AM	35	0	0	35
4:30 AM	36	0	0	36
4:45 AM	41	1	0	42
5:00 AM	46	0	0	46
5:15 AM	80	0	4	84
5:30 AM	129	1	1	131
5:45 AM	223	2	1	226
6:00 AM	214	0	2	216
6:15 AM	286	6	4	296
6:30 AM	321	4	7	332
6:45 AM	281	12	3	296
7:00 AM	277	1	5	283
7:15 AM	307	5	5	317
7:30 AM	308	2	7	317
7:45 AM	327	1	10	338
8:00 AM	325	2	10	337
8:15 AM	334	1	4	339
8:30 AM	318	1	8	327
8:45 AM	303	3	5	311
9:00 AM	377	2	7	386
9:15 AM	361	1	14	376
9:30 AM	349	2	13	364
9:45 AM	351	2	9	362
10:00 AM	336	0	12	348

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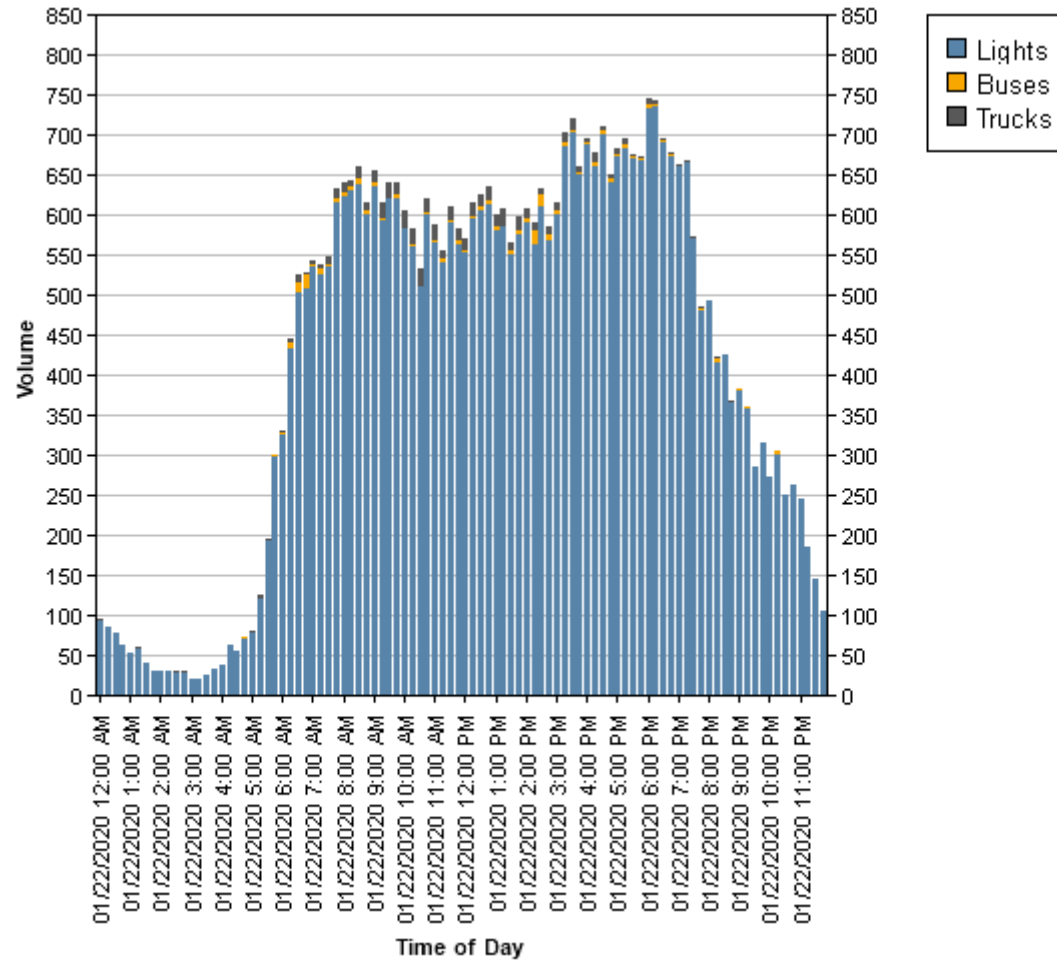
350	2	11	363
263	0	15	278
345	2	8	355
315	1	13	329
268	1	4	273
310	1	7	318
298	0	8	306
278	3	7	288
305	2	10	317
301	1	7	309
338	2	8	348
289	3	7	299
283	1	8	292
270	2	6	278
284	3	8	295
297	2	3	302
257	12	3	272
308	11	3	322
308	5	3	316
291	4	4	299
293	3	4	300
310	1	3	314
292	2	3	297
303	3	2	308
272	1	3	276
279	2	2	283
276	2	2	280
255	1	2	258
262	1	3	266
238	1	0	239
255	2	1	258
307	2	2	311
311	2	0	313
269	1	0	270
275	2	1	278
255	1	1	257
236	1	2	239
246	0	0	246
242	1	1	244
202	1	0	203
189	1	0	190
190	0	0	190
162	0	0	162
167	2	0	169
170	0	0	170
131	0	1	132
146	0	0	146
122	1	0	123
131	1	0	132
105	0	0	105
105	0	0	105
89	1	0	90

11:15 PM	60	0	0	60
11:30 PM	61	0	1	62
11:45 PM	32	0	0	32
Total	19471	143	314	19928
Total %	97.7	0.7	1.6	100.0
AM Times	7:45 AM	6:30 AM	10:00 AM	7:45 AM
AM Peaks	1304	22	46	1341
PM Times	6:00 PM	2:00 PM	12:30 PM	6:00 PM
PM Peaks	1162	30	30	1172



A & P Consulting Transportation  
10305 Nw 41St St., Suite 115  
Miami, Florida, United States 33178  
(305)592-7283 edsanchez@apcte.com

Count Name: SR 976Bird Road between SR  
953LeJeune Road and Ponce De Leon  
Boulevard Wednesday  
Site Code: SR 976Bird Road between SR  
953LeJeune Road and Pon  
Start Date: 01/22/2020  
Page No: 7



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10305 Nw 41St St., Suite 115  
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Boulevard Wednesday  
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Start Date: 01/22/2020  
Page No: 8

A & P Consulting Transportation  
 10305 Nw 41St St., Suite 115  
 Miami, Florida, United States 33178  
 (305)592-7283 edsanchez@apcte.com

Count Name: SR 976Bird Road between SR  
 953LeJeune Road and Ponce De Leon  
 Boulevard Thursday  
 Site Code: SR 976Bird Road between SR  
 953LeJeune Road and Pon  
 Start Date: 01/23/2020  
 Page No: 1

**Direction (Westbound)**

Start Time	Lights	Buses	Trucks	Total
01/23/2020 12:00 AM	70	0	0	70
12:15 AM	65	0	0	65
12:30 AM	50	0	0	50
12:45 AM	43	0	0	43
1:00 AM	39	0	0	39
1:15 AM	29	0	1	30
1:30 AM	34	0	0	34
1:45 AM	27	0	1	28
2:00 AM	29	0	1	30
2:15 AM	23	0	1	24
2:30 AM	28	0	0	28
2:45 AM	15	0	1	16
3:00 AM	11	0	1	12
3:15 AM	11	0	0	11
3:30 AM	17	0	0	17
3:45 AM	12	0	1	13
4:00 AM	21	0	2	23
4:15 AM	19	0	2	21
4:30 AM	32	0	0	32
4:45 AM	35	0	1	36
5:00 AM	43	0	2	45
5:15 AM	34	1	3	38
5:30 AM	70	0	0	70
5:45 AM	60	1	1	62
6:00 AM	103	1	1	105
6:15 AM	136	1	3	140
6:30 AM	167	8	1	176
6:45 AM	235	5	1	241
7:00 AM	238	3	1	242
7:15 AM	228	0	2	230
7:30 AM	242	3	9	254
7:45 AM	281	1	4	286
8:00 AM	279	3	6	288
8:15 AM	324	7	5	336
8:30 AM	298	5	5	308
8:45 AM	295	2	6	303
9:00 AM	233	1	6	240
9:15 AM	268	3	15	286
9:30 AM	213	1	4	218
9:45 AM	237	3	4	244
10:00 AM	245	1	5	251

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238	1	5	244
231	4	10	245
246	5	7	258
248	0	7	255
255	2	9	266
239	3	9	251
284	2	7	293
275	0	6	281
299	1	7	307
277	1	9	287
247	1	12	260
290	2	9	301
270	2	3	275
308	2	5	315
290	2	10	302
304	5	6	315
296	5	5	306
300	4	6	310
312	3	10	325
340	1	12	353
371	1	7	379
356	2	4	362
359	2	7	368
355	2	5	362
350	6	4	360
360	2	3	365
346	3	4	353
413	1	2	416
399	2	6	407
426	2	3	431
339	3	4	346
351	1	7	359
402	2	1	405
380	2	9	391
348	2	5	355
380	3	1	384
395	0	3	398
275	1	1	277
257	1	3	261
253	1	1	255
267	3	2	272
257	0	4	261
216	0	3	219
153	0	4	157
167	0	5	172
171	1	3	175
170	0	1	171
175	0	2	177
147	2	2	151
163	0	1	164
131	0	2	133
121	0	1	122

11:15 PM	132	1	0	133
11:30 PM	88	0	0	88
11:45 PM	97	0	0	97
Total	19958	142	360	20460
Total %	97.5	0.7	1.8	100.0
AM Times	7:45 AM	6:15 AM	10:00 AM	7:45 AM
AM Peaks	1182	17	27	1218
PM Times	5:00 PM	2:00 PM	12:15 PM	5:00 PM
PM Peaks	1577	17	37	1600

A & P Consulting Transportation  
 10305 Nw 41St St., Suite 115  
 Miami, Florida, United States 33178  
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Count Name: SR 976Bird Road between SR  
 953LeJeune Road and Ponce De Leon  
 Boulevard Thursday  
 Site Code: SR 976Bird Road between SR  
 953LeJeune Road and Pon  
 Start Date: 01/23/2020  
 Page No: 4

**Direction (Eastbound)**

Start Time	Lights	Buses	Trucks	Total
01/23/2020 12:00 AM	42	0	0	42
12:15 AM	29	0	1	30
12:30 AM	30	0	0	30
12:45 AM	33	0	0	33
1:00 AM	23	0	0	23
1:15 AM	25	0	1	26
1:30 AM	25	0	0	25
1:45 AM	13	0	0	13
2:00 AM	11	0	1	12
2:15 AM	18	0	1	19
2:30 AM	9	0	0	9
2:45 AM	10	0	3	13
3:00 AM	10	0	0	10
3:15 AM	10	0	0	10
3:30 AM	13	0	0	13
3:45 AM	19	0	2	21
4:00 AM	23	0	1	24
4:15 AM	27	0	1	28
4:30 AM	34	0	0	34
4:45 AM	44	1	1	46
5:00 AM	58	0	1	59
5:15 AM	96	0	2	98
5:30 AM	145	2	4	151
5:45 AM	201	1	4	206
6:00 AM	206	2	5	213
6:15 AM	249	4	5	258
6:30 AM	257	0	6	263
6:45 AM	231	11	6	248
7:00 AM	273	3	6	282
7:15 AM	281	5	5	291
7:30 AM	314	2	8	324
7:45 AM	364	2	7	373
8:00 AM	376	2	5	383
8:15 AM	387	2	8	397
8:30 AM	332	3	3	338
8:45 AM	299	2	2	303
9:00 AM	346	0	7	353
9:15 AM	356	1	10	367
9:30 AM	358	2	10	370
9:45 AM	368	1	6	375
10:00 AM	359	0	19	378

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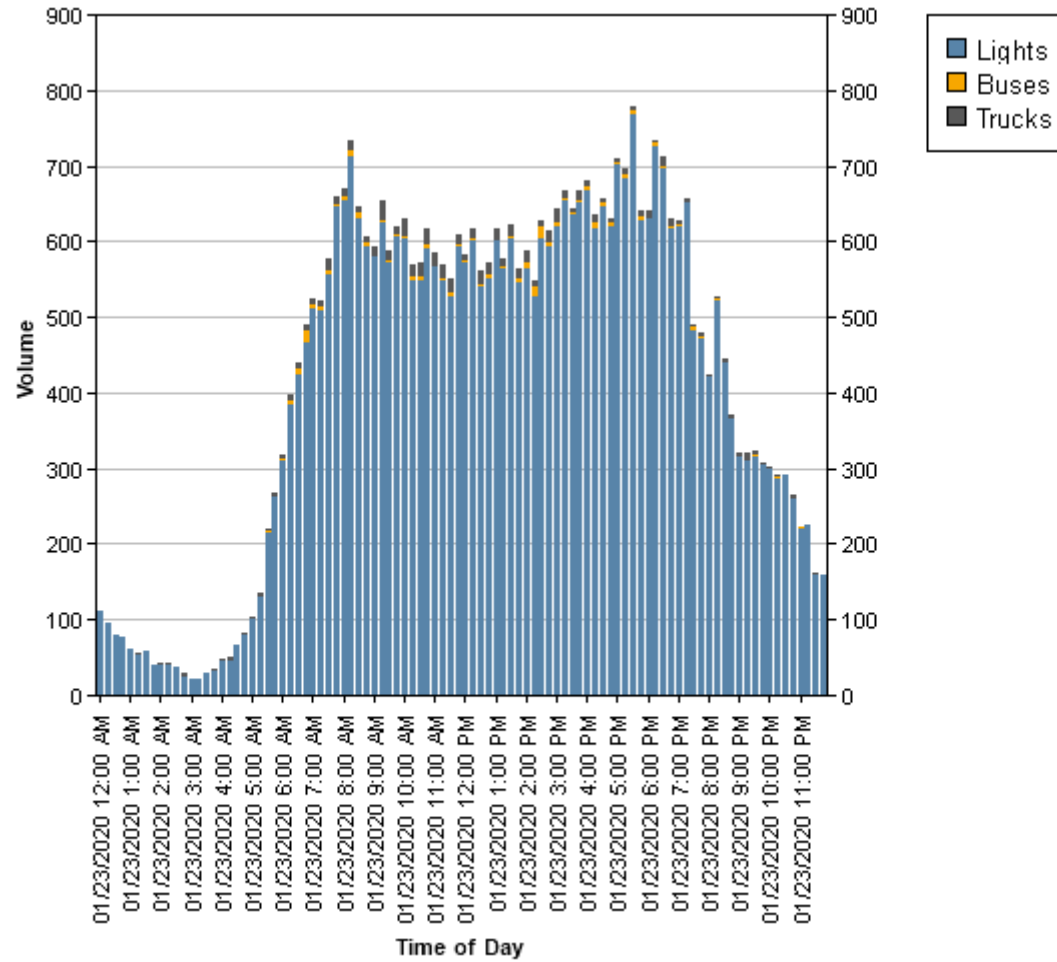
310	3	12	325
318	1	9	328
343	1	14	358
318	0	13	331
293	1	10	304
288	2	9	299
309	0	8	317
298	1	3	302
302	1	8	311
264	1	10	275
303	4	4	311
310	0	7	317
293	1	7	301
296	1	9	306
254	4	4	262
261	2	9	272
232	8	2	242
304	11	3	318
280	4	4	288
280	3	6	289
282	2	3	287
278	3	1	282
293	1	5	299
311	5	1	317
267	1	7	275
286	2	4	292
274	1	3	278
289	2	3	294
285	1	3	289
342	2	3	347
288	2	5	295
278	1	2	281
324	2	1	327
316	1	4	321
268	2	5	275
240	0	4	244
256	0	2	258
208	2	4	214
215	0	3	218
168	0	0	168
254	0	2	256
182	0	3	185
150	0	1	151
161	2	1	164
144	0	3	147
145	0	3	148
135	0	2	137
124	0	2	126
140	0	0	140
128	0	0	128
129	0	3	132
100	1	0	101



11:15 PM	92	0	0	92
11:30 PM	70	0	3	73
11:45 PM	61	0	0	61
Total	19643	128	378	20149
Total %	97.5	0.6	1.9	100.0
AM Times	7:45 AM	6:15 AM	10:00 AM	7:45 AM
AM Peaks	1459	18	54	1491
PM Times	5:00 PM	2:00 PM	12:15 PM	5:00 PM
PM Peaks	1204	25	29	1225

A & P Consulting Transportation  
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Count Name: SR 976Bird Road between SR  
953LeJeune Road and Ponce De Leon  
Boulevard Thursday  
Site Code: SR 976Bird Road between SR  
953LeJeune Road and Pon  
Start Date: 01/23/2020  
Page No: 7



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Count Name: SR 976Bird Road between SR  
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Boulevard Thursday  
Site Code: SR 976Bird Road between SR  
953LeJeune Road and Pon  
Start Date: 01/23/2020  
Page No: 8

A & P Consulting Transportation  
 10305 Nw 41St St., Suite 115  
 Miami, Florida, United States 33178  
 (305)592-7283 edsanchez@apcte.com

Count Name: SR 976Bird Road between SR  
 953LeJeune Road and Ponce De Leon  
 Boulevard FC West Tuesday  
 Site Code: SR 976Bird Road between SR  
 953LeJeune Road and Pon  
 Start Date: 01/21/2020  
 Page No: 1

**Direction (Westbound)**

Start Time	Lights	Buses	Trucks	Total
01/21/2020 12:00 AM	55	0	2	57
12:15 AM	43	0	0	43
12:30 AM	33	0	0	33
12:45 AM	30	0	0	30
1:00 AM	30	0	0	30
1:15 AM	23	0	1	24
1:30 AM	27	0	0	27
1:45 AM	26	0	0	26
2:00 AM	19	0	0	19
2:15 AM	15	0	0	15
2:30 AM	12	0	0	12
2:45 AM	22	0	0	22
3:00 AM	14	0	1	15
3:15 AM	20	0	1	21
3:30 AM	14	0	0	14
3:45 AM	18	0	0	18
4:00 AM	18	0	0	18
4:15 AM	17	0	0	17
4:30 AM	17	0	1	18
4:45 AM	43	0	2	45
5:00 AM	27	1	1	29
5:15 AM	47	1	1	49
5:30 AM	68	0	0	68
5:45 AM	78	1	0	79
6:00 AM	107	0	2	109
6:15 AM	122	1	3	126
6:30 AM	175	5	5	185
6:45 AM	173	6	2	181
7:00 AM	260	4	3	267
7:15 AM	242	0	2	244
7:30 AM	243	2	1	246
7:45 AM	276	1	6	283
8:00 AM	283	4	4	291
8:15 AM	283	8	4	295
8:30 AM	315	3	5	323
8:45 AM	301	4	8	313
9:00 AM	234	6	2	242
9:15 AM	260	4	2	266
9:30 AM	226	8	4	238
9:45 AM	276	8	4	288
10:00 AM	206	2	5	213

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236	2	9	247
254	3	7	264
272	2	13	287
249	1	10	260
271	2	7	280
259	0	2	261
278	2	6	286
278	0	5	283
290	2	9	301
287	1	11	299
300	2	10	312
284	3	12	299
259	2	5	266
306	4	6	316
300	2	5	307
296	4	7	307
339	5	5	349
311	2	4	317
340	1	6	347
330	4	9	343
377	3	9	389
374	0	2	376
363	3	6	372
380	1	5	386
398	4	6	408
396	1	2	399
386	4	4	394
436	1	5	442
435	2	1	438
439	3	1	443
359	3	2	364
428	2	1	431
403	1	1	405
402	1	4	407
381	3	0	384
410	2	0	412
339	0	1	340
336	2	0	338
275	1	1	277
282	2	0	284
242	3	0	245
215	0	0	215
213	0	0	213
209	0	1	210
163	2	1	166
188	0	0	188
166	0	0	166
148	0	0	148
122	2	0	124
110	0	0	110
109	0	0	109
130	0	1	131

11:15 PM	137	1	0	138
11:30 PM	89	0	0	89
11:45 PM	67	0	0	67
Total	20344	160	274	20778
Total %	97.9	0.8	1.3	100.0
AM Times	8:00 AM	6:15 AM	10:30 AM	8:00 AM
AM Peaks	1182	16	37	1222
PM Times	4:45 PM	2:15 PM	12:30 PM	4:45 PM
PM Peaks	1696	12	38	1717

A & P Consulting Transportation  
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 Miami, Florida, United States 33178  
 (305)592-7283 edsanchez@apcte.com

Count Name: SR 976Bird Road between SR  
 953LeJeune Road and Ponce De Leon  
 Boulevard FC West Tuesday  
 Site Code: SR 976Bird Road between SR  
 953LeJeune Road and Pon  
 Start Date: 01/21/2020  
 Page No: 4

**Direction (Eastbound)**

Start Time	Lights	Buses	Trucks	Total
01/21/2020 12:00 AM	27	0	1	28
12:15 AM	33	0	0	33
12:30 AM	29	0	1	30
12:45 AM	14	0	0	14
1:00 AM	23	0	2	25
1:15 AM	12	0	1	13
1:30 AM	17	0	0	17
1:45 AM	7	0	0	7
2:00 AM	13	0	0	13
2:15 AM	12	0	0	12
2:30 AM	14	0	0	14
2:45 AM	9	0	0	9
3:00 AM	13	0	2	15
3:15 AM	12	0	1	13
3:30 AM	12	0	1	13
3:45 AM	14	0	0	14
4:00 AM	19	0	1	20
4:15 AM	19	0	1	20
4:30 AM	30	0	0	30
4:45 AM	34	0	2	36
5:00 AM	52	2	1	55
5:15 AM	90	0	2	92
5:30 AM	124	1	3	128
5:45 AM	236	1	2	239
6:00 AM	204	0	2	206
6:15 AM	321	4	5	330
6:30 AM	320	1	5	326
6:45 AM	278	13	3	294
7:00 AM	273	3	7	283
7:15 AM	289	5	9	303
7:30 AM	312	1	4	317
7:45 AM	392	2	7	401
8:00 AM	363	1	7	371
8:15 AM	380	1	8	389
8:30 AM	384	2	7	393
8:45 AM	392	0	13	405
9:00 AM	373	1	9	383
9:15 AM	382	0	6	388
9:30 AM	355	2	8	365
9:45 AM	372	2	5	379
10:00 AM	347	2	13	362

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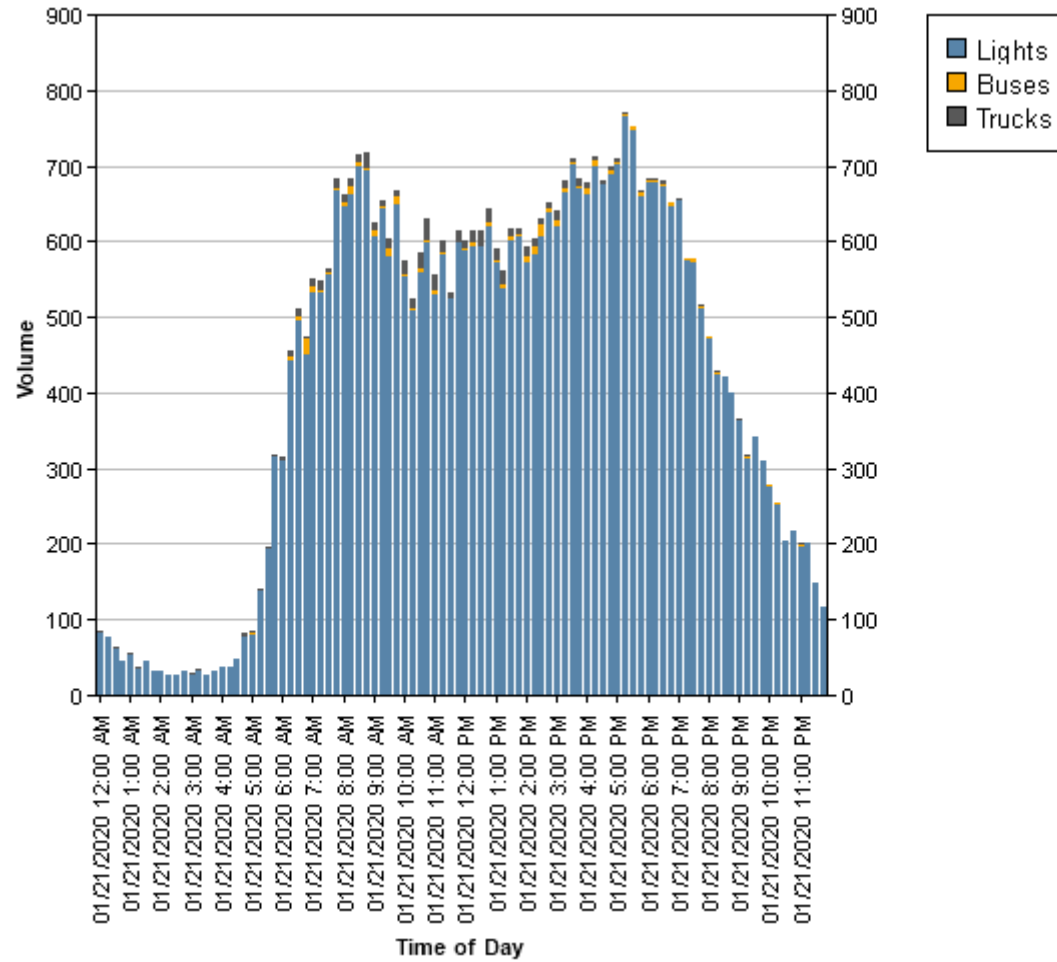
272	2	4	278
305	1	14	320
325	2	16	343
280	4	11	295
311	0	11	322
265	1	6	272
319	0	8	327
310	1	7	318
304	2	7	313
305	1	9	315
320	2	9	331
287	1	2	290
279	2	14	295
294	1	5	300
305	1	5	311
277	3	7	287
243	7	4	254
296	13	4	313
298	3	4	305
290	4	4	298
288	1	3	292
327	2	4	333
306	0	4	310
281	7	4	292
302	2	0	304
278	1	2	281
302	1	2	305
265	1	1	267
329	2	2	333
307	2	0	309
301	2	0	303
250	1	2	253
275	1	2	278
271	2	0	273
264	2	1	267
243	0	1	244
236	2	0	238
237	1	0	238
237	0	1	238
189	2	0	191
182	0	1	183
206	0	0	206
187	0	0	187
153	1	0	154
150	1	1	152
154	0	0	154
143	0	0	143
128	2	0	130
130	0	0	130
94	0	0	94
108	0	0	108
67	1	1	69



11:15 PM	63	0	0	63
11:30 PM	60	0	0	60
11:45 PM	49	0	0	49
Total	19849	132	322	20303
Total %	97.8	0.7	1.6	100.0
AM Times	8:00 AM	6:15 AM	10:30 AM	8:00 AM
AM Peaks	1519	21	52	1558
PM Times	4:45 PM	2:15 PM	12:30 PM	4:45 PM
PM Peaks	1203	27	34	1214

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Miami, Florida, United States 33178  
(305)592-7283 edsanchez@apcte.com

Count Name: SR 976Bird Road between SR  
953LeJeune Road and Ponce De Leon  
Boulevard FC West Tuesday  
Site Code: SR 976Bird Road between SR  
953LeJeune Road and Pon  
Start Date: 01/21/2020  
Page No: 7



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Miami, Florida, United States 33178  
(305)592-7283 edsanchez@apcte.com

Count Name: SR 976Bird Road between SR  
953LeJeune Road and Ponce De Leon  
Boulevard FC West Tuesday  
Site Code: SR 976Bird Road between SR  
953LeJeune Road and Pon  
Start Date: 01/21/2020  
Page No: 8

A & P Consulting Transportation  
 10305 Nw 41St St., Suite 115  
 Miami, Florida, United States 33178  
 (305)592-7283 edsanchez@apcte.com

Count Name: SR 953LeJeune Road between  
 Altara Avenue and SR 976Bird Road  
 Wednesday  
 Site Code: SR 953LeJeune Road between  
 Altara Avenue and SR 97  
 Start Date: 01/22/2020  
 Page No: 1

**Direction (Southbound)**

Start Time	Lights	Buses	Trucks	Total
01/22/2020 12:00 AM	21	0	0	21
12:15 AM	24	0	0	24
12:30 AM	16	0	1	17
12:45 AM	13	0	0	13
1:00 AM	10	0	0	10
1:15 AM	9	0	0	9
1:30 AM	8	0	0	8
1:45 AM	3	0	2	5
2:00 AM	8	0	0	8
2:15 AM	4	0	0	4
2:30 AM	1	0	0	1
2:45 AM	1	0	0	1
3:00 AM	0	0	1	1
3:15 AM	3	0	0	3
3:30 AM	7	0	1	8
3:45 AM	7	0	2	9
4:00 AM	8	0	0	8
4:15 AM	10	0	1	11
4:30 AM	12	0	2	14
4:45 AM	21	0	2	23
5:00 AM	19	0	3	22
5:15 AM	28	0	0	28
5:30 AM	56	0	0	56
5:45 AM	84	0	3	87
6:00 AM	81	1	0	82
6:15 AM	126	2	2	130
6:30 AM	203	1	2	206
6:45 AM	210	1	3	214
7:00 AM	144	1	2	147
7:15 AM	147	0	0	147
7:30 AM	130	1	2	133
7:45 AM	133	1	3	137
8:00 AM	173	0	3	176
8:15 AM	164	0	3	167
8:30 AM	157	2	5	164
8:45 AM	145	0	7	152
9:00 AM	203	0	4	207
9:15 AM	211	0	6	217
9:30 AM	181	1	2	184
9:45 AM	182	1	6	189
10:00 AM	183	0	6	189

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140	1	10	151
171	2	4	177
160	0	7	167
177	0	9	186
136	1	8	145
143	0	5	148
180	0	1	181
187	0	4	191
200	0	4	204
188	1	1	190
216	0	3	219
198	0	4	202
177	0	2	179
203	1	3	207
190	1	6	197
184	0	7	191
164	2	3	169
209	1	5	215
223	3	5	231
233	2	4	239
251	1	0	252
249	0	1	250
227	1	6	234
261	2	1	264
200	1	4	205
233	1	2	236
277	0	0	277
246	0	0	246
278	0	0	278
277	1	1	279
268	0	0	268
310	0	0	310
295	0	0	295
270	1	1	272
290	0	1	291
239	0	0	239
253	0	1	254
210	0	0	210
180	2	0	182
150	0	0	150
124	1	0	125
116	0	0	116
103	0	0	103
90	0	0	90
109	0	0	109
84	0	0	84
95	0	0	95
82	0	0	82
77	0	0	77
63	0	0	63
89	0	0	89
53	0	0	53

11:15 PM	44	0	0	44
11:30 PM	37	0	0	37
11:45 PM	36	0	0	36
Total	12991	38	187	13216
Total %	98.3	0.3	1.4	100.0
AM Times	9:00 AM	8:00 AM	10:00 AM	9:00 AM
AM Peaks	777	2	27	797
PM Times	6:00 PM	2:15 PM	1:15 PM	3:30 PM
PM Peaks	1165	8	18	953

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 (305)592-7283 edsanchez@apcte.com

Count Name: SR 953LeJeune Road between  
 Altara Avenue and SR 976Bird Road  
 Wednesday  
 Site Code: SR 953LeJeune Road between  
 Altara Avenue and SR 97  
 Start Date: 01/22/2020  
 Page No: 4

**Direction (Northbound)**

Start Time	Lights	Buses	Trucks	Total
01/22/2020 12:00 AM	37	0	0	37
12:15 AM	24	0	0	24
12:30 AM	14	0	0	14
12:45 AM	15	0	0	15
1:00 AM	20	0	0	20
1:15 AM	5	0	0	5
1:30 AM	7	0	1	8
1:45 AM	9	0	0	9
2:00 AM	6	0	0	6
2:15 AM	3	0	0	3
2:30 AM	6	0	0	6
2:45 AM	8	0	0	8
3:00 AM	3	0	0	3
3:15 AM	5	0	1	6
3:30 AM	8	0	1	9
3:45 AM	5	0	0	5
4:00 AM	4	0	0	4
4:15 AM	12	0	0	12
4:30 AM	10	0	1	11
4:45 AM	23	0	1	24
5:00 AM	16	0	1	17
5:15 AM	28	0	1	29
5:30 AM	37	0	1	38
5:45 AM	50	0	0	50
6:00 AM	63	0	3	66
6:15 AM	81	0	1	82
6:30 AM	110	1	2	113
6:45 AM	138	0	2	140
7:00 AM	129	0	3	132
7:15 AM	167	0	1	168
7:30 AM	157	1	4	162
7:45 AM	164	0	1	165
8:00 AM	148	1	1	150
8:15 AM	125	0	1	126
8:30 AM	180	1	2	183
8:45 AM	165	4	0	169
9:00 AM	222	1	3	226
9:15 AM	182	0	7	189
9:30 AM	182	1	5	188
9:45 AM	198	0	5	203
10:00 AM	194	0	12	206

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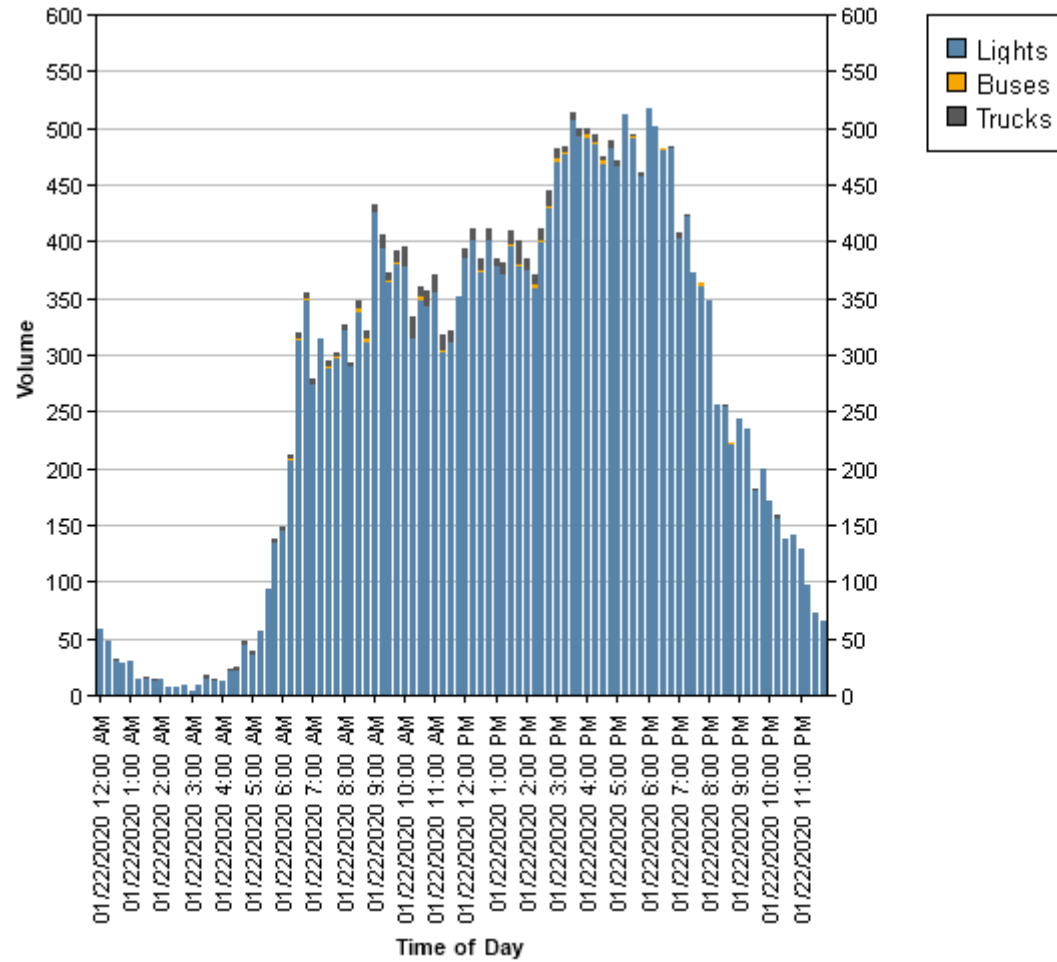
174	0	8	182
177	1	5	183
183	0	6	189
177	0	7	184
166	1	5	172
167	0	7	174
171	0	0	171
197	0	6	203
201	0	7	208
184	1	9	194
184	0	9	193
179	0	4	183
193	1	8	202
193	0	10	203
188	0	16	204
190	1	2	193
195	1	5	201
190	0	7	197
205	0	8	213
237	1	5	243
225	1	6	232
257	0	7	264
265	0	1	266
229	2	4	235
286	0	4	290
235	2	2	239
205	0	7	212
220	0	6	226
233	0	1	234
214	1	0	215
189	0	4	193
207	0	0	207
206	0	0	206
210	0	0	210
191	0	1	192
163	0	5	168
169	0	0	169
163	0	0	163
180	1	0	181
197	1	0	198
131	0	0	131
138	0	1	139
118	1	0	119
153	0	0	153
126	0	0	126
96	0	1	97
104	0	0	104
90	0	0	90
79	0	2	81
74	0	0	74
52	0	0	52
75	1	0	76



11:15 PM	53	0	0	53
11:30 PM	35	0	0	35
11:45 PM	29	0	0	29
Total	12308	27	247	12582
Total %	97.8	0.2	2.0	100.0
AM Times	9:00 AM	8:00 AM	10:00 AM	9:00 AM
AM Peaks	784	6	31	806
PM Times	6:00 PM	2:15 PM	1:15 PM	3:30 PM
PM Peaks	814	2	36	1055

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Wednesday  
Site Code: SR 953LeJeune Road between  
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Start Date: 01/22/2020  
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Count Name: SR 953LeJeune Road between  
 Altara Avenue and SR 976Bird Road Tuesday  
 Site Code: SR 953LeJeune Road between  
 Altara Avenue and SR 97  
 Start Date: 01/21/2020  
 Page No: 1

**Direction (Southbound)**

Start Time	Lights	Buses	Trucks	Total
01/21/2020 12:00 AM	26	0	0	26
12:15 AM	22	0	0	22
12:30 AM	15	0	1	16
12:45 AM	15	0	0	15
1:00 AM	12	0	0	12
1:15 AM	7	0	0	7
1:30 AM	10	0	0	10
1:45 AM	5	0	0	5
2:00 AM	7	0	1	8
2:15 AM	7	0	0	7
2:30 AM	2	0	1	3
2:45 AM	4	0	0	4
3:00 AM	9	0	0	9
3:15 AM	5	0	0	5
3:30 AM	3	0	1	4
3:45 AM	10	0	1	11
4:00 AM	7	0	0	7
4:15 AM	9	0	0	9
4:30 AM	11	0	1	12
4:45 AM	22	0	2	24
5:00 AM	27	0	0	27
5:15 AM	35	0	1	36
5:30 AM	70	0	4	74
5:45 AM	117	1	5	123
6:00 AM	93	1	1	95
6:15 AM	121	2	2	125
6:30 AM	202	2	1	205
6:45 AM	209	1	2	212
7:00 AM	209	1	3	213
7:15 AM	191	0	3	194
7:30 AM	184	2	6	192
7:45 AM	225	1	9	235
8:00 AM	219	0	7	226
8:15 AM	235	3	2	240
8:30 AM	232	2	6	240
8:45 AM	254	1	8	263
9:00 AM	192	0	9	201
9:15 AM	193	0	9	202
9:30 AM	191	1	7	199
9:45 AM	181	1	8	190
10:00 AM	167	1	12	180
10:15 AM	147	0	7	154

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193	3	10	206
183	0	2	185
163	0	5	168
154	0	5	159
180	1	5	186
195	0	6	201
196	0	7	203
181	0	6	187
183	1	1	185
212	0	5	217
193	2	5	200
192	0	5	197
202	3	3	208
179	0	9	188
188	0	4	192
156	2	2	160
216	2	7	225
229	1	3	233
176	5	2	183
228	3	1	232
260	1	3	264
228	0	6	234
239	2	6	247
250	1	1	252
273	2	1	276
270	1	0	271
255	0	1	256
288	0	1	289
256	1	0	257
311	0	0	311
274	1	2	277
276	0	0	276
281	1	0	282
235	0	0	235
234	0	0	234
233	1	0	234
203	1	1	205
162	0	0	162
143	0	0	143
110	0	0	110
108	0	0	108
132	0	0	132
111	0	0	111
76	0	0	76
74	0	0	74
85	0	1	86
63	0	0	63
59	0	0	59
51	0	0	51
45	0	0	45
36	0	0	36
41	0	0	41

11:30 PM	19	0	0	19
11:45 PM	21	0	0	21
Total	13403	55	236	13694
Total %	97.9	0.4	1.7	100.0
AM Times	8:00 AM	7:30 AM	9:45 AM	8:00 AM
AM Peaks	940	6	37	969
PM Times	5:00 PM	2:30 PM	1:15 PM	5:00 PM
PM Peaks	1110	11	21	1113

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 Miami, Florida, United States 33178  
 (305)592-7283 edsanchez@apcte.com

Count Name: SR 953LeJeune Road between  
 Altara Avenue and SR 976Bird Road Tuesday  
 Site Code: SR 953LeJeune Road between  
 Altara Avenue and SR 97  
 Start Date: 01/21/2020  
 Page No: 4

**Direction (Northbound)**

Start Time	Lights	Buses	Trucks	Total
01/21/2020 12:00 AM	27	0	0	27
12:15 AM	16	0	0	16
12:30 AM	14	0	1	15
12:45 AM	9	0	0	9
1:00 AM	13	0	0	13
1:15 AM	10	0	0	10
1:30 AM	8	0	0	8
1:45 AM	4	0	0	4
2:00 AM	2	0	0	2
2:15 AM	8	0	0	8
2:30 AM	6	0	0	6
2:45 AM	3	0	0	3
3:00 AM	4	0	0	4
3:15 AM	5	0	0	5
3:30 AM	9	0	2	11
3:45 AM	7	0	0	7
4:00 AM	8	0	1	9
4:15 AM	11	0	0	11
4:30 AM	20	0	1	21
4:45 AM	22	0	0	22
5:00 AM	27	0	2	29
5:15 AM	34	0	1	35
5:30 AM	47	0	1	48
5:45 AM	62	0	1	63
6:00 AM	60	0	1	61
6:15 AM	67	0	2	69
6:30 AM	112	2	0	114
6:45 AM	131	0	3	134
7:00 AM	154	0	0	154
7:15 AM	167	0	2	169
7:30 AM	164	1	4	169
7:45 AM	172	2	3	177
8:00 AM	203	2	4	209
8:15 AM	196	1	4	201
8:30 AM	218	1	6	225
8:45 AM	221	2	9	232
9:00 AM	215	1	8	224
9:15 AM	206	0	4	210
9:30 AM	185	1	6	192
9:45 AM	210	1	3	214
10:00 AM	202	0	11	213
10:15 AM	219	0	5	224

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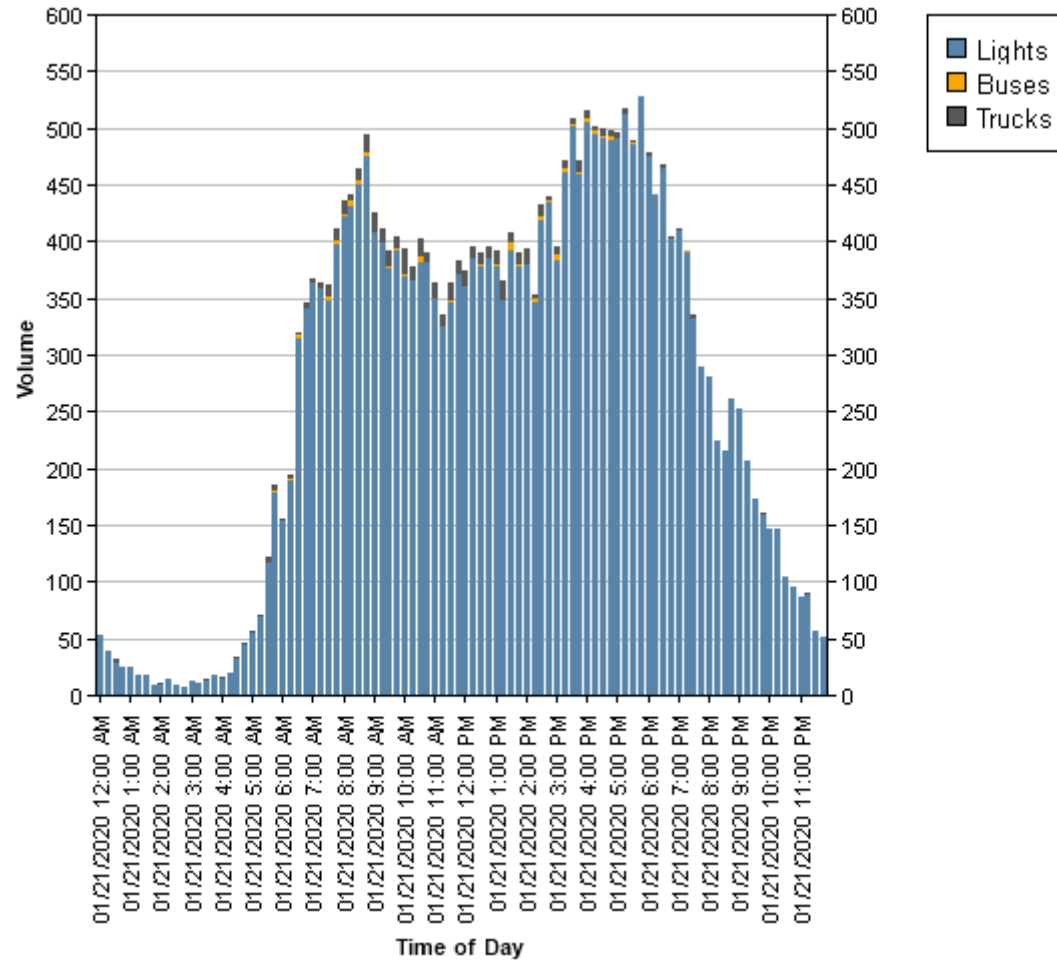
189	1	6	196
199	0	6	205
187	0	8	195
171	0	5	176
165	1	12	178
175	0	7	182
164	0	8	172
203	0	6	209
195	1	9	205
172	0	6	178
185	0	7	192
156	0	12	168
190	3	7	200
198	2	2	202
192	0	10	202
190	1	2	193
203	0	5	208
205	0	2	207
207	1	5	213
233	1	5	239
241	1	2	244
231	1	6	238
266	2	1	269
245	1	4	250
218	0	6	224
219	3	4	226
236	0	4	240
224	0	4	228
229	1	2	232
216	0	1	217
200	0	2	202
166	0	0	166
183	0	2	185
167	1	1	169
176	0	1	177
157	0	1	158
128	0	3	131
127	0	0	127
137	0	1	138
115	0	0	115
108	0	0	108
129	1	0	130
141	0	1	142
130	1	0	131
99	0	0	99
74	0	0	74
84	0	0	84
87	0	1	88
53	0	0	53
50	0	0	50
51	0	0	51
48	0	1	49



11:30 PM	38	0	0	38
11:45 PM	30	0	1	31
Total	12260	37	264	12561
Total %	97.6	0.3	2.1	100.0
AM Times	8:00 AM	7:30 AM	9:45 AM	8:00 AM
AM Peaks	838	6	25	867
PM Times	5:00 PM	2:30 PM	1:15 PM	5:00 PM
PM Peaks	905	2	31	917

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Count Name: SR 953LeJeune Road between  
Altara Avenue and SR 976Bird Road Tuesday  
Site Code: SR 953LeJeune Road between  
Altara Avenue and SR 97  
Start Date: 01/21/2020  
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Count Name: SR 953LeJeune Road between  
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A & P Consulting Transportation  
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 (305)592-7283 edsanchez@apcte.com

Count Name: SR 953LeJeune Road between  
 Altara Avenue and SR 976Bird Road Thursday  
 Site Code: SR 953LeJeune Road between  
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 Start Date: 01/23/2020  
 Page No: 1

**Direction (Southbound)**

Start Time	Lights	Buses	Trucks	Total
01/23/2020 12:00 AM	24	0	0	24
12:15 AM	17	0	0	17
12:30 AM	25	0	0	25
12:45 AM	15	0	0	15
1:00 AM	10	0	0	10
1:15 AM	13	0	2	15
1:30 AM	10	0	0	10
1:45 AM	12	0	1	13
2:00 AM	12	0	1	13
2:15 AM	6	0	0	6
2:30 AM	9	0	0	9
2:45 AM	11	0	1	12
3:00 AM	6	0	2	8
3:15 AM	6	0	0	6
3:30 AM	6	0	0	6
3:45 AM	8	0	0	8
4:00 AM	5	0	1	6
4:15 AM	10	0	0	10
4:30 AM	15	0	1	16
4:45 AM	13	0	1	14
5:00 AM	17	0	4	21
5:15 AM	33	0	2	35
5:30 AM	66	0	2	68
5:45 AM	98	0	2	100
6:00 AM	95	2	2	99
6:15 AM	137	1	1	139
6:30 AM	190	2	2	194
6:45 AM	203	0	2	205
7:00 AM	200	2	0	202
7:15 AM	196	0	3	199
7:30 AM	157	3	4	164
7:45 AM	223	2	4	229
8:00 AM	228	0	4	232
8:15 AM	244	3	6	253
8:30 AM	216	2	4	222
8:45 AM	235	0	10	245
9:00 AM	203	0	5	208
9:15 AM	199	0	8	207
9:30 AM	199	2	7	208
9:45 AM	193	0	8	201
10:00 AM	172	0	7	179
10:15 AM	168	0	4	172

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170	2	9	181
187	1	7	195
167	0	7	174
174	0	3	177
192	1	3	196
193	0	8	201
169	0	7	176
207	1	4	212
178	1	4	183
197	0	7	204
194	0	4	198
189	1	5	195
202	2	2	206
198	1	1	200
170	1	4	175
156	2	2	160
210	1	7	218
218	0	5	223
198	4	6	208
245	2	0	247
248	1	2	251
256	3	3	262
211	0	2	213
233	0	4	237
227	0	2	229
243	0	0	243
247	0	4	251
262	0	1	263
255	1	0	256
269	0	1	270
254	1	0	255
261	0	0	261
251	1	2	254
233	0	1	234
167	0	0	167
203	0	1	204
195	0	1	196
161	1	0	162
135	0	1	136
135	0	0	135
116	0	0	116
105	0	2	107
90	1	0	91
93	0	0	93
94	1	0	95
77	0	0	77
87	0	0	87
63	0	0	63
78	0	0	78
90	1	0	91
58	0	0	58
33	0	0	33

11:30 PM	33	1	0	34
11:45 PM	38	0	0	38
Total	13220	51	223	13494
Total %	98.0	0.4	1.7	100.0
AM Times	8:00 AM	8:00 AM	11:00 AM	8:00 AM
AM Peaks	923	5	21	952
PM Times	5:00 PM	3:00 PM	12:00 PM	3:30 PM
PM Peaks	1033	10	22	963

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Count Name: SR 953LeJeune Road between  
 Altara Avenue and SR 976Bird Road Thursday  
 Site Code: SR 953LeJeune Road between  
 Altara Avenue and SR 97  
 Start Date: 01/23/2020  
 Page No: 4

**Direction (Northbound)**

Start Time	Lights	Buses	Trucks	Total
01/23/2020 12:00 AM	15	0	0	15
12:15 AM	20	0	0	20
12:30 AM	20	0	0	20
12:45 AM	15	0	0	15
1:00 AM	7	0	0	7
1:15 AM	15	0	0	15
1:30 AM	13	0	0	13
1:45 AM	2	0	1	3
2:00 AM	5	0	0	5
2:15 AM	8	0	0	8
2:30 AM	7	0	0	7
2:45 AM	9	0	1	10
3:00 AM	5	0	0	5
3:15 AM	3	0	0	3
3:30 AM	7	0	1	8
3:45 AM	6	0	0	6
4:00 AM	5	0	0	5
4:15 AM	9	0	1	10
4:30 AM	14	0	1	15
4:45 AM	17	0	0	17
5:00 AM	21	0	0	21
5:15 AM	31	1	2	34
5:30 AM	46	0	1	47
5:45 AM	56	0	1	57
6:00 AM	69	0	2	71
6:15 AM	79	0	4	83
6:30 AM	106	2	1	109
6:45 AM	131	0	1	132
7:00 AM	150	0	1	151
7:15 AM	158	0	5	163
7:30 AM	154	1	2	157
7:45 AM	159	0	2	161
8:00 AM	194	2	5	201
8:15 AM	197	1	3	201
8:30 AM	200	3	3	206
8:45 AM	213	3	4	220
9:00 AM	212	0	1	213
9:15 AM	200	0	2	202
9:30 AM	167	0	5	172
9:45 AM	210	1	0	211
10:00 AM	169	5	0	174
10:15 AM	191	4	3	198

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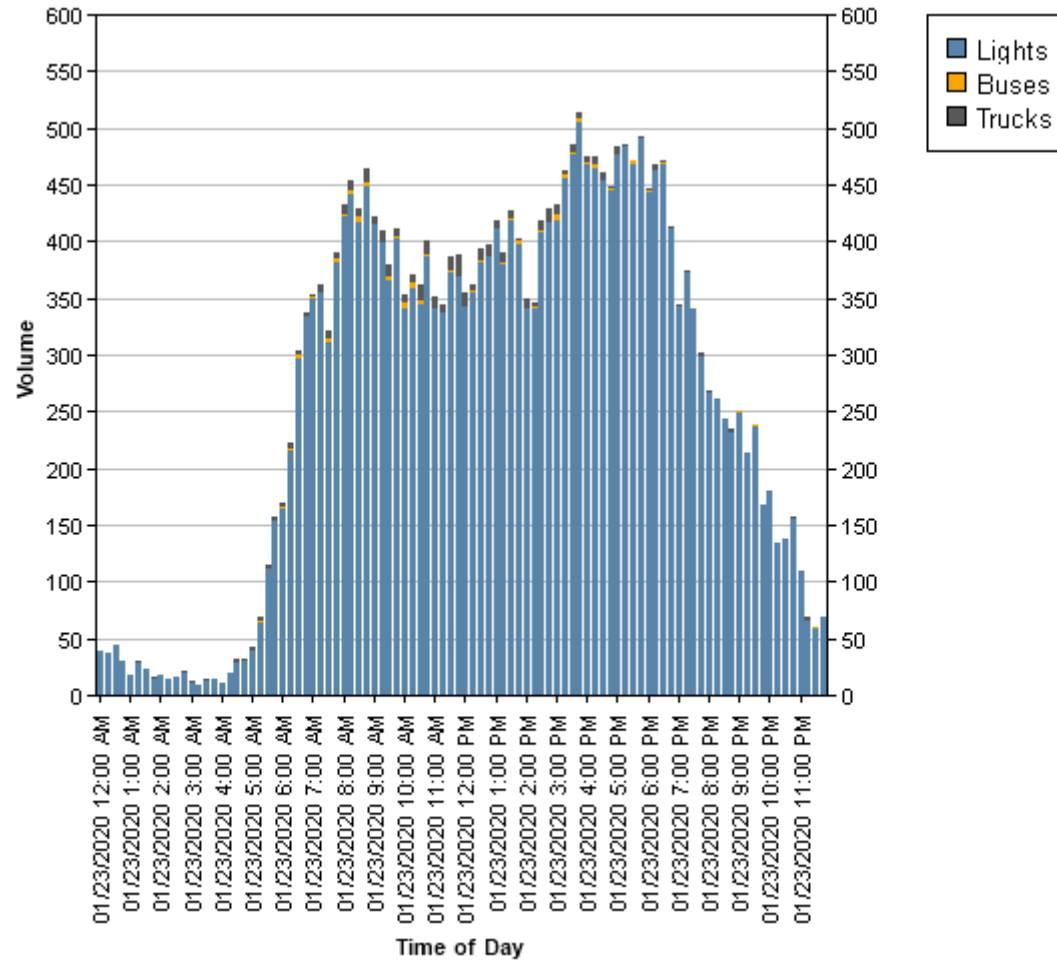
174	1	6	181
200	1	5	206
173	1	4	178
163	0	4	167
181	1	9	191
176	0	12	188
173	0	5	178
147	1	1	149
203	1	6	210
190	0	3	193
217	0	4	221
190	2	3	195
216	0	5	221
199	2	2	203
170	0	5	175
185	0	1	186
197	1	3	201
199	0	7	206
220	1	3	224
211	1	3	215
229	0	5	234
248	1	2	251
257	1	4	262
232	2	3	237
226	0	6	232
202	2	1	205
230	0	3	233
222	0	1	223
213	2	1	216
222	0	0	222
189	0	2	191
202	0	5	207
216	2	0	218
178	0	1	179
176	0	1	177
169	0	1	170
145	0	0	145
137	0	3	140
131	0	2	133
127	0	0	127
127	0	1	128
127	0	0	127
159	0	1	160
121	0	0	121
143	1	0	144
91	0	0	91
93	0	0	93
71	0	0	71
60	0	0	60
65	0	1	66
51	0	0	51
33	0	2	35



11:30 PM	26	0	0	26
11:45 PM	31	0	0	31
Total	12248	47	190	12485
Total %	98.1	0.4	1.5	100.0
AM Times	8:00 AM	8:00 AM	11:00 AM	8:00 AM
AM Peaks	804	9	29	828
PM Times	5:00 PM	3:00 PM	12:00 PM	3:30 PM
PM Peaks	887	3	15	984

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Altara Avenue and SR 976Bird Road Thursday  
Site Code: SR 953LeJeune Road between  
Altara Avenue and SR 97  
Start Date: 01/23/2020  
Page No: 7



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Count Name: SR 953LeJeune Road between  
Altara Avenue and SR 976Bird Road Thursday  
Site Code: SR 953LeJeune Road between  
Altara Avenue and SR 97  
Start Date: 01/23/2020  
Page No: 8

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 (305)592-7283 edsanchez@apcte.com

Count Name: Ponce De Leon Boulevard  
 between San Lorenzo Avenue and SR 976Bird  
 Road Tuesday  
 Site Code: Ponce De Leon Boulevard between  
 San Lorenzo Avenue  
 Start Date: 01/21/2020  
 Page No: 1

**Direction (Southbound)**

Start Time	Lights	Buses	Trucks	Total
01/21/2020 12:00 AM	8	0	0	8
12:15 AM	8	0	0	8
12:30 AM	4	0	1	5
12:45 AM	7	0	0	7
1:00 AM	5	0	2	7
1:15 AM	3	0	1	4
1:30 AM	1	0	0	1
1:45 AM	2	0	1	3
2:00 AM	0	0	0	0
2:15 AM	1	0	1	2
2:30 AM	1	0	0	1
2:45 AM	0	0	0	0
3:00 AM	3	0	0	3
3:15 AM	1	0	0	1
3:30 AM	0	0	0	0
3:45 AM	1	0	1	2
4:00 AM	2	0	1	3
4:15 AM	3	0	1	4
4:30 AM	3	0	0	3
4:45 AM	8	0	0	8
5:00 AM	3	0	0	3
5:15 AM	9	0	1	10
5:30 AM	22	0	0	22
5:45 AM	53	0	2	55
6:00 AM	31	0	1	32
6:15 AM	45	0	1	46
6:30 AM	66	0	0	66
6:45 AM	123	2	2	127
7:00 AM	173	2	2	177
7:15 AM	139	3	2	144
7:30 AM	122	2	0	124
7:45 AM	142	2	4	148
8:00 AM	154	1	0	155
8:15 AM	180	3	1	184
8:30 AM	154	1	3	158
8:45 AM	190	2	0	192
9:00 AM	135	2	0	137
9:15 AM	132	1	1	134
9:30 AM	117	2	4	123
9:45 AM	115	1	1	117
10:00 AM	117	2	2	121

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115	2	5	122
111	1	3	115
139	2	2	143
115	2	2	119
119	1	1	121
125	2	8	135
125	1	3	129
125	2	3	130
109	2	1	112
109	2	1	112
137	1	3	141
125	2	2	129
138	1	2	141
123	2	1	126
149	1	3	153
135	1	2	138
149	1	2	152
140	3	2	145
116	1	1	118
112	1	1	114
119	2	1	122
133	2	0	135
157	3	3	163
125	1	4	130
97	1	0	98
127	2	2	131
132	2	3	137
130	1	0	131
133	2	0	135
142	1	1	144
128	2	2	132
111	2	1	114
123	2	3	128
130	2	0	132
99	1	0	100
88	2	0	90
75	2	0	77
58	2	0	60
80	2	0	82
60	1	1	62
42	0	0	42
38	0	0	38
39	0	0	39
40	0	0	40
29	0	0	29
23	0	0	23
29	0	0	29
21	0	0	21
23	0	0	23
13	0	0	13
17	0	0	17
15	0	0	15

11:15 PM	2	0	0	2
Total	7377	92	105	7574
Total %	97.4	1.2	1.4	100.0
AM Times	8:00 AM	7:00 AM	10:45 AM	8:00 AM
AM Peaks	678	9	13	689
PM Times	4:45 PM	3:30 PM	1:45 PM	4:45 PM
PM Peaks	537	7	9	547

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Count Name: Ponce De Leon Boulevard  
 between San Lorenzo Avenue and SR 976Bird  
 Road Tuesday  
 Site Code: Ponce De Leon Boulevard between  
 San Lorenzo Avenue  
 Start Date: 01/21/2020  
 Page No: 4

**Direction (Northbound)**

Start Time	Lights	Buses	Trucks	Total
01/21/2020 12:00 AM	10	0	0	10
12:15 AM	5	0	0	5
12:30 AM	1	0	0	1
12:45 AM	4	0	0	4
1:00 AM	5	0	0	5
1:15 AM	4	0	0	4
1:30 AM	1	0	0	1
1:45 AM	3	0	0	3
2:00 AM	1	0	0	1
2:15 AM	1	0	0	1
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	2	0	0	2
3:15 AM	1	0	0	1
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	1	0	0	1
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	6	0	0	6
5:00 AM	4	0	0	4
5:15 AM	6	0	0	6
5:30 AM	10	0	0	10
5:45 AM	8	0	0	8
6:00 AM	14	0	0	14
6:15 AM	18	0	2	20
6:30 AM	31	2	0	33
6:45 AM	58	1	0	59
7:00 AM	85	2	1	88
7:15 AM	90	2	0	92
7:30 AM	80	1	1	82
7:45 AM	82	2	4	88
8:00 AM	106	1	1	108
8:15 AM	111	3	0	114
8:30 AM	123	1	0	124
8:45 AM	130	1	1	132
9:00 AM	115	2	2	119
9:15 AM	108	2	2	112
9:30 AM	114	3	0	117
9:45 AM	107	1	1	109
10:00 AM	101	2	1	104

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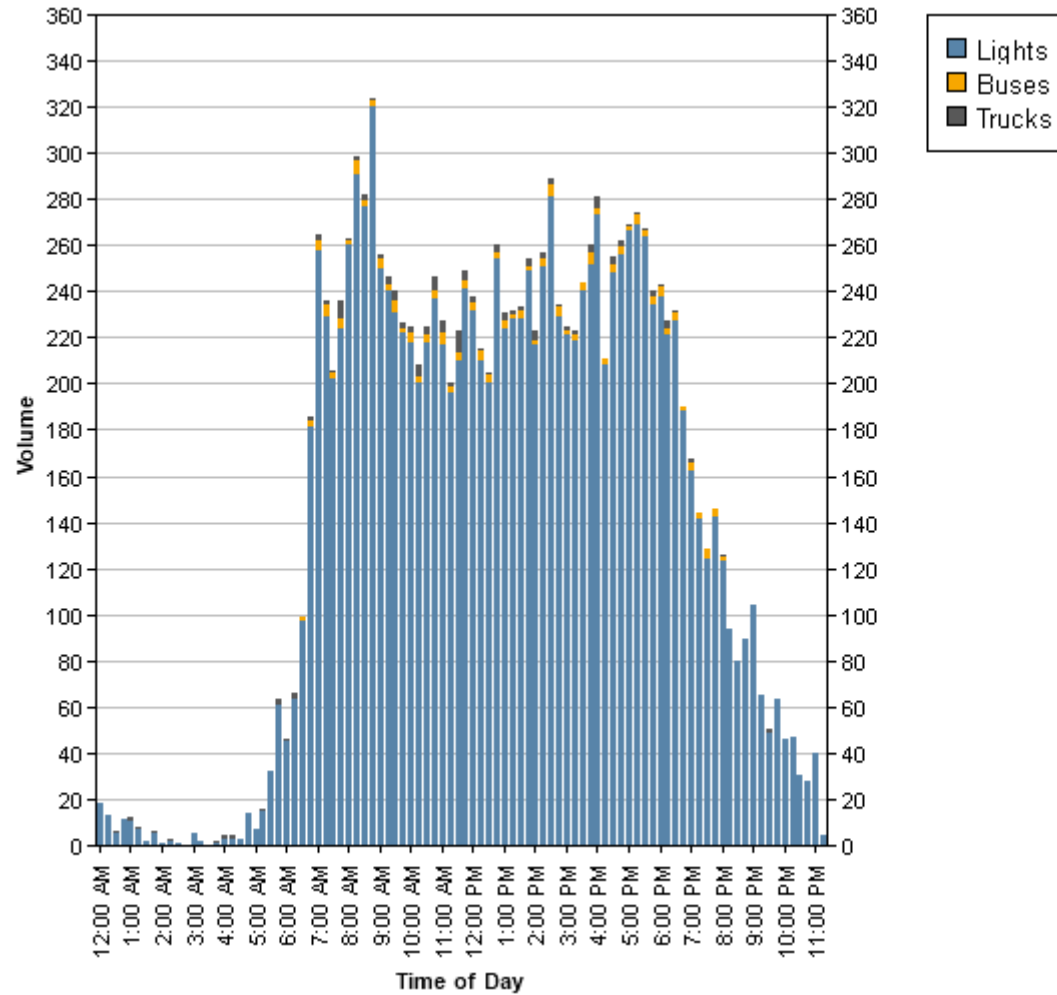
85	1	0	86
107	2	1	110
98	1	4	103
102	3	3	108
77	2	0	79
85	1	2	88
116	3	1	120
107	1	0	108
101	2	0	103
91	2	0	93
117	2	0	119
99	1	2	102
90	1	0	91
105	2	0	107
100	1	0	101
82	1	2	85
102	2	1	105
141	2	1	144
113	3	0	116
109	1	1	111
100	0	1	101
107	2	0	109
95	2	0	97
148	2	1	151
111	2	0	113
121	2	1	124
124	1	0	125
136	1	1	138
136	2	1	139
122	1	0	123
106	2	0	108
127	2	0	129
98	1	0	99
97	2	1	100
89	1	0	90
74	2	1	77
66	1	0	67
66	2	0	68
62	2	0	64
63	1	0	64
52	0	0	52
42	0	0	42
50	0	0	50
64	0	0	64
36	0	0	36
26	0	1	27
34	0	0	34
25	0	0	25
24	0	0	24
17	0	0	17
11	0	0	11
25	0	0	25



11:15 PM	2	0	0	2
Total	6029	91	42	6162
Total %	97.8	1.5	0.7	100.0
AM Times	8:00 AM	7:00 AM	10:45 AM	8:00 AM
AM Peaks	470	7	9	478
PM Times	4:45 PM	3:30 PM	1:45 PM	4:45 PM
PM Peaks	518	8	4	525

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Road Tuesday  
Site Code: Ponce De Leon Boulevard between  
San Lorenzo Avenue  
Start Date: 01/21/2020  
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Count Name: Ponce De Leon Boulevard  
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 Road FC South Wednesday  
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 San Lorenzo Avenue  
 Start Date: 01/22/2020  
 Page No: 1

**Direction (Southbound)**

Start Time	Lights	Buses	Trucks	Total
01/22/2020 12:00 AM	8	0	0	8
12:15 AM	2	0	0	2
12:30 AM	3	0	0	3
12:45 AM	5	0	0	5
1:00 AM	5	0	0	5
1:15 AM	3	0	0	3
1:30 AM	5	0	0	5
1:45 AM	3	0	0	3
2:00 AM	4	0	0	4
2:15 AM	1	0	1	2
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	2	0	0	2
3:15 AM	2	0	0	2
3:30 AM	3	0	0	3
3:45 AM	0	0	0	0
4:00 AM	3	0	1	4
4:15 AM	0	0	0	0
4:30 AM	3	0	0	3
4:45 AM	8	1	1	10
5:00 AM	4	0	1	5
5:15 AM	6	0	0	6
5:30 AM	25	0	0	25
5:45 AM	52	0	0	52
6:00 AM	36	0	1	37
6:15 AM	38	1	0	39
6:30 AM	64	1	2	67
6:45 AM	119	1	3	123
7:00 AM	166	2	1	169
7:15 AM	138	2	2	142
7:30 AM	142	1	1	144
7:45 AM	138	3	2	143
8:00 AM	163	2	1	166
8:15 AM	177	3	3	183
8:30 AM	176	1	4	181
8:45 AM	179	3	0	182
9:00 AM	184	1	4	189
9:15 AM	114	2	2	118
9:30 AM	131	1	2	134
9:45 AM	93	1	1	95
10:00 AM	105	3	0	108

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87	1	3	91
116	1	3	120
125	2	2	129
105	2	0	107
100	2	1	103
104	1	3	108
127	2	2	131
131	1	2	134
112	1	4	117
111	4	0	115
122	1	3	126
139	2	3	144
112	1	4	117
117	2	2	121
123	0	3	126
127	1	3	131
173	2	7	182
165	1	2	168
161	2	0	163
151	0	5	156
129	1	0	130
125	3	1	129
135	1	0	136
128	1	1	130
123	2	1	126
104	1	1	106
119	2	2	123
116	1	0	117
143	2	0	145
137	1	1	139
135	2	2	139
133	1	1	135
138	1	2	141
117	3	1	121
132	2	1	135
103	1	0	104
73	2	0	75
75	2	0	77
51	2	0	53
84	1	0	85
44	1	1	46
36	0	0	36
46	0	0	46
31	0	0	31
39	0	0	39
31	0	1	32
22	0	0	22
28	0	0	28
37	0	0	37
17	0	0	17
29	0	0	29
19	0	0	19

11:15 PM	2	0	0	2
Total	7499	91	101	7691
Total %	97.5	1.2	1.3	100.0
AM Times	8:15 AM	7:45 AM	10:00 AM	8:15 AM
AM Peaks	716	9	8	735
PM Times	2:15 PM	3:30 PM	1:00 PM	2:15 PM
PM Peaks	650	7	12	669

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 Road FC South Wednesday  
 Site Code: Ponce De Leon Boulevard between  
 San Lorenzo Avenue  
 Start Date: 01/22/2020  
 Page No: 4

**Direction (Northbound)**

Start Time	Lights	Buses	Trucks	Total
01/22/2020 12:00 AM	11	0	0	11
12:15 AM	16	0	0	16
12:30 AM	4	0	0	4
12:45 AM	1	0	0	1
1:00 AM	5	0	0	5
1:15 AM	3	0	0	3
1:30 AM	2	0	0	2
1:45 AM	1	0	0	1
2:00 AM	4	0	0	4
2:15 AM	4	0	0	4
2:30 AM	3	0	0	3
2:45 AM	1	0	0	1
3:00 AM	0	0	0	0
3:15 AM	1	0	0	1
3:30 AM	0	0	0	0
3:45 AM	1	0	0	1
4:00 AM	2	0	0	2
4:15 AM	2	0	0	2
4:30 AM	2	0	0	2
4:45 AM	4	0	0	4
5:00 AM	5	0	0	5
5:15 AM	3	0	0	3
5:30 AM	8	0	1	9
5:45 AM	6	0	0	6
6:00 AM	7	0	1	8
6:15 AM	24	0	2	26
6:30 AM	31	2	0	33
6:45 AM	52	1	0	53
7:00 AM	96	2	0	98
7:15 AM	101	2	0	103
7:30 AM	61	1	1	63
7:45 AM	94	1	0	95
8:00 AM	111	2	1	114
8:15 AM	126	2	0	128
8:30 AM	132	3	1	136
8:45 AM	115	1	1	117
9:00 AM	121	1	1	123
9:15 AM	131	2	0	133
9:30 AM	128	1	1	130
9:45 AM	117	1	0	118
10:00 AM	83	2	2	87

10:15 AM  
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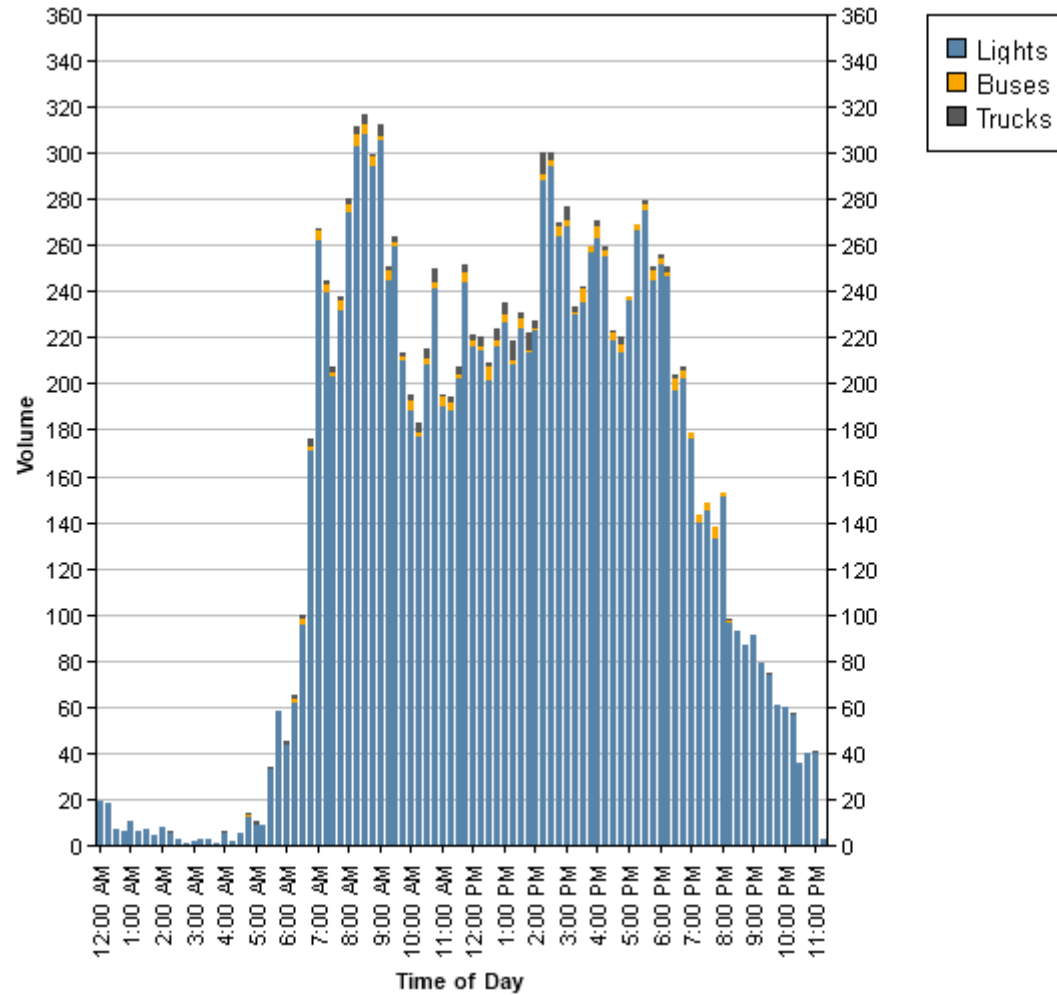
90	1	1	92
92	2	1	95
116	1	4	121
85	2	1	88
88	2	1	91
98	1	0	99
117	2	2	121
85	2	0	87
102	1	0	103
90	2	2	94
94	2	2	98
87	2	2	91
96	1	5	102
107	2	1	110
90	1	5	96
96	0	0	96
115	1	2	118
129	2	1	132
103	2	2	107
117	3	1	121
101	0	2	103
110	3	0	113
122	1	0	123
135	4	2	141
132	1	0	133
115	2	0	117
94	2	1	97
120	1	0	121
123	1	0	124
138	2	0	140
110	2	0	112
119	1	1	121
108	1	1	110
80	2	1	83
70	2	0	72
73	2	0	75
67	1	0	68
70	1	0	71
82	3	0	85
67	1	0	68
52	0	0	52
57	0	0	57
41	0	0	41
60	0	0	60
40	0	0	40
43	0	0	43
39	0	0	39
32	0	0	32
19	0	1	20
19	0	0	19
11	0	0	11
21	0	1	22



11:15 PM	1	0	0	1
Total	6087	89	55	6231
Total %	97.7	1.4	0.9	100.0
AM Times	8:15 AM	7:45 AM	10:00 AM	8:15 AM
AM Peaks	494	8	8	504
PM Times	2:15 PM	3:30 PM	1:00 PM	2:15 PM
PM Peaks	464	9	13	478

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 Start Date: 01/23/2020  
 Page No: 1

**Direction (Southbound)**

Start Time	Lights	Buses	Trucks	Total
01/23/2020 12:00 AM	5	0	0	5
12:15 AM	10	0	0	10
12:30 AM	6	0	0	6
12:45 AM	4	0	0	4
1:00 AM	4	0	0	4
1:15 AM	2	0	0	2
1:30 AM	2	0	0	2
1:45 AM	5	0	0	5
2:00 AM	4	0	0	4
2:15 AM	1	0	1	2
2:30 AM	0	0	0	0
2:45 AM	2	0	0	2
3:00 AM	2	0	1	3
3:15 AM	1	0	0	1
3:30 AM	1	0	0	1
3:45 AM	1	0	1	2
4:00 AM	3	0	0	3
4:15 AM	2	0	0	2
4:30 AM	3	0	1	4
4:45 AM	7	1	0	8
5:00 AM	5	0	0	5
5:15 AM	7	0	1	8
5:30 AM	19	1	1	21
5:45 AM	52	0	0	52
6:00 AM	25	0	2	27
6:15 AM	31	1	2	34
6:30 AM	54	0	1	55
6:45 AM	121	2	1	124
7:00 AM	182	2	2	186
7:15 AM	131	3	0	134
7:30 AM	110	1	2	113
7:45 AM	149	2	0	151
8:00 AM	161	1	0	162
8:15 AM	159	2	1	162
8:30 AM	161	1	0	162
8:45 AM	208	2	2	212
9:00 AM	143	2	1	146
9:15 AM	114	2	0	116
9:30 AM	138	1	7	146
9:45 AM	119	2	3	124
10:00 AM	122	1	4	127

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85	2	2	89
96	1	4	101
95	2	3	100
108	1	3	112
105	2	1	108
116	2	4	122
133	2	5	140
109	1	3	113
128	2	2	132
131	2	2	135
127	2	2	131
138	1	2	141
127	2	2	131
144	1	0	145
136	1	3	140
140	1	1	142
148	2	1	151
146	2	2	150
153	0	4	157
118	1	3	122
120	1	1	122
128	3	0	131
141	1	0	142
103	2	1	106
99	2	1	102
118	1	3	122
126	1	1	128
100	3	1	104
120	0	1	121
153	2	2	157
125	1	3	129
111	2	1	114
103	2	0	105
127	1	0	128
104	1	2	107
105	2	2	109
86	3	1	90
59	2	3	64
64	1	1	66
46	1	0	47
49	1	2	52
49	0	2	51
32	0	0	32
37	0	0	37
37	0	2	39
33	0	1	34
31	0	0	31
37	0	0	37
25	0	0	25
21	0	0	21
39	0	0	39
18	0	0	18

11:15 PM	0	0	0	0
Total	7305	90	114	7509
Total %	97.3	1.2	1.5	100.0
AM Times	8:15 AM	7:30 AM	9:30 AM	8:15 AM
AM Peaks	671	6	16	682
PM Times	2:00 PM	3:30 PM	12:00 PM	2:00 PM
PM Peaks	587	8	9	600

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**Direction (Northbound)**

Start Time	Lights	Buses	Trucks	Total
01/23/2020 12:00 AM	12	0	0	12
12:15 AM	9	0	0	9
12:30 AM	11	0	0	11
12:45 AM	10	0	0	10
1:00 AM	8	0	0	8
1:15 AM	1	0	0	1
1:30 AM	3	0	0	3
1:45 AM	1	0	1	2
2:00 AM	2	0	1	3
2:15 AM	9	0	0	9
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	2	0	0	2
3:15 AM	3	0	0	3
3:30 AM	3	0	0	3
3:45 AM	3	0	0	3
4:00 AM	5	0	0	5
4:15 AM	1	0	0	1
4:30 AM	2	0	0	2
4:45 AM	3	0	0	3
5:00 AM	2	0	0	2
5:15 AM	3	0	0	3
5:30 AM	7	0	0	7
5:45 AM	7	0	0	7
6:00 AM	16	0	1	17
6:15 AM	13	0	2	15
6:30 AM	31	2	0	33
6:45 AM	41	1	1	43
7:00 AM	110	2	0	112
7:15 AM	89	1	0	90
7:30 AM	67	2	4	73
7:45 AM	94	1	0	95
8:00 AM	94	3	1	98
8:15 AM	113	3	0	116
8:30 AM	102	1	0	103
8:45 AM	115	2	0	117
9:00 AM	124	1	1	126
9:15 AM	110	2	2	114
9:30 AM	103	2	1	106
9:45 AM	95	1	4	100
10:00 AM	100	2	0	102

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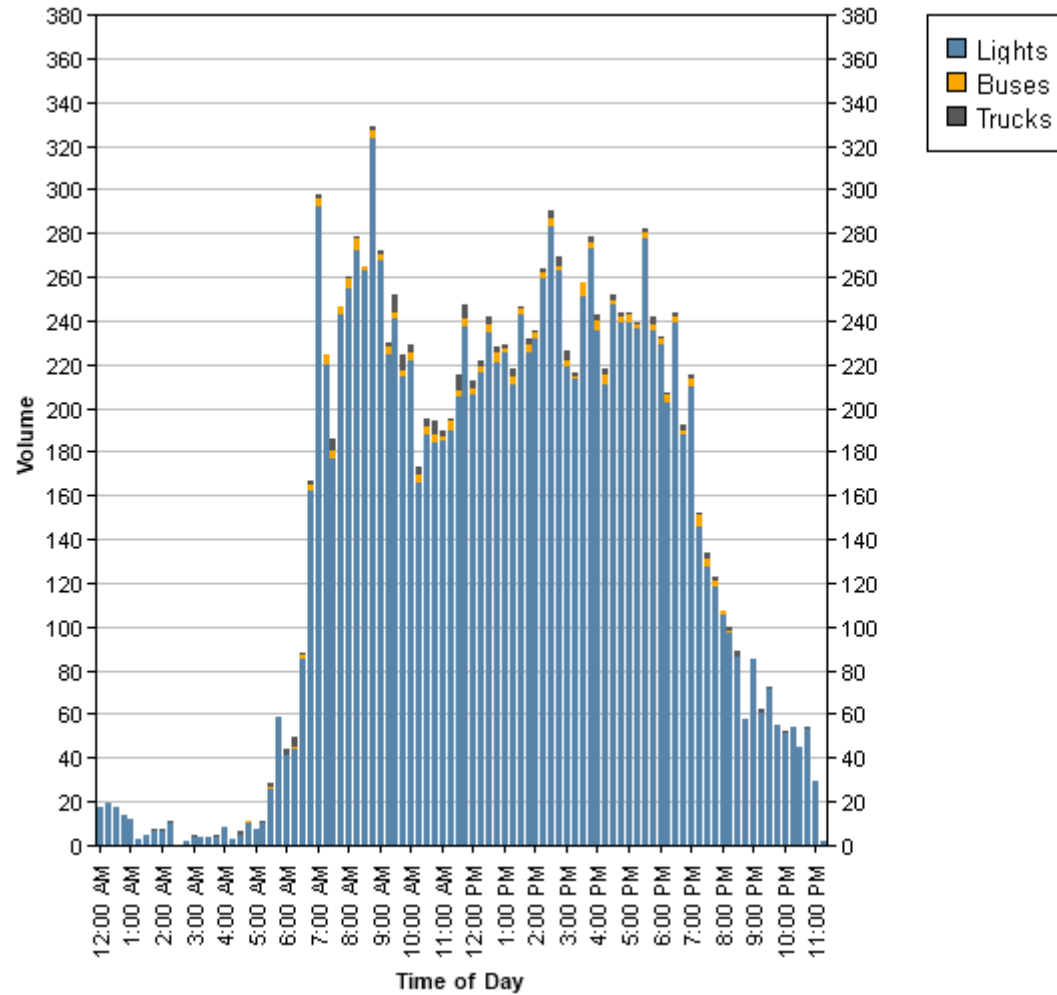
81	1	2	84
92	2	0	94
89	2	3	94
77	1	0	78
85	2	0	87
89	1	3	93
104	2	1	107
97	2	0	99
88	1	1	90
103	2	2	107
94	2	1	97
87	1	0	88
84	1	2	87
99	1	1	101
89	3	0	92
92	1	0	93
111	1	1	113
137	2	1	140
110	2	0	112
101	2	1	104
93	0	1	94
123	3	0	126
132	2	2	136
132	3	2	137
112	2	2	116
129	1	0	130
113	2	1	116
139	1	0	140
116	2	0	118
124	1	0	125
110	2	1	113
118	1	0	119
99	2	1	102
112	2	2	116
84	1	0	85
105	1	0	106
60	2	0	62
68	2	0	70
54	2	1	57
59	1	0	60
48	0	0	48
37	0	1	38
26	0	0	26
48	0	0	48
23	0	0	23
38	0	0	38
24	0	0	24
14	0	1	15
29	0	0	29
24	0	0	24
14	0	1	15
11	0	0	11



11:15 PM	2	0	0	2
Total	5853	91	54	5998
Total %	97.6	1.5	0.9	100.0
AM Times	8:15 AM	7:30 AM	9:30 AM	8:15 AM
AM Peaks	454	9	7	462
PM Times	2:00 PM	3:30 PM	12:00 PM	2:00 PM
PM Peaks	450	10	4	458

A & P Consulting Transportation  
10305 Nw 41St St., Suite 115  
Miami, Florida, United States 33178  
(305)592-7283 edsanchez@apcte.com

Count Name: Ponce De Leon Boulevard  
between San Lorenzo Avenue and SR 976Bird  
Road FC South Thursday  
Site Code: Ponce De Leon Boulevard between  
San Lorenzo Avenue  
Start Date: 01/23/2020  
Page No: 7



A & P Consulting Transportation  
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Miami, Florida, United States 33178  
(305)592-7283 edsanchez@apcte.com

Count Name: Ponce De Leon Boulevard  
between San Lorenzo Avenue and SR 976Bird  
Road FC South Thursday  
Site Code: Ponce De Leon Boulevard between  
San Lorenzo Avenue  
Start Date: 01/23/2020  
Page No: 8

A & P Consulting Transportation  
 10305 Nw 41St St., Suite 115  
 Miami, Florida, United States 33178  
 (305)592-7283 edsanchez@apcte.com

Count Name: Aurora Street between Altara  
 Avenue and SR 976Bird Road FC North  
 Wednesday  
 Site Code: Aurora Street between Altara Avenue  
 and SR 976Bird  
 Start Date: 01/22/2020  
 Page No: 1

