



City of
Coral Gables,
Florida

Level
2
Review

General Procedures – Non-Conditional

Address: 427 Biltmore Way, 2nd Floor, Coral Gables, Florida 33134
Email: planning@coralgables.com Phone: 305.460.5211

Development Review General Procedures – Non-Conditional

The Development Review Committee (DRC) is an administrative and technical committee which reviews policy and technical issues raised by a development project. The DRC is intended to streamline and coordinate the review of the development process by identifying, addressing, providing input, advice and comments regarding all applicable provisions and regulations. The review of the projects and comments on development proposals by the DRC shall not be construed to be an approval of any project presented to the Committee.

Application review request

The undersigned applicant(s)/agent(s)/property owner(s) request(s) Level Two (2) Development Review Committee consideration and review for the following application(s) (please check all that apply):

- Permitted use new construction, additions, and alterations to buildings and/or structures (Board of Architects review only).
- Change in use or occupancy.
- Other: _____

Coral Gables Mediterranean Architecture Bonus

- Coral Gables Mediterranean Style Bonus - Table 1
- Coral Gables Mediterranean Style Bonus - Table 2
- Coral Gables Mediterranean Style Bonus - Table 3
- None

Property information

Street address of the subject property: 5430 sw 8 st Coral Gables 33134

Property/project name: My Little Kingdom

Current land use classification(s): Education

Current zoning district(s): MX-1

Proposed land use classification(s) (if applicable): Chil Care Center

Proposed zoning district(s) (if applicable): _____

Last use/current use of the property/building(s): Office Use

Proposed use(s) of the property/building(s): Child Care Center

Size of property (square feet/acres): 24,000 sq ft

Total non-residential (i.e, commercial, office, etc.) floor area (total square feet/FAR): 5008 sq ft

Total number of residential units per acre and total number of units: _____

Estimated cost of the existing/proposed building/project: \$ 300,000

 <p>City of Coral Gables, Florida</p>	<p>Level 2 Review</p>	<p>General Procedures – Non-Conditional</p>
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Application(s) and date(s) of all previous City of Coral Gables submittals and type of actions related to existing/proposed building/project:

Project Legal Description: Lot(s): TAMIAMI PLACE PLAN 2 PB 6-89 Lot 2

Block(s): Lot 2

Section(s): See survey.

Listing of all folio numbers for subject property:

03-4107-010-0020

03-4107-010-0010

03-4107-018-5760

General information

Applicant(s)/Agent(s) Name(s): Eulalia Alvarez

Telephone Contact No: 7864457640 Fax No.: _____ Email: mylittlekingdom0221@gmail.com

Mailing Address: 310 nw 44th ave Miami FL 33126
(City) (State) (ZIP Code)

Property Owner(s) Name(s): Juan Reynaldo Perez

Telephone Contact No: 3052987035 Fax No.: _____ Email: alexisperez5108@gmail.com

Mailing Address: _____
(City) (State) (ZIP Code)



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Email: planning@coralgables.com Phone: 305.460.5211

Property Owner(s) Name(s): Juan Reynaldo Perez

Telephone Contact No: 3052987035 Fax No.: _____ Email: alexisperez5108@gmail.com

Mailing Address: _____
(City) (State) (ZIP Code)

Project Architect: Fausto Guerrero P.E.

Telephone Contact No: 7864431685 Fax No.: _____ Email: _____

Mailing Address: 19552 sw 133 ave Miami FL 33177
(City) (State) (ZIP Code)

Provide the date(s) and types of application(s) previously filed with the City of Coral Gables and type of reviews, approvals, actions related to this request:



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Application requirements and supporting information

Application submittal dates and meeting dates. Applications for the DRC shall be submitted in no later the first Friday of each month to be tentatively scheduled for the same monthly DRC meeting. DRC meetings are held the last Friday of each month, 9:30 a.m. First Floor Board Room, 427 Biltmore Way, Coral Gables, Florida 33134. Applicants and/or agent shall be required to attend the meeting to present the application request and respond to City Staff questions. All applications shall be complete at time of submittal.

Preapplication Conference Requirements. A Pre-application Conference is required with the Planning and Zoning Division in advance of application submittal to determine the information necessary to be filed with the application(s). The City reserves the right to request additional information as necessary. City staff to check/confirm if all below information is provided at time of application submittal.

Application submittal (order of documents). The order of the documents for the application submittal shall be as follows (required documents will be determined at pre-application meeting):

- Table of Contents with page numbers identifying all below documents.
- DRC Application.
- Statement of use and/or cover letter.
- Aerial.
- Photographs of property, adjoining properties and/or streetscape.
- Property survey and legal description.
- Architectural drawings (signed/sealed), including: Zoning chart / supporting information; site plan; floor plan(s); and all affected elevations. Maximum of 20 sheets shall be accepted.
- Landscape plan; vegetation assessment; and tree survey / relocation plan.
- Art in Public Places plan and/or statement.
- Ordinances, resolutions, covenants, development agreements, etc. previously granted for the property.
- Historical Significance letter.
- Name and contact information for property owner, applicant, architect, attorney, etc.
- City of Coral Gables Annual Registration Application and Issue Application Lobbyist forms.
- Warranty Deed.
- Application fee of \$100.00 dollars in check form, payable to the City of Coral Gables. Submit copy of check.
- Other: _____

Posting of the property. The Applicant will post the subject property with a sign in accordance with the requirements of the Zoning Code indicating the DRC meeting date and location. The sign will be installed ten (10) days prior to the meeting and shall not be removed until after the meeting has been held, at which time it is the applicant's responsibility to remove the sign.



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Application submittal requirements

Electronic copy. A PDF of the entire application shall be submitted. The total file size shall not exceed 30 MB.

Applicant/agent/property owner/architect affirmation and consent

(I) (We) affirm and certify to all of the following:

1. Submission of the following:
 - a. Warranty deed/tax record as proof of ownership for all properties considered as a part of the application request; or
 - b. Authorized as the applicant(s)/agent(s) identified herein to file this application and act on behalf of all current property owner(s) and modify any valid City of Coral Gables entitlements in effect during the entire review process.
2. This request, application, application supporting materials and all future supporting materials complies with all provisions and regulations of the Zoning Code, Comprehensive Land Use Plan and Code of Ordinances of the City of Coral Gables unless identified and approved as a part of this application request or other previously approved applications. Applicant understands that any violation of these provisions renders the application invalid.
3. That all the information contained in this application and all documentation submitted herewith is true to the best of (my) (our) knowledge and belief.
4. Understand that the application, all attachments and fees become a part of the official records of the City of Coral Gables and are not returnable.
5. Failure to provide the information necessary pursuant to the established time frames included but not limited to application submittal, submission of revised documents, etc. for review by City Staff and the designated reviewing entity may cause application to be deferred without further review until such time the requested information is submitted.
6. All representatives of the application have registered with and completed lobbyist forms for the City of Coral Gables City Clerk's office.
7. Understand that under Florida Law, all the information submitted as part of the application are public records.
8. The subject property will be posted by the Applicant in accordance with Zoning Code requirements. The sign shall be installed by the City ten (10) days prior to the meeting and shall not be removed until after the meeting, at which time it is the applicant's responsibility to remove the sign.
9. The application will not be heard unless the Applicant and/or agent is present at the DRC meeting.



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Applicant(s)/Agent(s) Signature:

Applicant(s)/Agent(s) Print Name:

Eulalia Alvarez

Address:

5430 SW 8th St Coral Gables Fl 33134

Telephone:

786-445-7640

Fax:

Email:

my little kingdom 0221@gmail.com

NOTARIZATION

STATE OF FLORIDA/COUNTY OF

The foregoing instrument was acknowledged before me this 14th day of March by 2025

(Signature of Notary Public - State of Florida)



Ashleen Cruz
Comm.: HH 566859
Expires: Jun. 30, 2028
Notary Public - State of Florida

(Print, Type or Stamp Commissioned Name of Notary Public)

Personally Known OR Produced Identification; Type of Identification Produced



City of
Coral Gables,
Florida

Level

2

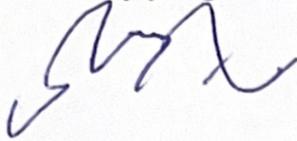
Review

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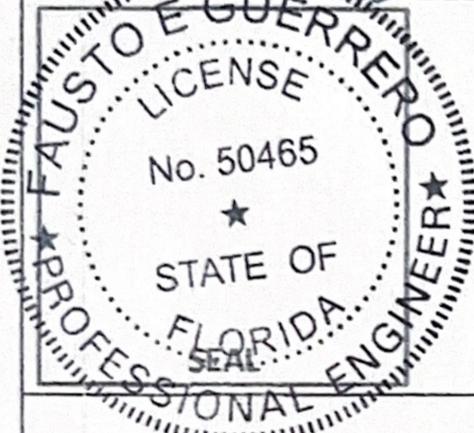
Email: planning@coralgables.com

Phone: 305.460.5211

Property Owner(s) Signature: 	Property Owner(s) Print Name: <u>Juan REYNALDO PEREZ</u>
Property Owner(s) Signature: 	Property Owner(s) Print Name: <u>Juan REYNALDO PEREZ</u>
Property Owner(s) Signature: 	Property Owner(s) Print Name: <u>Juan REYNALDO PEREZ</u>
Address:	
Telephone: <u>305-298-7035</u>	Fax:
Email: <u>alexisperes108@gmail.com</u>	
NOTARIZATION	
STATE OF FLORIDA/COUNTY OF	
The foregoing instrument was acknowledged before me this <u>14th</u> day of <u>March</u> by <u>2025</u>	
(Signature of Notary Public - State of Florida) 	
 Ashleen Cruz Comm.: HH 566859 Expires: Jun. 30, 2028 Notary Public - State of Florida	
(Print, Type or Stamp Commissioned Name of Notary Public)	
<input checked="" type="checkbox"/> Personally Known OR <input type="checkbox"/> Produced Identification; Type of Identification Produced	

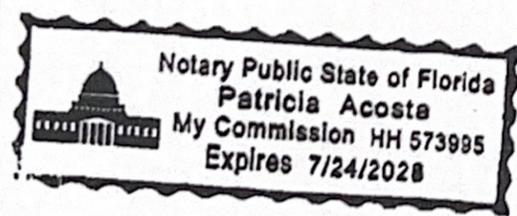
	Level	General Procedures – Non-Conditional
	2	
Review	Address: 427 Biltmore Way, 2 nd Floor, Coral Gables, Florida 33134 Email: planning@coralgables.com Phone: 305.460.5211	

Architect(s) Signature: <i>ENGINEER Fausto E. Guerrero</i>	Architect(s) Print Name: <i>ENGINEER FAUSTO E. GUERRERO</i>
Address: <i>19552 SW 133 AVE, MIAMI FL 33177</i>	
Telephone: <i>(786) 443-1685</i>	Fax:
Email: <i>faustoenr@comcast.net</i>	



NOTARIZATION

STATE OF FLORIDA/COUNTY OF
 The foregoing instrument was acknowledged before me this 24 day of APRIL, 2025 by FAUSTO E. GUERRERO
[Signature]
 (Signature of Notary Public - State of Florida)



(Print, Type or Stamp Commissioned Name of Notary Public)
 Personally Known OR Produced Identification; Type of Identification Produced
PATRICIA ACOSTA



The City of Coral Gables

DEVELOPMENT SERVICES DEPARTMENT
427 BILTMORE WAY
CORAL GABLES, FLORIDA 33134

Project Name: My Little Kingdom
Address: 5430 sw 8 Street, Coral Gables
Total Bldg. Sqft. 5,008 (existing) 5,008 (proposed)

05/18/2025 Date Submitted

CITY OF CORAL GABLES | DEVELOPMENT SERVICES DEPARTMENT
APPLICATION FOR A CONCURRENCY REVIEW
SERVICE DEMAND ANALYSIS

To ensure compliance with the Section 14-218 Concurrency Review of the Zoning Code, the Comprehensive Plan and Florida Statutes, no development permit shall be approved unless sufficient design capacity is available to sustain the required levels of service established by the City of Coral Gables. In addition to meeting all other applicable requirements, all development permit requests or applications, unless exempt, must undergo a concurrency review to assess their impact on the following public services. This process is designed to ensure that "public facilities and services needed to support development shall be available concurrent with the impacts of such development" (Florida Statutes Section 163.3202).

(Complete the following:)

Service Demands By Type

Current Use

Proposed Use

Table with 3 columns: Service Demands By Type, Current Use, Proposed Use. Rows include Potable Water | Consumption, Sanitary Sewer, Traffic & Level of Service (LOS), Drainage and Flood Criteria, Parks and Recreation, and School Sites and Facilities.

*For comprehensive information on the requirements of the Concurrency Management Program (CMP), applicable Level of Service standards, and associated application procedures, please refer to the City of Coral Gables Concurrency Management Manual. For further assistance, contact the Development Services Department via email at DevelopmentServices@coralgables.com or by telephone (305) 460-5245.



Chairman of the Development Review Committee
Deputy Development Services Director
The City of Coral Gables
405 Biltmore Way
Coral Gables, Fl. 33134

Re: Regency commercial - DRC Submittal
Legal Description: See Exhibit A attached hereto
Dear Mr. Committee

On behalf of the owner of the referenced property, My Little Kingdom Corp,
I submit this letter of intent along with the supplemental documentation
required in the DRC application.

The subject property is located my business on the iconic Calle Ocho
in a freestanding 5,008 square feet. The property on a 24,000 square feet
and approximately, offering 17+ parking spaces. on the south Ell Rado Street
and North Madrid Street.

My Little Kingdom Corp, the purpose is to create a nursery from two months, of age to
five years, children during after school hours, summer activities, childcare is sepeated by
clases. The staff consists of eight prepared teachers qualified to work with the education
and learning. With the security fingerprints. All recommended by the Miami-Dade
Department of Educational and Children and Family. The class by age. The bebe and
toddler with a (14) children, 1 class 475.98 square feet. with a (11) children 2 class
385.00 square feet. First group of class number 3 with a (21) children class 808.28
square feet. Second group of class number 3 with a (40) children class 1400.00 square
feet. with a (23) children 4 class 797.84.00 square feet.

For a total of children in class (110) class room area 3,867.00 square feet.

The classes are used for the purpose of bringing the creative curriculum to the children.
There are including the reading, play area in the house , the construction area and
writing, games in science and art area. The childcare facility has within area (8 p)
115.00 square feet. Office area (1 p) 122.76 square feet. , lounge area with a 139.52
square feet. bathrooms area 344.00 square feet. and room of the laundry with a 37.00
square feet. The playground (55) with a 2,526.70 square feet. The opening hours are
from 6:30 am to 9:00 am. Thern the pick-up time After 4:00 pm. We also offer time
after school, that arrival on the school bus after 1:50 pm.

All staff members want to offer security and peace of mind, especially by maintaining
personal values, academic growth, adequate nutrition, and hygiene. For our Community.

We look forward to presenting this project to the DRC.

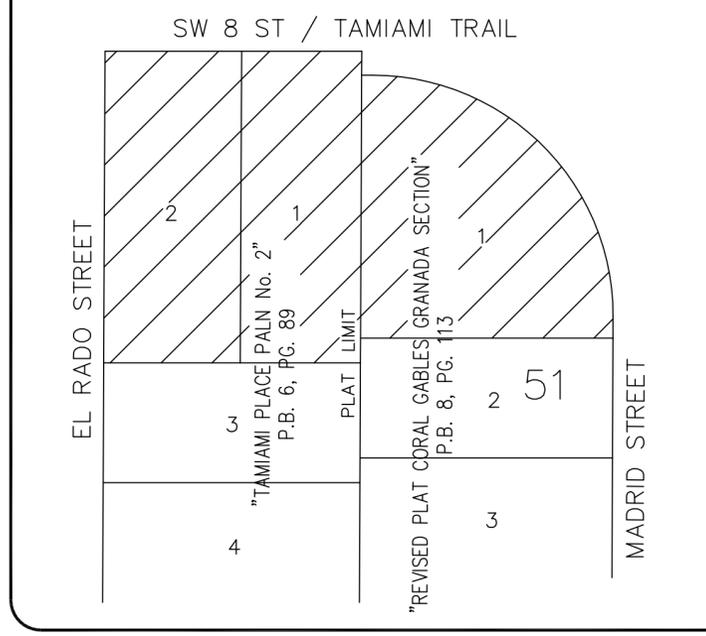
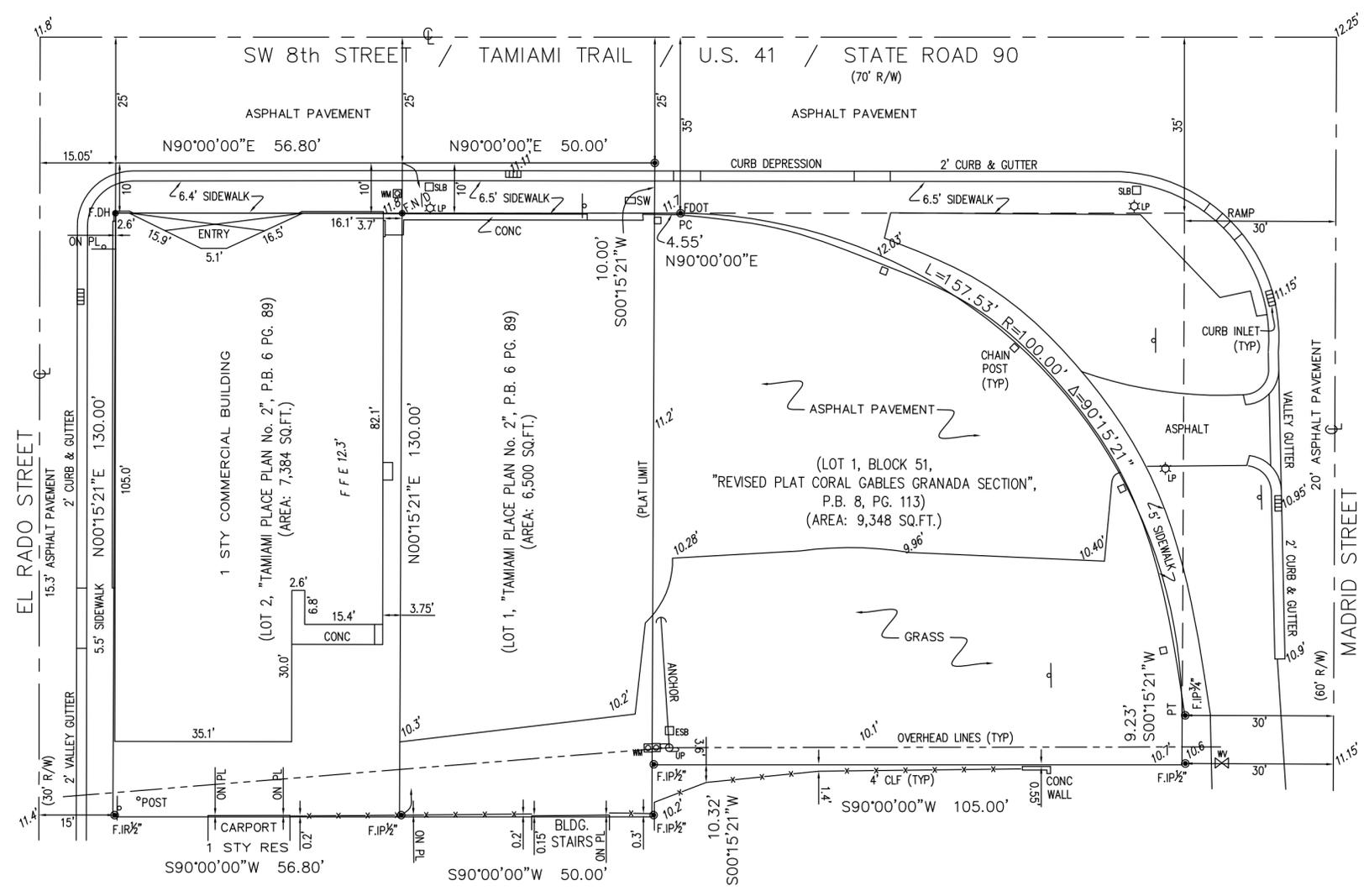
Sincerely,

Eulalia Alvarez



SKETCH OF SURVEY

SCALE: 1"=20'



LOCATION MAP (SCALE 1"=50')

ADDRESS: 5410, 5420, AND 5430 SW 8th STREET, CORAL GABLES, FLORIDA 33134
 FOLIO: 03-4107-010-0010, 03-4107-010-0020, AND 03-4107-018-5760
 JOB No.: 12080810-C
 SURVEY DATE: 12-08-2008

LEGAL DESCRIPTION:
 LOT 1 AND 2, "TAMIAAMI PLACE PLAN No. 2", ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 6, PAGE 89 OF PUBLIC RECORDS OF MIAMI-DADE COUNTY FLORIDA.
 AND
 LOT 1, BLOCK 51, "REVISED PLAT CORAL GABLES GRANADA SECTION", ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 8, PAGE 113 OF PUBLIC RECORDS OF MIAMI-DADE COUNTY FLORIDA.

PROPERTY OWNER: REYNALDO PEREZ
PROPERTY LEASED TO: MY LITTLE KINGDOM

REVISIONS:
 UP-DATE 06-08-2023
 ADD ELEVATIONS 05-08-2025

ABBREVIATIONS
 A/C=AIR CONDITIONING UNIT, C/B=CATCH BASIN, CB=CHORD BEARING, CL=CENTER LINE, CLF=CHAIN LINK FENCE, CONC=CONCRETE, ESB=ELECTRIC SERVICE BOX, ENC=ENCROACHMENT (BASED ON APPARENT USE), FDH=FOUND DRILL HOLE, FIP=FOUND IRON PIPE, FIR=FOUND IRON ROD, FN=FOUND NAIL, FND=FOUND NAIL & DISC, FFE=FINISH FLOOR ELEVATION, (F)=FIELD MEASURED OR CALCULATED, L=LENGTH, LP=LIGHT POLE, NA=NOT ACCESSIBLE, O.R.B.=OFFICIAL RECORDS BOOK, PB=PLAT BOOK, PC=POINT OF CURVATURE, PCC=POINT OF COMPOUND CURVE, PG.=PAGE, PL=PROPERTY LINE, POB=POINT OF BEGINNING, POC=POINT OF COMMENCE, PRC=POINT OF REVERSE CURVE, PT=POINT OF TANGENCY, (R)=RECORD, R/W=RIGHT-OF-WAY, R=RADIUS, RES=RESIDENCE, SLB=STREET LIGHT BOX, STY=STORY, SWK=SIDEWALK, (TYP)=TYPICAL, UP=UTILITY POLE, WF=WOOD FENCE, WM=WATER METER, WV=WATER VALVE, Δ=DELTA, SW=SEWER

LEGENDS
 [Symbol] = CATCH BASIN [Symbol] = GUY ANCHOR [Symbol] = HYDRANT [Symbol] = IRON PIPE [Symbol] = IRON ROD [Symbol] = LIGHT POLE
 [Symbol] = SEWER MANHOLE [Symbol] = DRAINAGE MANHOLE [Symbol] = NAIL & DISC [Symbol] = POWER POLE [Symbol] = WATER METER
 [Symbol] = WELL [Symbol] = SIGN [Symbol] = CENTERLINE [Symbol] = MONUMENT LINE [Symbol] = CHAIN LINK FENCE
 [Symbol] = OVERHEAD POWERLINE [Symbol] = CONCRETE FENCE [Symbol] = METAL FENCE [Symbol] = WOOD FENCE

NOTES:
 1) BASIS OF BEARINGS: N90°00'00"E (ASSUMED), ON THE S. R/W LINE SW 8 STREET
 2) BENCHMARK USED CITY OF CORAL GABLES No. 4 ELEVATION 10.46 FEET NGVD OF 1929
 3) 0.0 DENOTES EXISTING ELEVATION (NGVD 1929)

SURVEYOR'S NOTES:
 1) PROPERTY SURVEYED ACCORDING TO LEGAL DESCRIPTION PROVIDED BY CLIENT; 2) UNLESS NOTED PROPERTY CORNER MONUMENTS HAVE NO ID; 3) EXAMINATION OF ABSTRACT OF TITLE AND A SEARCH OF THE PUBLIC RECORDS WILL HAVE TO BE MADE TO DETERMINE RECORDED INSTRUMENTS AFFECTING THE PROPERTY; 4) BELOW SURFACE LOCATION NOT DONE; 5) THIS SURVEY IS FOR THE EXCLUSIVE USE OF THE ENTITIES NAMED HEREON; 6) NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER, OR DIGITALLY SIGNED AND SEALED BY A FLORIDA LICENSED SURVEYOR AND MAPPER; 7) IN SOME CASES GRAPHIC REPRESENTATION HAVE BEEN EXAGGERATED TO MORE CLEARLY ILLUSTRATE A PARTICULAR AREA WHERE DIMENSIONS SHALL HAVE PREFERENCE OVER GRAPHIC LOCATION.

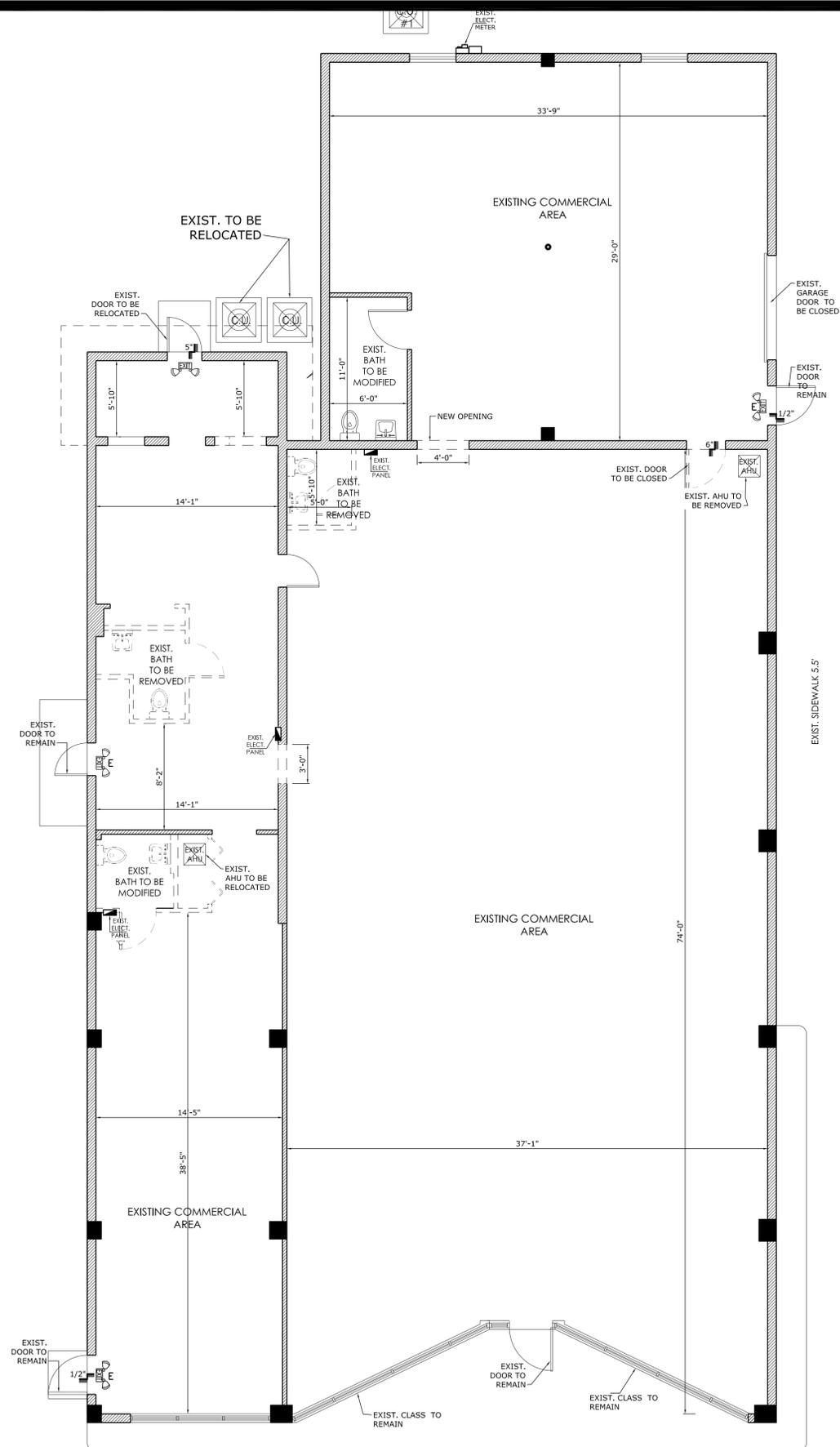
I HEREBY CERTIFY THAT THIS "BOUNDARY SURVEY" MEETS THE "STANDARDS OF PRACTICE" AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17.050, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472-027, FLORIDA STATUTES.

FREEDOM OF LAND CORP
 Surveying Services
 1150 NW 72nd AVENUE
 TOWER 1, SUITE 351
 MIAMI, FLORIDA 33126
 305.266.4451 - 305.262.5007 / LB4515

FLOOD INFORMATION
 COMMUNITY: 120639
 PANEL: 12086C0293
 SUFFIX: L
 FLOOD ZONE: X
 BASE FLOOD ELEV: N/A
 DATE OF FIRM: 09-11-2009

Digitally signed by
 Enrique H Pousada
 Date: 2025.05.12
 11:53:41 -04'00'
 ENRIQUE H. POUSADA
 Registered Land Surveyor No.5133
 STATE OF FLORIDA

THE SURVEY DEPICTED HERE IS NOT COVERED BY PROFESSIONAL LIABILITY INSURANCE



EXISTING FLOOR PLAN
SCALE: 3/16" = 1'-0"

EXISTING BUILDING AREA CHILD DAY CARE	
COMPARTMENT	AREA SQ. FT.
EXIST. GROSS BUILDING AREA	5,008

REVISIONS	
No.	

THESE DRAWING & SPECIFICATIONS ARE INSTRUMENTS OF SERVICE AND SHALL REMAIN THE PROPERTY OF FAUSTO GUERRERO WHETHER THE PROJECT IS EXECUTED OR NOT. THEY ARE NOT TO BE USED IN ANY MANNER ON OTHER PROJECTS OR EXTENSIONS TO THIS PROJECT EXCEPT BY AGREEMENT IN WRITING AND WITH THE APPROPRIATE COMPENSATION TO FAUSTO GUERRERO

PROJECT: **CHANGE OF USE
CHILD DAYCARE**
OWNER: **JUAN REINALDO PEREZ TRS & REINALDO PEREZ TRUST**
ADDRESS INFORMATION: 5430 SW 8th St Coral Gables, FL 33134

SHEET TITLE: **EXISTING FLOOR PLAN**

FAUSTO GUERRERO P.E.
PROFESSIONAL ENGINEER
P.E. 50465

19552 SW 133 AVE.
MIAMI, FL 33177
(786) 443-1685

DATE: 02/07/2025
DRAWN BY: M. GUILLEN
CHECKED BY: FG
SCALE: AS SHOWN

A-101.2
SHEET NUMBER: 2 of 12 | 1763

REVISIONS

No.	

THESE DRAWING & SPECIFICATIONS ARE INSTRUMENTS OF SERVICE AND SHALL REMAIN THE PROPERTY OF FAUSTO GUERRERO WHETHER THE PROJECT FOR WHICH THEY WERE PREPARED IS EXECUTED OR NOT. THEY ARE NOT TO BE USED IN ANY MANNER ON OTHER PROJECTS OR EXTENSIONS TO THIS PROJECT EXCEPT BY AGREEMENT IN WRITING AND WITH THE APPROPRIATE COMPENSATION TO FAUSTO GUERRERO

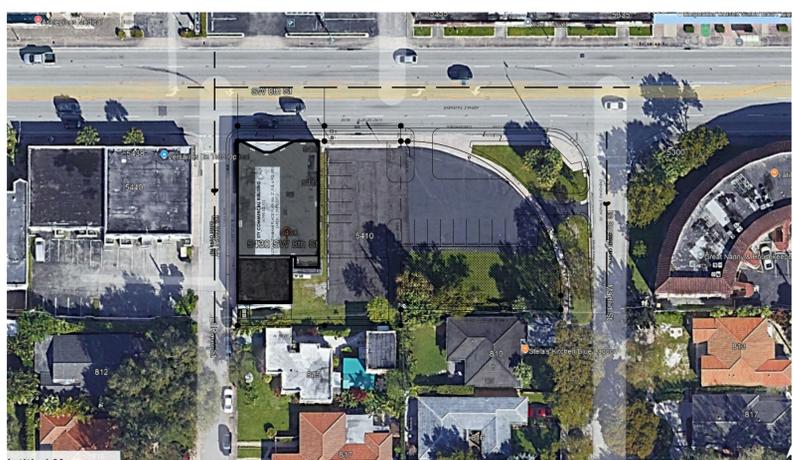
PROJECT: CHANGE OF USE CHILD DAYCARE
 OWNER: JUAN REINALDO PEREZ TRS & REINALDO PEREZ TRUST
 ADDRESS INFORMATION: 5430 SW 8th St Coral Gables, FL 33134
 SHEET TITLE: PHOTOMETRIC LIGHTING LOT

FAUSTO GUERRERO P.E.
 PROFESSIONAL ENGINEER
 P.E. 50465

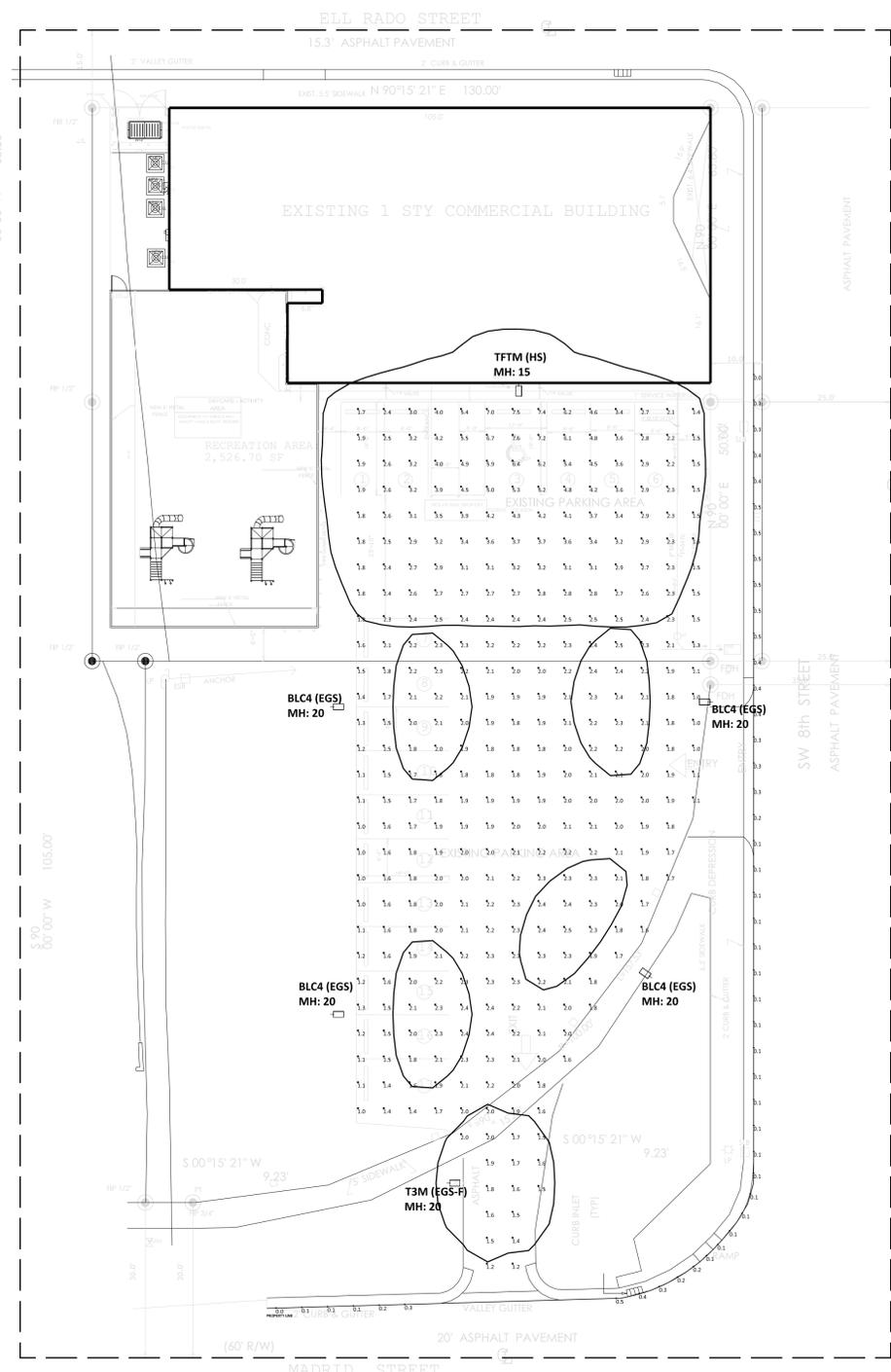
19552 SW 133 AVE.
 MIAMI, FL. 33177
 (786) 443-1685

DATE: 02/07/2025
 DRAWN BY: M. GUILLEN
 CHECKED BY: FG
 SCALE: AS SHOWN

PHOT
 SHEET NUMBER: 13 of 13 1763



LOCATION MAP



PHOTOMETRIC LIGHTING SITE PLAN

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



Target Requirements:

Parking Lot: 1FC MIN, 10:1 MAX/MIN
 Property Line: 0.5FC MAX

General Notes:
 The preparer of this study does not assume responsibility for the suitability of this design in accordance with IESNA recommendations.