**Direction (Southbound)**

Start Time	Lights	Buses	Trucks	Total
01/22/2020 12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	1	0	0	1
1:30 AM	0	0	0	0
1:45 AM	1	0	0	1
2:00 AM	1	0	0	1
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	1	0	0	1
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	1	1
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	1	0	0	1
6:00 AM	2	0	0	2
6:15 AM	0	0	0	0
6:30 AM	3	0	0	3
6:45 AM	3	1	1	5
7:00 AM	5	0	0	5
7:15 AM	5	0	0	5
7:30 AM	3	0	1	4
7:45 AM	9	0	0	9
8:00 AM	10	0	0	10
8:15 AM	4	0	1	5
8:30 AM	3	0	0	3
8:45 AM	5	0	0	5
9:00 AM	12	0	0	12
9:15 AM	13	0	1	14
9:30 AM	19	0	0	19
9:45 AM	7	0	0	7
10:00 AM	2	0	1	3

10:15 AM  
10:30 AM  
10:45 AM  
11:00 AM  
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10:15 PM  
10:30 PM  
10:45 PM  
11:00 PM

10	0	0	10
15	0	1	16
20	0	0	20
10	0	0	10
12	0	1	13
18	0	0	18
19	0	0	19
11	0	1	12
16	0	0	16
18	0	0	18
7	0	0	7
16	0	0	16
27	0	0	27
14	0	0	14
19	0	1	20
17	0	0	17
14	0	1	15
21	0	0	21
20	0	2	22
19	0	1	20
15	0	1	16
10	0	0	10
18	0	0	18
29	0	0	29
16	0	0	16
25	0	1	26
20	0	0	20
43	0	0	43
31	0	0	31
35	0	0	35
32	0	0	32
32	0	0	32
31	0	0	31
17	0	0	17
10	0	0	10
14	0	0	14
16	0	0	16
9	0	0	9
10	0	0	10
19	0	0	19
8	0	1	9
5	0	0	5
4	0	0	4
6	0	0	6
0	0	0	0
2	0	0	2
2	0	1	3
1	0	0	1
4	0	0	4
2	0	0	2
2	0	0	2
0	0	0	0

11:15 PM	1	0	0	1
11:30 PM	0	0	0	0
11:45 PM	1	0	0	1
Total	903	1	18	922
Total %	97.9	0.1	2.0	100.0
AM Times	8:45 AM	6:00 AM	9:45 AM	8:45 AM
AM Peaks	49	1	2	50
PM Times	5:00 PM	12:00 PM	2:15 PM	5:00 PM
PM Peaks	141	0	4	141

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 (305)592-7283 edsanchez@apcte.com

Count Name: Aurora Street between Altara  
 Avenue and SR 976Bird Road FC North  
 Wednesday  
 Site Code: Aurora Street between Altara Avenue  
 and SR 976Bird  
 Start Date: 01/22/2020  
 Page No: 4

**Direction (Northbound)**

Start Time	Lights	Buses	Trucks	Total
01/22/2020 12:00 AM	2	0	0	2
12:15 AM	0	0	0	0
12:30 AM	1	0	0	1
12:45 AM	2	0	0	2
1:00 AM	0	0	0	0
1:15 AM	1	0	0	1
1:30 AM	0	0	0	0
1:45 AM	1	0	0	1
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	1	0	0	1
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	1	0	0	1
3:45 AM	0	0	0	0
4:00 AM	0	0	1	1
4:15 AM	0	0	0	0
4:30 AM	1	0	0	1
4:45 AM	2	0	0	2
5:00 AM	0	0	0	0
5:15 AM	2	0	0	2
5:30 AM	1	0	0	1
5:45 AM	3	0	0	3
6:00 AM	1	0	0	1
6:15 AM	2	0	0	2
6:30 AM	4	0	2	6
6:45 AM	10	0	0	10
7:00 AM	18	0	0	18
7:15 AM	20	0	0	20
7:30 AM	17	0	0	17
7:45 AM	12	0	0	12
8:00 AM	27	0	1	28
8:15 AM	31	0	0	31
8:30 AM	31	0	0	31
8:45 AM	41	0	0	41
9:00 AM	62	0	1	63
9:15 AM	33	0	1	34
9:30 AM	30	0	1	31
9:45 AM	19	0	1	20
10:00 AM	32	0	2	34

10:15 AM  
10:30 AM  
10:45 AM  
11:00 AM  
11:15 AM  
11:30 AM  
11:45 AM  
12:00 PM  
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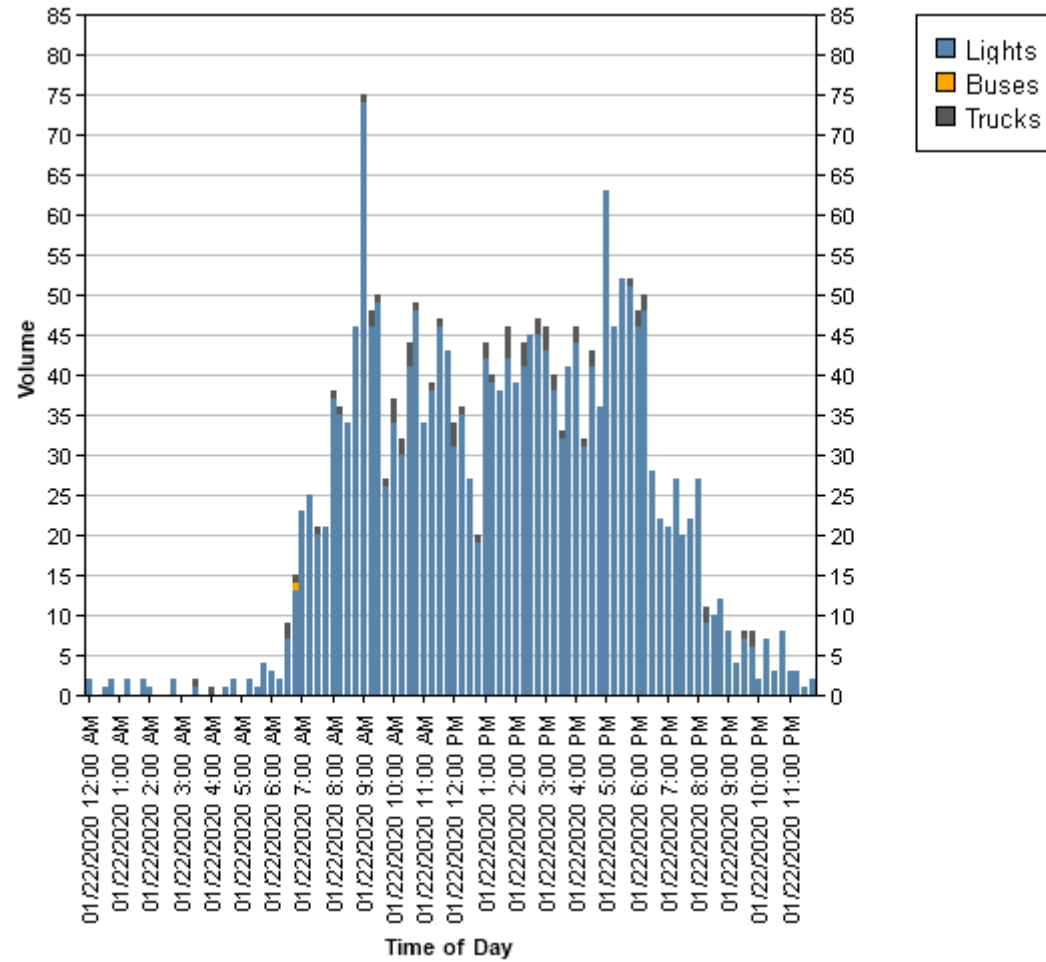
20	0	2	22
26	0	2	28
28	0	1	29
24	0	0	24
26	0	0	26
28	0	1	29
24	0	0	24
20	0	2	22
19	0	1	20
9	0	0	9
12	0	1	13
26	0	2	28
12	0	1	13
24	0	0	24
23	0	3	26
22	0	0	22
27	0	2	29
24	0	0	24
25	0	0	25
24	0	2	26
23	0	1	24
22	0	1	23
23	0	0	23
15	0	2	17
15	0	1	16
16	0	1	17
16	0	0	16
20	0	0	20
15	0	0	15
17	0	0	17
19	0	1	20
14	0	2	16
17	0	2	19
11	0	0	11
12	0	0	12
7	0	0	7
11	0	0	11
11	0	0	11
12	0	0	12
8	0	0	8
1	0	1	2
5	0	0	5
8	0	0	8
2	0	0	2
4	0	0	4
5	0	1	6
4	0	1	5
1	0	0	1
3	0	0	3
1	0	0	1
6	0	0	6
3	0	0	3



11:15 PM	2	0	0	2
11:30 PM	1	0	0	1
11:45 PM	1	0	0	1
Total	1202	0	44	1246
Total %	96.5	0.0	3.5	100.0
AM Times	8:45 AM	6:00 AM	9:45 AM	8:45 AM
AM Peaks	166	0	7	169
PM Times	5:00 PM	12:00 PM	2:15 PM	5:00 PM
PM Peaks	71	0	4	72

A & P Consulting Transportation  
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Miami, Florida, United States 33178  
(305)592-7283 edsanchez@apcte.com

Count Name: Aurora Street between Altara  
Avenue and SR 976Bird Road FC North  
Wednesday  
Site Code: Aurora Street between Altara Avenue  
and SR 976Bird  
Start Date: 01/22/2020  
Page No: 7



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Count Name: Aurora Street between Altara  
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Page No: 8

A & P Consulting Transportation  
 10305 Nw 41St St., Suite 115  
 Miami, Florida, United States 33178  
 (305)592-7283 edsanchez@apcte.com

Count Name: Aurora Street between Altara  
 Avenue and SR 976Bird Road FC North  
 Tuesday  
 Site Code: Aurora Street between Altara Avenue  
 and SR 976Bird  
 Start Date: 01/21/2020  
 Page No: 1

**Direction (Southbound)**

Start Time	Lights	Buses	Trucks	Total
01/21/2020 12:00 AM	3	0	0	3
12:15 AM	0	0	0	0
12:30 AM	1	0	0	1
12:45 AM	1	0	0	1
1:00 AM	2	0	0	2
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	1	0	0	1
2:15 AM	0	0	1	1
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	1	1
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	1	0	2	3
6:00 AM	2	0	0	2
6:15 AM	1	0	1	2
6:30 AM	2	0	0	2
6:45 AM	0	1	0	1
7:00 AM	2	0	0	2
7:15 AM	4	0	1	5
7:30 AM	5	0	0	5
7:45 AM	7	0	0	7
8:00 AM	4	0	0	4
8:15 AM	6	0	1	7
8:30 AM	10	0	0	10
8:45 AM	10	0	0	10
9:00 AM	8	0	1	9
9:15 AM	9	0	0	9
9:30 AM	11	0	0	11
9:45 AM	12	0	0	12
10:00 AM	18	0	1	19

10:15 AM  
10:30 AM  
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9:45 PM  
10:00 PM  
10:15 PM  
10:30 PM  
10:45 PM  
11:00 PM

14	0	1	15
9	0	0	9
13	0	0	13
16	0	2	18
10	0	0	10
13	0	0	13
20	0	0	20
16	0	0	16
16	0	0	16
18	0	0	18
18	0	0	18
24	0	0	24
23	0	1	24
23	0	0	23
17	0	1	18
11	0	0	11
16	0	1	17
16	0	0	16
22	0	0	22
9	0	0	9
14	0	0	14
26	0	0	26
12	0	0	12
30	0	0	30
17	0	1	18
16	0	0	16
18	0	0	18
53	0	0	53
26	0	0	26
34	0	1	35
30	0	0	30
24	0	0	24
18	0	0	18
26	0	0	26
20	0	0	20
10	0	1	11
12	0	0	12
11	0	0	11
7	0	0	7
12	0	2	14
11	0	0	11
8	0	0	8
4	0	0	4
3	0	0	3
2	0	0	2
3	0	0	3
0	0	0	0
3	0	0	3
7	0	0	7
1	0	0	1
1	0	0	1
0	0	0	0

11:15 PM	2	0	0	2
11:30 PM	1	0	0	1
11:45 PM	1	0	0	1
Total	907	1	20	928
Total %	97.7	0.1	2.2	100.0
AM Times	8:45 AM	6:00 AM	9:45 AM	9:15 AM
AM Peaks	38	1	2	51
PM Times	12:45 PM	12:00 PM	1:45 PM	12:45 PM
PM Peaks	88	0	2	89

A & P Consulting Transportation  
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 Miami, Florida, United States 33178  
 (305)592-7283 edsanchez@apcte.com

Count Name: Aurora Street between Altara  
 Avenue and SR 976Bird Road FC North  
 Tuesday  
 Site Code: Aurora Street between Altara Avenue  
 and SR 976Bird  
 Start Date: 01/21/2020  
 Page No: 4

**Direction (Northbound)**

Start Time	Lights	Buses	Trucks	Total
01/21/2020 12:00 AM	0	0	0	0
12:15 AM	3	0	0	3
12:30 AM	1	0	1	2
12:45 AM	1	0	0	1
1:00 AM	0	0	2	2
1:15 AM	0	0	1	1
1:30 AM	0	0	0	0
1:45 AM	1	0	0	1
2:00 AM	0	0	0	0
2:15 AM	0	0	1	1
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	1	0	0	1
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	1	1
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	1	0	0	1
5:30 AM	1	0	0	1
5:45 AM	3	0	1	4
6:00 AM	1	0	0	1
6:15 AM	3	0	1	4
6:30 AM	3	0	0	3
6:45 AM	9	0	0	9
7:00 AM	18	0	1	19
7:15 AM	20	0	0	20
7:30 AM	13	0	0	13
7:45 AM	25	0	0	25
8:00 AM	14	0	0	14
8:15 AM	27	0	0	27
8:30 AM	27	0	0	27
8:45 AM	45	0	0	45
9:00 AM	33	0	0	33
9:15 AM	48	0	2	50
9:30 AM	37	0	0	37
9:45 AM	29	0	2	31
10:00 AM	37	0	2	39

10:15 AM  
10:30 AM  
10:45 AM  
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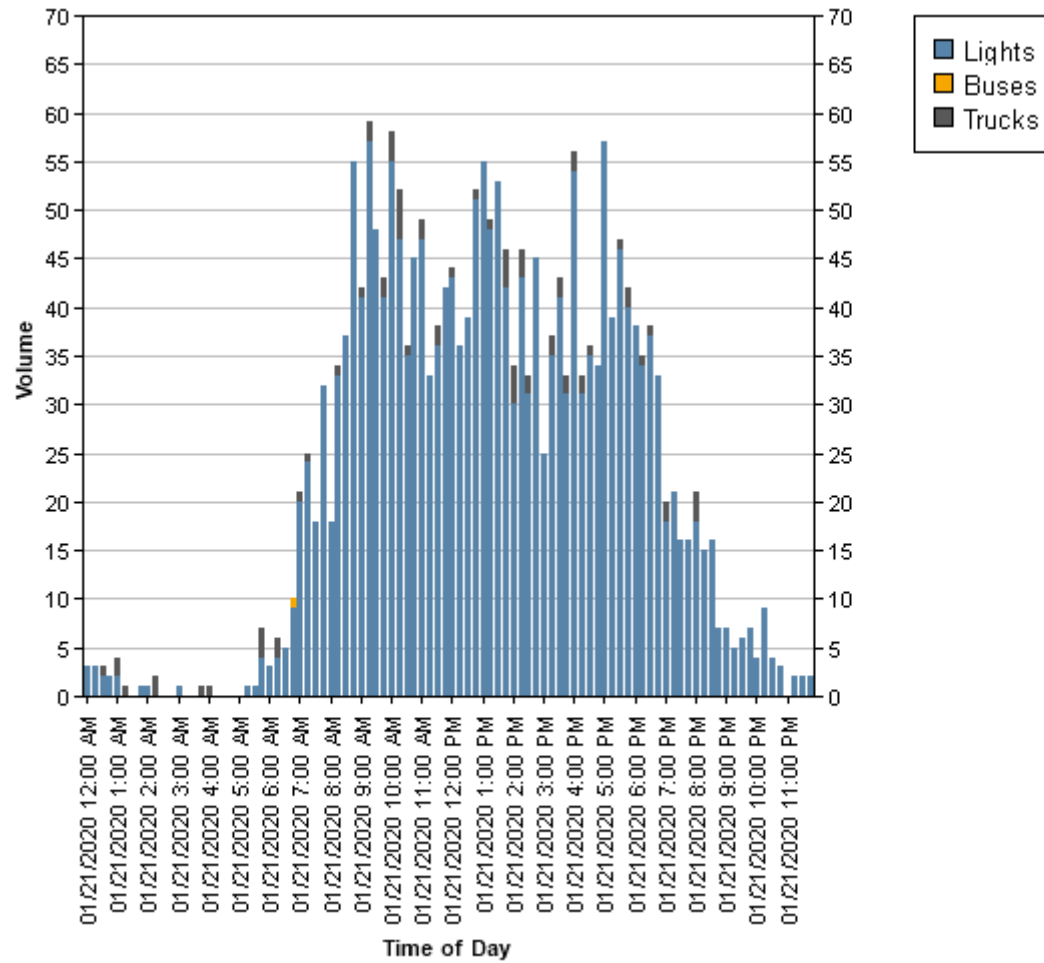
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26	0	1	27
32	0	0	32
31	0	0	31
23	0	0	23
23	0	2	25
22	0	0	22
27	0	1	28
20	0	0	20
21	0	0	21
33	0	1	34
31	0	0	31
25	0	0	25
30	0	0	30
25	0	3	28
19	0	4	23
27	0	2	29
15	0	2	17
23	0	0	23
16	0	0	16
21	0	2	23
15	0	2	17
19	0	2	21
24	0	2	26
14	0	1	15
19	0	1	20
16	0	0	16
4	0	0	4
13	0	0	13
12	0	0	12
10	0	2	12
14	0	0	14
16	0	1	17
11	0	1	12
13	0	0	13
8	0	1	9
9	0	0	9
5	0	0	5
9	0	0	9
6	0	1	7
4	0	0	4
8	0	0	8
3	0	0	3
4	0	0	4
3	0	0	3
3	0	0	3
7	0	0	7
1	0	0	1
2	0	0	2
3	0	0	3
2	0	0	2
0	0	0	0



11:15 PM	0	0	0	0
11:30 PM	1	0	0	1
11:45 PM	1	0	0	1
Total	1203	0	51	1254
Total %	95.9	0.0	4.1	100.0
AM Times	8:45 AM	6:00 AM	9:45 AM	9:15 AM
AM Peaks	163	0	9	157
PM Times	12:45 PM	12:00 PM	1:45 PM	12:45 PM
PM Peaks	119	0	11	120

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Start Date: 01/21/2020  
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 Thursday  
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 Start Date: 01/23/2020  
 Page No: 1

**Direction (Southbound)**

Start Time	Lights	Buses	Trucks	Total
01/23/2020 12:00 AM	1	0	0	1
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	1	0	0	1
1:45 AM	0	0	1	1
2:00 AM	3	0	0	3
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	1	0	0	1
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	1	1
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	1	0	0	1
5:45 AM	0	0	0	0
6:00 AM	4	0	0	4
6:15 AM	1	0	0	1
6:30 AM	2	0	1	3
6:45 AM	1	0	0	1
7:00 AM	2	0	0	2
7:15 AM	4	0	0	4
7:30 AM	6	0	0	6
7:45 AM	8	0	0	8
8:00 AM	8	0	1	9
8:15 AM	14	0	0	14
8:30 AM	8	0	0	8
8:45 AM	7	0	1	8
9:00 AM	13	0	1	14
9:15 AM	7	0	0	7
9:30 AM	17	0	1	18
9:45 AM	12	0	1	13
10:00 AM	13	0	1	14

10:15 AM  
10:30 AM  
10:45 AM  
11:00 AM  
11:15 AM  
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11:45 AM  
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10:15 PM  
10:30 PM  
10:45 PM  
11:00 PM

15	0	0	15
7	0	2	9
11	0	0	11
15	0	0	15
13	0	1	14
18	0	0	18
11	0	1	12
16	0	0	16
14	0	0	14
28	0	1	29
20	0	0	20
24	0	0	24
25	0	1	26
12	0	1	13
17	0	0	17
16	0	0	16
18	0	1	19
22	0	0	22
19	0	1	20
9	0	1	10
14	0	1	15
24	0	1	25
7	0	0	7
29	0	0	29
26	0	1	27
15	0	1	16
22	0	0	22
49	0	1	50
31	0	0	31
23	0	1	24
28	0	0	28
22	0	0	22
29	0	1	30
27	0	0	27
13	0	0	13
14	0	0	14
6	0	0	6
11	0	0	11
12	0	0	12
6	0	0	6
4	0	0	4
7	0	0	7
3	0	0	3
5	0	0	5
0	0	0	0
5	0	0	5
4	0	0	4
5	0	0	5
2	0	0	2
1	0	0	1
1	0	0	1
1	0	0	1

11:15 PM	1	0	0	1
11:30 PM	0	0	0	0
11:45 PM	1	0	0	1
Total	912	0	26	938
Total %	97.2	0.0	2.8	100.0
AM Times	9:00 AM	12:00 AM	9:45 AM	9:00 AM
AM Peaks	49	0	4	52
PM Times	12:30 PM	12:00 PM	2:15 PM	12:30 PM
PM Peaks	97	0	3	99

A & P Consulting Transportation  
 10305 Nw 41St St., Suite 115  
 Miami, Florida, United States 33178  
 (305)592-7283 edsanchez@apcte.com

Count Name: Aurora Street between Altara  
 Avenue and SR 976Bird Road FC North  
 Thursday  
 Site Code: Aurora Street between Altara Avenue  
 and SR 976Bird  
 Start Date: 01/23/2020  
 Page No: 4

**Direction (Northbound)**

Start Time	Lights	Buses	Trucks	Total
01/23/2020 12:00 AM	0	0	0	0
12:15 AM	3	0	0	3
12:30 AM	3	0	0	3
12:45 AM	4	0	0	4
1:00 AM	0	0	0	0
1:15 AM	1	0	0	1
1:30 AM	2	0	0	2
1:45 AM	1	0	0	1
2:00 AM	2	0	0	2
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	1	0	0	1
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	1	1
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	2	0	0	2
5:30 AM	1	0	0	1
5:45 AM	2	0	0	2
6:00 AM	0	0	1	1
6:15 AM	1	0	0	1
6:30 AM	3	0	0	3
6:45 AM	9	0	0	9
7:00 AM	13	0	0	13
7:15 AM	23	0	1	24
7:30 AM	16	0	1	17
7:45 AM	23	0	0	23
8:00 AM	26	0	0	26
8:15 AM	26	0	2	28
8:30 AM	28	0	0	28
8:45 AM	36	0	0	36
9:00 AM	48	0	1	49
9:15 AM	41	0	0	41
9:30 AM	38	0	3	41
9:45 AM	40	0	1	41
10:00 AM	36	0	3	39

10:15 AM  
 10:30 AM  
 10:45 AM  
 11:00 AM  
 11:15 AM  
 11:30 AM  
 11:45 AM  
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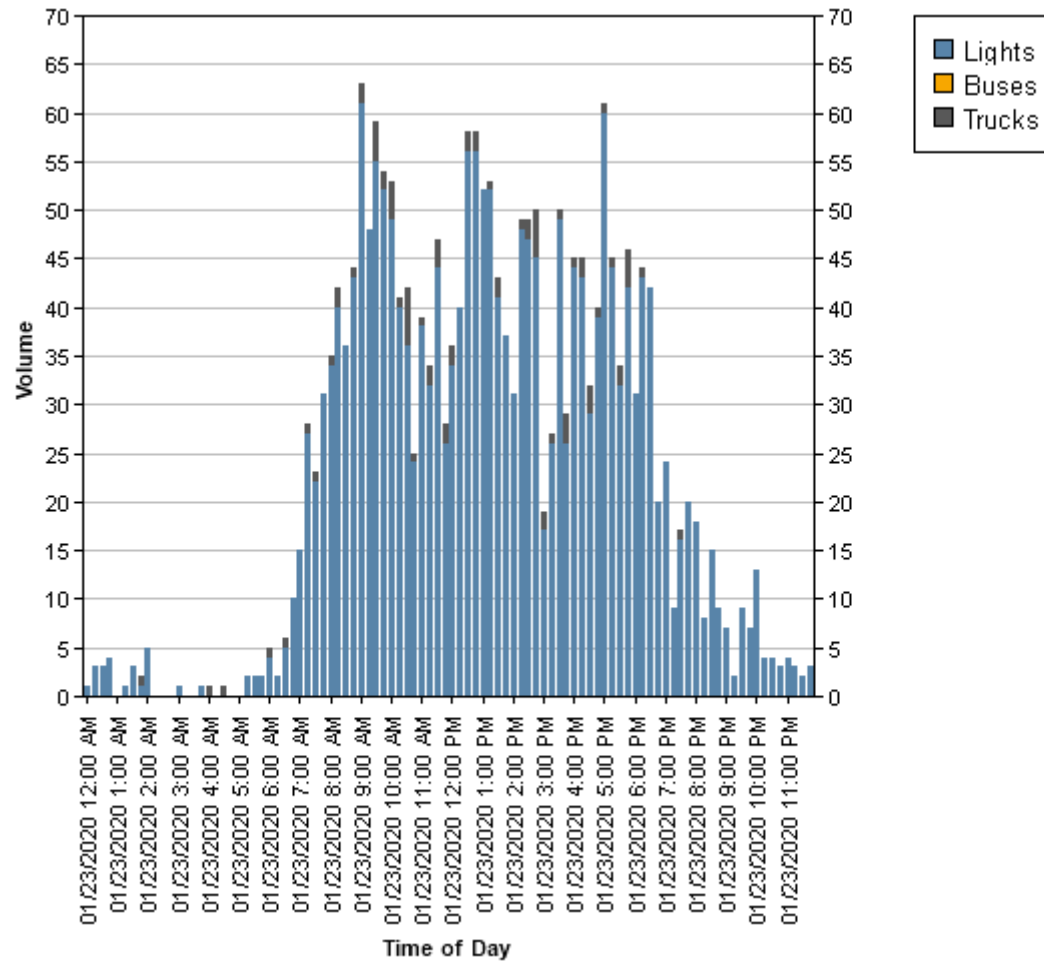
25	0	1	26
29	0	4	33
13	0	1	14
23	0	1	24
19	0	1	20
26	0	3	29
15	0	1	16
18	0	2	20
26	0	0	26
28	0	1	29
36	0	2	38
28	0	0	28
27	0	0	27
29	0	1	30
20	0	0	20
15	0	0	15
30	0	0	30
25	0	2	27
26	0	4	30
8	0	1	9
12	0	0	12
25	0	0	25
19	0	3	22
15	0	1	16
17	0	1	18
14	0	2	16
17	0	1	18
11	0	0	11
13	0	1	14
9	0	1	10
14	0	4	18
9	0	0	9
14	0	0	14
15	0	0	15
7	0	0	7
10	0	0	10
3	0	0	3
5	0	1	6
8	0	0	8
12	0	0	12
4	0	0	4
8	0	0	8
6	0	0	6
2	0	0	2
2	0	0	2
4	0	0	4
3	0	0	3
8	0	0	8
2	0	0	2
3	0	0	3
2	0	0	2
3	0	0	3



11:15 PM	2	0	0	2
11:30 PM	2	0	0	2
11:45 PM	2	0	0	2
Total	1197	0	54	1251
Total %	95.7	0.0	4.3	100.0
AM Times	9:00 AM	12:00 AM	9:45 AM	9:00 AM
AM Peaks	167	0	9	172
PM Times	12:30 PM	12:00 PM	2:15 PM	12:30 PM
PM Peaks	119	0	7	122

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10305 Nw 41St St., Suite 115  
Miami, Florida, United States 33178  
(305)592-7283 edsanchez@apcte.com

Count Name: Aurora Street between Altara  
Avenue and SR 976Bird Road FC North  
Thursday  
Site Code: Aurora Street between Altara Avenue  
and SR 976Bird  
Start Date: 01/23/2020  
Page No: 7



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10305 Nw 41St St., Suite 115  
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Count Name: Aurora Street between Altara  
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Thursday  
Site Code: Aurora Street between Altara Avenue  
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Start Date: 01/23/2020  
Page No: 8

A & P Consulting Transportation  
 10305 Nw 41St St., Suite 115  
 Miami, Florida, United States 33178  
 (305)592-7283 edsanchez@apcte.com

Count Name: Altara Avenue between SR  
 953LeJeune Road and Ponce De Leon  
 Boulevard Tuesday  
 Site Code: Altara Avenue between SR  
 953LeJeune Road and Ponce  
 Start Date: 01/21/2020  
 Page No: 1

**Direction (Westbound)**

Start Time	Lights	Buses	Trucks	Total
01/21/2020 12:00 AM	5	0	0	5
12:15 AM	3	0	0	3
12:30 AM	1	0	0	1
12:45 AM	3	0	0	3
1:00 AM	4	0	0	4
1:15 AM	1	0	0	1
1:30 AM	1	0	0	1
1:45 AM	2	0	0	2
2:00 AM	0	0	0	0
2:15 AM	1	0	0	1
2:30 AM	1	0	0	1
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	1	0	0	1
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	1	0	1	2
4:15 AM	0	0	0	0
4:30 AM	1	0	0	1
4:45 AM	1	0	0	1
5:00 AM	2	0	0	2
5:15 AM	2	0	0	2
5:30 AM	1	0	0	1
5:45 AM	1	0	0	1
6:00 AM	2	0	0	2
6:15 AM	10	0	0	10
6:30 AM	24	0	0	24
6:45 AM	50	0	0	50
7:00 AM	66	0	0	66
7:15 AM	32	0	0	32
7:30 AM	13	0	0	13
7:45 AM	31	0	0	31
8:00 AM	11	0	1	12
8:15 AM	20	0	0	20
8:30 AM	27	0	1	28
8:45 AM	18	0	0	18
9:00 AM	47	0	0	47
9:15 AM	27	0	0	27
9:30 AM	24	0	1	25
9:45 AM	28	0	0	28
10:00 AM	34	0	1	35

10:15 AM  
10:30 AM  
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35	0	0	35
27	0	0	27
34	0	1	35
27	0	0	27
28	0	2	30
43	0	2	45
38	0	1	39
39	0	0	39
31	0	1	32
32	0	1	33
23	0	0	23
32	0	2	34
37	0	2	39
36	0	0	36
45	0	2	47
36	0	0	36
35	1	0	36
41	0	1	42
46	0	0	46
46	0	0	46
49	0	0	49
50	0	0	50
33	0	1	34
51	0	0	51
31	0	0	31
44	0	1	45
50	0	0	50
59	0	0	59
41	0	0	41
52	0	0	52
47	0	0	47
49	0	0	49
48	0	0	48
46	0	0	46
36	0	0	36
32	0	0	32
37	0	0	37
28	0	0	28
38	0	0	38
27	0	1	28
26	0	0	26
20	0	0	20
17	0	0	17
19	0	0	19
19	0	0	19
21	0	0	21
6	0	0	6
15	0	0	15
14	0	0	14
16	0	0	16
8	0	0	8
11	0	0	11

11:15 PM	9	0	0	9
11:30 PM	3	0	0	3
11:45 PM	3	0	0	3
Total	2262	1	23	2286
Total %	99.0	0.0	1.0	100.0
AM Times	6:30 AM	6:00 AM	10:45 AM	6:30 AM
AM Peaks	172	0	5	172
PM Times	4:15 PM	1:30 PM	1:00 PM	4:15 PM
PM Peaks	184	1	6	185

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 10305 Nw 41St St., Suite 115  
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Count Name: Altara Avenue between SR  
 953LeJeune Road and Ponce De Leon  
 Boulevard Tuesday  
 Site Code: Altara Avenue between SR  
 953LeJeune Road and Ponce  
 Start Date: 01/21/2020  
 Page No: 4

**Direction (Eastbound)**

Start Time	Lights	Buses	Trucks	Total
01/21/2020 12:00 AM	3	0	0	3
12:15 AM	0	0	0	0
12:30 AM	2	0	0	2
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	1	0	0	1
1:45 AM	0	0	0	0
2:00 AM	1	0	0	1
2:15 AM	1	0	0	1
2:30 AM	0	0	1	1
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	1	0	0	1
5:00 AM	3	0	0	3
5:15 AM	3	0	0	3
5:30 AM	8	0	0	8
5:45 AM	7	0	0	7
6:00 AM	6	0	0	6
6:15 AM	7	0	0	7
6:30 AM	15	0	0	15
6:45 AM	43	1	0	44
7:00 AM	78	0	0	78
7:15 AM	43	0	0	43
7:30 AM	13	0	0	13
7:45 AM	24	0	0	24
8:00 AM	16	0	0	16
8:15 AM	27	0	0	27
8:30 AM	25	0	0	25
8:45 AM	30	0	0	30
9:00 AM	36	0	0	36
9:15 AM	40	0	2	42
9:30 AM	24	0	0	24
9:45 AM	23	0	2	25
10:00 AM	40	0	2	42

10:15 AM  
10:30 AM  
10:45 AM  
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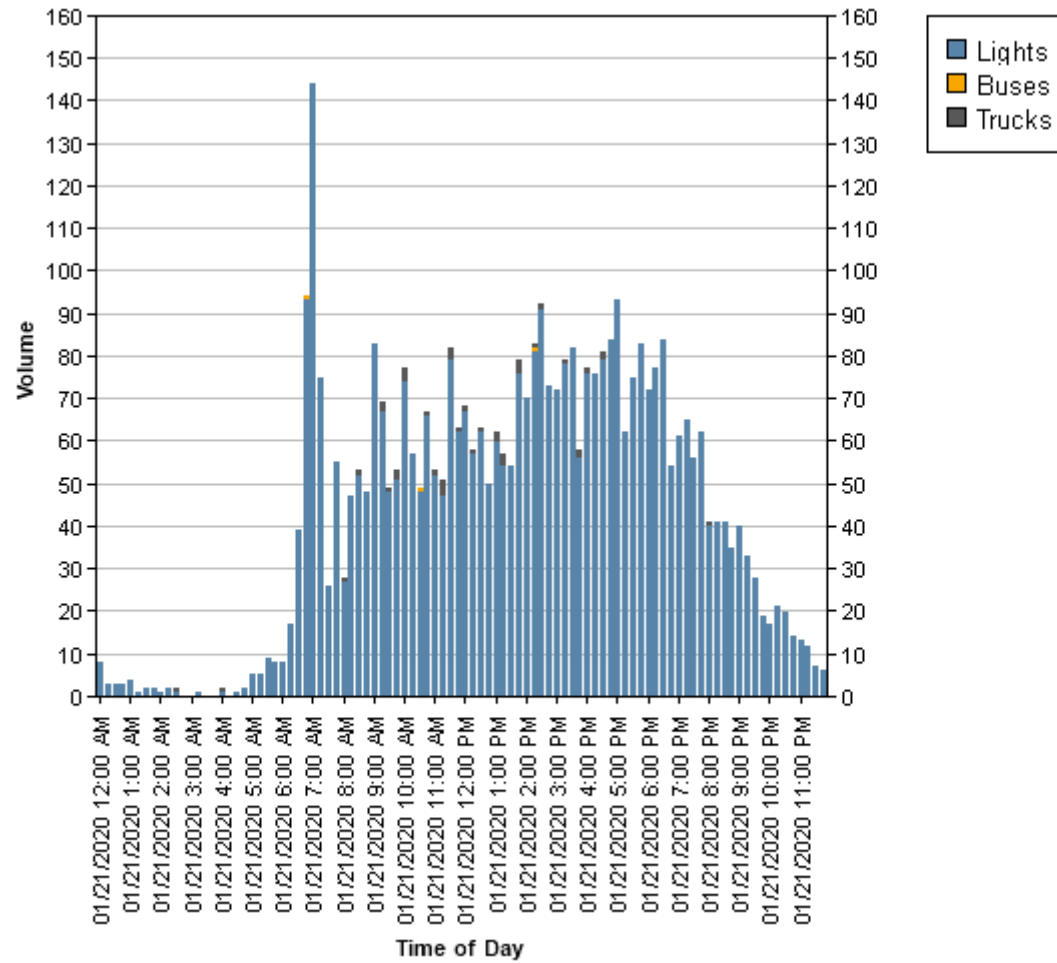
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21	1	0	22
32	0	0	32
25	0	1	26
19	0	2	21
36	0	1	37
24	0	0	24
28	0	1	29
26	0	0	26
30	0	0	30
27	0	0	27
28	0	0	28
17	0	1	18
18	0	0	18
31	0	1	32
34	0	0	34
46	0	1	47
50	0	0	50
27	0	0	27
26	0	0	26
29	0	1	30
32	0	0	32
23	0	1	24
25	0	1	26
45	0	0	45
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21	0	0	21
23	0	0	23
36	0	0	36
23	0	0	23
29	0	0	29
38	0	0	38
18	0	0	18
29	0	0	29
28	0	0	28
28	0	0	28
24	0	0	24
13	0	0	13
15	0	0	15
21	0	0	21
18	0	0	18
21	0	0	21
14	0	0	14
7	0	0	7
13	0	0	13
2	0	0	2
7	0	0	7
4	0	0	4
6	0	0	6
2	0	0	2



11:15 PM	3	0	0	3
11:30 PM	4	0	0	4
11:45 PM	3	0	0	3
Total	1794	2	19	1815
Total %	98.8	0.1	1.0	100.0
AM Times	6:30 AM	6:00 AM	10:45 AM	6:30 AM
AM Peaks	179	1	4	180
PM Times	4:15 PM	1:30 PM	1:00 PM	4:15 PM
PM Peaks	148	0	2	149

A & P Consulting Transportation  
10305 Nw 41St St., Suite 115  
Miami, Florida, United States 33178  
(305)592-7283 edsanchez@apcte.com

Count Name: Altara Avenue between SR  
953LeJeune Road and Ponce De Leon  
Boulevard Tuesday  
Site Code: Altara Avenue between SR  
953LeJeune Road and Ponce  
Start Date: 01/21/2020  
Page No: 7



A & P Consulting Transportation  
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Count Name: Altara Avenue between SR  
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Boulevard Tuesday  
Site Code: Altara Avenue between SR  
953LeJeune Road and Ponce  
Start Date: 01/21/2020  
Page No: 8

A & P Consulting Transportation  
 10305 Nw 41St St., Suite 115  
 Miami, Florida, United States 33178  
 (305)592-7283 edsanchez@apcte.com

Count Name: Altara Avenue between SR  
 953LeJeune Road and Ponce De Leon  
 Boulevard Thursday  
 Site Code: Altara Avenue between SR  
 953LeJeune Road and Ponce  
 Start Date: 01/23/2020  
 Page No: 1

**Direction (Westbound)**

Start Time	Lights	Buses	Trucks	Total
01/23/2020 12:00 AM	4	0	0	4
12:15 AM	8	0	0	8
12:30 AM	4	0	0	4
12:45 AM	6	0	0	6
1:00 AM	1	0	0	1
1:15 AM	5	0	0	5
1:30 AM	5	0	0	5
1:45 AM	0	0	0	0
2:00 AM	2	0	0	2
2:15 AM	1	0	0	1
2:30 AM	1	0	0	1
2:45 AM	0	0	0	0
3:00 AM	1	0	0	1
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	1	1
4:00 AM	1	0	0	1
4:15 AM	0	0	0	0
4:30 AM	1	0	1	2
4:45 AM	2	0	0	2
5:00 AM	2	0	0	2
5:15 AM	2	0	1	3
5:30 AM	3	0	0	3
5:45 AM	2	0	1	3
6:00 AM	4	0	0	4
6:15 AM	4	0	1	5
6:30 AM	28	0	1	29
6:45 AM	41	0	0	41
7:00 AM	58	0	0	58
7:15 AM	24	0	0	24
7:30 AM	17	0	0	17
7:45 AM	15	0	0	15
8:00 AM	14	0	1	15
8:15 AM	22	0	0	22
8:30 AM	19	0	0	19
8:45 AM	21	0	0	21
9:00 AM	37	0	0	37
9:15 AM	32	0	0	32
9:30 AM	26	0	0	26
9:45 AM	22	0	0	22
10:00 AM	28	0	1	29

10:15 AM  
10:30 AM  
10:45 AM  
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11:30 AM  
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10:00 PM  
10:15 PM  
10:30 PM  
10:45 PM  
11:00 PM

29	0	0	29
41	0	2	43
33	0	0	33
31	0	1	32
31	0	2	33
36	0	1	37
26	0	2	28
41	0	0	41
32	0	0	32
26	0	2	28
23	0	0	23
36	0	0	36
36	0	0	36
44	0	1	45
37	0	0	37
29	0	0	29
32	0	0	32
45	0	1	46
47	0	0	47
44	0	0	44
44	0	1	45
49	0	0	49
40	0	0	40
47	0	1	48
37	0	0	37
52	0	0	52
43	0	0	43
54	0	1	55
36	0	0	36
45	0	0	45
42	0	0	42
39	0	0	39
38	0	0	38
45	0	0	45
42	0	0	42
40	0	0	40
25	0	0	25
25	0	0	25
43	0	0	43
25	0	0	25
20	0	0	20
31	0	0	31
17	0	0	17
19	0	0	19
19	0	1	20
26	0	0	26
20	0	0	20
16	0	0	16
18	0	0	18
21	0	0	21
17	0	0	17
10	0	0	10

11:15 PM	5	0	0	5
11:30 PM	4	0	0	4
11:45 PM	3	0	0	3
Total	2219	0	24	2243
Total %	98.9	0.0	1.1	100.0
AM Times	6:30 AM	9:45 AM	11:00 AM	6:30 AM
AM Peaks	151	0	6	152
PM Times	2:30 PM	12:00 PM	12:00 PM	2:30 PM
PM Peaks	180	0	2	182

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 10305 Nw 41St St., Suite 115  
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 (305)592-7283 edsanchez@apcte.com

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 Start Date: 01/23/2020  
 Page No: 4

**Direction (Eastbound)**

Start Time	Lights	Buses	Trucks	Total
01/23/2020 12:00 AM	2	0	0	2
12:15 AM	1	0	0	1
12:30 AM	0	0	0	0
12:45 AM	4	0	0	4
1:00 AM	2	0	0	2
1:15 AM	2	0	0	2
1:30 AM	2	0	0	2
1:45 AM	0	0	0	0
2:00 AM	1	0	0	1
2:15 AM	1	0	0	1
2:30 AM	1	0	0	1
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	1	0	1	2
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	4	0	0	4
5:00 AM	3	0	2	5
5:15 AM	6	0	2	8
5:30 AM	6	0	0	6
5:45 AM	6	0	0	6
6:00 AM	7	0	0	7
6:15 AM	7	0	0	7
6:30 AM	13	0	1	14
6:45 AM	33	0	0	33
7:00 AM	85	0	0	85
7:15 AM	44	0	1	45
7:30 AM	11	0	0	11
7:45 AM	21	0	0	21
8:00 AM	23	0	1	24
8:15 AM	27	0	0	27
8:30 AM	23	0	0	23
8:45 AM	32	0	2	34
9:00 AM	34	0	1	35
9:15 AM	31	0	1	32
9:30 AM	36	0	1	37
9:45 AM	29	0	2	31
10:00 AM	35	0	3	38

10:15 AM  
10:30 AM  
10:45 AM  
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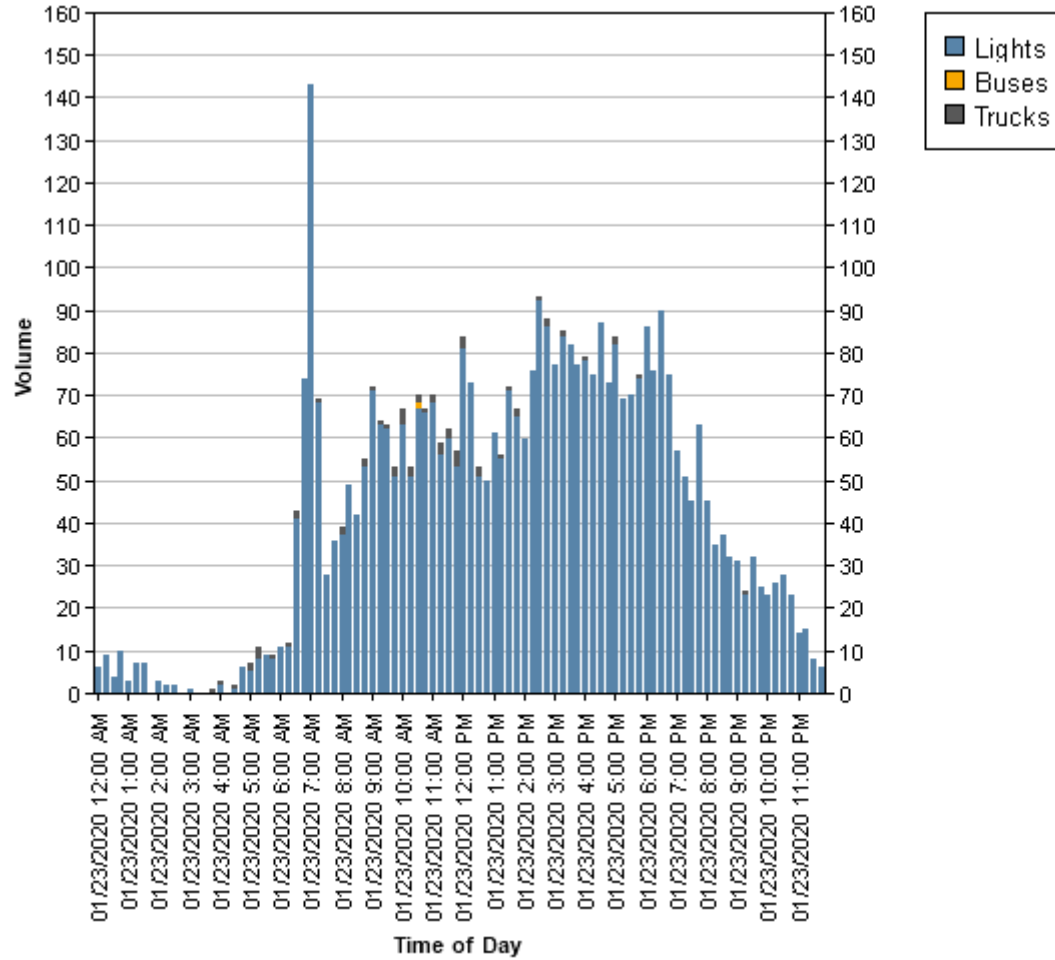
22	0	2	24
26	1	0	27
33	0	1	34
37	0	1	38
25	0	1	26
24	0	1	25
27	0	2	29
40	0	3	43
41	0	0	41
25	0	0	25
27	0	0	27
25	0	0	25
19	0	1	20
27	0	0	27
28	0	2	30
31	0	0	31
44	0	0	44
47	0	0	47
39	0	2	41
33	0	0	33
40	0	0	40
33	0	0	33
37	0	0	37
31	0	0	31
38	0	0	38
35	0	0	35
30	0	0	30
28	0	1	29
33	0	0	33
25	0	0	25
32	0	1	33
47	0	0	47
38	0	0	38
45	0	0	45
33	0	0	33
17	0	0	17
26	0	0	26
20	0	0	20
20	0	0	20
20	0	0	20
15	0	0	15
6	0	0	6
15	0	0	15
12	0	0	12
4	0	0	4
6	0	0	6
5	0	0	5
7	0	0	7
8	0	0	8
7	0	0	7
6	0	0	6
4	0	0	4



11:15 PM	10	0	0	10
11:30 PM	4	0	0	4
11:45 PM	3	0	0	3
Total	1893	1	36	1930
Total %	98.1	0.1	1.9	100.0
AM Times	6:30 AM	9:45 AM	11:00 AM	6:30 AM
AM Peaks	175	1	5	177
PM Times	2:30 PM	12:00 PM	12:00 PM	2:30 PM
PM Peaks	159	0	3	161

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 Page No: 1

**Direction (Westbound)**

Start Time	Lights	Buses	Trucks	Total
01/22/2020 12:00 AM	3	0	0	3
12:15 AM	5	0	0	5
12:30 AM	1	0	0	1
12:45 AM	2	0	0	2
1:00 AM	1	0	0	1
1:15 AM	1	0	0	1
1:30 AM	1	0	0	1
1:45 AM	2	0	1	3
2:00 AM	1	0	0	1
2:15 AM	1	0	0	1
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	1	0	1	2
3:45 AM	0	0	0	0
4:00 AM	1	0	0	1
4:15 AM	1	0	0	1
4:30 AM	0	0	1	1
4:45 AM	0	0	1	1
5:00 AM	2	0	0	2
5:15 AM	2	0	0	2
5:30 AM	1	0	0	1
5:45 AM	2	0	0	2
6:00 AM	8	0	0	8
6:15 AM	7	0	0	7
6:30 AM	20	0	0	20
6:45 AM	51	0	0	51
7:00 AM	56	0	0	56
7:15 AM	45	0	1	46
7:30 AM	24	0	2	26
7:45 AM	31	0	1	32
8:00 AM	20	0	1	21
8:15 AM	23	0	0	23
8:30 AM	33	0	0	33
8:45 AM	35	0	0	35
9:00 AM	29	0	0	29
9:15 AM	22	0	0	22
9:30 AM	23	0	0	23
9:45 AM	23	0	1	24
10:00 AM	17	0	1	18

10:15 AM  
10:30 AM  
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11:30 AM  
11:45 AM  
12:00 PM  
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10:30 PM  
10:45 PM  
11:00 PM

32	0	1	33
36	0	0	36
38	0	0	38
33	0	0	33
37	0	1	38
27	0	2	29
25	0	0	25
37	0	3	40
27	0	0	27
30	0	1	31
30	0	3	33
42	0	1	43
45	0	2	47
31	0	2	33
27	0	2	29
49	0	0	49
48	0	1	49
56	0	0	56
41	0	2	43
57	0	0	57
43	0	0	43
49	0	0	49
45	0	1	46
41	0	0	41
38	0	2	40
59	0	0	59
37	0	0	37
64	0	0	64
49	0	0	49
43	0	0	43
58	0	0	58
58	0	0	58
58	0	0	58
39	0	0	39
44	0	0	44
36	0	0	36
45	0	0	45
42	0	0	42
18	0	0	18
43	0	0	43
33	0	0	33
29	0	0	29
28	0	0	28
30	0	0	30
21	0	0	21
21	0	1	22
18	0	0	18
17	0	0	17
16	0	0	16
5	0	0	5
4	0	0	4
14	0	0	14

11:15 PM	14	0	0	14
11:30 PM	5	0	0	5
11:45 PM	4	0	0	4
Total	2411	0	36	2447
Total %	98.5	0.0	1.5	100.0
AM Times	6:45 AM	5:45 AM	10:45 AM	6:45 AM
AM Peaks	176	0	3	179
PM Times	5:30 PM	12:00 PM	1:00 PM	5:30 PM
PM Peaks	217	0	7	217

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 Page No: 4

**Direction (Eastbound)**

Start Time	Lights	Buses	Trucks	Total
01/22/2020 12:00 AM	4	0	0	4
12:15 AM	3	0	0	3
12:30 AM	2	0	0	2
12:45 AM	2	0	0	2
1:00 AM	3	0	0	3
1:15 AM	3	0	0	3
1:30 AM	0	0	0	0
1:45 AM	2	0	1	3
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	2	0	0	2
4:45 AM	1	0	0	1
5:00 AM	2	0	0	2
5:15 AM	5	0	0	5
5:30 AM	2	0	0	2
5:45 AM	7	0	0	7
6:00 AM	6	0	0	6
6:15 AM	11	0	0	11
6:30 AM	13	1	0	14
6:45 AM	38	0	0	38
7:00 AM	77	0	0	77
7:15 AM	42	0	0	42
7:30 AM	12	0	0	12
7:45 AM	4	0	0	4
8:00 AM	16	0	0	16
8:15 AM	16	1	0	17
8:30 AM	25	0	1	26
8:45 AM	27	0	0	27
9:00 AM	36	0	1	37
9:15 AM	31	0	2	33
9:30 AM	35	0	1	36
9:45 AM	21	0	0	21
10:00 AM	28	0	3	31

10:15 AM  
10:30 AM  
10:45 AM  
11:00 AM  
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10:45 PM  
11:00 PM

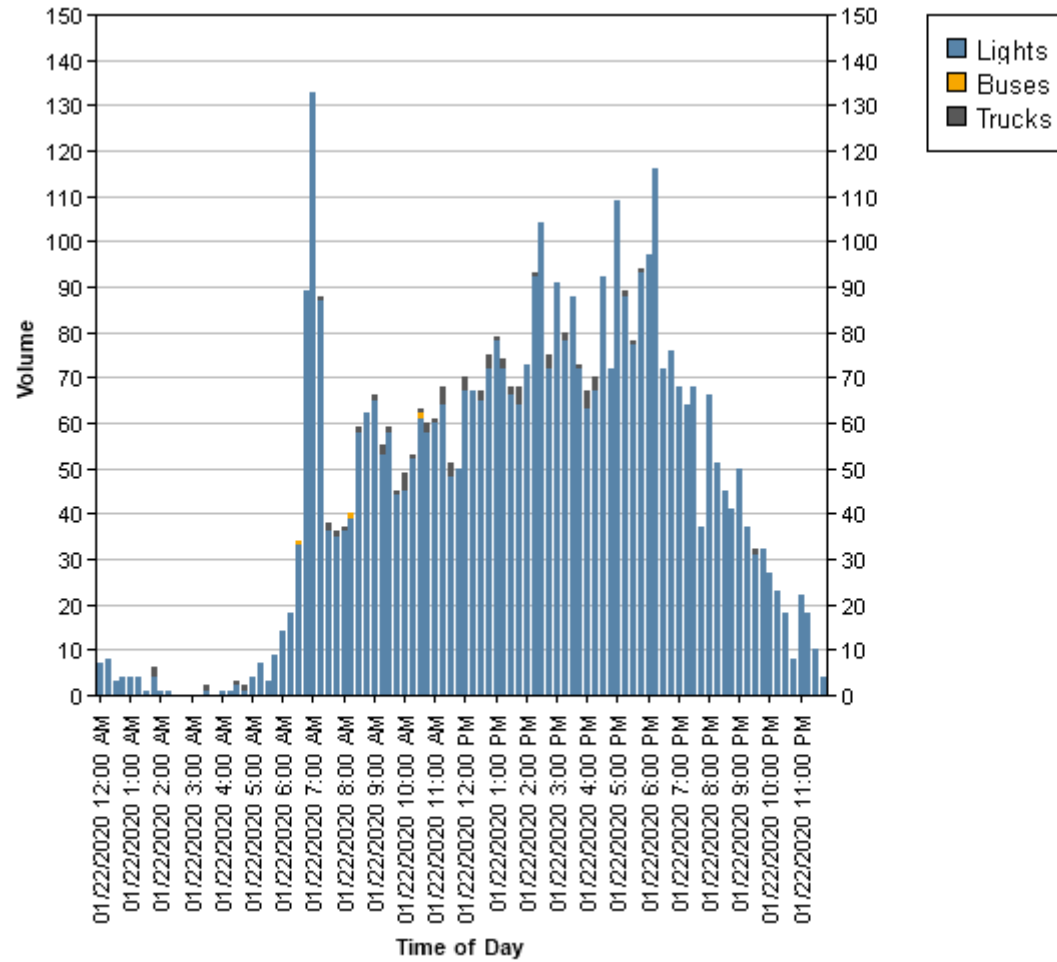
20	0	0	20
25	1	1	27
20	0	2	22
27	0	1	28
27	0	3	30
21	0	1	22
25	0	0	25
30	0	0	30
40	0	0	40
35	0	1	36
42	0	0	42
36	0	0	36
27	0	0	27
35	0	0	35
37	0	2	39
24	0	0	24
44	0	0	44
48	0	0	48
31	0	1	32
34	0	0	34
35	0	2	37
39	0	0	39
27	0	0	27
22	0	4	26
29	0	1	30
33	0	0	33
35	0	0	35
45	0	0	45
39	0	1	40
34	0	1	35
35	0	1	36
39	0	0	39
58	0	0	58
33	0	0	33
32	0	0	32
32	0	0	32
19	0	0	19
26	0	0	26
19	0	0	19
23	0	0	23
18	0	0	18
16	0	0	16
13	0	0	13
20	0	0	20
16	0	0	16
10	0	0	10
14	0	0	14
10	0	0	10
7	0	0	7
13	0	0	13
4	0	0	4
8	0	0	8



11:15 PM	4	0	0	4
11:30 PM	5	0	0	5
11:45 PM	0	0	0	0
Total	1916	3	31	1950
Total %	98.3	0.2	1.6	100.0
AM Times	6:45 AM	5:45 AM	10:45 AM	6:45 AM
AM Peaks	169	1	7	169
PM Times	5:30 PM	12:00 PM	1:00 PM	5:30 PM
PM Peaks	166	0	2	168

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## Four-Hour Turning Movement Counts (TMCs)

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# SR976 Bird Road and Salzedo Street - TMC

Tue Jan 28, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 745291, Location: 25.734831, -80.260385, Site Code: SR 976 Bird Road and Salzedo Street



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

Leg Direction	SR 976/Bird Road Westbound					Salzedo Street Northbound					SR 976/Bird Road Eastbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2020-01-28 7:00AM	252	1	0	253	1	24	4	0	28	20	2	291	0	293	5	574
7:15AM	208	0	1	209	0	15	4	0	19	8	8	285	0	293	1	521
7:30AM	231	0	0	231	0	0	1	0	1	7	2	342	0	344	2	576
7:45AM	224	0	0	224	4	2	2	0	4	7	5	361	0	366	2	594
Hourly Total	915	1	1	917	5	41	11	0	52	42	17	1279	0	1296	10	2265
8:00AM	292	0	0	292	1	7	2	0	9	4	6	348	0	354	1	655
8:15AM	282	1	0	283	0	7	3	0	10	2	7	385	0	392	0	685
8:30AM	329	0	0	329	0	3	3	0	6	0	1	368	0	369	0	704
8:45AM	295	0	0	295	0	4	4	0	8	2	6	384	0	390	0	693
Hourly Total	1198	1	0	1199	1	21	12	0	33	8	20	1485	0	1505	1	2737
4:00PM	399	0	0	399	0	10	12	0	22	9	12	280	0	292	0	713
4:15PM	395	0	0	395	2	14	7	0	21	7	6	293	0	299	1	715
4:30PM	411	0	0	411	2	9	7	0	16	5	13	269	1	283	1	710
4:45PM	439	0	0	439	1	6	3	0	9	4	13	286	0	299	0	747
Hourly Total	1644	0	0	1644	5	39	29	0	68	25	44	1128	1	1173	2	2885
5:00PM	447	1	0	448	0	8	9	0	17	0	9	267	0	276	1	741
5:15PM	447	0	0	447	0	9	7	0	16	8	13	289	0	302	0	765
5:30PM	403	0	0	403	0	11	5	0	16	5	15	288	1	304	0	723
5:45PM	349	0	0	349	0	13	14	0	27	0	7	278	0	285	1	661
Hourly Total	1646	1	0	1647	0	41	35	0	76	13	44	1122	1	1167	2	2890
<b>Total</b>	5403	3	1	5407	11	142	87	0	229	88	125	5014	2	5141	15	10777
<b>% Approach</b>	99.9%	0.1%	0%	-	-	62.0%	38.0%	0%	-	-	2.4%	97.5%	0%	-	-	-
<b>% Total</b>	50.1%	0%	0%	50.2%	-	1.3%	0.8%	0%	2.1%	-	1.2%	46.5%	0%	47.7%	-	-
<b>Lights</b>	5295	3	1	5299	-	142	86	0	228	-	121	4904	2	5027	-	10554
<b>% Lights</b>	98.0%	100%	100%	98.0%	-	100%	98.9%	0%	99.6%	-	96.8%	97.8%	100%	97.8%	-	97.9%
<b>Articulated Trucks and Single-Unit Trucks</b>	69	0	0	69	-	0	1	0	1	-	4	71	0	75	-	145
<b>% Articulated Trucks and Single-Unit Trucks</b>	1.3%	0%	0%	1.3%	-	0%	1.1%	0%	0.4%	-	3.2%	1.4%	0%	1.5%	-	1.3%
<b>Buses</b>	39	0	0	39	-	0	0	0	0	-	0	39	0	39	-	78
<b>% Buses</b>	0.7%	0%	0%	0.7%	-	0%	0%	0%	0%	-	0%	0.8%	0%	0.8%	-	0.7%
<b>Pedestrians</b>	-	-	-	-	11	-	-	-	-	80	-	-	-	-	-	7
<b>% Pedestrians</b>	-	-	-	-	100%	-	-	-	-	90.9%	-	-	-	-	-	46.7%
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	8	-	-	-	-	-	8
<b>% Bicycles on Crosswalk</b>	-	-	-	-	0%	-	-	-	-	9.1%	-	-	-	-	-	53.3%

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

**SR976 Bird Road and Salzedo Street - TMC**

Tue Jan 28, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

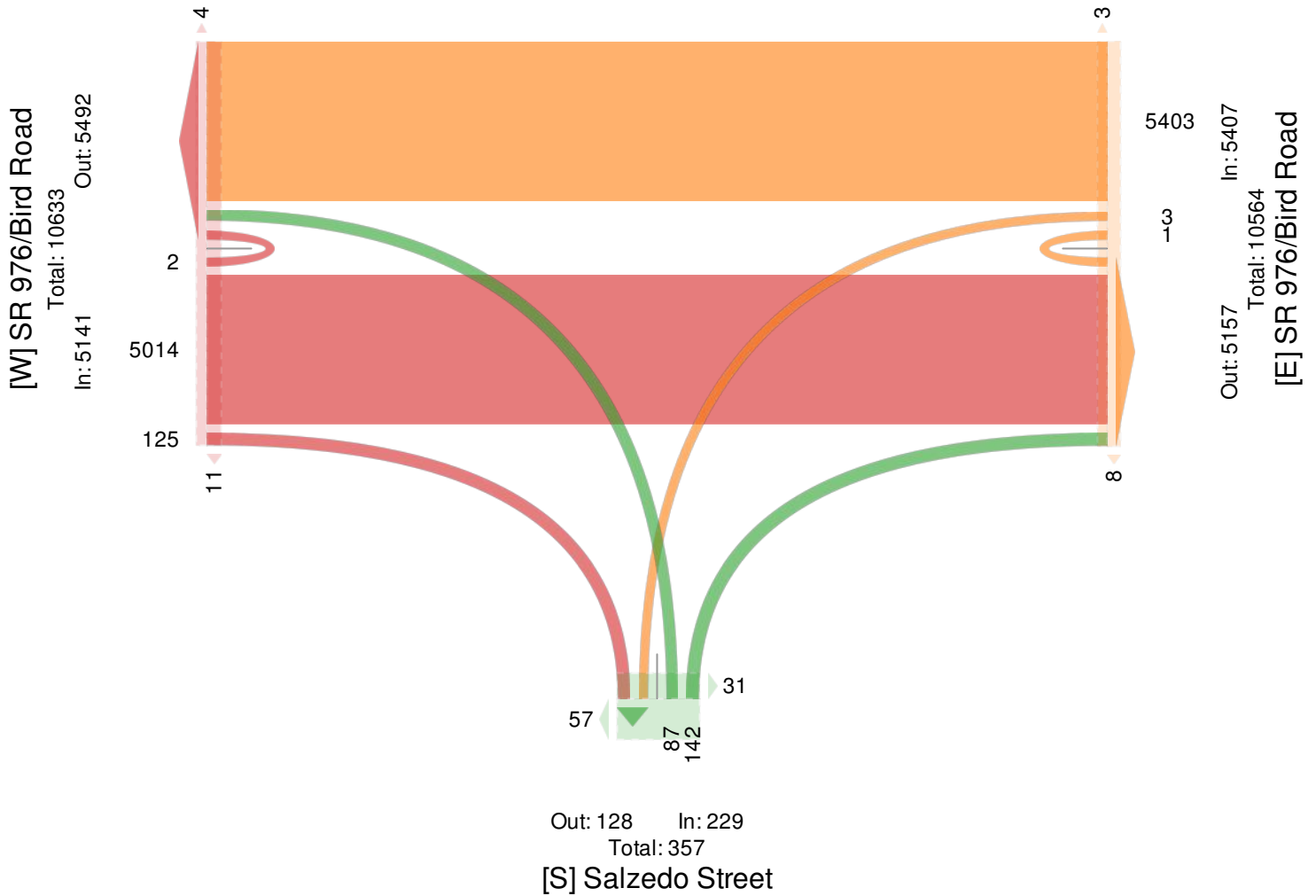
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 745291, Location: 25.734831, -80.260385, Site Code: SR 976 Bird Road and Salzedo Street



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US



**SR976 Bird Road and Salzedo Street - TMC**

Tue Jan 28, 2020

AM Peak (8 AM - 9 AM)

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

All Movements

ID: 745291, Location: 25.734831, -80.260385, Site Code: SR 976 Bird Road and Salzedo Street



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

Leg Direction	SR 976/Bird Road Westbound					Salzedo Street Northbound					SR 976/Bird Road Eastbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2020-01-28 8:00AM	292	0	0	292	1	7	2	0	9	4	6	348	0	354	1	655
8:15AM	282	1	0	283	0	7	3	0	10	2	7	385	0	392	0	685
8:30AM	329	0	0	329	0	3	3	0	6	0	1	368	0	369	0	704
8:45AM	295	0	0	295	0	4	4	0	8	2	6	384	0	390	0	693
<b>Total</b>	1198	1	0	1199	1	21	12	0	33	8	20	1485	0	1505	1	2737
<b>% Approach</b>	99.9%	0.1%	0%	-	-	63.6%	36.4%	0%	-	-	1.3%	98.7%	0%	-	-	-
<b>% Total</b>	43.8%	0%	0%	43.8%	-	0.8%	0.4%	0%	1.2%	-	0.7%	54.3%	0%	55.0%	-	-
<b>PHF</b>	0.910	0.250	-	0.911	-	0.750	0.750	-	0.825	-	0.714	0.964	-	0.960	-	0.972
<b>Lights</b>	1163	1	0	1164	-	21	12	0	33	-	19	1449	0	1468	-	2665
<b>% Lights</b>	97.1%	100%	0%	97.1%	-	100%	100%	0%	100%	-	95.0%	97.6%	0%	97.5%	-	97.4%
<b>Articulated Trucks and Single-Unit Trucks</b>	22	0	0	22	-	0	0	0	0	-	1	28	0	29	-	51
<b>% Articulated Trucks and Single-Unit Trucks</b>	1.8%	0%	0%	1.8%	-	0%	0%	0%	0%	-	5.0%	1.9%	0%	1.9%	-	1.9%
<b>Buses</b>	13	0	0	13	-	0	0	0	0	-	0	8	0	8	-	21
<b>% Buses</b>	1.1%	0%	0%	1.1%	-	0%	0%	0%	0%	-	0%	0.5%	0%	0.5%	-	0.8%
Pedestrians	-	-	-	-	1	-	-	-	-	5	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	100%	-	-	-	-	62.5%	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	3	-	-	-	-	1	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	0%	-	-	-	-	37.5%	-	-	-	-	100%	-

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

**SR976 Bird Road and Salzedo Street - TMC**

Tue Jan 28, 2020

AM Peak (8 AM - 9 AM)

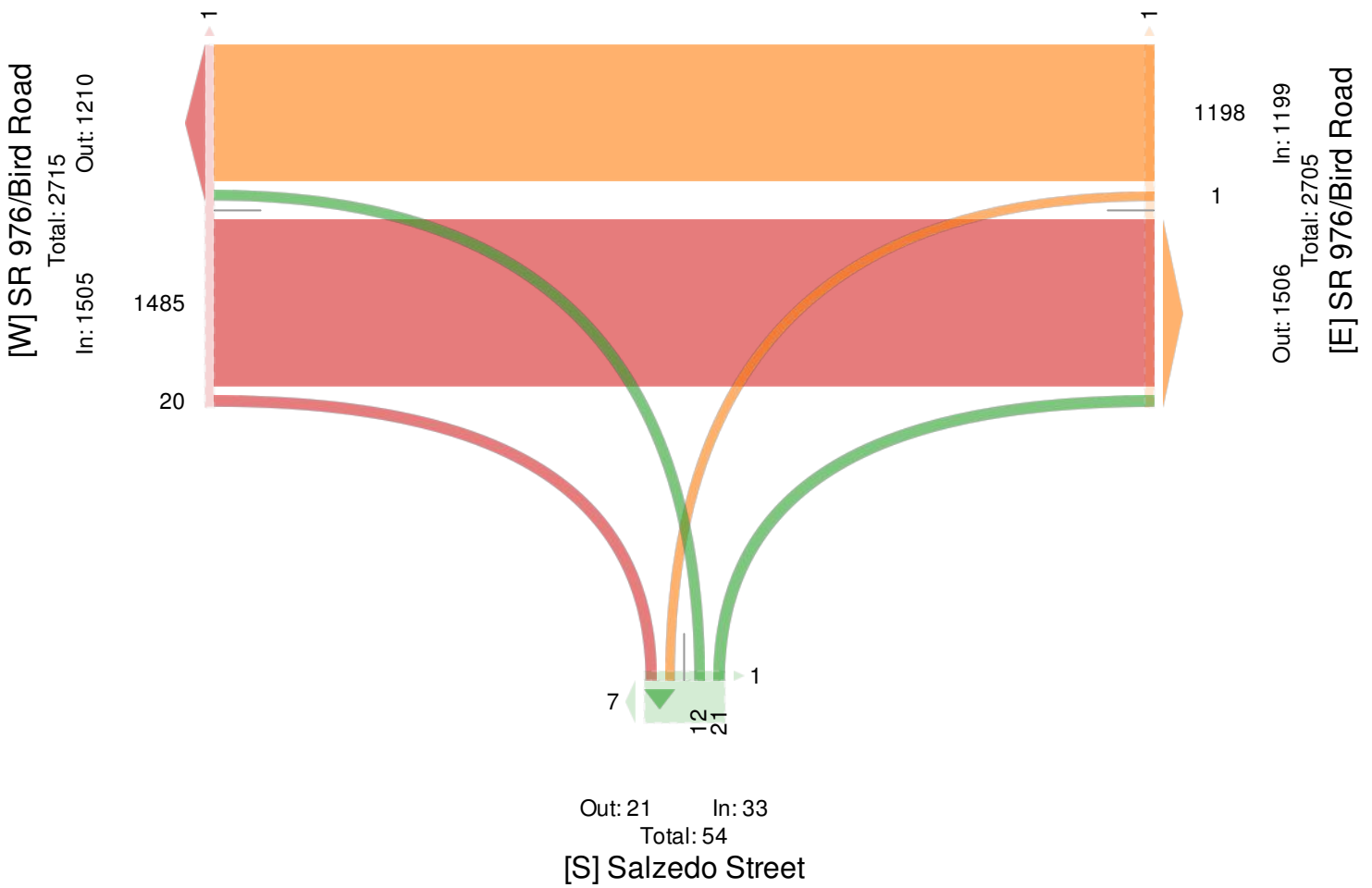
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 745291, Location: 25.734831, -80.260385, Site Code: SR 976 Bird Road and Salzedo Street



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US





**SR976 Bird Road and Salzedo Street - TMC**

Tue Jan 28, 2020

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: 745291, Location: 25.734831, -80.260385, Site Code: SR 976 Bird Road and Salzedo Street



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

Leg Direction	SR 976/Bird Road Westbound					Salzedo Street Northbound					SR 976/Bird Road Eastbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2020-01-28 4:45PM	439	0	0	<b>439</b>	1	6	3	0	<b>9</b>	4	13	286	0	<b>299</b>	0	<b>747</b>
5:00PM	447	1	0	<b>448</b>	0	8	9	0	<b>17</b>	0	9	267	0	<b>276</b>	1	<b>741</b>
5:15PM	447	0	0	<b>447</b>	0	9	7	0	<b>16</b>	8	13	289	0	<b>302</b>	0	<b>765</b>
5:30PM	403	0	0	<b>403</b>	0	11	5	0	<b>16</b>	5	15	288	1	<b>304</b>	0	<b>723</b>
<b>Total</b>	1736	1	0	<b>1737</b>	1	34	24	0	<b>58</b>	17	50	1130	1	<b>1181</b>	1	<b>2976</b>
<b>% Approach</b>	99.9%	0.1%	0%	-	-	58.6%	41.4%	0%	-	-	4.2%	95.7%	0.1%	-	-	-
<b>% Total</b>	58.3%	0%	0%	<b>58.4%</b>	-	1.1%	0.8%	0%	<b>1.9%</b>	-	1.7%	38.0%	0%	<b>39.7%</b>	-	-
<b>PHF</b>	0.971	0.250	-	<b>0.969</b>	-	0.773	0.667	-	<b>0.853</b>	-	0.833	0.978	0.250	<b>0.971</b>	-	0.973
<b>Lights</b>	1713	1	0	<b>1714</b>	-	34	23	0	<b>57</b>	-	50	1118	1	<b>1169</b>	-	2940
<b>% Lights</b>	98.7%	100%	0%	<b>98.7%</b>	-	100%	95.8%	0%	<b>98.3%</b>	-	100%	98.9%	100%	<b>99.0%</b>	-	98.8%
<b>Articulated Trucks and Single-Unit Trucks</b>	14	0	0	<b>14</b>	-	0	1	0	<b>1</b>	-	0	5	0	<b>5</b>	-	20
<b>% Articulated Trucks and Single-Unit Trucks</b>	0.8%	0%	0%	<b>0.8%</b>	-	0%	4.2%	0%	<b>1.7%</b>	-	0%	0.4%	0%	<b>0.4%</b>	-	0.7%
<b>Buses</b>	9	0	0	<b>9</b>	-	0	0	0	<b>0</b>	-	0	7	0	<b>7</b>	-	16
<b>% Buses</b>	0.5%	0%	0%	<b>0.5%</b>	-	0%	0%	0%	<b>0%</b>	-	0%	0.6%	0%	<b>0.6%</b>	-	0.5%
Pedestrians	-	-	-	-	1	-	-	-	-	16	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	100%	-	-	-	-	94.1%	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	1	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	0%	-	-	-	-	5.9%	-	-	-	-	100%	-

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

**SR976 Bird Road and Salzedo Street - TMC**

Tue Jan 28, 2020

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

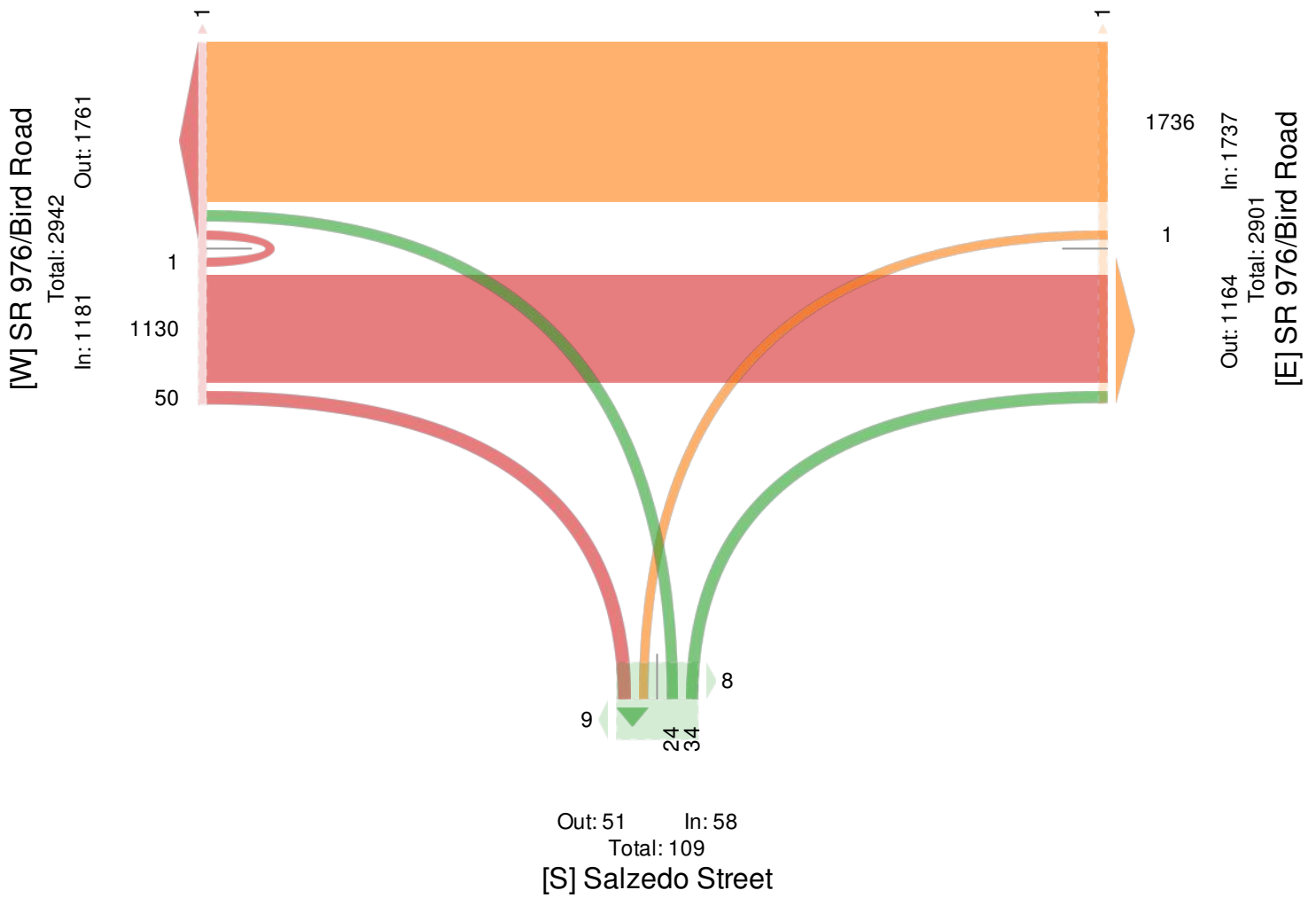
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 745291, Location: 25.734831, -80.260385, Site Code: SR 976 Bird Road and Salzedo Street



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US



**SR976 Bird Road and Aurora Street - TMC**

Tue Jan 28, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 745290, Location: 25.734879, -80.259494, Site Code: SR 976 Bird Road and Aurora Street



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

Leg Direction	SR 976/Bird Road Westbound					Aurora Street Northbound					SR 976/Bird Road Eastbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2020-01-28 7:00AM	262	0	0	262	0	10	0	0	10	19	6	314	0	320	0	592
7:15AM	256	0	0	256	1	12	0	0	12	5	4	302	0	306	0	574
7:30AM	268	0	0	268	0	2	0	0	2	8	5	338	0	343	0	613
7:45AM	245	0	0	245	0	6	0	0	6	7	13	361	0	374	0	625
Hourly Total	1031	0	0	1031	1	30	0	0	30	39	28	1315	0	1343	0	2404
8:00AM	280	0	0	280	0	9	0	0	9	4	11	350	0	361	0	650
8:15AM	276	0	0	276	0	5	0	0	5	3	12	380	0	392	0	673
8:30AM	327	0	0	327	0	8	0	0	8	1	7	370	0	377	0	712
8:45AM	285	0	0	285	0	13	0	0	13	1	24	365	0	389	0	687
Hourly Total	1168	0	0	1168	0	35	0	0	35	9	54	1465	0	1519	0	2722
4:00PM	403	0	0	403	0	16	0	0	16	10	10	275	0	285	0	704
4:15PM	390	0	0	390	0	18	0	0	18	7	6	298	0	304	0	712
4:30PM	405	0	0	405	0	13	0	0	13	2	4	267	0	271	0	689
4:45PM	438	0	0	438	0	15	0	0	15	2	9	284	0	293	0	746
Hourly Total	1636	0	0	1636	0	62	0	0	62	21	29	1124	0	1153	0	2851
5:00PM	449	0	0	449	0	21	0	0	21	4	10	270	0	280	0	750
5:15PM	446	0	0	446	0	24	0	0	24	4	6	293	0	299	0	769
5:30PM	395	0	0	395	0	22	0	0	22	4	4	299	0	303	0	720
5:45PM	344	0	0	344	0	22	0	0	22	0	11	281	0	292	0	658
Hourly Total	1634	0	0	1634	0	89	0	0	89	12	31	1143	0	1174	0	2897
<b>Total</b>	<b>5469</b>	<b>0</b>	<b>0</b>	<b>5469</b>	<b>1</b>	<b>216</b>	<b>0</b>	<b>0</b>	<b>216</b>	<b>81</b>	<b>142</b>	<b>5047</b>	<b>0</b>	<b>5189</b>	<b>0</b>	<b>10874</b>
<b>% Approach</b>	100%	0%	0%	-	-	100%	0%	0%	-	-	2.7%	97.3%	0%	-	-	-
<b>% Total</b>	50.3%	0%	0%	50.3%	-	2.0%	0%	0%	2.0%	-	1.3%	46.4%	0%	47.7%	-	-
<b>Lights</b>	5355	0	0	5355	-	208	0	0	208	-	138	4943	0	5081	-	10644
<b>% Lights</b>	97.9%	0%	0%	97.9%	-	96.3%	0%	0%	96.3%	-	97.2%	97.9%	0%	97.9%	-	97.9%
<b>Articulated Trucks and Single-Unit Trucks</b>	74	0	0	74	-	8	0	0	8	-	4	66	0	70	-	152
<b>% Articulated Trucks and Single-Unit Trucks</b>	1.4%	0%	0%	1.4%	-	3.7%	0%	0%	3.7%	-	2.8%	1.3%	0%	1.3%	-	1.4%
<b>Buses</b>	40	0	0	40	-	0	0	0	0	-	0	38	0	38	-	78
<b>% Buses</b>	0.7%	0%	0%	0.7%	-	0%	0%	0%	0%	-	0%	0.8%	0%	0.7%	-	0.7%
<b>Pedestrians</b>	-	-	-	-	1	-	-	-	-	69	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	100%	-	-	-	-	85.2%	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	12	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	0%	-	-	-	-	14.8%	-	-	-	-	-	-

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

**SR976 Bird Road and Aurora Street - TMC**

Tue Jan 28, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

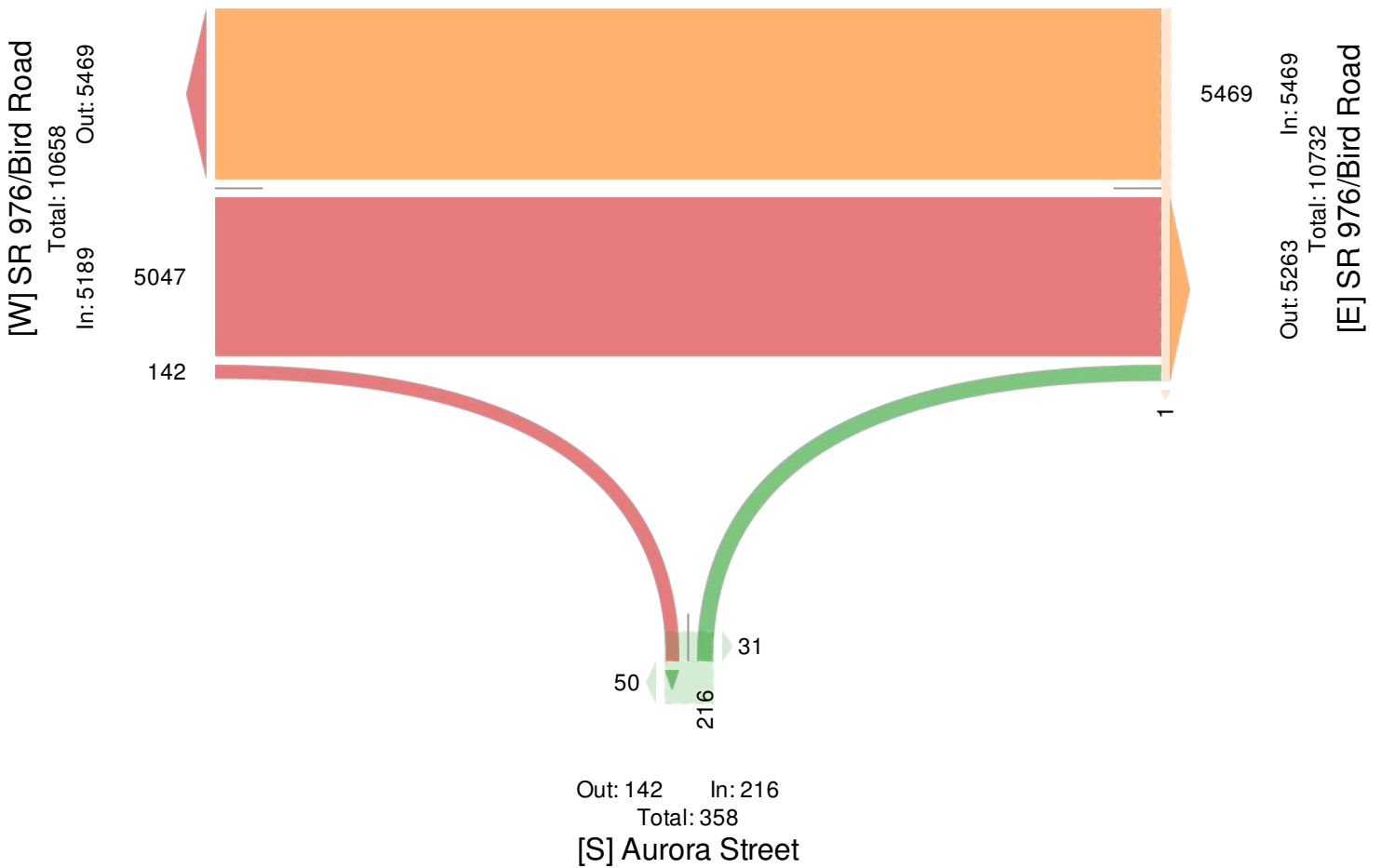
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 745290, Location: 25.734879, -80.259494, Site Code: SR 976 Bird Road and Aurora Street



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US



**SR976 Bird Road and Aurora Street - TMC**

Tue Jan 28, 2020

AM Peak (8 AM - 9 AM)

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

All Movements

ID: 745290, Location: 25.734879, -80.259494, Site Code: SR 976 Bird Road and Aurora Street



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

Leg Direction	SR 976/Bird Road Westbound					Aurora Street Northbound					SR 976/Bird Road Eastbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2020-01-28 8:00AM	280	0	0	280	0	9	0	0	9	4	11	350	0	361	0	650
8:15AM	276	0	0	276	0	5	0	0	5	3	12	380	0	392	0	673
8:30AM	327	0	0	327	0	8	0	0	8	1	7	370	0	377	0	712
8:45AM	285	0	0	285	0	13	0	0	13	1	24	365	0	389	0	687
<b>Total</b>	1168	0	0	1168	0	35	0	0	35	9	54	1465	0	1519	0	2722
<b>% Approach</b>	100%	0%	0%	-	-	100%	0%	0%	-	-	3.6%	96.4%	0%	-	-	-
<b>% Total</b>	42.9%	0%	0%	42.9%	-	1.3%	0%	0%	1.3%	-	2.0%	53.8%	0%	55.8%	-	-
<b>PHF</b>	0.893	-	-	0.893	-	0.673	-	-	0.673	-	0.563	0.964	-	0.969	-	0.956
<b>Lights</b>	1132	0	0	1132	-	34	0	0	34	-	53	1432	0	1485	-	2651
<b>% Lights</b>	96.9%	0%	0%	96.9%	-	97.1%	0%	0%	97.1%	-	98.1%	97.7%	0%	97.8%	-	97.4%
<b>Articulated Trucks and Single-Unit Trucks</b>	24	0	0	24	-	1	0	0	1	-	1	26	0	27	-	52
<b>% Articulated Trucks and Single-Unit Trucks</b>	2.1%	0%	0%	2.1%	-	2.9%	0%	0%	2.9%	-	1.9%	1.8%	0%	1.8%	-	1.9%
<b>Buses</b>	12	0	0	12	-	0	0	0	0	-	0	7	0	7	-	19
<b>% Buses</b>	1.0%	0%	0%	1.0%	-	0%	0%	0%	0%	-	0%	0.5%	0%	0.5%	-	0.7%
Pedestrians	-	-	-	-	0	-	-	-	-	7	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	77.8%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	22.2%	-	-	-	-	-	-