Prior to placing an order, it is the customer's responsibility to carefully review and approve this study. Please note that this analysis is based on a mathematical model and its accuracy is constrained by the limitations of the third-party software and the IES standards employed.

While the digital CAD data may appear to be precise, it is important to recognize that this apparent accuracy is a result of the techniques used to generate it and should not be interpreted as real-world accuracy.

Numerous factors will affect the actual performance of lighting in the constructed space. These factors include the accuracy of the original source files provided by the manufacturer (IES files), variations in input voltage and ballast performance, the actual finishing values within the constructed environment, manufacturing discrepancies in both the light source (lamp) and the luminaire, the final placement of the luminaires, the presence of obstructions, and the quality of installation.

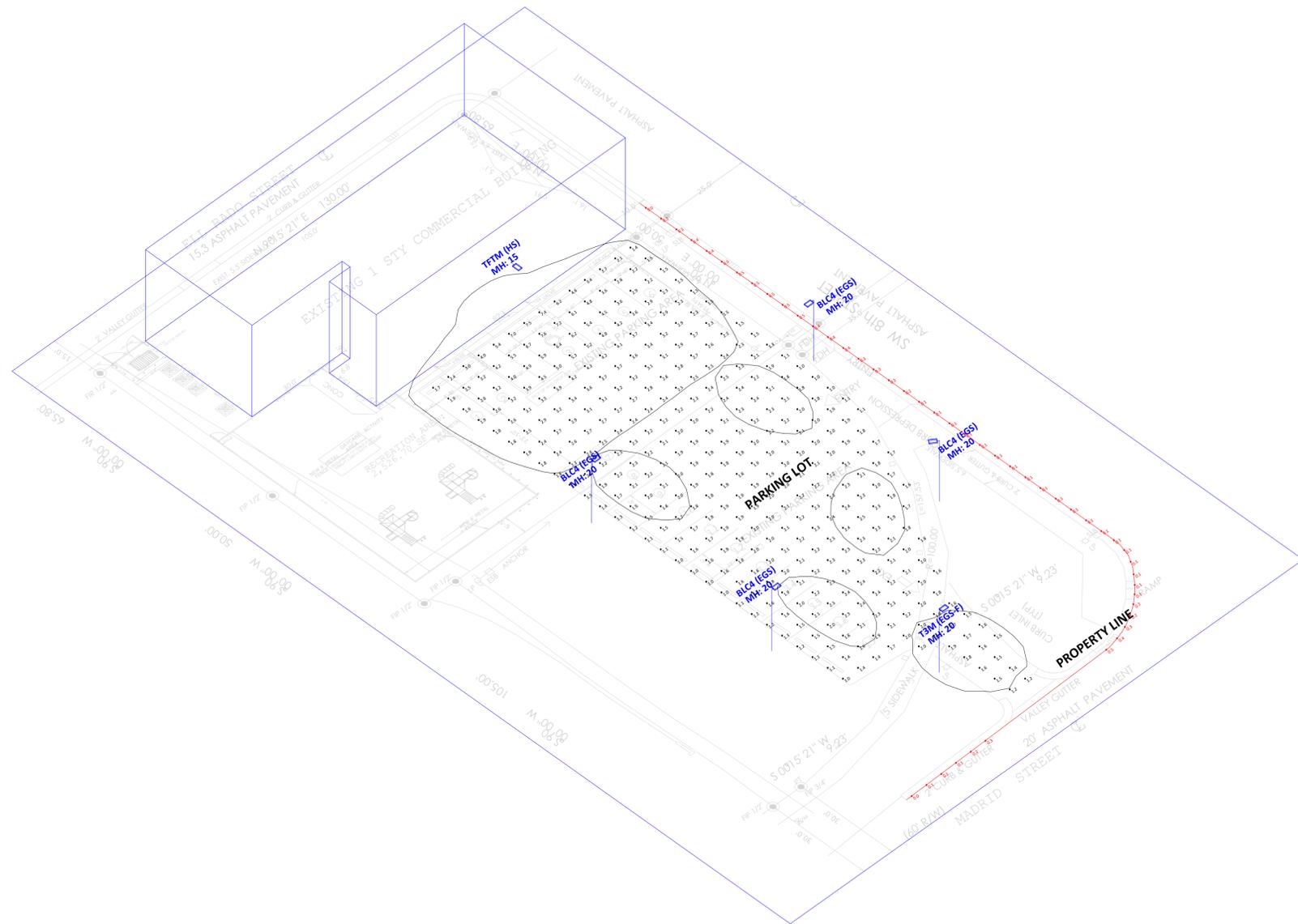
Furthermore, it is essential to acknowledge that field measurements themselves are susceptible to errors stemming from selected measurement methods or technology, as well as the expertise and capabilities of the measuring party. While the creator of this lighting study strives for accuracy, they cannot be held accountable for any errors that may occur. The recipient of this lighting study acknowledges and accepts that the likelihood of scaling errors increases in the absence of a .DWG file or other properly dimensioned drawing provided to the designer.

Given that reflective values have a significant impact on light levels, it is imperative for the end-user of this document to verify and confirm these values before accepting the results of any photometric report.

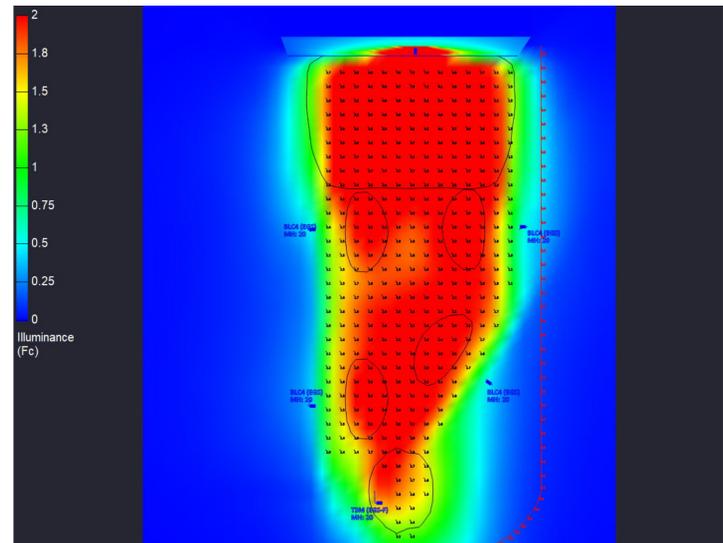
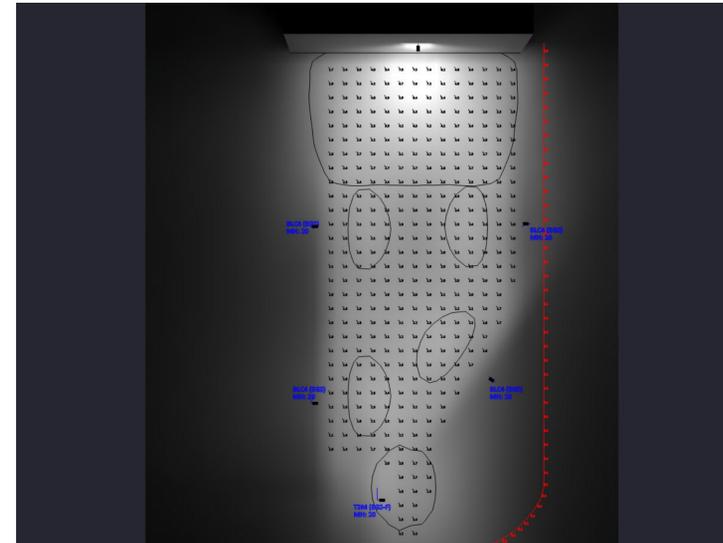
The aiming diagram in this study is designed to assist the installer with setting the proper tilt and orientation of each head. The customer is responsible for ensuring the correct spacing of the heads on each mounting arm to avoid conflict with adjacent heads and with the pole.

Symbol	Qty	LLF	Label	Manufacturer	Description	Arr. Watts	Arr. Lum. Lumens	Mounting Height
	4	0.900	BLC4 (EGS)	Lithonia Lighting	DSX0 LED P2 50K 80CRI BLC4 EGS	45.14	3939	11
	1	0.900	T3M (EGS-F)	Lithonia Lighting	DSX0 LED P2 50K 80CRI T3M EGS-F	45.14	3591	8,11
	1	0.900	TFTM (HS)	Lithonia Lighting	DSX0 LED P6 50K 80CRI TFTM HS WBA	137	13539	7

Label	Units	Avg	Max	Min	Avg/Min	Max/Min	PtSpLr	PtSpTb	Grid Z
PARKING LOT	Fc	2.37	7.6	1.0	2.37	7.60	5	5	0
PROPERTY LINE	Fc	0.23	0.5	0.0	N.A.	N.A.	5	N.A.	N.A.



RENDER VIEWS:



LIGHTING PARAMETERS:

Luminaire Schedule									
Symbol	Qty	Label	LLF	Arrangement	Manufacturer	Description	Arr. Watts	Arr. Lum. Lumens	Mounting Height
	4	BLC4 (EGS)	0.900	SINGLE	Lithonia Lighting	DSX0 LED P2 50K 80CRI BLC4 EGS	45.14	3939	20
	1	T3M (EGS-F)	0.900	SINGLE	Lithonia Lighting	DSX0 LED P2 50K 80CRI T3M EGS-F	45.14	3591	20
	1	TFTM (HS)	0.900	SINGLE	Lithonia Lighting	DSX0 LED P6 50K 80CRI TFTM HS WBA	137	13539	15

Calculation Summary										
Label	Units	Avg	Max	Min	Avg/Min	Max/Min	PtSpclr	PtSpcTb	Grid Z	
PARKING LOT	Fc	2.37	7.6	1.0	2.37	7.60	5	5	0	
PROPERTY LINE	Fc	0.23	0.5	0.0	N.A.	N.A.	5	N.A.	N.A.	

Design Notes:

Reflectance : Ceiling - 0.0, Walls - 0.5, Floor - 0.5

Target Requirements:

Parking Lot: 1FC MIN, 10:1 MAX/MIN

Property Line: 0.5FC MAX

General Notes:
The preparer of this study does not assume responsibility for the suitability of this design in accordance with IESNA recommendations.

Prior to placing an order, it is the customer's responsibility to carefully review and approve this study. Please note that this analysis is based on a mathematical model and its accuracy is constrained by the limitations of the third-party software and the IES standards employed.

While the digital CAD data may appear to be precise, it is important to recognize that this apparent accuracy is a result of the techniques used to generate it and should not be interpreted as real-world accuracy.

Numerous factors will affect the actual performance of lighting in the constructed space. These factors include the accuracy of the original source files provided by the manufacturer (.ies files), variations in input voltage and ballast performance, the actual finishing values within the constructed environment, manufacturing discrepancies in both the light source (lamp) and the luminaire, the final placement of the luminaires, the presence of obstructions, and the quality of installation.

Furthermore, it is essential to acknowledge that field measurements themselves are susceptible to errors stemming from selected measurement methods or technology, as well as the expertise and capabilities of the measuring party. While the creator of this lighting study strives for accuracy, they cannot be held accountable for any errors that may occur. The recipient of this lighting study acknowledges and accepts that the likelihood of scaling errors increases in the absence of a .DWG file or other properly dimensioned drawing provided to the designer.

Given that reflective values have a significant impact on light levels, it is imperative for the end-user of this document to verify and confirm these values before accepting the results of any photometric report.

The aiming diagram in this study is designed to assist the installer with setting the proper tilt and orientation of each head. The customer is responsible for ensuring the correct spacing of the heads on each mounting arm to avoid conflict with adjacent heads and with the pole.

DAYCARE IN CORAL GABLES

TRAFFIC IMPACT STUDY

Prepared by:

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2101 W Commercial Boulevard, Suite 3200
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via PN: 1123
April 2025

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INTRODUCTION

This traffic study was prepared to support the Child Daycare application, a proposed redevelopment located at 5430 SW 8th Street, in the City of Coral Gables. The parcel currently has an unoccupied retail building of approximately 5,008 sqft and is proposed to be redeveloped into a daycare. The daycare is expected to have up to 111 students. Two (2) driveways serve the facility. The driveway on SR-90/US-41/SW 8th Street will be for ingress only, and the driveway on Madrid Street will be for egress only. Conceptual site plan included in Appendix A.

TRIP GENERATION

Daily and peak hour trips from the proposed development were estimated using the rates for Land Use Code (LUC) 565 Daycare, from the latest edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th edition). The trip generation is shown in Table 1. Trip generation supporting documents are included in Appendix B.

Given the frequent signalized crossings across SW 8th Street, many parents may choose to walk to drop off and pick up their child(ren), however, a multimodal reduction is not applied, for conservative analysis. The ITE *Trip Generation Manual* (11th edition) provides pass-by rates for the PM peak hour only of 44% for a daycare. The same pass-by rate was used for AM peak hour. It is expected that parents would choose to drop off their child(ren) on the way to work and/or as part of an existing trip.

Table 1: Trip Generation

Daycare (LUC 565)	Weekday Daily	A.M. Peak Hour			P.M. Peak Hour		
		In	Out	Total	In	Out	Total
Gross Trips	454	43	39	82	38	42	80
Driveway Volumes	454	43	39	82	38	42	80
Pass-by Trips	72	19	17	36	17	19	36
NET EXTERNAL TRIPS	382	24	22	46	21	23	44

TRIP DISTRIBUTION

Consistent with the County's requirements, trip distribution for the proposed development is determined based on the cardinal distributions from the adopted *2045 Miami-Dade Long Range Transportation Plan Directional Trip Distribution Report*. The trip distributions for the build-out year 2025 are obtained by interpolating between the 2015 and 2045 cardinal distribution for traffic analysis zone (TAZ) 1043. Trip distributions are shown in Figure 1, and the calculations are shown in Appendix C. The general trip distributions are:

- 33% to and from the north
- 19% to and from the south
- 26% to and from the east
- 22% to and from the west

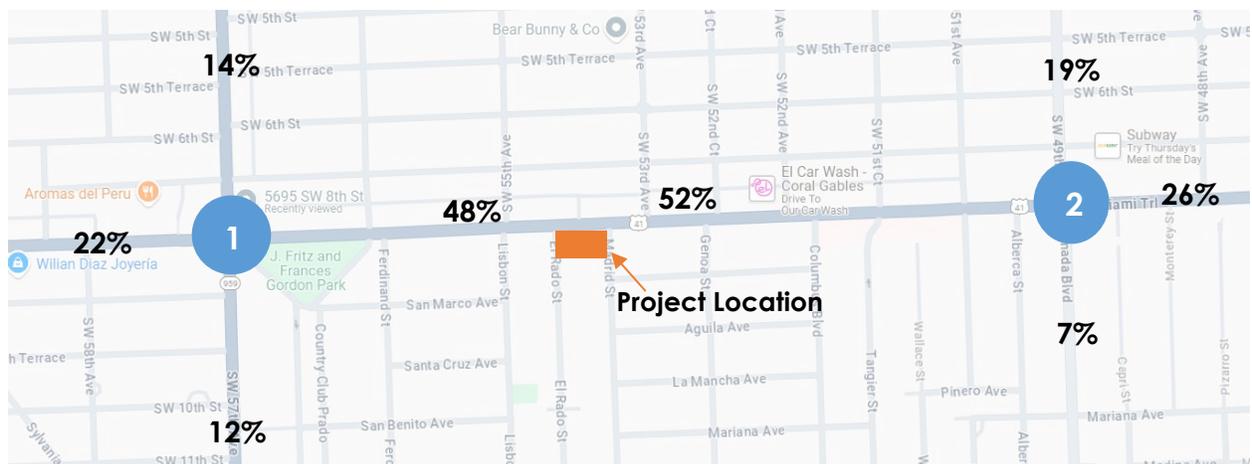


Figure 1: Trip Distribution

STUDY AREA

Figure 1 also shows the study intersections, they are:

1. SR-90/US-41/SW 8th Street and SW 57th Avenue/Country Club Prado
2. SR-90/US-41/SW 8th Street and SW 49th Avenue/Granada Boulevard

DATA COLLECTION/GATHERING

Intersection turning movement counts (TMCs) were conducted on Tuesday, April 8th, 2025, during typical AM and PM peak periods. A field visit was also performed during the data collection period to observe and assess the existing traffic operations at the study intersections.

Roadway segment counts on SR-90/US-41/SW 8th Street was obtained from FDOT's 2023 FTO web application.