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

**SR976 Bird Road and Aurora Street - TMC**

Tue Jan 28, 2020

AM Peak (8 AM - 9 AM)

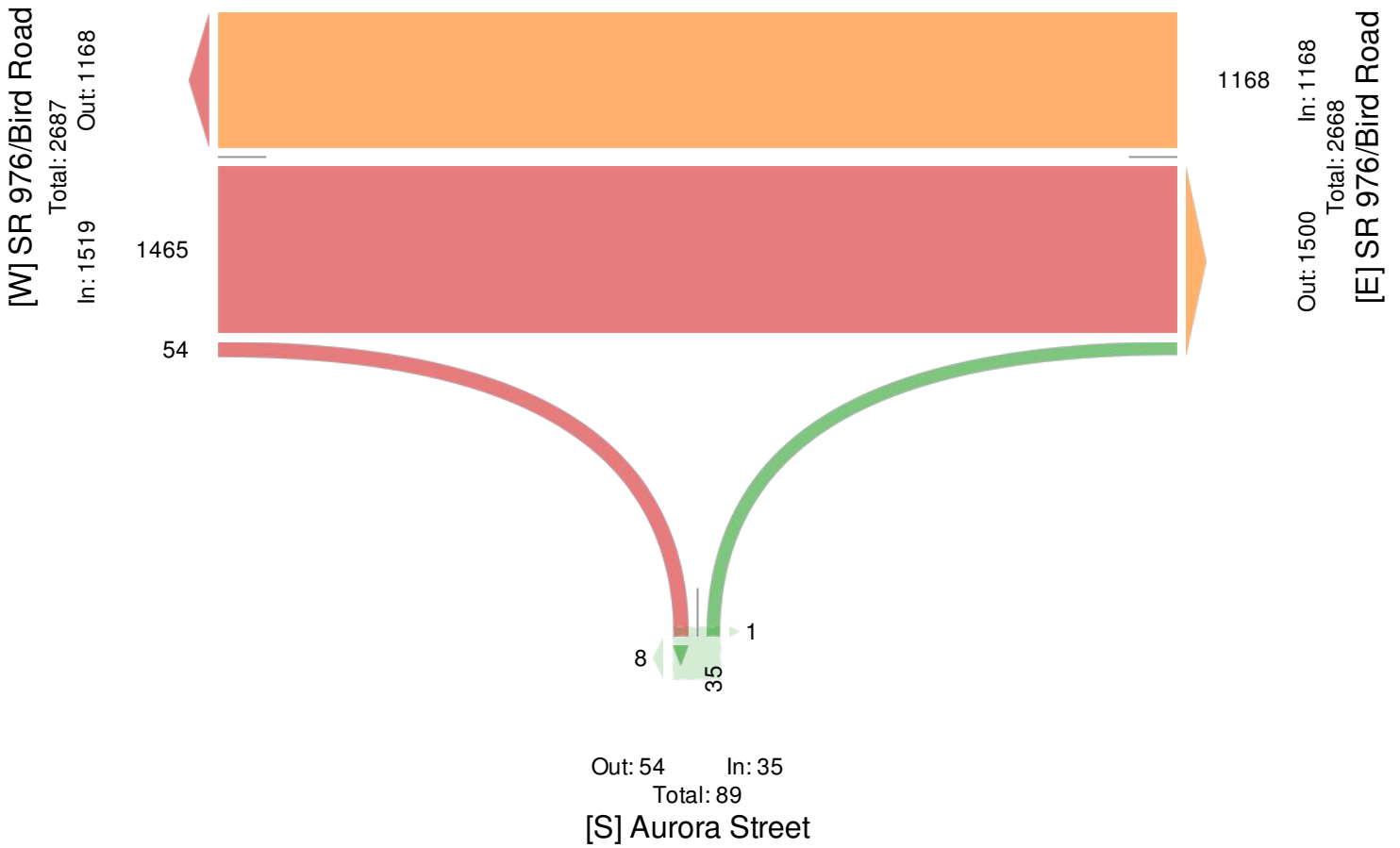
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 745290, Location: 25.734879, -80.259494, Site Code: SR 976 Bird Road and Aurora Street



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US



**SR976 Bird Road and Aurora Street - TMC**

Tue Jan 28, 2020

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: 745290, Location: 25.734879, -80.259494, Site Code: SR 976 Bird Road and Aurora Street



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

Leg Direction	SR 976/Bird Road Westbound						Aurora Street Northbound						SR 976/Bird Road Eastbound						
Time	T	L	U	App	Ped*		R	L	U	App	Ped*		R	T	U	App	Ped*	Int	
2020-01-28 4:45PM	438	0	0	438	0		15	0	0	15	2		9	284	0	293	0	746	
5:00PM	449	0	0	449	0		21	0	0	21	4		10	270	0	280	0	750	
5:15PM	446	0	0	446	0		24	0	0	24	4		6	293	0	299	0	769	
5:30PM	395	0	0	395	0		22	0	0	22	4		4	299	0	303	0	720	
<b>Total</b>	1728	0	0	1728	0		82	0	0	82	14		29	1146	0	1175	0	2985	
<b>% Approach</b>	100%	0%	0%	-	-		100%	0%	0%	-	-		2.5%	97.5%	0%	-	-	-	
<b>% Total</b>	57.9%	0%	0%	57.9%	-		2.7%	0%	0%	2.7%	-		1.0%	38.4%	0%	39.4%	-	-	
<b>PHF</b>	0.962	-	-	0.962	-		0.854	-	-	0.854	-		0.725	0.958	-	0.969	-	0.970	
<b>Lights</b>	1704	0	0	1704	-		78	0	0	78	-		28	1136	0	1164	-	2946	
<b>% Lights</b>	98.6%	0%	0%	98.6%	-		95.1%	0%	0%	95.1%	-		96.6%	99.1%	0%	99.1%	-	98.7%	
<b>Articulated Trucks and Single-Unit Trucks</b>	14	0	0	14	-		4	0	0	4	-		1	3	0	4	-	22	
<b>% Articulated Trucks and Single-Unit Trucks</b>	0.8%	0%	0%	0.8%	-		4.9%	0%	0%	4.9%	-		3.4%	0.3%	0%	0.3%	-	0.7%	
<b>Buses</b>	10	0	0	10	-		0	0	0	0	-		0	7	0	7	-	17	
<b>% Buses</b>	0.6%	0%	0%	0.6%	-		0%	0%	0%	0%	-		0%	0.6%	0%	0.6%	-	0.6%	
Pedestrians	-	-	-	-	0		-	-	-	-	10		-	-	-	-	-	0	
<b>% Pedestrians</b>	-	-	-	-	-		-	-	-	-	71.4%		-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	0		-	-	-	-	4		-	-	-	-	-	0	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-		-	-	-	-	28.6%		-	-	-	-	-	-	

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

**SR976 Bird Road and Aurora Street - TMC**

Tue Jan 28, 2020

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

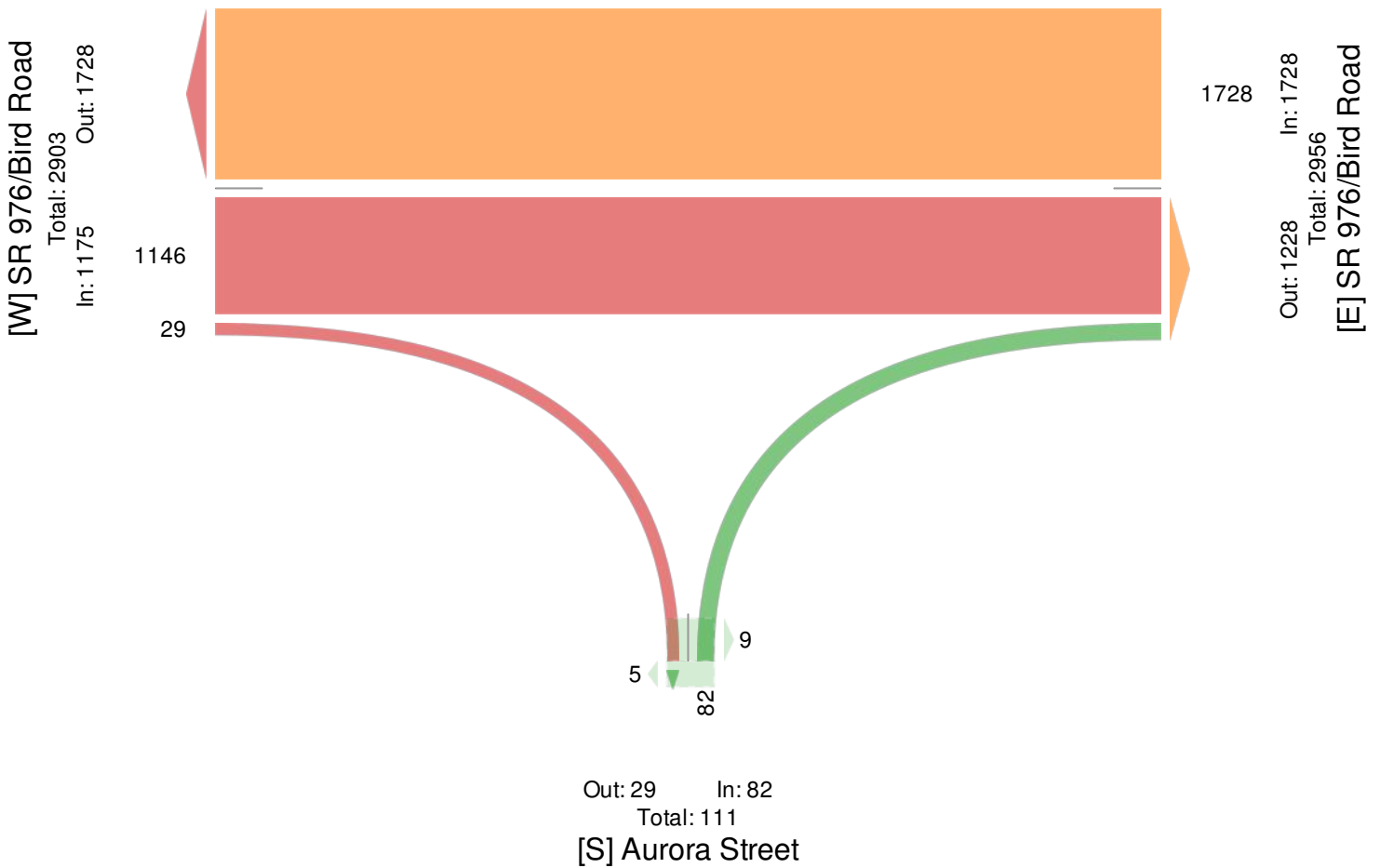
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 745290, Location: 25.734879, -80.259494, Site Code: SR 976 Bird Road and Aurora Street



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US





**SR 953LeJeune Road and SR976Bird Road - TMC**

Tue Jan 28, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 745289, Location: 25.734796, -80.262124, Site Code: SR 953LeJeune Road and SR 976Bird Road



Provided by: Apcte

10305 NW 41st Street, Suite 115, Doral, FL, 33178, US

Leg Direction	SR 953LeJeune Road Southbound						SR 976/Bird Road Westbound						SR 953LeJeune Road Northbound						SR 976/Bird Road Eastbound						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*	
2020-01-28 7:00AM	12	137	28	1	178	24	53	167	17	9	246	27	13	104	18	0	135	42	40	207	28	10	285	79	844
7:15AM	17	139	32	0	188	7	37	186	14	7	244	11	19	123	19	0	161	29	41	236	30	3	310	49	903
7:30AM	13	128	42	0	183	3	24	206	11	6	247	3	8	113	20	0	141	8	35	297	32	0	364	4	935
7:45AM	15	159	36	0	210	0	26	209	23	7	265	2	10	157	12	0	179	8	44	344	34	2	424	2	1078
Hourly Total	57	563	138	1	759	34	140	768	65	29	1002	43	50	497	69	0	616	87	160	1084	124	15	1383	134	3760
8:00AM	16	168	33	0	217	1	31	220	9	2	262	4	8	170	26	0	204	6	44	304	48	1	397	2	1080
8:15AM	8	188	30	0	226	2	34	204	21	4	263	0	9	186	23	1	219	3	47	346	35	0	428	3	1136
8:30AM	19	165	36	0	220	2	34	261	20	3	318	1	9	167	25	0	201	3	31	323	45	1	400	3	1139
8:45AM	8	172	37	0	217	2	36	203	22	0	261	4	12	200	30	0	242	3	39	337	43	1	420	0	1140
Hourly Total	51	693	136	0	880	7	135	888	72	9	1104	9	38	723	104	1	866	15	161	1310	171	3	1645	8	4495
4:00PM	23	165	31	0	219	1	39	348	25	5	417	4	9	216	36	0	261	10	32	239	28	1	300	1	1197
4:15PM	16	154	22	0	192	3	46	333	15	2	396	2	10	229	47	0	286	8	31	259	26	0	316	4	1190
4:30PM	16	170	33	0	219	0	38	356	24	2	420	1	14	186	26	0	226	4	32	237	23	1	293	0	1158
4:45PM	15	176	33	0	224	0	40	374	24	3	441	2	20	151	37	0	208	3	36	252	27	0	315	0	1188
Hourly Total	70	665	119	0	854	4	163	1411	88	12	1674	9	53	782	146	0	981	25	131	987	104	2	1224	5	4733
5:00PM	19	201	31	0	251	1	36	352	32	7	427	0	25	172	26	0	223	0	48	205	23	0	276	0	1177
5:15PM	9	228	32	0	269	0	48	378	32	2	460	3	20	199	26	0	245	6	36	245	27	0	308	4	1282
5:30PM	25	196	37	0	258	0	55	313	29	4	401	1	10	194	32	0	236	9	43	256	29	0	328	0	1223
5:45PM	9	249	19	0	277	2	42	247	28	6	323	0	16	164	25	0	205	2	38	240	29	0	307	1	1112
Hourly Total	62	874	119	0	1055	3	181	1290	121	19	1611	4	71	729	109	0	909	17	165	946	108	0	1219	5	4794
<b>Total</b>	240	2795	512	1	3548	48	619	4357	346	69	5391	65	212	2731	428	1	3372	144	617	4327	507	20	5471	152	17782
<b>% Approach</b>	6.8%	78.8%	14.4%	0%	-	-	11.5%	80.8%	6.4%	1.3%	-	-	6.3%	81.0%	12.7%	0%	-	-	11.3%	79.1%	9.3%	0.4%	-	-	-
<b>% Total</b>	1.3%	15.7%	2.9%	0%	20.0%	-	3.5%	24.5%	1.9%	0.4%	30.3%	-	1.2%	15.4%	2.4%	0%	19.0%	-	3.5%	24.3%	2.9%	0.1%	30.8%	-	-
<b>Lights</b>	238	2743	495	1	3477	-	596	4274	343	69	5282	-	208	2682	417	1	3308	-	608	4230	490	20	5348	-	17415
<b>% Lights</b>	99.2%	98.1%	96.7%	100%	98.0%	-	96.3%	98.1%	99.1%	100%	98.0%	-	98.1%	98.2%	97.4%	100%	98.1%	-	98.5%	97.8%	96.6%	100%	97.8%	-	97.9%
<b>Articulated Trucks and Single-Unit Trucks</b>	2	39	8	0	49	-	8	59	1	0	68	-	3	39	4	0	46	-	6	67	8	0	81	-	244
<b>% Articulated Trucks and Single-Unit Trucks</b>	0.8%	1.4%	1.6%	0%	1.4%	-	1.3%	1.4%	0.3%	0%	1.3%	-	1.4%	1.4%	0.9%	0%	1.4%	-	1.0%	1.5%	1.6%	0%	1.5%	-	1.4%
<b>Buses</b>	0	13	9	0	22	-	15	24	2	0	41	-	1	10	7	0	18	-	3	30	9	0	42	-	123
<b>% Buses</b>	0%	0.5%	1.8%	0%	0.6%	-	2.4%	0.6%	0.6%	0%	0.8%	-	0.5%	0.4%	1.6%	0%	0.5%	-	0.5%	0.7%	1.8%	0%	0.8%	-	0.7%
<b>Pedestrians</b>	-	-	-	-	-	45	-	-	-	-	54	-	-	-	-	-	138	-	-	-	-	-	-	146	-
<b>% Pedestrians</b>	-	-	-	-	-93.8%	-	-	-	-	-	-83.1%	-	-	-	-	-	-95.8%	-	-	-	-	-	-	-96.1%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	3	-	-	-	-	11	-	-	-	-	-	6	-	-	-	-	-	-	6	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	6.3%	-	-	-	-	16.9%	-	-	-	-	-	4.2%	-	-	-	-	-	-	3.9%	-

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

**SR 953LeJeune Road and SR 976Bird Road - TMC**

Tue Jan 28, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

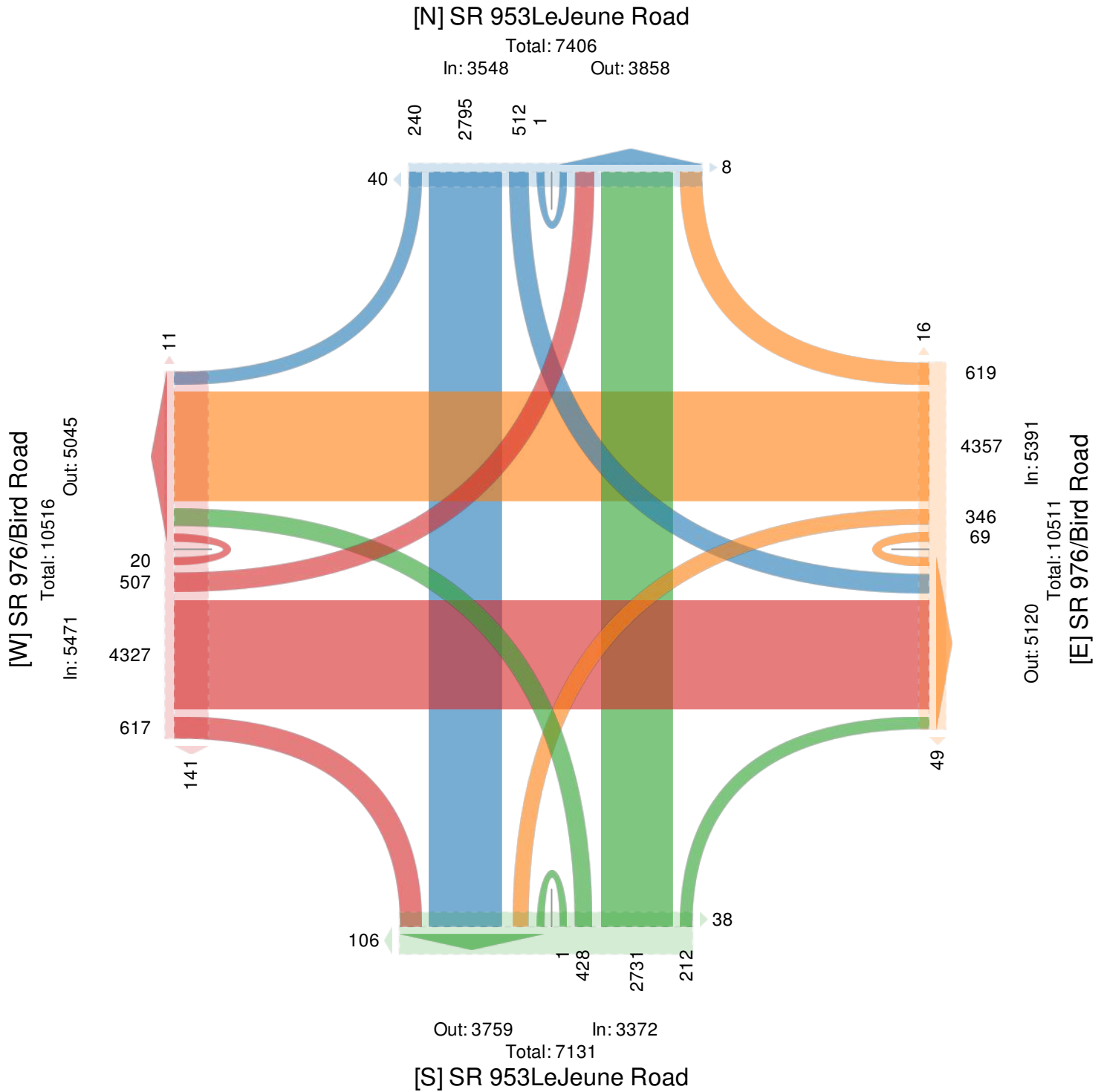
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 745289, Location: 25.734796, -80.262124, Site Code: SR 953LeJeune Road and SR 976Bird Road



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US



**SR 953LeJeune Road and SR 976Bird Road - TMC**

Tue Jan 28, 2020

AM Peak (8 AM - 9 AM)

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

All Movements

ID: 745289, Location: 25.734796, -80.262124, Site Code: SR 953LeJeune Road and SR 976Bird Road



Provided by: Apcte

10305 NW 41st Street, Suite 115, Doral, FL, 33178, US

Leg Direction	SR 953LeJeune Road Southbound						SR 976/Bird Road Westbound						SR 953LeJeune Road Northbound						SR 976/Bird Road Eastbound						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*	
2020-01-28 8:00AM	16	168	33	0	217	1	31	220	9	2	262	4	8	170	26	0	204	6	44	304	48	1	397	2	<b>1080</b>
8:15AM	8	188	30	0	226	2	34	204	21	4	263	0	9	186	23	1	219	3	47	346	35	0	428	3	<b>1136</b>
8:30AM	19	165	36	0	220	2	34	261	20	3	318	1	9	167	25	0	201	3	31	323	45	1	400	3	<b>1139</b>
8:45AM	8	172	37	0	217	2	36	203	22	0	261	4	12	200	30	0	242	3	39	337	43	1	420	0	<b>1140</b>
<b>Total</b>	51	693	136	0	880	7	135	888	72	9	1104	9	38	723	104	1	866	15	161	1310	171	3	1645	8	<b>4495</b>
<b>% Approach</b>	5.8%	78.8%	15.5%	0%	-	-	12.2%	80.4%	6.5%	0.8%	-	-	4.4%	83.5%	12.0%	0.1%	-	-	9.8%	79.6%	10.4%	0.2%	-	-	-
<b>% Total</b>	1.1%	15.4%	3.0%	0%	19.6%	-	3.0%	19.8%	1.6%	0.2%	24.6%	-	0.8%	16.1%	2.3%	0%	19.3%	-	3.6%	29.1%	3.8%	0.1%	36.6%	-	-
<b>PHF</b>	0.671	0.922	0.919	-	0.973	-	0.938	0.851	0.818	0.563	0.868	-	0.792	0.904	0.867	0.250	0.895	-	0.856	0.947	0.891	0.750	0.961	-	0.986
<b>Lights</b>	50	673	132	0	855	-	128	862	71	9	1070	-	37	710	96	1	844	-	158	1275	165	3	1601	-	4370
<b>% Lights</b>	98.0%	97.1%	97.1%	0%	97.2%	-	94.8%	97.1%	98.6%	100%	96.9%	-	97.4%	98.2%	92.3%	100%	97.5%	-	98.1%	97.3%	96.5%	100%	97.3%	-	97.2%
<b>Articulated Trucks and Single-Unit Trucks</b>	1	18	2	0	21	-	3	17	0	0	20	-	1	10	1	0	12	-	2	28	4	0	34	-	87
<b>% Articulated Trucks and Single-Unit Trucks</b>	2.0%	2.6%	1.5%	0%	2.4%	-	2.2%	1.9%	0%	0%	1.8%	-	2.6%	1.4%	1.0%	0%	1.4%	-	1.2%	2.1%	2.3%	0%	2.1%	-	1.9%
<b>Buses</b>	0	2	2	0	4	-	4	9	1	0	14	-	0	3	7	0	10	-	1	7	2	0	10	-	38
<b>% Buses</b>	0%	0.3%	1.5%	0%	0.5%	-	3.0%	1.0%	1.4%	0%	1.3%	-	0%	0.4%	6.7%	0%	1.2%	-	0.6%	0.5%	1.2%	0%	0.6%	-	0.8%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	5	-	-	-	-	-	11	-	-	-	-	-	6	-
<b>% Pedestrians</b>	-	-	-	-	-	85.7%	-	-	-	-	-	55.6%	-	-	-	-	-	73.3%	-	-	-	-	-	75.0%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	2	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	14.3%	-	-	-	-	-	44.4%	-	-	-	-	-	26.7%	-	-	-	-	-	25.0%	-

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

**SR 953LeJeune Road and SR 976Bird Road - TMC**

Tue Jan 28, 2020

AM Peak (8 AM - 9 AM)

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

All Movements

ID: 745289, Location: 25.734796, -80.262124, Site Code: SR 953LeJeune Road and SR 976Bird Road

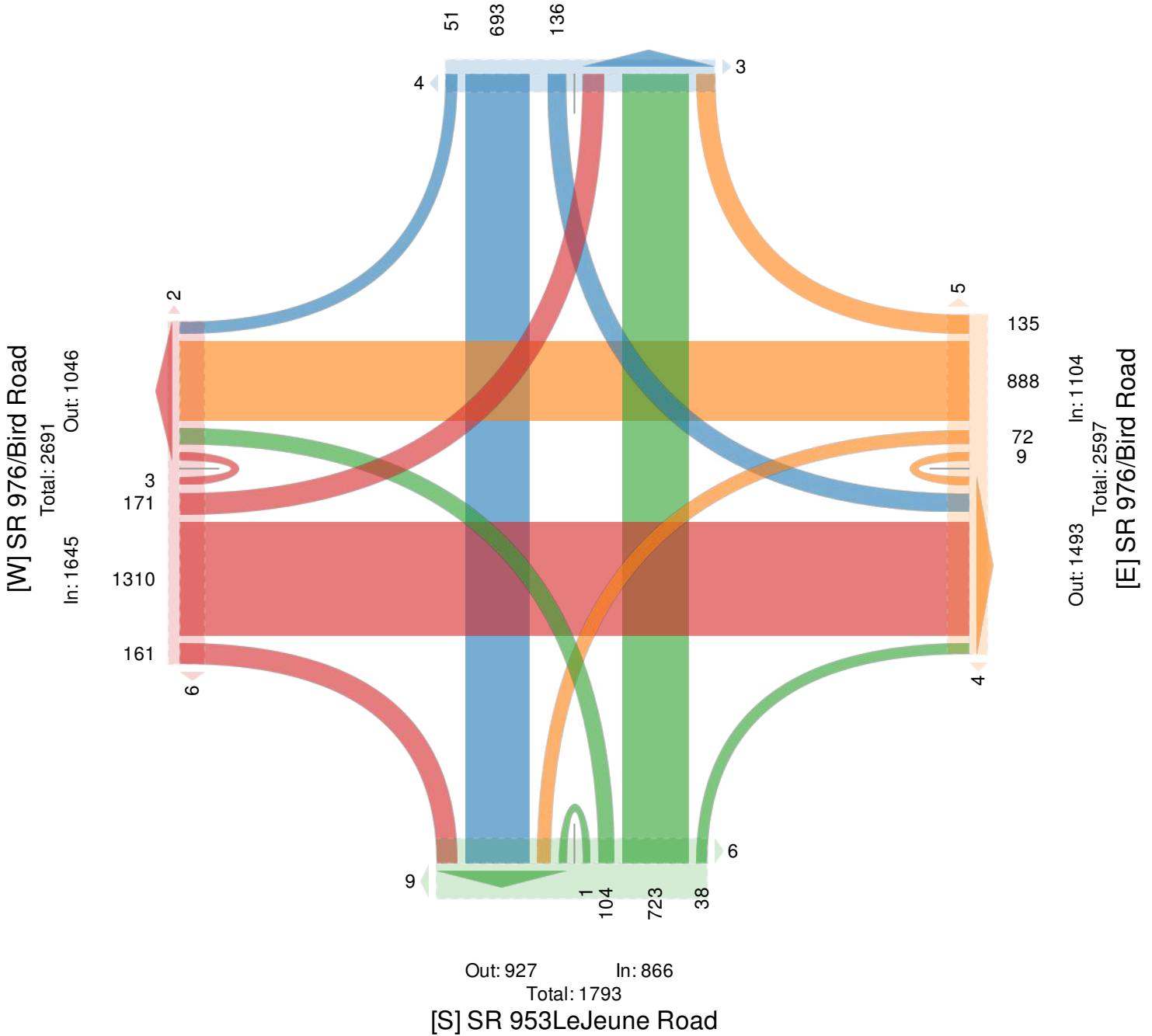


Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

**[N] SR 953LeJeune Road**

Total: 1909

In: 880 Out: 1029



**SR 953LeJeune Road and SR 976Bird Road - TMC**

Tue Jan 28, 2020

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: 745289, Location: 25.734796, -80.262124, Site Code: SR 953LeJeune Road and SR 976Bird Road



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

Leg Direction	SR 953LeJeune Road Southbound						SR 976/Bird Road Westbound						SR 953LeJeune Road Northbound						SR 976/Bird Road Eastbound						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*	
2020-01-28 4:45PM	15	176	33	0	224	0	40	374	24	3	441	2	20	151	37	0	208	3	36	252	27	0	315	0	1188
5:00PM	19	201	31	0	251	1	36	352	32	7	427	0	25	172	26	0	223	0	48	205	23	0	276	0	1177
5:15PM	9	228	32	0	269	0	48	378	32	2	460	3	20	199	26	0	245	6	36	245	27	0	308	4	1282
5:30PM	25	196	37	0	258	0	55	313	29	4	401	1	10	194	32	0	236	9	43	256	29	0	328	0	1223
<b>Total</b>	68	801	133	0	1002	1	179	1417	117	16	1729	6	75	716	121	0	912	18	163	958	106	0	1227	4	4870
<b>% Approach</b>	6.8%	79.9%	13.3%	0%	-	-	10.4%	82.0%	6.8%	0.9%	-	-	8.2%	78.5%	13.3%	0%	-	-	13.3%	78.1%	8.6%	0%	-	-	-
<b>% Total</b>	1.4%	16.4%	2.7%	0%	20.6%	-	3.7%	29.1%	2.4%	0.3%	35.5%	-	1.5%	14.7%	2.5%	0%	18.7%	-	3.3%	19.7%	2.2%	0%	25.2%	-	-
<b>PHF</b>	0.680	0.878	0.899	-	0.931	-	0.814	0.937	0.914	0.571	0.940	-	0.750	0.899	0.818	-	0.931	-	0.849	0.936	0.914	-	0.935	-	0.950
<b>Lights</b>	68	799	130	0	997	-	175	1398	117	16	1706	-	75	703	120	0	898	-	162	949	105	0	1216	-	4817
<b>% Lights</b>	100%	99.8%	97.7%	0%	99.5%	-	97.8%	98.7%	100%	100%	98.7%	-	100%	98.2%	99.2%	0%	98.5%	-	99.4%	99.1%	99.1%	0%	99.1%	-	98.9%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	1	1	0	2	-	2	13	0	0	15	-	0	10	1	0	11	-	0	4	1	0	5	-	33
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0.1%	0.8%	0%	0.2%	-	1.1%	0.9%	0%	0%	0.9%	-	0%	1.4%	0.8%	0%	1.2%	-	0%	0.4%	0.9%	0%	0.4%	-	0.7%
<b>Buses</b>	0	1	2	0	3	-	2	6	0	0	8	-	0	3	0	0	3	-	1	5	0	0	6	-	20
<b>% Buses</b>	0%	0.1%	1.5%	0%	0.3%	-	1.1%	0.4%	0%	0%	0.5%	-	0%	0.4%	0%	0%	0.3%	-	0.6%	0.5%	0%	0%	0.5%	-	0.4%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	16	-	-	-	-	-	4	-
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	83.3%	-	-	-	-	-	88.9%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	16.7%	-	-	-	-	-	11.1%	-	-	-	-	-	0%	-

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

**SR 953LeJeune Road and SR 976Bird Road - TMC**

Tue Jan 28, 2020

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: 745289, Location: 25.734796, -80.262124, Site Code: SR 953LeJeune Road and SR 976Bird Road

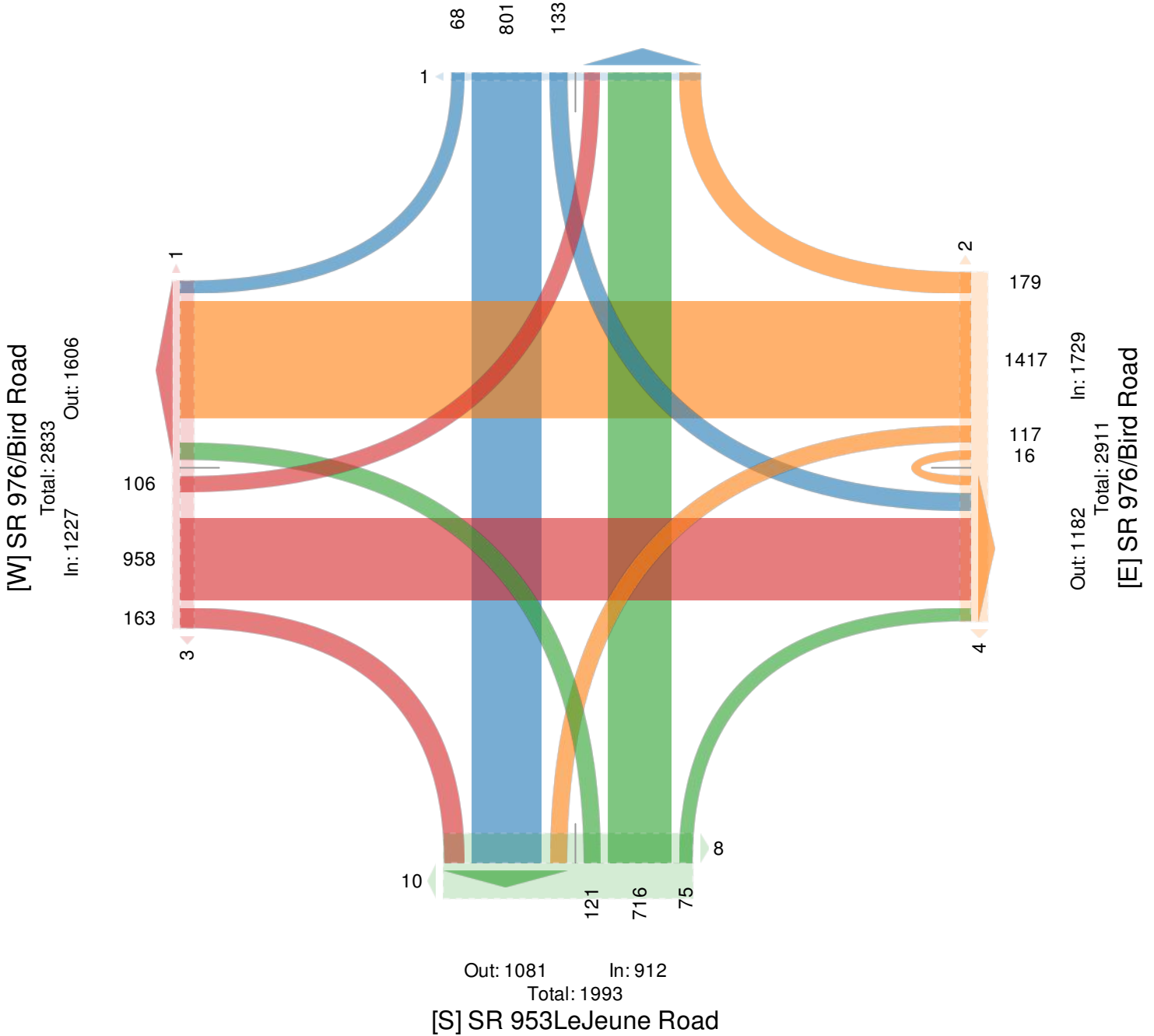


Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

**[N] SR 953LeJeune Road**

Total: 2003

In: 1002 Out: 1001



**SR 953LeJeune Road and Altara Avenue - TMC**

Tue Jan 28, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 745288, Location: 25.733114, -80.262008, Site Code: SR 953LeJeune Road and Altara Avenue



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

Leg Direction	SR 953LeJeune Road Southbound						Altara Avenue Westbound						SR 953LeJeune Road Northbound						West Eastbound						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*	
2020-01-28 7:00AM	0	189	13	1	203	0	49	0	22	0	71	4	29	113	0	0	142	298	0	0	0	0	0	355	416
7:15AM	0	199	16	0	215	0	28	0	15	0	43	4	9	131	0	0	140	141	0	0	0	0	0	122	398
7:30AM	0	179	7	0	186	0	11	0	10	0	21	4	8	146	0	0	154	5	0	0	0	0	0	10	361
7:45AM	0	228	14	1	243	0	3	0	7	0	10	0	10	173	0	0	183	6	0	0	0	0	0	7	436
Hourly Total	0	795	50	2	847	0	91	0	54	0	145	12	56	563	0	0	619	450	0	0	0	0	0	494	1611
8:00AM	0	218	12	1	231	0	12	0	12	0	24	1	14	193	0	0	207	0	0	0	0	0	0	0	462
8:15AM	0	260	11	0	271	0	6	0	9	0	15	0	13	219	0	0	232	1	0	0	0	0	0	5	518
8:30AM	0	197	13	0	210	0	14	0	15	0	29	4	12	190	0	0	202	3	0	0	0	0	0	5	441
8:45AM	0	218	14	0	232	0	11	0	9	0	20	0	14	242	0	0	256	1	0	0	0	0	0	29	508
Hourly Total	0	893	50	1	944	0	43	0	45	0	88	5	53	844	0	0	897	5	0	0	0	0	0	39	1929
4:00PM	0	201	21	0	222	1	24	0	20	0	44	3	9	250	0	0	259	25	0	0	0	0	0	7	525
4:15PM	0	190	13	0	203	0	15	0	18	0	33	0	13	253	0	1	267	16	0	0	0	0	0	13	503
4:30PM	0	217	12	0	229	0	18	0	27	0	45	0	16	214	0	0	230	19	0	0	0	0	0	6	504
4:45PM	0	212	24	0	236	0	14	0	30	0	44	1	13	181	0	0	194	6	0	0	0	0	0	15	474
Hourly Total	0	820	70	0	890	1	71	0	95	0	166	4	51	898	0	1	950	66	0	0	0	0	0	41	2006
5:00PM	0	264	19	0	283	0	23	0	26	0	49	0	13	204	0	0	217	7	0	0	0	0	0	20	549
5:15PM	0	279	17	0	296	0	24	0	25	0	49	0	13	227	0	0	240	22	0	0	0	0	0	17	585
5:30PM	0	246	19	0	265	0	24	0	24	0	48	2	16	195	0	0	211	14	0	0	0	0	0	10	524
5:45PM	0	294	15	0	309	0	19	0	29	0	48	1	18	198	0	0	216	16	0	0	0	0	0	12	573
Hourly Total	0	1083	70	0	1153	0	90	0	104	0	194	3	60	824	0	0	884	59	0	0	0	0	0	59	2231
<b>Total</b>	0	3591	240	3	3834	1	295	0	298	0	593	24	220	3129	0	1	3350	580	0	0	0	0	0	633	7777
<b>% Approach</b>	0%	93.7%	6.3%	0.1%	-	-	49.7%	0%	50.3%	0%	-	-	6.6%	93.4%	0%	0%	-	-	0%	0%	0%	0%	-	-	-
<b>% Total</b>	0%	46.2%	3.1%	0%	49.3%	-	3.8%	0%	3.8%	0%	7.6%	-	2.8%	40.2%	0%	0%	43.1%	-	0%	0%	0%	0%	0%	-	-
<b>Lights</b>	0	3528	239	3	3770	-	293	0	296	0	589	-	219	3069	0	1	3289	-	0	0	0	0	0	-	7648
<b>% Lights</b>	0%	98.2%	99.6%	100%	98.3%	-	99.3%	0%	99.3%	0%	99.3%	-	99.5%	98.1%	0%	100%	98.2%	-	0%	0%	0%	0%	-	-	98.3%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	35	0	0	35	-	2	0	1	0	3	-	1	37	0	0	38	-	0	0	0	0	0	-	76
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	1.0%	0%	0%	0.9%	-	0.7%	0%	0.3%	0%	0.5%	-	0.5%	1.2%	0%	0%	1.1%	-	0%	0%	0%	0%	-	-	1.0%
<b>Buses</b>	0	28	1	0	29	-	0	0	1	0	1	-	0	23	0	0	23	-	0	0	0	0	0	-	53
<b>% Buses</b>	0%	0.8%	0.4%	0%	0.8%	-	0%	0%	0.3%	0%	0.2%	-	0%	0.7%	0%	0%	0.7%	-	0%	0%	0%	0%	-	-	0.7%
<b>Pedestrians</b>	-	-	-	-	-	1	-	-	-	-	-	19	-	-	-	-	-	577	-	-	-	-	-	629	
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	79.2%	-	-	-	-	-	99.5%	-	-	-	-	-	99.4%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	3	-	-	-	-	-	4	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	20.8%	-	-	-	-	-	0.5%	-	-	-	-	-	0.6%	-

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

**SR 953 LeJeune Road and Altara Avenue - TMC**

Tue Jan 28, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

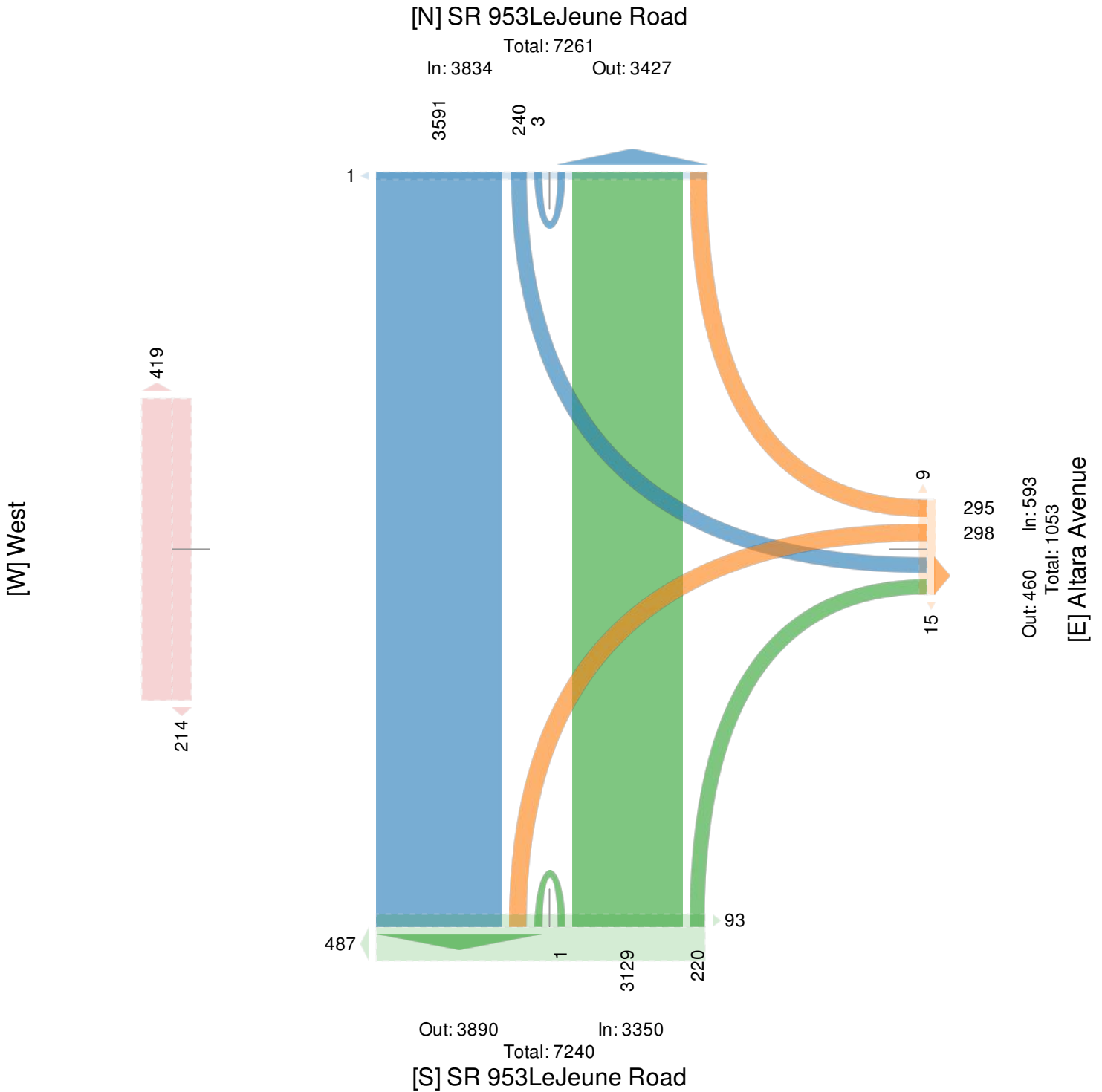
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 745288, Location: 25.733114, -80.262008, Site Code: SR 953 LeJeune Road and Altara Avenue



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US





**SR 953LeJeune Road and Altara Avenue - TMC**

Tue Jan 28, 2020

AM Peak (8 AM - 9 AM)

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

All Movements

ID: 745288, Location: 25.733114, -80.262008, Site Code: SR 953LeJeune Road and Altara Avenue



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

Leg Direction	SR 953LeJeune Road Southbound						Altara Avenue Westbound						SR 953LeJeune Road Northbound						West Eastbound						
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
2020-01-28 8:00AM	0	218	12	1	231	0	12	0	12	0	24	1	14	193	0	0	207	0	0	0	0	0	0	0	462
8:15AM	0	260	11	0	271	0	6	0	9	0	15	0	13	219	0	0	232	1	0	0	0	0	0	0	518
8:30AM	0	197	13	0	210	0	14	0	15	0	29	4	12	190	0	0	202	3	0	0	0	0	0	0	441
8:45AM	0	218	14	0	232	0	11	0	9	0	20	0	14	242	0	0	256	1	0	0	0	0	0	0	508
<b>Total</b>	0	893	50	1	944	0	43	0	45	0	88	5	53	844	0	0	897	5	0	0	0	0	0	0	1929
<b>% Approach</b>	0%	94.6%	5.3%	0.1%	-	-	48.9%	0%	51.1%	0%	-	-	5.9%	94.1%	0%	0%	-	-	0%	0%	0%	0%	-	-	-
<b>% Total</b>	0%	46.3%	2.6%	0.1%	48.9%	-	2.2%	0%	2.3%	0%	4.6%	-	2.7%	43.8%	0%	0%	46.5%	-	0%	0%	0%	0%	0%	-	-
<b>PHF</b>	-	0.859	0.893	0.250	0.871	-	0.768	-	0.750	-	0.759	-	0.946	0.872	-	-	0.876	-	-	-	-	-	-	-	0.931
<b>Lights</b>	0	871	50	1	922	-	42	0	44	0	86	-	52	822	0	0	874	-	0	0	0	0	0	-	1882
<b>% Lights</b>	0%	97.5%	100%	100%	97.7%	-	97.7%	0%	97.8%	0%	97.7%	-	98.1%	97.4%	0%	0%	97.4%	-	0%	0%	0%	0%	-	-	97.6%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	16	0	0	16	-	1	0	1	0	2	-	1	12	0	0	13	-	0	0	0	0	0	-	31
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	1.8%	0%	0%	1.7%	-	2.3%	0%	2.2%	0%	2.3%	-	1.9%	1.4%	0%	0%	1.4%	-	0%	0%	0%	0%	-	-	1.6%
<b>Buses</b>	0	6	0	0	6	-	0	0	0	0	0	-	0	10	0	0	10	-	0	0	0	0	0	-	16
<b>% Buses</b>	0%	0.7%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	1.2%	0%	0%	1.1%	-	0%	0%	0%	0%	-	-	0.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	38	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-80.0%	-	-	-	-	-	-80.0%	-	-	-	-	-	-	-97.4%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-20.0%	-	-	-	-	-	-20.0%	-	-	-	-	-	-	-2.6%	-

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

**SR 953LeJeune Road and Altara Avenue - TMC**

Tue Jan 28, 2020

AM Peak (8 AM - 9 AM)

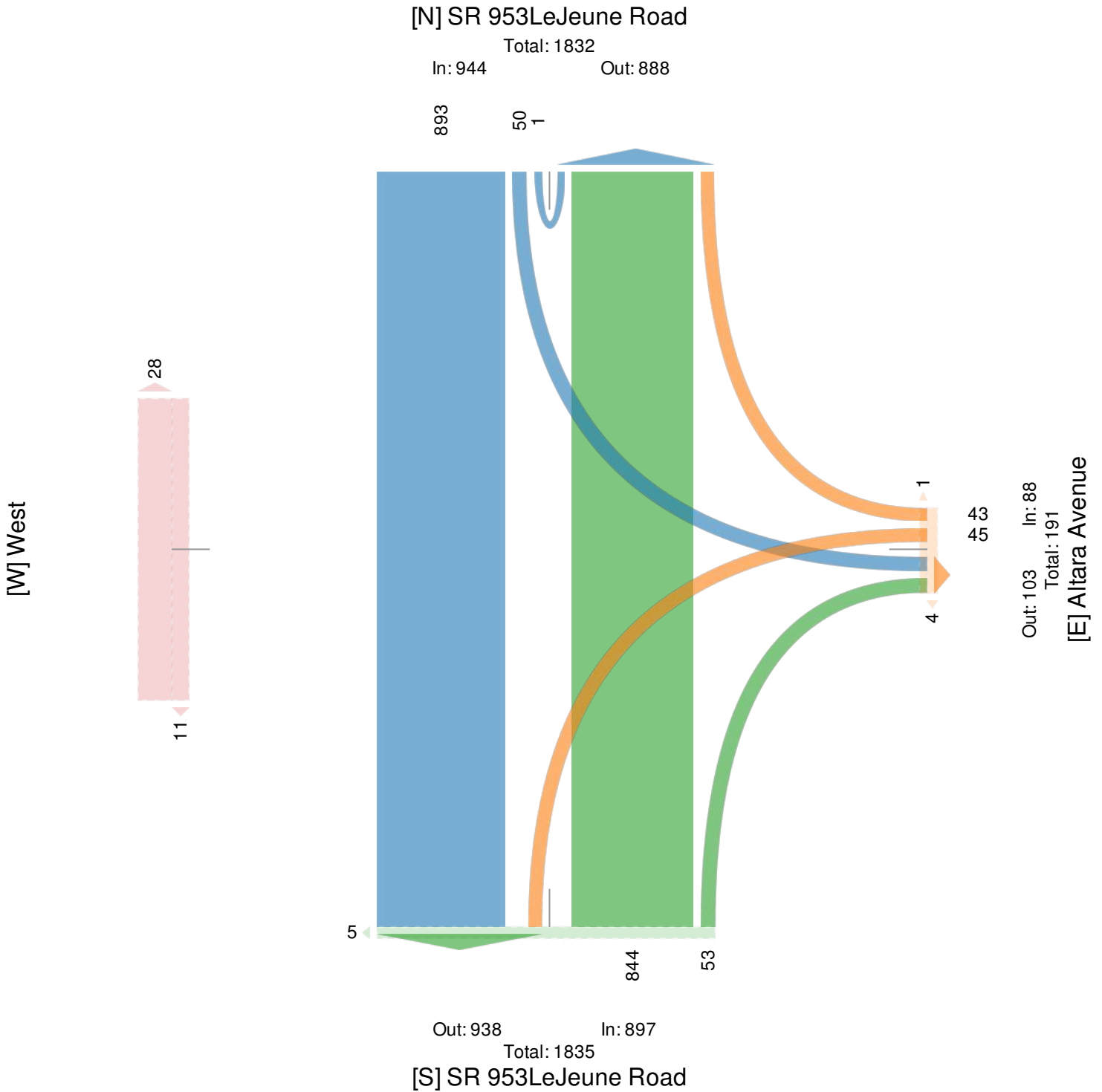
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 745288, Location: 25.733114, -80.262008, Site Code: SR 953LeJeune Road and Altara Avenue



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US



**SR 953LeJeune Road and Altara Avenue - TMC**

Tue Jan 28, 2020

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: 745288, Location: 25.733114, -80.262008, Site Code: SR 953LeJeune Road and Altara Avenue



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

Leg Direction	SR 953LeJeune Road Southbound						Altara Avenue Westbound						SR 953LeJeune Road Northbound						West Eastbound						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*	
2020-01-28 5:00PM	0	264	19	0	283	0	23	0	26	0	49	0	13	204	0	0	217	7	0	0	0	0	0	20	549
5:15PM	0	279	17	0	296	0	24	0	25	0	49	0	13	227	0	0	240	22	0	0	0	0	0	17	585
5:30PM	0	246	19	0	265	0	24	0	24	0	48	2	16	195	0	0	211	14	0	0	0	0	0	10	524
5:45PM	0	294	15	0	309	0	19	0	29	0	48	1	18	198	0	0	216	16	0	0	0	0	0	12	573
<b>Total</b>	0	1083	70	0	1153	0	90	0	104	0	194	3	60	824	0	0	884	59	0	0	0	0	0	59	2231
<b>% Approach</b>	0%	93.9%	6.1%	0%	-	-	46.4%	0%	53.6%	0%	-	-	6.8%	93.2%	0%	0%	-	-	0%	0%	0%	0%	-	-	-
<b>% Total</b>	0%	48.5%	3.1%	0%	51.7%	-	4.0%	0%	4.7%	0%	8.7%	-	2.7%	36.9%	0%	0%	39.6%	-	0%	0%	0%	0%	0%	-	-
<b>PHF</b>	-	0.921	0.921	-	0.933	-	0.938	-	0.897	-	0.990	-	0.833	0.907	-	-	0.921	-	-	-	-	-	-	-	0.953
<b>Lights</b>	0	1077	70	0	1147	-	89	0	104	0	193	-	60	817	0	0	877	-	0	0	0	0	0	-	2217
<b>% Lights</b>	0%	99.4%	100%	0%	99.5%	-	98.9%	0%	100%	0%	99.5%	-	100%	99.2%	0%	0%	99.2%	-	0%	0%	0%	0%	-	-	99.4%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	2	0	0	2	-	1	0	0	0	1	-	0	5	0	0	5	-	0	0	0	0	0	-	8
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0.2%	0%	0%	0.2%	-	1.1%	0%	0%	0%	0.5%	-	0%	0.6%	0%	0%	0.6%	-	0%	0%	0%	0%	-	-	0.4%
<b>Buses</b>	0	4	0	0	4	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	6
<b>% Buses</b>	0%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	-	-	0.3%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	58	-	-	-	-	-	59	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-33.3%	-	-	-	-	-	-98.3%	-	-	-	-	-	-100%	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-66.7%	-	-	-	-	-	-1.7%	-	-	-	-	-	-	0%	-

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

**SR 953LeJeune Road and Altara Avenue - TMC**

Tue Jan 28, 2020

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: 745288, Location: 25.733114, -80.262008, Site Code: SR 953LeJeune Road and Altara Avenue



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

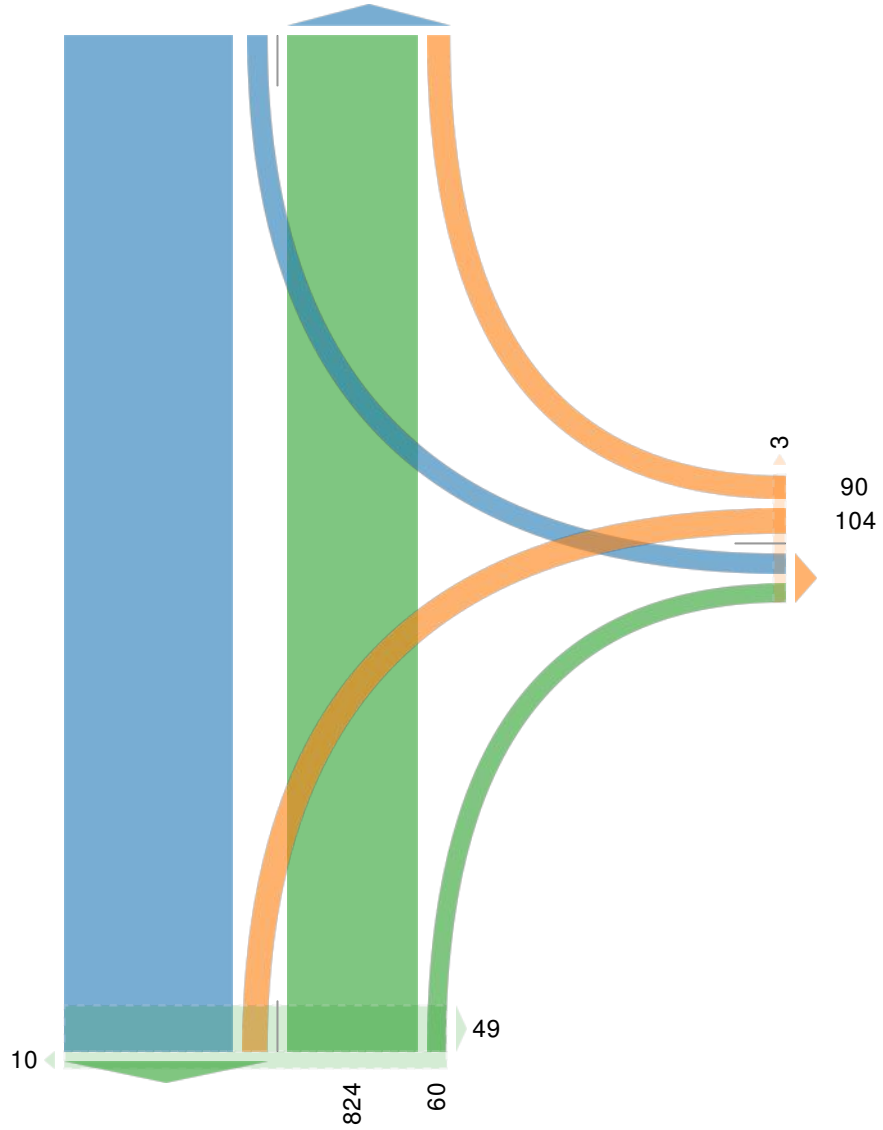
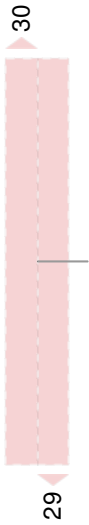
**[N] SR 953LeJeune Road**

Total: 2067  
In: 1153 Out: 914

1083

70

[W] West



Out: 130 In: 194  
Total: 324  
[E] Altara Avenue

Out: 1187 In: 884  
Total: 2071  
[S] SR 953LeJeune Road

**Ponce De Leon Boulevard and SR 976 Bird Road - TMC**

Tue Jan 28, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 745287, Location: 25.734923, -80.258581, Site Code: Ponce De Leon Boulevard and SR 976 Bird Road



Provided by: Apcte

10305 NW 41st Street, Suite 115, Doral, FL, 33178, US

Leg Direction	Ponce De Leon Boulevard Southbound						SR 976/Bird Road Westbound						Ponce De Leon Boulevard Northbound						SR 976/Bird Road Eastbound						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*	
2020-01-28 7:00AM	19	110	47	0	176	4	21	237	47	0	305	3	24	73	11	0	108	16	9	255	37	1	302	4	891
7:15AM	8	113	51	0	172	3	22	217	39	0	278	3	28	72	8	0	108	3	11	257	32	0	300	2	858
7:30AM	11	63	55	0	129	0	25	241	23	0	289	0	14	58	6	0	78	7	22	265	30	0	317	4	813
7:45AM	11	84	40	0	135	0	34	240	25	0	299	2	12	70	4	0	86	3	26	308	18	1	353	0	873
Hourly Total	49	370	193	0	612	7	102	935	134	0	1171	8	78	273	29	0	380	29	68	1085	117	2	1272	10	3435
8:00AM	11	92	45	1	149	1	41	239	39	0	319	0	10	66	10	0	86	6	24	287	37	0	348	3	902
8:15AM	15	104	29	2	150	1	37	247	39	0	323	2	7	107	12	0	126	2	24	302	43	0	369	4	968
8:30AM	21	101	42	1	165	1	43	298	37	0	378	4	14	84	16	0	114	3	26	304	34	1	365	5	1022
8:45AM	10	92	39	0	141	6	55	264	41	0	360	5	14	82	11	0	107	2	37	278	47	1	363	5	971
Hourly Total	57	389	155	4	605	9	176	1048	156	0	1380	11	45	339	49	0	433	13	111	1171	161	2	1445	17	3863
4:00PM	33	71	23	3	130	0	27	338	37	0	402	0	20	103	32	0	155	5	18	240	31	1	290	5	977
4:15PM	24	67	37	3	131	1	26	350	27	0	403	1	19	74	20	0	113	9	20	271	31	0	322	3	969
4:30PM	24	78	22	2	126	1	20	369	36	0	425	3	19	93	25	0	137	2	11	241	30	0	282	3	970
4:45PM	35	72	33	5	145	3	24	382	28	0	434	2	13	72	28	0	113	4	26	244	31	0	301	4	993
Hourly Total	116	288	115	13	532	5	97	1439	128	0	1664	6	71	342	105	0	518	20	75	996	123	1	1195	15	3909
5:00PM	45	102	19	1	167	2	33	395	39	0	467	3	18	86	23	0	127	2	16	255	24	0	295	9	1056
5:15PM	26	112	31	2	171	1	32	390	27	0	449	5	17	73	28	0	118	8	20	251	34	0	305	4	1043
5:30PM	36	115	28	1	180	8	27	345	28	0	400	3	16	88	19	0	123	7	14	256	40	0	310	10	1013
5:45PM	34	95	37	2	168	5	19	293	31	0	343	5	15	81	25	0	121	0	17	253	35	0	305	0	937
Hourly Total	141	424	115	6	686	16	111	1423	125	0	1659	16	66	328	95	0	489	17	67	1015	133	0	1215	23	4049
<b>Total</b>	363	1471	578	23	2435	37	486	4845	543	0	5874	41	260	1282	278	0	1820	79	321	4267	534	5	5127	65	15256
<b>% Approach</b>	14.9%	60.4%	23.7%	0.9%	-	-	8.3%	82.5%	9.2%	0%	-	-	14.3%	70.4%	15.3%	0%	-	-	6.3%	83.2%	10.4%	0.1%	-	-	-
<b>% Total</b>	2.4%	9.6%	3.8%	0.2%	16.0%	-	3.2%	31.8%	3.6%	0%	38.5%	-	1.7%	8.4%	1.8%	0%	11.9%	-	2.1%	28.0%	3.5%	0%	33.6%	-	-
<b>Lights</b>	358	1432	573	23	2386	-	479	4746	537	0	5762	-	256	1250	273	0	1779	-	312	4169	524	5	5010	-	14937
<b>% Lights</b>	98.6%	97.3%	99.1%	100%	98.0%	-	98.6%	98.0%	98.9%	0%	98.1%	-	98.5%	97.5%	98.2%	0%	97.7%	-	97.2%	97.7%	98.1%	100%	97.7%	-	97.9%
<b>Articulated Trucks and Single-Unit Trucks</b>	5	15	5	0	25	-	5	61	3	0	69	-	4	6	3	0	13	-	8	64	7	0	79	-	186
<b>% Articulated Trucks and Single-Unit Trucks</b>	1.4%	1.0%	0.9%	0%	1.0%	-	1.0%	1.3%	0.6%	0%	1.2%	-	1.5%	0.5%	1.1%	0%	0.7%	-	2.5%	1.5%	1.3%	0%	1.5%	-	1.2%
<b>Buses</b>	0	24	0	0	24	-	2	38	3	0	43	-	0	26	2	0	28	-	1	34	3	0	38	-	133
<b>% Buses</b>	0%	1.6%	0%	0%	1.0%	-	0.4%	0.8%	0.6%	0%	0.7%	-	0%	2.0%	0.7%	0%	1.5%	-	0.3%	0.8%	0.6%	0%	0.7%	-	0.9%
<b>Pedestrians</b>	-	-	-	-	-	31	-	-	-	-	-	34	-	-	-	-	-	74	-	-	-	-	-	52	-
<b>% Pedestrians</b>	-	-	-	-	-	83.8%	-	-	-	-	-	82.9%	-	-	-	-	-	93.7%	-	-	-	-	-	80.0%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	6	-	-	-	-	-	7	-	-	-	-	-	5	-	-	-	-	-	13	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	16.2%	-	-	-	-	-	17.1%	-	-	-	-	-	6.3%	-	-	-	-	-	20.0%	-

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

**Ponce De Leon Boulevard and SR 976 Bird Road - TMC**

Tue Jan 28, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 745287, Location: 25.734923, -80.258581, Site Code: Ponce De Leon Boulevard and SR 976 Bird Road

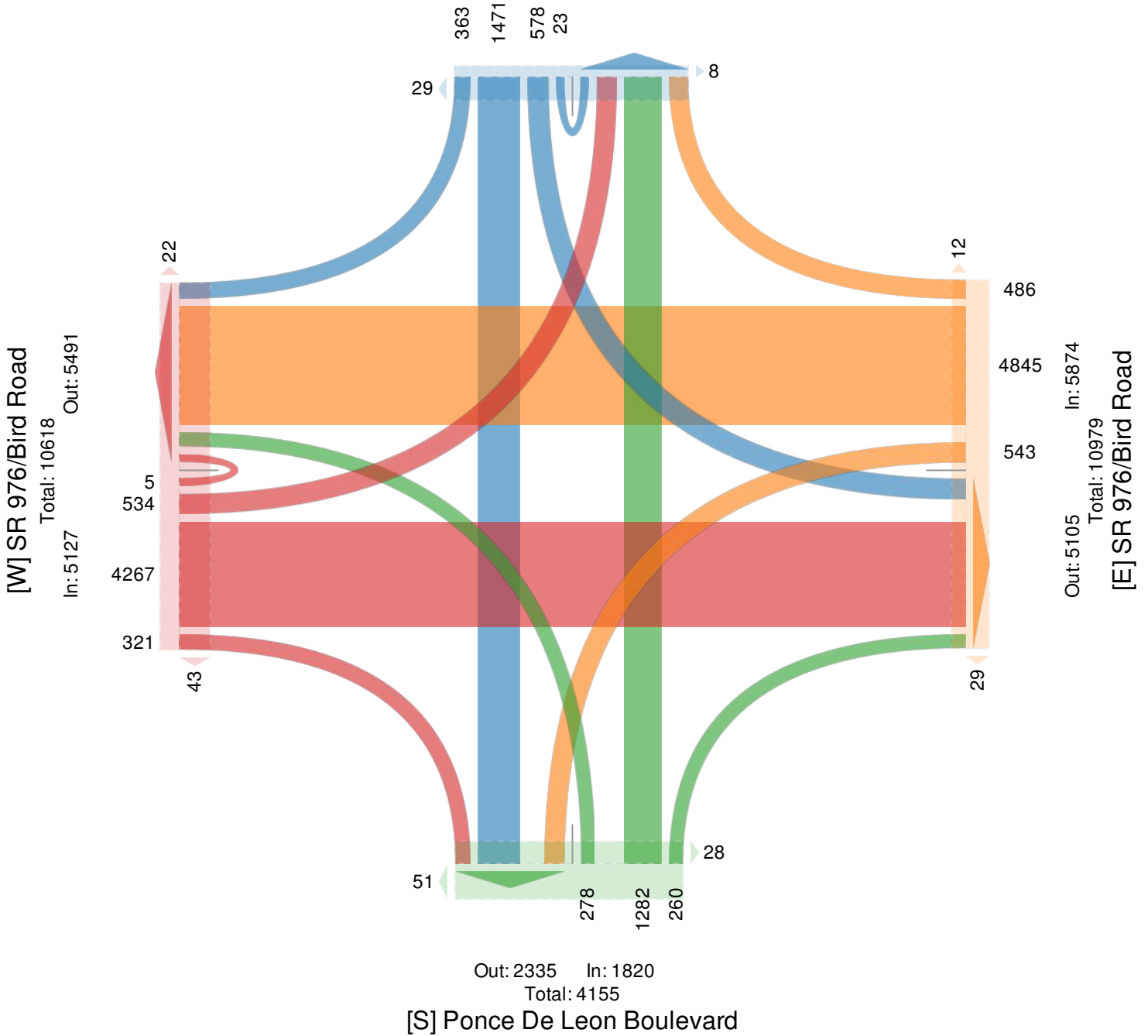


Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

**[N] Ponce De Leon Boulevard**

Total: 4760

In: 2435 Out: 2325



**Ponce De Leon Boulevard and SR976Bird Road - TMC**

Tue Jan 28, 2020

AM Peak (8 AM - 9 AM)

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

All Movements

ID: 745287, Location: 25.734923, -80.258581, Site Code: Ponce De Leon Boulevard and SR 976Bird Road



Provided by: Apcte

10305 NW 41st Street, Suite 115, Doral, FL, 33178, US

Leg Direction	Ponce De Leon Boulevard Southbound						SR 976/Bird Road Westbound						Ponce De Leon Boulevard Northbound						SR 976/Bird Road Eastbound						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*	
2020-01-28 8:00AM	11	92	45	1	149	1	41	239	39	0	319	0	10	66	10	0	86	6	24	287	37	0	348	3	902
8:15AM	15	104	29	2	150	1	37	247	39	0	323	2	7	107	12	0	126	2	24	302	43	0	369	4	968
8:30AM	21	101	42	1	165	1	43	298	37	0	378	4	14	84	16	0	114	3	26	304	34	1	365	5	1022
8:45AM	10	92	39	0	141	6	55	264	41	0	360	5	14	82	11	0	107	2	37	278	47	1	363	5	971
<b>Total</b>	57	389	155	4	605	9	176	1048	156	0	1380	11	45	339	49	0	433	13	111	1171	161	2	1445	17	3863
<b>% Approach</b>	9.4%	64.3%	25.6%	0.7%	-	-	12.8%	75.9%	11.3%	0%	-	-	10.4%	78.3%	11.3%	0%	-	-	7.7%	81.0%	11.1%	0.1%	-	-	-
<b>% Total</b>	1.5%	10.1%	4.0%	0.1%	15.7%	-	4.6%	27.1%	4.0%	0%	35.7%	-	1.2%	8.8%	1.3%	0%	11.2%	-	2.9%	30.3%	4.2%	0.1%	37.4%	-	-
<b>PHF</b>	0.679	0.935	0.861	0.500	0.917	-	0.800	0.879	0.951	-	0.913	-	0.804	0.792	0.766	-	0.859	-	0.750	0.963	0.856	0.500	0.979	-	0.945
<b>Lights</b>	57	376	154	4	591	-	174	1018	155	0	1347	-	44	331	46	0	421	-	110	1138	158	2	1408	-	3767
<b>% Lights</b>	100%	96.7%	99.4%	100%	97.7%	-	98.9%	97.1%	99.4%	0%	97.6%	-	97.8%	97.6%	93.9%	0%	97.2%	-	99.1%	97.2%	98.1%	100%	97.4%	-	97.5%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	6	1	0	7	-	0	19	0	0	19	-	1	1	1	0	3	-	0	27	3	0	30	-	59
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	1.5%	0.6%	0%	1.2%	-	0%	1.8%	0%	0%	1.4%	-	2.2%	0.3%	2.0%	0%	0.7%	-	0%	2.3%	1.9%	0%	2.1%	-	1.5%
<b>Buses</b>	0	7	0	0	7	-	2	11	1	0	14	-	0	7	2	0	9	-	1	6	0	0	7	-	37
<b>% Buses</b>	0%	1.8%	0%	0%	1.2%	-	1.1%	1.0%	0.6%	0%	1.0%	-	0%	2.1%	4.1%	0%	2.1%	-	0.9%	0.5%	0%	0%	0.5%	-	1.0%
<b>Pedestrians</b>	-	-	-	-	-	6	-	-	-	-	-	9	-	-	-	-	-	12	-	-	-	-	-	11	
<b>% Pedestrians</b>	-	-	-	-	-	66.7%	-	-	-	-	-	81.8%	-	-	-	-	-	92.3%	-	-	-	-	-	64.7%	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	6	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	33.3%	-	-	-	-	-	18.2%	-	-	-	-	-	7.7%	-	-	-	-	-	35.3%	

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

**Ponce De Leon Boulevard and SR 976 Bird Road - TMC**

Tue Jan 28, 2020

AM Peak (8 AM - 9 AM)

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

All Movements

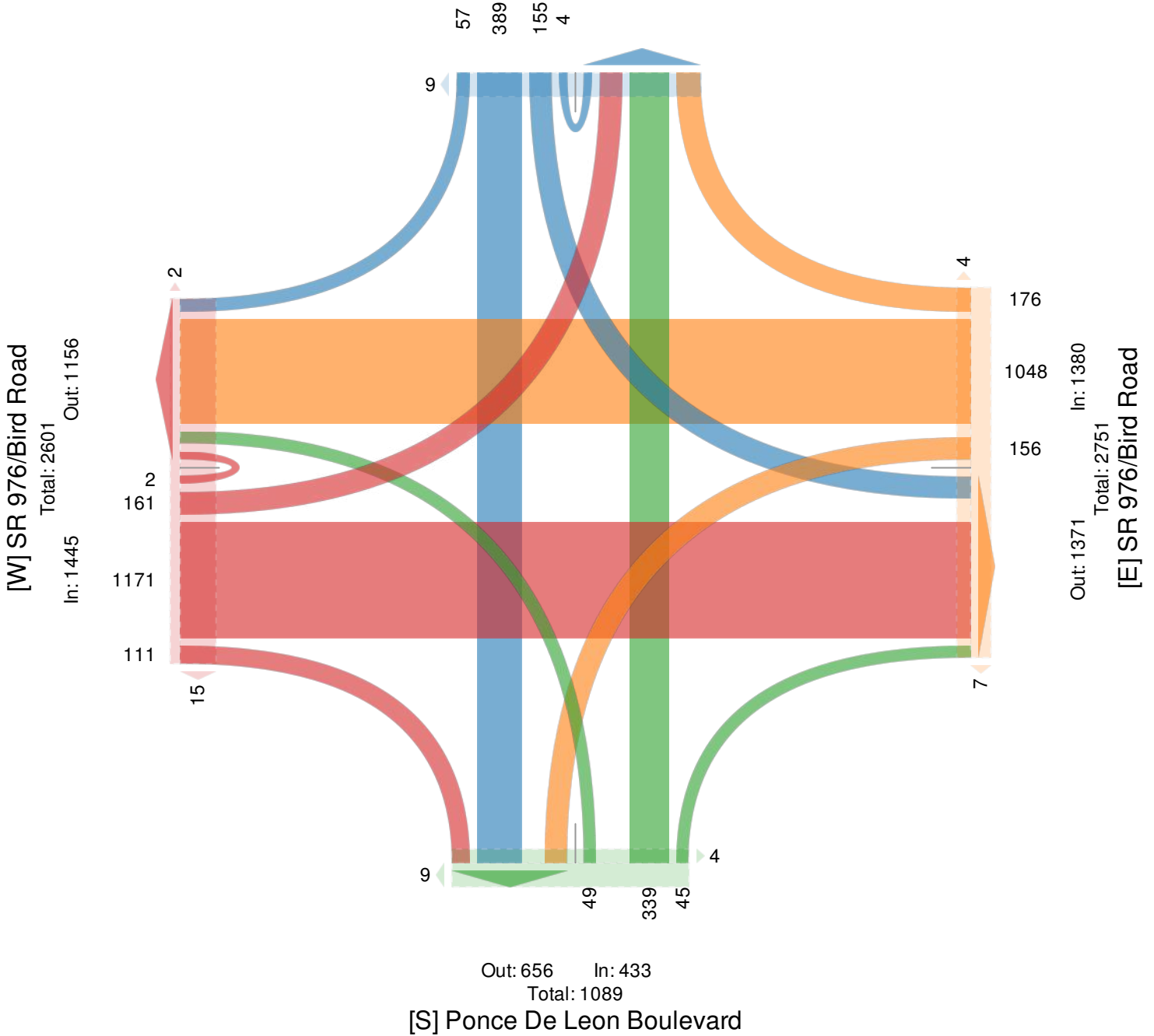
ID: 745287, Location: 25.734923, -80.258581, Site Code: Ponce De Leon Boulevard and SR 976 Bird Road



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

**[N] Ponce De Leon Boulevard**

Total: 1285  
In: 605 Out: 680





**Ponce De Leon Boulevard and SR 976 Bird Road - TMC**

Tue Jan 28, 2020

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: 745287, Location: 25.734923, -80.258581, Site Code: Ponce De Leon Boulevard and SR 976 Bird Road



Provided by: Apcte

10305 NW 41st Street, Suite 115, Doral, FL, 33178, US

Leg Direction	Ponce De Leon Boulevard Southbound						SR 976/Bird Road Westbound						Ponce De Leon Boulevard Northbound						SR 976/Bird Road Eastbound						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*	
2020-01-28 4:45PM	35	72	33	5	145	3	24	382	28	0	434	2	13	72	28	0	113	4	26	244	31	0	301	4	993
5:00PM	45	102	19	1	167	2	33	395	39	0	467	3	18	86	23	0	127	2	16	255	24	0	295	9	1056
5:15PM	26	112	31	2	171	1	32	390	27	0	449	5	17	73	28	0	118	8	20	251	34	0	305	4	1043
5:30PM	36	115	28	1	180	8	27	345	28	0	400	3	16	88	19	0	123	7	14	256	40	0	310	10	1013
<b>Total</b>	142	401	111	9	663	14	116	1512	122	0	1750	13	64	319	98	0	481	21	76	1006	129	0	1211	27	4105
<b>% Approach</b>	21.4%	60.5%	16.7%	1.4%	-	-	6.6%	86.4%	7.0%	0%	-	-	13.3%	66.3%	20.4%	0%	-	-	6.3%	83.1%	10.7%	0%	-	-	-
<b>% Total</b>	3.5%	9.8%	2.7%	0.2%	16.2%	-	2.8%	36.8%	3.0%	0%	42.6%	-	1.6%	7.8%	2.4%	0%	11.7%	-	1.9%	24.5%	3.1%	0%	29.5%	-	-
<b>PHF</b>	0.789	0.872	0.841	0.450	0.921	-	0.879	0.957	0.782	-	0.937	-	0.889	0.906	0.875	-	0.947	-	0.731	0.982	0.806	-	0.977	-	0.972
<b>Lights</b>	140	392	110	9	651	-	115	1492	122	0	1729	-	64	311	96	0	471	-	74	995	127	0	1196	-	4047
<b>% Lights</b>	98.6%	97.8%	99.1%	100%	98.2%	-	99.1%	98.7%	100%	0%	98.8%	-	100%	97.5%	98.0%	0%	97.9%	-	97.4%	98.9%	98.4%	0%	98.8%	-	98.6%
<b>Articulated Trucks and Single-Unit Trucks</b>	2	3	1	0	6	-	1	11	0	0	12	-	0	3	2	0	5	-	2	4	2	0	8	-	31
<b>% Articulated Trucks and Single-Unit Trucks</b>	1.4%	0.7%	0.9%	0%	0.9%	-	0.9%	0.7%	0%	0%	0.7%	-	0%	0.9%	2.0%	0%	1.0%	-	2.6%	0.4%	1.6%	0%	0.7%	-	0.8%
<b>Buses</b>	0	6	0	0	6	-	0	9	0	0	9	-	0	5	0	0	5	-	0	7	0	0	7	-	27
<b>% Buses</b>	0%	1.5%	0%	0%	0.9%	-	0%	0.6%	0%	0%	0.5%	-	0%	1.6%	0%	0%	1.0%	-	0%	0.7%	0%	0%	0.6%	-	0.7%
<b>Pedestrians</b>	-	-	-	-	-	13	-	-	-	-	-	8	-	-	-	-	-	18	-	-	-	-	-	26	
<b>% Pedestrians</b>	-	-	-	-	-	92.9%	-	-	-	-	-	61.5%	-	-	-	-	-	85.7%	-	-	-	-	-	96.3%	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	3	-	-	-	-	-	1	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	7.1%	-	-	-	-	-	38.5%	-	-	-	-	-	14.3%	-	-	-	-	-	3.7%	

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

**Ponce De Leon Boulevard and SR 976 Bird Road - TMC**

Tue Jan 28, 2020

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: 745287, Location: 25.734923, -80.258581, Site Code: Ponce De Leon Boulevard and SR 976 Bird Road

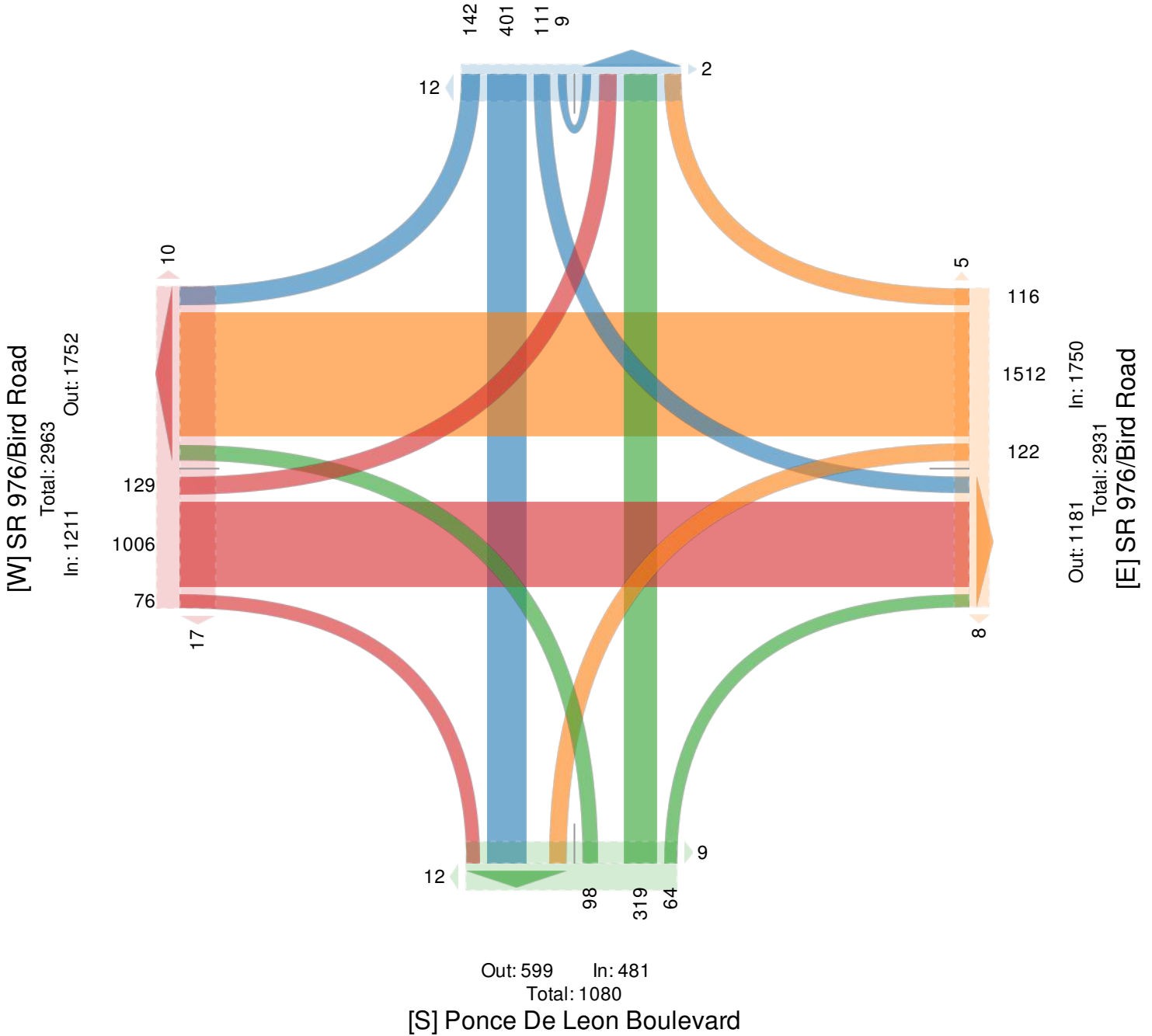


Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

**[N] Ponce De Leon Boulevard**

Total: 1236

In: 663 Out: 573



# Ponce De Leon Boulevard and San Lorenzo Aven... - TMC

Tue Jan 28, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 745285, Location: 25.732246, -80.25843, Site Code: Ponce De Leon Boulevard and San Lorenzo Avenue



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

Leg Direction	Ponce De Leon Boulevard Southbound					Ponce De Leon Boulevard Northbound					San Lorenzo Avenue Eastbound					Int
	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	
Time																
2020-01-28 7:00AM	14	89	1	104	20	90	50	1	141	6	27	16	0	43	3	288
7:15AM	8	131	0	139	13	73	25	1	99	3	8	6	0	14	7	252
7:30AM	3	98	0	101	3	72	4	0	76	5	4	2	0	6	8	183
7:45AM	3	119	0	122	1	82	3	1	86	1	8	6	0	14	12	222
Hourly Total	28	437	1	466	37	317	82	3	402	15	47	30	0	77	30	945
8:00AM	4	126	0	130	1	110	4	0	114	5	2	1	0	3	7	247
8:15AM	6	139	0	145	0	121	9	4	134	5	6	2	0	8	7	287
8:30AM	4	134	1	139	1	113	4	0	117	6	7	1	0	8	6	264
8:45AM	8	119	0	127	0	115	9	10	134	7	8	4	0	12	6	273
Hourly Total	22	518	1	541	2	459	26	14	499	23	23	8	0	31	26	1071
4:00PM	12	103	1	116	4	155	11	5	171	10	6	4	0	10	23	297
4:15PM	12	92	3	107	4	111	12	5	128	15	6	4	0	10	13	245
4:30PM	14	104	1	119	1	124	11	3	138	13	11	6	0	17	7	274
4:45PM	20	95	1	116	2	108	14	4	126	11	14	5	0	19	17	261
Hourly Total	58	394	6	458	11	498	48	17	563	49	37	19	0	56	60	1077
5:00PM	24	115	0	139	1	108	10	5	123	22	10	6	0	16	22	278
5:15PM	17	115	1	133	0	100	16	2	118	21	10	6	0	16	15	267
5:30PM	13	128	1	142	4	111	7	2	120	19	10	7	0	17	15	279
5:45PM	18	108	0	126	0	110	9	2	121	14	7	7	0	14	6	261
Hourly Total	72	466	2	540	5	429	42	11	482	76	37	26	0	63	58	1085
<b>Total</b>	180	1815	10	2005	55	1703	198	45	1946	163	144	83	0	227	174	4178
<b>% Approach</b>	9.0%	90.5%	0.5%	-	-	87.5%	10.2%	2.3%	-	-	63.4%	36.6%	0%	-	-	-
<b>% Total</b>	4.3%	43.4%	0.2%	48.0%	-	40.8%	4.7%	1.1%	46.6%	-	3.4%	2.0%	0%	5.4%	-	-
<b>Lights</b>	180	1773	10	1963	-	1664	195	45	1904	-	138	81	0	219	-	4086
<b>% Lights</b>	100%	97.7%	100%	97.9%	-	97.7%	98.5%	100%	97.8%	-	95.8%	97.6%	0%	96.5%	-	97.8%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	16	0	16	-	11	3	0	14	-	6	2	0	8	-	38
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0.9%	0%	0.8%	-	0.6%	1.5%	0%	0.7%	-	4.2%	2.4%	0%	3.5%	-	0.9%
<b>Buses</b>	0	26	0	26	-	28	0	0	28	-	0	0	0	0	-	54
<b>% Buses</b>	0%	1.4%	0%	1.3%	-	1.6%	0%	0%	1.4%	-	0%	0%	0%	0%	-	1.3%
<b>Pedestrians</b>	-	-	-	-	55	-	-	-	-	159	-	-	-	-	169	
<b>% Pedestrians</b>	-	-	-	-	100%	-	-	-	-	97.5%	-	-	-	-	97.1%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	4	-	-	-	-	5	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	0%	-	-	-	-	2.5%	-	-	-	-	2.9%	-