The signal timing sheets and plans for the study intersections were obtained from the *Miami-Dade County Traffic Signal Documents Web Map*. The Peak Season Conversion Factor (PSCF) was obtained from the FDOT FTO database. Supporting documents are included in Appendix D.

GROWTH RATE DETERMINATION

Historical traffic data from the nearby FDOT count site #870118 on SR-90/US-41/SW 8th Street, east of Red Road/SW 57th Avenue, was examined to determine the historical growth trends. Since the historical growth is negative, a minimum of 0.5% traffic growth was used for the roadway segment analysis. Supporting documents are included in Appendix E.

VOLUME DEVELOPMENT

2025 Existing Traffic

The volumes from the traffic counts were used as the existing volumes for intersection analysis. A 0.5% compounded growth rate was applied to the 2023 roadway counts obtained from FDOT database and were used for roadway segment analysis. No adjustment to peak season was made, as the data showed a PSCF of 1.00.

2025 Traffic with Project

The 2025 traffic with project was developed by adding the project traffic to the 2025 existing traffic based on the trip distribution.

The volume development figures are included in Appendix F.

ROADWAY SEGMENT ANALYSIS

Roadway segment analysis was performed for SR-90/US-41/SW 8th Street within the study area. Roadway service volume thresholds were determined based on FDOT's 2023 *Multimodal Quality/ Level of Service Handbook*. Based on the daily volume analysis, the study segment of SR-90/US-41/SW 8th Street is already exceeding the LOS D threshold under existing conditions.

Table 2: Roadway Segment Analysis

SW 8 th Street from SW 57th Avenue/Red Road to SW 49th Avenue/Granada Boulevard	Daily	AM Peak Hour	PM Peak Hour
Context Classification	C4	C4	C4
Facility Type	4-lane	4-lane	4-lane
LOS D Standard Capacity	37,905	3,413	3,413
2023 Traffic	40,630	3,038	2,416
Below LOS D Threshold	No	Yes	Yes
2025 Background Growth (0.5% GR)	41,447	3,099	2,465
Below LOS D Threshold?	No	Yes	Yes
Project Distribution	52%	52%	52%
Project Trips	199	24	23
2025 Traffic with Project	40,829	3,123	2,488
Below LOS D Threshold?	No	Yes	Yes

INTERSECTION CAPACITY ANALYSIS

Assumptions, Analysis Tool, and Exception

Field-collected Peak Hour Factor and Heavy Vehicle (HV) factor were applied to the study intersections; a minimum HV factor of 3% was used. Bicycle and pedestrian counts were also included. Intersection operational analysis was conducted using the latest version of Synchro, version 12.

The intersection of SR-90/US-41/SW 8th Street and SW 57th Avenue/ Country Club Prado was analyzed as a 4-legged intersection, as the inbound volumes to the Country Club Prado will not impact the intersection's operations, and the outbound movement is not controlled by the signal. The delay and LOS were reported based on the Highway Capacity Manual (HCM 7th) methodology for SR-90/US-41/SW 8th Street and SW 57th Avenue/Country Club Prado. For the intersection of SR-90/US-41/SW 8th Street and SW 49th Avenue/Granada Boulevard, the HCM 2000 results were reported, as HCM 7th does not support non-NEMA phasing.

Analysis Findings

The delay and LOS by approach and overall intersection are shown in Table 3 for AM and PM peak hours. Both study intersections are expected to operate at LOS D or better under both analysis scenarios. For the 2025 traffic with project scenario, signal timing optimization was performed for SR-90/US-41/SW 8th Street and SW 49th Avenue/Granada Boulevard intersection. Synchro results are included in Appendix G.

Queue Length Examination

The 95th-percentile queue lengths were examined for the exclusive turn lanes. This metric is used to evaluate whether there is adequate storage for turning vehicles. The 95th percentile queue has been rounded up to 25 feet, representing a full car length. For the intersection delay/LOS reported using HCM 2000 methodology, queues are reported using Synchro intersection results.

As shown in Table 4, although some movements are shown to have deficient storage, the project traffic is not expected to impact the existing queues. It should be noted that additional storage for the eastbound left turn and westbound left turn lanes is available in the immediate two-way left turn lane (TWLTL) along SW 8th Street. Synchro results are included in Appendix G.

Table 3: Intersection Delay and Level of Service (LOS)

Intersection of SR-90/US-41/SW 8th Street and	Approach	2025 Existing Traffic				2025 Traffic with Project			
		AM		PM		AM		PM	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SW 57th Avenue/Country Club Prado	EB	32.8	C	29.0	C	33.3	C	29.3	C
	WB	31.5	C	31.0	C	31.8	C	31.1	C
	NB	45.5	D	45.6	D	46.5	D	46.0	D
	SB	37.4	D	39.0	D	37.9	D	39.3	D
	Overall	35.7	D	34.3	C	36.2	D	34.5	C
SW 49th Avenue/Granada Boulevard ⁽¹⁾	EB	44.0	D	37.0	D	45.7	D	37.0	D
	WB	36.4	D	41.9	D	38.4	D	43.7	D
	NB	65.3	E	62.6	E	68.2	E	62.4	E
	SB	65.5	E	60.6	E	64.1	E	62.8	E
	Overall	45.7	D	43.7	D	47.2	D	44.7	D

(1) Reported using HCM 2000 due to non-NEMA standard phasing

Table 4: 95th Percentile Queue⁽¹⁾

Intersection		SW 8th Street and SW 57th Avenue/ Country Club Prado		SW 8th Street and SW 49th Avenue/ Granada Boulevard	
		AM	PM	AM	PM
Analysis Period		AM	PM	AM	PM
Eastbound Left	Storage	275	275	100	100
	Existing Traffic	100	150	150	200
	Traffic with Project	100	150	150	175
Westbound Left	Storage	225	225	75	75
	Existing Traffic	100	125	100	100
	Traffic with Project	100	125	100	100
Northbound Left	Storage	125	125	-	-
	Existing Traffic	50	50	-	-
	Traffic with Project	50	50	-	-
Southbound Left	Storage	125	125	75	75
	Existing Traffic	150	125	225	150
	Traffic with Project	150	125	225	150
Northbound Right	Storage	-	-	50	50
	Existing Traffic	-	-	25	50
	Traffic with Project	-	-	25	50
Southbound Right	Storage	-	-	200	200
	Existing Traffic	-	-	75	50
	Traffic with Project	-	-	50	75

⁽¹⁾ rounded to a car length of 25 feet

Queue exceeding storage

PICK-UP/DROP-OFF OPERATIONS

As mentioned, the driveway on SR-90/US-41/SW 8th Street will be for ingress only and the driveway on Madrid Street will be for egress only. Parents will enter the site using the driveway on SR-90/US-41/SW 8th Street, drop off or pick up their child(ren) at the designated location (shown in the site plan), and exit via the driveway on Madrid Street. The drop-off/pick-up area is designed to allow parents to remain in their vehicles, ensuring efficient flow of traffic during peak periods. The vehicles will be stacked adjacent to the north parking area and along the northeast area of the parcel while the child(ren) are dropped off/picked up. A vehicle stacking exhibit and traffic circulation is included in Appendix H. In addition, the hours of operation are staggered such that parents of different age groups are able to drop off/pick up their child(ren) during different time of the day, which further allows for distribution of project traffic throughout the day. Parents can also utilize the parking spots to park momentarily and drop off/pick up the child(ren) from school. Therefore, the queue is expected to be minimal.

CONCLUSION

A Daycare Center with up to 111 students is proposed to locate at 5430 SW 8th Street, in the City of Coral Gables. The traffic analysis shows that traffic generated from the development is not expected to have any significant traffic impact on the roadway network.

APPENDIX A

SITE PLAN

APPENDIX B

ITE LAND USE DESCRIPTIONS AND PASS-BY RATE

APPENDIX B1
ITE LAND USE DESCRIPTIONS

Land Use: 565

Day Care Center

Description

A day care center is a facility where care for pre-school age children is provided, normally during daytime hours. A day care facility generally includes classrooms, offices, eating areas, and playgrounds. A center may also provide after-school care for school-age children.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Florida, Georgia, Maryland, Minnesota, New Hampshire, New Jersey, New York, North Carolina, Oregon, Pennsylvania, Tennessee, Texas, Virginia, and Wisconsin.

Source Numbers

169, 208, 216, 253, 335, 336, 337, 355, 418, 423, 536, 550, 562, 583, 633, 734, 866, 869, 877, 878, 954, 959, 981

Day Care Center (565)

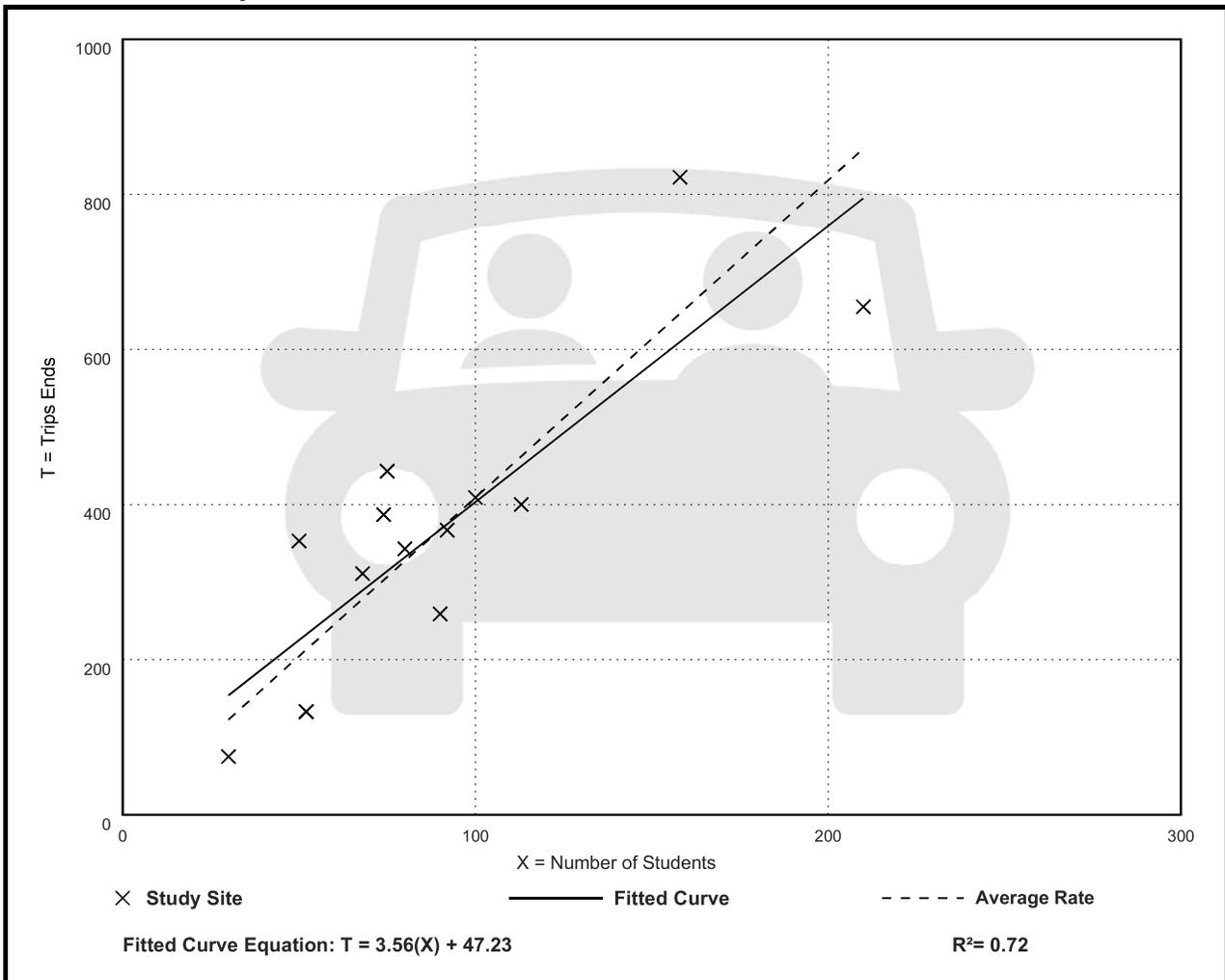
Vehicle Trip Ends vs: Students
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. Num. of Students: 89
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
4.09	2.50 - 7.06	1.21

Data Plot and Equation



Day Care Center (565)

Vehicle Trip Ends vs: Students

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 75

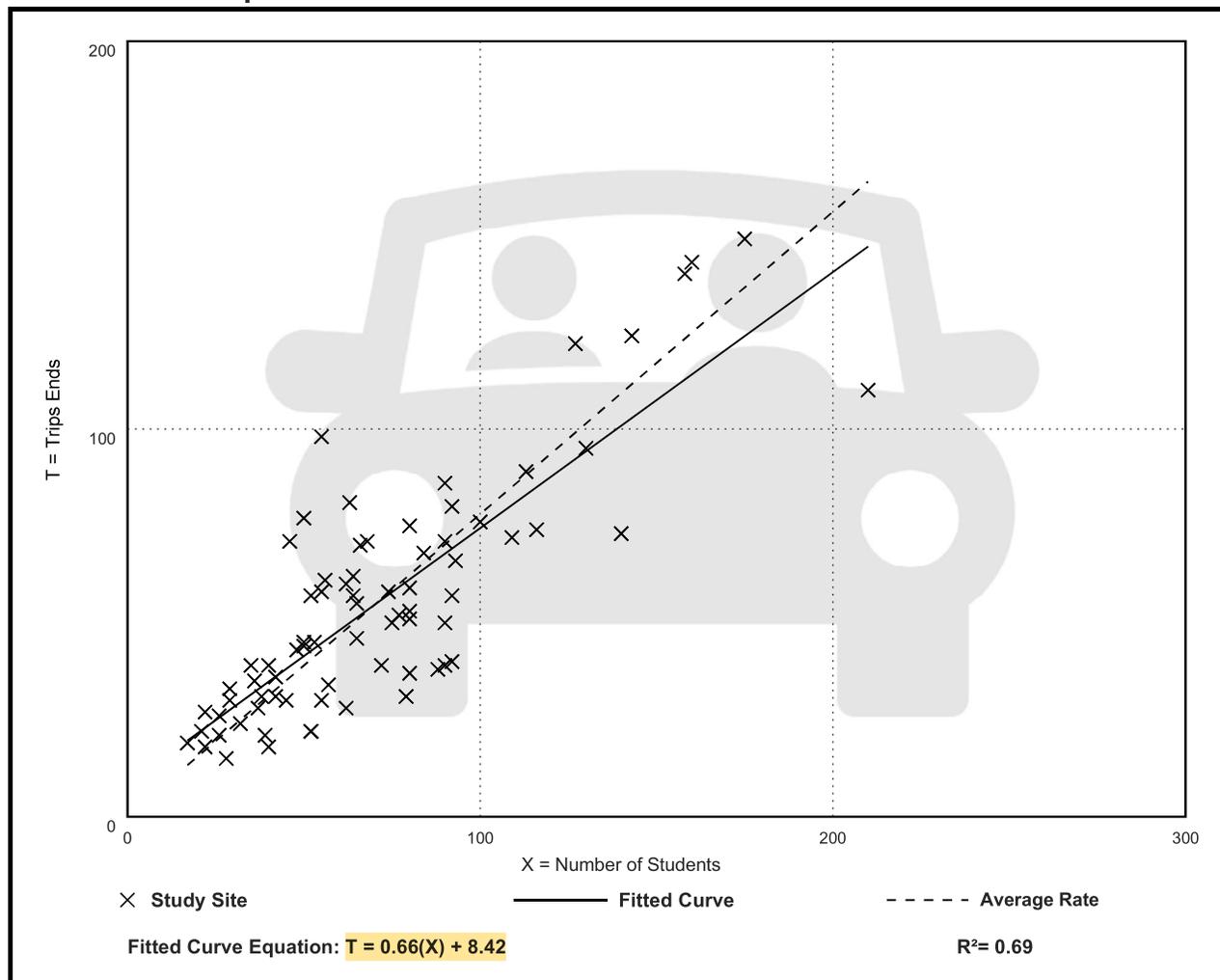
Avg. Num. of Students: 71

Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.78	0.39 - 1.78	0.25

Data Plot and Equation



Day Care Center (565)