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

**Ponce De Leon Boulevard and San Lorenzo Aven... - TMC**

Tue Jan 28, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

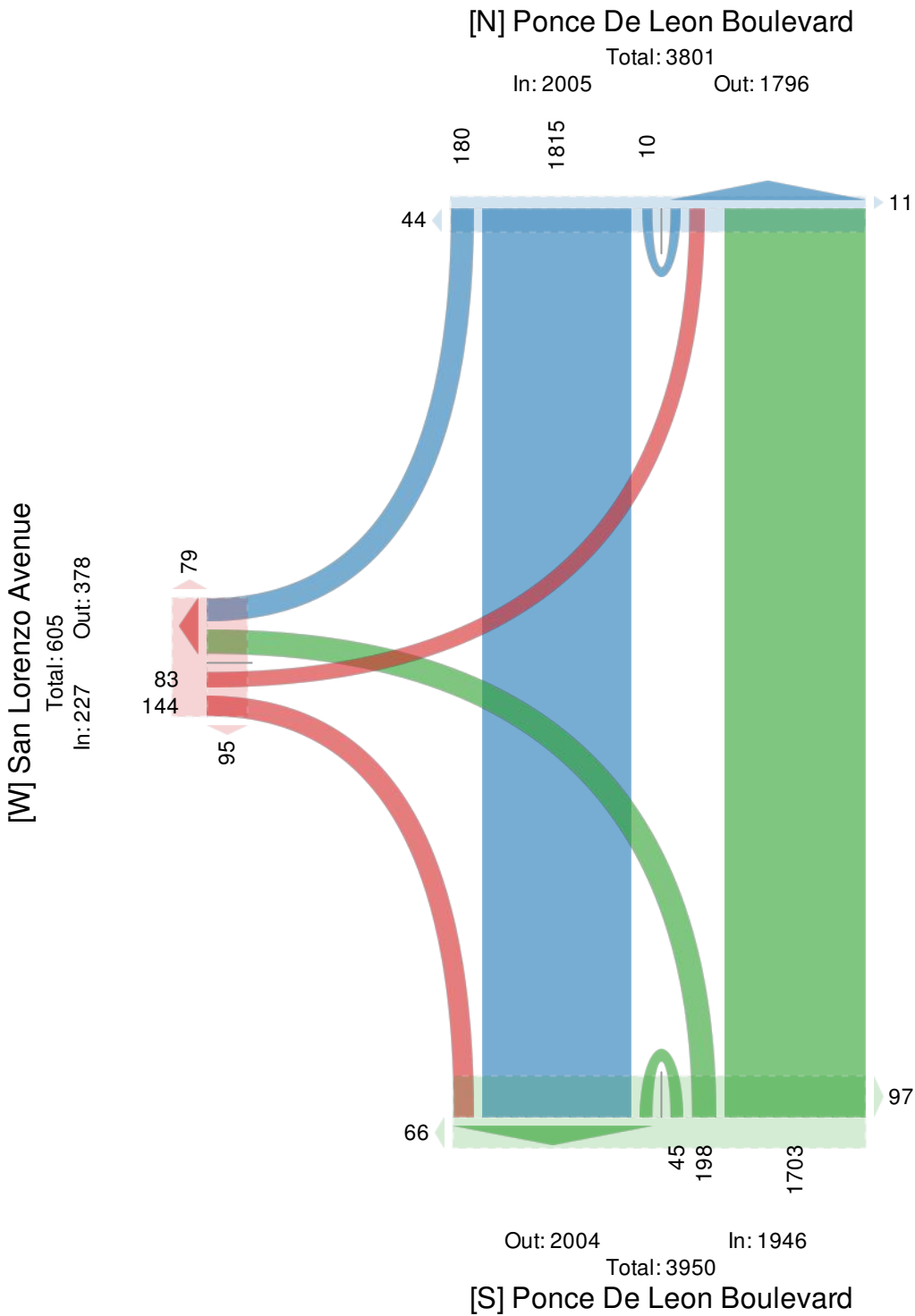
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 745285, Location: 25.732246, -80.25843, Site Code: Ponce De Leon Boulevard and San Lorenzo Avenue



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US



**Ponce De Leon Boulevard and San Lorenzo Aven... - TMC**

Tue Jan 28, 2020

AM Peak (8 AM - 9 AM)

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

All Movements

ID: 745285, Location: 25.732246, -80.25843, Site Code: Ponce De Leon Boulevard and San Lorenzo Avenue



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

Leg Direction	Ponce De Leon Boulevard Southbound					Ponce De Leon Boulevard Northbound					San Lorenzo Avenue Eastbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2020-01-28 8:00AM	4	126	0	130	1	110	4	0	114	5	2	1	0	3	7	247
8:15AM	6	139	0	145	0	121	9	4	134	5	6	2	0	8	7	287
8:30AM	4	134	1	139	1	113	4	0	117	6	7	1	0	8	6	264
8:45AM	8	119	0	127	0	115	9	10	134	7	8	4	0	12	6	273
<b>Total</b>	22	518	1	541	2	459	26	14	499	23	23	8	0	31	26	1071
<b>% Approach</b>	4.1%	95.7%	0.2%	-	-	92.0%	5.2%	2.8%	-	-	74.2%	25.8%	0%	-	-	-
<b>% Total</b>	2.1%	48.4%	0.1%	50.5%	-	42.9%	2.4%	1.3%	46.6%	-	2.1%	0.7%	0%	2.9%	-	-
<b>PHF</b>	0.688	0.932	0.250	0.933	-	0.948	0.722	0.350	0.931	-	0.719	0.500	-	0.646	-	0.933
<b>Lights</b>	22	507	1	530	-	447	25	14	486	-	22	7	0	29	-	1045
<b>% Lights</b>	100%	97.9%	100%	98.0%	-	97.4%	96.2%	100%	97.4%	-	95.7%	87.5%	0%	93.5%	-	97.6%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	3	0	3	-	3	1	0	4	-	1	1	0	2	-	9
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0.6%	0%	0.6%	-	0.7%	3.8%	0%	0.8%	-	4.3%	12.5%	0%	6.5%	-	0.8%
<b>Buses</b>	0	8	0	8	-	9	0	0	9	-	0	0	0	0	-	17
<b>% Buses</b>	0%	1.5%	0%	1.5%	-	2.0%	0%	0%	1.8%	-	0%	0%	0%	0%	-	1.6%
Pedestrians	-	-	-	-	2	-	-	-	-	23	-	-	-	-	25	-
<b>% Pedestrians</b>	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	96.2%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	3.8%	-

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

**Ponce De Leon Boulevard and San Lorenzo Aven... - TMC**

Tue Jan 28, 2020

AM Peak (8 AM - 9 AM)

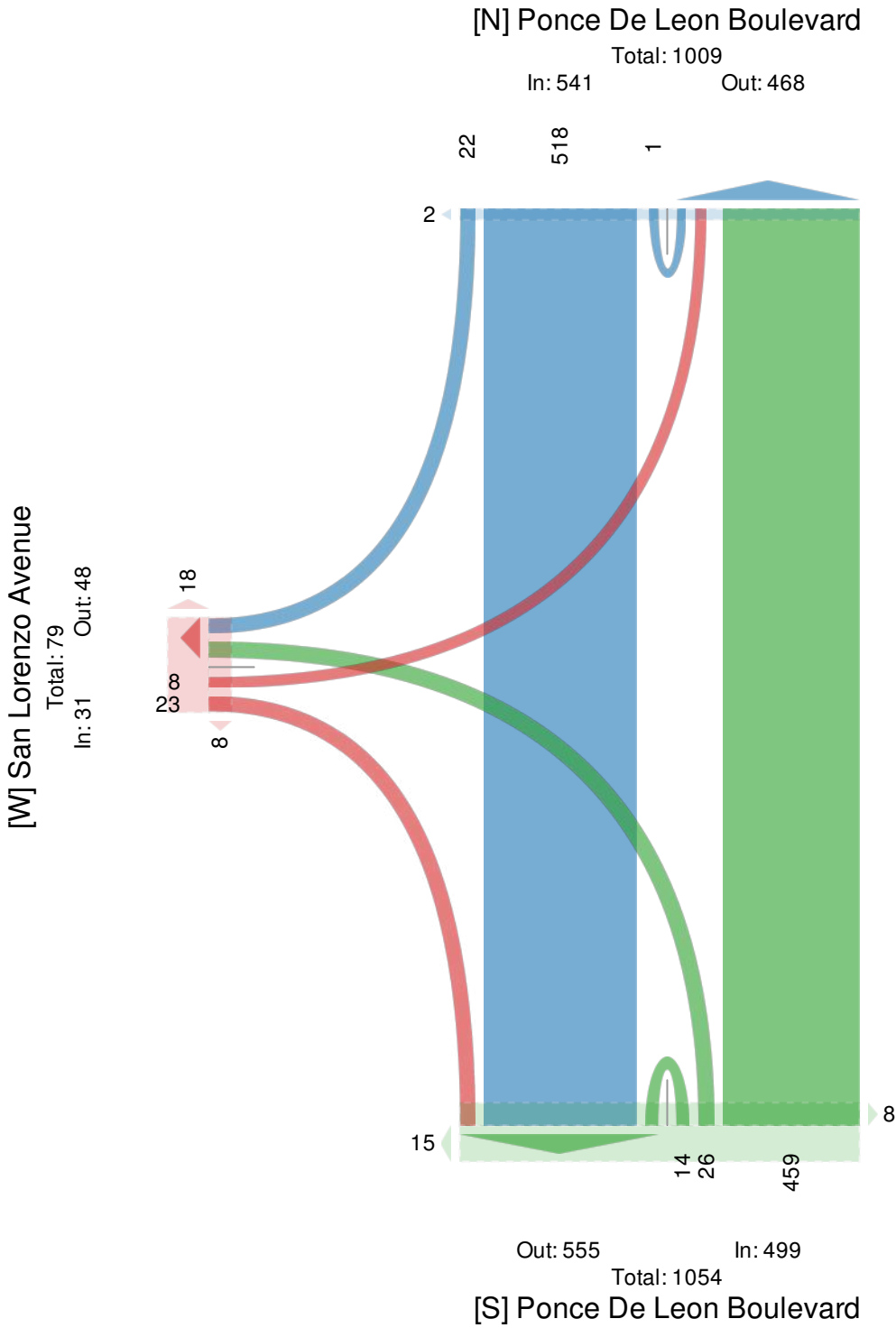
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 745285, Location: 25.732246, -80.25843, Site Code: Ponce De Leon Boulevard and San Lorenzo Avenue



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US



**Ponce De Leon Boulevard and San Lorenzo Aven... - TMC**

Tue Jan 28, 2020

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: 745285, Location: 25.732246, -80.25843, Site Code: Ponce De Leon Boulevard and San Lorenzo Avenue



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

Leg Direction	Ponce De Leon Boulevard Southbound					Ponce De Leon Boulevard Northbound					San Lorenzo Avenue Eastbound					Int
	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	
Time																
2020-01-28 4:45PM	20	95	1	<b>116</b>	2	108	14	4	<b>126</b>	11	14	5	0	<b>19</b>	17	<b>261</b>
5:00PM	24	115	0	<b>139</b>	1	108	10	5	<b>123</b>	22	10	6	0	<b>16</b>	22	<b>278</b>
5:15PM	17	115	1	<b>133</b>	0	100	16	2	<b>118</b>	21	10	6	0	<b>16</b>	15	<b>267</b>
5:30PM	13	128	1	<b>142</b>	4	111	7	2	<b>120</b>	19	10	7	0	<b>17</b>	15	<b>279</b>
<b>Total</b>	74	453	3	<b>530</b>	7	427	47	13	<b>487</b>	73	44	24	0	<b>68</b>	69	<b>1085</b>
<b>% Approach</b>	14.0%	85.5%	0.6%	-	-	87.7%	9.7%	2.7%	-	-	64.7%	35.3%	0%	-	-	-
<b>% Total</b>	6.8%	41.8%	0.3%	<b>48.8%</b>	-	39.4%	4.3%	1.2%	<b>44.9%</b>	-	4.1%	2.2%	0%	<b>6.3%</b>	-	-
<b>PHF</b>	0.771	0.885	0.750	<b>0.933</b>	-	0.962	0.734	0.650	<b>0.966</b>	-	0.786	0.857	-	<b>0.895</b>	-	0.972
<b>Lights</b>	74	444	3	<b>521</b>	-	418	47	13	<b>478</b>	-	44	24	0	<b>68</b>	-	1067
<b>% Lights</b>	100%	98.0%	100%	<b>98.3%</b>	-	97.9%	100%	100%	<b>98.2%</b>	-	100%	100%	0%	<b>100%</b>	-	98.3%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	3	0	<b>3</b>	-	3	0	0	<b>3</b>	-	0	0	0	<b>0</b>	-	6
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	0.7%	0%	<b>0.6%</b>	-	0.7%	0%	0%	<b>0.6%</b>	-	0%	0%	0%	<b>0%</b>	-	0.6%
<b>Buses</b>	0	6	0	<b>6</b>	-	6	0	0	<b>6</b>	-	0	0	0	<b>0</b>	-	12
<b>% Buses</b>	0%	1.3%	0%	<b>1.1%</b>	-	1.4%	0%	0%	<b>1.2%</b>	-	0%	0%	0%	<b>0%</b>	-	1.1%
Pedestrians	-	-	-	-	7	-	-	-	-	72	-	-	-	-	69	
<b>% Pedestrians</b>	-	-	-	-	100%	-	-	-	-	98.6%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	0%	-	-	-	-	1.4%	-	-	-	-	0%	-

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

**Ponce De Leon Boulevard and San Lorenzo Aven... - TMC**

Tue Jan 28, 2020

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

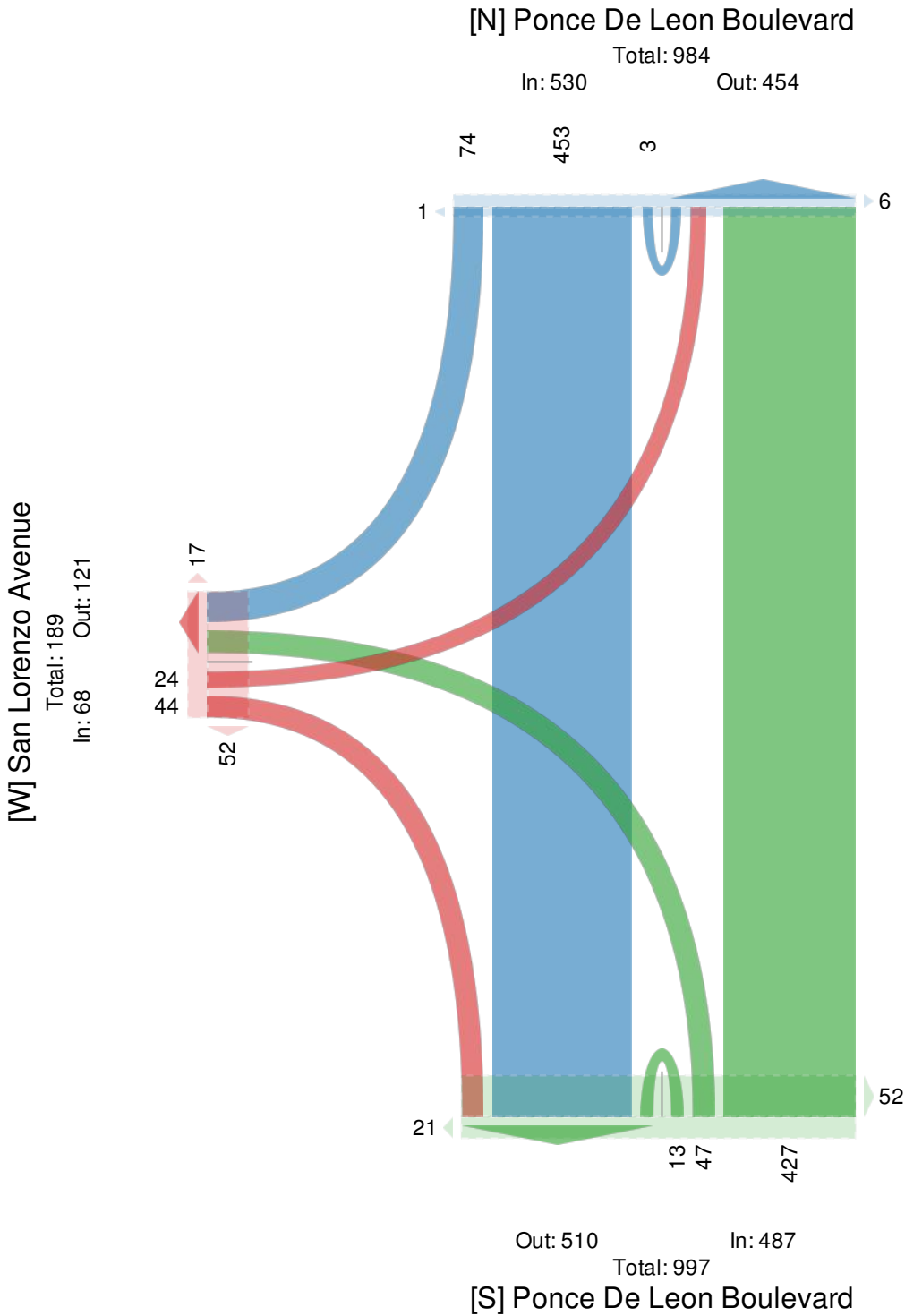
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 745285, Location: 25.732246, -80.25843, Site Code: Ponce De Leon Boulevard and San Lorenzo Avenue



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US





**Ponce De Leon Boulevard and Altara Avenue - TMC**

Tue Jan 28, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

Crosswalk)

All Movements

ID: 745284, Location: 25.733181, -80.258485, Site Code: Ponce De Leon Boulevard and Altara Avenue



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

Leg Direction	Ponce De Leon Boulevard Southbound						East Westbound						Ponce De Leon Boulevard Northbound						Altara Avenue Eastbound						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*	
2020-01-28 7:00AM	95	68	0	1	164	0	0	0	0	0	0	6	0	92	10	0	102	5	32	0	27	0	59	8	325
7:15AM	49	110	0	0	159	0	0	0	0	0	0	7	0	78	10	0	88	4	14	0	17	0	31	3	278
7:30AM	12	92	0	0	104	0	0	0	0	0	0	1	0	71	5	0	76	1	8	0	3	0	11	5	191
7:45AM	14	116	0	1	131	0	0	0	0	0	0	2	0	78	5	1	84	6	9	0	7	0	16	14	231
Hourly Total	170	386	0	2	558	0	0	0	0	0	0	16	0	319	30	1	350	16	63	0	54	0	117	30	1025
8:00AM	25	126	0	1	152	1	1	0	0	0	1	9	0	93	7	0	100	1	9	0	2	0	11	8	264
8:15AM	25	133	0	0	158	0	0	0	0	0	0	12	1	114	11	0	126	8	7	0	7	0	14	11	298
8:30AM	30	127	0	0	157	0	2	0	0	0	2	8	0	100	13	0	113	3	8	0	5	0	13	4	285
8:45AM	38	115	0	2	155	1	1	0	1	0	2	4	0	110	9	0	119	2	4	0	6	0	10	12	286
Hourly Total	118	501	0	3	622	2	4	0	1	0	5	33	1	417	40	0	458	14	28	0	20	0	48	35	1133
4:00PM	23	105	2	0	130	2	2	0	0	0	2	9	1	153	12	1	167	9	16	0	6	0	22	13	321
4:15PM	17	93	2	0	112	0	3	0	0	0	3	8	2	101	12	0	115	3	16	0	5	0	21	7	251
4:30PM	21	101	3	0	125	0	4	0	0	0	4	12	2	110	10	0	122	4	19	0	9	0	28	2	279
4:45PM	22	100	0	1	123	0	0	0	1	0	1	8	0	107	4	0	111	2	16	0	13	0	29	8	264
Hourly Total	83	399	7	1	490	2	9	0	1	0	10	37	5	471	38	1	515	18	67	0	33	0	100	30	1115
5:00PM	25	119	0	0	144	0	2	0	0	0	2	14	1	113	9	1	124	5	23	0	12	0	35	18	305
5:15PM	23	127	1	1	152	1	0	0	0	0	0	15	0	99	10	0	109	6	11	0	10	0	21	8	282
5:30PM	24	127	0	0	151	1	1	0	0	0	1	6	0	111	10	1	122	5	9	0	13	0	22	6	296
5:45PM	26	117	0	0	143	0	0	0	1	0	1	13	1	106	6	0	113	3	14	0	9	0	23	6	280
Hourly Total	98	490	1	1	590	2	3	0	1	0	4	48	2	429	35	2	468	19	57	0	44	0	101	38	1163
<b>Total</b>	469	1776	8	7	2260	6	16	0	3	0	19	134	8	1636	143	4	1791	67	215	0	151	0	366	133	4436
<b>% Approach</b>	20.8%	78.6%	0.4%	0.3%	-	-	84.2%	0%	15.8%	0%	-	-	0.4%	91.3%	8.0%	0.2%	-	-	58.7%	0%	41.3%	0%	-	-	-
<b>% Total</b>	10.6%	40.0%	0.2%	0.2%	50.9%	-	0.4%	0%	0.1%	0%	0.4%	-	0.2%	36.9%	3.2%	0.1%	40.4%	-	4.8%	0%	3.4%	0%	8.3%	-	-
<b>Lights</b>	461	1734	8	7	2210	-	16	0	3	0	19	-	8	1598	141	4	1751	-	214	0	150	0	364	-	4344
<b>% Lights</b>	98.3%	97.6%	100%	100%	97.8%	-	100%	0%	100%	0%	100%	-	100%	97.7%	98.6%	100%	97.8%	-	99.5%	0%	99.3%	0%	99.5%	-	97.9%
<b>Articulated Trucks and Single-Unit Trucks</b>	8	14	0	0	22	-	0	0	0	0	0	-	0	11	2	0	13	-	1	0	1	0	2	-	37
<b>% Articulated Trucks and Single-Unit Trucks</b>	1.7%	0.8%	0%	0%	1.0%	-	0%	0%	0%	0%	0%	-	0%	0.7%	1.4%	0%	0.7%	-	0.5%	0%	0.7%	0%	0.5%	-	0.8%
<b>Buses</b>	0	28	0	0	28	-	0	0	0	0	0	-	0	27	0	0	27	-	0	0	0	0	0	-	55
<b>% Buses</b>	0%	1.6%	0%	0%	1.2%	-	0%	0%	0%	0%	0%	-	0%	1.7%	0%	0%	1.5%	-	0%	0%	0%	0%	0%	-	1.2%
<b>Pedestrians</b>	-	-	-	-	-	6	-	-	-	-	-	125	-	-	-	-	-	67	-	-	-	-	-	125	
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	93.3%	-	-	-	-	-	100%	-	-	-	-	-	94.0%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	8	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	6.7%	-	-	-	-	-	0%	-	-	-	-	-	6.0%	-

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

**Ponce De Leon Boulevard and Altara Avenue - TMC**

Tue Jan 28, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

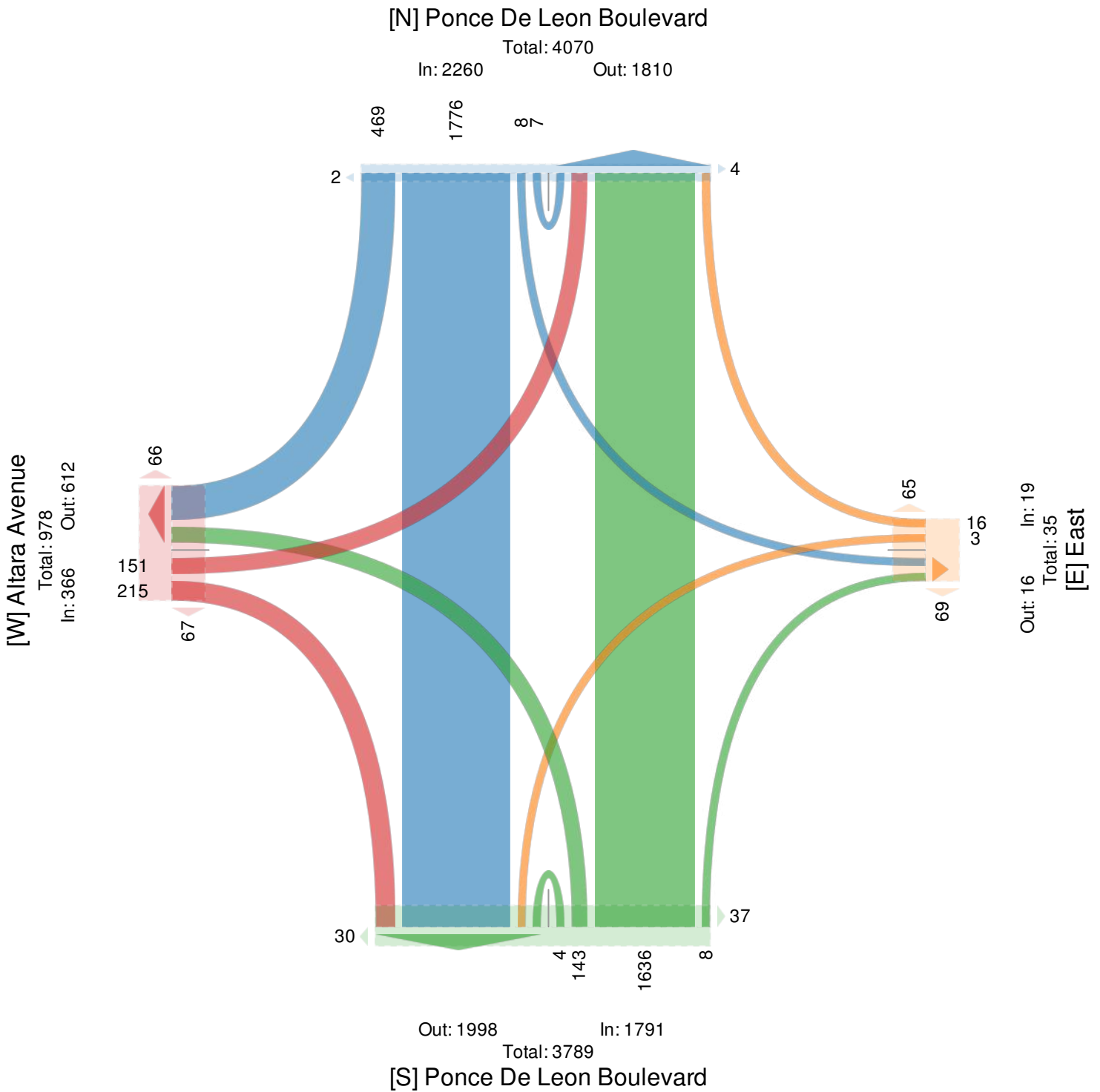
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 745284, Location: 25.733181, -80.258485, Site Code: Ponce De Leon Boulevard and Altara Avenue



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US



**Ponce De Leon Boulevard and Altara Avenue - TMC**

Tue Jan 28, 2020

AM Peak (8 AM - 9 AM)

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

All Movements

ID: 745284, Location: 25.733181, -80.258485, Site Code: Ponce De Leon Boulevard and Altara Avenue



Provided by: Apctc  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

Leg Direction	Ponce De Leon Boulevard Southbound						East Westbound						Ponce De Leon Boulevard Northbound						Altara Avenue Eastbound						
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
2020-01-28 8:00AM	25	126	0	1	152	1	1	0	0	0	1	9	0	93	7	0	100	1	9	0	2	0	11	8	264
8:15AM	25	133	0	0	158	0	0	0	0	0	0	12	1	114	11	0	126	8	7	0	7	0	14	11	298
8:30AM	30	127	0	0	157	0	2	0	0	0	2	8	0	100	13	0	113	3	8	0	5	0	13	4	285
8:45AM	38	115	0	2	155	1	1	0	1	0	2	4	0	110	9	0	119	2	4	0	6	0	10	12	286
<b>Total</b>	118	501	0	3	622	2	4	0	1	0	5	33	1	417	40	0	458	14	28	0	20	0	48	35	1133
<b>% Approach</b>	19.0%	80.5%	0%	0.5%	-	-	80.0%	0%	20.0%	0%	-	-	0.2%	91.0%	8.7%	0%	-	-	58.3%	0%	41.7%	0%	-	-	-
<b>% Total</b>	10.4%	44.2%	0%	0.3%	54.9%	-	0.4%	0%	0.1%	0%	0.4%	-	0.1%	36.8%	3.5%	0%	40.4%	-	2.5%	0%	1.8%	0%	4.2%	-	-
<b>PHF</b>	0.776	0.942	-	0.375	0.984	-	0.500	-	0.250	-	0.625	-	0.250	0.914	0.769	-	0.909	-	0.778	-	0.714	-	0.857	-	0.951
<b>Lights</b>	116	490	0	3	609	-	4	0	1	0	5	-	1	405	40	0	446	-	28	0	20	0	48	-	1108
<b>% Lights</b>	98.3%	97.8%	0%	100%	97.9%	-	100%	0%	100%	0%	100%	-	100%	97.1%	100%	0%	97.4%	-	100%	0%	100%	0%	100%	-	97.8%
<b>Articulated Trucks and Single-Unit Trucks</b>	2	3	0	0	5	-	0	0	0	0	0	-	0	4	0	0	4	-	0	0	0	0	0	-	9
<b>% Articulated Trucks and Single-Unit Trucks</b>	1.7%	0.6%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	-	0%	1.0%	0%	0%	0.9%	-	0%	0%	0%	0%	0%	-	0.8%
<b>Buses</b>	0	8	0	0	8	-	0	0	0	0	0	-	0	8	0	0	8	-	0	0	0	0	0	-	16
<b>% Buses</b>	0%	1.6%	0%	0%	1.3%	-	0%	0%	0%	0%	0%	-	0%	1.9%	0%	0%	1.7%	-	0%	0%	0%	0%	0%	-	1.4%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	31	-	-	-	-	-	14	-	-	-	-	-	34	
<b>% Pedestrians</b>	-	-	-	-	-	-100%	-	-	-	-	-	-93.9%	-	-	-	-	-	-100%	-	-	-	-	-	-97.1%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	6.1%	-	-	-	-	-	0%	-	-	-	-	-	2.9%	-

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

**Ponce De Leon Boulevard and Altara Avenue - TMC**

Tue Jan 28, 2020

AM Peak (8 AM - 9 AM)

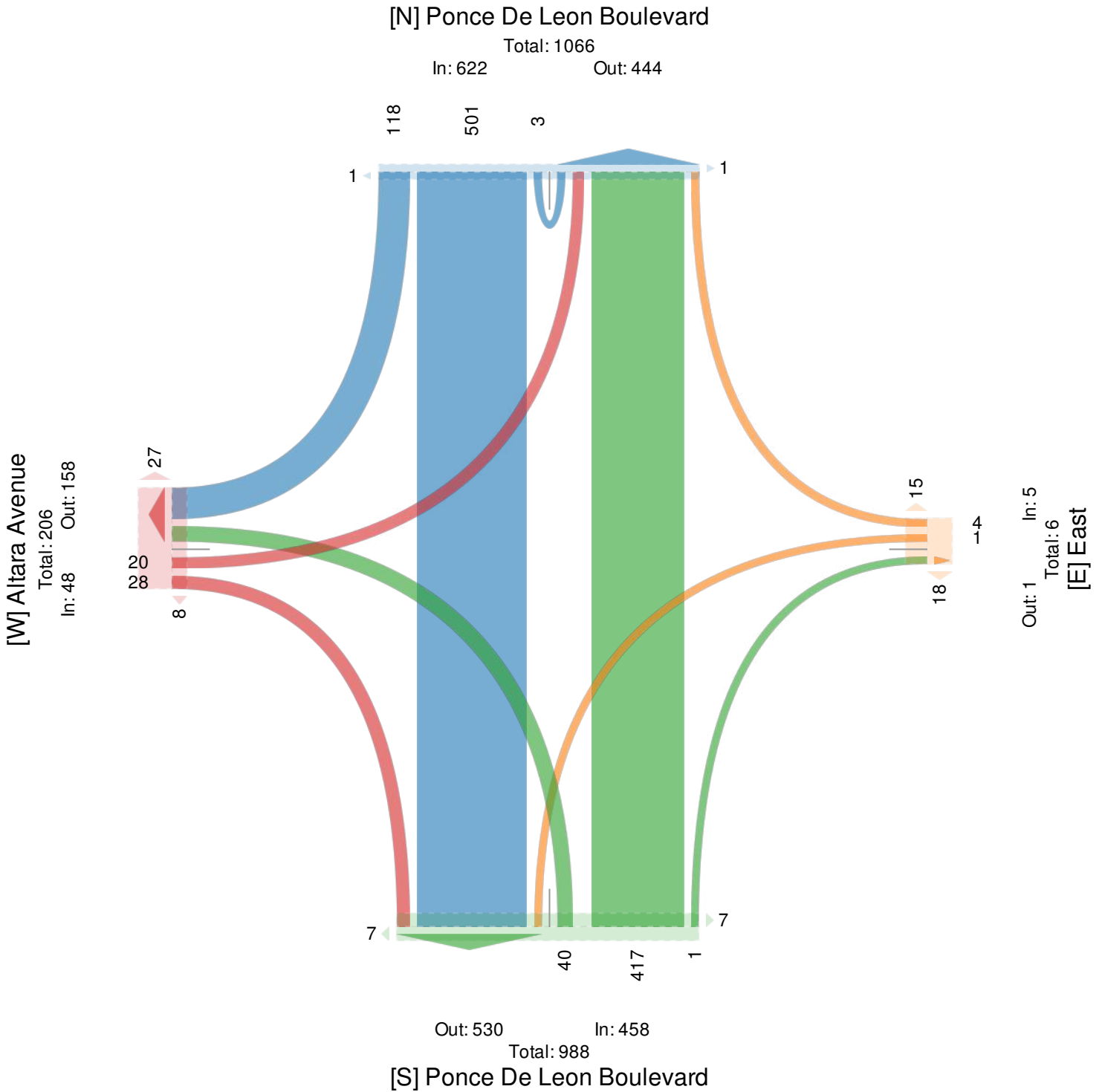
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 745284, Location: 25.733181, -80.258485, Site Code: Ponce De Leon Boulevard and Altara Avenue



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US



**Ponce De Leon Boulevard and Altara Avenue - TMC**

Tue Jan 28, 2020

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: 745284, Location: 25.733181, -80.258485, Site Code: Ponce De Leon Boulevard and Altara Avenue



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

Leg Direction	Ponce De Leon Boulevard Southbound						East Westbound						Ponce De Leon Boulevard Northbound						Altara Avenue Eastbound						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*	
2020-01-28 5:00PM	25	119	0	0	144	0	2	0	0	0	2	14	1	113	9	1	124	5	23	0	12	0	35	18	305
5:15PM	23	127	1	1	152	1	0	0	0	0	0	15	0	99	10	0	109	6	11	0	10	0	21	8	282
5:30PM	24	127	0	0	151	1	1	0	0	0	1	6	0	111	10	1	122	5	9	0	13	0	22	6	296
5:45PM	26	117	0	0	143	0	0	0	1	0	1	13	1	106	6	0	113	3	14	0	9	0	23	6	280
<b>Total</b>	98	490	1	1	590	2	3	0	1	0	4	48	2	429	35	2	468	19	57	0	44	0	101	38	1163
<b>% Approach</b>	16.6%	83.1%	0.2%	0.2%	-	-	75.0%	0%	25.0%	0%	-	-	0.4%	91.7%	7.5%	0.4%	-	-	56.4%	0%	43.6%	0%	-	-	-
<b>% Total</b>	8.4%	42.1%	0.1%	0.1%	50.7%	-	0.3%	0%	0.1%	0%	0.3%	-	0.2%	36.9%	3.0%	0.2%	40.2%	-	4.9%	0%	3.8%	0%	8.7%	-	-
<b>PHF</b>	0.942	0.965	0.250	0.250	0.970	-	0.375	-	0.250	-	0.500	-	0.500	0.949	0.875	0.500	0.944	-	0.620	-	0.846	-	0.721	-	0.953
<b>Lights</b>	97	482	1	1	581	-	3	0	1	0	4	-	2	423	34	2	461	-	57	0	43	0	100	-	1146
<b>% Lights</b>	99.0%	98.4%	100%	100%	98.5%	-	100%	0%	100%	0%	100%	-	100%	98.6%	97.1%	100%	98.5%	-	100%	0%	97.7%	0%	99.0%	-	98.5%
<b>Articulated Trucks and Single-Unit Trucks</b>	1	1	0	0	2	-	0	0	0	0	0	-	0	0	1	0	1	-	0	0	1	0	1	-	4
<b>% Articulated Trucks and Single-Unit Trucks</b>	1.0%	0.2%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	2.9%	0%	0.2%	-	0%	0%	2.3%	0%	1.0%	-	0.3%
<b>Buses</b>	0	7	0	0	7	-	0	0	0	0	0	-	0	6	0	0	6	-	0	0	0	0	0	-	13
<b>% Buses</b>	0%	1.4%	0%	0%	1.2%	-	0%	0%	0%	0%	0%	-	0%	1.4%	0%	0%	1.3%	-	0%	0%	0%	0%	0%	-	1.1%
<b>Pedestrians</b>	-	-	-	-	-	2	-	-	-	-	-	47	-	-	-	-	-	19	-	-	-	-	-	34	-
<b>% Pedestrians</b>	-	-	-	-	-	-100%	-	-	-	-	-	-97.9%	-	-	-	-	-	-100%	-	-	-	-	-	-	-89.5%
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	4	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	2.1%	-	-	-	-	-	0%	-	-	-	-	-	-	-10.5%

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

**Ponce De Leon Boulevard and Altara Avenue - TMC**

Tue Jan 28, 2020

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

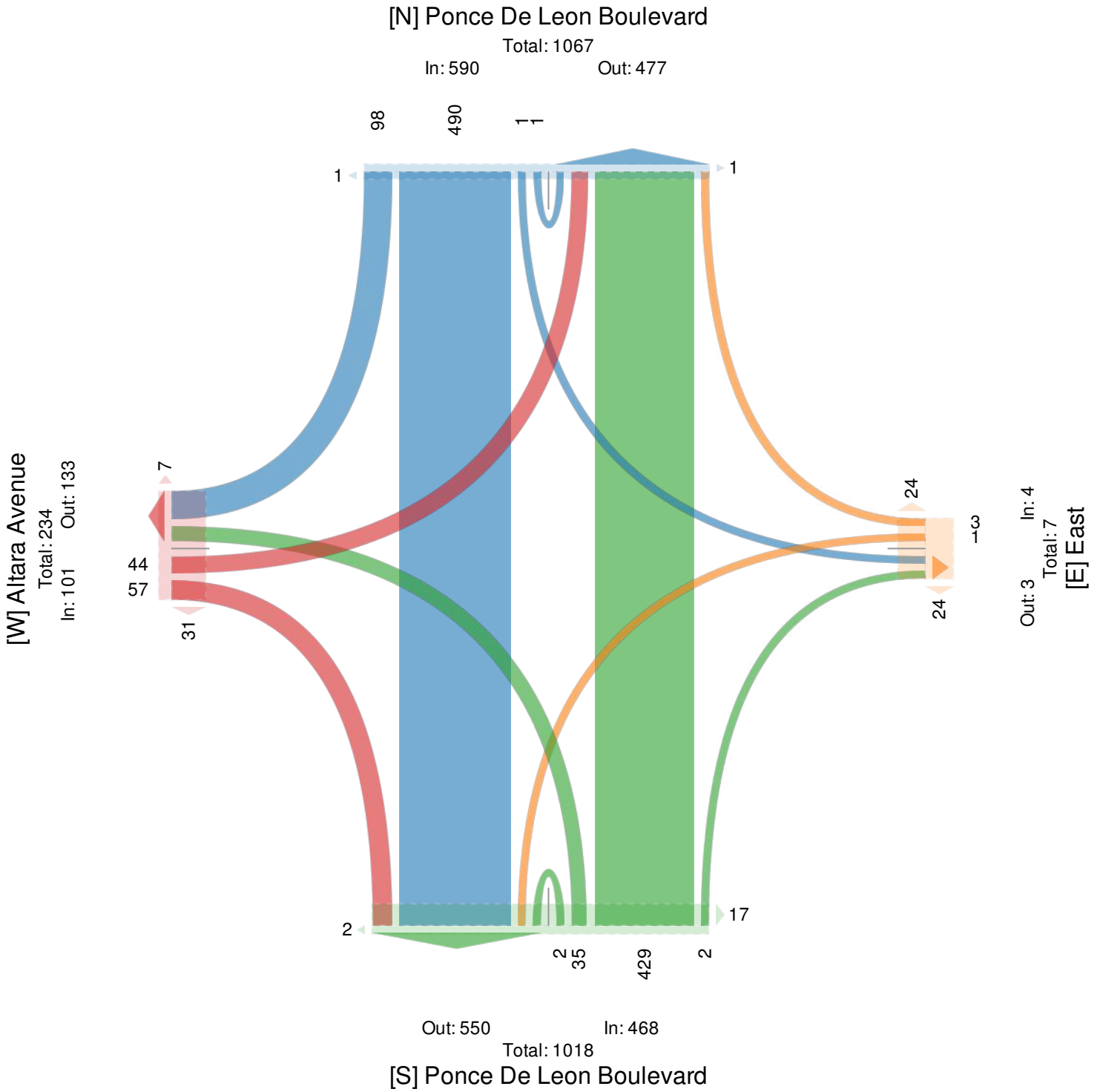
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 745284, Location: 25.733181, -80.258485, Site Code: Ponce De Leon Boulevard and Altara Avenue



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US



**Altara Avenue and Aurora Street - TMC**

Tue Jan 28, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

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

All Movements

ID: 745282, Location: 25.733174, -80.259397, Site Code: Altara Avenue and Aurora Street



Provided by: Apcte

10305 NW 41st Street, Suite 115, Doral, FL, 33178, US

Leg Direction	Aurora Street Southbound						Altara Avenue Westbound						Aurora Street Northbound						Altara Avenue Eastbound						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*	
2020-01-28 7:00AM	0	0	0	0	0	4	8	90	4	0	102	3	5	2	1	0	8	4	7	49	10	0	66	1	176
7:15AM	2	2	1	0	5	4	18	38	2	0	58	3	2	3	1	0	6	4	3	29	8	0	40	1	109
7:30AM	0	1	2	0	3	0	5	9	3	0	17	2	1	5	0	0	6	0	1	6	4	0	11	0	37
7:45AM	3	0	6	0	9	3	10	8	0	0	18	1	1	1	1	0	3	2	3	8	7	1	19	1	49
Hourly Total	5	3	9	0	17	11	41	145	9	0	195	9	9	11	3	0	23	10	14	92	29	1	136	3	371
8:00AM	7	0	1	0	8	4	12	18	3	0	33	2	3	0	1	0	4	2	1	6	9	0	16	0	61
8:15AM	5	1	3	0	9	0	21	16	0	0	37	0	3	2	1	0	6	1	1	9	7	0	17	0	69
8:30AM	1	0	1	0	2	2	18	24	2	0	44	0	0	1	3	0	4	0	2	11	5	0	18	0	68
8:45AM	1	2	1	0	4	2	29	16	0	0	45	2	3	3	2	0	8	2	2	6	9	0	17	0	74
Hourly Total	14	3	6	0	23	8	80	74	5	0	159	4	9	6	7	0	22	5	6	32	30	0	68	0	272
4:00PM	14	1	7	0	22	1	12	19	4	0	35	5	8	4	3	0	15	6	5	13	1	1	20	1	92
4:15PM	6	1	6	0	13	7	11	17	2	0	30	2	5	3	3	0	11	4	4	11	3	0	18	6	72
4:30PM	5	4	5	0	14	11	13	17	3	0	33	6	8	1	8	0	17	6	5	18	3	1	27	0	91
4:45PM	12	6	11	0	29	1	11	10	8	0	29	1	3	4	5	0	12	1	10	19	4	0	33	0	103
Hourly Total	37	12	29	0	78	10	47	63	17	0	127	14	24	12	19	0	55	17	24	61	11	2	98	7	358
5:00PM	25	3	19	0	47	2	10	19	4	0	33	14	6	6	5	1	18	11	11	7	3	0	21	2	119
5:15PM	13	4	5	0	22	1	9	21	4	0	34	4	6	8	7	0	21	7	9	11	5	0	25	5	102
5:30PM	18	3	11	0	32	2	8	23	3	0	34	11	7	3	2	0	12	4	10	7	7	0	24	1	102
5:45PM	28	5	8	0	41	1	9	25	2	0	36	0	3	4	6	0	13	4	10	12	4	2	28	0	118
Hourly Total	84	15	43	0	142	6	36	88	13	0	137	29	22	21	20	1	64	26	40	37	19	2	98	8	441
<b>Total</b>	<b>140</b>	<b>33</b>	<b>87</b>	<b>0</b>	<b>260</b>	<b>35</b>	<b>204</b>	<b>370</b>	<b>44</b>	<b>0</b>	<b>618</b>	<b>56</b>	<b>64</b>	<b>50</b>	<b>49</b>	<b>1</b>	<b>164</b>	<b>58</b>	<b>84</b>	<b>222</b>	<b>89</b>	<b>5</b>	<b>400</b>	<b>18</b>	<b>1442</b>
<b>% Approach</b>	53.8%	12.7%	33.5%	0%	-	-	33.0%	59.9%	7.1%	0%	-	-	39.0%	30.5%	29.9%	0.6%	-	-	21.0%	55.5%	22.3%	1.3%	-	-	-
<b>% Total</b>	9.7%	2.3%	6.0%	0%	18.0%	-	14.1%	25.7%	3.1%	0%	42.9%	-	4.4%	3.5%	3.4%	0.1%	11.4%	-	5.8%	15.4%	6.2%	0.3%	27.7%	-	-
<b>Lights</b>	139	32	86	0	257	-	199	367	42	0	608	-	63	49	49	1	162	-	82	221	88	5	396	-	1423
<b>% Lights</b>	99.3%	97.0%	98.9%	0%	98.8%	-	97.5%	99.2%	95.5%	0%	98.4%	-	98.4%	98.0%	100%	100%	98.8%	-	97.6%	99.5%	98.9%	100%	99.0%	-	98.7%
<b>Articulated Trucks and Single-Unit Trucks</b>	1	1	1	0	3	-	4	3	2	0	9	-	1	1	0	0	2	-	2	1	1	0	4	-	18
<b>% Articulated Trucks and Single-Unit Trucks</b>	0.7%	3.0%	1.1%	0%	1.2%	-	2.0%	0.8%	4.5%	0%	1.5%	-	1.6%	2.0%	0%	0%	1.2%	-	2.4%	0.5%	1.1%	0%	1.0%	-	1.2%
<b>Buses</b>	0	0	0	0	0	-	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
<b>% Buses</b>	0%	0%	0%	0%	0%	-	0.5%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
<b>Pedestrians</b>	-	-	-	-	-	35	-	-	-	-	-	56	-	-	-	-	-	58	-	-	-	-	-	18	-
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

**Altara Avenue and Aurora Street - TMC**

Tue Jan 28, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

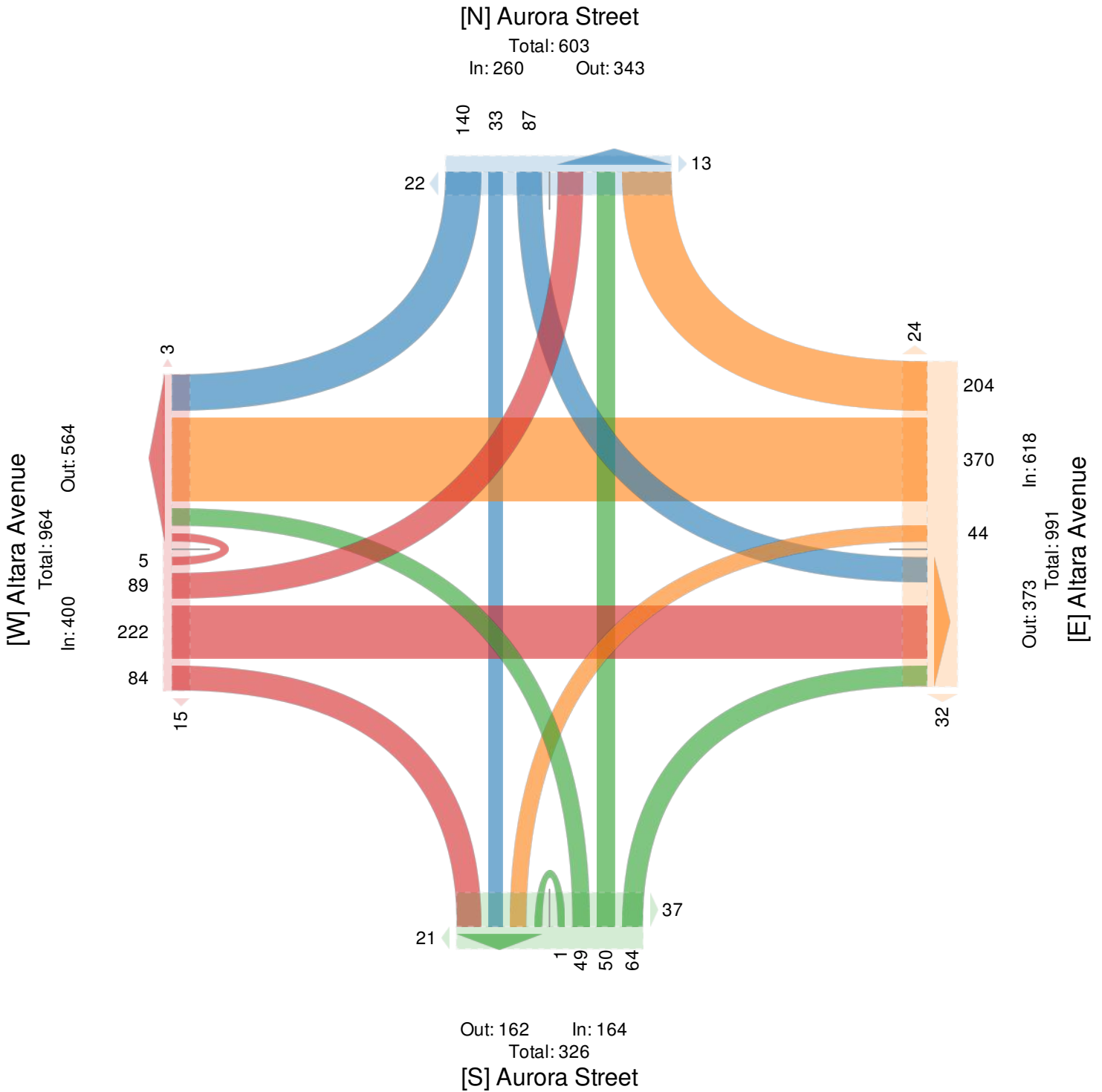
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 745282, Location: 25.733174, -80.259397, Site Code: Altara Avenue and Aurora Street



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US





**Altara Avenue and Aurora Street - TMC**

Tue Jan 28, 2020

AM Peak (7 AM - 8 AM)

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

All Movements

ID: 745282, Location: 25.733174, -80.259397, Site Code: Altara Avenue and Aurora Street



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

Leg Direction	Aurora Street Southbound						Altara Avenue Westbound						Aurora Street Northbound						Altara Avenue Eastbound						
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
2020-01-28 7:00AM	0	0	0	0	0	4	8	90	4	0	102	3	5	2	1	0	8	4	7	49	10	0	66	1	176
7:15AM	2	2	1	0	5	4	18	38	2	0	58	3	2	3	1	0	6	4	3	29	8	0	40	1	109
7:30AM	0	1	2	0	3	0	5	9	3	0	17	2	1	5	0	0	6	0	1	6	4	0	11	0	37
7:45AM	3	0	6	0	9	3	10	8	0	0	18	1	1	1	1	0	3	2	3	8	7	1	19	1	49
<b>Total</b>	5	3	9	0	17	11	41	145	9	0	195	9	9	11	3	0	23	10	14	92	29	1	136	3	371
<b>% Approach</b>	29.4%	17.6%	52.9%	0%	-	-	21.0%	74.4%	4.6%	0%	-	-	39.1%	47.8%	13.0%	0%	-	-	10.3%	67.6%	21.3%	0.7%	-	-	-
<b>% Total</b>	1.3%	0.8%	2.4%	0%	4.6%	-	11.1%	39.1%	2.4%	0%	52.6%	-	2.4%	3.0%	0.8%	0%	6.2%	-	3.8%	24.8%	7.8%	0.3%	36.7%	-	-
<b>PHF</b>	0.417	0.375	0.375	-	0.472	-	0.569	0.403	0.563	-	0.478	-	0.450	0.550	0.750	-	0.719	-	0.500	0.469	0.725	0.250	0.515	-	0.527
<b>Lights</b>	5	2	9	0	16	-	41	143	8	0	192	-	9	11	3	0	23	-	14	92	28	1	135	-	366
<b>% Lights</b>	100%	66.7%	100%	0%	94.1%	-	100%	98.6%	88.9%	0%	98.5%	-	100%	100%	100%	0%	100%	-	100%	100%	96.6%	100%	99.3%	-	98.7%
<b>Articulated Trucks and Single-Unit Trucks</b>	0	1	0	0	1	-	0	2	1	0	3	-	0	0	0	0	0	-	0	0	1	0	1	-	5
<b>% Articulated Trucks and Single-Unit Trucks</b>	0%	33.3%	0%	0%	5.9%	-	0%	1.4%	11.1%	0%	1.5%	-	0%	0%	0%	0%	0%	-	0%	0%	3.4%	0%	0.7%	-	1.3%
<b>Buses</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Buses</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	11	-	-	-	-	-	9	-	-	-	-	-	10	-	-	-	-	-	3	-
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

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

**Altara Avenue and Aurora Street - TMC**

Tue Jan 28, 2020

AM Peak (7 AM - 8 AM)

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

All Movements

ID: 745282, Location: 25.733174, -80.259397, Site Code: Altara Avenue and Aurora Street

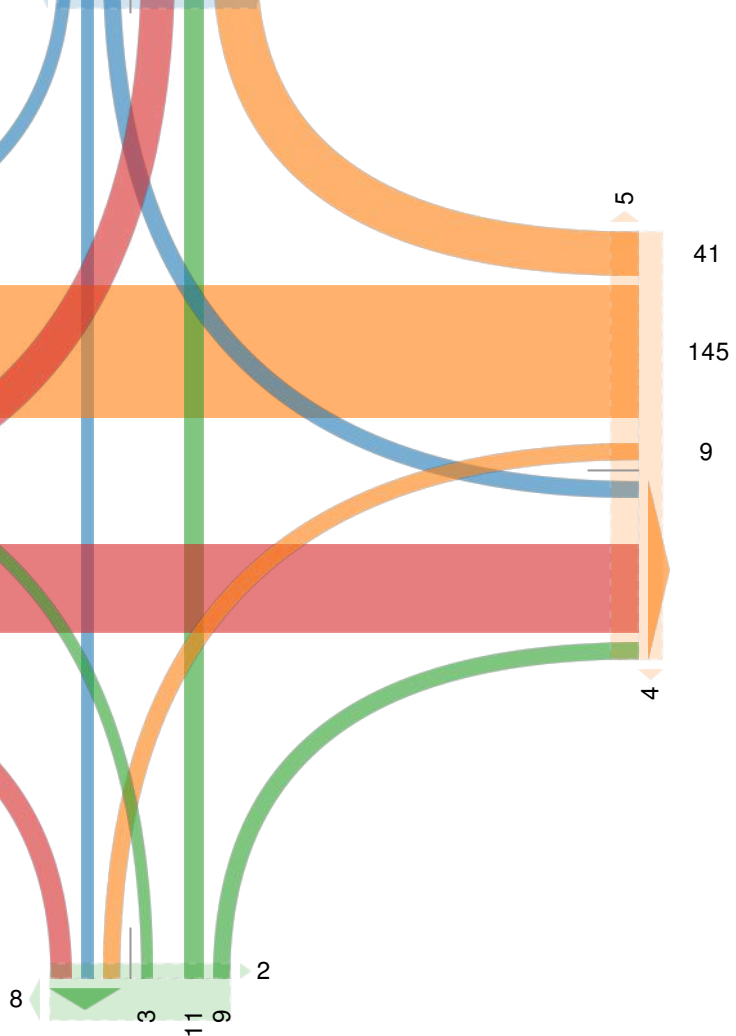


Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

**[N] Aurora Street**

Total: 98  
In: 17 Out: 81

530



**[W] Altara Avenue**

Total: 290  
In: 136 Out: 154

1  
29  
92  
14

3



Out: 26 In: 23  
Total: 49

**[S] Aurora Street**

Out: 110 In: 195  
Total: 305  
**[E] Altara Avenue**

41  
145  
9

5

4

**Altara Avenue and Aurora Street - TMC**

Tue Jan 28, 2020

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: 745282, Location: 25.733174, -80.259397, Site Code: Altara Avenue and Aurora Street



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US

Leg Direction	Aurora Street Southbound						Altara Avenue Westbound						Aurora Street Northbound						Altara Avenue Eastbound						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*	
2020-01-28 5:00PM	25	3	19	0	47	2	10	19	4	0	33	14	6	6	5	1	18	11	11	7	3	0	21	2	119
5:15PM	13	4	5	0	22	1	9	21	4	0	34	4	6	8	7	0	21	7	9	11	5	0	25	5	102
5:30PM	18	3	11	0	32	2	8	23	3	0	34	11	7	3	2	0	12	4	10	7	7	0	24	1	102
5:45PM	28	5	8	0	41	1	9	25	2	0	36	0	3	4	6	0	13	4	10	12	4	2	28	0	118
<b>Total</b>	84	15	43	0	142	6	36	88	13	0	137	29	22	21	20	1	64	26	40	37	19	2	98	8	441
<b>% Approach</b>	59.2%	10.6%	30.3%	0%	-	-	26.3%	64.2%	9.5%	0%	-	-	34.4%	32.8%	31.3%	1.6%	-	-	40.8%	37.8%	19.4%	2.0%	-	-	-
<b>% Total</b>	19.0%	3.4%	9.8%	0%	32.2%	-	8.2%	20.0%	2.9%	0%	31.1%	-	5.0%	4.8%	4.5%	0.2%	14.5%	-	9.1%	8.4%	4.3%	0.5%	22.2%	-	-
<b>PHF</b>	0.750	0.750	0.566	-	0.755	-	0.900	0.880	0.813	-	0.951	-	0.786	0.656	0.714	0.250	0.762	-	0.909	0.771	0.679	0.250	0.875	-	0.926
<b>Lights</b>	83	15	43	0	141	-	34	88	13	0	135	-	22	21	20	1	64	-	40	37	19	2	98	-	438
<b>% Lights</b>	98.8%	100%	100%	0%	99.3%	-	94.4%	100%	100%	0%	98.5%	-	100%	100%	100%	100%	100%	-	100%	100%	100%	100%	100%	-	99.3%
<b>Articulated Trucks and Single-Unit Trucks</b>	1	0	0	0	1	-	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	2
<b>% Articulated Trucks and Single-Unit Trucks</b>	1.2%	0%	0%	0%	0.7%	-	2.8%	0%	0%	0%	0.7%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.5%
<b>Buses</b>	0	0	0	0	0	-	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
<b>% Buses</b>	0%	0%	0%	0%	0%	-	2.8%	0%	0%	0%	0.7%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
<b>Pedestrians</b>	-	-	-	-	-	6	-	-	-	-	-	29	-	-	-	-	-	26	-	-	-	-	-	8	
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	

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

**Altara Avenue and Aurora Street - TMC**

Tue Jan 28, 2020

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

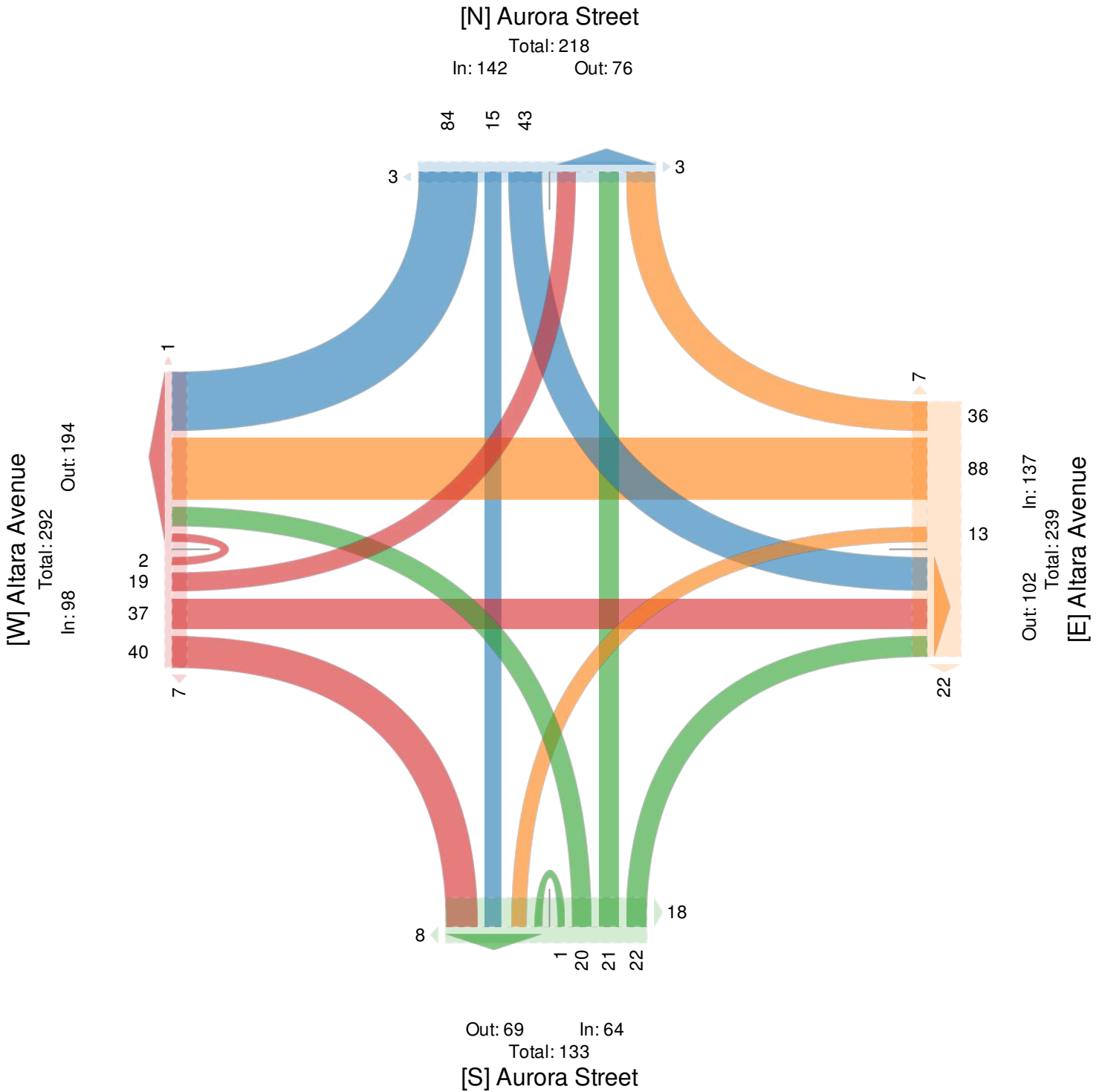
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 745282, Location: 25.733174, -80.259397, Site Code: Altara Avenue and Aurora Street



Provided by: Apcte  
10305 NW 41st Street, Suite 115,  
Doral, FL, 33178, US



# APPENDIX C

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## Peak Season Factor Category Report

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: COUNTY  
 CATEGORY: 8701 MIAMI-DADE SOUTH

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2018 - 01/06/2018	1.01	1.05
2	01/07/2018 - 01/13/2018	1.01	1.05
3	01/14/2018 - 01/20/2018	1.00	1.04
4	01/21/2018 - 01/27/2018	0.99	1.03
* 5	01/28/2018 - 02/03/2018	0.98	1.02
* 6	02/04/2018 - 02/10/2018	0.97	1.01
* 7	02/11/2018 - 02/17/2018	0.96	1.00
* 8	02/18/2018 - 02/24/2018	0.96	1.00
* 9	02/25/2018 - 03/03/2018	0.96	1.00
*10	03/04/2018 - 03/10/2018	0.96	1.00
*11	03/11/2018 - 03/17/2018	0.96	1.00
*12	03/18/2018 - 03/24/2018	0.96	1.00
*13	03/25/2018 - 03/31/2018	0.96	1.00
*14	04/01/2018 - 04/07/2018	0.96	1.00
*15	04/08/2018 - 04/14/2018	0.96	1.00
*16	04/15/2018 - 04/21/2018	0.96	1.00
*17	04/22/2018 - 04/28/2018	0.98	1.02
18	04/29/2018 - 05/05/2018	0.99	1.03
19	05/06/2018 - 05/12/2018	1.01	1.05
20	05/13/2018 - 05/19/2018	1.02	1.06
21	05/20/2018 - 05/26/2018	1.03	1.07
22	05/27/2018 - 06/02/2018	1.03	1.07
23	06/03/2018 - 06/09/2018	1.04	1.08
24	06/10/2018 - 06/16/2018	1.04	1.08
25	06/17/2018 - 06/23/2018	1.04	1.08
26	06/24/2018 - 06/30/2018	1.04	1.08
27	07/01/2018 - 07/07/2018	1.05	1.09
28	07/08/2018 - 07/14/2018	1.05	1.09
29	07/15/2018 - 07/21/2018	1.05	1.09
30	07/22/2018 - 07/28/2018	1.04	1.08
31	07/29/2018 - 08/04/2018	1.03	1.07
32	08/05/2018 - 08/11/2018	1.02	1.06
33	08/12/2018 - 08/18/2018	1.01	1.05
34	08/19/2018 - 08/25/2018	1.01	1.05
35	08/26/2018 - 09/01/2018	1.02	1.06
36	09/02/2018 - 09/08/2018	1.02	1.06
37	09/09/2018 - 09/15/2018	1.02	1.06
38	09/16/2018 - 09/22/2018	1.01	1.05
39	09/23/2018 - 09/29/2018	1.01	1.05
40	09/30/2018 - 10/06/2018	1.00	1.04
41	10/07/2018 - 10/13/2018	1.00	1.04
42	10/14/2018 - 10/20/2018	0.99	1.03
43	10/21/2018 - 10/27/2018	1.00	1.04
44	10/28/2018 - 11/03/2018	1.00	1.04
45	11/04/2018 - 11/10/2018	1.01	1.05
46	11/11/2018 - 11/17/2018	1.01	1.05
47	11/18/2018 - 11/24/2018	1.01	1.05
48	11/25/2018 - 12/01/2018	1.01	1.05
49	12/02/2018 - 12/08/2018	1.01	1.05
50	12/09/2018 - 12/15/2018	1.01	1.05
51	12/16/2018 - 12/22/2018	1.01	1.05
52	12/23/2018 - 12/29/2018	1.00	1.04
53	12/30/2018 - 12/31/2018	1.00	1.04

\* PEAK SEASON

28-FEB-2019 15:24:23

830UPD

6\_8701\_PKSEASON.TXT

# APPENDIX D

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## Signal Timing Data

Timing Phases	Direction	WB		EB			NB		SB		Ped Heads				Movements/Display/Actuation	
		Head No.	2	5/2	6	1/6	6R	4	7/4	8R	3/8	P2	P4	P6		P8
(1+5) EBLT/WBLT BIRD RD <b>ACTUATED</b>	Dwell	R	<G/R	R	<G/R	R	R	R	R/G>	R	DW	DW	DW	DW		
	Clear to	2+5	R	<G/G	R	<Y/R	R	R	R	R/Y>	R	DW	DW	DW		DW
		1+6	R	<Y/R	R	<G/G	R	R	R	R/G>	R	DW	DW	DW		DW
		2+6	R	<Y/R	R	<Y/R	R	R	R	R/Y>	R	DW	DW	DW		DW
(2+5) WBLT + WBT BIRD RD <b>ACTUATED</b>	Dwell	G	<G/G	R	R	R	R	R	R	R	WF	DW	DW	DW		
	Clear to	2+6	G	<Y/G	R	R	R	R	R	R	WF	DW	DW	DW		
(1+6) EBLT/EBT BIRD RD <b>ACTUATED</b>	Dwell	R	R	G	<G/G	R	R	R	R/G>	R	DW	DW	WF	DW		
	Clear to	2+6	R	R	Y	<Y/G	R	R	R	R/Y>	R	DW	DW	WF		DW
(2+6) SBT/NBT NW 7 AV <b>RECALL</b>	Dwell	G	G	G	R	R	R	R	R	R	W/F	DW	W/F	DW		
	Clear to	1+5	Y	Y	Y	R	R	R	R	R	R	DW	DW	DW		DW
		2+5	Y	Y	Y	R	R	R	R	R	R	DW	DW	DW		DW
		1+6	Y	Y	Y	R	R	R	R	R	R	DW	DW	DW		DW
		3+7	Y	Y	Y	R	R	R	R	R	R	DW	DW	DW		DW
		4+8	Y	Y	Y	R	R	R	R	R	R	DW	DW	DW		DW
(3+7) SBLT/NBLT	Dwell	R	R	R	R	R/G>	R	<G/R	R	<G/R	DW	DW	DW	DW		
	Clear to	3+8	R	R	R	R	R/Y>	R	<Y/R	R	<G/G	DW	DW	DW		DW
		4+7	R	R	R	R	R/G>	R	<G/G	R	<Y/R	DW	DW	DW		DW
		4+8	R	R	R	R	R/Y>	R	<Y/R	R	<Y/R	DW	DW	DW		DW
		1+5	R	R	R	R	R/Y>	R	<Y/R	R	<Y/R	DW	DW	DW		DW
		2+5	R	R	R	R	R/Y>	R	<Y/R	R	<Y/R	DW	DW	DW		DW
		2+6	R	R	R	R	R/Y>	R	<Y/R	R	<Y/R	DW	DW	DW		DW
				R												
Flashing Operation		FY	FY	FY	FY	FY	FR	FR	FR	FR					Page 1 of 2	
<b>MIAMI-DADE COUNTY PUBLIC WORK DEPARTMENT</b>																
Drawn Mario L. Hernandez		Date 5/5/2010		<b>Bird Rd &amp; Ponce de Leon Blvd</b>												
Checked H. Hernandez	Date 11/18/10	Placed in Service				Phasing No.		Asset Number								
		Date 12-22-2010	By SUU		8		2594									



# SIGNAL OPERATING PLAN



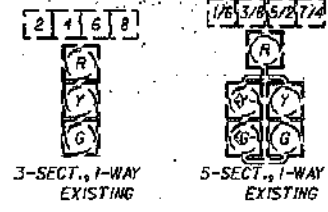
Timing Phases	Direction	WB		EB			NB		SB		Ped Heads				Movements/Display/Actuation	
	Head No.	2	5/2	6	1/6	6R	4	7/4	8R	3/8	P2	P4	P6	P8		
<b>(3 + 8)</b> SBLT/SBT PONCE DE LEON	Dwell	R	R	R	R	R	R	R	R	<G/G	DW	DW	DW	W/F		
	Clear to	4+8	R	R	R	R	R	R	R	R	<Y/G	DW	DW	DW		W/F
		1+5	R	R	R	R	R	R	R	R	<Y/Y	DW	DW	DW		DW
		1+6	R	R	R	R	R	R	R	R	<Y/Y	DW	DW	DW		DW
		2+5	R	R	R	R	R	R	R	R	<Y/Y	DW	DW	DW		DW
		2+6	R	R	R	R	R	R	R	R	<Y/Y	DW	DW	DW		DW
<b>ACTUATED</b>																
<b>(4 + 7)</b> NBLT/NBT PONCE DE LEON	Dwell	R	R	R	R	R/G>	G	<G/G	R	R	DW	W/F	DW	DW		
	Clear to	4+8	R	R	R	R	R/Y>	G	<Y/G	R	R	DW	W/F	DW		DW
		1+5	R	R	R	R	R	Y	<Y/Y	R	R	DW	DW	DW		DW
		1+6	R	R	R	R	R	Y	<Y/Y	R	R	DW	DW	DW		DW
		2+5	R	R	R	R	R	Y	<Y/Y	R	R	DW	DW	DW		DW
		2+6	R	R	R	R	R	Y	<Y/Y	R	R	DW	DW	DW		DW
<b>ACTUATED</b>																
<b>(4 + 8)</b> NBT/SBT PONCE DE LEON	Dwell	R	R	R	R	R	G	G	R	G	DW	WF	DW	WF		
	Clear to	1+5	R	R	R	R	R	Y	Y	R	Y	DW	DW	DW		DW
		1+6	R	R	R	R	R	Y	Y	R	Y	DW	DW	DW		DW
		2+5	R	R	R	R	R	Y	Y	R	Y	DW	DW	DW		DW
		2+6	R	R	R	R	R	Y	Y	R	Y	DW	DW	DW		DW
<b>ACTUATED</b>																
	Dwell															
	Clear to															
	Dwell															
	Clear to															
	Dwell															
	Clear to															

**MIAMI-DADE COUNTY PUBLIC WORK DEPARTMENT**

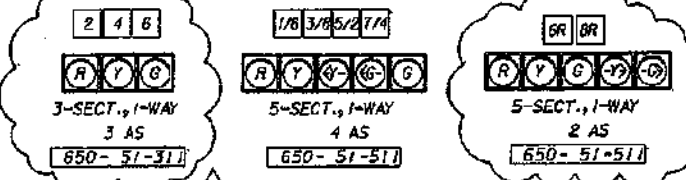
Flashing Operation	FY	FY	FY	FY	FR	FR	FR	FR						
Drawn Mario L. Hernandez	Date 5/5/2010	Bird Rd & Ponce de Leon Blvd												
Checked H. Hernandez	Date 11/18/10	Placed in Service Date 12-22-2010				By SUU		Phasing No. 8			Asset Number 2594			

GridPPConcPeds

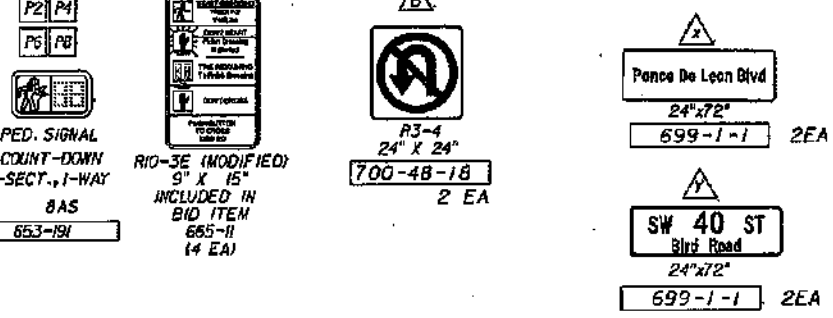
EXISTING SIGNAL HEAD DETAILS:



SIGNAL HEAD DETAILS:



OVERHEAD SIGN DETAILS:



SIGNAL OPERATION NOTES:

- THE MAJOR STREET IS SW 40 STREET AND THE MINOR STREET IS PONCE DE LEON
- SIGNAL OPERATION PLAN S.O.P. 10
  - (A) FLASHING OPERATION IS YELLOW FOR MOVEMENTS 2 & 6 AND RED FOR MOVEMENTS 4 & 8
  - (B) SIGNAL TIMINGS ARE TO BE PROVIDED BY MIAMI-DADE COUNTY SIGNAL DIVISION.
- STATIONS AND OFFSETS ARE MEASURED FROM THE BASELINE SURVEY FOR SW 40 STREET
  - PAY ITEM 660-1-109 INCLUDES ONE LOOP DETECTOR AS CONTINGENCY TO BE USED IN CASE ANY EXISTING LOOP DETECTOR IS DAMAGED AND THAT WILL BE INSTALLED AS DIRECTED BY THE ENGINEER.

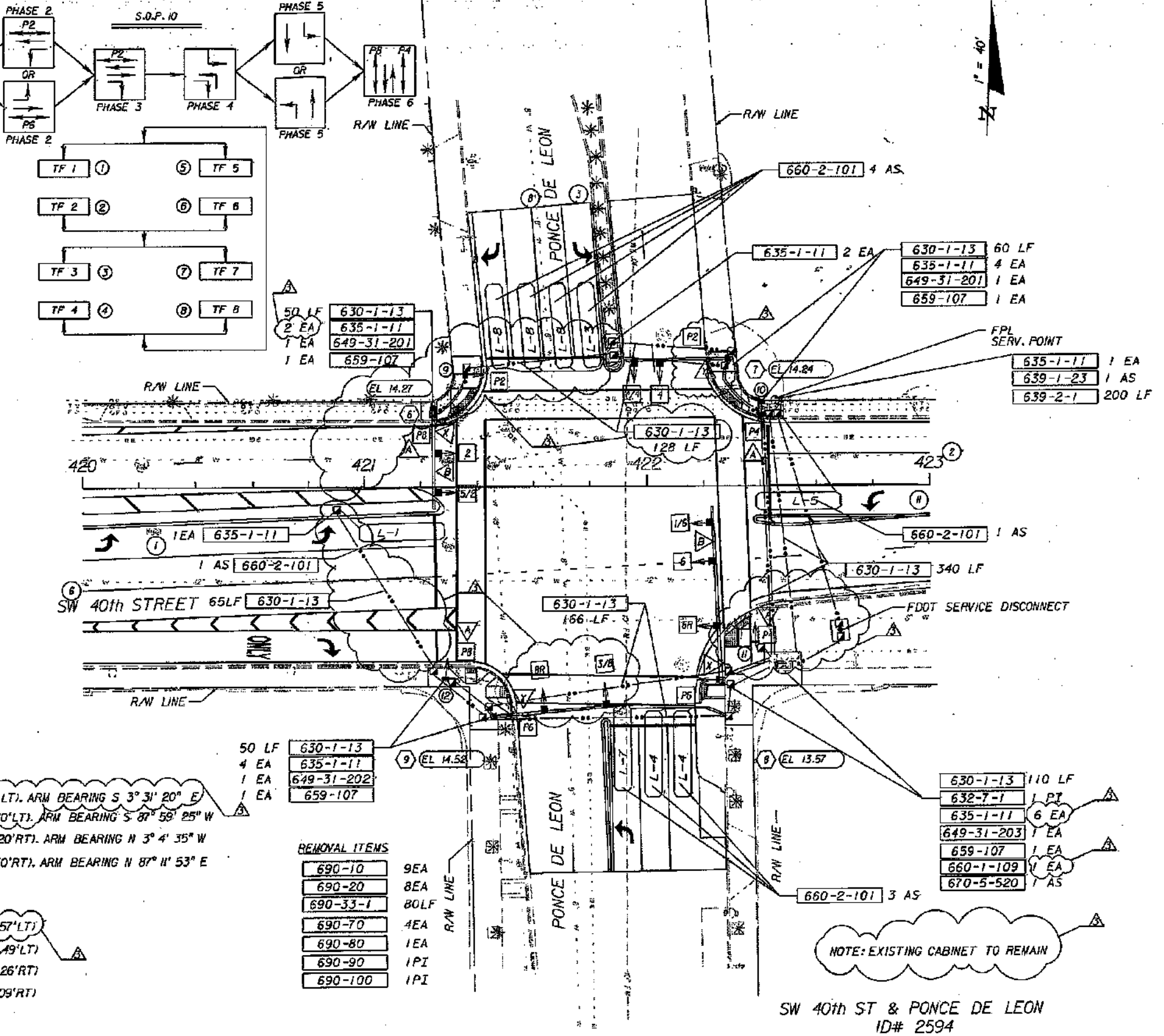
POLE LOCATIONS

- 6 STA. 421+24.61 @ SURVEY SW 40 ST (29.41' LT), ARM BEARING S 3° 31' 20" E
- 7 STA. 422+29.90 @ SURVEY SW 40 ST (45.10' LT), ARM BEARING S 87° 59' 25" W
- 8 STA. 422+26.09 @ SURVEY SW 40 ST (68.20' RT), ARM BEARING N 3° 4' 35" W
- 9 STA. 421+45.00 @ SURVEY SW 40 ST (80.50' RT), ARM BEARING N 87° 11' 53" E

PEDESTAL LOCATION

- 9 STA. 421+34.98 @ SURVEY SW 40 ST (39.57' LT)
- 10 STA. 422+40.46 @ SURVEY SW 40 ST (29.49' LT)
- 11 STA. 422+38.10 @ SURVEY SW 40 ST (54.26' RT)
- 12 STA. 421+28.60 @ SURVEY SW 40 ST (67.09' RT)

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



REMOVAL ITEMS

- 690-10 9EA
- 690-20 8EA
- 690-33-1 80LF
- 690-70 4EA
- 690-80 1EA
- 690-90 1PI
- 690-100 1PI

NOTE: EXISTING CABINET TO REMAIN

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
4/2/10	J.L.	SIGNALIZATION CHANGES. NOTE WAS ADDED.			

PASLO BIELECKI  
P.E. LICENSE NO. 53061  
**Gannett Fleming**  
7300 CORPORATE CENTER DRIVE, SUITE 701  
MIAMI, FLORIDA 33126  
(786) 845-9540 FAX (786) 845-6802  
CERTIFICATE OF AUTHORIZATION NO. 5564



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
976	MIAMI-DADE	418093-1-52-01

SIGNALIZATION PLANS

SHEET NO.
T-9

NOT BE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 6815-23.003, F.A.C.