Vehicle Trip Ends vs: Students

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 75

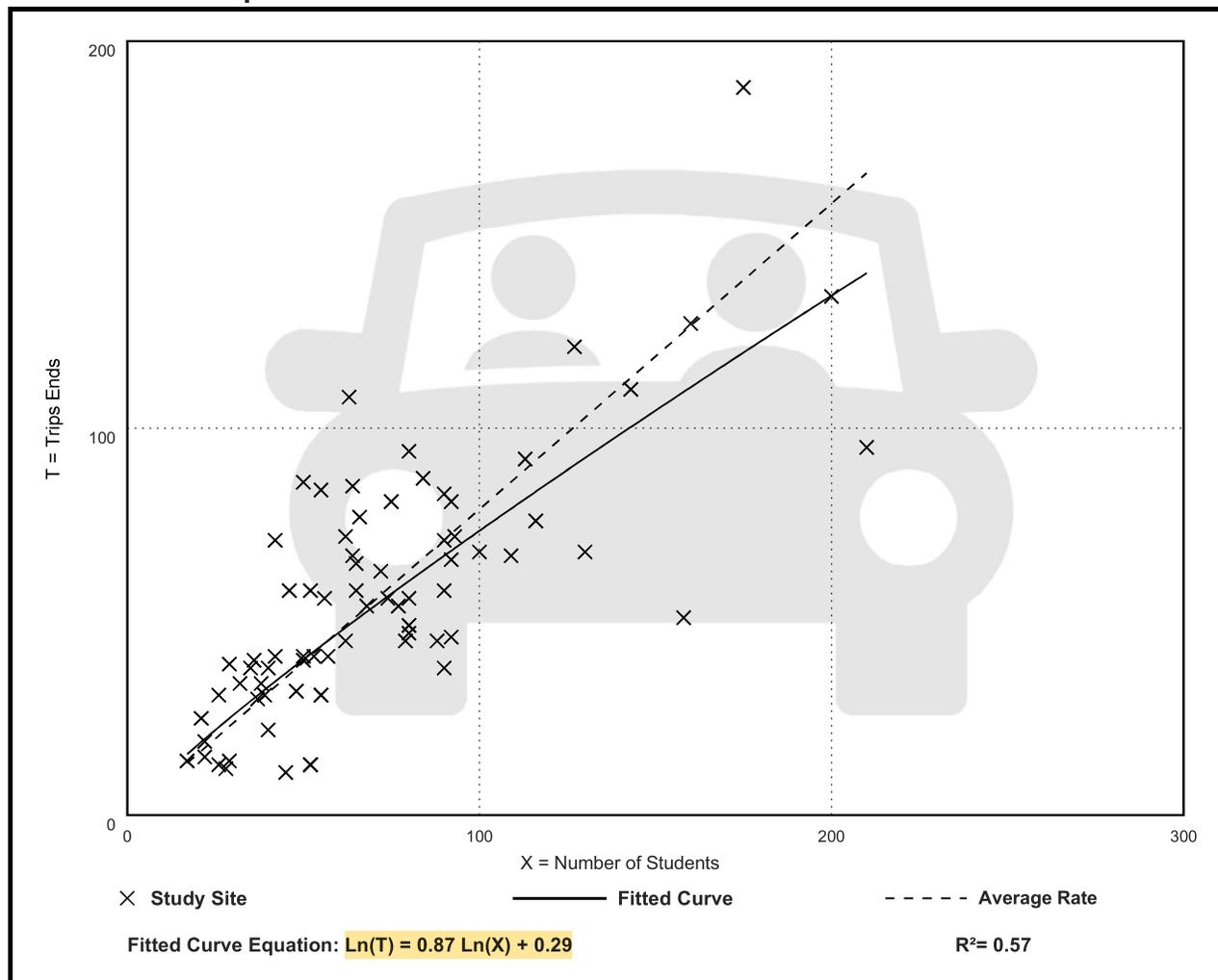
Avg. Num. of Students: 72

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.79	0.24 - 1.72	0.30

Data Plot and Equation



APPENDIX B2

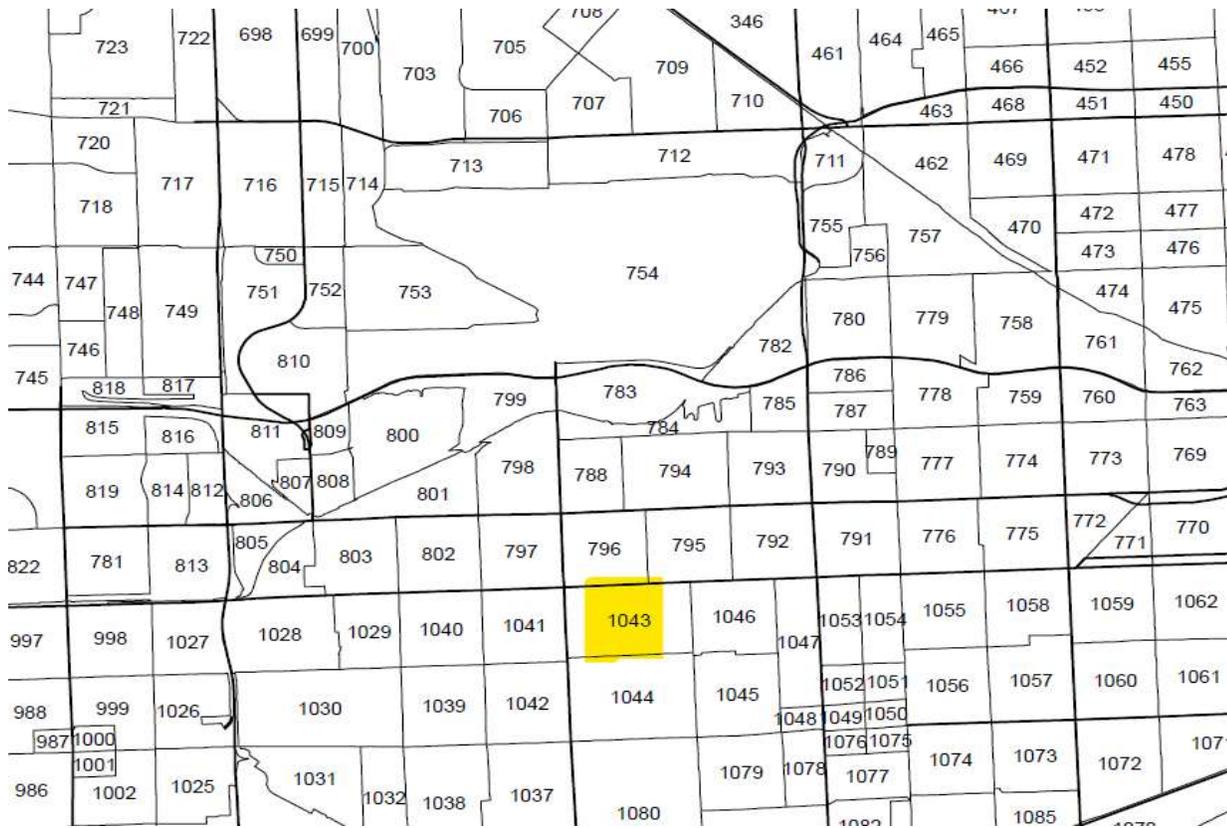
PASS-BY RATE

APPENDIX C

TRIP DISTRIBUTION CALCULATIONS

Direction	TAZ 1043 Cardinal Distribution Percentages		
	Miami-Dade LRTP Model		Build-out year
	2015	2045	2025
NNE	17.50%	20.20%	18.40%
ENE	16.80%	17.50%	17.03%
ESE	9.50%	8.00%	9.00%
SSE	7.50%	7.00%	7.33%
SSW	11.50%	13.70%	12.23%
WSW	10.40%	10.30%	10.37%
WNW	11.60%	11.30%	11.50%
NNW	15.20%	12.00%	14.13%
Total	100%	100%	100%

General distribution	
Direction	Distribution
North	33%
South	20%
East	26%
West	22%
Total	100.00%



Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1041	3941	Trips	673	677	369	270	475	428	438	477	3,901
1041	3941	Percent	17.7	17.8	9.7	7.1	12.5	11.2	11.5	12.5	
1042	3942	Trips	558	498	434	182	372	320	381	362	3,131
1042	3942	Percent	18.0	16.1	14.0	5.9	12.0	10.3	12.3	11.7	
1043	3943	Trips	639	615	349	276	419	380	423	555	3,753
1043	3943	Percent	17.5	16.8	9.5	7.5	11.5	10.4	11.6	15.2	
1044	3944	Trips	337	343	258	146	264	268	181	215	2,013
1044	3944	Percent	16.8	17.1	12.8	7.3	13.1	13.3	9.0	10.7	
1045	3945	Trips	262	278	217	141	94	169	176	170	1,515
1045	3945	Percent	17.4	18.4	14.4	9.4	6.2	11.2	11.7	11.3	
1046	3946	Trips	382	373	217	269	285	277	276	391	2,486
1046	3946	Percent	15.5	15.1	8.8	10.9	11.5	11.2	11.2	15.8	
1047	3947	Trips	560	494	137	415	359	272	256	563	3,096
1047	3947	Percent	18.3	16.2	4.5	13.6	11.7	8.9	8.4	18.4	
1048	3948	Trips	123	108	72	51	62	85	75	67	652
1048	3948	Percent	19.1	16.7	11.3	8.0	9.6	13.2	11.7	10.5	
1049	3949	Trips	1,058	1,118	354	838	742	915	868	1,330	7,348
1049	3949	Percent	14.7	15.5	4.9	11.6	10.3	12.7	12.0	18.4	
1050	3950	Trips	1,275	1,260	462	427	1,550	1,407	1,105	1,745	9,612
1050	3950	Percent	13.8	13.7	5.0	4.6	16.8	15.2	12.0	18.9	
1051	3951	Trips	877	855	259	513	1,100	969	668	1,312	6,795
1051	3951	Percent	13.4	13.1	4.0	7.8	16.8	14.8	10.2	20.0	
1052	3952	Trips	974	1,176	409	737	977	831	738	1,452	7,436
1052	3952	Percent	13.4	16.1	5.6	10.1	13.4	11.4	10.1	19.9	
1053	3953	Trips	577	842	316	596	396	593	379	799	4,588
1053	3953	Percent	12.8	18.7	7.0	13.3	8.8	13.2	8.4	17.8	
1054	3954	Trips	1,406	1,468	523	804	1,648	1,099	1,064	1,848	10,184
1054	3954	Percent	14.3	14.9	5.3	8.2	16.7	11.1	10.8	18.7	
1055	3955	Trips	450	674	168	305	676	500	539	701	4,064
1055	3955	Percent	11.2	16.8	4.2	7.6	16.8	12.5	13.4	17.5	
1056	3956	Trips	1,429	1,338	442	568	1,555	1,376	885	1,623	9,478
1056	3956	Percent	15.5	14.5	4.8	6.2	16.9	14.9	9.6	17.6	
1057	3957	Trips	977	794	119	245	908	908	791	1,145	6,096
1057	3957	Percent	16.6	13.5	2.0	4.2	15.4	15.4	13.4	19.4	
1058	3958	Trips	904	933	203	267	700	870	693	1,080	5,727
1058	3958	Percent	16.0	16.5	3.6	4.7	12.4	15.4	12.3	19.1	
1059	3959	Trips	1,160	941	217	226	831	880	1,084	1,103	6,586
1059	3959	Percent	18.0	14.6	3.4	3.5	12.9	13.7	16.8	17.1	
1060	3960	Trips	718	565	100	121	403	883	524	900	4,255
1060	3960	Percent	17.0	13.4	2.4	2.9	9.6	21.0	12.4	21.4	
1061	3961	Trips	805	534	107	93	324	808	623	914	4,293
1061	3961	Percent	19.1	12.7	2.6	2.2	7.7	19.2	14.8	21.7	
1062	3962	Trips	723	985	119	209	505	816	792	1,048	5,353
1062	3962	Percent	13.9	19.0	2.3	4.0	9.7	15.7	15.2	20.2	
1063	3963	Trips	921	963	236	83	380	904	862	965	5,424
1063	3963	Percent	17.3	18.1	4.4	1.6	7.2	17.0	16.2	18.2	
1064	3964	Trips	944	659	28	67	327	860	681	790	4,450
1064	3964	Percent	21.7	15.1	0.6	1.6	7.5	19.7	15.6	18.1	
1065	3965	Trips	692	526	122	22	185	840	634	830	3,993
1065	3965	Percent	18.0	13.7	3.2	0.6	4.8	21.8	16.5	21.6	
1066	3966	Trips	138	89	0	50	28	147	130	161	752
1066	3966	Percent	18.5	12.0	0.0	6.8	3.8	19.7	17.5	21.7	

Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1041	3941	Trips	813	935	440	283	764	532	524	619	5,046
1041	3941	Percent	16.6	19.0	9.0	5.8	15.6	10.8	10.7	12.6	
1042	3942	Trips	696	694	355	144	484	406	418	495	3,737
1042	3942	Percent	18.9	18.8	9.6	3.9	13.1	11.0	11.3	13.4	
1043	3943	Trips	1,120	972	445	390	760	571	629	668	5,629
1043	3943	Percent	20.2	17.5	8.0	7.0	13.7	10.3	11.3	12.0	
1044	3944	Trips	530	510	164	177	322	303	331	323	2,700
1044	3944	Percent	19.9	19.2	6.2	6.7	12.1	11.4	12.5	12.1	
1045	3945	Trips	242	291	136	114	193	170	242	294	1,699
1045	3945	Percent	14.4	17.3	8.1	6.8	11.5	10.1	14.4	17.5	
1046	3946	Trips	410	466	169	233	291	345	305	486	2,722
1046	3946	Percent	15.2	17.2	6.2	8.6	10.8	12.8	11.3	18.0	
1047	3947	Trips	569	700	132	377	405	370	418	742	3,792
1047	3947	Percent	15.3	18.9	3.6	10.2	10.9	10.0	11.3	20.0	
1048	3948	Trips	150	175	87	41	106	132	104	153	970
1048	3948	Percent	15.8	18.5	9.2	4.3	11.2	13.9	11.0	16.1	
1049	3949	Trips	1,395	1,521	357	804	1,065	1,072	1,013	1,864	9,265
1049	3949	Percent	15.4	16.7	3.9	8.8	11.7	11.8	11.1	20.5	
1050	3950	Trips	1,591	1,403	318	379	1,631	1,353	1,167	2,238	10,280
1050	3950	Percent	15.8	13.9	3.2	3.8	16.2	13.4	11.6	22.2	
1051	3951	Trips	1,463	1,653	260	596	1,893	1,364	918	2,109	10,667
1051	3951	Percent	14.3	16.1	2.5	5.8	18.5	13.3	9.0	20.6	
1052	3952	Trips	1,591	2,049	397	1,053	1,298	1,175	1,145	2,474	11,432
1052	3952	Percent	14.2	18.3	3.6	9.4	11.6	10.5	10.2	22.1	
1053	3953	Trips	874	1,126	284	594	648	645	674	1,248	6,209
1053	3953	Percent	14.3	18.5	4.7	9.8	10.6	10.6	11.1	20.5	
1054	3954	Trips	2,176	2,623	640	960	2,431	1,691	1,445	3,179	15,777
1054	3954	Percent	14.4	17.3	4.2	6.3	16.1	11.2	9.5	21.0	
1055	3955	Trips	655	923	172	220	701	645	594	919	4,898
1055	3955	Percent	13.6	19.1	3.6	4.6	14.5	13.4	12.3	19.0	
1056	3956	Trips	2,161	1,770	494	705	1,885	1,894	1,207	2,148	12,598
1056	3956	Percent	17.6	14.4	4.0	5.8	15.4	15.4	9.8	17.5	
1057	3957	Trips	1,620	939	172	256	1,179	1,117	1,085	1,561	8,193
1057	3957	Percent	20.4	11.8	2.2	3.2	14.9	14.1	13.7	19.7	
1058	3958	Trips	1,794	1,360	278	362	1,141	1,370	1,048	1,570	9,137
1058	3958	Percent	20.1	15.2	3.1	4.1	12.8	15.4	11.8	17.6	
1059	3959	Trips	1,394	1,066	222	171	980	1,052	1,373	1,386	7,890
1059	3959	Percent	18.2	13.9	2.9	2.2	12.8	13.8	18.0	18.1	
1060	3960	Trips	1,034	655	87	90	481	1,124	747	1,140	5,443
1060	3960	Percent	19.3	12.2	1.6	1.7	9.0	21.0	13.9	21.3	
1061	3961	Trips	1,053	648	86	109	421	947	765	879	5,040
1061	3961	Percent	21.5	13.2	1.8	2.2	8.6	19.3	15.6	17.9	
1062	3962	Trips	1,082	889	137	185	533	926	935	1,098	5,926
1062	3962	Percent	18.7	15.4	2.4	3.2	9.2	16.0	16.2	19.0	
1063	3963	Trips	987	699	189	65	325	920	889	1,078	5,239
1063	3963	Percent	19.2	13.6	3.7	1.3	6.3	17.9	17.3	20.9	
1064	3964	Trips	1,153	787	43	113	364	1,015	980	837	5,418
1064	3964	Percent	21.8	14.9	0.8	2.1	6.9	19.2	18.5	15.8	
1065	3965	Trips	906	538	71	46	194	1,123	856	1,134	5,050
1065	3965	Percent	18.6	11.1	1.5	0.9	4.0	23.1	17.6	23.3	
1066	3966	Trips	164	123	1	21	45	193	142	221	918
1066	3966	Percent	18.1	13.6	0.1	2.3	4.9	21.2	15.6	24.3	

APPENDIX D

TMC, SIGNAL TIMING SHEETS, AND EXCERPT FROM PEAK

SEASON FACTOR CATEGORY REPORT

APPENDIX D1

**SR-90/US-41/SW 8TH STREET AND SW 57TH AVENUE/COUNTRY
CLUB PRADO**

Site 1
FL-959 SW 57th Ave/Country Club Prado (NS) & FL-90 SW 8th St (EW)

Date
Tuesday, April 8, 2025

Weather
Mostly Cloudy
78°F

Lat/Long
25.763541°,-80.287860°

Cycle	NBL	NBT	EBL	EBT	WBL	WBT	SBL	SBT
1	10.6	47.8	12.2	96.5	12.2	96.5	10.6	47.8
2	0	47.8	17.9	97.2	17.9	97.2	11.1	62.2
3	11.1	54.2	13.4	97.2	13.4	97.2	11.1	54.2
4	8.3	57.3	22.5	93.5	9.8	73.2	8.3	57.3
5	0	49.8	16.3	94.1	16.3	94.1	10.6	65.6



Peak Hour Turning Movement Count

Coral Gables, FL



[Click here for Map](#)

Tuesday, April 8, 2025		
	Mostly Cloudy	78°F
Period	0700 - 0900	APPLY
Peak Hour	0800 - 0900	APPLY
Global PH	0800 - 0900	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-959 SW 57th Ave (South)						FL-959 SW 57th Ave (North)						FL-90 SW 8th St (West)						FL-90 SW 8th St (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total					
0800 - 0815	5	150	40	-	0	195	37	184	21	-	0	242	45	274	12	-	0	331	30	212	31	-	0	273	1041
0815 - 0830	8	131	43	-	0	182	37	160	20	-	0	217	36	299	11	-	0	346	29	225	50	-	0	304	1049
0830 - 0845	16	138	38	-	0	192	27	151	14	-	0	192	26	296	15	-	0	337	30	243	39	-	0	312	1033
0845 - 0900	20	139	29	-	0	188	36	120	20	-	0	176	25	279	11	-	0	315	29	212	45	-	0	286	965
Total	49	558	150	0	0	757	137	615	75	0	0	827	132	1148	49	0	0	1329	118	892	165	0	0	1175	4088
Approach %	6.47	73.71	19.82	0.00	0.00	-	16.57	74.37	9.07	0.00	0.00	-	9.93	86.38	3.69	0.00	0.00	-	10.04	75.91	14.04	0.00	0.00	-	-
PHF	0.61	0.93	0.87	0.00	0.00	0.97	0.93	0.84	0.89	0.00	0.00	0.85	0.73	0.96	0.82	0.00	0.00	0.96	0.98	0.92	0.83	0.00	0.00	0.94	0.97