**TOD Schedule Report**  
for 2594: Bird Rd&Ponce De Leon Blvd

Print Date:  
2/24/2020

Print Time:  
12:06 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>
2594	Bird Rd&Ponce De Leon Blvd	DOW-2	TOD	[06] MID-MORNING	150	71	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	83	10	23	8	83	10	23
							

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	3.5	2	2	6	6	6	22	20	11	4	2.3
2 WBT	7	7	7	26	26	26	7	7	7	1	1	1	27	27	27	0	80	80	4	2.3
3 SBL	0	0	0	0	0	0	5	5	5	3	2	2	6	6	6	15	13	9	3.7	3.1
4 NBT	5	5	5	26	26	26	7	7	7	3.5	2.5	2.5	25	25	25	43	30	28	4	3.1
5 WBL	0	0	0	0	0	0	5	5	5	3	2	2	6	6	6	16	13	11	4	2.3
6 EBT	7	7	7	26	26	26	7	7	7	1	1	1	27	27	27	0	80	80	4	2.3
7 NBL	0	0	0	0	0	0	5	5	5	3	2	2	6	6	6	15	13	9	3.7	3.1
8 SBT	5	5	5	26	26	26	7	7	7	3.5	2.5	2.5	25	25	25	43	30	28	4	3.1

Last In Service Date: unknown

<b>Permitted Phases</b>	
	<b>12345678</b>
Default	12345678
External Permit 0	-----
External Permit 1	1234-678
External Permit 2	-2-4-6-8

**TOD Schedule Report**  
for 2594: Bird Rd&Ponce De Leon Blvd

Print Date:  
2/24/2020

Print Time:  
12:06 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											
0130	Free											
0500	Free											
0530	5	140	4	86	6	18	4	86	6	18	0	108
0600	11	180	20	84	13	37	13	91	13	37	0	141
1030	6	150	8	83	10	23	8	83	10	23	0	71
1500	13	180	6	107	10	31	13	100	6	35	0	58
2000	6	150	8	83	10	23	8	83	10	23	0	71
2100	9	100	6	41	10	17	6	41	10	17	0	57
	1	140	10	71	8	25	10	71	8	25	0	38
	2	100	5	41	7	21	5	41	7	21	0	24
	3	120	9	57	7	21	9	57	7	21	0	62
	4	130	9	64	7	24	9	64	7	24	0	38
	7	140	7	77	9	21	7	77	9	21	0	58
	8	120	6	64	7	17	6	64	7	17	0	2
	10	110	5	58	6	15	5	58	6	15	0	76
	12	130	6	72	8	18	6	72	8	18	0	64
	15	140	7	77	9	21	7	77	9	21	0	112
	16	120	6	64	7	17	6	64	7	17	0	8
	17	120	6	61	6	21	6	61	6	21	0	92
	18	110	6	56	7	15	6	56	7	15	0	26
	21	80	4	24	5	21	4	24	5	21	0	18

Local TOD Schedule			
Time	Plan	DOW	
0000	21	Su	S
0000	Free	M T W Th F	
0115	Free	Su	S
0130	Free	M T W Th F	
0230	Free	Su	S
0500	Free	M T W Th F	
0530	5	M T W Th F	
0600	11	M T W Th F	
0600	6	Su	S
1030	6	M T W Th F	
1500	13	M T W Th F	
2000	6	M T W Th F	
2100	9	M T W Th F	
2300	21	Su	S

Current Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S
0500	TOD OUTPUTS	---5---1	M T W ThF
0700	TOD OUTPUTS	-----	M T W ThF

Local Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S
0500	TOD OUTPUTS	---5---1	M T W ThF
0700	TOD OUTPUTS	-----	M T W ThF

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

**TOD Schedule Report**

**for 2594: Bird Rd&Ponce De Leon Blvd**

Print Date:

**2/24/2020**

Print Time:

**12:06 PM**

***No Calendar Defined/Enabled***

# SIGNAL OPERATING PLAN



Timing Phases	Direction	EB		WB		SB		NB		Ped Heads				Movements/Display/Activation
		Head No.	1/6	6	5/2	2	3/8	8	7/4	4	P6	P2	P8	
(1+5) <b>ACTIVATED</b>	Dwell	<G/R	R	<G/R	R	R	R	R	R	DW	DW	DW	DW	
	Cleare 1 (1+6)	<G/R	R	<Y/R	R	R	R	R	R	DW	DW	DW	DW	
	Cleare 2 (2+5)	<Y/R	R	<G/R	R	R	R	R	R	DW	DW	DW	DW	
Cleare 3 (2+6)	<Y/R	R	<Y/R	R	R	R	R	R	R	DW	DW	DW	DW	
(1+6) <b>(ACTUATED)</b>	Dwell	<G/G	G	R	R	R	R	R	R	W/F	DW	DW	DW	
	Cleare 1 (2+6)	<Y/G	G	R	R	R	R	R	R	DW	DW	DW	DW	
(2+5) <b>(ACTUATED)</b>	Dwell	R	R	<G/G	G	R	R	R	R	DW	W/F	DW	DW	
	Cleare 1 (2+6)	R	R	<Y/G	G	R	R	R	R	DW	DW	DW	DW	
(2+6) <b>(Recall)</b>	Dwell	G	G	G	G	R	R	R	R	W/F	W/F	DW	DW	
	Cleare 1 (3+7)	Y	Y	Y	Y	R	R	R	R	DW	DW	DW	DW	
	Cleare 2 (3+8)	Y	Y	Y	Y	R	R	R	R	DW	DW	DW	DW	
	Cleare 3 (4+7)	Y	Y	Y	Y	R	R	R	R	DW	DW	DW	DW	
	Cleare 4 (4+8)	Y	Y	Y	Y	R	R	R	R	DW	DW	DW	DW	
(3+7) <b>(ACTUATED)</b>	Dwell	R	R	R	R	<G/R	R	<G/R	R	DW	DW	DW	DW	
	Cleare 1 (3+8)	R	R	R	R	<G/R	R	<Y/R	R	DW	DW	DW	DW	
	Cleare 2 (4+7)	R	R	R	R	<Y/R	R	<G/R	R	DW	DW	DW	DW	
	Cleare 3 (4+8)	R	R	R	R	<Y/R	R	<Y/R	R	DW	DW	DW	DW	
	Cleare 4 (1+5)	R	R	R	R	<Y/R	R	<Y/R	R	DW	DW	DW	DW	
	Cleare 5 (1+6)	R	R	R	R	<Y/R	R	<Y/R	R	DW	DW	DW	DW	
	Cleare 6 (2+5)	R	R	R	R	<Y/R	R	<Y/R	R	DW	DW	DW	DW	
	Cleare 7 (2+6)	R	R	R	R	<Y/R	R	<Y/R	R	DW	DW	DW	DW	
(3+8) <b>(ACTUATED)</b>	Dwell	R	R	R	R	<G/G	G	R	R	DW	DW	W/F	DW	
	Cleare 1 (4+8)	R	R	R	R	<Y/G	G	R	R	DW	DW	DW	DW	
	Cleare 2 (1+5)	R	R	R	R	<Y/Y	Y	R	R	DW	DW	DW	DW	
	Cleare 3 (1+6)	R	R	R	R	<Y/Y	Y	R	R	DW	DW	DW	DW	
	Cleare 4 (2+5)	R	R	R	R	<Y/Y	Y	R	R	DW	DW	DW	DW	
	Cleare 5 (2+6)	R	R	R	R	<Y/Y	Y	R	R	DW	DW	DW	DW	
(4+7) <b>(ACTUATED)</b>	Dwell	R	R	R	R	R	R	<G/G	G	DW	DW	DW	W/F	
	Cleare 1 (4+8)	R	R	R	R	R	R	<Y/G	G	DW	DW	DW	DW	
	Cleare 2 (1+5)	R	R	R	R	R	R	<Y/Y	Y	DW	DW	DW	DW	
	Cleare 3 (1+6)	R	R	R	R	R	R	<Y/Y	Y	DW	DW	DW	DW	
	Cleare 4 (2+5)	R	R	R	R	R	R	<Y/Y	Y	DW	DW	DW	DW	
	Cleare 5 (2+6)	R	R	R	R	R	R	<Y/Y	Y	DW	DW	DW	DW	
(4+8) <b>(ACTUATED)</b>	Dwell	R	R	R	R	G	G	G	G	DW	DW	W/F	W/F	
	Cleare 1 (1+5)	R	R	R	R	Y	Y	Y	Y	DW	DW	DW	DW	
	Cleare 2 (1+6)	R	R	R	R	Y	Y	Y	Y	DW	DW	DW	DW	
	Cleare 3 (2+5)	R	R	R	R	Y	Y	Y	Y	DW	DW	DW	DW	
	Cleare 4 (2+6)	R	R	R	R	Y	Y	Y	Y	DW	DW	DW	DW	

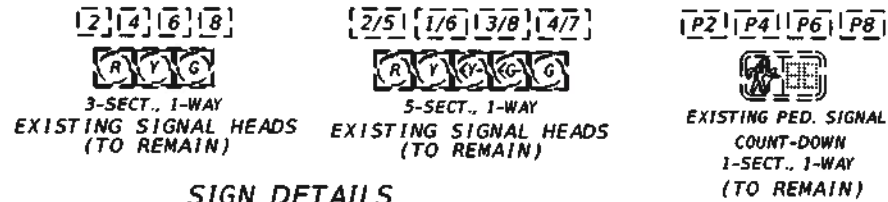
Page 1 of 1

## Miami-Dade County Public Works Department

Drawn <b>H. FRANTILLON</b>	Date <b>11/2/07</b>	<b>BIRD RD &amp; LEJEUNE RD</b>		
Checked <b>H. HERNANDEZ</b>	Date <b>4/16/07</b>	Placed in Service Date <b>5/17/07</b> By	Phasing No. <b>7</b>	Asset Number <b>2595</b>



**SIGNAL HEAD DETAILS**

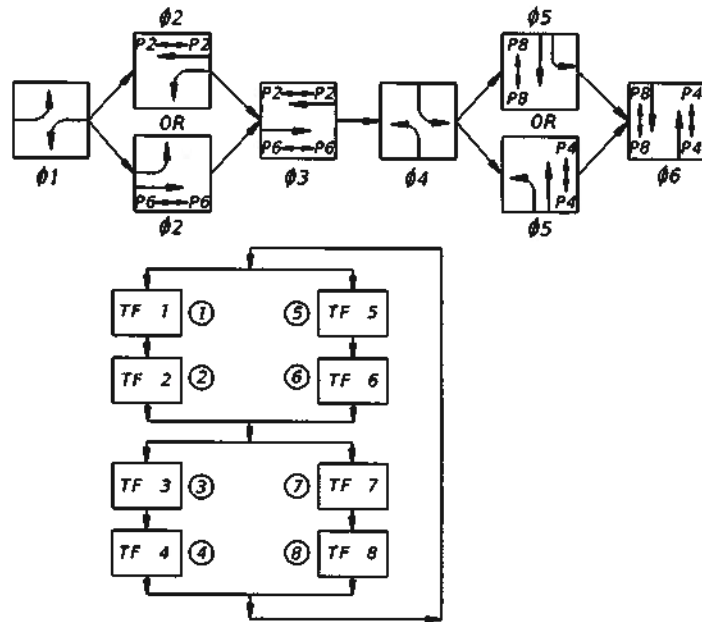


**SIGN DETAILS**



**DETECTORS FOR LOOPS**

LOOP	NO. OF LOOPS	NO. OF NEW DETS.	NO. OF EXIST. 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



**SIGNAL OPERATING PLAN 10**

**SIGNAL OPERATION NOTES**

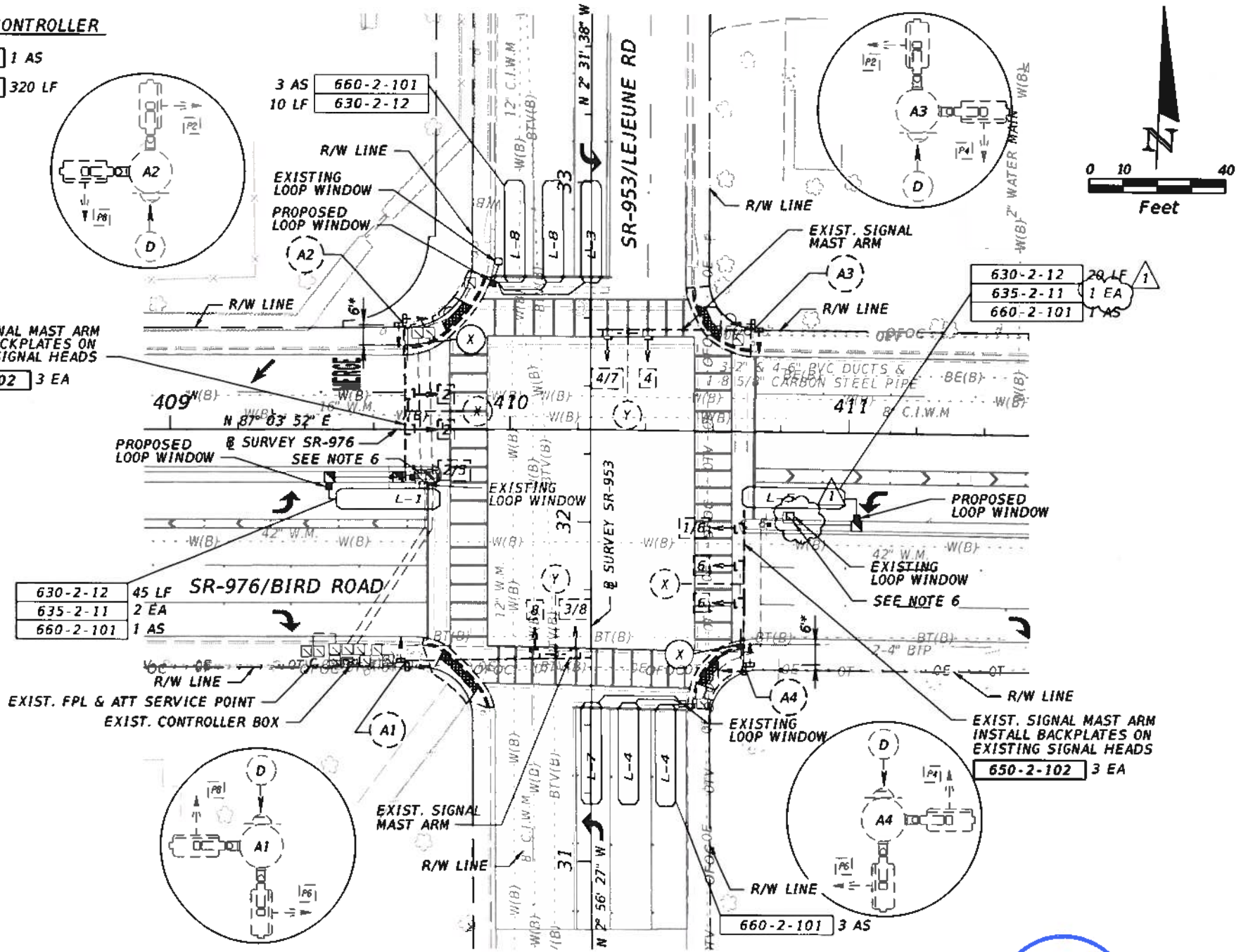
1. MAJOR STREET IS SR 976 BIRD ROAD (SW 40 ST) - TO FLASH YELLOW  
MINOR STREET IS SR 953 LEJEUNE ROAD (SW 42 AVE.) - TO FLASH RED
2. SIGNAL OPERATION PLAN: AS SHOWN.

**NOTES**

1. EXISTING FPL SERVICE POINT AND ATT SERVICE POINT TO REMAIN.
2. FINAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS, TRAFFIC SIGNALS & SIGNS DIVISION.
3. LOOP ASSEMBLIES SHALL BE 6'X30' FOR ALL LANES.
4. AT NW CORNER. INSTALL CONDUIT TO INTERCEPT EXISTING LOOP WINDOW TO ACCESS EXISTING LOOP PULL BOX ON THE SIDEWALK.
5. EXISTING CONDUITS BEFORE BEING UTILIZED SHALL HAVE A BRUSH OR A SWAB PULL THROUGH TO MAKE CERTAIN THAT CONDUITS ARE FREE FROM OBSTRUCTION. COST OF THIS WORK SHALL BE INCLUDED IN THE RELATED PAY ITEM.
6. CONNECT PROPOSED CONDUITS TO EXISTING CONDUITS LOCATED AT EXISTING PULL BOX LOCATIONS.
7. MODIFICATIONS TO THE EXISTING CONTROLLER CABINET INCLUDE ALL WIRING AND CONNECTIONS ACCORDING TO THE SOP SHOWN AND THE TIMING SHEET PROVIDED BY THE COUNTY, FROM THE TERMINAL BOARD TO AND INCLUDING ALL CONTROLLER UNITS, PREEMPTOR, FLASHERS, RELAYS, COORDINATING UNITS, RADIOS, SWITCHES, SERVICE LEAD-INS, INTERCONNECT AND ANY OTHER EQUIPMENT NECESSARY TO PROVIDE SATISFACTORY OPERATIONS TO THE EXISTING CONTROLLER CABINET. PROVIDE NEW CONFLICT MONITOR PROGRAM SHEET AND NEW HOOP-UP CHART, BASED ON THE SOP SHOWN AND TIMING PROVIDED BY THE COUNTY.

**EXISTING CONTROLLER**

- 670-5-400 1 AS
- 632-7-2 320 LF



EXIST. SIGNAL MAST ARM  
INSTALL BACKPLATES ON  
EXISTING SIGNAL HEADS  
650-2-102 3 EA

630-2-12 45 LF  
635-2-11 2 EA  
660-2-101 1 AS



7900 NW 60 Street  
Doral, FL 33186

*[Signature]*  
4/11/18

SR 953/SW 42nd AVENUE/LEJEUNE ROAD  
AND SR 976/SW 40th STREET/BIRD ROAD  
INTERSECTION I.D.# 2595

REVISIONS		REVISIONS		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
04/10/18	1 REMOVED PULL BOXES			SR 976	MIAMI-DADE	434766-1-52-01	T-4
JORGE A. LOPEZ, P.E. P.E. LICENSE NUMBER 73797 H. W. LOCHNER, INC. CONSULTING ENGINEERS AND PLANNERS 8750 NW 36th STREET - SUITE 360 MIAMI, FLORIDA - 33178 CERTIFICATE OF AUTHORIZATION 00000894				<b>SIGNALIZATION PLAN</b>			

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.













**TOD Schedule Report**  
for 2595: Bird Rd&LeJeune Rd

Print Date:  
2/24/2020

Print Time:  
12:07 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>
2595	Bird Rd&LeJeune Rd	DOW-2	TOD	[06] MID-MORNING	150	16	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
5	72	9	38	5	72	9	38
							

Active Phase Bank: Phase Bank 1

Phase	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 EBL	0	0	0	0	0	0	5	5	5	3.5	2	2	7	7	7	21	10	10	4	2
2 WBT	7	7	7	14	14	14	7	7	7	1	1	1	28	28	28	0	67	67	4	2
3 SBL	0	0	0	0	0	0	5	5	5	2	2	2	7	7	7	20	10	10	4.4	2.5
4 NBT	7	7	7	24	24	24	7	7	7	2.7	-2.7	-2.7	26	26	26	63	34	34	4.4	2.5
5 WBL	0	0	0	0	0	0	5	5	5	2.5	2	2	7	7	7	13	10	10	4	2
6 EBT	7	7	7	14	14	14	7	7	7	1	1	1	28	28	28	0	67	67	4	2
7 NBL	0	0	0	0	0	0	5	5	5	2	2	2	7	7	7	20	10	10	4.4	2.5
8 SBT	7	7	7	24	24	24	7	7	7	2.7	-2.7	-2.7	26	26	26	63	34	34	4.4	2.5

Last In Service Date: 12/22/2010 14:33

**Permitted Phases**

	<b>12345678</b>
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 2595: Bird Rd&LeJeune Rd

Print Date:  
2/24/2020

Print Time:  
12:07 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											
0130	Free											
0500	Free											
0530	5	140	5	63	6	40	5	63	6	40	0	66
0600	11	180	20	74	11	49	7	87	11	49	0	132
1030	6	150	5	72	9	38	5	72	9	38	0	16
1500	13	180	5	84	6	59	12	77	6	59	0	23
2000	6	150	5	72	9	38	5	72	9	38	0	16
2100	9	100	6	37	5	26	6	37	5	26	0	80
	1	140	8	61	18	27	8	61	18	27	0	34
	2	100	7	29	19	19	7	29	19	19	0	74
	3	120	8	42	19	25	8	42	19	25	0	34
	4	130	8	51	19	26	8	51	19	26	0	42
	7	140	5	67	10	32	5	67	10	32	0	76
	8	120	8	55	9	22	8	55	9	22	0	26
	10	110	6	47	9	22	6	47	9	22	0	6
	12	130	6	55	9	34	6	55	9	34	0	74
	15	140	5	69	10	30	5	69	10	30	0	128
	16	120	5	58	9	22	5	58	9	22	0	14
	17	120	6	59	7	22	6	59	7	22	0	76
	18	110	6	50	6	22	6	50	6	22	0	48
	20	80	6	22	4	22	6	22	4	22	0	52
	21	80	6	22	4	22	6	22	4	22	0	52
	22	80	6	22	4	22	6	22	4	22	0	52
	23	80	6	22	4	22	6	22	4	22	0	52

Local TOD Schedule			
Time	Plan	DOW	
0000	21	Su	S
0000	Free	M T W Th F	
0115	Free	Su	S
0130	Free	M T W Th F	
0230	Free	Su	S
0500	Free	M T W Th F	
0530	5	M T W Th F	
0600	11	M T W Th F	
0600	6	Su	S
1030	6	M T W Th F	
1500	13	M T W Th F	
2000	6	M T W Th F	
2100	9	M T W Th F	
2300	21	Su	S

**Current Time of Day Function**

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

**Local Time of Day Function**

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

**\* Settings**

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

**TOD Schedule Report**  
**for 2595: Bird Rd&LeJeune Rd**

Print Date:  
2/24/2020

Print Time:  
**12:07 PM**

*No Calendar Defined/Enabled*

# SIGNAL OPERATING PLAN



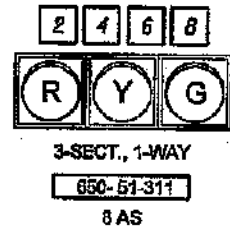
Timing Phases	Direction	SB	NR	WB	EB	Ped Heads		Movements/Display/Actuation
	Head No.	Z	G	4	8		R2	
2+6 N/S LEJEUNE Rd  RECALL	Dwell	G	G	R	R		DW	
	C	Y	Y	R	R		DW	
	i							
	e							
	r							
4+8 E/W ALTARA AV  ACTUATED	Dwell	R	R	G	G		W/F	
	C	R	R	Y	Y		DW	
	i							
	e							
	r							
	Dwell							
	C							
	i							
	e							
	r							
	Dwell							
	C							
	i							
	e							
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	Dwell							
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	r							

Flashing Operation    **FY FY FR FR**    Page 1 of 1

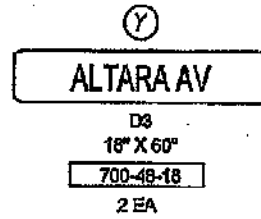
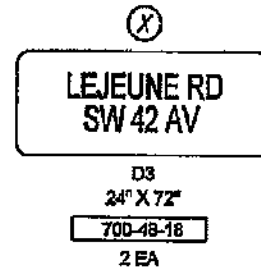
## Miami-Dade County Public Works Department

Drawn <b>H. FRANKILLON</b>	Date <b>5/14/07</b>	<b>LEJEUNE Rd &amp; ALTARA AV</b>		
Checked <b>H. HEMMONDS</b>	Date <b>5/14/07</b>	Placed in Service Date	By <b>SSI</b>	Phasing No. <b>3</b>
			Asset Number <b>3272</b>	

**SIGNAL HEAD & SIGN DETAIL**



COST OF SPECIAL SIGN TO BE INCLUDED IN PAY ITEM 655-11



**NOTES**

- SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY SIGNAL DIVISION.
- LOOP ASSEMBLY 680-2-101 DEVIATES FROM F.D.O.T. STANDARDS AND SHALL BE 5' X 30' FOR THRU LANES, 5' X 30' FOR LEFT OR RIGHT TURNING LANES.
- OVERHEAD STREET SIGNS (X) AND (Y) SHALL USE "C" SERIES NUMBERS (10" IN HEIGHT) AND LETTERS (6" IN HEIGHT). THE SPACE BETWEEN LETTERS COULD BE REDUCED IN ORDER TO COMPLY WITH LETTER SIZE AND OVERALL DIMENSION IN THE OVERHEAD STREET NAME SIGNS.
- CONTRACTOR TO MAINTAIN INTERCONNECTED OPERATION WITH EXISTING CABLE UNTIL INTERSECTION IS CONNECTED TO COMPUTER SYSTEM.
- PAY ITEM 680-100 INCLUDES THE REMOVAL OF EXISTING PULL BOXES IN THE INTERSECTION.

**CONTROLLER OPERATION**

- MAJOR STREET: SW 42 AV / LEJEUNE RD.  
MINOR STREETS: ALTARA AV.
- SOP No. 1
- PHASE 2 ACTUATED, PHASE 1 RECALL
- FLASHING OPERATION: 2, 6 - YELLOW  
4, 8 - RED

DETECTORS FOR LOOPS		
LOOP	NO. OF LOOPS	NO. OF DETS.
L-4	1	1
L-8	1	1

**CONTROLLER ITEMS**

- 682-7-1 1 PI
- 685-1-11 5 EA
- 680-1-108 2 EA
- 670-S-120 1 AS
- 685-120 1 EA
- 685-124 1 EA

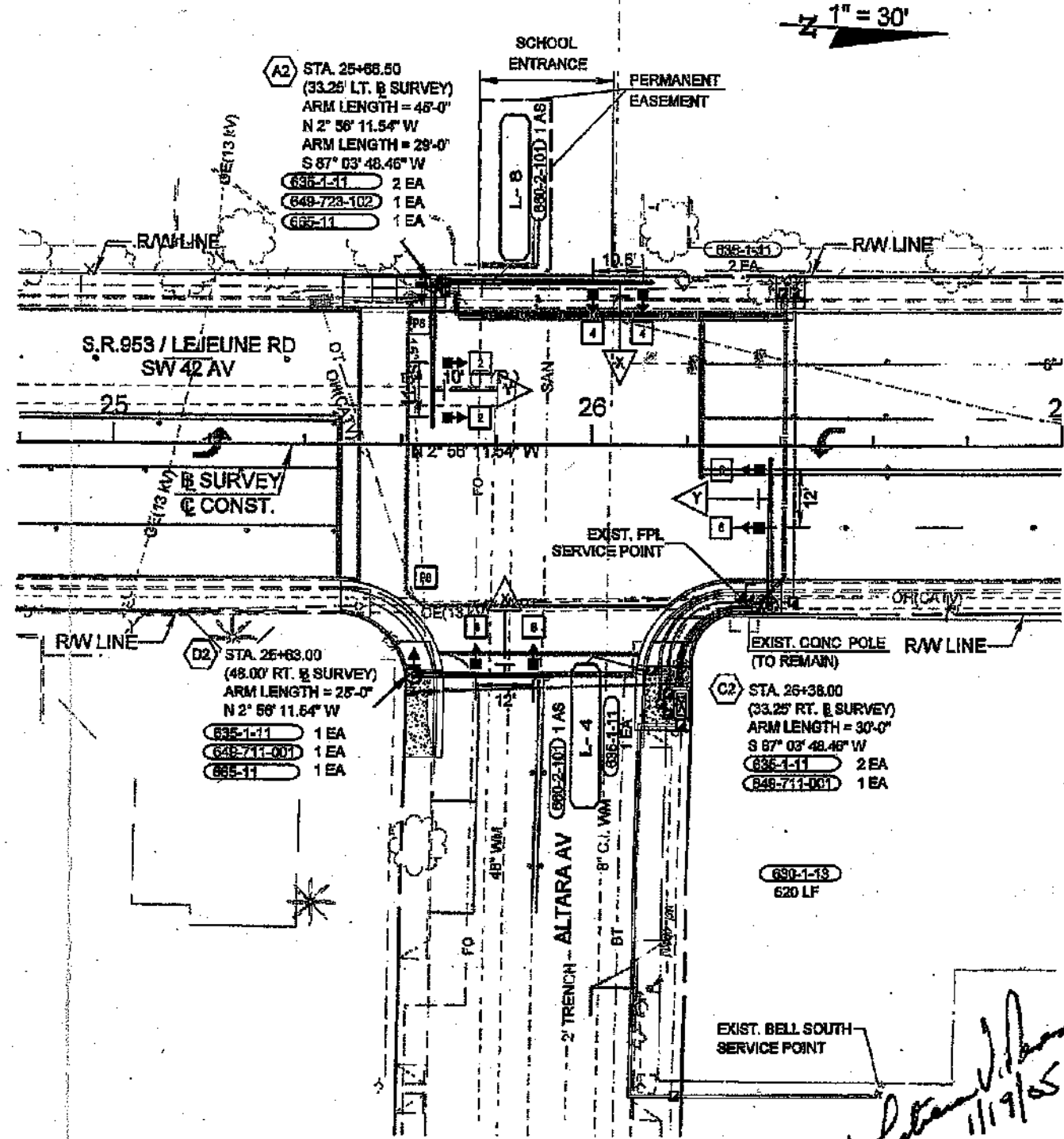
**REMOVAL ITEMS**

- 680-10 8 EA
- 680-20 2 EA
- 680-38-1 60 LF
- 680-50-2 1 EA
- 680-80 1 EA
- 680-90 1 PI
- 680-100 1 PI

**SERVICE POINT ITEMS**

- 685-1-11 3 EA
- 689-1-11 1 AS
- 688-2-1 380 LF

S.R.953 / SW 42 AV. / LEJEUNE RD.  
AND ALTARA AV.  
I.D. 3272 Sect 49



*Handwritten signature and date: 11/19/05*

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

ENGINEER OF RECORD:  
  
 A&P Consulting Transportation Engineers Corporation  
 4525 NW 41 Street, Suite 116  
 Miami, FL 33178  
 (305) 482-7285 Fax: (305) 563-1884  
 E-MAIL: EPC@A&P.COM Website: www.aandp.com

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R.953	MIAMI-DADE	407633-1-52-01

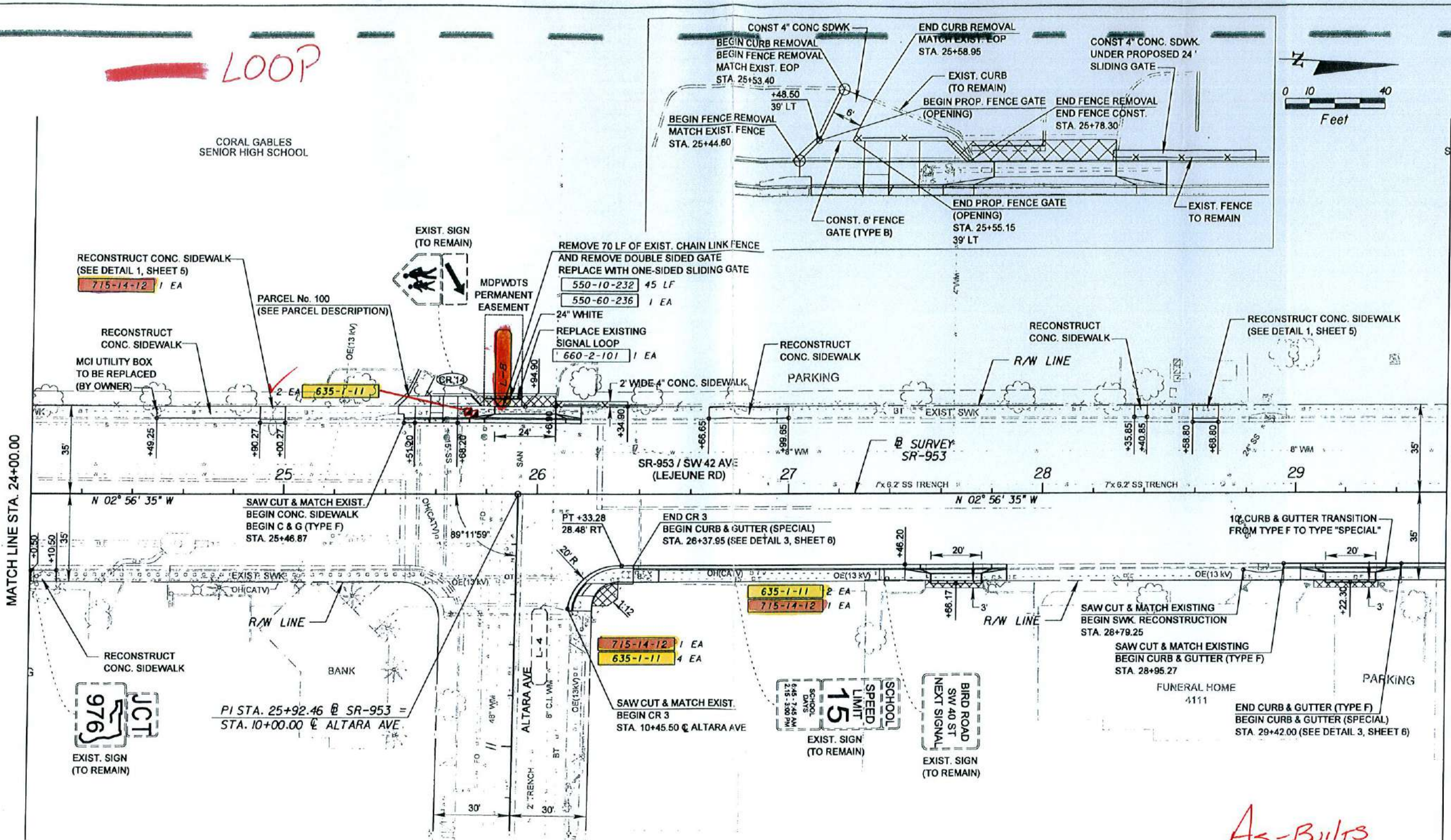
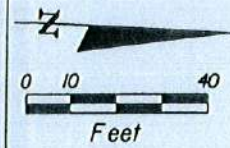
**SIGNALIZATION PLAN**

SHEET NO.
T-5



**LOOP**

CORAL GABLES SENIOR HIGH SCHOOL



⊞ DENOTES HARMONIZATION

**NOTE:**  
 DEPICTED SURVEY IN VICINITY OF PROPOSED IMPROVEMENTS WAS GATHERED FOR THIS PROJECT. REMAINING TOPOGRAPHIC INFORMATION IS BASED ON AN EXISTING FLOWN SURVEY AND IS FOR INFORMATIONAL PURPOSES ONLY.

*As-Built*  
*[Signature]*  
 11-4-2011  
 FLORIDA SOL SYSTEMS

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G05-23.003, F.A.C.

REVISIONS				CH PEREZ & ASSOCIATES CONSULTING ENGINEERS, INC CERTIFICATE OF AUTHORIZATION NO. EB-25976 9594 NW 41 STREET, SUITE 201 MIAMI, FLORIDA 33178 (305)592-1070 / FAX: (305)592-1078	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. 19
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				CARLOS H. PEREZ, P.E. P.E. LICENSE NO. 52060	953	MIAMI-DADE	407633-3-52-01	

**ROADWAY PLANS**



**TOD Schedule Report**  
for 3272: Altara Av&LeJeune Rd

Print Date:  
2/24/2020

Print Time:  
12:07 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>
3272	Altara Av&LeJeune Rd	DOW-2	TOD	[06] MID-MORNING	150	73	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	107	0	31	0	107	0	31



Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 SBT	0	0	0	0	0	0	16	16	16	1	1	1	40	40	40	0	40	40	4	2
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 WBT	0	0	0	0	0	0	7	7	7	3	-2.5	-2.5	15	15	15	20	47	31	4	2.3
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 NBT	0	0	0	0	0	0	16	16	16	1	1	1	40	40	40	0	40	40	4	2
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 EBT	7	11	7	13	13	13	7	7	7	2.5	-2.5	-2.5	15	15	15	20	47	31	4	2.3

Last In Service Date: unknown

<b>Permitted Phases</b>	
	<b>12345678</b>
Default	-2-4-6-8
External Permit 0	-----
External Permit 1	-----
External Permit 2	-----

**TOD Schedule Report**  
for 3272: Altara Av&LeJeune Rd

Print Date:  
2/24/2020

Print Time:  
12:07 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1	2	3	4	5	6	7	8		
			-	SBT	-	WBT	-	NBT	-	EBT		
	Free											
0200	Flash											
0500	Free											
0530	5	140	0	99	0	29	0	99	0	29	0	5
0600	11	180	0	123	0	45	0	123	0	45	0	82
1030	6	150	0	107	0	31	0	107	0	31	0	73
1500	13	180	0	123	0	45	0	123	0	45	0	134
2000	6	150	0	107	0	31	0	107	0	31	0	73
2100	9	100	0	68	0	20	0	68	0	20	0	28
	1	140	0	108	0	20	0	108	0	20	0	131
	2	100	0	58	0	30	0	58	0	30	0	31
	3	120	0	88	0	20	0	88	0	20	0	11
	4	130	0	99	0	19	0	99	0	19	0	103
	7	140	0	102	0	26	0	102	0	26	0	111
	8	120	0	88	0	20	0	88	0	20	0	103
	10	110	0	78	0	20	0	78	0	20	0	6
	12	130	0	98	0	20	0	98	0	20	0	63
	15	140	0	102	0	26	0	102	0	26	0	130
	16	120	0	84	0	24	0	84	0	24	0	72
	17	120	0	84	0	24	0	84	0	24	0	22
	18	110	0	75	0	23	0	75	0	23	0	109

Local TOD Schedule			
Time	Plan	DOW	
0000	Free	Su	S
0000	Free	Su M T W Th F	S
0200	Flash	M T W Th F	
0230	Free	Su	S
0500	Free	M T W Th F	
0530	5	M T W Th F	
0600	11	M T W Th F	
0600	Free	Su	S
1030	6	M T W Th F	
1500	13	M T W Th F	
2000	6	M T W Th F	
2100	9	M T W Th F	

**Current Time of Day Function**

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S
0220	TOD OUTPUTS	-----2-	M T W ThF
0245	TOD OUTPUTS	-----	M T W ThF
0650	TOD OUTPUTS	-----2-	M T W ThF
0720	TOD OUTPUTS	-----	M T W ThF

**Local Time of Day Function**

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S
0220	TOD OUTPUTS	-----2-	M T W ThF
0245	TOD OUTPUTS	-----	M T W ThF
0650	TOD OUTPUTS	-----2-	M T W ThF
0720	TOD OUTPUTS	-----	M T W ThF

**\* Settings**

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



**TOD Schedule Report**  
**for 3272: Altara Av&LeJeune Rd**

Print Date:  
2/24/2020

Print Time:  
**12:07 PM**

*No Calendar Defined/Enabled*

# SIGNAL OPERATING PLAN



Timing Phases	Direction	NB		SB	EB	Ped Heads				Movements/Display/Actuation
	Head No.	1/6	6	2	8	P6	P2	P8	P4	
(1+6) Ponce NL  (Actuated)	Dwell	G/<G	G	R	R			DW		
	C	(2+6)	G/<Y	G	R	R		DW		
	l									
	e									
	a									
(2+6) Ponce NS  (Recall)	Dwell	G	G	G	R			DW		
	C	(4+8)	Y	Y	Y	R		DW		
	l									
	e									
	a									
(8) Av. Sn. Lorenzo EB  (Actuated)	Dwell	R	R	R	G			W/F		
	C	(2+6)	R	R	R	Y		DW		
	l									
	e									
	a									
Flashing Operation		FY	FY	FY	FR					Page 1 of 1

## Miami-Dade County Public Works Department

Drawn H. Hernandez	Date 8/26/2002	Ponce de Leon Blvd & Avenue San Lorenzo			
Checked 	Date 8/26/02	Placed in Service	Phasing No.	Asset Number	
		Date 8/27/02 By	1	6165	

## TOD Schedule Report

for 6165: Ponce De Leon Blvd&San Lorenzo Av

Print Date:  
2/24/2020

Print Time:  
12:08 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>
6165	Ponce De Leon Blvd&San Lorenzo Av	DOW-2	TOD	[06] MID-MORNING	75	27	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>
NBL	SBT	-	-	-	NBT	-	EBT
6	33	0	0	0	45	0	17



Active Phase Bank: Phase Bank 1

Phase	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	Phase Bank																			
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 NBL	0	0	0	0	0	0	5	5	5	2	2	2	7	7	7	15	7	7	3.7	2.6
2 SBT	0	0	0	0	0	0	15	15	15	2.5	-2.5	-2.5	40	40	40	0	0	0	4	2.6
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 NBT	0	0	0	0	0	0	15	15	15	2.5	-2.5	-2.5	40	40	40	0	0	0	4	2.6
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	10	10	10	7	7	7	2.5	-2.5	-2.5	12	12	12	32	32	32	4	2.3

Last In Service Date: unknown

#### Permitted Phases

	<b>12345678</b>
Default	12---6-8
External Permit 0	-----
External Permit 1	-2---6-8
External Permit 2	-2---6-8

## TOD Schedule Report

for 6165: Ponce De Leon Blvd&San Lorenzo Av

Print Date:  
2/24/2020

Print Time:  
12:08 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 NBL	2 SBT	3 -	4 -	5 -	6 NBT	7 -	8 EBT		
	Free											
0130	Free											
0500	Free											
0530	5	70	6	29	0	0	0	41	0	16	0	11
0600	11	80	7	31	0	0	0	44	0	23	0	40
1030	6	75	6	33	0	0	0	45	0	17	0	27
1500	13	80	6	40	0	0	0	52	0	15	0	5
2000	6	75	6	33	0	0	0	45	0	17	0	27
2100	9	100	11	54	0	0	0	71	0	16	0	5
	1	70	9	27	0	0	0	42	0	15	0	22
	2	100	6	57	0	0	0	69	0	18	0	16
	3	60	6	20	0	0	0	32	0	15	0	8
	4	65	6	27	0	0	0	39	0	13	0	19
	7	70	10	26	0	0	0	42	0	15	0	3
	8	60	6	20	0	0	0	32	0	15	0	6
	10	110	14	59	0	0	0	79	0	18	0	21
	12	65	6	25	0	0	0	37	0	15	0	3
	15	70	8	25	0	0	0	39	0	18	0	7
	16	60	6	20	0	0	0	32	0	15	0	8
	17	60	6	20	0	0	0	32	0	15	0	5
	18	110	10	57	0	0	0	73	0	24	0	6
	21	80	11	35	0	0	0	52	0	15	0	12

Local TOD Schedule			
Time	Plan	DOW	
0000	21	Su	S
0000	Free	M T W Th F	
0115	Free	Su	S
0130	Free	M T W Th F	
0230	Free	Su	S
0500	Free	M T W Th F	
0530	5	M T W Th F	
0600	11	M T W Th F	
0600	6	Su	S
1030	6	M T W Th F	
1500	13	M T W Th F	
2000	6	M T W Th F	
2100	9	M T W Th F	
2300	21	Su	S

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

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

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

**TOD Schedule Report**

**for 6165: Ponce De Leon Blvd&San Lorenzo Av**

Print Date:

**2/24/2020**

Print Time:

**12:08 PM**

***No Calendar Defined/Enabled***

# APPENDIX E

---

## County and City Transit Maps


# Coral Gables

## TROLLEY ROUTE & POINTS OF INTEREST

**Trolley Stops & Route** 

**Municipal Parking Garage** 

**Miami-Dade Transit Metrobus Routes**   
Visit [www.miamidade.gov/transit](http://www.miamidade.gov/transit)  
for detailed Metrobus routes and stops

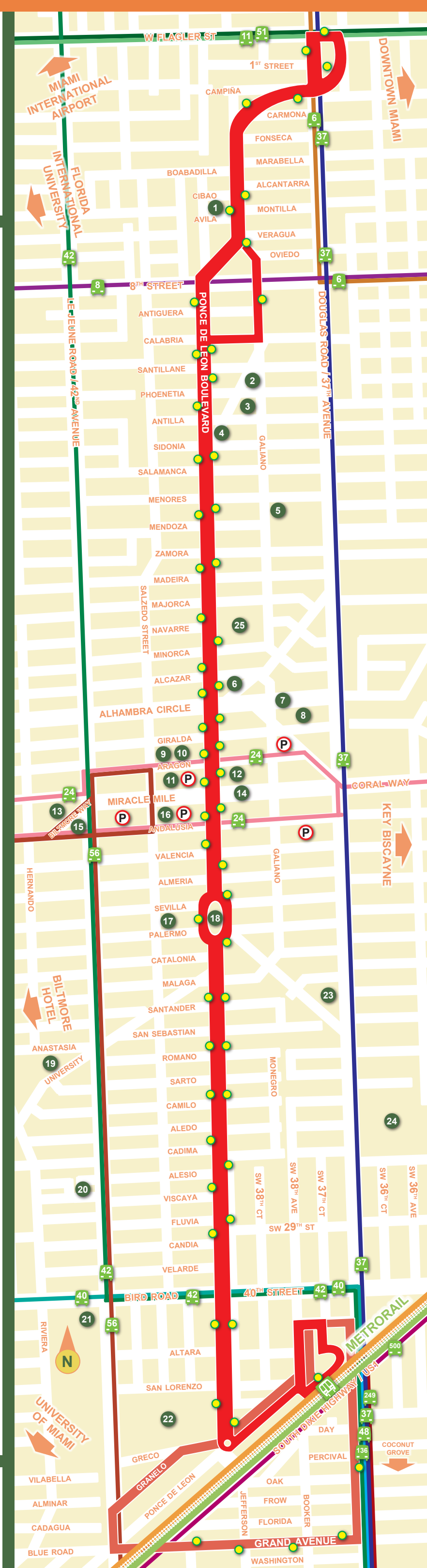
**Miami-Dade Metrorail Station**   
Transfer from the Trolley to the Metrorail to  
travel to the Miami International Airport,  
Downtown Miami, University of Miami,  
Coconut Grove, South Miami or  
Kendall/Dadeland.

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

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

For more information on the  
Coral Gables Trolley visit  
[www.coralgables.com](http://www.coralgables.com)  
or contact us via phone at 305-460-5070  
or E-mail at [trolley@coralgables.com](mailto:trolley@coralgables.com)

City Hall General Inquiries: 305-446-6800



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



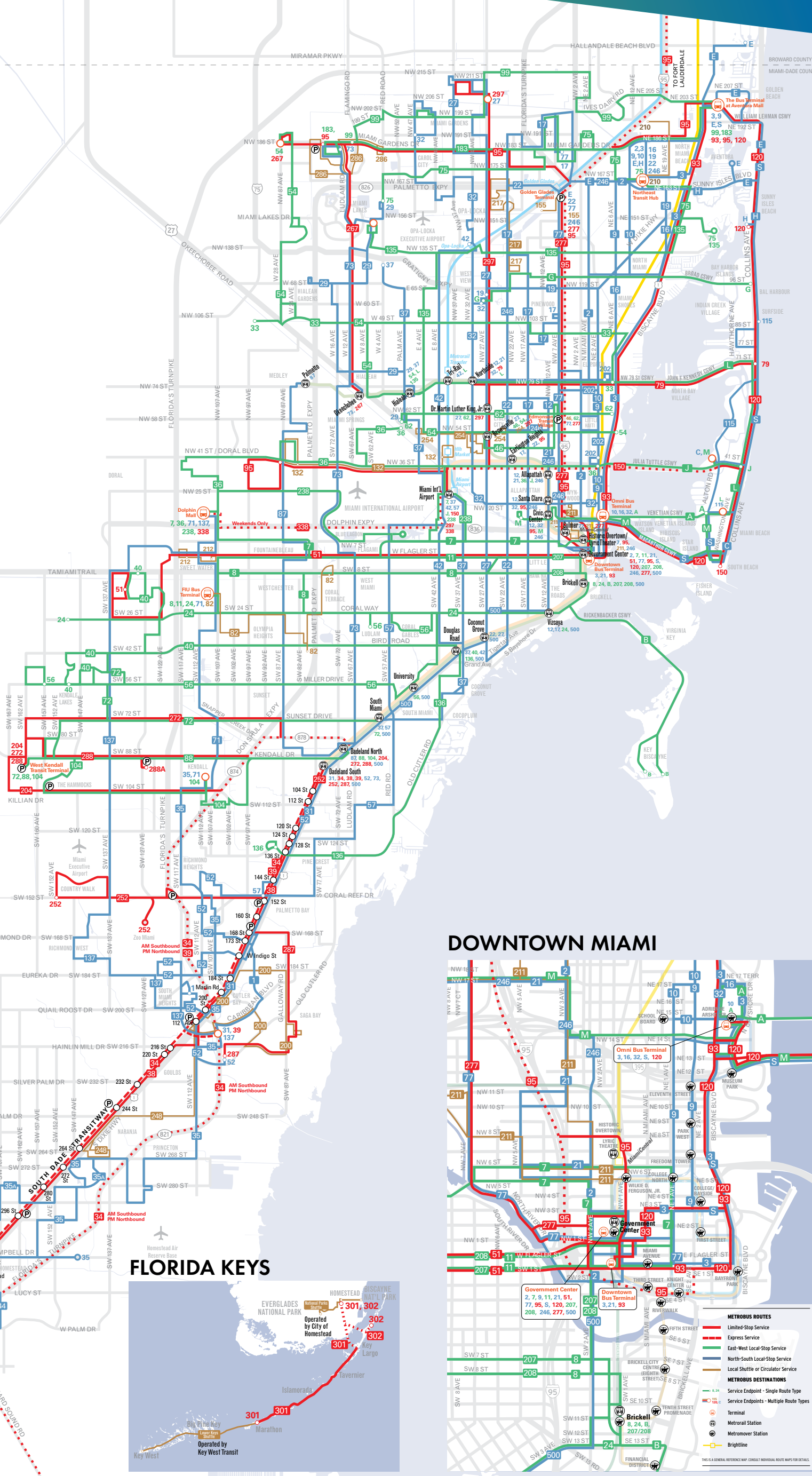


# METROBUS SYSTEM

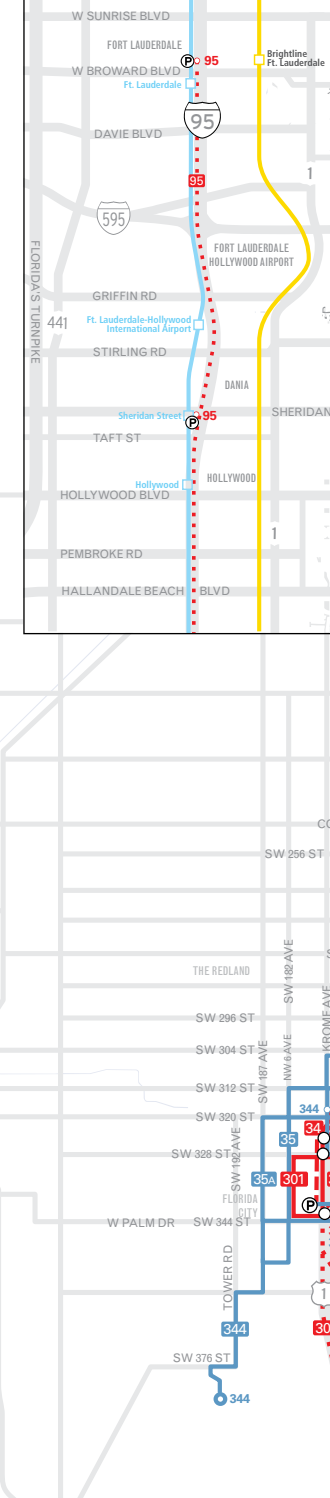
MAY 2019

- 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.



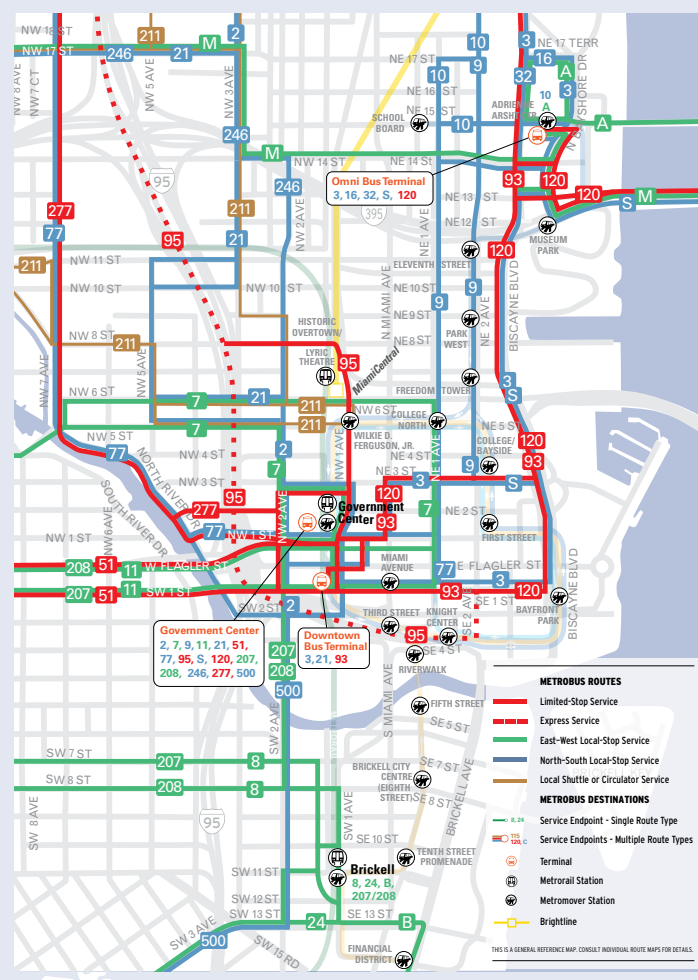
## BROWARD COUNTY



## 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 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.™



## APPENDIX F

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Recent & Future Approved and Funded Transportation Projects:  
    FDOT 5-year Work Program  
    Miami-Dade Long Range Transportation Plan  
    FDOT's Correspondence Tracking Program  
    Project Suite



Florida Department of

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## Web Application

### Office of Work Program and Budget Lisa Saliba - Director

#### Five Year Work Program

Selection Criteria	
All in State (Updated: 1/15/2020-21.15.01)	2020-2025 G1 Item Number:446001-1

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.

446001-1 SR 976/BIRD ROAD/SW 40 ST FROM E OF LAGUNA ST TO WEST OF SW 38 AVE  
District 06 - Miami-Dade County **Project Manager:** SOLAUN, JUDY

**Type of Work:** RESURFACING

Activity	Description	Planned Start	Planned Finish
164010000	PREPARE SCOPE OF WORK	02/08/2021	06/10/2021
106010000	DESIGN SURVEY	06/21/2021	Fiscal Year: 2022
232010000	DESIGN CONSULTANT ADVERTISE	Fiscal Year: 2022	Fiscal Year: 2022
233010000	P.E. CONTRACT EXECUTED	Fiscal Year: 2022	Fiscal Year: 2022
234010000	NOTICE TO PROCEED	Fiscal Year: 2022	Fiscal Year: 2022
113010000	ROADWAY PLANS	Fiscal Year: 2022	Fiscal Year: 2024
264010000	UTILITY CONTACT	Fiscal Year: 2022	Fiscal Year: 2022
260010000	TYPICAL SECTION APPROVED	Fiscal Year: 2023	Fiscal Year: 2023
302010000	PHASE II PLANS REVIEW	Fiscal Year: 2023	Fiscal Year: 2023
750010000	WETLAND REPORT	Fiscal Year: 2023	Fiscal Year: 2024
302010100	PHASE II PLANS REVIEW	Fiscal Year: 2023	Fiscal Year: 2023
302010200	PHASE II PLANS REVIEW	Fiscal Year: 2023	Fiscal Year: 2023
303010000	PHASE III PLANS REVIEW	Fiscal Year: 2023	Fiscal Year: 2023
303010100	PHASE III PLANS REVIEW	Fiscal Year: 2023	Fiscal Year: 2023

303010200	PHASE III PLANS REVIEW	Fiscal Year: 2023	Fiscal Year: 2023
310010000	PHASE IV PLANS REVIEW	Fiscal Year: 2023	Fiscal Year: 2023
310010100	PHASE IV PLANS REVIEW	Fiscal Year: 2023	Fiscal Year: 2024
756010000	SECTION 106 EFFECTS/ 267 F.S.	Fiscal Year: 2023	Fiscal Year: 2024
201010000	PLANS COMPLETED	Fiscal Year: 2024	Fiscal Year: 2024
204010000	PRODUCTION DATE	Fiscal Year: 2024	Fiscal Year: 2024
255010000	R/W CERTIFIED	Fiscal Year: 2024	Fiscal Year: 2024
222010000	ALL PERMITS CLEAR	Fiscal Year: 2024	Fiscal Year: 2024
269010000	ALL UTILITIES CLEAR	Fiscal Year: 2024	Fiscal Year: 2024
375010000	CONSTRUCTION CLEAR DATE	Fiscal Year: 2024	Fiscal Year: 2024
376010000	ENVIRONMENTAL CLEAR/CERTIF	Fiscal Year: 2024	Fiscal Year: 2024
355010000	NMSA (NON MAJOR STATE ACTION)	Fiscal Year: 2024	Fiscal Year: 2024
279010000	RAILROAD CLEAR	Fiscal Year: 2024	Fiscal Year: 2024
226010000	PLANS TO DIST SPECS	Fiscal Year: 2024	Fiscal Year: 2024
242010000	SPECIFICATIONS	Fiscal Year: 2024	Fiscal Year: 2024
370010000	PLANS TO DIST CONTRACT	Fiscal Year: 2024	Fiscal Year: 2024
229010100	ADVERTISE DISTRICT CONTRACT	Fiscal Year: 2024	Fiscal Year: 2024
280010000	LETTING DATE	Fiscal Year: 2024	Fiscal Year: 2024
203010000	C.E.I. CONS. CONT. EXEC.	Fiscal Year: 2024	Fiscal Year: 2024

---

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:  
Office of Work Program and Budget  
Lisa Saliba: [Lisa.Saliba@dot.state.fl.us](mailto:Lisa.Saliba@dot.state.fl.us) Or call 850-414-4622

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Florida Department of Transportation

**Consistent, Predictable, Repeatable**





SEPTEMBER 26, 2019

MIAMI-DADE  
TRANSPORTATION PLANNING ORGANIZATION

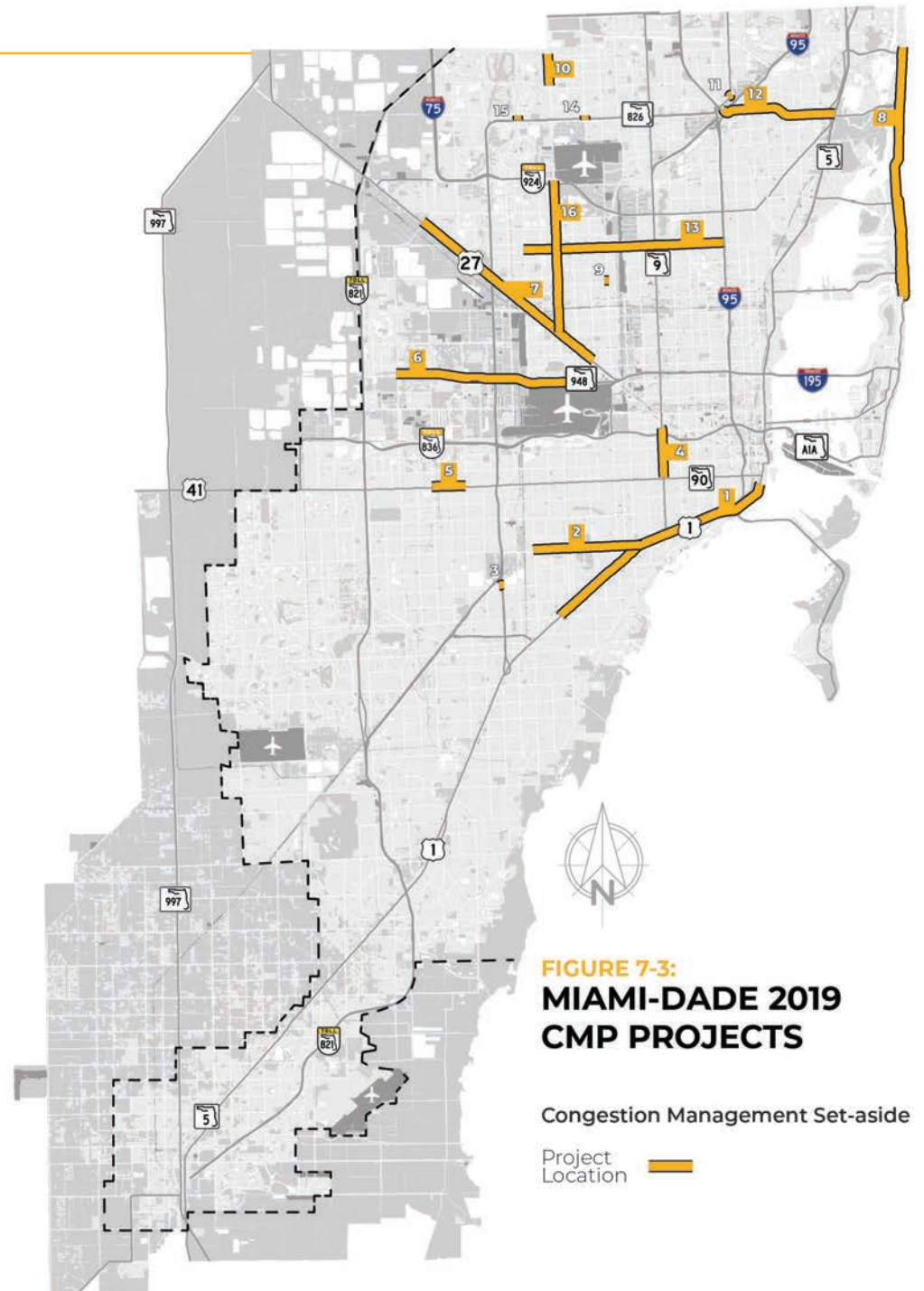
2045

LONG  
RANGE  
TRANSPORTATION  
PLAN



## 2019 CMP PROJECTS

Figure 7-3 and Table 7-10 present a map and list of congestion management plan projects for Miami-Dade County for the period 2025 to 2035, respectively.



**FIGURE 7-3:**  
**MIAMI-DADE 2019**  
**CMP PROJECTS**

Congestion Management Set-aside

Project Location 

TABLE 7-10: MIAMI-DADE 2019 CMP PROJECTS

MAP ID	FACILITY	LIMITS FROM	LIMITS TO	STRATEGIES*	SUMMARY DESCRIPTION	PLAN PERIOD I: 2020-2025	PLAN PERIOD II: 2026-2030	PLAN PERIOD III: 2031-2035	TOTAL 2045 PLAN (YOE \$)
PM1	1	US 1 (South Dixie Hwy/SR 5)	SW 72 St (Sunset Dr)	SE 13 St	4.6	Install Fiberoptic Communications for Traffic Surveillance and Control Systems	\$5.500	\$2.500	\$8.000
	2	SW 40 St (Bird Rd/SR 976)	Ludlam Rd (SW/NW 67 St)	US 1 (South Dixie Hwy/SR 5)	1.4	Bus Rapid Transit		\$9.800	\$9.800
PM1	3	SW 56 St (Miller Dr)	SR 826 (Palmetto Expy)		2.0 4.1 5.5	Travel Demand Management Traffic Signal Coordination and Modernization Highway Widening by Adding lanes		\$2.500	\$2.500
PM1	4	SR 9 (NW 27 Ave)	SW 8 St (Tamiami Trail/SR 90/US 41)	NW 14 St	4.1	Traffic Signal Coordination and Modernization	\$1.500		\$1.500
	5	SW 8 St (Tamiami Trail/SR 90/US 41)	SW 97 Ave	SR 973 (SW 87 Ave)	2	Travel Demand Management	\$0.300		\$0.300
	6	SR 948 (NW 36 St/ NW 41 St/ Doral Blvd)	NW 107 Ave	East Dr	1.5 1.8 2.0	Increasing Bus Route Coverage or Frequencies Local Circulator Expansion Travel Demand Management	\$0.300	\$2.100	\$2.400
PM3	7	US 27/Okeechobee Rd (SR 25)	West Hialeah Gardens Blvd	SE 4 Ave	2.0 4.1 5.5	Travel Demand Management Traffic Signal Coordination and Modernization Highway Widening by Adding lanes	\$0.300	\$9.500	\$9.800
PM1	8	SR A1A	SR 907/West 63 St	SR 856 (William Lehman Causeway)/ NW 192 Ave	3.1 3.5	Adopt and implement a Complete Streets Policy Improved Safety of Existing Bicycle and Pedestrian Facilities	\$1.450	\$2.600	\$4.050
PM1	9	East 33 St	at SR 953 /East 8 Ave/ Le Jeune Rd		3.6 3.1 3.2 3.3 3.5	Promote Bicycle and Pedestrian Use Adopt and implement a Complete Streets Policy New Sidewalks and Designated Bicycle Lanes on Local Streets Improved Bicycle Facilities at Transit Stations and Other Trip Destinations Improved Safety of Existing Bicycle and Pedestrian Facilities	\$0.240	\$0.720	\$0.960
PM1	10	FL 823/SW 57 Ave (Red Rd/SR 959)	SR 860 (Miami Gardens Dr) /NW 183 St	NW 199 St/NE 203 St (Ives Dairy Rd)	2.0 4.1	Travel Demand Management Traffic Signal Coordination and Modernization		\$1.900	\$1.900
PM1	11	NW 7 Ave (SR 7/ US 441) Extension	at US 441		1.5 2.0 4.1	Increasing Bus Route Coverage or Frequencies Travel Demand Management Traffic Signal Coordination and Modernization		\$2.300	\$2.300
PM1	12	SR 826 (Palmetto Expy)/NE 167 St/ Miami Beach Blvd	I-95 (SR 9)	US 1 (South Dixie Hwy/SR 5)	1.4 1.8 2.0 3.2 3.3 3.5 3.6	Bus Rapid Transit Local Circulator Expansion Travel Demand Management New Sidewalks and Designated Bicycle lanes on Local Streets Improved Bicycle Facilities at Transit Stations and Other Trip Destinations Improved Safety of Existing Bicycle and Pedestrian Facilities Promote Bicycle and Pedestrian Use		\$6.600	\$6.600

\*Project does not comply with the CDMP.

Values in Millions YOE \$  
YOE: Year of Expenditure

TASK WORK ORDER FOR PROFESSIONAL SERVICES

Consultant: Kimley-Horn and Associates, Inc.  
Address: 600 North Pine Island Road, Suite 450  
Plantation, Florida 33324

(To be entered upon execution of T.W.O.)  
Date: 5/30/2019 11:11 AM EDT Task Work Order No.: 126

Contract No.: C9G07 Payment FM No.: 24972643201

Brief Task Description:  
Task Type 7 Composite Study, bottleneck analysis. \$48,585.53  
Location: SW 40 Street / Bird Road at SW 42 Avenue/LeJeune Road

In accordance with the above referenced contract, you are authorized to perform the tasks detailed in attached Exhibit A (Scope of Services).  
All services required under this Task Work Order will be completed on or before: 7/29/2019

The total amount or the limiting amount of the compensation will be: \$48,585.53

Compensation elements are as follows:

Element Description	Method of Compensation	Amount	Est*
Traffic Study SR 953	(LS2) Lump sum paid based on % of completion	\$48,585.53	
<b>Page 1 Total</b>		\$48,585.53	
<b>Page 2 thru 6 Subtotal</b>		\$0.00	
<b>Total</b>		\$48,585.53	

Other Notes:  
An independent assessment of the staff hours and quantities for the proposed services has been performed, and found to be fair, reasonable, and competitive.  
Amount Remaining \$59,450.26

Total authorizations to date (including this one):  
\$1,275,549.74

**Departmental Approval:**  
Khalil Maarouf Traffic Analyst  
(name) (title)  
DocuSigned by: Khalil Maarouf  
Signature E26CB57D0B7D42A...

**Consultant Acceptance:**  
John J. McWilliams Vice President  
(name) (title)  
DocuSigned by: John McWilliams  
Signature D640C86BC0BF4E6...

\*Limiting or Estimating/Budgeted Amount.  
Distribution: \_\_\_\_\_



**SCOPE OF SERVICES  
TASK WORK ORDER  
DISTRICTWIDE TRAFFIC OPERATIONS STUDIES CONTRACT**

**TASK WORK ORDER NUMBER 126 – BOTTLENECK ANALYSIS  
SR 976/SW 40<sup>TH</sup> STREET/BIRD ROAD AT SR 953/SW 42<sup>ND</sup> AVENUE/LE JEUNE ROAD**

**Financial Project Number 249726-4-32-01  
Contract C-9G07**

**1.0 BACKGROUND:**

Kimley-Horn and Associates, Inc. (Kimley-Horn) has been retained by the Florida Department of Transportation (FDOT) to conduct a Bottleneck Analysis of intersections identified. These intersections typically exhibit severe congestion and were prioritized by the District for future study in the *D6 Bottleneck & Prioritization* report, dated June 2018. The intent of the bottleneck study is to analyze the existing conditions of the intersection; assess the secondary congestion caused by the intersection; and evaluate potential short term, low cost treatments that reduce the duration and intensity of the congestion while improving mobility through the intersection.

The identified intersection of SR 976/SW 40th Street/Bird Road at SR 953/SW 42nd Avenue/Le Jeune Road (see Figure 1) is based on the District's bottleneck intersection list and its bottleneck analysis methodology, dated August 10, 2018. Consistent with that methodology, the bottleneck analysis will focus on the AM peak period of a typical weekday and will include Synchro analysis and traffic microsimulation (VISSIM). Limited level of service (LOS) analysis (Synchro only) will also be conducted for the PM peak hour to check that recommendations resulting from the AM study do not adversely impact traffic operations in the PM peak hour.

For the intersection of SR 976/SW 40th Street/Bird Road at SR 953/SW 42nd Avenue/Le Jeune Road, it is assumed that the study segment for this bottleneck analysis reflects the corridors defined in the *D6 Bottleneck & Prioritization* report, dated June 2018, which is:

- SR 976/SW 40<sup>th</sup> Street/Bird Road from SW 57<sup>th</sup> Avenue to US 1

For purposes of this task work order, the study area is assumed to be limited to the following intersections:

1. SR 976/SW 40th Street/Bird Road at Riviera Drive
2. SR 976/SW 40th Street/Bird Road at SR 953/SW 42nd Avenue/Le Jeune Road
3. SR 976/SW 40th Street/Bird Road at Ponce de Leon Boulevard

If it is later determined that other intersections should be incorporated in the study area, a supplemental task work order will be prepared, at the discretion of the FDOT, for expanding the scope of the bottleneck study.

**2.0 SCOPE:**

The study shall incorporate tasks described below.

**a. Data Collection**

The Consultant shall utilize the data collected in the *D6 Bottleneck & Prioritization* report, dated June 2018. This data includes travel time runs, spot speed data, and intersection turning movement counts. The



Consultant shall augment this existing data with 6-hour turning movement counts (4 hours AM peak + 2 hours PM peak) at the following intersections:

1. SR 976/SW 40th Street/Bird Road at Riviera Drive
2. SR 976/SW 40th Street/Bird Road at SR 953/SW 42nd Avenue/Le Jeune Road
3. SR 976/SW 40th Street/Bird Road at Ponce de Leon Boulevard



The Consultant shall also obtain the current signal timing plans from Miami-Dade County's Traffic Signals and Signs (TS&S) division for the study intersection. In addition, transit service data including routes, stops, headways, and travel times and speeds will be gathered within the study area.

#### **b. Field Review**

The Consultant shall conduct field reviews of the study area and intersections to verify physical and operational characteristics required for the analysis. These characteristics include lane geometry, signal timings, speed limits, operational restrictions, and field operations at the study intersections. The field review will also estimate maximum queue lengths for each approach and movement of the study intersections within each 60-minute period of the entire 4-hour AM peak period. A field review shall also be conducted to assess typical traffic operating conditions during the PM peak period.

#### **c. Synchro Traffic Operations Analysis**

The Consultant shall develop an existing conditions Synchro network for the following study intersections:

1. SR 976/SW 40th Street/Bird Road at Riviera Drive
2. SR 976/SW 40th Street/Bird Road at SR 953/SW 42nd Avenue/Le Jeune Road
3. SR 976/SW 40th Street/Bird Road at Ponce de Leon Boulevard

This existing conditions peak hour analysis will be prepared for the four (4) 60-minute periods between 6:00 am and 10:00 am for the 4-hour AM peak and one (1) 60-minute period during the PM peak. The analysis will incorporate the signal timing plans that exist within the entire four (4)-hour AM peak period and one (1) hour during the PM peak. Synchro models will also be developed, as needed, to provide preliminary screening of potential improvements.

The final analysis will be prepared based on Synchro 10 software, and measures of effectiveness will include LOS, queue lengths, and vehicular delay. These measures will be reported for each approach of each intersection, as well as for the overall intersection. The signal timings from the Synchro network will be utilized by a subsequent VISSIM model analysis.

**d. VISSIM Analysis**

The following intersections will be included in the VISSIM transportation model:

1. SR 976/SW 40th Street/Bird Road at Riviera Drive
2. SR 976/SW 40th Street/Bird Road at SR 953/SW 42nd Avenue/Le Jeune Road
3. SR 976/SW 40th Street/Bird Road at Ponce de Leon Boulevard

The intersections required to be evaluated in this analysis will be analyzed for i.) existing conditions and ii.) short-term build alternative utilizing PTV America's *VISSIM* software.

**d.1 – Existing Conditions VISSIM Analysis**

PTV America's *VISSIM* software will be utilized to develop the transportation model for existing conditions. The VISSIM analysis will be prepared for the A.M. peak period from 6:00 AM to 10:00 AM. The VISSIM model will include intersection and roadway geometry, traffic volumes, traffic control, speed limits, vehicle turning speeds, vehicle routing, priority rules, and conflict areas. Error-checking techniques will be utilized to review the transportation model input coding.

The existing conditions VISSIM model will be calibrated to local traffic conditions observed in the field. Calibration measures will consist of field-verified signal timings, travel times provided by FDOT, and vehicle speed distributions.

**d.2 – Short-term Build Alternative VISSIM Analysis**

A short-term build alternative transportation model will be prepared utilizing PTV America's *VISSIM* software for the peak period identified as part of Task d.1. Short-term improvements are expected to consist of Transportation Systems Management and Operations (TSM&O) strategies, turn-lane improvements, pavement marking/laneage modifications, and/or signal timing modifications.

**d.3 – Measures of Effectiveness (MOE) Evaluation**

Vehicular operating conditions will be examined for each model scenario to evaluate the measures of effectiveness (MOEs) consisting of maximum queue length, average vehicle delay, travel time, average vehicle speed, volume, lost time, and green time distribution at the study intersections approaches (node evaluation) and roadway segments (link evaluation). MOEs will be summarized in a table and may include intersection levels of service which can be derived based on the average vehicle delay at each intersection (node).

Note that VISSIM MOEs are not able to be compared directly to Synchro results as VISSIM MOEs are stochastic and are not based specifically on the Transportation Research Board's (TRB) *Highway Capacity Manual* (HCM).

**d.4 – Independent Review**

An independent review of the existing and short-term conditions VISSIM models will be conducted by a staff member that was not involved in preparing the VISSIM transportation models.

**e. Conceptual Improvement Development**

A conceptual plan depicting the recommended improvements identified in Task d.2 will be developed for the study intersections to address bottleneck deficiencies. The short-term improvements are expected to consist of TSM&O strategies, turn-lane improvements, and/or pavement marking/laneage modifications. The conceptual plan shall be prepared in CAD format.

Notes: (1) Kimley-Horn shall rely on right-of-way (R/W) information provided by FDOT. If none is available R/W lines shall be approximated based on a review of aerials and field observations.  
(2) Kimley-Horn shall rely on utility information provided by FDOT. If none is available utilities shall be approximated based on a review of Google Streetview.

**f. Documentation**

The results of the analyses will be documented in a technical memorandum. The memorandum will include graphics and tabulations, plus text to describe the study procedure, key assumptions, traffic assignment methods, findings and recommendations. The Consultant shall respond to one (1) round of comments from the Client.

**Deliverables**

1. Draft Technical Memorandum (Three hard copies and in PDF Format)
2. Final Technical Memorandum (Three hard copies signed and sealed and in PDF Format)
3. One (1) Conceptual Plan in CAD format

**4.0 CONSULTANT RESPONSIBILITIES:**

The Consultant's responsibilities remain the same as in the Original Agreement and any Supplemental Amendments to date shall remain the same.

**5.0 DEPARTMENT RESPONSIBILITIES:**

The Department's responsibilities remain the same as in the Original Agreement and any Supplemental Amendments to date shall remain the same.

**6.0 ADDITIONAL SERVICES:**

Any services not specifically provided for in the above scope will be considered additional services and can be performed through an amendment to the task work order.

**7.0 METHOD OF COMPENSATION:**

Services for this work order will be provided on a lump sum basis based on percentage of completion in accordance with provisions set forth in the master contract. The lump sum amount for this work order is \$48,585.53.



**District 6 Districtwide Traffic Operations Studies - Kimley-Horn and Associates, Inc.**

FDOT Contract No.: 249726-4-32-01  
 C9G07  
 Task Work Order No.: 126  
 Task Description: Bottleneck Analysis - SR 976/Bird Road at SR 953/Le Jeune Road  
 County: Miami-Dade  
 Draft Report Due: 9/16/19  
 Final Report Due: 10/14/19

ACTIVITY	PROJECT MANAGER		SENIOR ENGINEER		PROJECT ENGINEER		ENGINEER		ENGINEER INTERN		CLERICAL		STAFF HOURS TOTAL	BASIC ACTIVITIES TOTAL	FIXED FEE DM RATE TOTALS
	Hourly Rate	Fixed Fee DM	Hourly Rate	Fixed Fee DM	Hourly Rate	Fixed Fee DM	Hourly Rate	Fixed Fee DM	Hourly Rate	Fixed Fee DM	Hourly Rate	Fixed Fee DM			
Project Management													5	\$762.52	\$68.48
Data Collection	\$172.02	\$15.45	\$196.18	\$17.43	\$138.71	\$12.46	\$103.72	\$9.31	\$89.20	\$8.01	\$74.44	\$6.68	3	\$449.44	\$40.37
Review Data Collection					2										
Field Review															
4 hours AM & 1 hour PM					6								19	\$2,074.68	\$186.33
Synchro Analysis - 3 Intersections															
4 hours AM, 1 hour PM - Existing and Build					24								40	\$5,087.52	\$456.96
VSSIM Analysis - 3 Intersections															
4 hours AM - Existing and Build			20		15		40		100				179	\$19,721.13	\$1,770.70
Conceptual Improvement Development - 3 Intersections									40				66	\$7,374.32	\$662.30
Prepare CD's			6		20								36	\$4,998.26	\$448.96
Documentation													16	\$2,224.06	\$199.76
Draft			4		30								36	\$4,998.26	\$448.96
Final			4		10								16	\$2,224.06	\$199.76
TOTALS	\$4,816.56	\$432.60	\$3,883.60	\$348.60	\$14,841.97	\$1,333.22	\$4,148.80	\$372.40	\$14,628.80	\$1,313.64	\$372.20	\$33.40	364.00	\$42,691.93	\$3,833.86

Notes:

Data Collection Activities and Total Fees

Caliban - 8 Hour TMCs - 3 Intersections

\$2,059.74

TOTAL TASK WORK ORDER LUMP SUM FEE:

\$48,585.53

Department Approval:

KHALIL MABROUF  
(Project Manager)

K. MAURO  
(Signature)

5/30/2019  
(Date)

Consultant Approval:

John J. McWilliams, P.E.  
(Vice President)

[Signature]  
(Signature)

5/29/19  
(Date)



# Florida Department of Transportation

RICK SCOTT  
GOVERNOR

3222 P Y "333th Cxgpwg"  
O lco k "Florida 55394-5800

JIM BOXOLD  
SECRETARY

## O GO QTC P F WO "

F cvg<"05/30/2019

Vq<" Professional Services

Htqo <"Khalil Maarouf

Uwdlgev<"Vcunl'Y qtnl'Qtf gt'Egtvhlcvkp"

Eqptcev'P wo dgt<"C9G07

Vcunl'Y qtnl'Qtf gt<"126

Y qtnl'F guetkr vqpc < SW 40 Street/ Bird Road at LeJeune Road. Bottleneck Analysis

"  
Kp"ceeqtf cpeg'y kj 'F gr ctvo gpv'Rtqegf wtg'597/252/232.'Kj gtgd {'egtvh{'vj cv'cp'lpf gr gpf gpv'  
cuuguo gpv'qh'vj g'uclh'j qwtu'cpf 's wcpv'kgu'hqt'vj g'r tqr qugf 'ugtx'legu'j cu'dggp'r gthqto gf "cpf "  
hqwpf "q'dg'hck."eqo r gk'kg."cpf 'tgcupcdrg."gzegr v'y j gt g'vj g'hgu'hqt'vj g'vcunl'ctg'crtgcf {"  
ur gek'kg' "kp'vj g'qtki kpcn'ci tggo gpv"  
"

Cml'hgu'uj qy p'kp'vj g'uwdlgev'Vcunl'Y qtnl'Qtf gt'ctg'lp'ceeqtf cpeg'y kj 'vj g'eqptcewcn'ci tggo gpv0

"  
" DocuSigned by:  
" *Khalil Maarouf* "   
" RTqlgev'G'per'gt' Department  
" EP6C857B0B7D12A

Project info [434766.1] (Click to collapse)

Item Segment (Click to collapse)

<b>District:</b> District 6	<b>Version:</b> G1	<b>PSEE Project Manager:</b> Ana Arvelo MIGUEL IGLESIAS (Backup) Favio Laverde (Backup)	<b>WP Project Manager:</b> ARVELO, ANA
--------------------------------	-----------------------	--	---

**Item Segment Description:** SR 953/LEJEUNE ROAD AT SR 976/BIRD RD (EASTBOUND/WESTBOUND APPROACHES)

**Item Segment Comments:** SAFETY PROJECT TO PROVIDE BACKPLATES ON SIGNAL HEADS/#E- ON EB & WB APPROACH, OFFSET EB & WB LEFT TURN LANES. PROVIDE ADDITIONAL GREEN TIME FOR WB & EB LEFT TURN PHASES. B/C = 7.2 (ORIGINAL B/C), PH 32-02=CONSTRDL SURVEY ON 4-2-15, B/C UPDATED TO 5.38 NPV=5,965,898, SHSP = "INTERSECTION CRASHES"

Location (Click to collapse)

County	Roadway ID	Roadway Side	Number of Lanes	MP From/To	Section Work Length
MIAMI-DADE	87044000	LEFT RDWY	2	7.682 / 7.74	0.058
	87044000	RIGHT RDWY	2	7.682 / 7.788	0.106
	87044000	LEFT RDWY	3	7.74 / 7.788	0.048

Work Length: 0.106      Project Length: 0.106

Description (Click to collapse)

<b>Work Mix:</b> 0233 - INTERSECTION IMPROVEMENT	<b>Status:</b> LINE ITEM COMPLETED	<b>Contract Class:</b> 1 - TALLAHASSEE LET	<b>Federal Oversight:</b> NO
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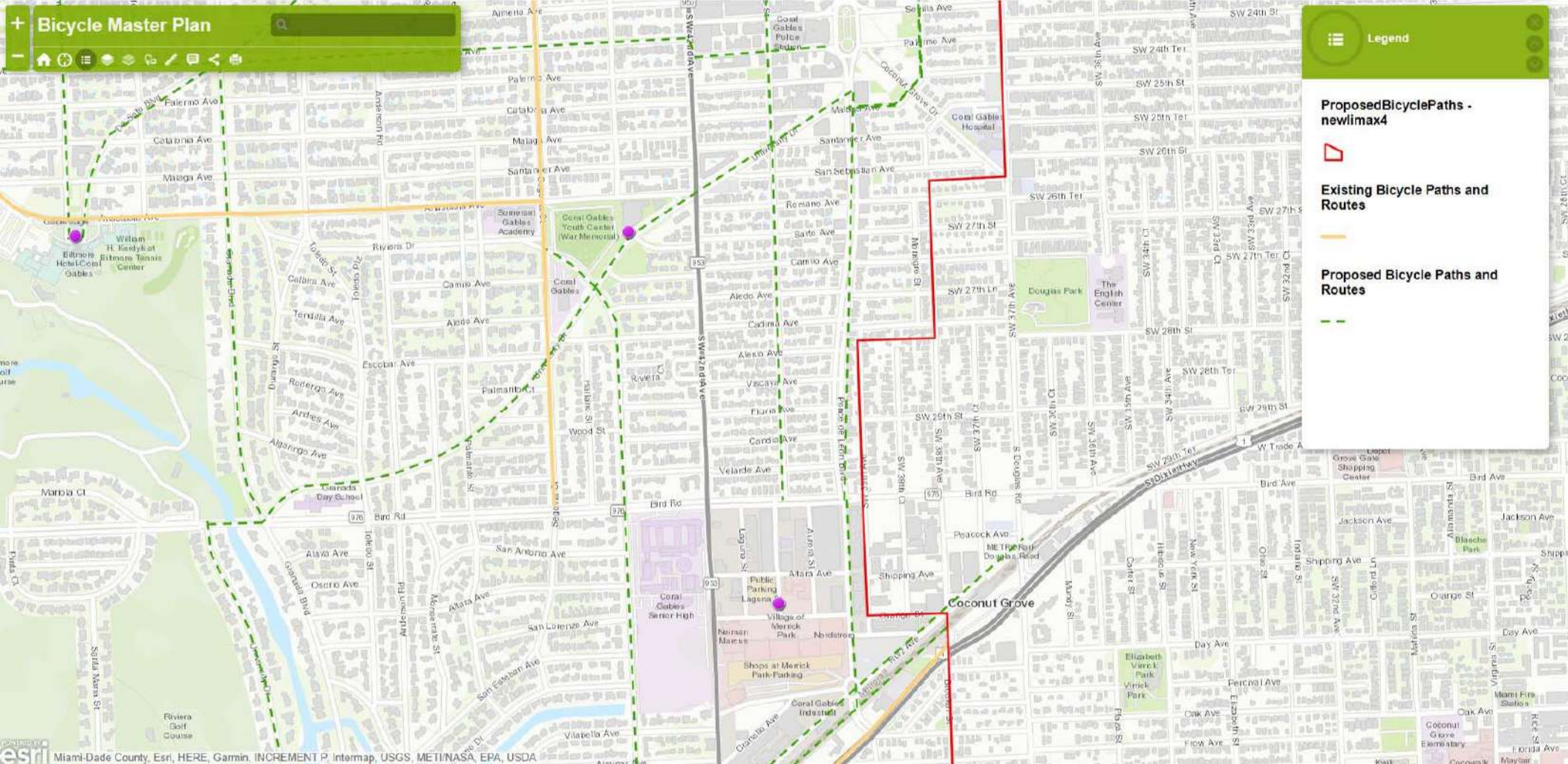
**Trans System:** 03 - INTRASTATE STATE HIGHWAY



**Proposed Bicycle Paths - newlimax4**

**Existing Bicycle Paths and Routes**

**Proposed Bicycle Paths and Routes**



# APPENDIX G

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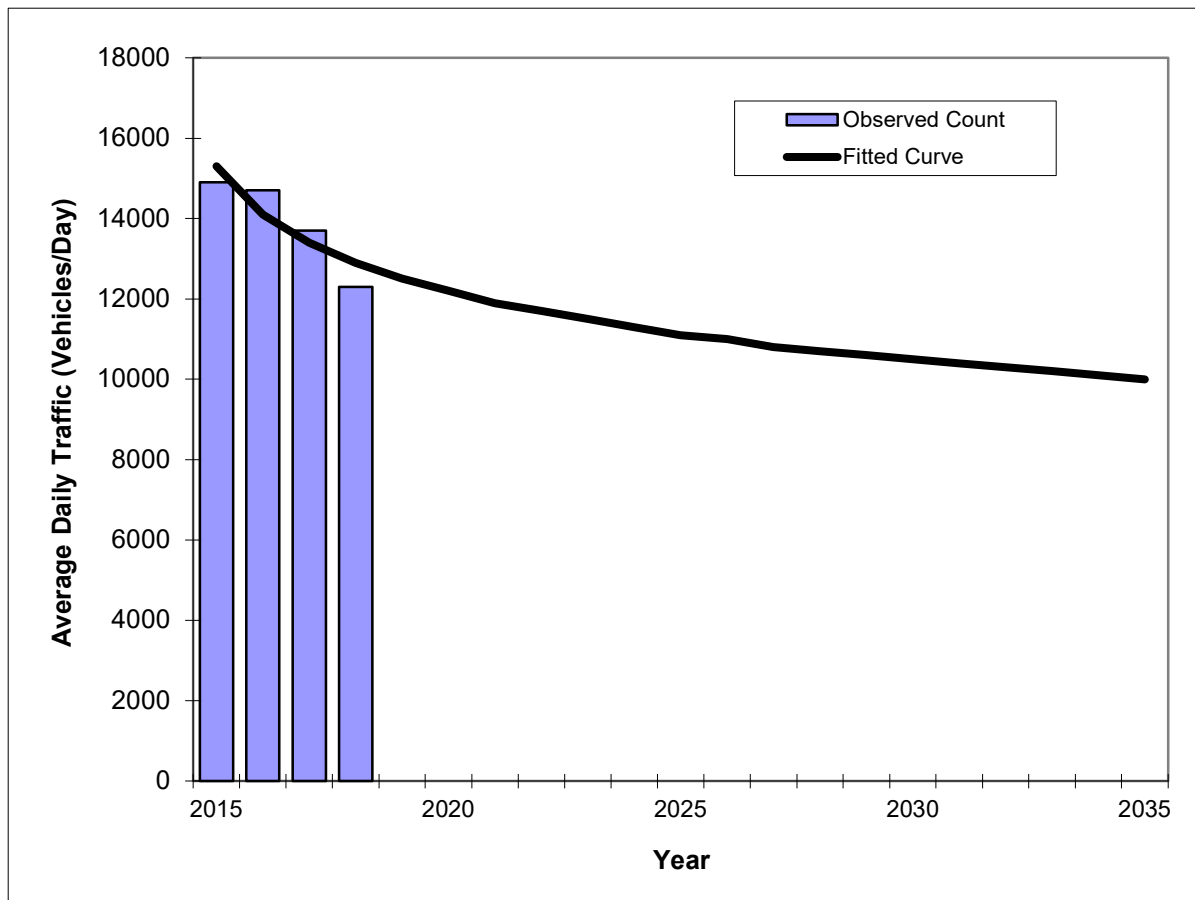
## Historic Growth Rate Data and Analysis



## Traffic Trends - V03.a PONCE DE LEON BLVD --

FIN#	1234
Location	3

County:	Miami-Dade (87)
Station #:	878139
Highway:	PONCE DE LEON BLVD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	14900	15300
2016	14700	14100
2017	13700	13400
2018	12300	12900
<b>2022 Opening Year Trend</b>		
2022	N/A	11700
<b>2027 Mid-Year Trend</b>		
2027	N/A	10800
<b>2032 Design Year Trend</b>		
2032	N/A	10300
<b>TRANPLAN Forecasts/Trends</b>		

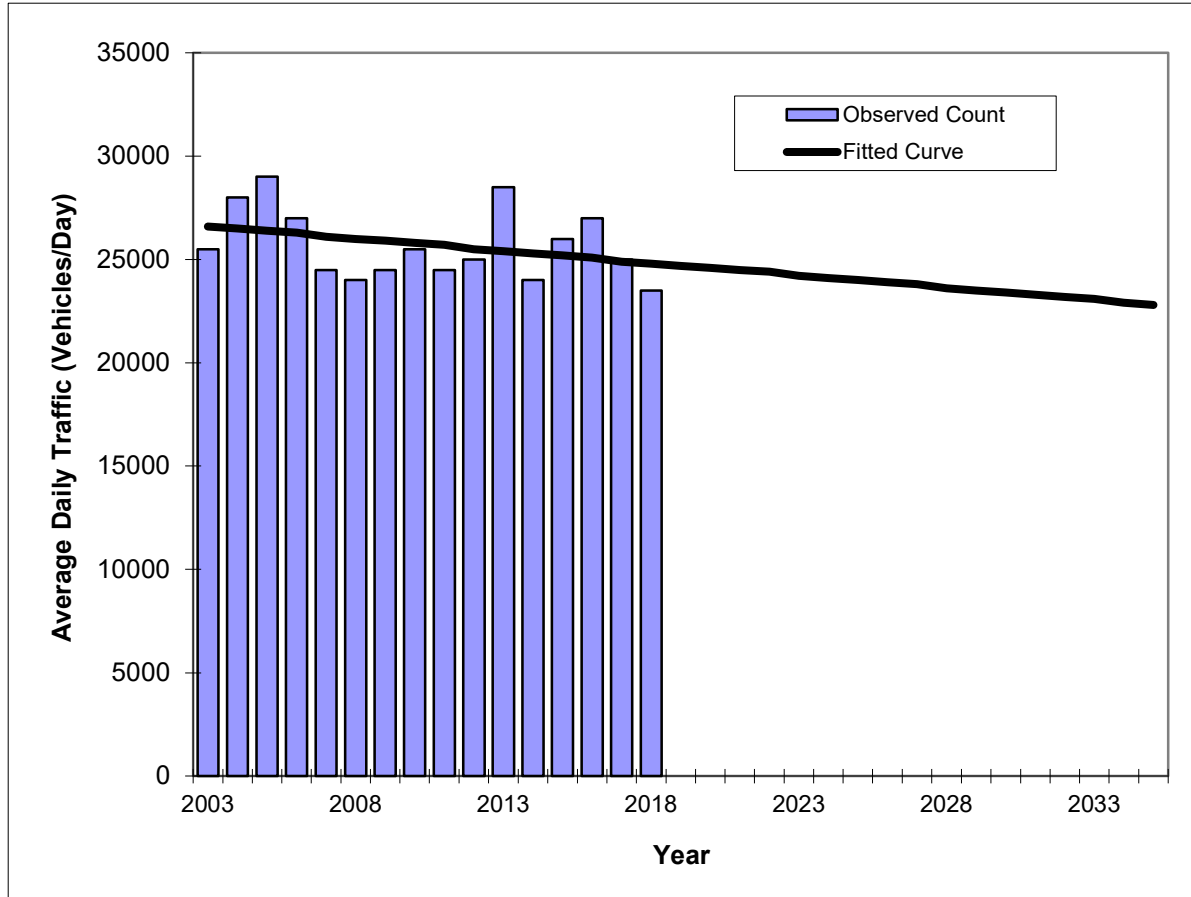
Trend R-squared:	77.15%
Compounded Annual Historic Growth Rate:	-5.53%
Compounded Growth Rate (2018 to Design Year):	-1.59%
Printed:	27-Jan-20
<b>Decaying Exponential Growth Option</b>	

\*Axle-Adjusted

## Traffic Trends - V03.a LEJEUNE RD/SW 42 AVE --

FIN#	1234
Location	2

County:	Miami-Dade (87)
Station #:	871053
Highway:	LEJEUNE RD/SW 42 AVE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	25500	26600
2004	28000	26500
2005	29000	26400
2006	27000	26300
2007	24500	26100
2008	24000	26000
2009	24500	25900
2010	25500	25800
2011	24500	25700
2012	25000	25500
2013	28500	25400
2014	24000	25300
2015	26000	25200
2016	27000	25100
2017	25000	24900
2018	23500	24800
<b>2022 Opening Year Trend</b>		
2022	N/A	24400
<b>2027 Mid-Year Trend</b>		
2027	N/A	23800
<b>2032 Design Year Trend</b>		
2032	N/A	23200
<b>TRANPLAN Forecasts/Trends</b>		

** Annual Trend Increase:	-118
Trend R-squared:	10.96%
Trend Annual Historic Growth Rate:	-0.45%
Trend Growth Rate (2018 to Design Year):	-0.46%
Printed:	27-Jan-20
<b>Straight Line Growth Option</b>	

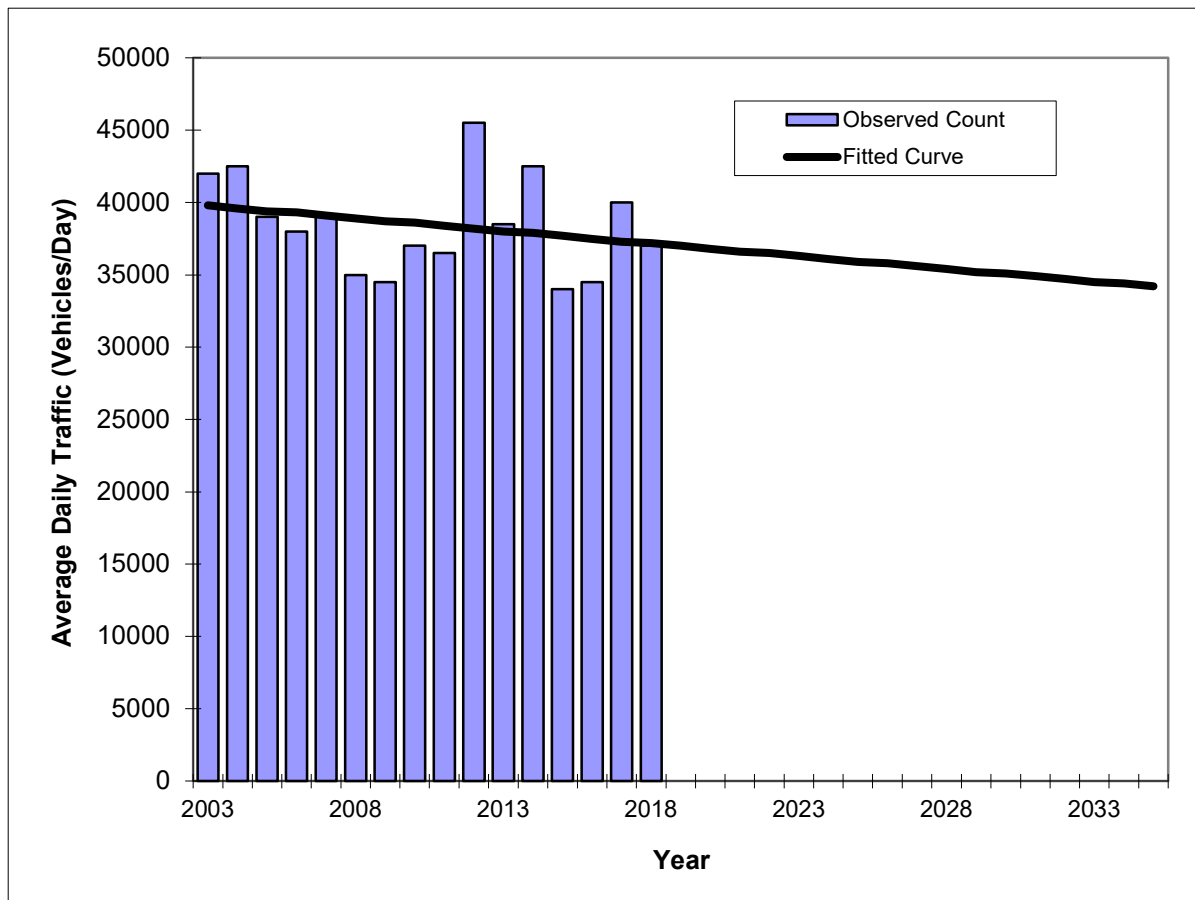
\*Axle-Adjusted

## Traffic Trends - V03.a

### SW 40 ST/BIRD ROAD --

FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	870082
Highway:	SW 40 ST/BIRD ROAD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	42000	39800
2004	42500	39600
2005	39000	39400
2006	38000	39300
2007	39000	39100
2008	35000	38900
2009	34500	38700
2010	37000	38600
2011	36500	38400
2012	45500	38200
2013	38500	38000
2014	42500	37900
2015	34000	37700
2016	34500	37500
2017	40000	37300
2018	37000	37200
<b>2022 Opening Year Trend</b>		
2022	N/A	36500
<b>2027 Mid-Year Trend</b>		
2027	N/A	35600
<b>2032 Design Year Trend</b>		
2032	N/A	34700
<b>TRANPLAN Forecasts/Trends</b>		

** Annual Trend Increase:	-174
Trend R-squared:	6.10%
Trend Annual Historic Growth Rate:	-0.44%
Trend Growth Rate (2018 to Design Year):	-0.48%
Printed:	27-Jan-20
<b>Straight Line Growth Option</b>	

\*Axle-Adjusted

# APPENDIX H

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## Committed Development Trip Generation



## *Traffic Impact Analysis*

# **The Henry 4015 Laguna Street Coral Gables, Florida**



**Kimley»»Horn**

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April 2016  
043706000

(13.5%). The applied internal capture percentage is presented in Table 1 and detailed calculations are contained in Appendix C.