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-959 SW 57th Ave (South)						FL-959 SW 57th Ave (North)						FL-90 SW 8th St (West)						FL-90 SW 8th St (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total					
0800 - 0815	5	146	40	-	0	191	35	180	19	-	0	234	45	267	10	-	0	322	29	211	30	-	0	270	1017
0815 - 0830	8	127	41	-	0	176	35	153	20	-	0	208	34	292	10	-	0	326	29	217	49	-	0	295	1015
0830 - 0845	16	136	36	-	0	188	26	146	14	-	0	186	25	285	15	-	0	325	29	240	38	-	0	307	1006
0845 - 0900	20	138	28	-	0	186	35	118	20	-	0	173	24	276	11	-	0	311	28	206	45	-	0	279	949
Total	49	547	145	0	0	741	131	597	73	0	0	801	128	1120	46	0	0	1294	115	874	162	0	0	1151	3987
Approach %	6.61	73.82	19.57	0.00	0.00	-	16.35	74.53	9.11	0.00	0.00	-	9.89	86.55	3.55	0.00	0.00	-	9.99	75.93	14.07	0.00	0.00	-	-
PHF	0.61	0.94	0.88	0.00	0.00	0.97	0.94	0.83	0.91	0.00	0.00	0.86	0.71	0.96	0.77	0.00	0.00	0.96	0.99	0.91	0.83	0.00	0.00	0.94	0.98

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-959 SW 57th Ave (South)						FL-959 SW 57th Ave (North)						FL-90 SW 8th St (West)						FL-90 SW 8th St (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total					
0800 - 0815	0	2	0	-	0	2	2	4	2	-	0	8	0	7	2	-	0	9	1	1	0	-	0	2	21
0815 - 0830	0	4	2	-	0	6	2	6	0	-	0	8	1	5	1	-	0	7	0	7	1	-	0	8	29
0830 - 0845	0	2	2	-	0	4	0	5	0	-	0	5	1	8	0	-	0	9	1	3	1	-	0	5	23
0845 - 0900	0	1	1	-	0	2	1	1	0	-	0	2	1	2	0	-	0	3	1	5	0	-	0	6	13
Total	0	9	5	0	0	14	5	16	2	0	0	23	3	22	3	0	0	28	3	16	2	0	0	21	86
Approach %	0.00	64.29	35.71	0.00	0.00	-	21.74	69.57	8.70	0.00	0.00	-	10.71	78.57	10.71	0.00	0.00	-	14.29	76.19	9.52	0.00	0.00	-	-
PHF	0.00	0.56	0.63	0.00	0.00	0.58	0.63	0.67	0.25	0.00	0.00	0.72	0.75	0.69	0.38	0.00	0.00	0.78	0.75	0.57	0.50	0.00	0.00	0.66	0.74

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-959 SW 57th Ave (South)						FL-959 SW 57th Ave (North)						FL-90 SW 8th St (West)						FL-90 SW 8th St (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total					
0800 - 0815	0	2	0	-	0	2	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0	0	2	2
0815 - 0830	0	0	0	-	0	0	0	1	0	-	0	1	1	2	0	-	0	3	0	1	0	-	0	1	5
0830 - 0845	0	0	0	-	0	0	1	0	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	4
0845 - 0900	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	2
Total	0	2	0	0	0	2	1	2	0	0	0	3	1	6	0	0	0	7	0	1	0	0	0	1	13
Approach %	0.00	100.00	0.00	0.00	0.00	-	33.33	66.67	0.00	0.00	0.00	-	14.29	85.71	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-
PHF	0.00	0.25	0.00	0.00	0.00	0.25	0.25	0.50	0.00	0.00	0.00	0.75	0.25	0.50	0.00	0.00	0.00	0.58	0.00	0.25	0.00	0.00	0.00	0.25	0.65

Bicycles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-959 SW 57th Ave (South)						FL-959 SW 57th Ave (North)						FL-90 SW 8th St (West)						FL-90 SW 8th St (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total					
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0	0	1	1
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0
0845 - 0900	0	0	0	-	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	1	0	-	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.50	0.50

Peak Hour Turning Movement Count

Coral Gables, FL

[Click here for Map](#)

Tuesday, April 8, 2025		
	Mostly Cloudy	78°F
Period	1600 - 1800	APPLY
Peak Hour	1645 - 1745	APPLY
Global PH	1645 - 1745	APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-959 SW 57th Ave (South)						FL-959 SW 57th Ave (North)						FL-90 SW 8th St (West)						FL-90 SW 8th St (East)						
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	
1645 - 1700	13	136	36	-	1	186	28	109	34	-	0	171	38	243	9	-	0	290	37	273	32	-	0	342	989
1700 - 1715	8	117	35	-	0	160	29	134	24	-	0	187	37	215	8	-	1	261	39	250	35	-	0	324	932
1715 - 1730	9	105	35	-	0	149	18	92	15	-	0	125	42	243	17	-	0	302	45	301	47	-	0	393	969
1730 - 1745	9	136	28	-	0	173	29	136	21	-	0	186	42	252	15	-	0	309	54	265	34	-	0	353	1021
Total	39	494	134	0	1	668	104	471	94	0	0	669	159	953	49	0	1	1162	175	1089	148	0	0	1412	3911
Approach %	5.84	73.95	20.06	0.00	0.15	-	15.55	70.40	14.05	0.00	0.00	-	13.68	82.01	4.22	0.00	0.09	-	12.39	77.12	10.48	0.00	0.00	-	-
PHF	0.75	0.91	0.93	0.00	0.25	0.90	0.90	0.87	0.69	0.00	0.00	0.89	0.95	0.95	0.72	0.00	0.25	0.94	0.81	0.90	0.79	0.00	0.00	0.90	0.96

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-959 SW 57th Ave (South)						FL-959 SW 57th Ave (North)						FL-90 SW 8th St (West)						FL-90 SW 8th St (East)						
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	
1645 - 1700	13	134	36	-	1	184	28	109	34	-	0	171	37	242	9	-	0	288	37	272	32	-	0	341	984
1700 - 1715	8	117	35	-	0	160	29	133	24	-	0	186	37	214	8	-	1	260	38	246	35	-	0	319	925
1715 - 1730	8	103	35	-	0	146	18	92	15	-	0	125	41	240	17	-	0	298	45	297	47	-	0	389	958
1730 - 1745	9	135	28	-	0	172	29	135	21	-	0	185	42	251	15	-	0	308	54	260	33	-	0	347	1012
Total	38	489	134	0	1	662	104	469	94	0	0	667	157	947	49	0	1	1154	174	1075	147	0	0	1396	3879
Approach %	5.74	73.87	20.24	0.00	0.15	-	15.59	70.31	14.09	0.00	0.00	-	13.60	82.06	4.25	0.00	0.09	-	12.46	77.01	10.53	0.00	0.00	-	-
PHF	0.73	0.91	0.93	0.00	0.25	0.90	0.90	0.87	0.69	0.00	0.00	0.90	0.93	0.94	0.72	0.00	0.25	0.94	0.81	0.90	0.78	0.00	0.00	0.90	0.96

Single Unit Trucks (4-7)

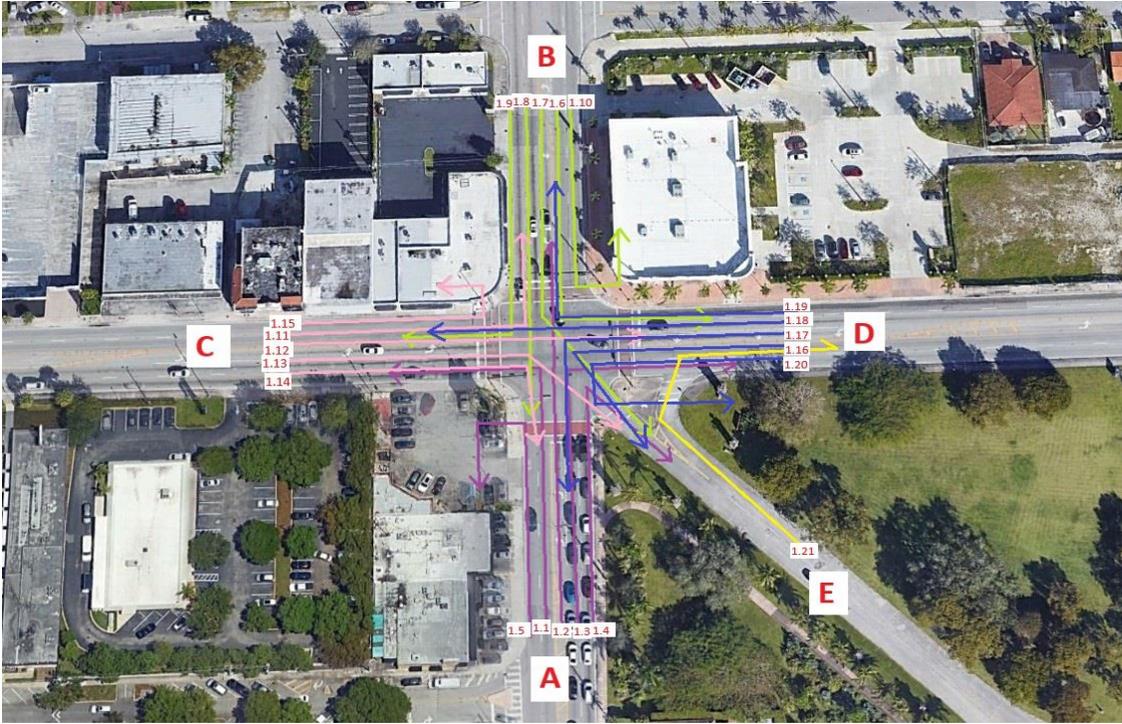
Time	Northbound						Southbound						Eastbound						Westbound						Int Total						
	FL-959 SW 57th Ave (South)						FL-959 SW 57th Ave (North)						FL-90 SW 8th St (West)						FL-90 SW 8th St (East)												
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total							
1645 - 1700	0	2	0	-	0	2	0	0	0	-	0	0	1	1	0	-	0	2	0	1	0	-	0	1	0	1	0	-	0	1	5
1700 - 1715	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	0	2	0	-	0	2	4						
1715 - 1730	1	2	0	-	0	3	0	0	0	-	0	0	1	3	0	-	0	4	0	2	0	-	0	2	9						
1730 - 1745	0	1	0	-	0	1	0	1	0	-	0	1	0	1	0	-	0	1	0	1	1	-	0	2	5						
Total	1	5	0	0	0	6	0	2	0	0	0	2	2	6	0	0	0	8	0	6	1	0	0	7	23						
Approach %	16.67	83.33	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	25.00	75.00	0.00	0.00	0.00	-	0.00	85.71	14.29	0.00	0.00	-	-						
PHF	0.25	0.63	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.50	0.50	0.50	0.00	0.00	0.00	0.50	0.00	0.75	0.25	0.00	0.00	0.88	0.64						

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-959 SW 57th Ave (South)						FL-959 SW 57th Ave (North)						FL-90 SW 8th St (West)						FL-90 SW 8th St (East)						
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	0	2	2
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	2
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	0	4	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	8	8
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	12.50	87.50	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.44	0.00	0.00	0.00	0.50	0.50

Bicycles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-959 SW 57th Ave (South)						FL-959 SW 57th Ave (North)						FL-90 SW 8th St (West)						FL-90 SW 8th St (East)						
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	1
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25



Classified Turn Movement Count || All vehicles

Coral Gables, FL

Site 1
 FL-959 SW 57th Ave (South)
 FL-959 SW 57th Ave (North)
 FL-90 SW 8th St (West)
 FL-90 SW 8th St (East)
 Country Club Prado

Date
 Tuesday, April 8, 2025

Lat/Long
 25.763541°, -80.287860°
[Click here for Map](#)

Weather
 Mostly Cloudy
 78°F

0700 - 0900 (Weekday 2h Session) (04-08-2025)

All vehicles

TIME	Northbound FL-959 SW 57th Ave (South)						Southbound FL-959 SW 57th Ave (North)						Eastbound FL-90 SW 8th St (West)						Westbound FL-90 SW 8th St (East)						Northeastbound Country Club Prado			
	Left	Thru	Right	Right	U-Turn	App	Left	Left	Thru	Right	U-Turn	App	Left	Thru	Right	Right	U-Turn	App	Left	Left	Thru	Right	U-Turn	App		Right	App	Int
	1.1	1.2	1.3	1.4	1.5	Total	1.6	1.7	1.8	1.9	1.10	Total	1.11	1.12	1.13	1.14	1.15	Total	1.16	1.17	1.18	1.19	1.20	Total		1.21	Total	Total
0700 - 0715	11	93	33	0	0	137	32	1	102	21	0	156	31	301	0	8	0	340	0	22	171	20	0	213		0	0	846
0715 - 0730	10	116	36	0	0	162	33	1	118	20	0	172	27	317	1	8	0	353	0	20	206	19	0	245		0	0	932
0730 - 0745	14	105	24	0	1	144	32	0	114	15	0	161	29	315	3	8	0	355	0	40	229	37	0	306		0	0	966
0745 - 0800	8	123	55	0	0	186	41	1	150	12	0	204	22	298	3	5	0	328	0	23	182	34	0	239		0	0	957
Hourly Total	43	437	148	0	1	629	138	3	484	68	0	693	109	1231	7	29	0	1376	0	105	788	110	0	1003		0	0	3701
0800 - 0815	5	150	40	0	0	195	36	1	184	21	0	242	45	274	0	12	0	331	0	30	212	31	0	273		1	1	1042
0815 - 0830	8	131	43	0	0	182	37	0	160	20	0	217	36	299	1	10	0	346	0	29	225	50	0	304		0	0	1049
0830 - 0845	16	138	38	0	0	192	26	1	151	14	0	192	26	296	4	11	0	337	0	30	243	39	0	312		2	2	1035
0845 - 0900	20	139	29	0	0	188	35	1	120	20	0	176	25	279	3	8	0	315	0	29	212	45	0	286		1	1	966
Hourly Total	49	558	150	0	0	757	134	3	615	75	0	827	132	1148	8	41	0	1329	0	118	892	165	0	1175		4	4	4092
Grand Total	92	995	298	0	1	1386	272	6	1099	143	0	1520	241	2379	15	70	0	2705	0	223	1680	275	0	2178		4	4	7793
Approach %	6.64	71.79	21.50	0.00	0.07	-	17.89	0.39	72.30	9.41	0.00	-	11.07	109.23	0.69	3.21	0.00	-	0.00	10.24	77.13	12.63	0.00	-		100.00	-	-
Intersection %	1.18	12.77	3.82	0.00	0.01	17.79	3.49	0.08	14.10	1.83	0.00	19.50	3.09	30.53	0.19	0.90	0.00	34.71	0.00	2.86	21.56	3.53	0.00	27.95		0.05	0.05	-
Heavy Vehicle %	1	2	3	-	0	2	5	0	3	3	-	3	2	3	20	9	-	3	-	3	2	1	-	2		0	0	3

1600 - 1800 (Weekday 2h Session) (04-08-2025)

All vehicles

TIME	Northbound FL-959 SW 57th Ave (South)						Southbound FL-959 SW 57th Ave (North)						Eastbound FL-90 SW 8th St (West)						Westbound FL-90 SW 8th St (East)						Northeastbound Country Club Prado			
	Left	Thru	Right	Right	U-Turn	App	Left	Left	Thru	Right	U-Turn	App	Left	Thru	Right	Right	U-Turn	App	Left	Left	Thru	Right	U-Turn	App		Right	App	Int
	1.1	1.2	1.3	1.4	1.5	Total	1.6	1.7	1.8	1.9	1.10	Total	1.11	1.12	1.13	1.14	1.15	Total	1.16	1.17	1.18	1.19	1.20	Total		1.21	Total	Total
1600 - 1615	15	125	44	0	0	184	20	1	123	24	0	168	40	199	1	12	0	252	1	43	253	22	0	319		1	1	924
1615 - 1630	14	119	28	0	0	161	24	2	102	36	0	164	28	223	3	17	0	271	0	53	278	43	0	374		1	1	971
1630 - 1645	13	91	41	0	0	145	21	2	100	34	0	157	32	219	4	16	0	271	0	40	292	31	0	363		1	1	937
1645 - 1700	13	136	36	0	1	186	27	1	109	34	0	171	38	243	4	5	0	290	0	37	273	32	0	342		2	2	991
Hourly Total	55	471	149	0	1	676	92	6	434	128	0	660	138	884	12	50	0	1084	1	173	1096	128	0	1398		5	5	3823
1700 - 1715	8	117	35	0	0	160	28	1	134	24	0	187	37	215	4	4	1	261	0	39	250	35	0	324		0	0	932
1715 - 1730	9	105	35	0	0	149	16	2	92	15	0	125	42	243	3	14	0	302	0	45	301	47	0	393		1	1	970
1730 - 1745	9	136	28	0	0	173	29	0	136	21	0	186	42	252	4	11	0	309	0	54	265	34	0	353		0	0	1021
1745 - 1800	13	124	43	0	0	180	26	1	135	18	0	180	45	227	4	15	0	291	0	44	224	30	0	298		0	0	949
Hourly Total	39	482	141	0	0	662	99	4	497	78	0	678	166	937	15	44	1	1163	0	182	1040	146	0	1368		1	1	3872
Grand Total	94	953	290	0	1	1338	191	10	931	206	0	1338	304	1821	27	94	1	2247	1	355	2136	274	0	2766		6	6	7695
Approach %	7.03	71.23	21.67	0.00	0.07	-	14.28	0.75	69.58	15.40	0.00	-	13.53	81.04	1.20	4.18	0.04	-	0.04	12.83	77.22	9.91	0.00	-		100.00	-	-
Intersection %	1.22	12.38	3.77	0.00	0.01	17.39	2.48	0.13	12.10	2.68	0.00	17.39	3.95	23.66	0.35	1.22	0.01	29.20	0.01	4.61	27.76	3.56	0.00	35.95		0.08	0.08	-
Heavy Vehicle %	3	2	0	-	0	2	0	0	1	1	-	1	1	1	0	1	0	1	0	1	1	1	-	1		0	0	1