**Pass-By Capture Volumes**

A portion of the driveway volumes at the project site will be the result of new trips on the roadway network. The remainder of the driveway volumes will be trips from the adjacent traffic passing by the site (pass-by capture trips). Pass-by trips are intermediate stops on the way from an origin to a primary trip destination. Pass-by capture rates were estimated using ITE Land Use 820 (Shopping Center). The pass-by percentages were determined based on information provided in the ITE *Trip Generation Handbook*, 3<sup>rd</sup> Edition. The average pass-by capture used for the uses was 0.0 percent (0.0%) in the A.M. peak hour and 11.3 percent (11.3%) in the P.M. peak hour. The pass-by capture rates expected for the redevelopment are indicated in Table 1. Detailed calculations and figures depicting pass-by project trips are contained in Appendix C.

**Net New Project Trips**

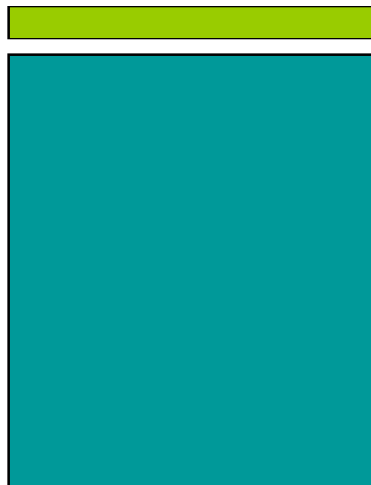
Net new project trips are equal to the gross project trips minus the internal capture and pass-by capture trips. The net new project trips represent additional vehicles on the roadway network. As shown in Table 1, this project is expected to generate 64 net new trips during the A.M. peak hour and 102 net new trips during the P.M. peak hour.

Table 1: Peak Hour Trip Generation												
Land Uses	ITE Code	Scale	Gross Project Trips			Internal Capture		Pass-by Capture		Net New Project Trips		
			Enter	Exit	Total	%	Trips	%	Trips	Enter	Exit	Total
<i>Weekday A.M. Peak Hour [Weekday P.M. Peak Hour]</i>												
Apartment	220	123 d.u.	13 [55]	51 [30]	64 [85]	0.0% [10.6%]	0 [9]	0.0% [0.0%]	0 [0]	13 [48]	51 [28]	64 [76]
Specialty Retail Center	826	11 k.s.f.	0 [21]	0 [27]	0 [48]	0.0% [18.8%]	0 [9]	0.0% [34.0%]	0 [13]	0 [13]	0 [13]	0 [26]
<b>Total</b>			<b>13</b> [76]	<b>51</b> [57]	<b>64</b> [133]	<b>0.0%</b> [13.5%]	<b>0</b> [18]	<b>0.0%</b> [11.3%]	<b>0</b> [13]	<b>13</b> [61]	<b>51</b> [41]	<b>64</b> [102]

**Overall Trip Distribution**

# Merrick Manor

traffic study



prepared for:  
**The Astor Companies**

**Traf Tech**  
ENGINEERING, INC.

**October 2011**

## TRIP GENERATION

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The trip generation for the proposed Merrick Manor mixed-use development was based on information contained in the Institute of Transportation Engineer’s (ITE) *Trip Generation* manual (8<sup>th</sup> Edition). According to the subject ITE manual, the most appropriate “land use” categories for the subject project is ITE’s Land Use 220 – Apartment, ITE’s Land Use 814 – Specialty Retail, and ITE’s Land Use 931 – Quality Restaurant.

Table 1 summarizes the trip generation associated with the Merrick Manor development. As indicated in Table 1, the proposed mixed-use development is projected to generate approximately 1,851 new daily trips, approximately 101 new AM peak hour trips (22 inbound and 79 outbound), and approximately 168 new trip during the typical afternoon peak hour (109 inbound and 59 outbound).

<b>TABLE 1</b>						
<b>Merrick Manor</b>						
<b>Trip Generation Summary</b>						
Land Use	Size	Daily Trips	AM Peak Trips		PM Peak Trips	
			Inbound	Outbound	Inbound	Outbound
Apartments	188 units	1,263	19	77	79	42
Retail	1,900 sq.ft.	84	0	0	2	3
Restaurant	5,600 sq.ft.	504	3	2	28	14
Total External Trips		1,851	22	79	109	59

*Source: ITE Trip Generation Manual (8<sup>th</sup> Edition).*

The trip generation equations for the Merrick Manor mixed-use project, given by ITE, are:

RESIDENTIAL LAND USE (Land Use 220)

*Daily Trips*

$$T = 6.06 (X) + 123.56$$

Where T = average daily vehicle trip ends

X = number of residential units

*AM Peak Hour of Adjacent Street (Typical Morning Rush Hour)*

$$T = 0.49 (X) + 3.73 \text{ (20\% inbound and 80\% outbound)}$$

Where T = average AM peak hour vehicle trip ends

X = number of residential units

*PM Peak Hour of Adjacent Street (Typical Afternoon Rush Hour)*

$$T = 0.55 (X) + 17.65 \text{ (65\% inbound and 35\% outbound)}$$

Where T = average PM peak hour vehicle trip ends

X = number of residential units





**GABLES LIVING**  
*Traffic Study*



David Plummer & Associates

**Exhibit 10  
Project Trip Generation Summary**

Proposed ITE Land Use Designation <sup>1</sup>	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Multifamily housing (mid-rise) (Land Use 221)	120 DU	11	30	41	32	21	53
		$Ln(T) = 0.98Ln(X) - 0.98$			$Ln(T) = 0.96Ln(X) - 0.63$		
		26% In		74% Out	61% In		39% Out
Shopping center (Land Use 820)	8,195 SF	14	11	25	47	46	93
		$Rate = \frac{3 \text{ trips}}{1000 \text{ SF GLA}}$			$Ln(T) = 0.72Ln(X) + 3.02$		
		54%		46%	50% In		50% Out
Subtotal Gross Trips		25	41	66	79	67	146
Internal Capture <sup>3</sup>	0% (AM) 23% (PM)	0	0	0	-17	-17	-34
Shopping Pass-by (PM)	34%	-	-	-	-13	-13	-26
Transit/ Pedestrian Trips	10%	-2	-4	-6	-5	-4	-9
<b>Net External Trips (Proposed)</b>		<b>23</b>	<b>37</b>	<b>60</b>	<b>44</b>	<b>33</b>	<b>77</b>

<sup>1</sup> Based on ITE Trip Generation Manual, Tenth Edition,

<sup>3</sup> Based on ITE Trip Generation Manual User's Guide and Handbook, Tenth Edition

# APPENDIX I

---

## Trip Generation and Internal Capture Rate

# Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Dwelling Units  
 On a: Weekday,  
 Peak Hour of Adjacent Street Traffic,  
 One Hour Between 7 and 9 a.m.

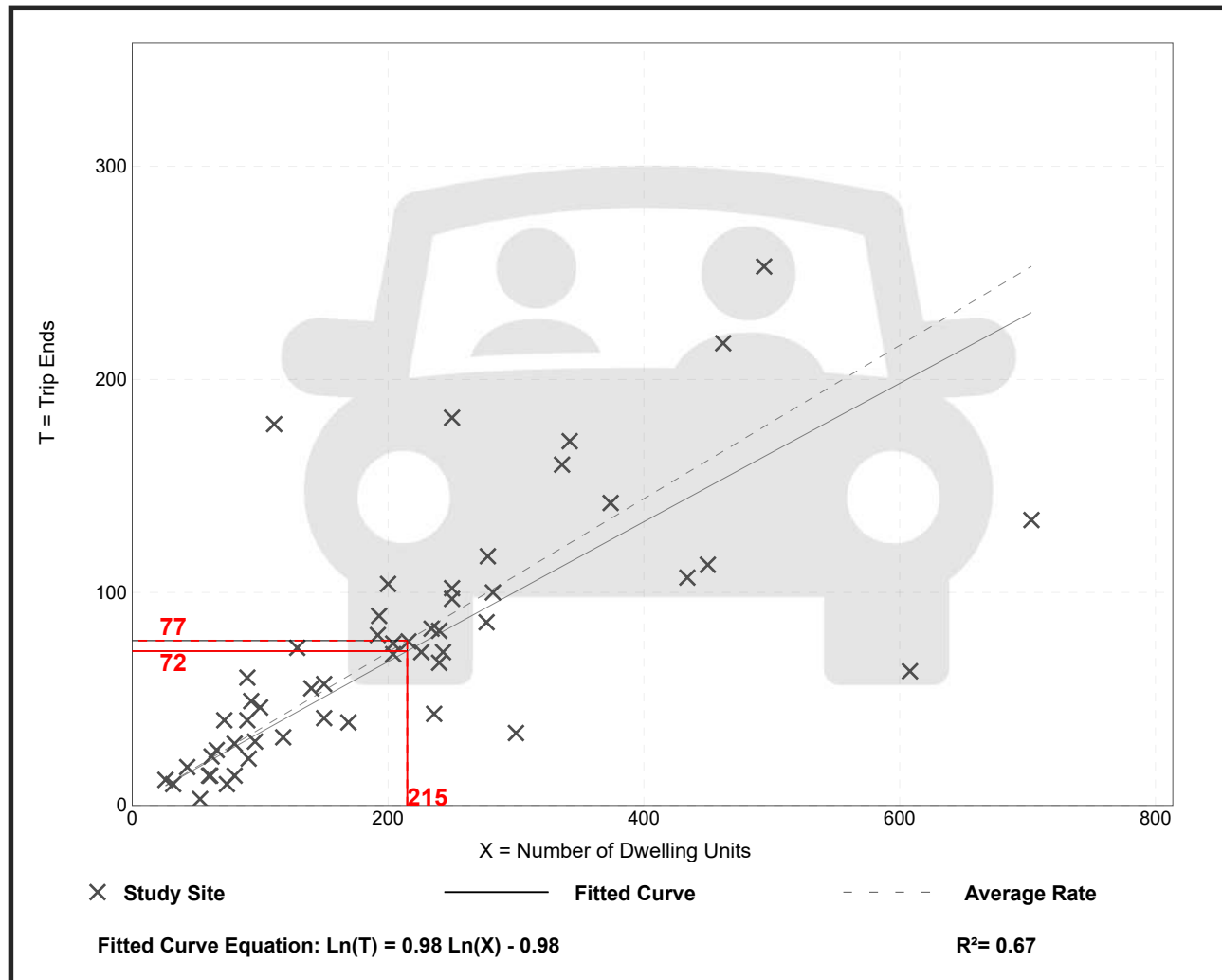
Setting/Location: General Urban/Suburban

Number of Studies: 53  
 Avg. Num. of Dwelling Units: 207  
 Directional Distribution: 26% entering, 74% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

## Data Plot and Equation



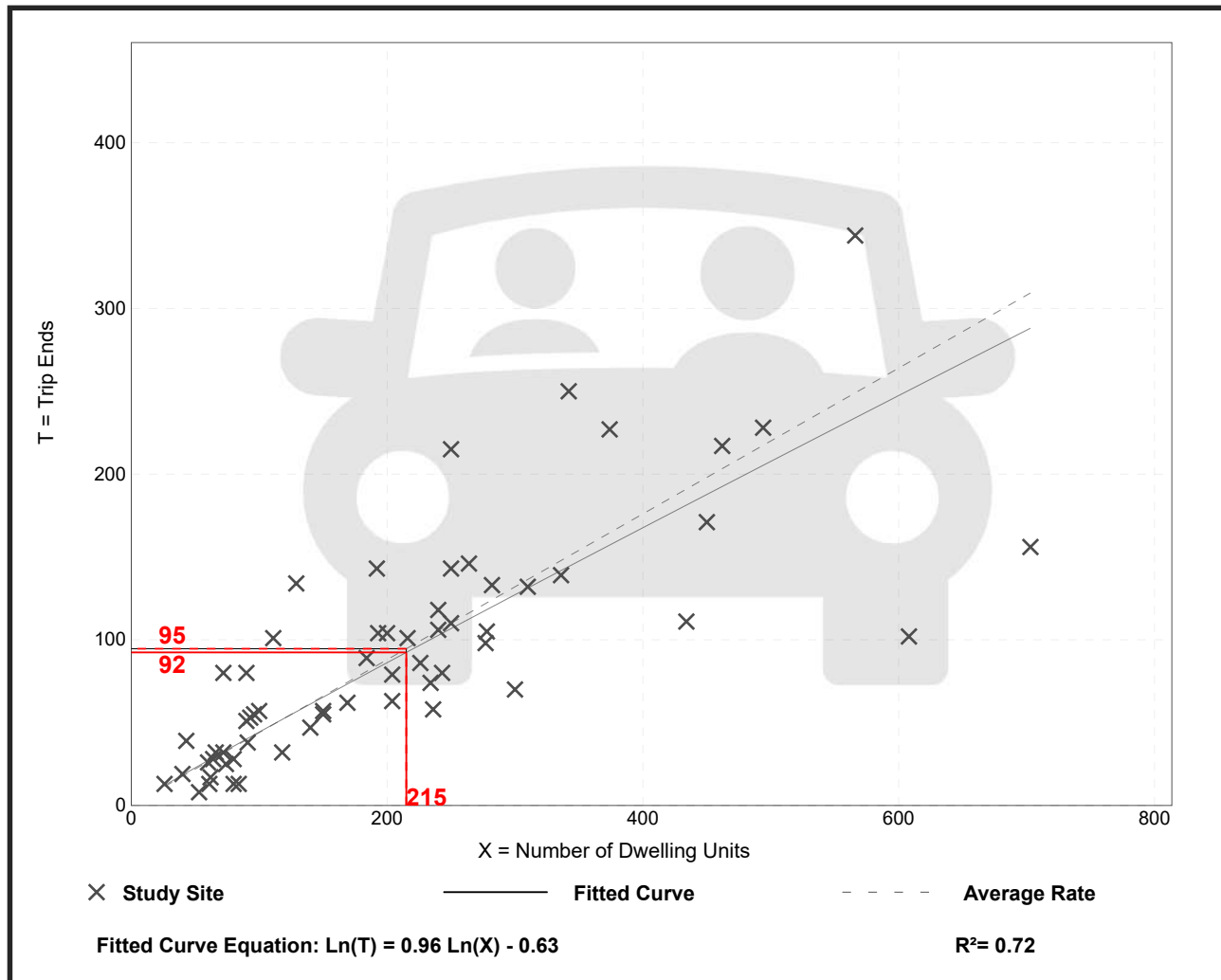
# Multifamily Housing (Mid-Rise) (221)

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: 60  
 Avg. Num. of Dwelling Units: 208  
 Directional Distribution: 61% entering, 39% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

## Data Plot and Equation



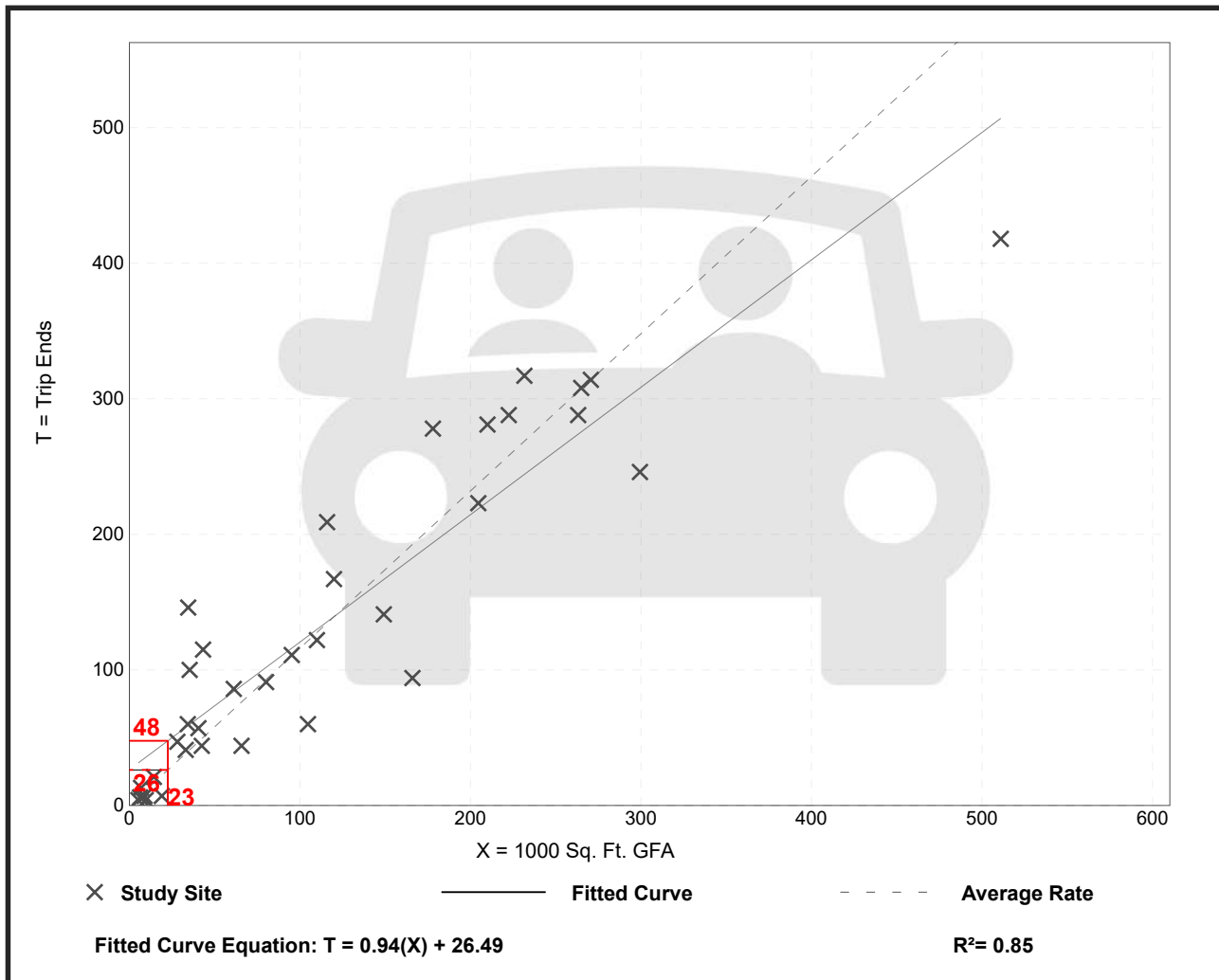
# General Office Building (710)

**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: 35  
 Avg. 1000 Sq. Ft. GFA: 117  
 Directional Distribution: 86% entering, 14% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.16	0.37 - 4.23	0.47

## Data Plot and Equation



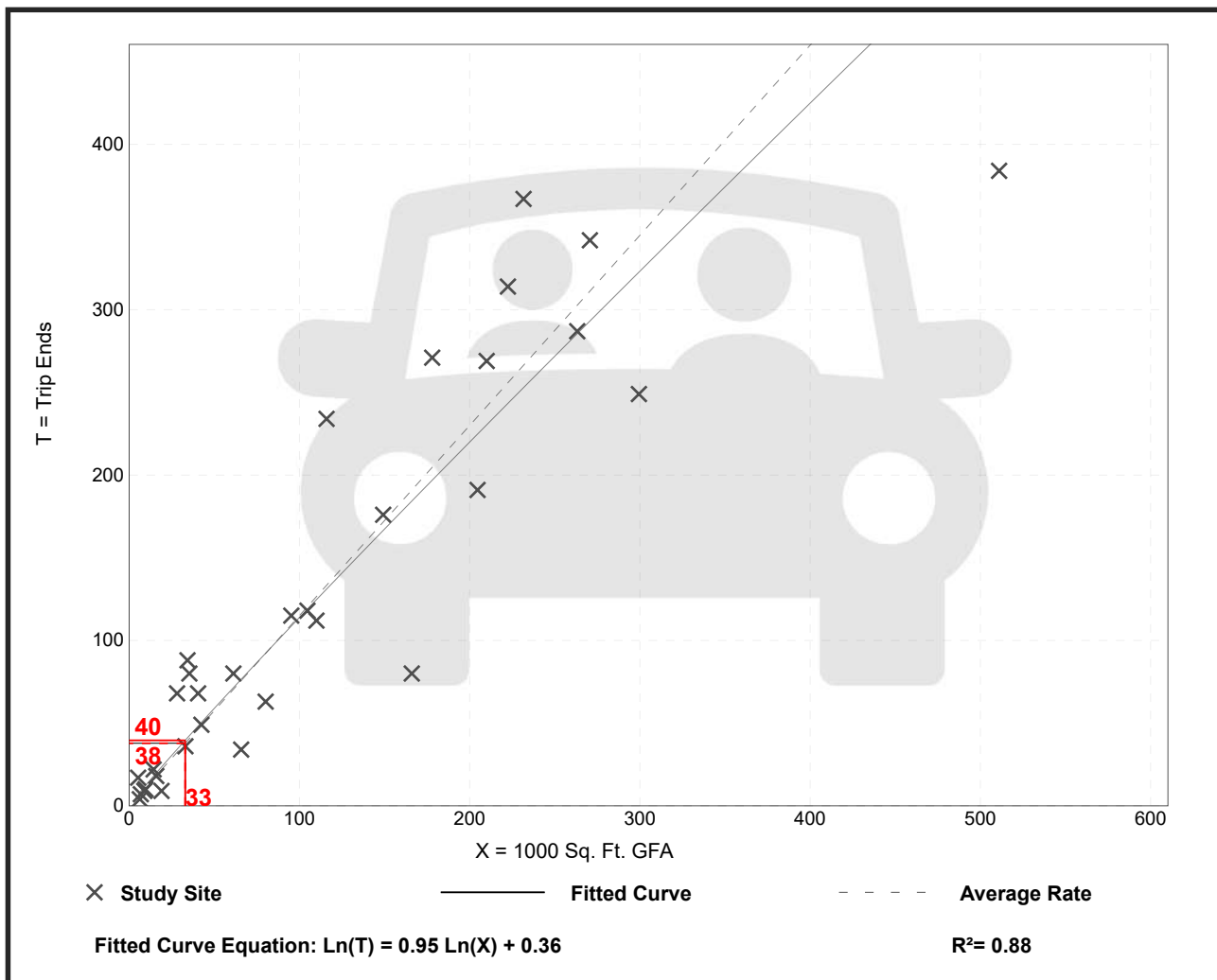
# General Office Building (710)

**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: 32  
 Avg. 1000 Sq. Ft. GFA: 114  
 Directional Distribution: 16% entering, 84% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42

## Data Plot and Equation



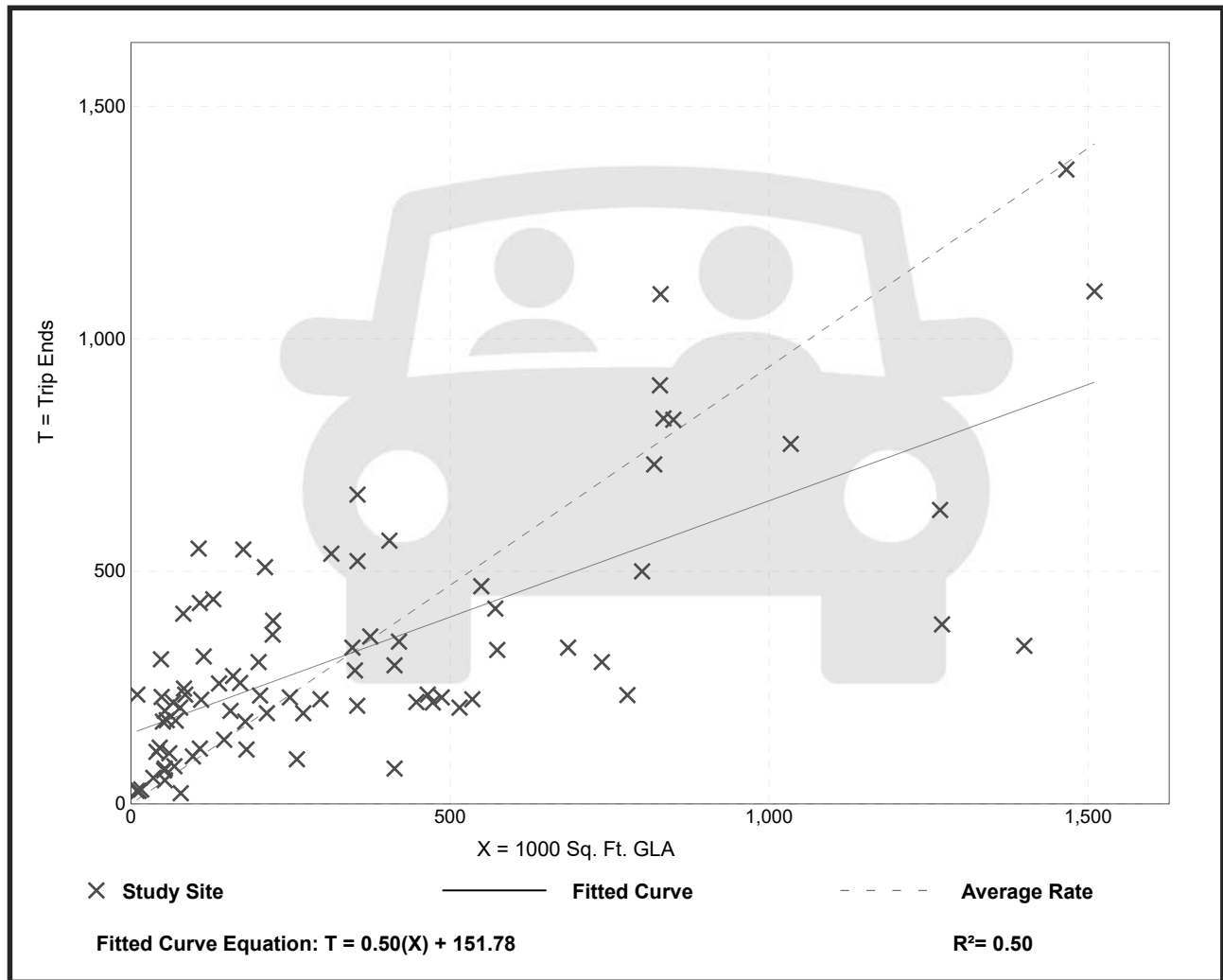
# Shopping Center (820)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GLA**  
**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: 84  
 Avg. 1000 Sq. Ft. GLA: 351  
 Directional Distribution: 62% entering, 38% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

## Data Plot and Equation





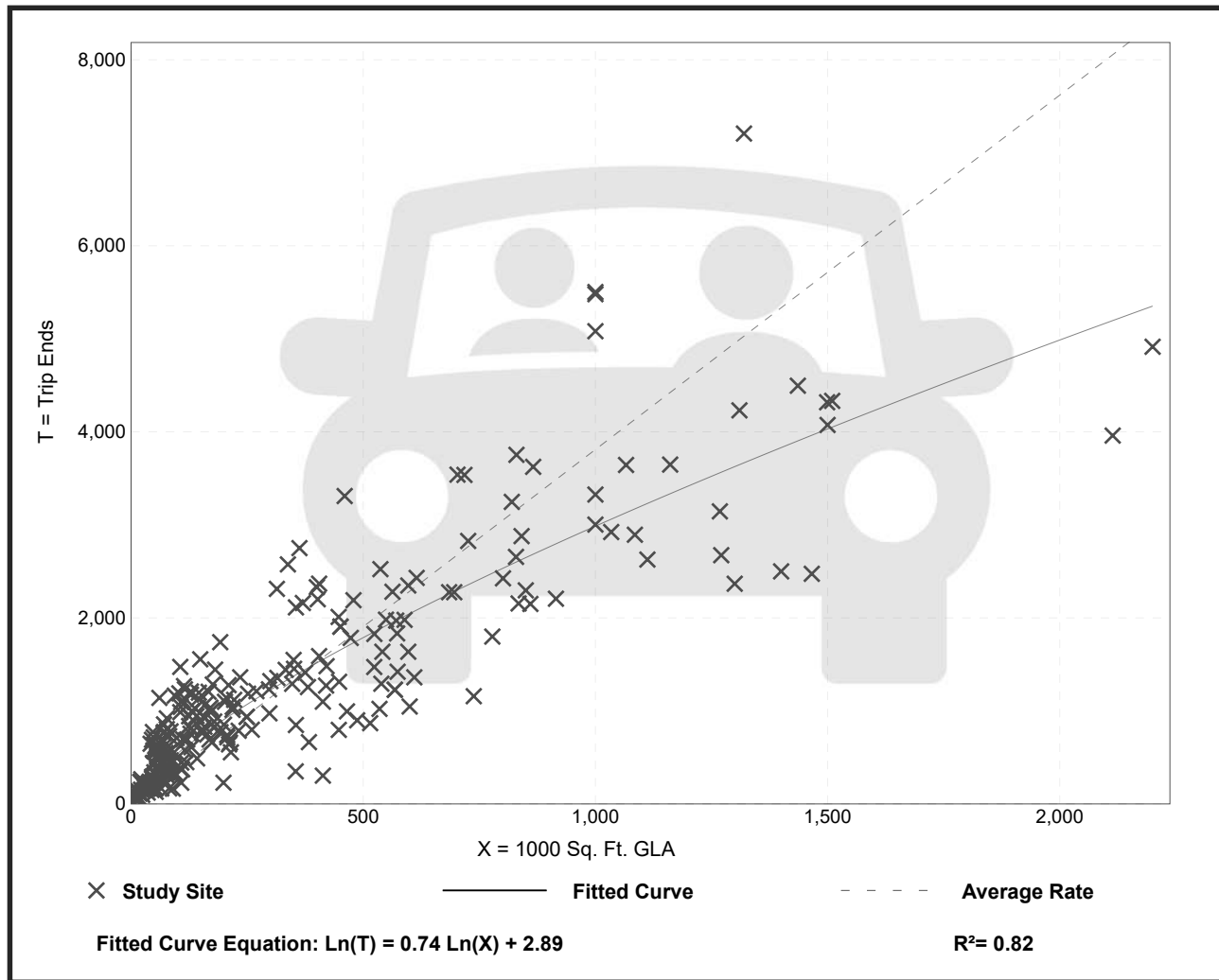
# Shopping Center (820)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GLA**  
**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: 261  
 Avg. 1000 Sq. Ft. GLA: 327  
 Directional Distribution: 48% entering, 52% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

## Data Plot and Equation



## AM Peak Hour Internalization

Apartments (LU 221) 215 units		Retail (LU 820) 10,902 sq. ft.		Office (LU 710) 29, 508 sq. ft.		Total ITE Trips
In	Out	In	Out	In	Out	
18	54	7	4	41	7	131
<b>Unbalanced Internalization</b>						
	1% 1	17% 1				
2% 1.0	1	1	14% 1			
	2% 1	1		3% 1		
0% 0		0			1% 1	
		32% 2		28% 2		
			29% 1	4% 1	2	
Apartments (LU 221) 215 units		Retail (LU 820) 10,902 sq. ft.		Office (LU 710) 29, 508 sq. ft.		Total ITE Trips
In	Out	In	Out	In	Out	
18	54	7	4	41	7	131
<b>Balanced Internalization</b>						
	-1	-1				
-1			-1			
	-1			-1		
0					0	
		-2			-2	
			-1	-1		
-1	-2	-3	-2	-2	-2	-11 Internal Trips
17	52	5	2	39	5	-8.2% Internalization
						<b>120 Net New External</b>

### PM Peak Hour Internalization

Apartments (LU 221) 215 units		Retail (LU 820) 10,902 sq. ft.		Office (LU 710) 29, 508 sq. ft.		Total ITE Trips
In	Out	In	Out	In	Out	
56	36	22	23	4	24	165
<b>Unbalanced Internalization</b>						
	42%		10%			
	15	<b>2</b>	2.2			
46%			26%			
25.76	<b>6</b>		6			
	4%			57%		
	1		<b>1</b>	2		
4%					2%	
2.24	<b>0</b>				0	
		8%			20%	
		2		<b>2</b>	5	
			2%	31%		
			1	<b>1</b>	1	
<b>Balanced Internalization</b>						
	-2		-2			
-6			-6			
	-1			-1		
0					0	
		-2			-2	
			-1	-1		
-6	-4	-4	-7	-2	-2	
<b>50</b>	<b>32</b>	<b>18</b>	<b>16</b>	<b>2</b>	<b>22</b>	-26 Internal Trips -15.6% Internalization <b>139 Net New External</b>

## APPENDIX J

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### Cardinal Traffic Analysis Zone Trip Distribution



## Miami-Dade 2040 Directional Distribution Summary

Origin TAZ			Cardinal Directions								Total
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1087	3987	PERCENT	22.6	12.5	1.1	5.9	6.9	18.8	12.2	20.1	
1088	3988	TRIPS	1,842	386	35	0	309	1,087	1,272	1,611	6,542
1088	3988	PERCENT	28.2	5.9	0.5	0.0	4.7	16.6	19.4	24.6	
1089	3989	TRIPS	352	75	8	0	66	237	195	317	1,250
1089	3989	PERCENT	28.2	6.0	0.6	0.0	5.3	19.0	15.6	25.4	
1090	3990	TRIPS	629	59	1	8	48	290	191	401	1,627
1090	3990	PERCENT	38.7	3.6	0.1	0.5	3.0	17.8	11.7	24.7	
1091	3991	TRIPS	871	86	1	0	164	721	565	978	3,386
1091	3991	PERCENT	25.7	2.5	0.0	0.0	4.8	21.3	16.7	28.9	
1092	3992	TRIPS	1,104	458	13	20	210	716	389	670	3,580
1092	3992	PERCENT	30.8	12.8	0.4	0.6	5.9	20.0	10.9	18.7	
1093	3993	TRIPS	358	102	4	0	94	198	180	277	1,213
1093	3993	PERCENT	29.5	8.4	0.3	0.0	7.8	16.3	14.8	22.8	
1094	3994	TRIPS	1,504	422	34	0	309	1,103	595	1,217	5,184
1094	3994	PERCENT	29.0	8.1	0.7	0.0	6.0	21.3	11.5	23.5	
1095	3995	TRIPS	1,216	859	92	104	265	899	844	1,136	5,415
1095	3995	PERCENT	22.5	15.9	1.7	1.9	4.9	16.6	15.6	21.0	
1096	3996	TRIPS	1,294	899	61	108	487	968	485	1,188	5,490
1096	3996	PERCENT	23.6	16.4	1.1	2.0	8.9	17.6	8.8	21.6	
1097	3997	TRIPS	1,007	604	195	121	535	875	680	1,104	5,121
1097	3997	PERCENT	19.7	11.8	3.8	2.4	10.5	17.1	13.3	21.6	
1098	3998	TRIPS	4,106	2,721	770	325	1,967	3,116	1,814	2,952	17,771
1098	3998	PERCENT	23.1	15.3	4.3	1.8	11.1	17.5	10.2	16.6	
1099	3999	TRIPS	1,774	1,222	134	241	1,032	1,110	776	1,144	7,433
1099	3999	PERCENT	23.9	16.4	1.8	3.2	13.9	14.9	10.4	15.4	
1100	4000	TRIPS	1,206	588	25	21	353	697	922	1,014	4,826
1100	4000	PERCENT	25.0	12.2	0.5	0.4	7.3	14.4	19.1	21.0	
1101	4001	TRIPS	153	28	4	0	24	102	107	167	585
1101	4001	PERCENT	26.2	4.8	0.7	0.0	4.1	17.4	18.3	28.6	
1102	4002	TRIPS	296	43	7	12	57	230	96	202	943
1102	4002	PERCENT	31.4	4.6	0.7	1.3	6.0	24.4	10.2	21.4	
1103	4003	TRIPS	3,538	1,620	202	221	1,811	3,637	1,484	2,051	14,564
1103	4003	PERCENT	24.3	11.1	1.4	1.5	12.4	25.0	10.2	14.1	
1104	4004	TRIPS	852	175	26	27	235	487	256	545	2,603
1104	4004	PERCENT	32.7	6.7	1.0	1.0	9.0	18.7	9.8	20.9	
1105	4005	TRIPS	2,043	848	70	130	545	1,447	874	1,191	7,148
1105	4005	PERCENT	28.6	11.9	1.0	1.8	7.6	20.2	12.2	16.7	
1106	4006	TRIPS	953	676	83	110	666	964	467	773	4,692
1106	4006	PERCENT	20.3	14.4	1.8	2.3	14.2	20.6	10.0	16.5	
1107	4007	TRIPS	1,923	1,441	188	499	1,806	1,875	1,306	1,387	10,425
1107	4007	PERCENT	18.5	13.8	1.8	4.8	17.3	18.0	12.5	13.3	

# APPENDIX K

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## Synchro Level-of-Service (LOS) Analysis Output Reports

## AM Peak Hour Existing Conditions























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## Intersection LOS






















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HCM 6th Signalized Intersection Summary  
 2594: Ponce de Leon Blvd & Bird Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	1171	111	156	1048	176	49	339	45	159	389	57
Future Volume (veh/h)	161	1171	111	156	1048	176	49	339	45	159	389	57
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	1670	1670	1670	1683	1683	1683	1670	1670	1670	1683	1683	1683
Adj Flow Rate, veh/h	169	1233	117	164	1103	185	52	357	47	167	409	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	2	2	2	3	3	3	2	2	2
Cap, veh/h	243	1858	880	242	1599	267	145	398	52	171	570	333
Arrive On Green	0.06	0.59	0.59	0.05	0.58	0.58	0.04	0.14	0.14	0.07	0.18	0.18
Sat Flow, veh/h	1590	3173	1415	1603	2742	458	1590	2822	369	1603	3198	1427
Grp Volume(v), veh/h	169	1233	117	164	642	646	52	200	204	167	409	60
Grp Sat Flow(s),veh/h/ln	1590	1586	1415	1603	1599	1601	1590	1586	1604	1603	1599	1427
Q Serve(g_s), s	7.7	47.4	6.1	7.5	50.3	50.7	5.0	22.2	22.6	13.2	21.7	6.1
Cycle Q Clear(g_c), s	7.7	47.4	6.1	7.5	50.3	50.7	5.0	22.2	22.6	13.2	21.7	6.1
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	243	1858	880	242	933	934	145	224	226	171	570	333
V/C Ratio(X)	0.70	0.66	0.13	0.68	0.69	0.69	0.36	0.89	0.90	0.97	0.72	0.18
Avail Cap(c_a), veh/h	329	1858	880	270	933	934	204	325	329	171	656	371
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	25.3	14.0	24.5	26.1	26.2	63.7	75.9	76.1	66.0	69.7	55.2
Incr Delay (d2), s/veh	1.7	1.9	0.3	4.2	4.1	4.2	0.6	17.2	19.0	60.9	2.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	18.3	0.1	3.3	20.1	20.3	2.1	10.2	10.6	4.9	9.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	27.2	14.4	28.7	30.2	30.4	64.2	93.1	95.1	126.9	72.6	55.4
LnGrp LOS	C	C	B	C	C	C	E	F	F	F	E	E
Approach Vol, veh/h		1519			1452			456			636	
Approach Delay, s/veh		26.3			30.1			90.7			85.2	
Approach LOS		C			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	111.7	13.3	39.2	16.2	111.3	20.0	32.5				
Change Period (Y+Rc), s	* 6.3	* 6.3	* 6.8	7.1	* 6.3	* 6.3	* 6.8	7.1				
Max Green Setting (Gmax), s	* 13	* 91	* 13	36.9	* 20	* 84	* 13	36.9				
Max Q Clear Time (g_c+I1), s	9.5	0.0	7.0	23.7	9.7	0.0	15.2	24.6				
Green Ext Time (p_c), s	0.1	0.0	0.0	1.2	0.2	0.0	0.0	0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			44.1									
HCM 6th LOS			D									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary  
 2595: LeJeune Rd & Bird Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	1310	161	80	924	149	105	723	38	136	693	51
Future Volume (veh/h)	174	1310	161	80	924	149	105	723	38	136	693	51
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	1856	1856	1856	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	176	1323	163	81	933	151	106	730	38	137	700	52
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	3	3	3
Cap, veh/h	342	1916	855	190	2269	366	157	781	41	156	767	57
Arrive On Green	0.06	0.54	0.54	0.03	0.52	0.52	0.06	0.23	0.23	0.06	0.23	0.23
Sat Flow, veh/h	1767	3526	1572	1767	4396	709	1781	3436	179	1767	3327	247
Grp Volume(v), veh/h	176	1323	163	81	716	368	106	377	391	137	371	381
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1689	1728	1781	1777	1838	1767	1763	1811
Q Serve(g_s), s	8.7	51.3	9.9	4.1	24.3	24.5	8.5	39.0	39.0	11.1	38.3	38.4
Cycle Q Clear(g_c), s	8.7	51.3	9.9	4.1	24.3	24.5	8.5	39.0	39.0	11.1	38.3	38.4
Prop In Lane	1.00		1.00	1.00		0.41	1.00		0.10	1.00		0.14
Lane Grp Cap(c), veh/h	342	1916	855	190	1743	892	157	404	418	156	406	417
V/C Ratio(X)	0.51	0.69	0.19	0.43	0.41	0.41	0.68	0.93	0.93	0.88	0.91	0.91
Avail Cap(c_a), veh/h	426	1916	855	199	1743	892	228	467	483	156	463	476
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	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	31.2	21.7	27.4	27.8	27.8	55.5	70.9	70.9	56.5	70.1	70.1
Incr Delay (d2), s/veh	1.4	2.1	0.5	0.6	0.7	1.4	1.8	23.4	23.0	37.4	20.5	20.3
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	22.4	3.8	1.8	10.2	10.6	3.9	20.2	20.9	6.6	19.5	20.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	33.3	22.2	28.0	28.5	29.2	57.3	94.2	93.8	94.0	90.6	90.4
LnGrp LOS	C	C	C	C	C	C	E	F	F	F	F	F
Approach Vol, veh/h		1662			1165			874			889	
Approach Delay, s/veh		31.0			28.7			89.6			91.0	
Approach LOS		C			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	107.6	17.4	50.0	17.1	102.5	18.0	49.4				
Change Period (Y+Rc), s	6.0	6.0	6.9	6.9	6.0	6.0	6.9	6.9				
Max Green Setting (Gmax), s	7.0	87.0	18.0	49.1	20.0	74.0	11.1	49.1				
Max Q Clear Time (g_c+I1), s	6.1	0.0	10.5	40.4	10.7	0.0	13.1	41.0				
Green Ext Time (p_c), s	0.0	0.0	0.1	1.5	0.4	0.0	0.0	1.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			53.2									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary  
 3272: LeJeune Rd & Altara Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	45	0	43	0	844	53	51	893	0
Future Volume (veh/h)	0	0	0	45	0	43	0	844	53	51	893	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1900	1900	1900	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	48	0	46	0	908	57	55	960	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	2	2	2	2	2	2	2	2	0
Cap, veh/h	0	140	0	82	5	54	40	2914	183	509	3050	0
Arrive On Green	0.00	0.00	0.00	0.07	0.00	0.07	0.00	0.86	0.86	0.86	0.86	0.00
Sat Flow, veh/h	0	1900	0	707	65	740	585	3396	213	582	3647	0
Grp Volume(v), veh/h	0	0	0	94	0	0	0	475	490	55	960	0
Grp Sat Flow(s),veh/h/ln	0	1900	0	1511	0	0	585	1777	1832	582	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	10.1	0.0	0.0	0.0	9.3	9.3	3.6	9.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	11.0	0.0	0.0	0.0	9.3	9.3	13.0	9.5	0.0
Prop In Lane	0.00		0.00	0.51		0.49	1.00		0.12	1.00		0.00
Lane Grp Cap(c), veh/h	0	140	0	141	0	0	40	1525	1572	509	3050	0
V/C Ratio(X)	0.00	0.00	0.00	0.67	0.00	0.00	0.00	0.31	0.31	0.11	0.31	0.00
Avail Cap(c_a), veh/h	0	875	0	720	0	0	40	1525	1572	509	3050	0
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(l)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.59	0.59	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	82.3	0.0	0.0	0.0	2.5	2.5	3.7	2.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	5.3	0.0	0.0	0.0	0.5	0.5	0.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	4.6	0.0	0.0	0.0	2.8	2.9	0.4	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	87.6	0.0	0.0	0.0	3.0	3.0	4.0	2.6	0.0
LnGrp LOS	A	A	A	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			94			965			1015	
Approach Delay, s/veh		0.0			87.6			3.0			2.7	
Approach LOS					F			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		160.5		19.5		160.5		19.5				
Change Period (Y+Rc), s		6.0		* 6.3		6.0		* 6.3				
Max Green Setting (Gmax), s		84.8		* 83		84.8		* 83				
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		13.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				6.7								
HCM 6th LOS				A								
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

# HCM 6th Signalized Intersection Summary

## 6165: Ponce de Leon Blvd & San Lorenzo Ave



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	23	40	459	519	22
Future Volume (veh/h)	8	23	40	459	519	22
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1856	1856	1870	1870
Adj Flow Rate, veh/h	9	25	43	494	558	24
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	3	3	2	2
Cap, veh/h	19	54	663	2790	2340	101
Arrive On Green	0.05	0.05	0.04	0.79	0.67	0.67
Sat Flow, veh/h	408	1133	1767	3618	3565	149
Grp Volume(v), veh/h	35	0	43	494	285	297
Grp Sat Flow(s),veh/h/ln	1587	0	1767	1763	1777	1844
Q Serve(g_s), s	1.7	0.0	0.5	2.7	5.0	5.0
Cycle Q Clear(g_c), s	1.7	0.0	0.5	2.7	5.0	5.0
Prop In Lane	0.26	0.71	1.00			0.08
Lane Grp Cap(c), veh/h	75	0	663	2790	1198	1243
V/C Ratio(X)	0.47	0.00	0.06	0.18	0.24	0.24
Avail Cap(c_a), veh/h	514	0	880	2790	1198	1243
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	0.0	3.1	2.0	5.1	5.1
Incr Delay (d2), s/veh	3.3	0.0	0.0	0.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.1	0.6	1.6	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.4	0.0	3.2	2.2	5.5	5.5
LnGrp LOS	D	A	A	A	A	A
Approach Vol, veh/h	35			537	582	
Approach Delay, s/veh	40.4			2.2	5.5	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		69.9		10.1	9.4	60.5
Change Period (Y+Rc), s		6.6		* 6.3	* 6.3	6.6
Max Green Setting (Gmax), s		41.2		* 26	* 13	22.0
Max Q Clear Time (g_c+I1), s		0.0		3.7	2.5	0.0
Green Ext Time (p_c), s		0.0		0.1	0.0	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			5.1			
HCM 6th LOS			A			
<b>Notes</b>						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

HCM 6th TWSC  
 1: Salzedo St & Bird Road

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑↑	↑	
Traffic Vol, veh/h	1485	20	0	1198	12	21
Future Vol, veh/h	1485	20	0	1198	12	21
Conflicting Peds, #/hr	0	5	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	208	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	0	3	0	0
Mvmt Flow	1531	21	0	1235	12	22

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	2030 771
Stage 1	-	-	-	-	1536 -
Stage 2	-	-	-	-	494 -
Critical Hdwy	-	-	-	-	6.25 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	-	-	-	-	3.65 3.3
Pot Cap-1 Maneuver	-	-	0	-	69 347
Stage 1	-	-	0	-	164 -
Stage 2	-	-	0	-	550 -
Platoon blocked, %	-	-	-	-	
Mov Cap-1 Maneuver	-	-	-	-	69 345
Mov Cap-2 Maneuver	-	-	-	-	69 -
Stage 1	-	-	-	-	163 -
Stage 2	-	-	-	-	550 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	38.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	141	-	-	-
HCM Lane V/C Ratio	0.241	-	-	-
HCM Control Delay (s)	38.5	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-

HCM 6th TWSC  
2: Aurora St & Bird Road

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Vol, veh/h	1465	54	0	1168	0	35
Future Vol, veh/h	1465	54	0	1168	0	35
Conflicting Peds, #/hr	0	7	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	208	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	0	3	0	3
Mvmt Flow	1526	56	0	1217	0	36

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	770
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.33
Pot Cap-1 Maneuver	-	-	0	-	0	341
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	339
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	339	-	-	-
HCM Lane V/C Ratio	0.108	-	-	-
HCM Control Delay (s)	16.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

HCM 6th TWSC  
3: Aurora St & Altara Ave

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	92	14	9	145	41	3	11	9	5	3	9
Future Vol, veh/h	30	92	14	9	145	41	3	11	9	5	3	9
Conflicting Peds, #/hr	8	0	5	5	0	8	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	53	53	53	53	53	53	53	53	53	53	53	53
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	6	6	6
Mvmt Flow	57	174	26	17	274	77	6	21	17	9	6	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	359	0	0	205	0	0	664	699	196	679	674	321
Stage 1	-	-	-	-	-	-	306	306	-	355	355	-
Stage 2	-	-	-	-	-	-	358	393	-	324	319	-
Critical Hdwy	4.11	-	-	4.12	-	-	7.1	6.5	6.2	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.16	5.56	-
Follow-up Hdwy	2.209	-	-	2.218	-	-	3.5	4	3.3	3.554	4.054	3.354
Pot Cap-1 Maneuver	1205	-	-	1366	-	-	377	366	850	360	371	711
Stage 1	-	-	-	-	-	-	708	665	-	654	623	-
Stage 2	-	-	-	-	-	-	664	609	-	680	646	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1196	-	-	1359	-	-	342	336	843	315	341	706
Mov Cap-2 Maneuver	-	-	-	-	-	-	342	336	-	315	341	-
Stage 1	-	-	-	-	-	-	666	626	-	614	608	-
Stage 2	-	-	-	-	-	-	632	594	-	607	608	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.8			0.4			14.1			13.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	441	1196	-	-	1359	-	-	454
HCM Lane V/C Ratio	0.098	0.047	-	-	0.012	-	-	0.071
HCM Control Delay (s)	14.1	8.2	0	-	7.7	0	-	13.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.2

HCM 6th TWSC  
 4: Ponce de Leon Blvd & Altara Ave

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	20	0	28	1	0	4	40	417	1	0	504	118
Future Vol, veh/h	20	0	28	1	0	4	40	417	1	0	504	118
Conflicting Peds, #/hr	2	0	14	14	0	2	34	0	31	31	0	34
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	0	0	0	2	2	2	2	2	2
Mvmt Flow	21	0	29	1	0	4	42	439	1	0	531	124

Major/Minor	Minor2		Minor1		Major1				Major2			
Conflicting Flow All	933	1182	376	835	1244	253	689	0	0	471	0	0
Stage 1	627	627	-	555	555	-	-	-	-	-	-	-
Stage 2	306	555	-	280	689	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.5	6.5	6.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.5	4	3.3	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	221	188	622	264	176	753	901	-	-	1087	-	-
Stage 1	438	474	-	489	516	-	-	-	-	-	-	-
Stage 2	679	511	-	709	450	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	202	165	594	229	155	729	872	-	-	1055	-	-
Mov Cap-2 Maneuver	202	165	-	229	155	-	-	-	-	-	-	-
Stage 1	397	459	-	444	469	-	-	-	-	-	-	-
Stage 2	631	464	-	665	436	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	18		12.2		1.1		0			
HCM LOS	C		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	872	-	-	328	507	1055	-	-
HCM Lane V/C Ratio	0.048	-	-	0.154	0.01	-	-	-
HCM Control Delay (s)	9.3	0.3	-	18	12.2	0	-	-
HCM Lane LOS	A	A	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0	0	-	-



## Roadway Segment LOS

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## Arterial Level of Service

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### Arterial Level of Service: NB Ponce de Leon Blvd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
San Lorenzo Ave	III	30	11.2	3.3	14.5	0.08	19.8	C
Bird Road	III	30	23.7	87.2	110.9	0.19	6.1	F
Total	III		34.9	90.5	125.4	0.27	7.7	F

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### Arterial Level of Service: SB Ponce de Leon Blvd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bird Road	III	30	24.3	77.3	101.6	0.19	6.8	F
San Lorenzo Ave	III	30	23.7	7.3	31.0	0.19	21.7	C
Total	III		48.0	84.6	132.6	0.38	10.3	E

## Arterial Level of Service

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### Arterial Level of Service: NB LeJeune Rd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Altara Ave	II	35	19.9	3.0	22.9	0.16	25.0	C
Bird Road	II	40	13.3	77.8	91.1	0.12	4.6	F
Total	II		33.2	80.8	114.0	0.28	8.7	F

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### Arterial Level of Service: SB LeJeune Rd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bird Road	II	40	22.0	80.7	102.7	0.19	6.7	F
Altara Ave	II	35	14.5	3.1	17.6	0.12	23.7	C
Total	II		36.5	83.8	120.3	0.31	9.2	F

## Arterial Level of Service

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### Arterial Level of Service: EB Bird Road

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LeJeune Rd	III	35	16.6	39.5	56.1	0.13	8.3	F
Ponce de Leon Blvd	III	35	26.3	33.2	59.5	0.22	13.2	E
Total	III		42.9	72.7	115.6	0.35	10.9	E

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### Arterial Level of Service: WB Bird Road

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Ponce de Leon Blvd	III	35	18.6	37.7	56.3	0.15	9.3	F
LeJeune Rd	III	35	26.3	34.7	61.0	0.22	12.9	E
Total	III		44.9	72.4	117.3	0.36	11.2	E

## Arterial Level of Service

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### Arterial Level of Service: WB Altara Ave

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LeJeune Rd	III	30	27.9	0.0	27.9	0.22	28.3	B
Total	III		27.9	0.0	27.9	0.22	28.3	B

## PM Peak Hour Existing Conditions

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## Intersection LOS

























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HCM 6th Signalized Intersection Summary  
 2594: Ponce de Leon Blvd & Bird Road

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	1006	76	122	1512	116	98	319	64	120	401	142
Future Volume (veh/h)	129	1006	76	122	1512	116	98	319	64	120	401	142
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	1697	1697	1697	1697	1697	1697	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	133	1037	78	126	1559	120	101	329	66	124	413	146
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	2	2	2
Cap, veh/h	152	1992	938	388	1901	145	123	367	73	144	512	274
Arrive On Green	0.06	1.00	1.00	0.04	0.63	0.63	0.03	0.14	0.14	0.06	0.16	0.16
Sat Flow, veh/h	1616	3224	1438	1616	3035	232	1603	2660	527	1603	3198	1427
Grp Volume(v), veh/h	133	1037	78	126	823	856	101	196	199	124	413	146
Grp Sat Flow(s),veh/h/ln	1616	1612	1438	1616	1612	1655	1603	1599	1588	1603	1599	1427
Q Serve(g_s), s	5.7	0.0	0.0	5.2	70.1	72.0	6.2	21.7	22.2	10.2	22.4	16.6
Cycle Q Clear(g_c), s	5.7	0.0	0.0	5.2	70.1	72.0	6.2	21.7	22.2	10.2	22.4	16.6
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	152	1992	938	388	1010	1037	123	221	219	144	512	274
V/C Ratio(X)	0.88	0.52	0.08	0.32	0.81	0.83	0.82	0.89	0.91	0.86	0.81	0.53
Avail Cap(c_a), veh/h	152	1992	938	437	1010	1037	123	283	282	144	638	330
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	0.0	0.0	11.4	25.7	26.0	73.9	76.2	76.4	67.9	72.9	65.5
Incr Delay (d2), s/veh	38.7	1.0	0.2	0.2	7.2	7.5	33.0	22.0	25.3	36.6	5.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.3	0.0	1.9	28.2	29.8	3.1	10.3	10.7	2.8	9.7	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.3	1.0	0.2	11.6	32.9	33.5	106.8	98.2	101.8	104.6	78.5	66.7
LnGrp LOS	E	A	A	B	C	C	F	F	F	F	E	E
Approach Vol, veh/h		1248			1805			496			683	
Approach Delay, s/veh		9.0			31.7			101.4			80.7	
Approach LOS		A			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	117.5	13.0	35.9	12.0	119.1	17.0	31.9				
Change Period (Y+Rc), s	* 6.3	* 6.3	* 6.8	7.1	* 6.3	* 6.3	* 6.8	7.1				
Max Green Setting (Gmax), s	* 13	* 99	* 6.2	35.9	* 5.7	* 1.1E2	* 10	31.9				
Max Q Clear Time (g_c+I1), s	7.2	0.0	8.2	24.4	7.7	0.0	12.2	24.2				
Green Ext Time (p_c), s	0.1	0.0	0.0	1.3	0.0	0.0	0.0	0.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			41.1									
HCM 6th LOS			D									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												






















HCM 6th Signalized Intersection Summary  
 2595: LeJeune Rd & Bird Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	958	163	133	1417	179	121	716	75	133	801	68
Future Volume (veh/h)	106	958	163	133	1417	179	121	716	75	133	801	68
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	1885	1885	1885	1885	1885	1885	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	112	1008	172	140	1492	188	127	754	79	140	843	72
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	1	1	1
Cap, veh/h	239	1799	803	278	2429	306	115	877	92	137	902	77
Arrive On Green	0.03	0.50	0.50	0.10	1.00	1.00	0.05	0.36	0.36	0.03	0.27	0.27
Sat Flow, veh/h	1795	3582	1598	1795	4629	583	1781	3246	340	1795	3340	285
Grp Volume(v), veh/h	112	1008	172	140	1106	574	127	413	420	140	452	463
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1795	1716	1780	1781	1777	1809	1795	1791	1834
Q Serve(g_s), s	5.0	35.1	10.8	7.0	0.0	0.0	6.1	38.7	38.8	6.1	44.4	44.4
Cycle Q Clear(g_c), s	5.0	35.1	10.8	7.0	0.0	0.0	6.1	38.7	38.8	6.1	44.4	44.4
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.19	1.00		0.16
Lane Grp Cap(c), veh/h	239	1799	803	278	1801	934	115	480	489	137	484	495
V/C Ratio(X)	0.47	0.56	0.21	0.50	0.61	0.61	1.11	0.86	0.86	1.02	0.93	0.93
Avail Cap(c_a), veh/h	239	1799	803	307	1801	934	115	583	594	137	588	602
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	31.0	25.0	23.0	0.0	0.0	62.1	54.5	54.5	65.8	64.1	64.1
Incr Delay (d2), s/veh	1.7	1.3	0.6	0.5	1.6	3.0	113.2	9.9	9.8	82.5	19.8	19.5
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	2.5	15.6	4.3	2.8	0.4	0.8	6.0	17.8	18.1	6.5	22.7	23.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	32.3	25.6	23.5	1.6	3.0	175.4	64.4	64.3	148.2	83.9	83.6
LnGrp LOS	C	C	C	C	A	A	F	E	E	F	F	F
Approach Vol, veh/h		1292			1820			960			1055	
Approach Delay, s/veh		30.6			3.7			79.0			92.3	
Approach LOS		C			A			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.1	96.4	13.0	55.5	11.0	100.5	13.0	55.5				
Change Period (Y+Rc), s	6.0	6.0	6.9	6.9	6.0	6.0	6.9	6.9				
Max Green Setting (Gmax), s	12.0	77.0	6.1	59.1	5.0	84.0	6.1	59.1				
Max Q Clear Time (g_c+I1), s	9.0	0.0	8.1	46.4	7.0	0.0	8.1	40.8				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.3	0.0	0.0	0.0	2.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				42.8								
HCM 6th LOS				D								

# HCM 6th Signalized Intersection Summary

## 3272: LeJeune Rd & Altara Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	104	0	90	0	824	60	70	1011	0
Future Volume (veh/h)	0	0	0	104	0	90	0	824	60	70	1011	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1885	1885	1885	1885	1885	1885	1885	1885	0
Adj Flow Rate, veh/h	0	0	0	109	0	95	0	867	63	74	1064	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	1	1	1	1	1	1	1	1	0
Cap, veh/h	0	277	0	149	1	104	40	2653	193	470	2807	0
Arrive On Green	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.78	0.78	1.00	1.00	0.00
Sat Flow, veh/h	0	1870	0	797	7	701	535	3386	246	606	3676	0
Grp Volume(v), veh/h	0	0	0	204	0	0	0	459	471	74	1064	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1504	0	0	535	1791	1841	606	1791	0
Q Serve(g_s), s	0.0	0.0	0.0	23.9	0.0	0.0	0.0	13.4	13.4	2.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	24.1	0.0	0.0	0.0	13.4	13.4	15.9	0.0	0.0
Prop In Lane	0.00		0.00	0.53		0.47	1.00		0.13	1.00		0.00
Lane Grp Cap(c), veh/h	0	277	0	253	0	0	40	1403	1443	470	2807	0
V/C Ratio(X)	0.00	0.00	0.00	0.80	0.00	0.00	0.00	0.33	0.33	0.16	0.38	0.00
Avail Cap(c_a), veh/h	0	464	0	404	0	0	40	1403	1443	470	2807	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(l)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.57	0.57	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	75.6	0.0	0.0	0.0	5.7	5.7	0.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.1	0.0	0.0	0.0	0.6	0.6	0.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	9.8	0.0	0.0	0.0	5.0	5.1	0.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	81.7	0.0	0.0	0.0	6.3	6.3	1.2	0.2	0.0
LnGrp LOS	A	A	A	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			204			930			1138	
Approach Delay, s/veh		0.0			81.7			6.3			0.3	
Approach LOS					F			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		147.0		33.0		147.0		33.0				
Change Period (Y+Rc), s		6.0		* 6.3		6.0		* 6.3				
Max Green Setting (Gmax), s		123.0		* 45		123.0		* 45				
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		26.1				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				10.0								
HCM 6th LOS				B								
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary  
 6165: Ponce de Leon Blvd & San Lorenzo Ave



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	24	44	60	427	453	74
Future Volume (veh/h)	24	44	60	427	453	74
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	45	62	440	467	76
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	41	74	673	2734	1972	319
Arrive On Green	0.07	0.07	0.05	0.77	0.64	0.64
Sat Flow, veh/h	591	1064	1781	3647	3156	496
Grp Volume(v), veh/h	71	0	62	440	270	273
Grp Sat Flow(s),veh/h/ln	1679	0	1781	1777	1777	1781
Q Serve(g_s), s	3.3	0.0	0.8	2.6	5.1	5.2
Cycle Q Clear(g_c), s	3.3	0.0	0.8	2.6	5.1	5.2
Prop In Lane	0.35	0.63	1.00			0.28
Lane Grp Cap(c), veh/h	117	0	673	2734	1144	1147
V/C Ratio(X)	0.61	0.00	0.09	0.16	0.24	0.24
Avail Cap(c_a), veh/h	371	0	717	2734	1144	1147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	0.0	3.7	2.4	6.0	6.0
Incr Delay (d2), s/veh	3.8	0.0	0.0	0.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.2	0.6	1.8	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.9	0.0	3.7	2.6	6.5	6.5
LnGrp LOS	D	A	A	A	A	A
Approach Vol, veh/h	71			502	543	
Approach Delay, s/veh	39.9			2.7	6.5	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.1		11.9	10.0	58.1
Change Period (Y+Rc), s		6.6		* 6.3	* 6.3	6.6
Max Green Setting (Gmax), s		49.4		* 18	* 5.7	37.4
Max Q Clear Time (g_c+I1), s		0.0		5.3	2.8	0.0
Green Ext Time (p_c), s		0.0		0.1	0.0	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			6.9			
HCM 6th LOS			A			

Notes

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

HCM 6th TWSC  
 1: Salzedo St & Bird Road

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑↑	↑	
Traffic Vol, veh/h	1131	50	0	1737	24	34
Future Vol, veh/h	1131	50	0	1737	24	34
Conflicting Peds, #/hr	0	12	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	208	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	1166	52	0	1791	25	35

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	1894 595
Stage 1	-	-	-	-	1178 -
Stage 2	-	-	-	-	716 -
Critical Hdwy	-	-	-	-	6.29 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	-	-	-	-	3.67 3.32
Pot Cap-1 Maneuver	-	-	0	-	81 447
Stage 1	-	-	0	-	249 -
Stage 2	-	-	0	-	416 -
Platoon blocked, %	-	-	-	-	
Mov Cap-1 Maneuver	-	-	-	-	80 442
Mov Cap-2 Maneuver	-	-	-	-	80 -
Stage 1	-	-	-	-	246 -
Stage 2	-	-	-	-	416 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	42.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	154	-	-	-
HCM Lane V/C Ratio	0.388	-	-	-
HCM Control Delay (s)	42.5	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	1.7	-	-	-

HCM 6th TWSC  
2: Aurora St & Bird Road

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Vol, veh/h	1146	29	0	1728	0	82
Future Vol, veh/h	1146	29	0	1728	0	82
Conflicting Peds, #/hr	0	10	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	208	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	92
Heavy Vehicles, %	1	1	1	1	5	5
Mvmt Flow	1181	30	0	1781	0	89

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	601
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.35
Pot Cap-1 Maneuver	-	-	0	-	436
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	432
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	432	-	-	-
HCM Lane V/C Ratio	0.206	-	-	-
HCM Control Delay (s)	15.5	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.8	-	-	-

HCM 6th TWSC  
 3: Ponce de Leon Blvd & Altara Ave

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	44	0	57	1	0	3	37	429	2	2	490	98
Future Vol, veh/h	44	0	57	1	0	3	37	429	2	2	490	98
Conflicting Peds, #/hr	2	0	18	18	0	2	37	0	39	39	0	37
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	0	0	0	2	2	2	2	2	2
Mvmt Flow	46	0	60	1	0	3	39	452	2	2	516	103

Major/Minor	Minor2		Minor1		Major1				Major2			
Conflicting Flow All	915	1180	365	850	1230	268	656	0	0	493	0	0
Stage 1	609	609	-	570	570	-	-	-	-	-	-	-
Stage 2	306	571	-	280	660	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.5	6.5	6.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.5	4	3.3	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	229	190	635	257	179	736	927	-	-	1067	-	-
Stage 1	451	486	-	479	509	-	-	-	-	-	-	-
Stage 2	682	506	-	709	463	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	209	166	602	209	156	707	894	-	-	1027	-	-
Mov Cap-2 Maneuver	209	166	-	209	156	-	-	-	-	-	-	-
Stage 1	410	468	-	434	462	-	-	-	-	-	-	-
Stage 2	638	459	-	626	445	-	-	-	-	-	-	-

Approach	EB		WB		NB				SB	
HCM Control Delay, s	20.9		13.2		0.9				0	
HCM LOS	C		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	894	-	-	331	443	1027	-	-
HCM Lane V/C Ratio	0.044	-	-	0.321	0.01	0.002	-	-
HCM Control Delay (s)	9.2	0.2	-	20.9	13.2	8.5	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0	0	-	-

HCM 6th TWSC  
4: Aurora St & Altara Ave

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	37	40	13	88	36	21	21	22	43	15	84
Future Vol, veh/h	21	37	40	13	88	36	21	21	22	43	15	84
Conflicting Peds, #/hr	6	0	23	23	0	6	8	0	30	30	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	1	1	1
Mvmt Flow	23	40	43	14	95	39	23	23	24	46	16	90

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	140	0	0	106	0	0	335	299	115	310	301	129
Stage 1	-	-	-	-	-	-	131	131	-	149	149	-
Stage 2	-	-	-	-	-	-	204	168	-	161	152	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.1	6.5	6.2	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.11	5.51	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.3	3.509	4.009	3.309
Pot Cap-1 Maneuver	1456	-	-	1491	-	-	622	616	943	644	613	924
Stage 1	-	-	-	-	-	-	877	792	-	856	776	-
Stage 2	-	-	-	-	-	-	803	763	-	843	774	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1448	-	-	1458	-	-	522	583	896	576	580	912
Mov Cap-2 Maneuver	-	-	-	-	-	-	522	583	-	576	580	-
Stage 1	-	-	-	-	-	-	843	761	-	836	764	-
Stage 2	-	-	-	-	-	-	696	751	-	760	744	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			0.7			11.4			11.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	635	1448	-	-	1458	-	-	737
HCM Lane V/C Ratio	0.108	0.016	-	-	0.01	-	-	0.207
HCM Control Delay (s)	11.4	7.5	0	-	7.5	0	-	11.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.8

## Roadway Segment LOS

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## Arterial Level of Service

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### Arterial Level of Service: NB Ponce de Leon Blvd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
San Lorenzo Ave	III	30	11.2	3.8	15.0	0.08	19.1	C
Bird Road	III	30	23.7	88.5	112.2	0.19	6.0	F
Total	III		34.9	92.3	127.2	0.27	7.5	F

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### Arterial Level of Service: SB Ponce de Leon Blvd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bird Road	III	30	24.3	80.4	104.7	0.19	6.6	F
San Lorenzo Ave	III	30	23.7	8.2	31.9	0.19	21.1	C
Total	III		48.0	88.6	136.6	0.38	10.0	F

## Arterial Level of Service

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### Arterial Level of Service: NB LeJeune Rd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Altara Ave	II	35	19.9	7.0	26.9	0.16	21.3	D
Bird Road	II	40	13.3	62.0	75.3	0.12	5.5	F
Total	II		33.2	69.0	102.2	0.28	9.7	F

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### Arterial Level of Service: SB LeJeune Rd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bird Road	II	40	22.0	72.5	94.5	0.19	7.3	F
	II	35	14.5	1.9	16.4	0.12	25.4	C
Total	II		36.5	74.4	110.9	0.31	10.0	F

## Arterial Level of Service

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### Arterial Level of Service: EB Bird Road

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LeJeune Rd	III	35	16.6	36.9	53.5	0.13	8.7	F
Ponce de Leon Blvd	III	35	26.3	7.9	34.2	0.22	23.0	C
Total	III		42.9	44.8	87.7	0.35	14.3	D

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### Arterial Level of Service: WB Bird Road

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Ponce de Leon Blvd	III	35	18.6	40.0	58.6	0.15	8.9	F
LeJeune Rd	III	35	26.3	41.4	67.7	0.22	11.6	E
Total	III		44.9	81.4	126.3	0.36	10.4	E

## Arterial Level of Service

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### Arterial Level of Service: WB Altara Ave

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LeJeune Rd	III	30	27.9	0.0	27.9	0.22	28.3	B
Total	III		27.9	0.0	27.9	0.22	28.3	B























## AM Peak Hour Future without Proposed Development Conditions

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## Intersection LOS

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HCM 6th Signalized Intersection Summary  
 2594: Ponce de Leon Blvd & Bird Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	1233	115	168	1090	183	51	353	47	165	412	59
Future Volume (veh/h)	188	1233	115	168	1090	183	51	353	47	165	412	59
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	1670	1670	1670	1683	1683	1683	1670	1670	1670	1683	1683	1683
Adj Flow Rate, veh/h	198	1298	121	177	1147	193	54	372	49	174	434	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	2	2	2	3	3	3	2	2	2
Cap, veh/h	236	1825	867	228	1559	261	143	413	54	171	584	352
Arrive On Green	0.06	0.58	0.58	0.06	0.57	0.57	0.04	0.15	0.15	0.07	0.18	0.18
Sat Flow, veh/h	1590	3173	1415	1603	2741	459	1590	2821	369	1603	3198	1427
Grp Volume(v), veh/h	198	1298	121	177	667	673	54	208	213	174	434	62
Grp Sat Flow(s),veh/h/ln	1590	1586	1415	1603	1599	1601	1590	1586	1604	1603	1599	1427
Q Serve(g_s), s	9.4	52.9	6.5	8.3	55.6	56.3	5.2	23.2	23.5	13.2	23.1	6.2
Cycle Q Clear(g_c), s	9.4	52.9	6.5	8.3	55.6	56.3	5.2	23.2	23.5	13.2	23.1	6.2
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	236	1825	867	228	909	910	143	232	235	171	584	352
V/C Ratio(X)	0.84	0.71	0.14	0.78	0.73	0.74	0.38	0.90	0.91	1.02	0.74	0.18
Avail Cap(c_a), veh/h	307	1825	867	249	909	910	200	325	329	171	656	384
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	27.5	14.8	29.5	28.7	28.9	62.9	75.5	75.6	66.1	69.6	53.4
Incr Delay (d2), s/veh	11.9	2.4	0.3	11.4	5.2	5.4	0.6	18.8	20.6	73.2	3.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	20.5	2.3	4.9	22.5	22.8	2.1	10.7	11.1	5.7	9.8	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	29.9	15.1	41.0	34.0	34.2	63.5	94.2	96.2	139.3	73.3	53.5
LnGrp LOS	D	C	B	D	C	C	E	F	F	F	E	D
Approach Vol, veh/h		1617			1517			475			670	
Approach Delay, s/veh		30.5			34.9			91.6			88.6	
Approach LOS		C			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	109.9	13.5	39.9	17.9	108.7	20.0	33.4				
Change Period (Y+Rc), s	* 6.3	* 6.3	* 6.8	7.1	* 6.3	* 6.3	* 6.8	7.1				
Max Green Setting (Gmax), s	* 13	* 91	* 13	36.9	* 20	* 84	* 13	36.9				
Max Q Clear Time (g_c+I1), s	10.3	0.0	7.2	25.1	11.4	0.0	15.2	25.5				
Green Ext Time (p_c), s	0.1	0.0	0.0	1.2	0.2	0.0	0.0	0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				47.9								
HCM 6th LOS				D								
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												




















HCM 6th Signalized Intersection Summary  
 2595: LeJeune Rd & Bird Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	1376	168	84	961	140	141	796	40	147	730	53
Future Volume (veh/h)	181	1376	168	84	961	140	141	796	40	147	730	53
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	1856	1856	1856	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	183	1390	170	85	971	141	142	804	40	148	737	54
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	3	3	3
Cap, veh/h	327	1837	820	168	2199	318	178	852	42	155	784	57
Arrive On Green	0.06	0.52	0.52	0.03	0.49	0.49	0.07	0.25	0.25	0.06	0.24	0.24
Sat Flow, veh/h	1767	3526	1572	1767	4469	647	1781	3445	171	1767	3330	244
Grp Volume(v), veh/h	183	1390	170	85	733	379	142	415	429	148	390	401
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1689	1739	1781	1777	1840	1767	1763	1812
Q Serve(g_s), s	9.4	58.3	10.9	4.5	26.3	26.5	11.2	42.8	42.9	11.1	40.6	40.6
Cycle Q Clear(g_c), s	9.4	58.3	10.9	4.5	26.3	26.5	11.2	42.8	42.9	11.1	40.6	40.6
Prop In Lane	1.00		1.00	1.00		0.37	1.00		0.09	1.00		0.13
Lane Grp Cap(c), veh/h	327	1837	820	168	1662	856	178	439	455	155	415	427
V/C Ratio(X)	0.56	0.76	0.21	0.51	0.44	0.44	0.80	0.94	0.94	0.95	0.94	0.94
Avail Cap(c_a), veh/h	404	1837	820	173	1662	856	222	467	483	155	463	476
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	35.4	24.0	32.1	30.8	30.8	53.9	69.1	69.1	58.2	70.2	70.2
Incr Delay (d2), s/veh	1.8	3.0	0.6	0.9	0.9	1.7	11.3	26.0	25.5	58.0	25.7	25.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	25.7	4.2	2.0	11.1	11.7	5.6	22.5	23.2	7.9	21.2	21.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	38.4	24.6	33.0	31.7	32.5	65.2	95.1	94.6	116.2	95.9	95.6
LnGrp LOS	C	D	C	C	C	C	E	F	F	F	F	F
Approach Vol, veh/h		1743			1197			986			939	
Approach Delay, s/veh		35.6			32.0			90.6			98.9	
Approach LOS		D			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	103.5	20.2	50.9	17.9	98.0	18.0	53.1				
Change Period (Y+Rc), s	6.0	6.0	6.9	6.9	6.0	6.0	6.9	6.9				
Max Green Setting (Gmax), s	7.0	87.0	18.0	49.1	20.0	74.0	11.1	49.1				
Max Q Clear Time (g_c+I1), s	6.5	0.0	13.2	42.6	11.4	0.0	13.1	44.9				
Green Ext Time (p_c), s	0.0	0.0	0.1	1.4	0.4	0.0	0.0	1.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			58.1									
HCM 6th LOS			E									



# HCM 6th Signalized Intersection Summary

## 3272: LeJeune Rd & Altara Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	83	0	123	0	878	67	62	929	0
Future Volume (veh/h)	0	0	0	83	0	123	0	878	67	62	929	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1900	1900	1900	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	0	0	0	89	0	132	0	944	72	67	999	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	2	2	2	2	2	2	2	2	0
Cap, veh/h	0	301	0	121	4	144	40	2587	197	419	2747	0
Arrive On Green	0.00	0.00	0.00	0.16	0.00	0.16	0.00	0.77	0.77	0.77	0.77	0.00
Sat Flow, veh/h	0	1900	0	584	28	908	564	3346	255	555	3647	0
Grp Volume(v), veh/h	0	0	0	221	0	0	0	501	515	67	999	0
Grp Sat Flow(s),veh/h/ln	0	1900	0	1520	0	0	564	1777	1824	555	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	24.6	0.0	0.0	0.0	16.1	16.1	7.8	16.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	25.7	0.0	0.0	0.0	16.1	16.1	23.9	16.0	0.0
Prop In Lane	0.00		0.00	0.40		0.60	1.00		0.14	1.00		0.00
Lane Grp Cap(c), veh/h	0	301	0	269	0	0	40	1374	1410	419	2747	0
V/C Ratio(X)	0.00	0.00	0.00	0.82	0.00	0.00	0.00	0.36	0.36	0.16	0.36	0.00
Avail Cap(c_a), veh/h	0	875	0	726	0	0	40	1374	1410	419	2747	0
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)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.55	0.55	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	74.5	0.0	0.0	0.0	6.5	6.5	10.2	6.4	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.2	0.0	0.0	0.0	0.8	0.7	0.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	10.6	0.0	0.0	0.0	6.0	6.2	1.0	5.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	80.6	0.0	0.0	0.0	7.2	7.2	10.7	6.7	0.0
LnGrp LOS	A	A	A	F	A	A	A	A	A	B	A	A
Approach Vol, veh/h		0			221			1016			1066	
Approach Delay, s/veh		0.0			80.6			7.2			6.9	
Approach LOS					F			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		145.2		34.8		145.2		34.8				
Change Period (Y+Rc), s		6.0		* 6.3		6.0		* 6.3				
Max Green Setting (Gmax), s		84.8		* 83		84.8		* 83				
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		27.7				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.1								
HCM 6th LOS				B								
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary  
 6165: Ponce de Leon Blvd & San Lorenzo Ave