SIGNAL OPERATING PLAN



Timing Phases	Direction	EB		WB		SB		NB		Ped Heads				Movements/Display/Actuation	
	Head No.	1/6	6	5/2	2	3/8	8	7/4	4	P6	P2	P8	P4		
(1+5) SW 8 St EWLT's (Actuated)	Dwell	<G/R	R	<G/R	R	R	R	R	R	DW	DW	DW	DW		
	Clear to Clear	(1+6)	<G/R	R	<Y/R	R	R	R	R	R	DW	DW	DW		DW
		(2+5)	<Y/R	R	<G/R	R	R	R	R	R	DW	DW	DW		DW
		(2+6)	<Y/R	R	<Y/R	R	R	R	R	R	DW	DW	DW		DW
(1+6) SW 8 St EBL (Actuated)	Dwell	<G/G	G	R	R	R	R	R	R	W/F	DW	DW	DW		
	Clear to Clear	(2+6)	<Y/G	G	R	R	R	R	R	DW	DW	DW	DW		
(2+5) SW 8 St WB	Dwell	R	R	<G/G	G	R	R	R	R	DW	W/F	DW	DW		
	Clear to Clear	(2+6)	R	R	<Y/G	G	R	R	R	DW	DW	DW	DW		
(2+6) SW 8 St E/W (Recall)	Dwell	G	G	G	G	R	R	R	R	W/F	W/F	DW	DW		
	Clear to Clear	(3+7)	Y	Y	Y	Y	R	R	R	R	DW	DW	DW		DW
		(3+8)	Y	Y	Y	Y	R	R	R	R	DW	DW	DW		DW
		(4+7)	Y	Y	Y	Y	R	R	R	R	DW	DW	DW		DW
		(4+8)	Y	Y	Y	Y	R	R	R	R	DW	DW	DW		DW
(3+7) Red Rd N/SLT (Actuated)	Dwell	R	R	R	R	<G/R	R	<G/R	R	DW	DW	DW	DW		
	Clear to Clear	(3+8)	R	R	R	R	<G/R	R	<Y/R	R	DW	DW	DW		DW
		(4+7)	R	R	R	R	<Y/R	R	<G/R	R	DW	DW	DW		DW
		(4+8)	R	R	R	R	<Y/R	R	<Y/R	R	DW	DW	DW		DW
		(1+5)	R	R	R	R	<Y/R	R	<Y/R	R	DW	DW	DW		DW
		(1+6)	R	R	R	R	<Y/R	R	<Y/R	R	DW	DW	DW		DW
		(2+5)	R	R	R	R	<Y/R	R	<Y/R	R	DW	DW	DW		DW
		(2+6)	R	R	R	R	<Y/R	R	<Y/R	R	DW	DW	DW		DW
(3+8) SB Red Rd (Actuated)	Dwell	R	R	R	R	<G/G	G	R	R	DW	DW	W/F	DW		
	Clear to Clear	(4+8)	R	R	R	R	<Y/G	G	R	R	DW	DW	DW		DW
		(1+5)	R	R	R	R	<Y/Y	Y	R	R	DW	DW	DW		DW
		(1+6)	R	R	R	R	<Y/Y	Y	R	R	DW	DW	DW		DW
		(2+5)	R	R	R	R	<Y/Y	Y	R	R	DW	DW	DW		DW
		(2+6)	R	R	R	R	<Y/Y	Y	R	R	DW	DW	DW		DW
(4+7) NB Red Rd (Actuated)	Dwell	R	R	R	R	R	R	<G/G	G	DW	DW	DW	W/F		
	Clear to Clear	(4+8)	R	R	R	R	R	R	<Y/G	G	DW	DW	DW		DW
		(1+5)	R	R	R	R	R	R	<Y/Y	Y	DW	DW	DW		DW
		(1+6)	R	R	R	R	R	R	<Y/Y	Y	DW	DW	DW		DW
		(2+5)	R	R	R	R	R	R	<Y/Y	Y	DW	DW	DW		DW
		(2+6)	R	R	R	R	R	R	<Y/Y	Y	DW	DW	DW		DW
(4+8) N/S Red Rd (Actuated)	Dwell	R	R	R	R	G	G	G	G	DW	DW	W/F	W/F		
	Clear to Clear	(1+5)	R	R	R	R	Y	Y	Y	Y	DW	DW	DW		DW
		(1+6)	R	R	R	R	Y	Y	Y	Y	DW	DW	DW		DW
		(2+5)	R	R	R	R	Y	Y	Y	Y	DW	DW	DW		DW
		(2+6)	R	R	R	R	Y	Y	Y	Y	DW	DW	DW		DW

Flashing Operation FY FY FY FY FR FR FR FR

Page 1 of 1

Miami-Dade County Public Works Department

Drawn R.MARIN	Date 2/20/2013	Red Rd & SW 8 St			
Checked H. HERNANDEZ	Date 2/21/13	Placed in Service		Phasing No.	Asset Number
		Date 3-1-13	By SCAM	7	2145

TOD Schedule Report
for 2145: Red Rd&SW 8 St

Print Date:
10/4/2021

Print Time:
2:05 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>
2145	Red Rd&SW 8 St	DOW-2	TOD	[09] MID-AFT./AFTNOO	160	52	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
12	76	8	40	12	76	8	40
							

Active Phase Bank: Phase Bank 1

Phase	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 EBL	0	0	0	0	0	0	5	5	5	2	2	2	7	5	7	25	0	25	4	2
2 WBT	7	7	7	14	14	14	7	7	7	2.5	-2.5	-2.5	40	21	40	0	25	60	4	2.3
3 SBL	0	0	0	0	0	0	5	5	5	2	2	2	6	5	6	10	0	10	4	2
4 NBT	7	7	7	13	13	13	7	7	7	3	-2.5	3	20	18	20	62	18	62	4	2.3
5 WBL	0	0	0	0	0	0	5	5	5	2	2	5	7	5	7	20	0	40	4	2
6 EBT	7	7	7	14	14	14	7	7	7	2.5	-2.5	-2.5	40	21	40	0	25	60	4	2.3
7 NBL	0	0	0	0	0	0	5	5	5	2	2	2	6	5	7	10	0	10	4	2
8 SBT	7	7	7	13	13	13	7	7	7	3	-2.5	3	20	18	20	69	18	69	4	2.3

Last In Service Date: unknown

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

TOD Schedule Report
for 2145: Red Rd&SW 8 St

Print Date:
10/4/2021

Print Time:
2:05 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		
2		160	11	71	10	44	10	72	8	46	0	93
4		190	26	87	9	44	9	104	8	45	0	152
7		160	13	80	8	35	13	80	8	35	0	88
9		160	12	76	8	40	12	76	8	40	0	52
11		170	8	95	6	37	18	85	6	37	0	120
12		190	10	104	7	45	26	88	8	44	0	122
13		160	15	74	7	40	15	74	7	40	0	17
14		140	10	71	6	29	10	71	6	29	0	17
15		120	7	59	7	23	7	59	7	23	0	29
17		120	7	59	7	23	7	59	7	23	0	34
18		130	16	51	10	29	16	51	10	29	0	7
20		150	18	67	9	32	18	67	9	32	0	12
21		160	18	77	9	32	18	77	9	32	0	19
22		130	6	73	6	21	6	73	6	21	0	16
23		120	6	56	6	28	6	56	6	28	0	34
24		120	6	56	6	28	6	56	6	28	0	34

Local TOD Schedule		
Time	Plan	DOW
0000	17	M T W Th F
0000	23	Su S
0115	Free	M T W Th F
0130	24	Su S
0215	Free	Su S
0500	Free	M T W Th F
0545	2	M T W Th F
0615	18	Su S
0645	4	M T W Th F
1000	7	M T W Th F
1000	20	Su S
1130	9	M T W Th F
1500	11	M T W Th F
1500	21	Su S
1630	12	M T W Th F
2000	13	M T W Th F
2100	22	Su S
2130	14	M T W Th F
2300	15	M T W Th F

Current Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5---	M T W ThF
0115	TOD OUTPUTS	---5--2-	M T W ThF
0500	TOD OUTPUTS	-----1	M T W ThF
0545	TOD OUTPUTS	-----	M T W ThF
0800	VEH MAX RECALL	8---4---	M T W ThF
0940	VEH MAX RECALL	-----	M T W ThF
2300	TOD OUTPUTS	-----	M T W ThF

Local Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	---5---	M T W ThF
0000	TOD OUTPUTS	---5---	Su S
0115	TOD OUTPUTS	---5--2-	M T W ThF
0130	TOD OUTPUTS	---5---	Su S
0215	TOD OUTPUTS	---5--2-	Su S
0500	TOD OUTPUTS	-----1	M T W ThF
0545	TOD OUTPUTS	-----	M T W ThF
0615	TOD OUTPUTS	-----	Su S
0800	VEH MAX RECALL	8---4---	M T W ThF
0940	VEH MAX RECALL	-----	M T W ThF
2100	TOD OUTPUTS	-----	Su S
2300	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

APPENDIX D2

**SR-90/US-41/SW 8TH STREET AND SW 49TH AVENUE/GRANADA
BOULEVARD**

Site 2
Granada Blvd/SW 49th Ave (NS) & FL-90 SW 8th St (EW)

Date
Tuesday, April 8, 2025

Weather
Mostly Cloudy
78°F

Lat/Long
25.764003°,-80.275608°

Cycle	NBL	NBT	SBL	SBT	WBT	WBL	EBT	EBL
1	0	0	14.1	14.1	136.3	0	136.3	0
2	24.7	24.7	22.1	22.1	110.2	17.9	106.5	13.4
3	34.4	34.4	18.9	18.9	131.2	11.3	117.5	0
4	37.1	37.1	24.7	24.7	115.5	9.5	103.8	0
5	31.8	31.8	16.9	16.9	126.8	16.4	106.4	0



Peak Hour Turning Movement Count

Coral Gables, FL



www.marrtraffic.com



[Click here for Map](#)

Tuesday, April 8, 2025		
	Mostly Cloudy	78°F
Period	0700 - 0900	APPLY
Peak Hour	0800 - 0900	APPLY
Global PH	0800 - 0900	APPLY

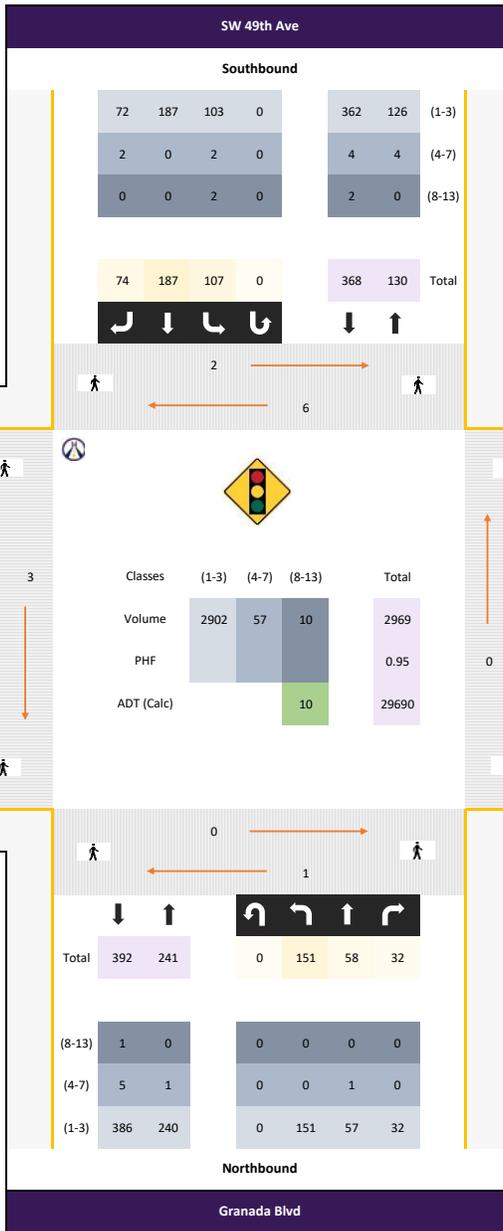
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



	(1-3)	(4-7)	(8-13)	Total
Eastbound	1188	22	1	1211
	1278	30	7	1315
	0	0	0	0
	52	1	0	53
	1067	24	6	1097
	159	5	1	165

	(1-3)	(4-7)	(8-13)	Total
Classes				
Volume	2902	57	10	2969
PHF				0.95
ADT (Calc)			10	29690

	(1-3)	(4-7)	(8-13)	Total
Westbound	19	986	40	1045
	0	2	17	1236
	1	20	965	
	0	0	40	
	0	0	0	
	1	22	1022	
	8	26	1202	

	(1-3)	(4-7)	(8-13)	Total
Total	392	241	0	151
	58	32		
(8-13)	1	0	0	0
(4-7)	5	1	0	0
(1-3)	386	240	0	151

FL-90 SW 8th St (West)

FL-90 SW 8th St (East)

Granada Blvd

All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Granada Blvd						SW 49th Ave						FL-90 SW 8th St (West)						FL-90 SW 8th St (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total		Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total		Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total		Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
0800 - 0815	35	11	3	-	0	49	25	45	26	-	0	96	13	301	51	-	0	365	8	262	5	-	0	275	
0815 - 0830	28	20	5	-	0	53	25	47	18	-	0	90	15	269	37	-	0	321	9	253	6	-	0	268	
0830 - 0845	46	10	17	-	0	73	28	52	10	-	0	90	14	254	35	-	0	303	11	199	5	-	0	215	
0845 - 0900	42	17	7	-	0	66	29	43	20	-	0	92	11	273	42	-	0	326	12	273	3	-	0	288	
Total	151	58	32	0	0	241	107	187	74	0	0	368	53	1097	165	0	0	1315	40	987	19	0	0	1046	
Approach %	62.66	24.07	13.28	0.00	0.00	-	29.08	50.82	20.11	0.00	0.00	-	4.03	83.42	12.55	0.00	0.00	-	3.82	94.36	1.82	0.00	0.00	-	
PHF	0.82	0.73	0.47	0.00	0.00	0.83	0.92	0.90	0.71	0.00	0.00	0.96	0.88	0.91	0.81	0.00	0.00	0.90	0.83	0.90	0.79	0.00	0.00	0.91	

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Granada Blvd						SW 49th Ave						FL-90 SW 8th St (West)						FL-90 SW 8th St (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total		Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total		Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total		Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
0800 - 0815	35	11	3	-	0	49	25	45	25	-	0	95	13	296	49	-	0	358	8	261	5	-	0	274	
0815 - 0830	28	20	5	-	0	53	23	47	18	-	0	88	15	259	36	-	0	310	9	243	5	-	0	257	
0830 - 0845	46	9	17	-	0	72	27	52	9	-	0	88	13	246	33	-	0	292	11	194	4	-	0	209	
0845 - 0900	42	17	7	-	0	66	28	43	20	-	0	91	11	266	41	-	0	318	12	267	3	-	0	282	
Total	151	57	32	0	0	240	103	187	72	0	0	362	52	1067	159	0	0	1278	40	965	17	0	0	1022	
Approach %	62.92	23.75	13.33	0.00	0.00	-	28.45	51.66	19.89	0.00	0.00	-	4.07	83.49	12.44	0.00	0.00	-	3.91	94.42	1.66	0.00	0.00	-	
PHF	0.82	0.71	0.47	0.00	0.00	0.83	0.92	0.90	0.72	0.00	0.00	0.95	0.87	0.90	0.81	0.00	0.00	0.89	0.83	0.90	0.85	0.00	0.00	0.91	

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Granada Blvd						SW 49th Ave						FL-90 SW 8th St (West)						FL-90 SW 8th St (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total		Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total		Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total		Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
0800 - 0815	0	0	0	-	0	0	0	0	1	-	0	1	0	5	2	-	0	7	0	1	0	-	0	1	
0815 - 0830	0	0	0	-	0	0	1	0	0	-	0	1	0	9	0	-	0	9	0	9	1	-	0	10	
0830 - 0845	0	1	0	-	0	1	1	0	1	-	0	2	1	5	2	-	0	8	0	5	1	-	0	6	
0845 - 0900	0	0	0	-	0	0	0	0	0	-	0	0	0	5	1	-	0	6	0	5	0	-	0	5	
Total	0	1	0	0	0	1	2	0	2	0	0	4	1	24	5	0	0	30	0	20	2	0	0	22	
Approach %	0.00	100.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	3.33	80.00	16.67	0.00	0.00	-	0.00	90.91	9.09	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	0.25	0.50	0.00	0.50	0.00	0.50	0.25	0.67	0.63	0.00	0.00	0.83	0.00	0.56	0.50	0.00	0.00	0.55		

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Granada Blvd						SW 49th Ave						FL-90 SW 8th St (West)						FL-90 SW 8th St (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total		Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total		Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total		Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
0815 - 0830	0	0	0	-	0	0	1	0	0	-	0	1	0	1	1	-	0	2	0	1	0	-	0	1	
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	0	0	-	0	0	
0845 - 0900	0	0	0	-	0	0	1	0	0	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	
Total	0	0	0	0	0	0	2	0	0	0	0	2	0	6	1	0	0	7	0	1	0	0	0	1	
Approach %	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	85.71	14.29	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.50	0.25	0.00	0.00	0.58	0.00	0.25	0.00	0.00	0.00	0.25		

Bicycles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Granada Blvd						SW 49th Ave						FL-90 SW 8th St (West)						FL-90 SW 8th St (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total		Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total		Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total		Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
0845 - 0900	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	

Peak Hour Turning Movement Count

Coral Gables, FL



www.marrtraffic.com



[Click here for Map](#)

Tuesday, April 8, 2025		
	Mostly Cloudy	78°F
Period	1600 - 1800	APPLY
Peak Hour	1645 - 1745	APPLY
Global PH	1645 - 1745	APPLY