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	24	42	478	540	23
Future Volume (veh/h)	8	24	42	478	540	23
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1856	1856	1870	1870
Adj Flow Rate, veh/h	9	26	45	514	581	25
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	3	3	2	2
Cap, veh/h	19	55	650	2787	2334	100
Arrive On Green	0.05	0.05	0.04	0.79	0.67	0.67
Sat Flow, veh/h	396	1145	1767	3618	3565	149
Grp Volume(v), veh/h	36	0	45	514	297	309
Grp Sat Flow(s),veh/h/ln	1585	0	1767	1763	1777	1844
Q Serve(g_s), s	1.8	0.0	0.6	2.9	5.3	5.3
Cycle Q Clear(g_c), s	1.8	0.0	0.6	2.9	5.3	5.3
Prop In Lane	0.25	0.72	1.00			0.08
Lane Grp Cap(c), veh/h	76	0	650	2787	1195	1239
V/C Ratio(X)	0.47	0.00	0.07	0.18	0.25	0.25
Avail Cap(c_a), veh/h	513	0	865	2787	1195	1239
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	0.0	3.2	2.1	5.2	5.2
Incr Delay (d2), s/veh	3.3	0.0	0.0	0.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.1	0.6	1.7	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.4	0.0	3.2	2.2	5.7	5.6
LnGrp LOS	D	A	A	A	A	A
Approach Vol, veh/h	36			559	606	
Approach Delay, s/veh	40.4			2.3	5.6	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		69.8		10.2	9.5	60.4
Change Period (Y+Rc), s		6.6		* 6.3	* 6.3	6.6
Max Green Setting (Gmax), s		41.2		* 26	* 13	22.0
Max Q Clear Time (g_c+I1), s		0.0		3.8	2.6	0.0
Green Ext Time (p_c), s		0.0		0.1	0.0	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			5.1			
HCM 6th LOS			A			
<b>Notes</b>						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

HCM 6th TWSC  
1: Salzedo St & Bird Road

02/19/2020

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑↑	↑	
Traffic Vol, veh/h	1557	21	0	1247	12	22
Future Vol, veh/h	1557	21	0	1247	12	22
Conflicting Peds, #/hr	0	5	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	208	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	0	3	0	0
Mvmt Flow	1605	22	0	1286	12	23

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	2124 808
Stage 1	-	-	-	-	1610 -
Stage 2	-	-	-	-	514 -
Critical Hdwy	-	-	-	-	6.25 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	-	-	-	-	3.65 3.3
Pot Cap-1 Maneuver	-	-	0	-	60 328
Stage 1	-	-	0	-	150 -
Stage 2	-	-	0	-	537 -
Platoon blocked, %	-	-	-	-	
Mov Cap-1 Maneuver	-	-	-	-	60 326
Mov Cap-2 Maneuver	-	-	-	-	60 -
Stage 1	-	-	-	-	149 -
Stage 2	-	-	-	-	537 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	43.8
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	127	-	-	-
HCM Lane V/C Ratio	0.276	-	-	-
HCM Control Delay (s)	43.8	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	1	-	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Vol, veh/h	1524	56	0	1215	0	36
Future Vol, veh/h	1524	56	0	1215	0	36
Conflicting Peds, #/hr	0	7	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	208	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	0	3	0	3
Mvmt Flow	1588	58	0	1266	0	38

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	801
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.33
Pot Cap-1 Maneuver	-	-	0	-	325
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	323
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	323	-	-	-
HCM Lane V/C Ratio	0.116	-	-	-
HCM Control Delay (s)	17.6	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

HCM 6th TWSC  
3: Aurora St & Altara Ave

02/19/2020

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	96	15	9	151	43	3	11	9	9	3	5
Future Vol, veh/h	31	96	15	9	151	43	3	11	9	9	3	5
Conflicting Peds, #/hr	8	0	5	5	0	8	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	53	53	53	53	53	53	53	53	53	53	53	53
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	6	6	6
Mvmt Flow	58	181	28	17	285	81	6	21	17	17	6	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	374	0	0	214	0	0	683	724	204	702	698	334
Stage 1	-	-	-	-	-	-	316	316	-	368	368	-
Stage 2	-	-	-	-	-	-	367	408	-	334	330	-
Critical Hdwy	4.11	-	-	4.12	-	-	7.1	6.5	6.2	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.16	5.56	-
Follow-up Hdwy	2.209	-	-	2.218	-	-	3.5	4	3.3	3.554	4.054	3.354
Pot Cap-1 Maneuver	1190	-	-	1356	-	-	366	354	842	348	359	699
Stage 1	-	-	-	-	-	-	699	659	-	644	614	-
Stage 2	-	-	-	-	-	-	657	600	-	671	639	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1181	-	-	1350	-	-	335	325	835	303	329	694
Mov Cap-2 Maneuver	-	-	-	-	-	-	335	325	-	303	329	-
Stage 1	-	-	-	-	-	-	657	619	-	603	599	-
Stage 2	-	-	-	-	-	-	632	586	-	597	600	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.8			0.3			14.3			15.7		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	429	1181	-	-	1350	-	-	369
HCM Lane V/C Ratio	0.101	0.05	-	-	0.013	-	-	0.087
HCM Control Delay (s)	14.3	8.2	0	-	7.7	0	-	15.7
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0	-	-	0.3

HCM 6th TWSC  
4: Ponce de Leon Blvd & Altara Ave

02/19/2020

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	21	0	33	1	0	4	44	434	1	3	521	136
Future Vol, veh/h	21	0	33	1	0	4	44	434	1	3	521	136
Conflicting Peds, #/hr	2	0	14	14	0	2	34	0	31	31	0	34
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	0	0	0	2	2	2	2	2	2
Mvmt Flow	22	0	35	1	0	4	46	457	1	3	548	143

Major/Minor	Minor2		Minor1		Major1				Major2			
Conflicting Flow All	983	1241	394	875	1312	262	725	0	0	489	0	0
Stage 1	660	660	-	581	581	-	-	-	-	-	-	-
Stage 2	323	581	-	294	731	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.5	6.5	6.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.5	4	3.3	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	203	174	605	247	160	743	874	-	-	1070	-	-
Stage 1	418	458	-	472	503	-	-	-	-	-	-	-
Stage 2	663	498	-	695	430	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	183	151	578	209	139	720	846	-	-	1038	-	-
Mov Cap-2 Maneuver	183	151	-	209	139	-	-	-	-	-	-	-
Stage 1	375	441	-	425	452	-	-	-	-	-	-	-
Stage 2	610	448	-	641	414	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	19		12.5		1.1		0			
HCM LOS	C		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	846	-	-	314	484	1038	-	-
HCM Lane V/C Ratio	0.055	-	-	0.181	0.011	0.003	-	-
HCM Control Delay (s)	9.5	0.3	-	19	12.5	8.5	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0	0	-	-

## Roadway Segment LOS

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## Arterial Level of Service

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### Arterial Level of Service: NB Ponce de Leon Blvd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
San Lorenzo Ave	III	30	11.2	3.3	14.5	0.08	19.8	C
Bird Road	III	30	23.7	87.0	110.7	0.19	6.1	F
Total	III		34.9	90.3	125.2	0.27	7.7	F

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### Arterial Level of Service: SB Ponce de Leon Blvd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bird Road	III	30	24.3	77.9	102.2	0.19	6.8	F
San Lorenzo Ave	III	30	23.7	7.3	31.0	0.19	21.7	C
Total	III		48.0	85.2	133.2	0.38	10.2	E



## Arterial Level of Service

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### Arterial Level of Service: NB LeJeune Rd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Altara Ave	II	35	19.9	7.0	26.9	0.16	21.3	D
Bird Road	II	40	13.3	77.3	90.6	0.12	4.6	F
Total	II		33.2	84.3	117.5	0.28	8.4	F

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### Arterial Level of Service: SB LeJeune Rd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bird Road	II	40	22.0	81.8	103.8	0.19	6.6	F
Altara Ave	II	35	14.5	7.2	21.7	0.12	19.2	D
Total	II		36.5	89.0	125.5	0.31	8.8	F

## Arterial Level of Service

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### Arterial Level of Service: EB Bird Road

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LeJeune Rd	III	35	16.6	44.8	61.4	0.13	7.6	F
Ponce de Leon Blvd	III	35	26.3	37.8	64.1	0.22	12.3	E
Total	III		42.9	82.6	125.5	0.35	10.0	E

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### Arterial Level of Service: WB Bird Road

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Ponce de Leon Blvd	III	35	18.6	45.0	63.6	0.15	8.2	F
LeJeune Rd	III	35	26.3	37.9	64.2	0.22	12.3	E
Total	III		44.9	82.9	127.8	0.36	10.3	E

## Arterial Level of Service

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### Arterial Level of Service: WB Altara Ave

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LeJeune Rd	III	30	27.9	0.0	27.9	0.22	28.3	B
Total	III		27.9	0.0	27.9	0.22	28.3	B

PM Peak Hour Future without Proposed Development  
Conditions

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## Intersection LOS

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HCM 6th TWSC  
 1: Salzedo St & Bird Road

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑↑	↑	
Traffic Vol, veh/h	1192	50	0	1806	25	35
Future Vol, veh/h	1192	50	0	1806	25	35
Conflicting Peds, #/hr	0	12	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	208	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	1229	52	0	1862	26	36

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	1986 627
Stage 1	-	-	-	-	1241 -
Stage 2	-	-	-	-	745 -
Critical Hdwy	-	-	-	-	6.29 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	-	-	-	-	3.67 3.32
Pot Cap-1 Maneuver	-	-	0	-	71 426
Stage 1	-	-	0	-	231 -
Stage 2	-	-	0	-	401 -
Platoon blocked, %	-	-	-	-	
Mov Cap-1 Maneuver	-	-	-	-	70 421
Mov Cap-2 Maneuver	-	-	-	-	70 -
Stage 1	-	-	-	-	228 -
Stage 2	-	-	-	-	401 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	51.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	136	-	-	-
HCM Lane V/C Ratio	0.455	-	-	-
HCM Control Delay (s)	51.9	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	2	-	-	-

HCM 6th TWSC  
2: Aurora St & Bird Road

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Vol, veh/h	1192	30	0	1798	0	85
Future Vol, veh/h	1192	30	0	1798	0	85
Conflicting Peds, #/hr	0	10	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	208	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	92
Heavy Vehicles, %	1	1	1	1	5	5
Mvmt Flow	1229	31	0	1854	0	92

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	625
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.35
Pot Cap-1 Maneuver	-	-	0	-	420
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	416
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	416	-	-	-
HCM Lane V/C Ratio	0.222	-	-	-
HCM Control Delay (s)	16.1	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.8	-	-	-

HCM 6th TWSC  
 3: Ponce de Leon Blvd & Altara Ave

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	46	0	62	1	0	3	44	446	2	2	510	141
Future Vol, veh/h	46	0	62	1	0	3	44	446	2	2	510	141
Conflicting Peds, #/hr	2	0	18	18	0	2	37	0	39	39	0	37
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	0	0	0	2	2	2	2	2	2
Mvmt Flow	48	0	65	1	0	3	46	469	2	2	537	148

Major/Minor	Minor2		Minor1		Major1				Major2			
Conflicting Flow All	981	1254	398	892	1327	277	722	0	0	510	0	0
Stage 1	652	652	-	601	601	-	-	-	-	-	-	-
Stage 2	329	602	-	291	726	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.5	6.5	6.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.5	4	3.3	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	205	172	604	240	157	726	876	-	-	1051	-	-
Stage 1	426	465	-	459	493	-	-	-	-	-	-	-
Stage 2	661	490	-	698	433	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	185	148	573	189	135	698	845	-	-	1012	-	-
Mov Cap-2 Maneuver	185	148	-	189	135	-	-	-	-	-	-	-
Stage 1	380	447	-	409	440	-	-	-	-	-	-	-
Stage 2	608	437	-	606	417	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	23.8		13.7		1.1		0			
HCM LOS	C		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	845	-	-	303	417	1012	-	-
HCM Lane V/C Ratio	0.055	-	-	0.375	0.01	0.002	-	-
HCM Control Delay (s)	9.5	0.3	-	23.8	13.7	8.6	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.7	0	0	-	-



HCM 6th TWSC  
4: Aurora St & Altara Ave

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	38	42	14	92	37	22	22	23	45	16	84
Future Vol, veh/h	22	38	42	14	92	37	22	22	23	45	16	84
Conflicting Peds, #/hr	6	0	23	23	0	6	8	0	30	30	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	1	1	1
Mvmt Flow	24	41	45	15	99	40	24	24	25	48	17	90

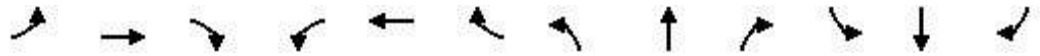
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	145	0	0	109	0	0	346	310	117	321	312	133
Stage 1	-	-	-	-	-	-	135	135	-	155	155	-
Stage 2	-	-	-	-	-	-	211	175	-	166	157	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.1	6.5	6.2	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.11	5.51	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.3	3.509	4.009	3.309
Pot Cap-1 Maneuver	1450	-	-	1488	-	-	612	608	941	634	605	919
Stage 1	-	-	-	-	-	-	873	789	-	850	771	-
Stage 2	-	-	-	-	-	-	796	758	-	838	770	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1442	-	-	1455	-	-	511	574	894	564	571	907
Mov Cap-2 Maneuver	-	-	-	-	-	-	511	574	-	564	571	-
Stage 1	-	-	-	-	-	-	838	757	-	830	758	-
Stage 2	-	-	-	-	-	-	687	745	-	753	739	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			0.7			11.5			11.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	626	1442	-	-	1455	-	-	723
HCM Lane V/C Ratio	0.115	0.016	-	-	0.01	-	-	0.216
HCM Control Delay (s)	11.5	7.5	0	-	7.5	0	-	11.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.8

HCM 6th Signalized Intersection Summary  
 2594: Ponce de Leon Blvd & Bird Road

02/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	1059	79	137	1573	121	102	332	67	124	439	148
Future Volume (veh/h)	150	1059	79	137	1573	121	102	332	67	124	439	148
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	1697	1697	1697	1697	1697	1697	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	155	1092	81	141	1622	125	105	342	69	128	453	153
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	2	2	2
Cap, veh/h	136	1962	925	376	1886	144	115	380	76	144	528	281
Arrive On Green	0.06	1.00	1.00	0.04	0.62	0.62	0.03	0.14	0.14	0.06	0.17	0.17
Sat Flow, veh/h	1616	3224	1438	1616	3035	232	1603	2657	530	1603	3198	1427
Grp Volume(v), veh/h	155	1092	81	141	855	892	105	204	207	128	453	153
Grp Sat Flow(s),veh/h/ln	1616	1612	1438	1616	1612	1655	1603	1599	1588	1603	1599	1427
Q Serve(g_s), s	5.7	0.0	0.0	6.0	77.0	79.6	6.2	22.6	23.1	10.2	24.8	17.4
Cycle Q Clear(g_c), s	5.7	0.0	0.0	6.0	77.0	79.6	6.2	22.6	23.1	10.2	24.8	17.4
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	136	1962	925	376	1002	1029	115	228	227	144	528	281
V/C Ratio(X)	1.14	0.56	0.09	0.37	0.85	0.87	0.91	0.89	0.91	0.89	0.86	0.55
Avail Cap(c_a), veh/h	136	1962	925	418	1002	1029	115	283	281	144	638	330
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	0.0	0.0	11.9	27.5	28.0	74.4	75.8	76.0	68.0	73.1	65.0
Incr Delay (d2), s/veh	119.6	1.1	0.2	0.2	9.2	9.8	55.9	23.6	27.0	43.5	9.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.3	0.0	2.2	31.4	33.4	4.0	10.9	11.2	3.2	10.9	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	162.8	1.1	0.2	12.1	36.6	37.8	130.3	99.4	103.0	111.5	82.3	66.3
LnGrp LOS	F	A	A	B	D	D	F	F	F	F	F	E
Approach Vol, veh/h		1328			1888			516			734	
Approach Delay, s/veh		19.9			35.3			107.1			84.1	
Approach LOS		B			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.3	115.9	13.0	36.8	12.0	118.2	17.0	32.8				
Change Period (Y+Rc), s	* 6.3	* 6.3	* 6.8	7.1	* 6.3	* 6.3	* 6.8	7.1				
Max Green Setting (Gmax), s	* 13	* 99	* 6.2	35.9	* 5.7	* 1.1E2	* 10	31.9				
Max Q Clear Time (g_c+I1), s	8.0	0.0	8.2	26.8	7.7	0.0	12.2	25.1				
Green Ext Time (p_c), s	0.1	0.0	0.0	1.3	0.0	0.0	0.0	0.6				

Intersection Summary

HCM 6th Ctrl Delay	47.1
HCM 6th LOS	D

Notes

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

HCM 6th Signalized Intersection Summary  
 2595: LeJeune Rd & Bird Road

02/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑	↖	↗	↑↑↑		↗	↑↑		↗	↑↑	
Traffic Volume (veh/h)	110	1040	170	139	1474	186	153	779	78	150	878	71
Future Volume (veh/h)	110	1040	170	139	1474	186	153	779	78	150	878	71
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	1885	1885	1885	1885	1885	1885	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	116	1095	179	146	1552	196	161	820	82	158	924	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	1	1	1
Cap, veh/h	222	1708	762	245	2327	293	113	953	95	139	980	80
Arrive On Green	0.03	0.48	0.48	0.11	1.00	1.00	0.05	0.39	0.39	0.03	0.29	0.29
Sat Flow, veh/h	1795	3582	1598	1795	4628	583	1781	3262	326	1795	3355	272
Grp Volume(v), veh/h	116	1095	179	146	1150	598	161	447	455	158	493	506
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1795	1716	1780	1781	1777	1812	1795	1791	1836
Q Serve(g_s), s	5.0	41.5	11.9	7.7	0.0	0.0	6.1	41.6	41.6	6.1	48.4	48.4
Cycle Q Clear(g_c), s	5.0	41.5	11.9	7.7	0.0	0.0	6.1	41.6	41.6	6.1	48.4	48.4
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.18	1.00		0.15
Lane Grp Cap(c), veh/h	222	1708	762	245	1725	895	113	519	529	139	523	536
V/C Ratio(X)	0.52	0.64	0.23	0.60	0.67	0.67	1.42	0.86	0.86	1.14	0.94	0.94
Avail Cap(c_a), veh/h	222	1708	762	268	1725	895	113	583	595	139	588	603
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	35.5	27.7	26.9	0.0	0.0	59.7	51.7	51.7	64.1	62.2	62.2
Incr Delay (d2), s/veh	2.6	1.9	0.7	1.8	2.1	3.9	229.8	10.4	10.3	117.9	22.4	22.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	18.6	4.8	3.1	0.5	1.0	9.5	19.0	19.4	8.0	25.1	25.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	37.3	28.5	28.6	2.1	3.9	289.5	62.1	61.9	182.0	84.6	84.2
LnGrp LOS	C	D	C	C	A	A	F	E	E	F	F	F
Approach Vol, veh/h		1390			1894			1063			1157	
Approach Delay, s/veh		35.3			4.7			96.5			97.8	
Approach LOS		D			A			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	91.8	13.0	59.5	11.0	96.5	13.0	59.5				
Change Period (Y+Rc), s	6.0	6.0	6.9	6.9	6.0	6.0	6.9	6.9				
Max Green Setting (Gmax), s	12.0	77.0	6.1	59.1	5.0	84.0	6.1	59.1				
Max Q Clear Time (g_c+I1), s	9.7	0.0	8.1	50.4	7.0	0.0	8.1	43.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.1	0.0	0.0	0.0	2.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				49.7								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary  
 3272: LeJeune Rd & Altara Ave

02/19/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕↔		↗	↕↔	
Traffic Volume (veh/h)	0	0	0	137	0	155	0	857	109	118	1052	0
Future Volume (veh/h)	0	0	0	137	0	155	0	857	109	118	1052	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1885	1885	1885	1885	1885	1885	1885	1885	0
Adj Flow Rate, veh/h	0	0	0	144	0	163	0	902	115	124	1107	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	1	1	1	1	1	1	1	1	0
Cap, veh/h	0	401	0	182	0	172	40	2292	292	379	2569	0
Arrive On Green	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.72	0.72	1.00	1.00	0.00
Sat Flow, veh/h	0	1870	0	710	0	804	513	3195	407	559	3676	0
Grp Volume(v), veh/h	0	0	0	307	0	0	0	506	511	124	1107	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1514	0	0	513	1791	1812	559	1791	0
Q Serve(g_s), s	0.0	0.0	0.0	36.0	0.0	0.0	0.0	20.0	20.0	9.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	36.0	0.0	0.0	0.0	20.0	20.0	29.0	0.0	0.0
Prop In Lane	0.00		0.00	0.47		0.53	1.00		0.22	1.00		0.00
Lane Grp Cap(c), veh/h	0	401	0	354	0	0	40	1285	1300	379	2569	0
V/C Ratio(X)	0.00	0.00	0.00	0.87	0.00	0.00	0.00	0.39	0.39	0.33	0.43	0.00
Avail Cap(c_a), veh/h	0	464	0	405	0	0	40	1285	1300	379	2569	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(l)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.50	0.50	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	69.7	0.0	0.0	0.0	10.0	10.0	2.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	16.2	0.0	0.0	0.0	0.9	0.9	1.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	15.6	0.0	0.0	0.0	8.1	8.2	0.7	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	85.9	0.0	0.0	0.0	10.9	10.9	3.4	0.3	0.0
LnGrp LOS	A	A	A	F	A	A	A	B	B	A	A	A
Approach Vol, veh/h		0			307			1017			1231	
Approach Delay, s/veh		0.0			85.9			10.9			0.6	
Approach LOS					F			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		135.1		44.9		135.1		44.9				
Change Period (Y+Rc), s		6.0		* 6.3		6.0		* 6.3				
Max Green Setting (Gmax), s		123.0		* 45		123.0		* 45				
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		38.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.6				

Intersection Summary

HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

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

HCM 6th Signalized Intersection Summary  
 6165: Ponce de Leon Blvd & San Lorenzo Ave

02/19/2020



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	25	46	63	444	474	77
Future Volume (veh/h)	25	46	63	444	474	77
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	47	65	458	489	79
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	42	75	659	2730	1967	316
Arrive On Green	0.07	0.07	0.05	0.77	0.64	0.64
Sat Flow, veh/h	590	1066	1781	3647	3159	493
Grp Volume(v), veh/h	74	0	65	458	282	286
Grp Sat Flow(s),veh/h/ln	1679	0	1781	1777	1777	1782
Q Serve(g_s), s	3.4	0.0	0.9	2.7	5.4	5.5
Cycle Q Clear(g_c), s	3.4	0.0	0.9	2.7	5.4	5.5
Prop In Lane	0.35	0.64	1.00			0.28
Lane Grp Cap(c), veh/h	119	0	659	2730	1140	1143
V/C Ratio(X)	0.62	0.00	0.10	0.17	0.25	0.25
Avail Cap(c_a), veh/h	371	0	700	2730	1140	1143
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	0.0	3.8	2.5	6.1	6.1
Incr Delay (d2), s/veh	4.0	0.0	0.0	0.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.2	0.6	1.9	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.1	0.0	3.8	2.6	6.6	6.6
LnGrp LOS	D	A	A	A	A	A
Approach Vol, veh/h	74			523	568	
Approach Delay, s/veh	40.1			2.7	6.6	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.1		11.9	10.1	57.9
Change Period (Y+Rc), s		6.6		* 6.3	* 6.3	6.6
Max Green Setting (Gmax), s		49.4		* 18	* 5.7	37.4
Max Q Clear Time (g_c+I1), s		0.0		5.4	2.9	0.0
Green Ext Time (p_c), s		0.0		0.1	0.0	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			7.0			
HCM 6th LOS			A			

Notes

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

## Roadway Segment LOS

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## Arterial Level of Service

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### Arterial Level of Service: NB Ponce de Leon Blvd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
San Lorenzo Ave	III	30	11.2	3.8	15.0	0.08	19.1	C
Bird Road	III	30	23.7	89.1	112.8	0.19	6.0	F
Total	III		34.9	92.9	127.8	0.27	7.5	F

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### Arterial Level of Service: SB Ponce de Leon Blvd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bird Road	III	30	24.3	83.6	107.9	0.19	6.4	F
San Lorenzo Ave	III	30	23.7	8.3	32.0	0.19	21.0	C
Total	III		48.0	91.9	139.9	0.38	9.7	F

## Arterial Level of Service

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### Arterial Level of Service: NB LeJeune Rd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Altara Ave	II	35	19.9	11.0	30.9	0.16	18.6	D
Bird Road	II	40	13.3	58.8	72.1	0.12	5.8	F
Total	II		33.2	69.8	103.0	0.28	9.6	F

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### Arterial Level of Service: SB LeJeune Rd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bird Road	II	40	22.0	73.4	95.4	0.19	7.2	F
	II	35	14.5	3.0	17.5	0.12	23.8	C
Total	II		36.5	76.4	112.9	0.31	9.8	F



## Arterial Level of Service

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### Arterial Level of Service: EB Bird Road

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LeJeune Rd	III	35	16.6	41.3	57.9	0.13	8.1	F
Ponce de Leon Blvd	III	35	26.3	7.8	34.1	0.22	23.1	C
Total	III		42.9	49.1	92.0	0.35	13.6	E

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### Arterial Level of Service: WB Bird Road

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Ponce de Leon Blvd	III	35	18.6	44.2	62.8	0.15	8.3	F
LeJeune Rd	III	35	26.3	43.3	69.6	0.22	11.3	E
Total	III		44.9	87.5	132.4	0.36	9.9	F

## Arterial Level of Service

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### Arterial Level of Service: WB Altara Ave

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LeJeune Rd	III	30	27.9	0.0	27.9	0.22	28.3	B
Total	III		27.9	0.0	27.9	0.22	28.3	B

## AM Peak Hour Future with Proposed Development Conditions

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## Intersection LOS

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HCM 6th TWSC  
 1: Salzedo St & Bird Road

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑↑	↑	
Traffic Vol, veh/h	1557	21	0	1247	12	22
Future Vol, veh/h	1557	21	0	1247	12	22
Conflicting Peds, #/hr	0	5	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	208	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	0	3	0	0
Mvmt Flow	1605	22	0	1286	12	23

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	2124 808
Stage 1	-	-	-	-	1610 -
Stage 2	-	-	-	-	514 -
Critical Hdwy	-	-	-	-	6.25 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	6 -
Follow-up Hdwy	-	-	-	-	3.65 3.3
Pot Cap-1 Maneuver	-	-	0	-	60 328
Stage 1	-	-	0	-	150 -
Stage 2	-	-	0	-	537 -
Platoon blocked, %	-	-	-	-	
Mov Cap-1 Maneuver	-	-	-	-	60 326
Mov Cap-2 Maneuver	-	-	-	-	60 -
Stage 1	-	-	-	-	149 -
Stage 2	-	-	-	-	537 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	43.8
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	127	-	-	-
HCM Lane V/C Ratio	0.276	-	-	-
HCM Control Delay (s)	43.8	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	1	-	-	-

HCM 6th TWSC  
 2: Aurora St & Bird Road

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Vol, veh/h	1524	72	0	1215	0	59
Future Vol, veh/h	1524	72	0	1215	0	59
Conflicting Peds, #/hr	0	7	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	208	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	0	3	0	3
Mvmt Flow	1588	75	0	1266	0	61

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	801
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.33
Pot Cap-1 Maneuver	-	-	0	-	325
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	323
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	323	-	-	-
HCM Lane V/C Ratio	0.19	-	-	-
HCM Control Delay (s)	18.7	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-

HCM 6th TWSC  
3: Aurora St & Altara Ave

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	49	96	15	9	151	70	3	11	9	13	3	38
Future Vol, veh/h	49	96	15	9	151	70	3	11	9	13	3	38
Conflicting Peds, #/hr	8	0	5	5	0	8	0	0	4	4	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	53	53	53	53	53	53	53	53	53	53	53	53
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	6	6	6
Mvmt Flow	92	181	28	17	285	132	6	21	17	25	6	72

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	425	0	0	214	0	0	808	843	204	795	791	359
Stage 1	-	-	-	-	-	-	384	384	-	393	393	-
Stage 2	-	-	-	-	-	-	424	459	-	402	398	-
Critical Hdwy	4.11	-	-	4.12	-	-	7.1	6.5	6.2	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.16	5.56	-
Follow-up Hdwy	2.209	-	-	2.218	-	-	3.5	4	3.3	3.554	4.054	3.354
Pot Cap-1 Maneuver	1140	-	-	1356	-	-	302	303	842	301	317	676
Stage 1	-	-	-	-	-	-	643	615	-	624	599	-
Stage 2	-	-	-	-	-	-	612	570	-	617	596	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1131	-	-	1350	-	-	243	267	835	252	279	671
Mov Cap-2 Maneuver	-	-	-	-	-	-	243	267	-	252	279	-
Stage 1	-	-	-	-	-	-	581	555	-	562	584	-
Stage 2	-	-	-	-	-	-	532	556	-	526	538	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.6			0.3			16.4			15.2		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	358	1131	-	-	1350	-	-	454
HCM Lane V/C Ratio	0.121	0.082	-	-	0.013	-	-	0.224
HCM Control Delay (s)	16.4	8.5	0	-	7.7	0	-	15.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0	-	-	0.9

HCM 6th TWSC  
 4: Ponce de Leon Blvd & Altara Ave

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	0	37	1	0	4	48	434	1	3	521	159
Future Vol, veh/h	21	0	37	1	0	4	48	434	1	3	521	159
Conflicting Peds, #/hr	2	0	14	14	0	2	34	0	31	31	0	34
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	0	0	0	2	2	2	2	2	2
Mvmt Flow	22	0	39	1	0	4	51	457	1	3	548	167

Major/Minor	Minor2		Minor1		Major1				Major2			
Conflicting Flow All	1005	1263	406	885	1346	262	749	0	0	489	0	0
Stage 1	672	672	-	591	591	-	-	-	-	-	-	-
Stage 2	333	591	-	294	755	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.5	6.5	6.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.5	4	3.3	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	196	168	594	243	153	743	856	-	-	1070	-	-
Stage 1	412	453	-	465	498	-	-	-	-	-	-	-
Stage 2	654	493	-	695	420	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	176	144	567	202	131	720	828	-	-	1038	-	-
Mov Cap-2 Maneuver	176	144	-	202	131	-	-	-	-	-	-	-
Stage 1	365	436	-	414	443	-	-	-	-	-	-	-
Stage 2	595	438	-	635	404	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	19.2		12.6		1.2		0			
HCM LOS	C		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	828	-	-	314	476	1038	-
HCM Lane V/C Ratio	0.061	-	-	0.194	0.011	0.003	-
HCM Control Delay (s)	9.6	0.3	-	19.2	12.6	8.5	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0	0	-



HCM 6th TWSC  
 5: Aurora St & 250 Bird Road























Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	37	45	85	56	16
Future Vol, veh/h	23	37	45	85	56	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	40	49	92	61	17

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	260	70	78	0	0
Stage 1	70	-	-	-	-
Stage 2	190	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	729	993	1520	-	-
Stage 1	953	-	-	-	-
Stage 2	842	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	704	993	1520	-	-
Mov Cap-2 Maneuver	704	-	-	-	-
Stage 1	921	-	-	-	-
Stage 2	842	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	2.6	0
HCM LOS	A		

























Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1520	-	858	-	-
HCM Lane V/C Ratio	0.032	-	0.076	-	-
HCM Control Delay (s)	7.4	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

HCM 6th Signalized Intersection Summary  
 2594: Ponce de Leon Blvd & Bird Road



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	1242	115	177	1090	183	51	353	47	165	426	59
Future Volume (veh/h)	202	1242	115	177	1090	183	51	353	47	165	426	59
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	1670	1670	1670	1683	1683	1683	1670	1670	1670	1683	1683	1683
Adj Flow Rate, veh/h	213	1307	121	186	1147	193	54	372	49	174	448	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	2	2	2	3	3	3	2	2	2
Cap, veh/h	240	1816	863	229	1546	259	138	413	54	171	584	359
Arrive On Green	0.07	0.57	0.57	0.06	0.56	0.56	0.04	0.15	0.15	0.07	0.18	0.18
Sat Flow, veh/h	1590	3173	1415	1603	2741	459	1590	2821	369	1603	3198	1427
Grp Volume(v), veh/h	213	1307	121	186	667	673	54	208	213	174	448	62
Grp Sat Flow(s),veh/h/ln	1590	1586	1415	1603	1599	1601	1590	1586	1604	1603	1599	1427
Q Serve(g_s), s	10.2	53.9	6.6	8.9	56.2	56.9	5.2	23.2	23.5	13.2	24.0	6.1
Cycle Q Clear(g_c), s	10.2	53.9	6.6	8.9	56.2	56.9	5.2	23.2	23.5	13.2	24.0	6.1
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	240	1816	863	229	902	903	138	232	235	171	584	359
V/C Ratio(X)	0.89	0.72	0.14	0.81	0.74	0.75	0.39	0.90	0.91	1.02	0.77	0.17
Avail Cap(c_a), veh/h	304	1816	863	245	902	903	196	325	329	171	656	391
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	28.0	15.0	30.8	29.4	29.5	63.0	75.5	75.6	66.1	69.9	52.7
Incr Delay (d2), s/veh	19.2	2.5	0.3	15.8	5.4	5.6	0.7	18.8	20.6	73.2	4.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	20.9	2.3	5.7	22.8	23.1	2.1	10.7	11.1	5.7	10.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	30.5	15.3	46.6	34.8	35.1	63.7	94.2	96.2	139.3	74.5	52.9
LnGrp LOS	D	C	B	D	C	D	E	F	F	F	E	D
Approach Vol, veh/h		1641			1526			475			684	
Approach Delay, s/veh		32.2			36.3			91.6			89.0	
Approach LOS		C			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.2	109.3	13.5	39.9	18.7	107.8	20.0	33.4				
Change Period (Y+Rc), s	* 6.3	* 6.3	* 6.8	7.1	* 6.3	* 6.3	* 6.8	7.1				
Max Green Setting (Gmax), s	* 13	* 91	* 13	36.9	* 20	* 84	* 13	36.9				
Max Q Clear Time (g_c+I1), s	10.9	0.0	7.2	26.0	12.2	0.0	15.2	25.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.2	0.2	0.0	0.0	0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			49.2									
HCM 6th LOS			D									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

# HCM 6th Signalized Intersection Summary

## 2595: LeJeune Rd & Bird Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	1376	168	84	961	140	147	806	40	157	730	53
Future Volume (veh/h)	181	1376	168	84	961	140	147	806	40	157	730	53
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	1856	1856	1856	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	183	1390	170	85	971	141	148	814	40	159	737	54
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	3	3	3
Cap, veh/h	325	1828	815	166	2186	317	182	861	42	155	784	57
Arrive On Green	0.06	0.52	0.52	0.03	0.49	0.49	0.07	0.25	0.25	0.06	0.24	0.24
Sat Flow, veh/h	1767	3526	1572	1767	4469	647	1781	3447	169	1767	3330	244
Grp Volume(v), veh/h	183	1390	170	85	733	379	148	420	434	159	390	401
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1689	1739	1781	1777	1840	1767	1763	1812
Q Serve(g_s), s	9.5	58.6	10.9	4.5	26.5	26.6	11.7	43.4	43.4	11.1	40.6	40.6
Cycle Q Clear(g_c), s	9.5	58.6	10.9	4.5	26.5	26.6	11.7	43.4	43.4	11.1	40.6	40.6
Prop In Lane	1.00		1.00	1.00		0.37	1.00		0.09	1.00		0.13
Lane Grp Cap(c), veh/h	325	1828	815	166	1652	851	182	444	460	155	415	427
V/C Ratio(X)	0.56	0.76	0.21	0.51	0.44	0.45	0.81	0.95	0.95	1.03	0.94	0.94
Avail Cap(c_a), veh/h	402	1828	815	172	1652	851	222	467	483	155	463	476
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(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	35.8	24.3	32.5	31.2	31.2	53.7	68.9	68.9	59.8	70.2	70.2
Incr Delay (d2), s/veh	1.8	3.0	0.6	0.9	0.9	1.7	13.1	26.1	25.5	79.5	25.7	25.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	25.9	4.3	2.0	11.2	11.8	5.9	22.8	23.5	5.5	21.2	21.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	38.8	24.9	33.4	32.0	32.9	66.8	95.0	94.4	139.3	95.9	95.6
LnGrp LOS	C	D	C	C	C	C	E	F	F	F	F	F
Approach Vol, veh/h		1743			1197			1002			950	
Approach Delay, s/veh		36.0			32.4			90.6			103.0	
Approach LOS		D			C			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.4	103.0	20.7	50.9	17.9	97.5	18.0	53.6				
Change Period (Y+Rc), s	6.0	6.0	6.9	6.9	6.0	6.0	6.9	6.9				
Max Green Setting (Gmax), s	7.0	87.0	18.0	49.1	20.0	74.0	11.1	49.1				
Max Q Clear Time (g_c+I1), s	6.5	0.0	13.7	42.6	11.5	0.0	13.1	45.4				
Green Ext Time (p_c), s	0.0	0.0	0.1	1.4	0.4	0.0	0.0	1.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			59.3									
HCM 6th LOS			E									

HCM 6th Signalized Intersection Summary  
 3272: LeJeune Rd & Altara Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	100	0	139	0	878	85	62	929	0
Future Volume (veh/h)	0	0	0	100	0	139	0	878	85	62	929	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1900	1900	1900	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	0	0	0	108	0	149	0	944	91	67	999	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	2	2	2	2	2	2	2	2	0
Cap, veh/h	0	348	0	142	3	161	40	2451	236	392	2660	0
Arrive On Green	0.00	0.00	0.00	0.18	0.00	0.18	0.00	0.75	0.75	0.75	0.75	0.00
Sat Flow, veh/h	0	1900	0	620	16	878	564	3275	316	545	3647	0
Grp Volume(v), veh/h	0	0	0	257	0	0	0	512	523	67	999	0
Grp Sat Flow(s),veh/h/ln	0	1900	0	1514	0	0	564	1777	1814	545	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	29.3	0.0	0.0	0.0	18.3	18.3	8.9	17.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	30.0	0.0	0.0	0.0	18.3	18.3	27.3	17.7	0.0
Prop In Lane	0.00		0.00	0.42		0.58	1.00		0.17	1.00		0.00
Lane Grp Cap(c), veh/h	0	348	0	306	0	0	40	1330	1357	392	2660	0
V/C Ratio(X)	0.00	0.00	0.00	0.84	0.00	0.00	0.00	0.39	0.39	0.17	0.38	0.00
Avail Cap(c_a), veh/h	0	875	0	725	0	0	40	1330	1357	392	2660	0
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)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.54	0.54	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	72.3	0.0	0.0	0.0	8.0	8.0	12.8	7.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.2	0.0	0.0	0.0	0.8	0.8	0.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	12.3	0.0	0.0	0.0	7.1	7.3	1.2	6.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	78.4	0.0	0.0	0.0	8.8	8.8	13.3	8.1	0.0
LnGrp LOS	A	A	A	E	A	A	A	A	A	B	A	A
Approach Vol, veh/h		0			257			1035			1066	
Approach Delay, s/veh		0.0			78.4			8.8			8.5	
Approach LOS					E			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		140.7		39.3		140.7		39.3				
Change Period (Y+Rc), s		6.0		* 6.3		6.0		* 6.3				
Max Green Setting (Gmax), s		84.8		* 83		84.8		* 83				
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		32.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				16.3								
HCM 6th LOS				B								
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary  
 6165: Ponce de Leon Blvd & San Lorenzo Ave



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	24	42	482	544	23
Future Volume (veh/h)	8	24	42	482	544	23
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1856	1856	1870	1870
Adj Flow Rate, veh/h	9	26	45	518	585	25
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	3	3	2	2
Cap, veh/h	19	55	647	2787	2334	100
Arrive On Green	0.05	0.05	0.04	0.79	0.67	0.67
Sat Flow, veh/h	396	1145	1767	3618	3566	148
Grp Volume(v), veh/h	36	0	45	518	299	311
Grp Sat Flow(s),veh/h/ln	1585	0	1767	1763	1777	1844
Q Serve(g_s), s	1.8	0.0	0.6	2.9	5.3	5.3
Cycle Q Clear(g_c), s	1.8	0.0	0.6	2.9	5.3	5.3
Prop In Lane	0.25	0.72	1.00			0.08
Lane Grp Cap(c), veh/h	76	0	647	2787	1195	1240
V/C Ratio(X)	0.47	0.00	0.07	0.19	0.25	0.25
Avail Cap(c_a), veh/h	513	0	863	2787	1195	1240
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	0.0	3.2	2.1	5.2	5.2
Incr Delay (d2), s/veh	3.3	0.0	0.0	0.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.1	0.6	1.8	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.4	0.0	3.2	2.2	5.7	5.7
LnGrp LOS	D	A	A	A	A	A
Approach Vol, veh/h	36			563	610	
Approach Delay, s/veh	40.4			2.3	5.7	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		69.8		10.2	9.5	60.4
Change Period (Y+Rc), s		6.6		* 6.3	* 6.3	6.6
Max Green Setting (Gmax), s		41.2		* 26	* 13	22.0
Max Q Clear Time (g_c+I1), s		0.0		3.8	2.6	0.0
Green Ext Time (p_c), s		0.0		0.1	0.0	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			5.1			
HCM 6th LOS			A			
<b>Notes</b>						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

## Roadway Segment LOS

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## Arterial Level of Service

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### Arterial Level of Service: NB Ponce de Leon Blvd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
San Lorenzo Ave	III	30	11.2	3.3	14.5	0.08	19.8	C
Bird Road	III	30	23.7	86.6	110.3	0.19	6.1	F
Total	III		34.9	89.9	124.8	0.27	7.7	F

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### Arterial Level of Service: SB Ponce de Leon Blvd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bird Road	III	30	24.3	79.0	103.3	0.19	6.7	F
San Lorenzo Ave	III	30	23.7	7.4	31.1	0.19	21.6	C
Total	III		48.0	86.4	134.4	0.38	10.1	E

## Arterial Level of Service

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### Arterial Level of Service: NB LeJeune Rd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Altara Ave	II	35	19.9	9.2	29.1	0.16	19.7	D
Bird Road	II	40	13.3	77.8	91.1	0.12	4.6	F
Total	II		33.2	87.0	120.2	0.28	8.2	F

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### Arterial Level of Service: SB LeJeune Rd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bird Road	II	40	22.0	82.2	104.2	0.19	6.6	F
Altara Ave	II	35	14.5	9.3	23.8	0.12	17.5	D
Total	II		36.5	91.5	128.0	0.31	8.6	F



## Arterial Level of Service

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### Arterial Level of Service: EB Bird Road

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LeJeune Rd	III	35	16.6	45.1	61.7	0.13	7.6	F
Ponce de Leon Blvd	III	35	26.3	39.5	65.8	0.22	12.0	E
Total	III		42.9	84.6	127.5	0.35	9.8	F

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### Arterial Level of Service: WB Bird Road

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Ponce de Leon Blvd	III	35	18.6	47.6	66.2	0.15	7.9	F
LeJeune Rd	III	35	26.3	38.1	64.4	0.22	12.2	E
Total	III		44.9	85.7	130.6	0.36	10.0	E

## Arterial Level of Service

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### Arterial Level of Service: WB Altara Ave

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LeJeune Rd	III	30	27.9	0.0	27.9	0.22	28.3	B
Total	III		27.9	0.0	27.9	0.22	28.3	B























## PM Peak Hour Future with Proposed Development Conditions

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## Intersection LOS

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HCM 6th Signalized Intersection Summary  
 2594: Ponce de Leon Blvd & Bird Road

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	1070	79	148	1573	121	102	332	67	124	455	148
Future Volume (veh/h)	166	1070	79	148	1573	121	102	332	67	124	455	148
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	1697	1697	1697	1697	1697	1697	1683	1683	1683	1683	1683	1683
Adj Flow Rate, veh/h	171	1103	81	153	1622	125	105	342	69	128	469	153
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	2	2	2
Cap, veh/h	136	1952	920	377	1886	144	111	380	76	144	528	281
Arrive On Green	0.06	1.00	1.00	0.05	0.62	0.62	0.03	0.14	0.14	0.06	0.17	0.17
Sat Flow, veh/h	1616	3224	1438	1616	3035	232	1603	2657	530	1603	3198	1427
Grp Volume(v), veh/h	171	1103	81	153	855	892	105	204	207	128	469	153
Grp Sat Flow(s),veh/h/ln	1616	1612	1438	1616	1612	1655	1603	1599	1588	1603	1599	1427
Q Serve(g_s), s	5.7	0.0	0.0	6.5	77.0	79.6	6.2	22.6	23.1	10.2	25.8	17.4
Cycle Q Clear(g_c), s	5.7	0.0	0.0	6.5	77.0	79.6	6.2	22.6	23.1	10.2	25.8	17.4
Prop In Lane	1.00		1.00	1.00		0.14	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	136	1952	920	377	1002	1029	111	228	227	144	528	281
V/C Ratio(X)	1.26	0.57	0.09	0.41	0.85	0.87	0.95	0.89	0.91	0.89	0.89	0.55
Avail Cap(c_a), veh/h	136	1952	920	414	1002	1029	111	283	281	144	638	330
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	0.0	0.0	12.0	27.5	28.0	74.6	75.8	76.0	68.0	73.5	65.0
Incr Delay (d2), s/veh	162.1	1.2	0.2	0.3	9.2	9.8	68.2	23.6	27.0	43.5	12.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	0.3	0.0	2.4	31.4	33.4	4.3	10.9	11.2	3.2	11.6	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	205.4	1.2	0.2	12.2	36.6	37.8	142.7	99.4	103.0	111.5	85.7	66.3
LnGrp LOS	F	A	A	B	D	D	F	F	F	F	F	E
Approach Vol, veh/h		1355			1900			516			750	
Approach Delay, s/veh		26.9			35.2			109.7			86.1	
Approach LOS		C			D			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.9	115.3	13.0	36.8	12.0	118.2	17.0	32.8				
Change Period (Y+Rc), s	* 6.3	* 6.3	* 6.8	7.1	* 6.3	* 6.3	* 6.8	7.1				
Max Green Setting (Gmax), s	* 13	* 99	* 6.2	35.9	* 5.7	* 1.1E2	* 10	31.9				
Max Q Clear Time (g_c+I1), s	8.5	0.0	8.2	27.8	7.7	0.0	12.2	25.1				
Green Ext Time (p_c), s	0.1	0.0	0.0	1.3	0.0	0.0	0.0	0.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			49.7									
HCM 6th LOS			D									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary  
 2595: LeJeune Rd & Bird Road

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1040	170	139	1474	186	160	791	78	162	878	71
Future Volume (veh/h)	110	1040	170	139	1474	186	160	791	78	162	878	71
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	1885	1885	1885	1885	1885	1885	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	116	1095	179	146	1552	196	168	833	82	171	924	75
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	2	2	2	1	1	1
Cap, veh/h	222	1708	762	245	2327	293	113	955	94	135	980	80
Arrive On Green	0.03	0.48	0.48	0.11	1.00	1.00	0.05	0.39	0.39	0.03	0.29	0.29
Sat Flow, veh/h	1795	3582	1598	1795	4628	583	1781	3268	322	1795	3355	272
Grp Volume(v), veh/h	116	1095	179	146	1150	598	168	453	462	171	493	506
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1795	1716	1780	1781	1777	1812	1795	1791	1836
Q Serve(g_s), s	5.0	41.5	11.9	7.7	0.0	0.0	6.1	42.4	42.5	6.1	48.4	48.4
Cycle Q Clear(g_c), s	5.0	41.5	11.9	7.7	0.0	0.0	6.1	42.4	42.5	6.1	48.4	48.4
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.18	1.00		0.15
Lane Grp Cap(c), veh/h	222	1708	762	245	1725	895	113	519	529	135	523	536
V/C Ratio(X)	0.52	0.64	0.23	0.60	0.67	0.67	1.48	0.87	0.87	1.26	0.94	0.94
Avail Cap(c_a), veh/h	222	1708	762	268	1725	895	113	583	595	135	588	603
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	35.5	27.7	26.9	0.0	0.0	59.7	51.9	51.9	63.7	62.2	62.2
Incr Delay (d2), s/veh	2.6	1.9	0.7	1.8	2.1	3.9	254.7	11.4	11.3	164.1	22.4	22.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	18.6	4.8	3.1	0.5	1.0	10.3	19.6	19.9	9.5	25.1	25.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	37.3	28.5	28.6	2.1	3.9	314.5	63.4	63.2	227.8	84.6	84.2
LnGrp LOS	C	D	C	C	A	A	F	E	E	F	F	F
Approach Vol, veh/h		1390			1894			1083			1170	
Approach Delay, s/veh		35.3			4.7			102.3			105.4	
Approach LOS		D			A			F			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.7	91.8	13.0	59.5	11.0	96.5	13.0	59.5				
Change Period (Y+Rc), s	6.0	6.0	6.9	6.9	6.0	6.0	6.9	6.9				
Max Green Setting (Gmax), s	12.0	77.0	6.1	59.1	5.0	84.0	6.1	59.1				
Max Q Clear Time (g_c+I1), s	9.7	0.0	8.1	50.4	7.0	0.0	8.1	44.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	2.1	0.0	0.0	0.0	2.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				52.7								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary  
 3272: LeJeune Rd & Altara Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	157	0	174	0	857	129	118	1052	0
Future Volume (veh/h)	0	0	0	157	0	174	0	857	129	118	1052	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1885	1885	1885	1885	1885	1885	1885	1885	0
Adj Flow Rate, veh/h	0	0	0	165	0	183	0	902	136	124	1107	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	1	1	1	1	1	1	1	1	0
Cap, veh/h	0	448	0	201	0	191	40	2160	326	350	2479	0
Arrive On Green	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.69	0.69	1.00	1.00	0.00
Sat Flow, veh/h	0	1870	0	717	0	796	513	3121	471	548	3676	0
Grp Volume(v), veh/h	0	0	0	348	0	0	0	518	520	124	1107	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1513	0	0	513	1791	1800	548	1791	0
Q Serve(g_s), s	0.0	0.0	0.0	40.9	0.0	0.0	0.0	22.5	22.5	11.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	40.9	0.0	0.0	0.0	22.5	22.5	33.5	0.0	0.0
Prop In Lane	0.00		0.00	0.47		0.53	1.00		0.26	1.00		0.00
Lane Grp Cap(c), veh/h	0	448	0	392	0	0	40	1239	1246	350	2479	0
V/C Ratio(X)	0.00	0.00	0.00	0.89	0.00	0.00	0.00	0.42	0.42	0.35	0.45	0.00
Avail Cap(c_a), veh/h	0	464	0	405	0	0	40	1239	1246	350	2479	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.50	0.50	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	67.6	0.0	0.0	0.0	12.0	12.0	3.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	20.2	0.0	0.0	0.0	1.0	1.0	1.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	18.1	0.0	0.0	0.0	9.3	9.4	1.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	87.8	0.0	0.0	0.0	13.0	13.0	4.4	0.3	0.0
LnGrp LOS	A	A	A	F	A	A	A	B	B	A	A	A
Approach Vol, veh/h		0			348			1038			1231	
Approach Delay, s/veh		0.0			87.8			13.0			0.7	
Approach LOS					F			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		130.6		49.4		130.6		49.4				
Change Period (Y+Rc), s		6.0		* 6.3		6.0		* 6.3				
Max Green Setting (Gmax), s		123.0		* 45		123.0		* 45				
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		42.9				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.3				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				17.2								
HCM 6th LOS				B								
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary  
 6165: Ponce de Leon Blvd & San Lorenzo Ave



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	25	46	63	448	478	77
Future Volume (veh/h)	25	46	63	448	478	77
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	47	65	462	493	79
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	42	75	656	2730	1970	314
Arrive On Green	0.07	0.07	0.05	0.77	0.64	0.64
Sat Flow, veh/h	590	1066	1781	3647	3163	490
Grp Volume(v), veh/h	74	0	65	462	284	288
Grp Sat Flow(s),veh/h/ln	1679	0	1781	1777	1777	1782
Q Serve(g_s), s	3.4	0.0	0.9	2.8	5.5	5.5
Cycle Q Clear(g_c), s	3.4	0.0	0.9	2.8	5.5	5.5
Prop In Lane	0.35	0.64	1.00			0.27
Lane Grp Cap(c), veh/h	119	0	656	2730	1140	1144
V/C Ratio(X)	0.62	0.00	0.10	0.17	0.25	0.25
Avail Cap(c_a), veh/h	371	0	698	2730	1140	1144
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	0.0	3.8	2.5	6.1	6.1
Incr Delay (d2), s/veh	4.0	0.0	0.0	0.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.2	0.7	1.9	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.1	0.0	3.8	2.6	6.6	6.7
LnGrp LOS	D	A	A	A	A	A
Approach Vol, veh/h	74			527	572	
Approach Delay, s/veh	40.1			2.8	6.6	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		68.1		11.9	10.1	57.9
Change Period (Y+Rc), s		6.6		* 6.3	* 6.3	6.6
Max Green Setting (Gmax), s		49.4		* 18	* 5.7	37.4
Max Q Clear Time (g_c+I1), s		0.0		5.4	2.9	0.0
Green Ext Time (p_c), s		0.0		0.1	0.0	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			7.0			
HCM 6th LOS			A			
<b>Notes</b>						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						



HCM 6th TWSC  
 1: Salzedo St & Bird Road

**Intersection**

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑↑	↑	
Traffic Vol, veh/h	1192	50	0	1806	25	35
Future Vol, veh/h	1192	50	0	1806	25	35
Conflicting Peds, #/hr	0	12	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	208	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	1229	52	0	1862	26	36

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	1986 627
Stage 1	-	-	-	-	1241 -
Stage 2	-	-	-	-	745 -
Critical Hdwy	-	-	-	-	6.29 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	-	-	-	-	3.67 3.32
Pot Cap-1 Maneuver	-	-	0	-	71 426
Stage 1	-	-	0	-	231 -
Stage 2	-	-	0	-	401 -
Platoon blocked, %	-	-	-	-	
Mov Cap-1 Maneuver	-	-	-	-	70 421
Mov Cap-2 Maneuver	-	-	-	-	70 -
Stage 1	-	-	-	-	228 -
Stage 2	-	-	-	-	401 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	51.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	136	-	-	-
HCM Lane V/C Ratio	0.455	-	-	-
HCM Control Delay (s)	51.9	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	2	-	-	-

HCM 6th TWSC  
 2: Aurora St & Bird Road

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↑↑		↑
Traffic Vol, veh/h	1192	49	0	1798	0	112
Future Vol, veh/h	1192	49	0	1798	0	112
Conflicting Peds, #/hr	0	10	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	208	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	92
Heavy Vehicles, %	1	1	1	1	5	5
Mvmt Flow	1229	51	0	1854	0	122

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	625
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.35
Pot Cap-1 Maneuver	-	-	0	-	420
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	416
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	416	-	-	-
HCM Lane V/C Ratio	0.293	-	-	-
HCM Control Delay (s)	17.2	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	1.2	-	-	-

HCM 6th TWSC  
 3: Ponce de Leon Blvd & Altara Ave

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	46	0	66	1	0	3	48	446	2	2	510	168
Future Vol, veh/h	46	0	66	1	0	3	48	446	2	2	510	168
Conflicting Peds, #/hr	2	0	18	18	0	2	37	0	39	39	0	37
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	0	0	0	2	2	2	2	2	2
Mvmt Flow	48	0	69	1	0	3	51	469	2	2	537	177

Major/Minor	Minor2		Minor1		Major1				Major2			
Conflicting Flow All	1006	1279	412	902	1366	277	751	0	0	510	0	0
Stage 1	667	667	-	611	611	-	-	-	-	-	-	-
Stage 2	339	612	-	291	755	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.5	6.5	6.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.5	4	3.3	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	197	166	592	236	149	726	854	-	-	1051	-	-
Stage 1	417	457	-	453	487	-	-	-	-	-	-	-
Stage 2	652	484	-	698	420	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	176	141	561	183	127	698	824	-	-	1012	-	-
Mov Cap-2 Maneuver	176	141	-	183	127	-	-	-	-	-	-	-
Stage 1	369	440	-	400	430	-	-	-	-	-	-	-
Stage 2	593	427	-	599	404	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25	13.9	1.2	0
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	824	-	-	296	410	1012	-
HCM Lane V/C Ratio	0.061	-	-	0.398	0.01	0.002	-
HCM Control Delay (s)	9.7	0.3	-	25	13.9	8.6	0
HCM Lane LOS	A	A	-	D	B	A	A
HCM 95th %tile Q(veh)	0.2	-	-	1.8	0	0	-

HCM 6th TWSC  
4: Aurora St & Altara Ave

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	42	38	42	14	92	68	22	22	23	49	16	123
Future Vol, veh/h	42	38	42	14	92	68	22	22	23	49	16	123
Conflicting Peds, #/hr	6	0	23	23	0	6	8	0	30	30	0	8
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	1	1	1
Mvmt Flow	45	41	45	15	99	73	24	24	25	53	17	132

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	178	0	0	109	0	0	425	385	117	380	371	150
Stage 1	-	-	-	-	-	-	177	177	-	172	172	-
Stage 2	-	-	-	-	-	-	248	208	-	208	199	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.1	6.5	6.2	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.11	5.51	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.3	3.509	4.009	3.309
Pot Cap-1 Maneuver	1410	-	-	1488	-	-	543	552	941	580	560	899
Stage 1	-	-	-	-	-	-	829	756	-	832	758	-
Stage 2	-	-	-	-	-	-	760	734	-	796	738	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1402	-	-	1455	-	-	422	512	894	508	520	887
Mov Cap-2 Maneuver	-	-	-	-	-	-	422	512	-	508	520	-
Stage 1	-	-	-	-	-	-	783	714	-	799	744	-
Stage 2	-	-	-	-	-	-	619	721	-	702	697	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.6			0.6			12.5			12.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	555	1402	-	-	1455	-	-	707
HCM Lane V/C Ratio	0.13	0.032	-	-	0.01	-	-	0.286
HCM Control Delay (s)	12.5	7.7	0	-	7.5	0	-	12.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	1.2

HCM 6th TWSC  
5: Aurora St & 250 Bird Road

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	43	51	81	30	19
Future Vol, veh/h	27	43	51	81	30	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	47	55	88	33	21

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	242	44	54	0	0
Stage 1	44	-	-	-	-
Stage 2	198	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	746	1026	1551	-	-
Stage 1	978	-	-	-	-
Stage 2	835	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	718	1026	1551	-	-
Mov Cap-2 Maneuver	718	-	-	-	-
Stage 1	942	-	-	-	-
Stage 2	835	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	2.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1551	-	880	-	-
HCM Lane V/C Ratio	0.036	-	0.086	-	-
HCM Control Delay (s)	7.4	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

## Roadway Segment LOS

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## Arterial Level of Service

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### Arterial Level of Service: NB Ponce de Leon Blvd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
San Lorenzo Ave	III	30	11.2	3.8	15.0	0.08	19.1	C
Bird Road	III	30	23.7	89.1	112.8	0.19	6.0	F
Total	III		34.9	92.9	127.8	0.27	7.5	F

---

### Arterial Level of Service: SB Ponce de Leon Blvd

---

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bird Road	III	30	24.3	86.1	110.4	0.19	6.2	F
San Lorenzo Ave	III	30	23.7	8.3	32.0	0.19	21.0	C
Total	III		48.0	94.4	142.4	0.38	9.6	F

## Arterial Level of Service

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### Arterial Level of Service: NB LeJeune Rd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Altara Ave	II	35	19.9	12.3	32.2	0.16	17.8	D
Bird Road	II	40	13.3	58.6	71.9	0.12	5.8	F
Total	II		33.2	70.9	104.1	0.28	9.5	F

---

### Arterial Level of Service: SB LeJeune Rd

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bird Road	II	40	22.0	73.4	95.4	0.19	7.2	F
	II	35	14.5	3.3	17.8	0.12	23.4	C
Total	II		36.5	76.7	113.2	0.31	9.8	F



## Arterial Level of Service

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### Arterial Level of Service: EB Bird Road

---

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LeJeune Rd	III	35	16.6	41.3	57.9	0.13	8.1	F
Ponce de Leon Blvd	III	35	26.3	8.4	34.7	0.22	22.7	C
Total	III		42.9	49.7	92.6	0.35	13.6	E

---

### Arterial Level of Service: WB Bird Road

---

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Ponce de Leon Blvd	III	35	18.6	44.2	62.8	0.15	8.3	F
LeJeune Rd	III	35	26.3	43.3	69.6	0.22	11.3	E
Total	III		44.9	87.5	132.4	0.36	9.9	F

## Arterial Level of Service

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### Arterial Level of Service: WB Altara Ave

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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
LeJeune Rd	III	30	27.9	0.0	27.9	0.22	28.3	B
Total	III		27.9	0.0	27.9	0.22	28.3	B

# APPENDIX L

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## Multimodal Level-of-Service (LOS) Output Reports

## Existing Conditions

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# ARTPLAN 2012 Conceptual Planning Analysis

## Project Information

<b>Analyst</b>	Fabio Soto	<b>Arterial Name</b>	Bird Road	<b>Study Period</b>	<b>Standard K</b>
<b>Date Prepared</b>	2/20/2020 3:05:11 PM	<b>From</b>	LeJeune Road	<b>Modal Analysis</b>	Multimodal
<b>Agency</b>	APCTE	<b>To</b>	Ponce de Leon Blvd	<b>Program</b>	ARTPLAN 2012
<b>Area Type</b>	Large Urbanized	<b>Peak Direction</b>	Eastbound	<b>Version Date</b>	12/12/2012
<b>Arterial Class</b>	1				
<b>File Name</b>	untitled.xap				
<b>User Notes</b>					

## Arterial Data

<b>K</b>	0.09	<b>PHF</b>	0.97	<b>Control Type</b>	CoordinatedActuated
<b>D</b>	0.543	<b>% Heavy Vehicles</b>	6	<b>Base Sat. Flow Rate</b>	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	180	0.48	4	2	11	9	Yes	ProtPerm	1	191	0.11	Yes

## 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)	2341	37000	1808	2	35	40	Restrictive	No	N/A

## 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)	1491	3197	0.972	35.90	D	#	20.23	D			
<b>Arterial Length</b>	<b>0.4547</b>	<b>Weighted g/C</b>	<b>0.48</b>	<b>FFS Delay</b>	<b>41.03</b>	<b>Threshold Delay</b>	<b>0.00</b>	<b>Auto Speed</b>	<b>20.23</b>	<b>Auto LOS</b>	<b>D</b>

## 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
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	**	**	640	950	980
2	**	**	1390	1890	1920
3	**	**	2190	2860	2900
4	**	**	2970	3830	3860
*	**	**	1390	1890	1920
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	**	**	1180	1750	1790
4	**	**	2560	3490	3540
6	**	**	4040	5270	5330
8	**	**	5470	7060	7120
*	**	**	2560	3490	3540
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	**	**	13100	19500	19900
4	**	**	28500	38700	39300
6	**	**	44900	58600	59200
8	**	**	60800	78400	79100
*	**	**	28500	38700	39300

### Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr / Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Ponce de Leon Blvd)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	3	0.8	Fair	Typical

### 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			Adjacent				No	

### 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)	5.44	F	N/A	N/A				4.19	D	2.99	D		
	<b>Bicycle LOS</b>	<b>5.44</b>	<b>F</b>					<b>Pedestrian LOS</b>	<b>4.19</b>	<b>D</b>	<b>Bus LOS</b>	<b>2.99</b>	<b>D</b>

## MultiModal Service Volume Tables

### Bicycle

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	**	**	90	150	330
2	**	**	170	290	650
3	**	**	260	440	980
4	**	**	340	580	1300
*	**	**	170	290	650
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	**	**	160	270	600
4	**	**	310	540	1200
6	**	**	470	800	1800
8	**	**	620	1070	2390
*	**	**	310	540	1200
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	**	**	1800	3000	6700
4	**	**	3500	5900	13300
6	**	**	5200	8900	19900
8	**	**	6900	11800	26600
*	**	**	3500	5900	13300

### Pedestrian

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	1850	> 1850	***	***	***
4	3690	> 3690	***	***	***
6	5530	> 5530	***	***	***
8	7370	> 7370	***	***	***
*	3690	> 3690	***	***	***
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	20500	> 20500	***	***	***
4	41000	> 41000	***	***	***
6	61400	> 61400	***	***	***
8	81900	> 81900	***	***	***
*	41000	> 41000	***	***	***

### Bus

A	B	C	D	E
<b>Buses Per Hour In Peak Direction</b>				
>= 7	>= 5	>= 4	>= 3	>= 2
<b>Buses in Study Hour in Peak Direction (Daily)</b>				



$\geq 6.18$	$\geq 4.12$	$\geq 3.09$	$\geq 2.06$	$\geq 1.03$
-------------	-------------	-------------	-------------	-------------

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

**\*\* Cannot be achieved based on input data provided.**

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

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

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

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

# ARTPLAN 2012 Conceptual Planning Analysis

## Project Information

<b>Analyst</b>	Fabio Soto	<b>Arterial Name</b>	Ponce de Leon Blvd	<b>Study Period</b>	<b>Standard K</b>
<b>Date Prepared</b>	2/21/2020 11:51:08 AM	<b>From</b>	Bird Road	<b>Modal Analysis</b>	Multimodal
<b>Agency</b>	APCTE	<b>To</b>	San Lorenzo Ave	<b>Program</b>	ARTPLAN 2012
<b>Area Type</b>	Large Urbanized	<b>Peak Direction</b>	Southbound	<b>Version Date</b>	12/12/2012
<b>Arterial Class</b>	1				
<b>File Name</b>	untitled.xap				
<b>User Notes</b>					

## Arterial Data

<b>K</b>	0.09	<b>PHF</b>	0.97	<b>Control Type</b>	CoordinatedActuated
<b>D</b>	0.543	<b>% Heavy Vehicles</b>	12.1	<b>Base Sat. Flow Rate</b>	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
San Lorenzo Ave	180	0.2	4	2	20	13	Yes	ProtPerm	1	75	0.05	Yes

## 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 San Lorenzo Ave)	1600	12300	601	2	30	35	Restrictive	Yes	Medium

## 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 San Lorenzo Ave)	415	2598	0.554	62.53	E	#	11.47	F			
<b>Arterial Length</b>	<b>0.3144</b>	<b>Weighted g/C</b>	<b>0.20</b>	<b>FFS Delay</b>	<b>67.50</b>	<b>Threshold Delay</b>	<b>35.79</b>	<b>Auto Speed</b>	<b>11.47</b>	<b>Auto LOS</b>	<b>F</b>

## 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
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	**	**	**	**	**
2	**	**	**	**	**
3	**	**	**	**	**
4	**	**	**	**	**
*	**	**	**	**	**
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
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 San Lorenzo Ave)	Typical	Typical	No	No	N/A	Yes	Typical	No	4	0.8	Fair	Typical

### Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to San Lorenzo Ave)	100			Yes			Typical				No	

### Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus						
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS			
1 (to San Lorenzo Ave)	6.61	F	N/A	N/A				1.88	A	3.82	C			
	<b>Bicycle LOS</b>	<b>6.61</b>	<b>F</b>					<b>Pedestrian LOS</b>	<b>1.88</b>	<b>A</b>		<b>Bus LOS</b>	<b>3.82</b>	<b>C</b>

## MultiModal Service Volume Tables

### Bicycle

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	**	**	**	**	60
2	**	**	**	110	130
3	**	**	**	**	210
4	**	**	**	**	280
*	**	**	**	110	130
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	**	**	**	**	120
4	**	**	**	200	240
6	**	**	**	**	380
8	**	**	**	**	510
*	**	**	**	200	240
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	**	**	**	**	1300
4	**	**	**	2300	2700
6	**	**	**	**	4200
8	**	**	**	**	5700
*	**	**	**	2300	2700

### Pedestrian

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	1850	> 1850	***	***	***
4	3690	> 3690	***	***	***
6	5530	> 5530	***	***	***
8	7370	> 7370	***	***	***
*	3690	> 3690	***	***	***
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	20500	> 20500	***	***	***
4	41000	> 41000	***	***	***
6	61400	> 61400	***	***	***
8	81900	> 81900	***	***	***
*	41000	> 41000	***	***	***

### Bus

A	B	C	D	E
<b>Buses Per Hour In Peak Direction</b>				
>= 6	>= 4	>= 3	>= 2	>= 1
<b>Buses in Study Hour in Peak Direction (Daily)</b>				

$\geq 5.43$	$\geq 3.62$	$\geq 2.72$	$\geq 1.81$	$\geq 0.91$
-------------	-------------	-------------	-------------	-------------

\* 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

<b>Analyst</b>	Fabio Soto	<b>Arterial Name</b>	Le Jeune Road	<b>Study Period</b>	<b>Standard K</b>
<b>Date Prepared</b>	2/20/2020 3:05:11 PM	<b>From</b>	Bird Road	<b>Modal Analysis</b>	Multimodal
<b>Agency</b>	APCTE	<b>To</b>	Altara Avenue	<b>Program</b>	ARTPLAN 2012
<b>Area Type</b>	Large Urbanized	<b>Peak Direction</b>	Southbound	<b>Version Date</b>	12/12/2012
<b>Arterial Class</b>	1				
<b>File Name</b>	G:\My Drive\0. APCTE\Coral Gables\Multimodal Analysis\LeJeune Road from Bird Road to Altara Avenue.xap				
<b>User Notes</b>					

## Arterial Data

<b>K</b>	0.09	<b>PHF</b>	0.97	<b>Control Type</b>	CoordinatedActuated
<b>D</b>	0.543	<b>% Heavy Vehicles</b>	2.9	<b>Base Sat. Flow Rate</b>	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
Altara Avenue	180	0.46	4	2	15	5	Yes	ProtPerm	1	270	0.06	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 Altara Avenue)	1200	23500	1148	2	40	45	None	No	N/A

## 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 Altara Avenue)	1006	3340	0.589	25.80	C	#	18.26	D			
<b>Arterial Length</b>	<b>0.2386</b>	<b>Weighted g/C</b>	<b>0.46</b>	<b>FFS Delay</b>	<b>28.86</b>	<b>Threshold Delay</b>	<b>0.00</b>	<b>Auto Speed</b>	<b>18.26</b>	<b>Auto LOS</b>	<b>D</b>

## 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
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	**	**	**	480	760
2	**	**	**	1100	1660
3	**	**	**	1730	2570
4	**	**	**	2370	3480
*	**	**	**	1100	1660
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	**	**	**	890	1400
4	**	**	**	2030	3060
6	**	**	**	3190	4740
8	**	**	**	4370	6410
*	**	**	**	2030	3060
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	**	**	**	9900	15600
4	**	**	**	22600	34000
6	**	**	**	35500	52600
8	**	**	**	48500	71300
*	**	**	**	22600	34000



### 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 Altara Avenue)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	4	0.8	Fair	Typical

### Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to Altara Avenue)	100			Yes			Adjacent				No	

### Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus						
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS			
1 (to Altara Avenue)	4.56	E	N/A	N/A				3.54	D	3.42	C			
	<b>Bicycle LOS</b>	<b>4.56</b>	<b>E</b>					<b>Pedestrian LOS</b>	<b>3.54</b>	<b>D</b>		<b>Bus LOS</b>	<b>3.42</b>	<b>C</b>

## MultiModal Service Volume Tables

### Bicycle

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	80	120	140	340	1000
2	100	160	300	700	2000
3	**	160	440	1060	3000
4	**	**	580	1400	4000
*	100	160	300	700	2000
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	140	230	260	630	1850
4	190	280	540	1280	3690
6	**	280	810	1950	5530
8	**	**	1070	2580	7370
*	190	280	540	1280	3690
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	1600	2500	2900	7000	20500
4	2100	3200	6000	14200	41000
6	**	3200	9000	21700	61400
8	**	**	11900	28700	81900
*	2100	3200	6000	14200	41000

### Pedestrian

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	1850	> 1850	***	***	***
4	3690	> 3690	***	***	***
6	5530	> 5530	***	***	***
8	7370	> 7370	***	***	***
*	3690	> 3690	***	***	***
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	20500	> 20500	***	***	***
4	41000	> 41000	***	***	***
6	61400	> 61400	***	***	***
8	81900	> 81900	***	***	***
*	41000	> 41000	***	***	***

### Bus

A	B	C	D	E
<b>Buses Per Hour In Peak Direction</b>				
>= 8	>= 5	>= 4	>= 3	>= 2
<b>Buses in Study Hour in Peak Direction (Daily)</b>				

$\geq 7.37$	$\geq 4.92$	$\geq 3.69$	$\geq 2.46$	$\geq 1.23$
-------------	-------------	-------------	-------------	-------------

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

\*\* Cannot be achieved based on input data provided.

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

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

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

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

## Future Conditions

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# ARTPLAN 2012 Conceptual Planning Analysis

## Project Information

<b>Analyst</b>	Fabio Soto	<b>Arterial Name</b>	Bird Road	<b>Study Period</b>	<b>Standard K</b>
<b>Date Prepared</b>	2/20/2020 3:05:11 PM	<b>From</b>	LeJeune Road	<b>Modal Analysis</b>	Multimodal
<b>Agency</b>	APCTE	<b>To</b>	Ponce de Leon Blvd	<b>Program</b>	ARTPLAN 2012
<b>Area Type</b>	Large Urbanized	<b>Peak Direction</b>	Eastbound	<b>Version Date</b>	12/12/2012
<b>Arterial Class</b>	1				
<b>File Name</b>	G:\My Drive\0. APCTE\Coral Gables\Multimodal Analysis\Bird Road from LeJeune Rd to Ponce de Leon Blvd - Future Conditions.xap				
<b>User Notes</b>					

## Arterial Data

<b>K</b>	0.09	<b>PHF</b>	0.97	<b>Control Type</b>	CoordinatedActuated
<b>D</b>	0.543	<b>% Heavy Vehicles</b>	6	<b>Base Sat. Flow Rate</b>	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	180	0.48	4	2	11	9	Yes	ProtPerm	1	191	0.11	Yes

## 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)	2341	37744	1845	2	35	40	Restrictive	No	N/A

## 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)	1522	3197	0.992	38.00	D	#	19.69	D			
<b>Arterial Length</b>	<b>0.4547</b>	<b>Weighted g/C</b>	<b>0.48</b>	<b>FFS Delay</b>	<b>43.22</b>	<b>Threshold Delay</b>	<b>0.00</b>	<b>Auto Speed</b>	<b>19.69</b>	<b>Auto LOS</b>	<b>D</b>

## 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
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	**	**	640	950	980
2	**	**	1390	1890	1920
3	**	**	2190	2860	2900
4	**	**	2970	3830	3860
*	**	**	1390	1890	1920
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	**	**	1180	1750	1790
4	**	**	2560	3490	3540
6	**	**	4040	5270	5330
8	**	**	5470	7060	7120
*	**	**	2560	3490	3540
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	**	**	13100	19500	19900
4	**	**	28500	38700	39300
6	**	**	44900	58600	59200
8	**	**	60800	78400	79100
*	**	**	28500	38700	39300

### Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr / Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Ponce de Leon Blvd)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	3	0.8	Fair	Typical

### 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			Adjacent				No	

### 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)	5.45	F	N/A	N/A				4.23	D	2.99	D			
	<b>Bicycle LOS</b>	<b>5.45</b>	<b>F</b>					<b>Pedestrian LOS</b>	<b>4.23</b>	<b>D</b>		<b>Bus LOS</b>	<b>2.99</b>	<b>D</b>

## MultiModal Service Volume Tables

### Bicycle

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	**	**	90	150	330
2	**	**	170	290	650
3	**	**	260	440	980
4	**	**	340	580	1300
*	**	**	170	290	650
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	**	**	160	270	600
4	**	**	310	540	1200
6	**	**	470	800	1800
8	**	**	620	1070	2390
*	**	**	310	540	1200
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	**	**	1800	3000	6700
4	**	**	3500	5900	13300
6	**	**	5200	8900	19900
8	**	**	6900	11800	26600
*	**	**	3500	5900	13300

### Pedestrian

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	1850	> 1850	***	***	***
4	3690	> 3690	***	***	***
6	5530	> 5530	***	***	***
8	7370	> 7370	***	***	***
*	3690	> 3690	***	***	***
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	20500	> 20500	***	***	***
4	41000	> 41000	***	***	***
6	61400	> 61400	***	***	***
8	81900	> 81900	***	***	***
*	41000	> 41000	***	***	***

### Bus

A	B	C	D	E
<b>Buses Per Hour In Peak Direction</b>				
>= 7	>= 5	>= 4	>= 3	>= 2
<b>Buses in Study Hour in Peak Direction (Daily)</b>				



$\geq 6.18$	$\geq 4.12$	$\geq 3.09$	$\geq 2.06$	$\geq 1.03$
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**\* 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

<b>Analyst</b>	Fabio Soto	<b>Arterial Name</b>	Ponce de Leon Blvd	<b>Study Period</b>	<b>Standard K</b>
<b>Date Prepared</b>	2/21/2020 11:51:08 AM	<b>From</b>	Bird Road	<b>Modal Analysis</b>	Multimodal
<b>Agency</b>	APCTE	<b>To</b>	San Lorenzo Ave	<b>Program</b>	ARTPLAN 2012
<b>Area Type</b>	Large Urbanized	<b>Peak Direction</b>	Southbound	<b>Version Date</b>	12/12/2012
<b>Arterial Class</b>	1				
<b>File Name</b>	G:\My Drive\0. APCTE\Coral Gables\Multimodal Analysis\Ponce de Leon from Bird Road to San Lorenzo Avenue - Future Conditions.xap				
<b>User Notes</b>					

## Arterial Data

<b>K</b>	0.09	<b>PHF</b>	0.97	<b>Control Type</b>	CoordinatedActuated
<b>D</b>	0.543	<b>% Heavy Vehicles</b>	12.1	<b>Base Sat. Flow Rate</b>	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
San Lorenzo Ave	180	0.2	4	2	20	13	Yes	ProtPerm	1	75	0.05	Yes

## 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 San Lorenzo Ave)	1600	12547	613	2	30	35	Restrictive	Yes	Medium

## 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 San Lorenzo Ave)	423	2595	0.527	61.93	E	#	11.54	F			
<b>Arterial Length</b>	<b>0.3144</b>	<b>Weighted g/C</b>	<b>0.20</b>	<b>FFS Delay</b>	<b>66.92</b>	<b>Threshold Delay</b>	<b>35.21</b>	<b>Auto Speed</b>	<b>11.54</b>	<b>Auto LOS</b>	<b>F</b>

## 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
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	**	**	**	**	**
2	**	**	**	**	**
3	**	**	**	**	**
4	**	**	**	**	**
*	**	**	**	**	**
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	**	**	**	**	**
4	**	**	**	**	**
6	**	**	**	**	**
8	**	**	**	**	**
*	**	**	**	**	**
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
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 San Lorenzo Ave)	Typical	Typical	No	No	N/A	Yes	Typical	No	4	0.8	Fair	Typical

### Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to San Lorenzo Ave)	100			Yes			Typical				No	

### Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus						
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS			
1 (to San Lorenzo Ave)	6.62	F	N/A	N/A				1.89	A	3.82	C			
	<b>Bicycle LOS</b>	<b>6.62</b>	<b>F</b>					<b>Pedestrian LOS</b>	<b>1.89</b>	<b>A</b>		<b>Bus LOS</b>	<b>3.82</b>	<b>C</b>

## MultiModal Service Volume Tables

### Bicycle

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	**	**	**	**	60
2	**	**	**	110	130
3	**	**	**	**	210
4	**	**	**	**	280
*	**	**	**	110	130
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	**	**	**	**	120
4	**	**	**	200	240
6	**	**	**	**	380
8	**	**	**	**	510
*	**	**	**	200	240
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	**	**	**	**	1300
4	**	**	**	2300	2700
6	**	**	**	**	4200
8	**	**	**	**	5700
*	**	**	**	2300	2700

### Pedestrian

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	1850	> 1850	***	***	***
4	3690	> 3690	***	***	***
6	5530	> 5530	***	***	***
8	7370	> 7370	***	***	***
*	3690	> 3690	***	***	***
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	20500	> 20500	***	***	***
4	41000	> 41000	***	***	***
6	61400	> 61400	***	***	***
8	81900	> 81900	***	***	***
*	41000	> 41000	***	***	***

### Bus

A	B	C	D	E
<b>Buses Per Hour In Peak Direction</b>				
>= 6	>= 4	>= 3	>= 2	>= 1
<b>Buses in Study Hour in Peak Direction (Daily)</b>				

$\geq 5.43$	$\geq 3.62$	$\geq 2.72$	$\geq 1.81$	$\geq 0.91$
-------------	-------------	-------------	-------------	-------------

**\* 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

<b>Analyst</b>	Fabio Soto	<b>Arterial Name</b>	Le Jeune Road	<b>Study Period</b>	<b>Standard K</b>
<b>Date Prepared</b>	2/20/2020 3:05:11 PM	<b>From</b>	Bird Road	<b>Modal Analysis</b>	Multimodal
<b>Agency</b>	APCTE	<b>To</b>	Altara Avenue	<b>Program</b>	ARTPLAN 2012
<b>Area Type</b>	Large Urbanized	<b>Peak Direction</b>	Southbound	<b>Version Date</b>	12/12/2012
<b>Arterial Class</b>	1				
<b>File Name</b>	G:\My Drive\0. APCTE\Coral Gables\Multimodal Analysis\LeJeune Road from Bird Road to Altara Avenue - Future Conditions.xap				
<b>User Notes</b>					

## Arterial Data

<b>K</b>	0.09	<b>PHF</b>	0.97	<b>Control Type</b>	CoordinatedActuated
<b>D</b>	0.543	<b>% Heavy Vehicles</b>	2.9	<b>Base Sat. Flow Rate</b>	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
Altara Avenue	180	0.46	4	2	15	5	Yes	ProtPerm	1	270	0.06	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 Altara Avenue)	1200	23972	1172	2	40	45	None	No	N/A

## 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 Altara Avenue)	1027	3343	0.595	25.93	C	#	18.20	D			
<b>Arterial Length</b>	<b>0.2386</b>	<b>Weighted g/C</b>	<b>0.46</b>	<b>FFS Delay</b>	<b>29.01</b>	<b>Threshold Delay</b>	<b>0.00</b>	<b>Auto Speed</b>	<b>18.20</b>	<b>Auto LOS</b>	<b>D</b>

## 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
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	**	**	**	480	760
2	**	**	**	1100	1660
3	**	**	**	1730	2570
4	**	**	**	2370	3480
*	**	**	**	1100	1660
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	**	**	**	890	1400
4	**	**	**	2030	3060
6	**	**	**	3190	4740
8	**	**	**	4370	6410
*	**	**	**	2030	3060
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	**	**	**	9900	15600
4	**	**	**	22600	34000
6	**	**	**	35500	52600
8	**	**	**	48500	71300
*	**	**	**	22600	34000



### 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 Altara Avenue)	Typical	Typical	No	No	N/A	Yes	Adjacent	No	4	0.8	Fair	Typical

### Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to Altara Avenue)	100			Yes			Adjacent				No	

### Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian			Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Altara Avenue)	4.57	E	N/A	N/A				3.57	D	3.42	C
	<b>Bicycle LOS</b>	<b>4.57</b>	<b>E</b>					<b>Pedestrian LOS</b>	<b>3.57</b>	<b>D</b>	
									<b>Bus LOS</b>	<b>3.42</b>	<b>C</b>

## MultiModal Service Volume Tables

### Bicycle

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	80	120	140	340	1000
2	100	160	300	700	2000
3	**	160	440	1060	3000
4	**	**	580	1400	4000
*	100	160	300	700	2000
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	140	230	260	630	1850
4	190	280	540	1280	3690
6	**	280	810	1950	5530
8	**	**	1070	2580	7370
*	190	280	540	1280	3690
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	1600	2500	2900	7000	20500
4	2100	3200	6000	14200	41000
6	**	3200	9000	21700	61400
8	**	**	11900	28700	81900
*	2100	3200	6000	14200	41000

### Pedestrian

	A	B	C	D	E
<b>Lanes</b>	<b>Hourly Volume In Peak Direction</b>				
1	1000	> 1000	***	***	***
2	2000	> 2000	***	***	***
3	3000	> 3000	***	***	***
4	4000	> 4000	***	***	***
*	2000	> 2000	***	***	***
<b>Lanes</b>	<b>Hourly Volume In Both Directions</b>				
2	1850	> 1850	***	***	***
4	3690	> 3690	***	***	***
6	5530	> 5530	***	***	***
8	7370	> 7370	***	***	***
*	3690	> 3690	***	***	***
<b>Lanes</b>	<b>Annual Average Daily Traffic</b>				
2	20500	> 20500	***	***	***
4	41000	> 41000	***	***	***
6	61400	> 61400	***	***	***
8	81900	> 81900	***	***	***
*	41000	> 41000	***	***	***

### Bus

A	B	C	D	E
<b>Buses Per Hour In Peak Direction</b>				
>= 8	>= 5	>= 4	>= 3	>= 2
<b>Buses in Study Hour in Peak Direction (Daily)</b>				

$\geq 7.37$	$\geq 4.92$	$\geq 3.69$	$\geq 2.46$	$\geq 1.23$
-------------	-------------	-------------	-------------	-------------

**\* 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 M

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## Parking Generation Analysis

## ARTICLE 5 – DEVELOPMENT STANDARDS

- c. The requirement to implement the remedial plan according to the implementation schedule approved or extended by the Development Services Director; or
- d. The requirement to comply in any other material regard with all of the requirements of this subsection, including failure to comply with the recorded covenants as required herein. The materiality of any noncompliance shall be determined by the Development Services Director, in consultation with the City Attorney.

11. City Commission waiver.

- a. Standard for waivers. The City Commission may approve a waiver pursuant to this subsection B.11 upon finding that the waiver will neither (A) harm the public interest nor (B) create parking problems in the area surrounding the applicant’s project site.
- b. Requirements that may be waived. If the Director of Development Services reviews and rejects a remote parking application on the basis of any of the following requirements, then an applicant may request that the City Commission review its application for remote parking and, following a public hearing, approve a waiver of one (1) or more of these requirements, and may impose any conditions it deems necessary on such waiver:
  - i. The one-thousand (1,000) foot maximum distance between the remote parking spaces and the applicant’s project site; and
  - ii. The requirement that the remote parking be located in the CBD; and
  - iii. The requirement that the land containing the use seeking to utilize remote parking be located in the CBD.
- c. Effect of waiver. All of the remaining requirements of section 5-1408.B, that have not been waived by the City Commission, must be satisfied.

12. Appeals. The applicant may appeal any determinations made by the Development Services Director under this subsection through the process set forth in Article 3, Division 6 of the Zoning Code.

**Section 5-1409. Amount of required parking.**

A. Exemptions from required parking. Buildings that are located within the Central Business District (CBD) that have a floor-area-ratio of 1.25 or less (1.45 or less if Mediterranean bonus is used) are not required to provide off-street parking for any uses except residential units.

B. Calculation of parking requirements.

1. Required parking shall be provided for each use on a building site, according to the following table:

<i>Use</i>	<i>Minimum parking requirements</i>
<i>Residential</i>	
Detached dwellings.	One (1) parking space per unit consisting of a roofed structure, which utilizes the same materials as the principle structure and that is a garage, carport, or porte-cochere.
Duplex.	One (1) parking space per unit consisting of a roofed structure, which utilizes the same materials as the principle structure and that is a garage, carport, or porte-cochere.

## ARTICLE 5 – DEVELOPMENT STANDARDS

<i>Use</i>	<i>Minimum parking requirements</i>
Live work.	One (1) space per unit, plus one (1) space per three-hundred-and-fifty (350) square feet of work area.
Multi-family dwellings.	Efficiency and one (1) and bedroom units – 1.0 space per unit. Two (2) bedroom units – 1.75 spaces per unit. Three (3) or more bedroom units – 2.25 spaces per unit.
Single-family.	One (1) parking space consisting of a roofed structure, which utilizes the same materials as the principle structure and that is a garage, carport, or porte-cochere.
Townhouses.	Two (2) parking spaces per unit consisting of a roofed structure, which utilizes the same materials as the principle structure and that is a garage, carport, or porte-cochere.
<i>Non-residential</i>	
Adult uses.	One (1) space per two-hundred-and-fifty (250) square feet of floor area.
Alcoholic beverage sales.	One (1) space per two-hundred-and-fifty (250) square feet of floor area.
Animal grooming/boarding.	One (1) space per two-hundred-and-fifty (250) square feet of floor area.
Assisted living facilities.	One (1) space per full-time employee equivalent (FTE), plus two (2) spaces per five (5) beds.
Auto service stations.	One (1) space per two-hundred-and-fifty (250) square feet of accessory retail floor area.
Bed and breakfast.	One (1) space, plus one (1) space per sleeping room.
Camp.	One (1) space per FTE, plus one (1) space per four (4) students aged sixteen (16) years or older based on maximum capacity.
Cemeteries.	If services provided in a building, one (1) space per four (4) fixed seats plus one (1) space for each forty (40) square feet of floor area used for temporary seating.
Community center.	One (1) space per two-hundred-and-fifty (250) square feet of floor area.
Congregate care.	One (1) space per FTE, plus two (2) spaces per five (5) beds.
Day care.	Day care for children: One (1) space per one-hundred (100) square feet of floor area. Day care for adults: One (1) space per three-hundred (300) square feet of floor area.
Educational facilities.	One (1) space per student station.
Funeral homes.	One (1) space per four (4) fixed seats plus one (1) space for each forty (40) square feet of floor area used for temporary seating.
Golf or tennis grounds.	Four (4) spaces per hole (golf). Three (3) spaces per court (tennis). One (1) space per eighteen (18) linear feet of bleachers.
Group homes.	One (1) space per FTE, plus one (1) space per three (3) beds.
Heliport and helistop.	One (1) space per tie-down.

## ARTICLE 5 – DEVELOPMENT STANDARDS

<i>Use</i>	<i>Minimum parking requirements</i>
Hospitals.	Two (2) spaces per patient bed.
Indoor recreation / entertainment.	The greater of one (1) space per five (5) fixed seats or one (1) space per three-hundred (300) square feet of floor area.
Manufacturing.	One (1) space per three-hundred (300) square feet office floor area, plus one (1) space per one-thousand (1,000) square feet of all other floor area.
Marinas and marina facilities.	One (1) space per marina slip, plus one (1) space per three-hundred-and-fifty (350) square feet of floor area of marina facilities.
Medical clinic.	One (1) space per two-hundred (200) square feet of floor area, plus one (1) space per FTE.
Medical Marijuana Retail Center.	One (1) space per 150 square feet of floor area, plus one (1) space per FTE and one (1) space for every two (2) PTEs.
Mixed use or multi-use.	Parking shall be provided for each use in the mix of uses in correlation with the requirements of this table.
Nursing homes.	One (1) space per FTE, plus one (1) space per three (3) beds.
Offices.	One (1) space per three hundred (300) square feet of floor area.
Outdoor recreation / entertainment.	One (1) space per four (4) visitors during estimated peak use periods.
Outdoor retail sales, display and/or storage.	One (1) space per three hundred and fifty (350) square feet of land area delineated or put to such use.
Overnight accommodations.	One and one-eighth (1 1/8) spaces per sleeping room.
Private club.	One (1) space per two-hundred-and-fifty (250) square feet of floor area.
Private yacht basin.	Three (3) spaces per four (4) yacht slips.
Public transportation facility.	One (1) space per one hundred (100) square feet of terminal and station area.
Religious institutions.	One (1) space per five (5) fixed seats plus one (1) space per fifty (50) square feet of assembly room area without fixed seats (not including classrooms).
Research and technology uses.	One (1) space per three-hundred (300) square feet of office floor area, plus one (1) space per one thousand (1,000) square feet all other floor area.
Restaurants.	Twelve (12) spaces per one-thousand (1,000) square feet of floor area.
Restaurants, fast food.	Twelve (12) spaces per one-thousand (1,000) square feet of floor area.
Retail sales and services.	One (1) space per two-hundred-and-fifty (250) square feet of floor area.
Sales and/or leasing offices.	One (1) space per three-hundred (300) square feet of floor area.
Schools.	One (1) space per FTE, plus one (1) space per four (4) students aged sixteen (16) years or older based on maximum capacity.
Self-storage warehouses.	One (1) space per three-hundred (300) square feet of office floor area, plus one (1) space per one thousand (1,000) square feet all other floor area.
Telecommunications towers.	Zero (0) spaces.

## ARTICLE 5 – DEVELOPMENT STANDARDS

<i>Use</i>	<i>Minimum parking requirements</i>
TV / radio studios.	One (1) space per three-hundred (300) square feet of floor area, plus One (1) space per three (3) studio audience members at maximum capacity.
Utility / infrastructure Facilities.	Zero (0) spaces.
Utility substations.	Zero (0) spaces.
Vehicle sales /displays.	One (1) space per three-hundred (300) square feet of office floor area, plus one (1) space per six-hundred (600) square feet of showroom floor area, plus one (1) space per five (500) square feet of all other floor area.
Vehicle sales/displays, major.	One (1) space per three-hundred (300) square feet of office floor area, plus one (1) space per one thousand (1,000) square feet all other floor area.
Vehicle service, major.	One (1) space per three-hundred (300) square feet of office floor area, plus one (1) space per five hundred (500) square feet all other floor area
Veterinary offices.	One (1) space per two-hundred-and-fifty (250) square feet of floor area.
Wholesale / distribution / warehouse facility.	One (1) space per three-hundred (300) square feet of office floor area, plus one (1) space per one thousand (1,000) square feet all other floor area.
Post office.	One (1) space per two-hundred (200) square feet of floor area.

2. If a calculation of required parking spaces results in a fractional space, the number of required parking spaces shall be rounded up to the next whole number.

C. Alternative parking requirements. If a use is not listed in Section 5-1409(B)(1), then the off-street parking requirement shall be the same as the requirement for a functionally similar use that is listed in Section 5-1409(B)(1), as determined by the Development Review Official.

D. Loading spaces. Loading spaces shall be provided for all nonresidential or mixed use-buildings that exceed a floor area of one hundred thousand (100,000) square feet of floor area, as follows:

<i>Nonresidential Floor Area</i>	<i>Required Loading Spaces</i>
<100,000 sq. ft.	Zero (0)
100,000 sq. ft. to 199,999 sq. ft.	One (1)
200,000 sq. ft. to 299,999 sq. ft.	Two (2)
300,000 sq. ft. to 399,999 sq. ft.	Three (3)
Each additional 100,000 sq. ft. or fraction thereof	One (1) additional loading space

E. Calculation of compliance with parking requirement.

1. Excluded parking spaces. Parking spaces that meet any of the following criteria shall not be counted in determining the amount of parking provided pursuant to this Section 5-1409:

- a. Off-street parking spaces that are operated as a commercial parking lot.
- b. Off-street parking spaces that are provided for residential and overnight accommodation uses and are available only upon payment of a fee.

2. Valet parking spaces. Valet parking spaces for overnight accommodations, restaurants, and



## ARTICLE 5 – DEVELOPMENT STANDARDS

minor vehicle sales in any zoning district may comprise up to twenty-five (25%) percent of the required parking spaces for those uses.

3. Remote parking spaces. Remote parking spaces may comprise up to one-hundred (100%) percent of the required parking spaces if approved pursuant to Section 5-1408.B.
  4. Counted parking spaces. All parking and loading spaces that are provided on-site and all parking spaces that are in permitted remote off-street parking facilities count in determining the amount of parking provided pursuant to this Section 5-1408, except as provided in Section 5-1409(E)(1)-(4).
- F. Electric Vehicle Charging. Except single-family residences, duplexes, and townhouses, electric vehicle charging stations and infrastructure are required for new construction as provided below.
1. Reserved Electric Vehicle Parking. When twenty (20) or more off-street parking spaces are required, a minimum of two percent (2%) of the required off-street parking spaces shall be reserved for electric vehicle parking, and provide an electric charging station for each space, with a minimum of one (1) space reserved for electric vehicle parking, subject to the following:
    - a. The electric vehicle charging station shall have a minimum charging level of AC Level 2.
    - b. All components of the electric vehicle charging station shall be located entirely within the confines of the building and not visible from outside any portion of the structure.
    - c. All components shall be located above the minimum flood elevation.
    - d. The charging station shall contain a retraction device, coiled cord, or a place to hang cords and connectors above the ground surface.
    - e. Signage shall be posted at the charging station stating “Charging Station.” Signs shall have no greater length than eighteen (18) inches.
    - f. If a calculation of required parking spaces results in a fractional space, the number of required parking spaces shall be rounded up to the next whole number.
  2. Electric Vehicle Infrastructure Readiness. In addition to subsection F. 1. above, when twenty (20) or more off-street parking spaces are required, a minimum of three percent (3%) of the required off-street parking spaces shall have Electric Vehicle Supply Equipment infrastructure installed for the future installation of Electric Vehicle Charging Stations (“EV-Ready”), subject to the following:
    - a. Each required parking space shall include make-ready infrastructure with a minimum of 40-Amps on an independent 240-volt AC circuit for every electric vehicle Space.
    - b. If a calculation of required parking spaces results in a fractional space, the number of required parking spaces shall be rounded up to the next whole number.
  3. Electric Vehicle Infrastructure Capability. In addition to subsection F. 1. and 2. above, when twenty (20) or more off-street parking spaces are required, a minimum of fifteen percent (15%) of the required off-street parking spaces shall have listed raceway (conduit) and electrical capacity (breaker space) allocated in a local subpanel to accommodate future EVSE installations (“EV-Capable”), subject to the following:
    - a. All conduits and subpanels installed throughout the new construction shall be sized to accommodate 60A or 40A breakers for each parking space.
    - b. If a calculation of required parking spaces results in a fractional space, the number of required parking spaces shall be rounded up to the next whole number.

### Section 5-1410. Shared parking reduction standards.

- A. Intent and Purpose. The intent and purpose of this section is to recognize the synergy among different uses within a mixed use development such that peak times for parking for one use occurs at a different time from another use. Also, because mixed uses gives the opportunity for persons being able to live and work within the same building, parking requirements are reduced. It is further recognized that the reduction of excessive parking spaces can positively affect the aesthetics of the building design that meets the spirit and intent of Section 5-602 “Design Review Standards” of the Zoning Code.

## ARTICLE 5 – DEVELOPMENT STANDARDS

- B. Reductions from the minimum required parking spaces from the Zoning Code may be approved as part of a Mixed Use (MXD) site plan or Planned Area Development (PAD) that meets the standards of Leadership in Energy and Environmental Design (LEED) criteria specified by the U.S. Green Building Council, or similar rating agency. Reductions shall be calculated using an accredited system for calculating shared parking. Such reduction shall exclude any and all proposed and anticipated parking spaces reserved exclusively for a specific use such as office, residential, retail, etc. Dedicated valet parking spaces, however, may be part of the shared parking reduction. A restrictive covenant shall be required stating that the amount of parking required as a result of the shared parking reduction shall not be reserved exclusively for a specific use.

The number of required spaces may be reduced by any one (1) or more of the following methods, as may be required by the City:

1. Urban Land Institute (ULI) Shared Parking Methodology using the City’s parking code requirements. A ULI Shared Parking Methodology and the assumptions in the calculation must be approved by the City.
2. Shared parking matrix. The shared parking matrix provides the method for calculating shared parking for mixed use buildings and planned area developments.
  - a. Methodology. MXD or PAD projects containing two (2) or more uses shall multiply the amount of required parking for each individual use, as provided within Section 5-1409, by the appropriate percentage listed in the table below for each of the designated time periods. Calculate the resulting sum for each of the six (6) vertical columns within the table below. The minimum parking requirement shall be the highest sum resulting from the calculations.

Use	Weekday			Weekend		
	Day; 8am - 5pm	Evening; 5pm - 12am	Night; 12am - 8am	Day; 8am - 5pm	Evening; 5pm - 12am	Night; 12am - 8am
Residential	60%	90%	100%	80%	90%	100%
Office	100%	10%	5%	10%	5%	5%
Retail	70%	90%	5%	100%	70%	5%
Restaurant	50%	100%	10%	75%	100%	10%
Hotel	80%	100%	80%	80%	100%	75%
Entertainment	40%	100%	10%	80%	100%	10%
Other	100%	100%	100%	100%	100%	100%

3. Applicants may provide a parking study completed by a licensed professional engineer, engineering firm or similar, justifying the proposed parking solution as provided below.
  - a. Parking study. A study must be prepared using a professionally appropriate methodology that is approved by the City, detailing land uses in accordance with Institute of Transportation Engineers (ITE) parking generation categories. At a minimum, the methodology must incorporate all of the following considerations, as well as any other data or analyses that the City deems appropriate for the requested reduction:
    - i. Parking characteristics of similar projects and uses. The study must evaluate factors such as the uses, hours of operation, peak parking demands, location, amount and type of off-street parking that is proposed, the proposed impact on nearby on-street parking, and occupancy rates of similar uses and projects in comparison to those of the proposed uses and project.
    - ii. Operational assessment. The study must demonstrate how the project will optimize the parking operations and traffic conditions within a quarter (1/4) mile of the project boundaries, and propose and agree to provide appropriate mechanisms to protect the



To: Ramon Trias, Development Services Assistant Director

From: Miriam Soler Ramos, City Attorney for the City of Coral Gables *MSR*

RE: Legal Opinion Regarding Story Limitation When Developing Under PAD Ordinance

Date: November 21, 2019

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As the attached letter (Exhibit A) explains, ALTA Developers is proposing to build a project with a height of 120 feet and 11 stories that will be located at 250 Bird Road, in the City's North Industrial Mixed Use Overlay District. The site is over an acre in size and will be seeking approval as a Planned Area Development (PAD).

Sec. 4-201(E) of the Zoning Code sets forth as follows:

“(6). Height. North Industrial MXD: which have an underlying zoning designation of Industrial, the City Commission may approve up to an additional twenty (20) feet of habitable building height upon finding that the proposed building complies with the following criteria:

- **The building has no more than ten (10) stories.**
- **The additional building height is for the purpose of providing increased floor to ceiling height in residential units.**
- The additional building height enhances the building's aesthetics and the aesthetics of the surrounding area.
- The additional building height does not result in increased density or floor area.”

Under the current proposal, the first and second conditions are not met. The building height permitted for sites zoned Industrial in this area is 100 feet. (Sec. 4-201(E)(6), Zoning Code). In looking at Sec. 4-201(D) of the Zoning Code, however, it is evident that the standards contemplate smaller lots. The instant site is over an acre in size and is proposed to be developed as a PAD. Consequently, it is necessary to look to the PAD regulations for further guidance.

Sec. 3-501(A) of the Zoning Code tells us that:

“The purpose of this Division is to encourage the construction of Planned Area Developments (PAD) by providing opportunity for construction of **quality**

**development on tracts and/or parcels of land through the use of flexible guidelines** which allow the integration of a variety of land uses and densities in one development. Furthermore it is the purpose of the PAD to:

1. Allow for **opportunities for more creative and imaginative development than generally possible under the strict applications of these regulations** so that new development may provide substantial additional public benefit...”

“A PAD may be approved as a conditional use in any zoning district, except single family residential, in accordance with the standards and criteria of this Division...” Sec. 3-501(B), Zoning Code. Therefore, a PAD is permitted at the intended location.

Further, Sec. 3-502(B) of the Zoning Code provides:

“Relation to general zoning, subdivision, or other regulation. **Where there are conflicts between the PAD provisions and general zoning**, subdivision or other regulations and requirements, **these regulations shall apply**, unless the Planning and Zoning Board recommends, and the City Commission finds, in the particular case:

1. That the PAD provisions do not serve public benefits to a degree at least equivalent to such general zoning, subdivision, or other regulations or requirements, or
2. That actions, designs, construction or other solutions proposed by the applicant, although not literally in accord with these PAD regulations, satisfy public benefits to at least an equivalent degree.

It is clear from the plain language of the PAD regulations, that the City Commission may provide for a departure from zoning regulations, if the Commission deems that the project is providing public benefits “to a degree at least equivalent to such general zoning, subdivision, or other regulations or requirements.”

The attached letter explains that allowing the additional story within the 120-foot envelope permits the building’s tower to comply with the 100-foot setback that is uniform for other buildings along the corridor and allows for the tower to be designed as a “U” instead of an “O”. The applicant explains that an “O” shaped tower would increase the mass of the building which is facing Bird Road, could lead to a canyon effect on that street, would result in the decreased flow of air and light, and would obstruct the view of many of the apartment units.

In addition, the applicant states that the following additional public benefits are provided by the project: (1) the mix of uses is considerably more elaborate than other mixed use projects in the North Industrial Mixed Use District with its office component being the largest of any project in the area; (2) developing as one unified mixed use development is preferable to the existing condition where outdated buildings are disconnected; and (3) high quality public open spaces are being provided.

In addition, in staff’s opinion, allowing the additional story(ies) within the 120 foot envelope permits for a diminished floor plate which results in better design and is in line with urban planning principles and guidelines.

Nothing in this opinion should be construed to provide for additional density or intensity. In consultation with staff, this opinion is issued pursuant to Secs. 2-252(e)(1) and (8) of the City Code and Sec. 2-702 of the City's Zoning Code authorizing the City Attorney's Office to issue opinions and interpretations on behalf of the City.

November 2019

BOCA RATON  
FT. LAUDERDALE  
JACKSONVILLE  
KEY LARGO  
MIAMI  
ORLANDO  
PALM BEACH



STUART  
TALLAHASSEE  
TAMPA  
VERO BEACH  
WEST PALM BEACH  
WINTER PARK

**GUNSTER**  
FLORIDA'S LAW FIRM FOR BUSINESS

**MEMORANDUM**

**TO:** Miriam Ramos, City Attorney  
**FROM:** Mario Garcia-Serra, Esq.  
**IN RE:** ALTA Project / 250 Bird Road / PAD Relief for Story Limitation  
**DATE:** October 30, 2019

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This memo is intended to supplement the memo which I previously sent to you dated August 29<sup>th</sup> (revised on October 17<sup>th</sup>), which addresses the above referenced topic, in part. This memo serves to further elaborate and summarize the legal and policy justifications for utilizing the Planned Area Development (“PAD”) regulations of Division 5 of Article 3 of the City’s Zoning Code so as to permit 11 stories within the 120 feet of height which is permitted for the ALTA project site subject to City Commission review and approval.

**Background Information**

ALTA Developers is under contract to purchase a 1.4-acre site located at 250 Bird Road which is indicated in the aerial photograph attached as Exhibit “A”, (the “Property”). The Property is located within the City’s North Industrial Mixed Use Zoning District. ALTA is proposing to develop a mixed use office / retail / apartment project which will consist of 215 apartment units, approximately 11,000 square feet of retail space, and approximately 30,000 square feet of office space in a building which is 120 feet in height with 11 stories (the “Project”). Renderings of the Project are included in the attached Exhibit “B”. A building of 120 feet in height and 10 stories is what is typically permitted in the North Industrial Mixed Use District subject to City Commission approval. However, the City’s PAD regulations do grant the City Commission the authority and discretion to permit 11 stories within the 120 feet of vertical height otherwise permitted if the City Commission makes the findings required by Section 3-503 of the Zoning Code. A copy of the City’s PAD regulations is attached to this memo as Exhibit “C”.

**Analysis**

The purpose of the City’s PAD regulations is to provide for better largescale development which otherwise would not be possible due to “rigid adherence” to otherwise

applicable standards and requirements of the Zoning Code. This purpose is explicitly stated in Section 3-501 of the Zoning Code which states, in relevant part, as follows (emphasis added):

**Division 5. Planned Area Development**

**Section 3-501 Purpose and applicability**

A. Purpose. The purpose of this Division is to encourage the construction of Planned Area Developments (PAD) by providing greater opportunity for construction of quality development on tracts and/or parcels of land through the use of flexible guidelines which allow the integration of a variety of land uses and densities in one development. Furthermore it is the purpose of the PAD to:

1. Allow opportunities for more creative and imaginative development than generally possible under the strict application of these regulations so that new development may provide substantial additional public benefit.

...

4. Encourage harmonious and coordinated development of the site, through the use of a variety of architectural solutions to promote Mediterranean architectural attributes, promoting variation in bulk and massing, preservation of natural features...and promote urban design amenities.

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

The proposed utilization of the PAD regulations to permit an 11<sup>th</sup> story for this Project is exactly in line with the stated purposes above. As indicated in the alternative project design renderings attached as Exhibit “D”, it is possible to build, pursuant to the existing applicable Mixed Use District regulations, a building with the same amount of floor area in 10 stories but this would result in an “O” shaped tower as opposed to a “U” shaped tower, that would have the following negative urban design impacts:

- The 10-story alternative design would considerably increase the mass of the building which is facing Bird Road.
- The increased mass of the 10-story design could lead to a “canyon” type effect fronting the street which the City has taken considerable effort to avoid through its planning and design efforts.
- The “O” shaped tower would result in a decreased flow of air and light as compared to the “U” shaped tower.
- The “O” shaped tower would also obstruct the views of many of the apartment units.

Further evidence that the strict adherence to the 10-story limitation is not appropriate for this PAD project is the fact that the proposed apartment tower will still be at a maximum height of 120 feet which is the maximum height permitted in the area and what is already prevalent as indicated in the attached Exhibit “E”. The PAD regulations were enacted to address this sort of situation where the underlying zoning standards are being complied with in spirit and intent but where some flexibility should be allowed so as to facilitate a better project design<sup>1</sup>. The public interest is far better served by a higher quality “U” shaped tower design than it would be served by limiting a 120-foot tall building to 10 stories which ostensibly serves no public interest. The 10-story limitation may lead to higher floor to ceiling heights within units but that is not really a public interest but a private interest especially when considering that the Project’s proposed floor to ceiling height of 9 feet is more than adequate for this type of multifamily unit.

Indeed the public interest served, which is critical to the review of any PAD project, is better served by an 11-story “U” shaped tower for the reasons mentioned above as well as by the fact that the Project overall has the following additional public benefits:

- The Project’s mix of uses is considerably more elaborate than other mixed use projects in the North Industrial Mixed Use District. Its office component is by far the largest of any project in the area and will provide a critical “work” component to the area.
- Developing the Property as one unified mixed use development is a far improvement over its existing piecemeal as-built condition where outdated buildings are disconnected functionally and aesthetically.

---

<sup>1</sup> An important historical fact to note is that the PAD regulations, which were adopted in January of 2007, predate the adoption of the 10-story condition in the North Industrial Mixed Use District and this 10-story limitation is the only story limitation anywhere in the Zoning Code. This historical fact makes clear that the PAD regulations reference to the underlying permitted height being the maximum height permitted is concerned only with height as that term is and always has been defined in the Zoning Code which is a measurement of vertical distance in feet and not in number of stories especially considering that the Zoning Code’s definition of story does not prescribe maximum or minimum heights for a story.



Miriam Ramos, City Attorney

October 30, 2019

Page 4

- The high quality public open spaces which the Project will provide are in stark contrast to the existing condition.

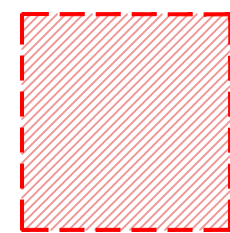
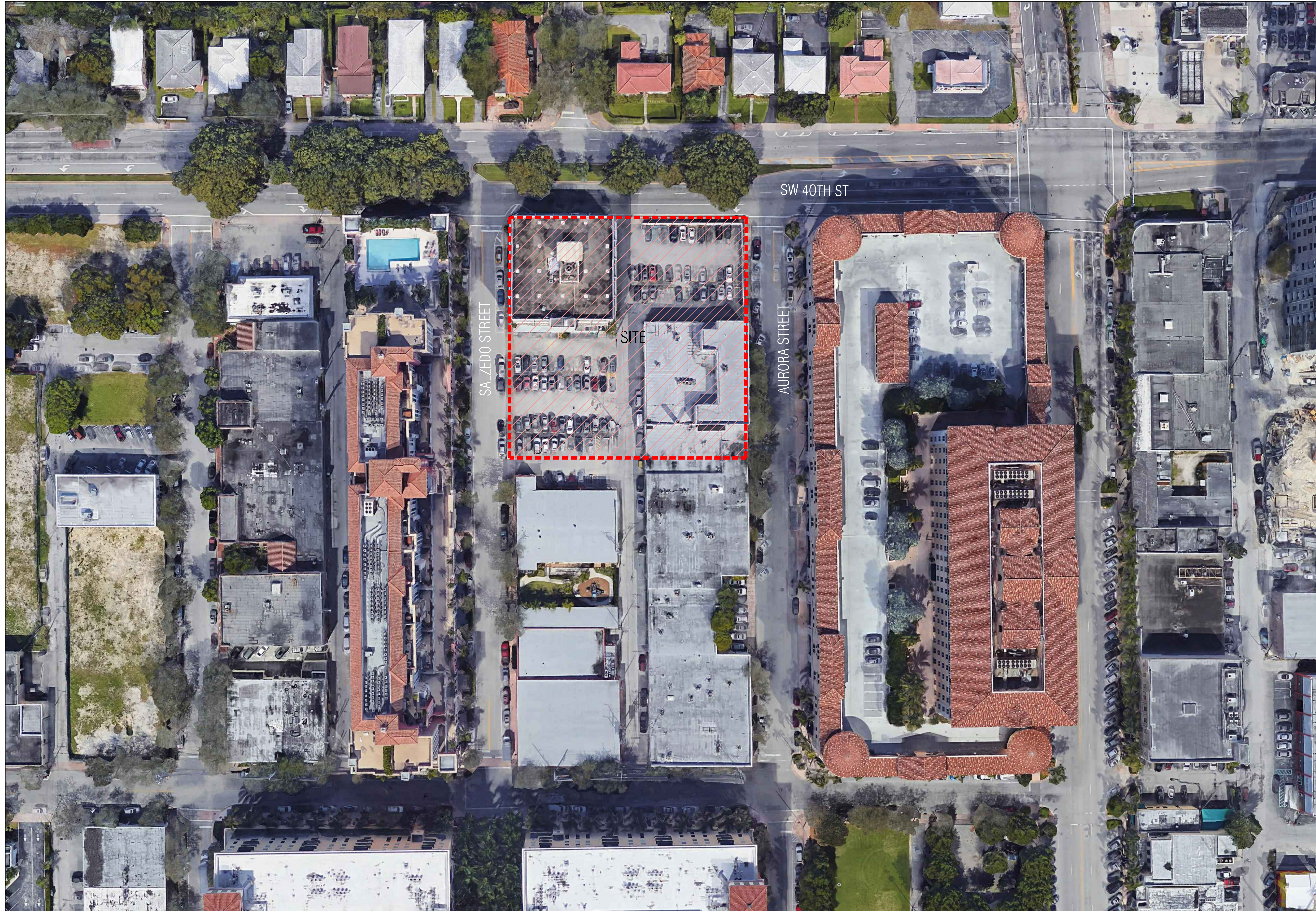
### **Conclusion**

Since the Property is over an acre in size and complies with the dimensional requirements of a PAD, it is eligible for review and approval as a PAD. The PAD regulations allow the City Commission authority and discretion to permit an additional story within the 120 feet of height which is permitted subject to their review and approval. In order to approve the proposed PAD, the City Commission would need to find that the Project complies with the criteria of Section 3-503 of the Zoning Code. Attached as Exhibit "F" is a summary of how the Project complies with these criteria.

ACTIVE 11357883.2

# Exhibit A

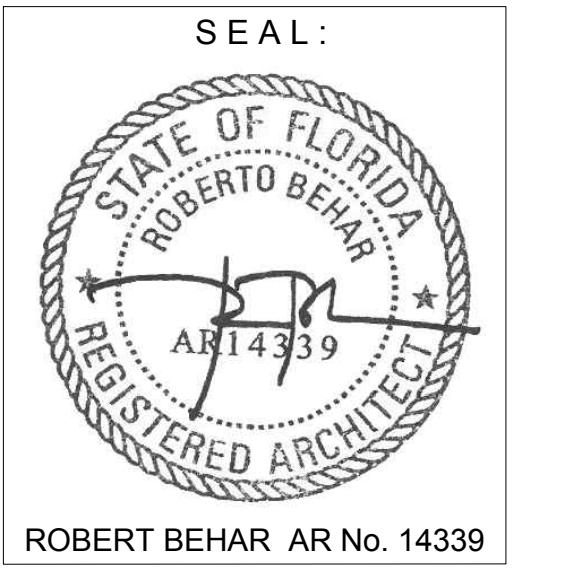




SITE

LOCATION MAP

SCALE: N.T.S.



**MERRICK 250**

250 BIRD RD.  
 CORAL GABLES, FL 33146

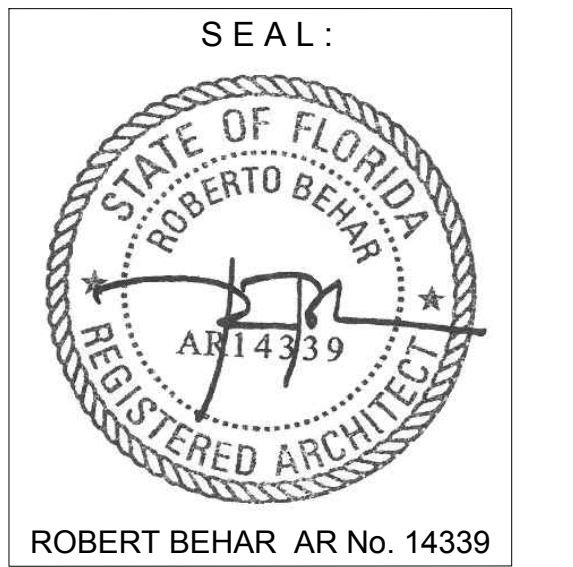
DATE: 09-23-2019  
 PROJECT NO: 19-017  
 DRAWING NAME:

SHEET NO:  
**CP-0.0**



# Exhibit B





**MERRICK 250**  
250 BIRD RD.  
CORAL GABLES, FL 33146

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DATE: 09-23-2019  
PROJECT NO: 19-017  
DRAWING NAME:  
SHEET NO:

**R 1.0**

**RENDERING**





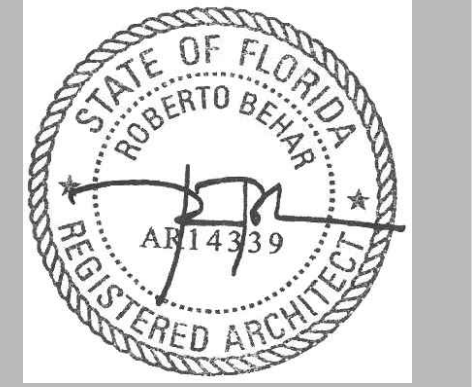
BEHAR • FONT

PARTNERS, P. A.  
ARCHITECTURE • PLANNING • INTERIORS

4033 PONCE DE LEON BLVD., CORAL GABLES, FLORIDA 33146  
TEL: 305.740.5442 FAX: 305.740.5443  
E-MAIL: info@beharfont.com

21 SCOTT STREET, BUFORD, GEORGIA 30518  
TEL: 678.765.2008

SEAL:



ROBERT BEHAR AR No. 14339

MERRICK 250

250 BIRD RD.  
CORAL GABLES, FLORIDA 33146

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DATE: 09-16-2019

PROJECT NO:

DRAWING NAME:

SHEET NO:

R 1.1

RENDERING



# Exhibit C

## ARTICLE 3 - DEVELOPMENT REVIEW

10. Does not add property to the parcel proposed for development.

11. Does not increase the height of the buildings.

B. Other revisions. Any other adjustments or changes not specified as “minor” shall be granted only in accordance with the procedures for original approval.

### **Section 3-411. Expiration of approval.**

An application for a building permit shall be made within one (1) year of the date of the conditional use approval, and all required certificates of occupancy shall be obtained within one (1) year of the date of issuance of the initial building permit. Permitted time frames do not change with successive owners and an extension of time may be granted by the Development Review Official for a period not to exceed two (2) years but only within the original period of validity.

### **Division 5. Planned Area Development**

#### **Section 3-501. Purpose and applicability.**

A. Purpose. The purpose of this Division is to encourage the construction of Planned Area Developments (PAD) by providing greater opportunity for construction of quality development on tracts and/or parcels of land through the use of flexible guidelines which allow the integration of a variety of land uses and densities in one development. Furthermore it is the purpose of the PAD to:

1. Allow opportunities for more creative and imaginative development than generally possible under the strict applications of these regulations so that new development may provide substantial additional public benefit.
2. Encourage enhancement and preservation of lands which are unique or of outstanding scenic, environmental, cultural and historical significance.
3. Provide an alternative for more efficient use and, safer networks of streets, promoting greater opportunities for public and private open space, and recreation areas and enforce and maintain neighborhood and community identity.
4. Encourage harmonious and coordinated development of the site, through the use of a variety of architectural solutions to promote Mediterranean architectural attributes, promoting variations in bulk and massing, preservation of natural features, scenic areas, community facilities, reduce land utilization for roads and separate pedestrian and vehicular circulation systems and promote urban design amenities.
5. Require the application of professional planning and design techniques to achieve overall coordinated development eliminating the negative impacts of unplanned and piecemeal developments likely to result from rigid adherence to the standards found elsewhere in these regulations.

B. Applicability. A PAD may be approved as a conditional use in any zoning district, except single family residential, in accordance with the standards and criteria of this Division, the procedures of Article 3, Division 4 and other applicable regulations.

#### **Section 3-502. Standards and criteria.**

The City Commission may approve a conditional use for the construction of a PAD subject to compliance with the development criteria and minimum development standards set out in this Division.

A. Uses permitted. Unless approved as a mixed use development, the uses permitted within a PAD shall be those uses specified and permitted within the underlying District in which the PAD is located.



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- B. Relation to general zoning, subdivision, or other regulations. Where there are conflicts between the PAD provisions and general zoning, subdivision or other regulations and requirements, these regulations shall apply, unless the Planning and Zoning Board recommends and the City Commission finds, in the particular case:
1. That the PAD provisions do not serve public benefits to a degree at least equivalent to such general zoning, subdivision, or other regulations or requirements, or
  2. That actions, designs, construction or other solutions proposed by the applicant, although not literally in accord with these PAD regulations, satisfy public benefits to at least an equivalent degree.
- C. Minimum development standards. Any parcel of land for which a PAD is proposed must conform to the following minimum standards:
1. Minimum site area. The minimum site area required for a PAD shall be not less than one (1) acre for residentially or commercially designated property.
  2. Configuration of lands. The parcel of land for which the application is made for a PAD shall be a contiguous unified parcel with sufficient width and depth to accommodate the proposed use. The minimum lot width shall be two hundred (200) feet and minimum lot depth shall be one hundred (100) feet.
  3. Floor area ratio for a PAD. The floor area ratio for a PAD shall conform to the requirements for each intended use in the underlying zoning districts; provided, however, that the total combined floor area ratio for all uses within the PAD shall be allowed to be distributed throughout the PAD.
  4. Density for multi-family dwellings and overnight accommodations. The density requirements for multi-family dwellings and overnight accommodations shall be in accordance with the provisions of the applicable zoning district.
  5. Transfer of density within a PAD. The density within a PAD may be permitted to be transferred throughout the development site provided that such transfer is not intrusive on abutting single family residential areas.
  6. Landscaped open space. The minimum landscaped open space required for a PAD shall be not less than twenty (20%) percent of the PAD site. Landscaped or urban open space which is located on elevated portions of the site may count toward this requirement.
  7. Height of buildings. The maximum height of any building in a PAD shall conform to the provisions of the underlying zoning district.
  8. Design requirements. All buildings within a PAD shall conform to the following:
    - a. Architectural relief and elements (i.e. windows, cornice lines, etc.) shall be provided on all sides of buildings, similar to the architectural features provided on the front façade;
    - b. Facades in excess of one hundred and fifty (150) feet in length shall incorporate design features such as: staggering of the façade, use of architectural elements such as kiosks, overhangs, arcades, etc.;
    - c. Parking garages shall include architectural treatments compatible with buildings and structures which occupy the same street;
    - d. Where necessary and appropriate to enhance public pedestrian access, no block face shall have a length greater than two hundred and fifty (250) feet without a public pedestrian

## ARTICLE 3 - DEVELOPMENT REVIEW

passageway or alley providing through access; and

- e. All buildings, except accessory buildings, shall have their main pedestrian entrance oriented towards the front or side property line.
9. Perimeter and transition. Any part of the perimeter of a PAD which fronts on an existing street or open space shall be so designed as to complement and harmonize with adjacent land uses with respect to scale, density, setback, bulk, height, landscaping and screening. Properties which are adjacent to residentially zoned or used land shall be limited to a maximum height of forty five (45) feet within one hundred (100) feet of the adjacent right-of-way.
10. Minimum street frontage; building site requirement, number of buildings per site, lot coverage and all setbacks. There shall be no specified minimum requirements for street frontage, building sites, number of buildings within the development, or lot coverage.
11. Platting and/or replatting of development site. Nothing contained herein shall be construed as requiring the platting and/or replatting of a development site for a PAD provided, however, that the Planning and Zoning Board and City Commission may require the platting or replatting of the development site when it determines that the platting or replatting would be in the best interest of the community.
12. Facing of buildings. Nothing in this Division shall be construed as prohibiting a building in a PAD from facing upon a private street when such buildings are shown to have adequate access in a manner which is consistent with the purposes and objectives of these regulations and such private street has been recommended for approval by the Planning and Zoning Board and approved by the City Commission.
13. Off-street parking and off-street loading standards and requirements. The off-street parking and off-street loading standards and requirements for a PAD shall conform to the requirements of the applicable zoning district. Off-street parking for bicycles shall be provided as may be required by the Planning and Zoning Board and approved by the City Commission. Where the parking for the development is to be located within a common parking area or a parking garage, a restrictive covenant shall be filed reserving within the parking area or the parking garage the required off-street parking for each individual building and/or use and such off-street parking spaces shall be allocated proportionately.
14. Boats and recreational vehicle, parking. No boats and/or recreational vehicles shall be parked on the premises of a PAD unless such boats and/or recreational vehicles are located within an enclosed garage.
15. Accessory uses and structures. Uses and structures which are customarily accessory and clearly incidental to permitted uses and structures are permitted in a PAD subject to the provisions of Article 5, Division 1. Any use permissible as a principal use may be permitted as an accessory use, subject to limitations and requirements applying to the principal use.
16. Signs. The number, size, character, location and orientation of signs and lighting for signs for a PAD shall be in accordance with Article 5, Division 19.
17. Refuse and service areas. Refuse and service areas for a PAD shall be so designed, located, landscaped and screened and the manner and timing of refuse collection and deliveries, shipment or other service activities so arranged as to minimize impact on adjacent or nearby properties or adjoining public ways, and to not impede circulation patterns.
18. Minimum design and construction standards for private streets and drainage systems. The minimum design and construction standards for private streets in a PAD shall meet the same standards as required for public streets as required by the Public Works Department of the City of Coral Gables. The minimum construction standards for drainage systems shall be in accordance with the Florida Building Code.
19. Ownership of PAD. All land included within a PAD shall be owned by the applicant requesting approval of such development, whether that applicant be an individual, partnership or corporation,

## ARTICLE 3 - DEVELOPMENT REVIEW

or groups of individuals, partnerships or corporations. The applicant shall present proof of the unified control of the entire area within the proposed PAD and shall submit an agreement stating that if the owner(s) proceeds with the proposed development they will:

- a. Develop the property in accordance with:
    - i. The final development plan approved by the City Commission for the area.
    - ii. Regulations existing when the PAD ordinance is adopted.
    - iii. Such other conditions or modifications as may be attached to the approval of the special-use permit for the construction of such PAD.
  - b. Provide agreements and declarations of restrictive covenants acceptable to the City Commission for completion of the development in accordance with the final development plan as well as for the continuing operation and maintenance of such areas, functions and facilities as are not to be provided, operated or maintained at general public expense.
  - c. Bind the successors and assigns in title to any commitments made under the provisions of the approved PAD.
20. Compatibility with historic landmarks. Where an historic landmark exists within the site of a PAD the development shall be required to be so designed as to insure compatibility with the historic landmark.
21. Easements. The City Commission may, as a condition of PAD approval, require that suitable areas for easements be set aside, dedicated and/or improved for the installation of public utilities and purposes which include, but shall not be limited to water, gas, telephone, electric power, sewer, drainage, public access, ingress, egress, and other public purposes which may be deemed necessary by the City Commission.
22. Installation of utilities. All utilities within a PAD including but not limited to telephone, electrical systems and television cables shall be installed underground.
23. Mixed-uses within a PAD. A PAD may be so designed as to include the establishment of complementary and compatible combinations of office, hotel, multi-family and retail uses which shall be oriented to the development as well as the district in which the development is located.
24. Common areas for PADs. Any common areas established for the PAD shall be subject to the following:
- a. The applicant shall establish a property owner's association for the ownership and maintenance of all common areas, including open space, recreational facilities, private streets, etc. Such association shall not be dissolved nor shall it dispose of any common areas by sale or otherwise (except to an organization conceived and established to own and maintain the common areas), however, the conditions of transfer shall conform to the Development Plan.
  - b. Membership in the association shall be mandatory for each property owner in the PAD and any successive purchaser that has a right of enjoyment of the common areas.
  - c. The association shall be responsible for liability insurance, local taxes, and the maintenance of the property.
  - d. Property owners that have a right of enjoyment of the common areas shall pay their pro rata share of the cost, or the assessment levied by the association shall become a lien on the property.
  - e. In the event that the association established to own and maintain commons areas or any successor organization, shall at any time after the establishment of the PAD fail to maintain the common areas in reasonable order and condition in accordance with the Development Plan, the City Commission may serve written notice upon such association and/or the owners

## ARTICLE 3 - DEVELOPMENT REVIEW

of the PAD and hold a public hearing. If deficiencies of maintenance are not corrected within thirty (30) days after such notice and hearing the City Commission shall call upon any public or private agency to maintain the common areas for a period of one year. When the City Commission determines that the subject organization is not prepared or able to maintain the common areas such public or private agency shall continue maintenance for yearly periods.

- f. The cost of such maintenance by such agency shall be assessed proportionally against the properties within the PAD that have a right of enjoyment of the common areas and shall become a lien on said properties.
  - g. Land utilized for such common areas shall be restricted by appropriate legal instrument satisfactory to the City Attorney as common areas in perpetuity in accordance with the provisions of Article 5, Division 23. Such instrument shall be recorded in the Public Records of Dade County and shall be binding upon the developer, property owners association, successors, and assigns and shall constitute a covenant running with the land.
- D. Exemptions to PAD minimum development standards for configuration of land requirements. Exemptions to minimum development standards may be considered for Assisted Living Facilities (ALF) and/or Affordable Housing Facilities that would allow parcels of land to be noncontiguous as prescribed herein. These exemptions shall only be available to PAD developments that satisfy all of the following criteria:
- 1. The project demonstrates that it would result in beneficial effects, serve important public interests, and not result in significant adverse impacts to the environment, residential areas, public services and facilities, or the desired character of an area.
  - 2. A minimum of seventy five (75%) percent of the total gross square footage of all buildings and ancillary ALF support uses (including square footage of recreational areas, support services, mechanical, etc) is dedicated as an assisted living facility and/or affordable housing facility.
  - 3. A maximum of two (2) noncontiguous parcels may be combined.
  - 4. The two (2) noncontiguous properties have the following designations:
    - a. Commercial land use designation(s) and commercial zoning designation(s); or
    - b. Industrial land use designation and industrial zoning designation.
  - 5. The proposed noncontiguous parcels are within one hundred and twenty (120) feet of one another. Such distance shall be measured by a straight line between the closest property lines of the properties.

### **Section 3-503. Required findings.**

The Planning and Zoning Board shall recommend to the City Commission the approval, approval with modifications, or denial of the plan for the proposed PAD and shall include not only conclusions but also findings of fact related to the specific proposal and shall set forth with particularity in what respects the proposal would or would not be in the public interest. These findings shall include, but shall not be limited to the following:

- A. In what respects the proposed plan is or is not consistent with the stated purpose and intent of the PAD regulations.
- B. The extent to which the proposed plan departs from the zoning and subdivision regulations otherwise applicable to the subject property, including but not limited to density, size, area, bulk and use, and the reasons why such departures are or are not deemed to be in the public interest.

## ARTICLE 3 - DEVELOPMENT REVIEW

- C. The extent to which the proposed plan meets the requirements and standards of the PAD regulations.
- D. The physical design of the proposed PAD and the manner in which said design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, provide for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment.
- E. The compatibility of the proposed PAD with the adjacent properties and neighborhood as well as the current neighborhood context including current uses.
- F. The desirability of the proposed PAD to physical development of the entire community.
- G. The conformity of the proposed PAD with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Plan.

### **Section 3-504. Binding nature of approval for a PAD.**

All terms, conditions, restrictive covenants, safeguards and stipulations made at the time of approval of the Development Plan for a PAD shall be binding upon the applicant or any successors in interest. Deviations from approved plans or failure to comply with any requirements, conditions, restrictions or safeguards imposed by the City Commission shall constitute a violation of these regulations.

### **Section 3-505. General procedures for plan approval.**

- a. Pre-application conference - Planning department. Before submitting an application for approval of a Planned Area Development the applicant or his representative shall confer with the City of Coral Gables Planning Department before entering into binding commitments or incurring substantial expense. The applicant is encouraged to submit a tentative land use sketch for review and to obtain information on any projected plans, programs or other matters that may affect the proposed development. The pre-application conference should address, but shall not be limited to, such matters as:
  - 1. The proper relationship between the proposed development and the surrounding uses and the effect of the plan upon the Comprehensive Plan of the City of Coral Gables.
  - 2. The adequacy of existing and proposed streets, utilities and other public facilities and services within the proposed Planned Area Development.
  - 3. The character, design and appropriateness of the proposed land uses and their adequacy to encourage desirable living conditions, to provide separation and screening between uses where desirable and to preserve the natural and scenic areas and vistas of property.
  - 4. The adequacy of open space and recreation areas existing and proposed to serve the needs of the development.
- B. Pre-application review. The applicant shall distribute a copy of his plans or exhibits to the Director of Building and Zoning, Public Works Director, Public Service Director, Planning Director, Fire Chief and the Historical Resources Director (if applicable) and upon their review of the plans they shall advise the applicant of any recommended revisions, changes or additional information necessary before the filing of a formal application.
- C. Board of Architects review. After preliminary review by the departments, and the Historical Resources Department (if applicable), the applicant shall revise the plans to incorporate all recommended revisions and changes and shall submit such plans to the Board of Architects for review and preliminary approval prior to filing a formal application for Planning and Zoning Board review.
- D. Development plan--General requirements.
  - 1. Professional services required: plans for buildings or structures within a Planned Area Development shall

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be prepared by a registered Architect with the assistance of a registered Engineer and a registered Landscape Architect, all being qualified under the laws of the State of Florida to prepare such plans.

2. Legal description of site: should the legal description of the site for a Planned Area Development contain a metes and bounds description, such description shall be prepared by a registered land surveyor. The legal description shall be accompanied by a map at a scale suitable for reproduction for advertising for public hearing, showing exact location of the development.
3. Development proposal: the Development Plan shall consist of a map or map series and any technical reports and supporting data necessary to substantiate, describe or aid the Development Plan. The plans for the development proposal shall include the following written and graphic materials:
  - a. Site condition map: site condition map or map series indicating the following:
    - i. Title of Planned Area Development and name of the owner(s) and developer.
    - ii. Scale, date, north arrow and the relationship of the site to such external facilities as highways, roads, streets, residential areas, shopping areas and cultural complexes.
    - iii. Boundaries of the subject property, all existing streets, buildings, water courses, easements, section lines and other important physical features within the proposed project. Other information on physical features affecting the proposed project as may be required.
    - iv. Existing contour lines at one foot intervals. Datum shall be National Geodetic Vertical Datum (N.G.V.D.) (if required by City Staff).
    - v. The location of all existing storm drainage, water, sewer, electric, telephone and other utility provisions.
  - b. Plan of pedestrian and vehicular circulation showing the location and proposed circulation system of arterial, collector, local and private streets, including driveways, service areas, loading areas and points of access to existing public rights-of-way and indicating the width, typical sections and street names. The applicant is encouraged to submit one (1) or more companion proposals for a pedestrian system, transit system or other alternative for the movement of persons by means other than privately owned automobiles.
  - c. Exterior facade elevations (if deemed appropriate or necessary by City Staff) of all proposed buildings to be located on the development site.
  - d. Isometrics or perspective and/or massing model(s) (if deemed appropriate or necessary by City Staff) of the proposed development.
  - e. Map of existing land use.
  - f. Existing and proposed lot(s) lines and/or property lines.
  - g. Master site plan--A general plan for the use of all lands within the proposed Planned Area Development. The plan shall serve as the generalized zoning for the development and shall guide the location of permissible uses and structures. Such plan shall show the general location, function and extent of all components or units of the plan, indicating the proposed gross floor area and/or floor area ratio of all existing and proposed buildings, structures and other improvements including maximum heights, types and number of dwelling units, landscaped open space provisions such as parks, passive or scenic areas, common areas, leisure time facilities, and areas of public or quasi-public institutional uses.
  - h. Location and size of all existing and proposed signs.
  - i. Existing and proposed utility systems including sanitary sewers, storm sewers and/or storm water drainage system and water, electric, gas and telephone lines. The applicant shall submit a statement indicating what proposed arrangements have been made with appropriate agencies for

## ARTICLE 3 - DEVELOPMENT REVIEW

the provision of needed utilities to and within the Planned Area Development including, water supply, sewer, storm drainage collection and disposal, electric power, gas, and telephone.

- j. General landscape plan indicating the proposed treatment of materials used for public, private and common open spaces and treatment of the perimeter of the development including buffering techniques such as screening, berms and walls, significant landscape features or areas shall be noted as shall the provisions for same.
- k. Description of adjacent land areas, including land uses, zoning, densities, circulation systems, public facilities, and unique natural features of the landscape.
- l. Proposed easements for utilities, including water, power, telephone, storm sewer, sanitary sewer and fire lanes showing dimensions and use.
- m. Location of proposed off-street parking. Smaller developments (as determined by the Planning Director) shall also be required to include stall size, aisle widths, location of attendant spaces, number of spaces by use, number of standard and compact spaces.
- n. Location and designation of historic landmarks located within the development site which have been approved as provided within the Zoning Code or notation of those structures which may be worthy of historic designation.
- o. Certified survey showing property boundary, existing buildings and their dimensions, setbacks from streets, (public and private) and property lines, easements, streets, alleys, topographical data, water areas, unique natural features, existing vegetation and all trees with an upright trunk of either nine (9) or more inches in circumference (as measured at the narrowest point below four and one-half (4½) feet above ground level) or twelve (12) or more feet in height (if required by City Staff).
- p. Proposed development schedule indicating the appropriate date when construction of the development can be expected to begin and be completed, including initiation and completion dates of separate phases of a phased development and the proposed schedule for the construction and improvement of common areas within said phases, including any auxiliary and/or accessory buildings and required parking.
- q. Location and designation of proposed traffic regulation devices within the development.
- r. Statistical information including:
  - i. Total square footage and/or acreage of the development site.
  - ii. Maximum building coverage expressed as a percentage of the development site area.
  - ii. The land area (expressed as a percent of the total site area) devoted to:
    - (a) Landscaped open space; and
    - (b) Common areas usable for recreation or leisure purposes.
- s. Copies of any covenants, easements and/or agreements required by this section or any other ordinance and/or regulations for the Planned Area Development.

### **Section 3-506. Application and review procedures for approval of plans.**

- A. Application. The applicant for a Planned Area Development shall file a written application therefore with the Planning Department on forms prepared by such department. Such application shall be accompanied by fifteen (15) sets of required plans, technical reports, update reports and/or exhibits. All plans shall have the details needed to enable the department heads, Fire Chief, Boards and City Commission to determine whether the proposed development complies with this section and all other applicable ordinances and regulations of the City. The plans shall have the preliminary approval of the Board of Architects as provided for under Section 3-506(C) herein. Upon receipt of such completed

## ARTICLE 3 - DEVELOPMENT REVIEW

application, all supporting data and exhibits and payment of the required costs and fees, the time periods established in this subsection shall commence. Any application for approval of a plan for a Planned Area Development which meets the definition of a development of regional impact under Chapter 28 of the Florida Administrative Code and/or Development of County Impact as defined under Chapter 33A of the Code of Metropolitan Dade County must be accompanied by the reports, studies and recommendations required for Developments of Regional Impact and/or Development of County Impact provided, however, that the provisions of Development of County Impact does not apply where the development meets the requirement of a Development of Regional Impact.

- B. Review of plans. Upon acceptance of the application, the Planning Department shall transmit the Plan Package to the Director of Building and Zoning, Public Works Director, Public Service Director, Fire Chief and the Historical Resources Director (if applicable) for their review and comments. Within sixty (60) days from the filing date, the Director of Building and Zoning, Public Works Director, Public Service Director, Planning Director, Fire Chief and the Historical Resources Director (if applicable) shall review the preliminary plan and shall submit in writing to the Planning and Zoning Board their comments concerning the proposed development. The comments shall include any changes which should be made to bring the plans in compliance with applicable rules and regulations.
- C. Public hearing. The Planning and Zoning Board shall hold a public hearing within ninety (90) days from the date of filing the application. Such public hearing shall be in accordance with the provisions of Section 3-302 herein. The Planning and Zoning Board shall recommend to the City Commission the approval, approval with modifications, or denial of the plan for the proposed Planned Area Development and shall include not only conclusions but also findings of fact related to the specific proposal and shall set forth particularly in what respects the proposal would or would not be in the public interest. These findings shall include, but shall not be limited to the following:
  - 1. In what respects the proposed plan is or is not consistent with the stated purpose and intent of the Planned Area Development regulations.
  - 2. The extent to which the proposed plan departs from the zoning and subdivision regulations otherwise applicable to the subject property, including but not limited to density, size, area, bulk and use, and the reasons why such departures are or are not deemed to be in the public interest.
  - 3. The extent to which the proposed plan meets the requirements and standards of the Planned Area Development regulations.
  - 4. The physical design of the proposed Planned Area Development and the manner in which said design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, provide for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment.
  - 5. The compatibility of the proposed Planned Area Development with the adjacent properties and neighborhood.
  - 6. The desirability of the proposed Planned Area Development to physical development of the entire community.
  - 7. The conformity of the proposed Planned Area Development with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Plan.
- D. Approval by the City Commission. The City Commission upon receipt of the recommendations of the Planning and Zoning Board shall approve, approve with modifications, or disapprove the Preliminary Development Plan for the proposed Planned Area Development. The approval of the Development Plan shall be by Ordinance. No building permits shall be issued, no construction shall be permitted and no plats shall be recorded on land within a Planned Area Development until the Final Development Plan has been approved by the City Commission.



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- E. Notice of hearings before the Planning and Zoning Board and City Commission for PADs shall be in accordance with the provisions of Article 3 Division 3 of these regulations.

### **Section 3-507. Amendments to the development plan.**

Amendments to the Development Plan shall be considered as major or minor. Minor amendments as specified in Section 3-508(A) herein may be approved administratively by the Building and Zoning Department with recommendations from other departments, as needed. Major amendments as specified in Section 3-508(B) herein shall be subject to the review and approval process set forth in Section 3-507. The Building and Zoning Department, with recommendations from other departments, as needed, shall determine whether proposed changes are major or minor. Requests for major amendments may be made no more than once (1) per twelve (12) month period.

- A. Minor amendments. Minor amendments are changes which do not substantially alter the concept of the Planned Area Development in terms of density, floor area ratio, land usage, height, provision of landscaped open space, or the physical relationship of elements of the development. Minor amendments shall include, but shall not be limited to, small changes in floor area, density, lot coverage, height, setbacks, landscaped open space, the location of buildings, parking, or realignment of minor streets which do not exceed twenty (20%) percent of the guideline limits contained within this Article specific to that type of development or that which is shown on the approved development plan.
- B. Major amendments. Major amendments represent substantial deviations from the development plan approved by the City Commission. Major amendments shall include, but not be limited to significant changes in floor area, density, lot coverage, height, setbacks, landscaped open space, the location of buildings, or parking, which exceed twenty (20%) percent of the guidelines contained within this Article specific to that type of development or that which is shown on the approved Development Plan, or changes in the circulation system.

### **Section 3-508. Time limitation of approval and construction.**

- A. Approvals granted pursuant to this Division shall obtain a building permit and begin construction within eighteen (18) months from time of the approval. Failure to obtain a building permit and/or begin construction shall render the approval null and void. Permitted time frames do not change with successive owners, provided however, one (1), six (6) month extension of time may be granted by the Development Review Official.
- B. If the Planned Area Development is to be developed in stages, the developer must begin construction of each stage within the time limits specified in the Development Plan (or subsequent updates). Construction in each phase shall include all the elements of that phase specified in the Development Plan.

### **Section 3-509. Monitoring construction.**

The City Manager or his designee shall periodically monitor the construction within the Planned Area Development with respect to start of construction and Development Phasing. If the City Manager or his designee finds that either the developer has failed to begin construction within the specified time period or that the developer is not proceeding in accordance with the approved Development Phasing with respect to timing of construction of an approved mix of project elements, he shall report to the City Commission and the City Commission shall review the Planned Area Development and may extend the time for start of construction or the length of time to complete a phase, revoke approval of the Planned Area Development or recommend that the developer amend the Development Plan subject to procedures specified in Section 3-508 herein.

### **Section 3-510. Mediterranean Village Planned Area Development.**

For rules and regulations regarding the approved PAD bounded by Ponce de Leon Boulevard on the west, Sevilla Avenue on the north, Galiano Street on the east, and Malaga Avenue on the south, see "Appendix C - Mediterranean Village Planned Area Development."

# Exhibit D





BEHAR • FONT

PARTNERS, P. A.  
ARCHITECTURE • PLANNING • INTERIORS

4533 PONCE DE LEON BLVD. CORAL GABLES, FLORIDA 33146  
TEL: 305.745.5442 FAX: 305.745.5443  
E-MAIL: info@beharfont.com

21 SCOTT STREET, BUFORD, GEORGIA 30518  
TEL: 678.765.2008

SEAL:



ROBERT BEHAR AR No. 14339

MERRICK 250

250 BIRD RD.  
CORAL GABLES, FLORIDA 33146

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DATE: 09-16-2019

PROJECT NO:

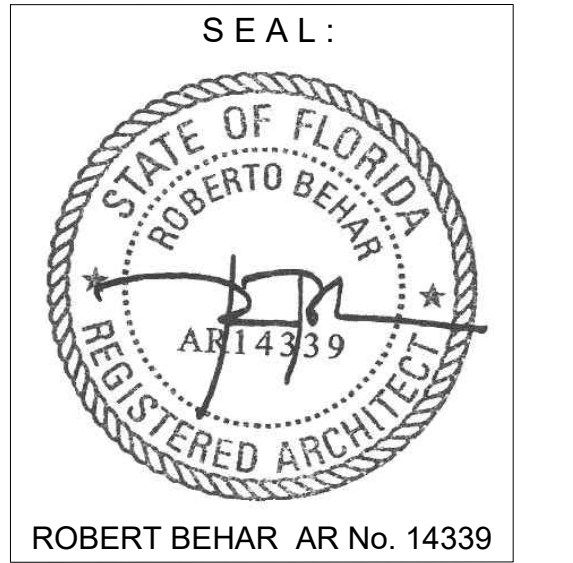
DRAWING NAME:

SHEET NO:

R 1.1-2

RENDERING





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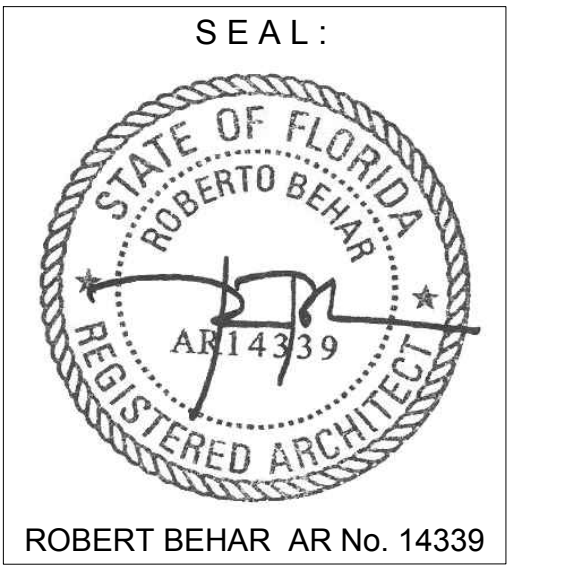
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**R 1.0-2**

**RENDERING**



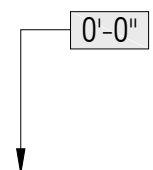
# Exhibit E





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 MASSING CONTEXT  
 SHEET NO:



# Exhibit F

## Proposed Findings for PAD Approval

### **Section 3-503. Required findings.**

The Planning and Zoning Board shall recommend to the City Commission the approval, approval with modifications, or denial of the plan for the proposed PAD and shall include not only conclusions but also findings of fact related to the specific proposal and shall set forth with particularity in what respects the proposal would or would not be in the public interest. These findings shall include, but shall not be limited to the following:

- A. In what respects the proposed plan is or is not consistent with the stated purpose and intent of the PAD regulations.

*The proposed plan provides a harmonious, coordinated and unified large-scale mixed use development which would not otherwise be possible due to “rigid adherence” to otherwise applicable standards and requirements of the Zoning Code. The proposed plan provides variation in setbacks, bulk, and massing, consistent with the stated purpose and intent of the PAD regulations.*

- B. The extent to which the proposed plan departs from the zoning and subdivision regulations otherwise applicable to the subject property, including but not limited to density, size, area, bulk and use, and the reasons why such departures are or are not deemed to be in the public interest.

*The proposed plan departs from the underlying zoning and subdivision regulations with respect to the number of stories permitted, but not the height. Based on the renderings and the massing created when the 10-story height limitation is applied, rigid adherence to that regulation is not in the public interest. Adhering to the 10-story height would result in (1) an increase in the mass of the building facing Bird Road, (2) a “canyon” type effect fronting Bird Road, (3) a decrease in the flow of air and light, and (4) obstruction of views for many of the residential units. None of these effects are in the public interest. On the other hand, the 11-story design does not increase the height of the building but does allow for a decrease in the mass of the building facing Bird Road, as well as an improvement in the views from several apartments and the flow of air and light. The 11-story departure from the underlying zoning regulations is in the public interest.*

- C. The extent to which the proposed plan meets the requirements and standards of the PAD regulations.

*The proposed plan meets the requirements and standards of the PAD regulations.*

- D. The physical design of the proposed PAD and the manner in which said design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, provide for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment.



*The physical design of the proposed PAD makes adequate provision for public services and provides adequate control over vehicular traffic by internalizing services such as trash and deliveries. The proposed PAD also provides for designated common open areas on the south side of the property where an easement will be dedicated to the City for public access. The proposed design affords a recess along the northern façade providing flow of air and light, which is permitted by the 11<sup>th</sup> story and also provides for generous public open spaces on the ground level.*

- E. The compatibility of the proposed PAD with the adjacent properties and neighborhood as well as the current neighborhood context including current uses.

*The adjacent properties and neighborhood on the south side of Bird Road are consistent and compatible with the proposed PAD. Specifically, the five closest buildings along Bird Road are over 100 feet in height, most within a few feet of the proposed 120 feet of height for the proposed PAD. The proposed PAD is compatible with the lower density and height across Bird Road because it provides only 45 feet in height for the first 100 feet from Bird Road. The proposed PAD is further compatible with the neighborhood as it provides a mix of uses, including office use, all of which are compatible with this area of the City.*

- F. The desirability of the proposed PAD to physical development of the entire community.

*The proposed PAD is desirable to the physical development of the entire community. It will provide public open space and a mix of uses that is very desirable to the community. This block has for a long time been a missing piece of the overall goal of developing this area of the City into a mixed use village.*

- G. The conformity of the proposed PAD with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Plan.

*The PAD conforms with the Future Land Use Map and the Coral Gables Comprehensive Plan, including the followings goals and objectives:*

***Goal FLU-1. Protect, strengthen, and enhance the City of Coral Gables as a vibrant community ensuring that its neighborhoods, business opportunities, shopping, employment centers, cultural activities, historic value, desirable housing, open spaces, and natural resources make the City a very desirable place to work, live, and play.***

*The Project includes nearly 14,500 square feet of open space, along with 215 new residential units to be located near employment centers and in close proximity to mass transit.*

***Objective FLU-1.2. Efforts shall continue to be made to control blighting influences, and redevelopment shall continue to be encouraged in areas experiencing deterioration.***

*The redevelopment of this Property will replace underutilized buildings with the kind of development the City wants to encourage.*

***Objective FLU-1.7.2. The City shall continue to enforce the Mediterranean architectural provisions by providing incentives for infill and redevelopment that address, at a minimum, the impact on the following issues:***

- ***Surrounding land use compatibility***
- ***Historic resources***
- ***Neighborhood identity***
- ***Public facilities including roadways***
- ***Intensity/density of the use***
- ***Access and parking***
- ***Landscaping and buffering***

*The Project avails itself of Mediterranean architectural design and in exchange provides a mixed-use building compatible with the surrounding neighborhood.*

***Goal DES-1. Maintain the City as a livable city, attractive in its setting and dynamic in its urban character.***

*The addition of a new mixed-use building at this location is in keeping with the livability of the area and adds a new dynamism which is presently lacking.*

***Objective DES-1.1. Preserve and promote high quality, creative design and site planning that is compatible with the City's architectural heritage, surrounding development, public spaces and open spaces.***

***Policy DES-1.2.1. Continue the award of development bonuses and/or other incentives to promote Coral Gables Mediterranean design character providing for but not limited to the following: creative use of architecture to promote public realm improvements and pedestrian amenities; provide a visual linkage between contemporary architecture and the existing and new architectural fabric; encourage landmark opportunities; and creation of public open spaces.***

*The Project is an example of high quality, creative design and site planning compatible with the City's architectural heritage.*

***Objective DES-1.2. Preserve the Coral Gables Mediterranean design and architecture.***

*The existing structures on the Property have been declared to not be historically significant by the Historic Resources Department and are proposed to be replaced with Mediterranean style design and architecture which may one day be deemed architecturally significant.*

***Policy MOB-1.1.2. Encourage land use decisions that encourage infill, redevelopment, and reuse of vacant or underutilized parcels that support walking, bicycling, and public***

***transit use.***

*The Project efficiently redevelops underutilized parcels into a new mixed-use building. This redevelopment provides greater housing and retail opportunities in close proximity to transit, employment centers, parks, and schools.*

**From:** [Ramos, Miriam](#)  
**To:** [Paulk, Enga](#)  
**Subject:** Opinion re. story limitation when developing under PAD Ordinance  
**Date:** Thursday, November 21, 2019 11:02:50 AM  
**Attachments:** [opinion - story limitation when developing a PAD.docx](#)  
[image005.png](#)  
**Importance:** High

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Enga, please format and publish and please send me a final in PDF once it is done. The opinion is being issued to Ramon Trias and needs to go out today.

Thanks,

*Miriam Soler Ramos, Esq., B.C.S.*

*City Attorney*

*Board Certified by the Florida Bar in  
City, County, and Local Government Law  
City of Coral Gables*

405 Biltmore Way, 2<sup>nd</sup> Floor  
Coral Gables, FL 33134  
(305) 460-5084 direct dial



**Public Records:** This e-mail is from the City of Coral Gables – City Attorney’s Office and is intended solely for the use of the individual(s) to whom it is addressed. If you believe you received this email in error, please notify the sender immediately, delete the e-mail from your computer and do not copy or disclose it to anyone else. The State of Florida has a broad public records law. Most written communications to or from State and Local Officials regarding State or Local businesses are public record available to the public upon request.

**Confidentiality:** The information contained in this transmission may be legally privileged and confidential, intended only for the use of the individual or entity named above. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited.

**CITY OF CORAL GABLES**  
CITY ATTORNEY'S OFFICE

OPINION REGARDING STORY LIMITATION WHEN DEVELOPING UNDER PAD ORDINANCE

As the attached letter explains, ALTA Developers is proposing to build a project with a height of 120 feet and 11 stories that will be located at 250 Bird Road, in the City's North Industrial Mixed Use Overlay District. The site is over an acre in size and will be seeking approval as a Planned Area Development (PAD).

Sec. 4-201(E) of the Zoning Code sets forth as follows:

“(6). Height. North Industrial MXD: which have an underlying zoning designation of Industrial, the City Commission may approve up to an additional twenty (20) feet of habitable building height upon finding that the proposed building complies with the following criteria:

- **The building has no more than ten (10) stories.**
- **The additional building height is for the purpose of providing increased floor to ceiling height in residential units.**
- The additional building height enhances the building's aesthetics and the aesthetics of the surrounding area.
- The additional building height does not result in increased density or floor area.”

Under the current proposal, the first and second condition are not met. The building height permitted for sites zoned Industrial in this area is 100 feet. (Sec. 4-201(E)(6), Zoning Code). In looking at Sec. 4-201(D) of the Zoning Code, however, it is evident that the standards contemplate smaller lots. The instant site is over an acre in size and is proposed to be developed as a PAD. Consequently, it is necessary to look to the PAD regulations for further guidance.

Sec. 3-501(A) of the Zoning Code tells us that:

“The purpose of this Division is to encourage the construction of Planned Area Developments (PAD) by providing opportunity for construction of **quality development on tracts and/or parcels of land through the use of flexible guidelines** which allow the integration of a variety of land uses and densities in one development. Furthermore it is the purpose of the PAD to:

1. Allow for **opportunities for more creative and imaginative development than generally possible under the strict applications of these regulations** so that new development may provide substantial additional public benefit...”

“A PAD may be approved as a conditional use in any zoning district, except single family residential, in accordance with the standards and criteria of this Division...” Sec. 3-501(B), Zoning Code. Therefore, a PAD is permitted at the intended location.

Further, Sec. 3-502(B) of the Zoning Code provides:

“Relation to general zoning, subdivision, or other regulation. **Where there are conflicts between the PAD provisions and general zoning**, subdivision or other regulations and requirements, **these regulations shall apply**, unless the Planning and Zoning Board recommends, and the City Commission finds, in the particular case:

1. That the PAD provisions do not serve public benefits to a degree at least equivalent to such general zoning, subdivision, or other regulations or requirements, or
2. That actions, designs, construction or other solutions proposed by the applicant, although not literally in accord with these PAD regulations, satisfy public benefits to at least an equivalent degree.

It is clear from the plain language of the PAD regulations, that the City Commission may provide for a departure from zoning regulations, if the Commission deems that the project is providing public benefits “to a degree at least equivalent to such general zoning, subdivision, or other regulations or requirements.”

The attached letter explains that allowing the additional story within the 120-foot envelope permits the building’s tower to comply with the 100-foot setback that is uniform for other buildings along the corridor and allows for the tower to be designed as a “U” instead of an “O”. The applicant explains that an “O” shaped tower would increase the mass of the building which is facing Bird Road, could lead to a canyon effect on that street, would result in the decreased flow of air and light, and would obstruct the view of many of the apartment units.

In addition, the applicant states that the following additional public benefits are provided by the project: (1) the mix of uses is considerably more elaborate than other mixed use projects in the North Industrial Mixed Use District with its office component being the largest of any project in the area; (2) developing as one unified mixed use development is preferable to the existing condition where outdated buildings are disconnected; and (3) high quality public open spaces are being provided.

In addition, in staff’s opinion, allowing the additional story(ies) within the 120 foot envelope permits for a diminished floor plate which results in better design and is in line with urban planning principles and guidelines.

Nothing in this opinion should be construed to provide for additional density or intensity. In consultation with staff, this opinion is issued pursuant to Secs. 2-252(e)(1) and (8) of the City Code and Sec. 2-702 of the City’s Zoning Code authorizing the City Attorney’s Office to issue opinions and interpretations on behalf of the City.

November 2019



## Minutes for ALTA 250 Merrick Project Neighborhood Meeting

On October 28, 2019, the neighborhood meeting commenced at approximately 6:10 pm in the offices of Behar Font & Partner, P.A. located at 4533 Ponce de Leon Boulevard. The following individuals were in attendance on behalf of the project team:

- Juan Carlos Freyre, Alta Developers, LLC
- Henry Pino, Alta Developers, LLC
- Mario Garcia-Serra, Project Zoning Counsel
- Robert Behar, Project Architect



Approximately 10 neighboring property owners were in attendance. Mr. Garcia-Serra commenced the meeting with a brief overview of the surrounding area, the project site located at 250 Bird Road, and a description of the proposed project including the required approvals. Mr. Behar then made a detailed presentation of the architectural plans for the project and explained the mix of retail, office, and residential uses. He also described the proposed cross block public access easement, which includes a covered walkway and will ultimately be combined with a similar easement proposed for the neighboring property to the south.

Ms. Gemma Pinon, who resides at 339 Alesio Avenue, asked how traffic was going to be addressed and in response Mr. Behar explained that all the access, loading and drop off functions were internalized within the building, resulting in removal of service traffic from the public right of way. He also detailed the amount of parking provided in excess of that which is required. One neighbor pointed out that the mix of uses would be helpful in reducing traffic as it encourages people to live as well as work in Coral Gables. Additionally, Mr. Garcia-Serra explained that the City has revised its Code requirements regarding traffic analysis, so that it now requires a traffic study to be conducted by the City and that the recommendations of that study will be complied with by the project.

In response to a question from a neighbor regarding whether the residential component would be rental or condominium, Mr. Pino advised that the residential component is being constructed with the intention of renting, but that if the market changes, the project can be converted to condominium form of ownership. He also explained that Baptist Health of South Florida currently owns the property, but that ALTA intends to close on the purchase of the property in the near future. A neighboring property owner in attendance asked about the height of the proposed project, to which Mr. Behar explained that it would be 120 feet and 11 stories. To put the height in context, several neighbors compared it to other buildings throughout Coral Gables including the Gables Station Project, Plaza Coral Gables and the Biltmore.

The project was generally well-received with several favorable comments about the overall architecture and incorporation of the existing office building. Mr. Garcia-Serra advised that the City would be sending out notices for the subsequent public hearings. The formal presentation concluded at approximately 6:50 pm. A few members of the public stayed to have discussions with individual project team members and to ask further questions regarding the presentation and proposed project.

ACTIVE 11355574.1

	<p align="center"> <b>City of Coral Gables</b>  <b>Notice of Public Hearing</b>  <b>VIRTUAL MEETING</b>   <b>August 12, 2020</b> </p>	
<p><b>Applicant:</b></p>	<p><b>Alta Developers, LLC and Baptist Health of South Florida, Inc.</b></p>	
<p><b>Application:</b></p>	<p><b>Receipt of Transfer of Development Rights (TDRs), Planned Area Development (PAD), Conditional Use Review for Mixed-Use Site Plan, and Tentative Plat</b></p>	
<p><b>Property:</b></p>	<p><b>250 Bird Road</b></p>	
<p><b>Public Hearing - Date/Time/ Location:</b></p>	<p> <b>Planning &amp; Zoning Board</b>  <b>VIRTUAL Meeting on the ZOOM platform</b>  <b>August 12, 2020, 4:00 p.m.</b>   <b>Online: Meeting ID: <u>917 8022 4102</u></b>  <b>Phone: (305) 461-6769</b>  <b>email: <a href="mailto:planning@coralgables.com">planning@coralgables.com</a></b> </p>	

PUBLIC NOTICE is hereby given that the City of Coral Gables, Florida, Local Planning Agency (LPA)/ Planning and Zoning Board (PZB) will conduct a VIRTUAL Public Hearing on Wednesday, August 12, 2020, 4:00 p.m.

This application has been submitted by Alta Developers, LLC and Baptist Health of South Florida, Inc. for a Mixed-Use project referred to as “Merrick 250” located at south of Bird Road between Aurora Street and Salzedo Street (250 Bird Road), Coral Gables Florida. The project includes 215 Residential Units, ground floor commercial uses of approximately 18,650 square feet, and a parking structure with 362 parking spaces including lifts. The proposed building height is 12-stories at 120 feet to the top of the roof.

It requires three public hearings, including review and recommendation by the Planning and Zoning Board, and 1st and 2nd Reading before the City Commission.

1. An Ordinance of the City Commission of Coral Gables, Florida approving receipt of Transfer of Development Rights (TDRs) pursuant to Zoning Code Article 3, “Development Review”, Division 10, “Transfer of Development Rights”, Section 3-1006 “Review and approval of use of TDRs on receiver sites”, for the receipt and use of TDRs for a Mixed-Use project referred to as “Merrick 250” on the property legally described as lots 1 through 11, inclusive, less the south 7.5 feet thereof, and lots 32 through 42, inclusive, less the south 7.5 feet thereof, Block 3, “Coral Gables Industrial Section,” together with that portion of the 30 foot platted alley lying north of the north line of the south 7.5 feet of said lot 11 projected westerly and south of the north line of said block 3 (250 Bird Road) Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)
2. An Ordinance of the City Commission of Coral Gables, Florida granting approval of a Planned Area Development (PAD) pursuant to Zoning Code Article 3, “Development Review,” Division 5, “Planned Area Development (PAD),” for a proposed mixed-use project referred to as “Merrick 250” on the property legally described as lots

1 through 11, inclusive, less the south 7.5 feet thereof, and lots 32 through 42, inclusive, less the south 7.5 feet thereof, Block 3, "Coral Gables Industrial Section," together with that portion of the 30 foot platted alley lying north of the north line of the south 7.5 feet of said lot 11 projected westerly and south of the north line of said block 3 (250 Bird Road) Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)

3. A Resolution of the City Commission of Coral Gables, Florida approving Mixed-Use Site Plan and Conditional Use review pursuant to Zoning Code Article 4, "Zoning Districts" Division 2, "Overlay and Special Purpose Districts", Section 4-201, "Mixed-Use District (MXD)" for a proposed Mixed-Use project referred to as "Merrick 250" on the property legally described as lots 1 through 11, inclusive, less the south 7.5 feet thereof, and lots 32 through 42, inclusive, less the south 7.5 feet thereof, Block 3, "Coral Gables Industrial Section," together with that portion of the 30 foot platted alley lying north of the north line of the south 7.5 feet of said lot 11 projected westerly and south of the north line of said block 3 (250 Bird Road) Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)
4. A Resolution of the City Commission of Coral Gables, Florida approving the Tentative Plat entitled "Alta Strategic Gables" pursuant to Zoning Code Article 3, Division 9, "Platting/Subdivision," being a re-plat of 61,548 square feet (1.41 acres) into two (2) tracts of land on the property legally described as lots 1 through 11, inclusive, less the south 7.5 feet thereof, and lots 32 through 42, inclusive, less the south 7.5 feet thereof, Block 3, "Coral Gables Industrial Section," together with that portion of the 30 foot platted alley lying north of the north line of the south 7.5 feet of said lot 11 projected westerly and south of the north line of said block 3 (250 Bird Road) Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)

The Planning and Zoning Board Meeting will be held as a **VIRTUAL MEETING** with elected officials and City staff participating through video conferencing. This virtual meeting will be held on the Zoom platform used by the City Clerk for live remote comments. Members of the public may join the meeting via Zoom at (<https://zoom.us/j/91780224102>).

In addition, a dedicated phone line will be available so that any individual who does not wish (or is unable) to use Zoom may listen to and participate in the meeting by dialing: (305) 461-6769 Meeting ID: 917 8022 4102.

The public may comment on an item on the agenda using the City's already established e-comment function which may be found on the City's website at: ([www.coralgables.com/Calendar](http://www.coralgables.com/Calendar)) or by sending an email to [planning@coralgables.com](mailto:planning@coralgables.com) prior to the start of the meeting.

The meeting will also be broadcasted live for members of the public to view on the City's website ([www.coralgables.com/cgtv](http://www.coralgables.com/cgtv)) as well as Channel 77 on Comcast.

For questions call 305.460.5211 or email [planning@coralgables.com](mailto:planning@coralgables.com).

Please note that Governor DeSantis' Executive Order Number 20-69 and Executive Order 20-112 and Executive Order 20-150 suspended the requirements of Section 112.286, Florida Statutes, the Florida Sunshine Law, that a quorum to be present in person, and that a local government body meet at a specific public place. The Executive Order also allows local government bodies to utilize communications media technology, such as telephonic and video conferencing for local government body meetings.

Sincerely,

*City of Coral Gables, Florida*

# MIAMI DAILY BUSINESS REVIEW

Published Daily except Saturday, Sunday and  
Legal Holidays  
Miami, Miami-Dade County, Florida

STATE OF FLORIDA  
COUNTY OF MIAMI-DADE:

Before the undersigned authority personally appeared GUILLERMO GARCIA, who on oath says that he or she is the DIRECTOR OF OPERATIONS, Legal Notices of the Miami Daily Business Review f/k/a Miami Review, a daily (except Saturday, Sunday and Legal Holidays) newspaper, published at Miami in Miami-Dade County, Florida; that the attached copy of advertisement, being a Legal Advertisement of Notice in the matter of

CITY OF CORAL GABLES - VIRTUAL MEETING - LOCAL  
PLANNING AGENCY / PLANNING AND ZONING BOARD - AUG  
12, 2020

in the XXXX Court,  
was published in said newspaper in the issues of

07/31/2020

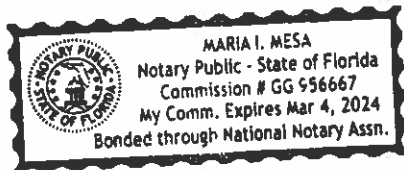
Affiant further says that the said Miami Daily Business Review is a newspaper published at Miami, in said Miami-Dade County, Florida and that the said newspaper has heretofore been continuously published in said Miami-Dade County, Florida each day (except Saturday, Sunday and Legal Holidays) and has been entered as second class mail matter at the post office in Miami in said Miami-Dade County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he or she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.



Sworn to and subscribed before me this  
21 day of JULY, A.D. 2020

(SEAL)

GUILLERMO GARCIA personally known to me



## CITY OF CORAL GABLES, FLORIDA NOTICE OF PUBLIC HEARING VIRTUAL MEETING

CITY PUBLIC HEARING LOCAL PLANNING AGENCY / PLANNING AND  
ZONING BOARD  
DATES/TIMES WEDNESDAY, AUGUST 12, 2020, 4:00 P.M.

PUBLIC NOTICE is hereby given that the City of Coral Gables, Florida, Local Planning Agency (LPA) Planning and Zoning Board (PZB) will conduct a VIRTUAL Public Hearing on the following:

The following items, 1 thru 4 are related.

1. An Ordinance of the City Commission of Coral Gables, Florida approving receipt of Transfer of Development Rights (TDRs) pursuant to Zoning Code Article 3, "Development Review", Division 10, "Transfer of Development Rights", Section 3-1006 "Review and approval of use of TDRs on receiver sites", for the receipt and use of TDRs for a Mixed-Use project referred to as "Merrick 250" on the property legally described as lots 1 through 11, inclusive, less the south 7.5 feet thereof, and lots 32 through 42, inclusive, less the south 7.5 feet thereof, Block 3, "Coral Gables Industrial Section," together with that portion of the 30 foot platted alley lying north of the north line of the south 7.5 feet of said lot 11 projected westerly and south of the north line of said block 3 (250 Bird Road) Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)
2. An Ordinance of the City Commission of Coral Gables, Florida granting approval of a Planned Area Development (PAD) pursuant to Zoning Code Article 3, "Development Review," Division 5, "Planned Area Development (PAD)" for a proposed mixed-use project referred to as "Merrick 250" on the property legally described as lots 1 through 11, inclusive, less the south 7.5 feet thereof, and lots 32 through 42, inclusive, less the south 7.5 feet thereof, Block 3, "Coral Gables Industrial Section," together with that portion of the 30 foot platted alley lying north of the north line of the south 7.5 feet of said lot 11 projected westerly and south of the north line of said block 3 (250 Bird Road) Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)
3. A Resolution of the City Commission of Coral Gables, Florida approving Mixed-Use Site Plan and Conditional Use review pursuant to Zoning Code Article 4, "Zoning Districts" Division 2, "Overlay and Special Purpose Districts", Section 4-201, "Mixed-Use District (MXD)" for a proposed Mixed-Use project referred to as "Merrick 250" on the property legally described as lots 1 through 11, inclusive, less the south 7.5 feet thereof, and lots 32 through 42, inclusive, less the south 7.5 feet thereof, Block 3, "Coral Gables Industrial Section," together with that portion of the 30 foot platted alley lying north of the north line of the south 7.5 feet of said lot 11 projected westerly and south of the north line of said block 3 (250 Bird Road) Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)



# Local Planning Agency / Planning And Zoning Board.

4. A Resolution of the City Commission of Coral Gables, Florida approving the Tentative Plat entitled "Alta Strategic Gables" pursuant to Zoning Code Article 3, Division 9, "Platting/Subdivision", being a re-plat of 61,548 square feet (1.41 acres) into two (2) tracts of land on the property legally described as lots 1 through 11, inclusive, less the south 7.5 feet thereof, and lots 32 through 42, inclusive, less the south 7.5 feet thereof, Block 3, "Coral Gables Industrial Section," together with that portion of the 30 foot platted alley lying north of the north line of the south 7.5 feet of said lot 11 projected westerly and south of the north line of said block 3 (250 Bird Road) Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)
5. An Ordinance of the City Commission of Coral Gables, Florida requesting amendments to the text of the City of Coral Gables Comprehensive Plan, to update the Future Land Use Element, pursuant to expedited state review procedures (S.163.3184, Florida Statutes) and Zoning Code Article 14, "Process," Section 14-213, "Comprehensive Plan Text and Map Amendments;" to update certain land use classifications to be consistent with existing Zoning Code provisions and update the Future Land Use Map to be consistent with the recently updated Zoning Code by replacing the Mixed Use Overlay District with the newly created Design District; providing for a repealer provision, providing for a severability clause, and providing for an effective date.
6. An Ordinance of the City Commission of Coral Gables, Florida requesting amendments to the text of the City of Coral Gables Comprehensive Plan, to include a Private Property Rights Element, pursuant to expedited state review procedures (S.163.3184, Florida Statutes) and Zoning Code Article 14, "Process," Section 14-213, "Comprehensive Plan Text and Map Amendments;" to goals, objectives, and policies related to private property rights; providing for a repealer provision, providing for a severability clause, and providing for an effective date.

The Planning and Zoning Board Meeting will be held as a VIRTUAL MEETING with elected officials and City staff participating through video conferencing. This virtual meeting will be held on the Zoom platform used by the City Clerk for live remote comments. Members of the public may join the meeting via Zoom at (<https://zoom.us/j/98638740327>).

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City of Coral Gables, Florida

Ramon Trias  
Assistant Director of Development Services  
Planning & Zoning Division  
City of Coral Gables, Florida

7/31

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