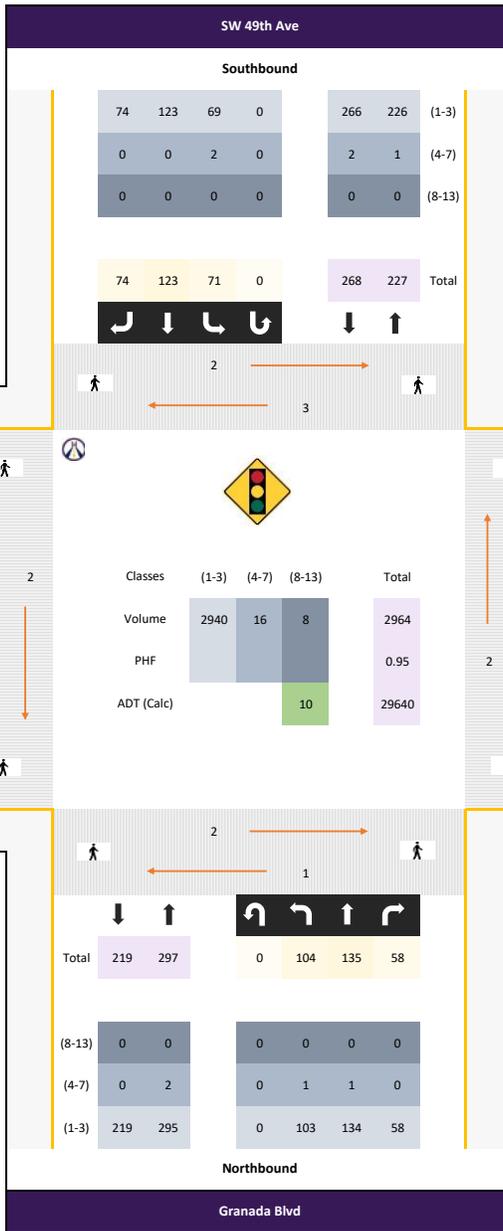
* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



FL-90 SW 8th St (West)

FL-90 SW 8th St (East)

All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Granada Blvd						SW 49th Ave						FL-90 SW 8th St (West)						FL-90 SW 8th St (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total		Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total		Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total		Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
1645 - 1700	22	28	11	-	0	61	13	19	16	-	0	48	22	297	11	-	0	330	11	283	5	-	0	299	738
1700 - 1715	21	33	14	-	0	68	22	36	24	-	0	82	19	228	13	-	0	260	12	284	3	-	0	299	709
1715 - 1730	33	38	20	-	0	91	18	36	18	-	0	72	11	247	17	-	0	275	7	289	6	-	0	302	740
1730 - 1745	28	36	13	-	0	77	18	32	16	-	0	66	17	255	19	-	0	291	6	329	9	-	0	344	778
Total	104	135	58	0	0	297	71	123	74	0	0	268	69	1027	60	0	0	1156	36	1185	23	0	0	1244	2965
Approach %	35.02	45.45	19.53	0.00	0.00	-	26.49	45.90	27.61	0.00	0.00	-	5.97	88.84	5.19	0.00	0.00	-	2.89	95.26	1.85	0.00	0.00	-	-
PHF	0.79	0.89	0.73	0.00	0.00	0.82	0.81	0.85	0.77	0.00	0.00	0.82	0.78	0.86	0.79	0.00	0.00	0.88	0.75	0.90	0.64	0.00	0.00	0.90	0.95

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Granada Blvd						SW 49th Ave						FL-90 SW 8th St (West)						FL-90 SW 8th St (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total		Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total		Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total		Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
1645 - 1700	22	27	11	-	0	60	13	19	16	-	0	48	22	294	11	-	0	327	11	281	5	-	0	297	732
1700 - 1715	21	33	14	-	0	68	21	36	24	-	0	81	19	227	13	-	0	259	12	280	3	-	0	295	703
1715 - 1730	33	38	20	-	0	91	18	36	18	-	0	72	11	246	17	-	0	274	7	285	6	-	0	298	735
1730 - 1745	27	36	13	-	0	76	17	32	16	-	0	65	17	253	19	-	0	289	6	325	9	-	0	340	770
Total	103	134	58	0	0	295	69	123	74	0	0	266	69	1020	60	0	0	1149	36	1171	23	0	0	1230	2940
Approach %	34.92	45.42	19.66	0.00	0.00	-	25.94	46.24	27.82	0.00	0.00	-	6.01	88.77	5.22	0.00	0.00	-	2.93	95.20	1.87	0.00	0.00	-	-
PHF	0.78	0.88	0.73	0.00	0.00	0.81	0.82	0.85	0.77	0.00	0.00	0.82	0.78	0.87	0.79	0.00	0.00	0.88	0.75	0.90	0.64	0.00	0.00	0.90	0.95

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Granada Blvd						SW 49th Ave						FL-90 SW 8th St (West)						FL-90 SW 8th St (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total		Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total		Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total		Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
1645 - 1700	0	1	0	-	0	1	0	0	0	-	0	0	0	2	0	-	0	2	0	1	0	-	0	1	4
1700 - 1715	0	0	0	-	0	0	1	0	0	-	0	1	0	1	0	-	0	1	0	1	0	-	0	1	3
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	3
1730 - 1745	1	0	0	-	0	1	1	0	0	-	0	1	0	2	0	-	0	2	0	2	0	-	0	2	6
Total	1	1	0	0	0	2	2	0	0	0	0	2	0	6	0	0	0	6	0	6	0	0	0	6	16
Approach %	50.00	50.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	-
PHF	0.25	0.25	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.50	0.00	0.00	0.75	0.00	0.00	0.00	0.75	0.00	0.75	0.00	0.00	0.00	0.75	0.67

Combination Trucks (8-13)

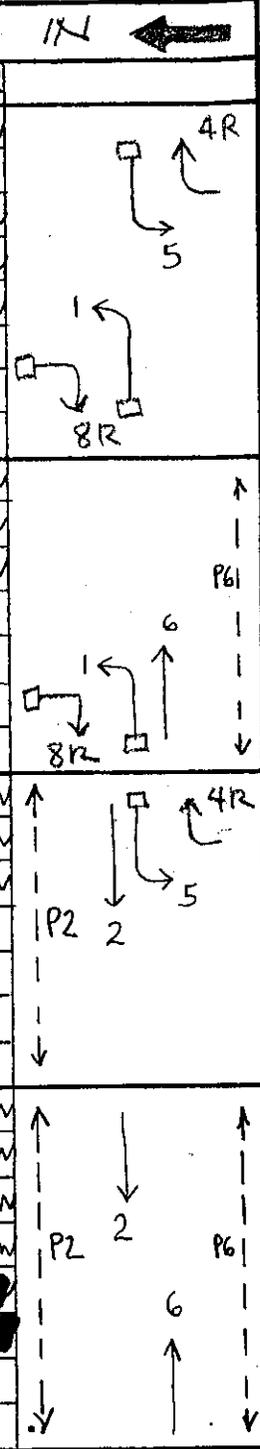
Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Granada Blvd						SW 49th Ave						FL-90 SW 8th St (West)						FL-90 SW 8th St (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total		Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total		Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total		Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	1
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	0	2	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	7	0	0	0	7	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.58	0.00	0.00	0.00	0.58	

Bicycles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Granada Blvd						SW 49th Ave						FL-90 SW 8th St (West)						FL-90 SW 8th St (East)						
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total		Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total		Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total		Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total		
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	

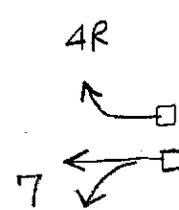
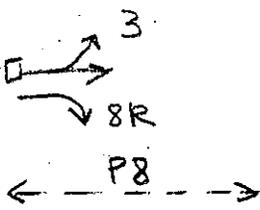
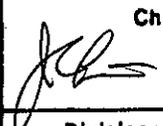
SIGNAL OPERATING PLAN

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



Drawn	Date	MIAMI-DADE COUNTY DEPARTMENT OF PUBLIC WORKS	
H. HERNANDEZ	10/7/99	ASSET NO. 2626	
Check	Date	GRANDOL & SW 8 ST	
	11/30/99	Page 1 of 2	
Division Engineer	Date	Placed in Service	Phasing Number
		Date: 12/15/99 By:	5

SIGNAL OPERATING PLAN

		SIGNAL HEAD NUMBER								N ←			
PHASE	INT	1	2	3	5	6	7	4R	8R	P2	P6	P8	
⌀3 (4R+7) GRANADA NB (ACTUATED BY 7)	R/W	R	R	R	R	R	G	G	R	DW	DW	DW	
	PED. CL.												
	CLEAR TO	4	R	R	R	R	R	Y	Y	R	DW	DW	DW
		1+5	R	R	R	R	R	Y	Y	R	DW	DW	DW
		1+6	R	R	R	R	R	Y	Y	R	DW	DW	DW
		2+5	R	R	R	R	R	Y	Y	R	DW	DW	DW
		2+6	R	R	R	R	R	Y	Y	R	DW	DW	DW
4R 													
⌀4 (3+8R) SW 49 AV SB (ACTUATED BY 3)	R/W	R	R	G	R	R	R	R	G	DW	DW	W	
	PED. CL.	R	R	G	R	R	R	R	G	DW	DW	FR	
	CLEAR TO	1+5	R	R	Y	R	R	R	R	Y	DW	DW	DW
		1+6	R	R	Y	R	R	R	R	Y	DW	DW	DW
		2+5	R	R	Y	R	R	R	R	Y	DW	DW	DW
		2+6	R	R	Y	R	R	R	R	Y	DW	DW	DW
													
FLASH. OPER.		→ FY FY FR FY FY FR FR FR											
Drawn	Date	MIAMI-DADE COUNTY DEPARTMENT OF PUBLIC WORKS											
H. HERNANDEZ	10/7/99	<div style="border: 1px solid black; padding: 5px; display: inline-block;">ASSET NO. 2626</div>											
Check	Date	GRANADA $\frac{1}{2}$ SW 8 ST.											
	11/30/99	Page 2 of 2											
Division Engineer	Date	Placed In Service					Phasing Number						
		Date: 12/15/99	By:					5					

TOD Schedule Report

for 2626: Granada Blvd&SW 8 St

Print Date:
10/4/2021

Print Time:
3:08 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>
2626	Granada Blvd&SW 8 St	DOW-2	TOD	[11] PM PEAK	170	46	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	NBT	SBT	WBL	EBT	-	-
6	85	33	22	6	85	0	0

Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 EBL	0	0	0	0	0	0	5	5	5	2	2	2	7	5	5	12	5	5	4	2
2 WBT	7	7	7	16	16	16	7	7	7	2.5	2.5	2.5	40	57	67	0	52	25	4	2
3 NBT	0	0	0	0	0	0	7	7	7	4.5	2.5	2.5	13	20	25	41	18	10	4	2.4
4 SBT	6	6	6	13	13	13	7	7	7	4.5	2.5	2.5	15	15	15	32	17	12	4	2.4
5 WBL	0	0	0	0	0	0	5	5	5	2	2	2	7	5	5	12	5	5	4	2
6 EBT	7	7	7	16	16	16	7	7	7	2.5	2.5	2.5	40	57	67	0	52	25	4	2
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Last In Service Date: unknown

Permitted Phases	
12345678	
Default	123456--
External Permit 0	-----
External Permit 1	1234-6--
External Permit 2	-23456--

TOD Schedule Report

for 2626: Granada Blvd&SW 8 St

Print Date:
10/4/2021

Print Time:
3:08 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 EBL	2 WBT	3 NBT	4 SBT	5 WBL	6 EBT	7 -	8 -		
2		160	0	92	22	28	0	92	0	0	0	25
4		190	10	94	39	23	12	92	0	0	0	49
7		160	6	84	24	22	6	84	0	0	0	13
9		160	6	84	24	22	6	84	0	0	0	140
11		170	6	85	33	22	6	85	0	0	0	46
12		190	10	93	38	25	11	92	0	0	0	55
13		160	6	82	26	22	6	82	0	0	0	10
14		140	6	76	18	16	6	76	0	0	0	5
15		120	6	63	15	12	6	63	0	0	0	41
17		120	6	55	19	16	6	55	0	0	0	87
18		130	6	65	18	17	6	65	0	0	0	50
20		150	6	85	19	16	6	85	0	0	0	87
21		160	6	92	19	19	6	92	0	0	0	85
22		130	6	68	16	16	6	68	0	0	0	41
23		120	6	55	19	16	6	55	0	0	0	26
24		120	6	55	19	16	6	55	0	0	0	117

Local TOD Schedule		
Time	Plan	DOW
0000	17	M T W Th F
0000	23	Su S
0115	Free	M T W Th F
0130	Free	Su S
0215	Free	Su S
0500	Free	M T W Th F
0545	2	M T W Th F
0615	18	Su S
0645	4	M T W Th F
1000	7	M T W Th F
1000	20	Su S
1130	9	M T W Th F
1500	11	M T W Th F
1500	21	Su S
1630	12	M T W Th F
2000	13	M T W Th F
2100	22	Su S
2130	14	M T W Th F
2300	15	M T W Th F

Current Time of Day Function			
Time	Function	Settings *	Day of Week
0545	TOD OUTPUTS	---5---	M T W ThF
0645	TOD OUTPUTS	-----	M T W ThF

Local Time of Day Function			
Time	Function	Settings *	Day of Week
0545	TOD OUTPUTS	---5---	M T W ThF
0645	TOD OUTPUTS	-----	M T W ThF

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

No Calendar Defined/Enabled

APPENDIX D3

EXCERPT FROM PEAK SEASON FACTOR CATEGORY REPORT

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8700 MIAMI-DADE NORTH

WEEK	DATES	SF	MOCF: 0.99 PSCF
1	01/01/2023 - 01/07/2023	1.00	1.01
2	01/08/2023 - 01/14/2023	1.03	1.04
3	01/15/2023 - 01/21/2023	1.05	1.06
4	01/22/2023 - 01/28/2023	1.04	1.05
5	01/29/2023 - 02/04/2023	1.03	1.04
6	02/05/2023 - 02/11/2023	1.01	1.02
7	02/12/2023 - 02/18/2023	1.00	1.01
8	02/19/2023 - 02/25/2023	1.00	1.01
9	02/26/2023 - 03/04/2023	0.99	1.00
10	03/05/2023 - 03/11/2023	0.99	1.00
11	03/12/2023 - 03/18/2023	0.99	1.00
12	03/19/2023 - 03/25/2023	0.99	1.00
13	03/26/2023 - 04/01/2023	0.99	1.00
14	04/02/2023 - 04/08/2023	0.99	1.00
15	04/09/2023 - 04/15/2023	1.00	1.01
16	04/16/2023 - 04/22/2023	0.99	1.00
17	04/23/2023 - 04/29/2023	0.99	1.00
18	04/30/2023 - 05/06/2023	0.99	1.00
19	05/07/2023 - 05/13/2023	0.99	1.00
20	05/14/2023 - 05/20/2023	0.99	1.00
21	05/21/2023 - 05/27/2023	0.99	1.00
22	05/28/2023 - 06/03/2023	1.00	1.01
23	06/04/2023 - 06/10/2023	1.01	1.02
24	06/11/2023 - 06/17/2023	1.02	1.03
25	06/18/2023 - 06/24/2023	1.02	1.03
26	06/25/2023 - 07/01/2023	1.02	1.03
27	07/02/2023 - 07/08/2023	1.02	1.03
28	07/09/2023 - 07/15/2023	1.02	1.03
29	07/16/2023 - 07/22/2023	1.01	1.02
30	07/23/2023 - 07/29/2023	1.00	1.01
31	07/30/2023 - 08/05/2023	0.99	1.00
*32	08/06/2023 - 08/12/2023	0.98	0.99
*33	08/13/2023 - 08/19/2023	0.98	0.99
*34	08/20/2023 - 08/26/2023	0.98	0.99
*35	08/27/2023 - 09/02/2023	0.99	1.00
*36	09/03/2023 - 09/09/2023	1.00	1.01
*37	09/10/2023 - 09/16/2023	1.01	1.02
*38	09/17/2023 - 09/23/2023	1.00	1.01
*39	09/24/2023 - 09/30/2023	0.99	1.00
*40	10/01/2023 - 10/07/2023	0.99	1.00
*41	10/08/2023 - 10/14/2023	0.98	0.99
*42	10/15/2023 - 10/21/2023	0.98	0.99
*43	10/22/2023 - 10/28/2023	0.98	0.99
*44	10/29/2023 - 11/04/2023	0.99	1.00
45	11/05/2023 - 11/11/2023	0.99	1.00
46	11/12/2023 - 11/18/2023	1.00	1.01
47	11/19/2023 - 11/25/2023	1.00	1.01
48	11/26/2023 - 12/02/2023	1.00	1.01
49	12/03/2023 - 12/09/2023	1.00	1.01
50	12/10/2023 - 12/16/2023	1.00	1.01
51	12/17/2023 - 12/23/2023	1.02	1.03
52	12/24/2023 - 12/30/2023	1.04	1.05
53	12/31/2023 - 12/31/2023	1.05	1.06

* PEAK SEASON

09-MAR-2024 18:41:41

830UPD

6_8700_PKSEASON.TXT

APPENDIX E

TRENDS ANALYSIS

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0118 - SR 90/US-41/SW 8 ST, 200' E RED RD/SW 57 AV

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	40000	C	E 21000		W 19000	9.00	63.10	1.90
2022	45500	C	E 23500		W 22000	9.00	56.50	2.10
2021	40500	C	E 20500		W 20000	9.00	55.00	2.20
2020	40000	C	E 21000		W 19000	9.00	56.00	1.40
2019	46000	C	E 23000		W 23000	9.00	56.00	1.60
2018	49000	C	E 25000		W 24000	9.00	54.30	1.80
2017	42500	C	E 20500		W 22000	9.00	54.00	2.30
2016	42500	C	E 18500		W 24000	9.00	56.10	2.90
2015	44000	C	E 21500		W 22500	9.00	57.40	7.80
2014	41500	C	E 21000		W 20500	9.00	59.30	10.40
2013	39000	C	E 20000		W 19000	9.00	58.90	5.10
2012	40000	C	E 21000		W 19000	9.00	59.70	8.00
2011	41000	C	E 21500		W 19500	9.00	58.20	6.20
2010	44500	C	E 22000		W 22500	7.87	58.27	6.20
2009	41500	C	E 21000		W 20500	7.98	59.96	5.90
2008	42500	C	E 20500		W 22000	8.07	66.31	7.50

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

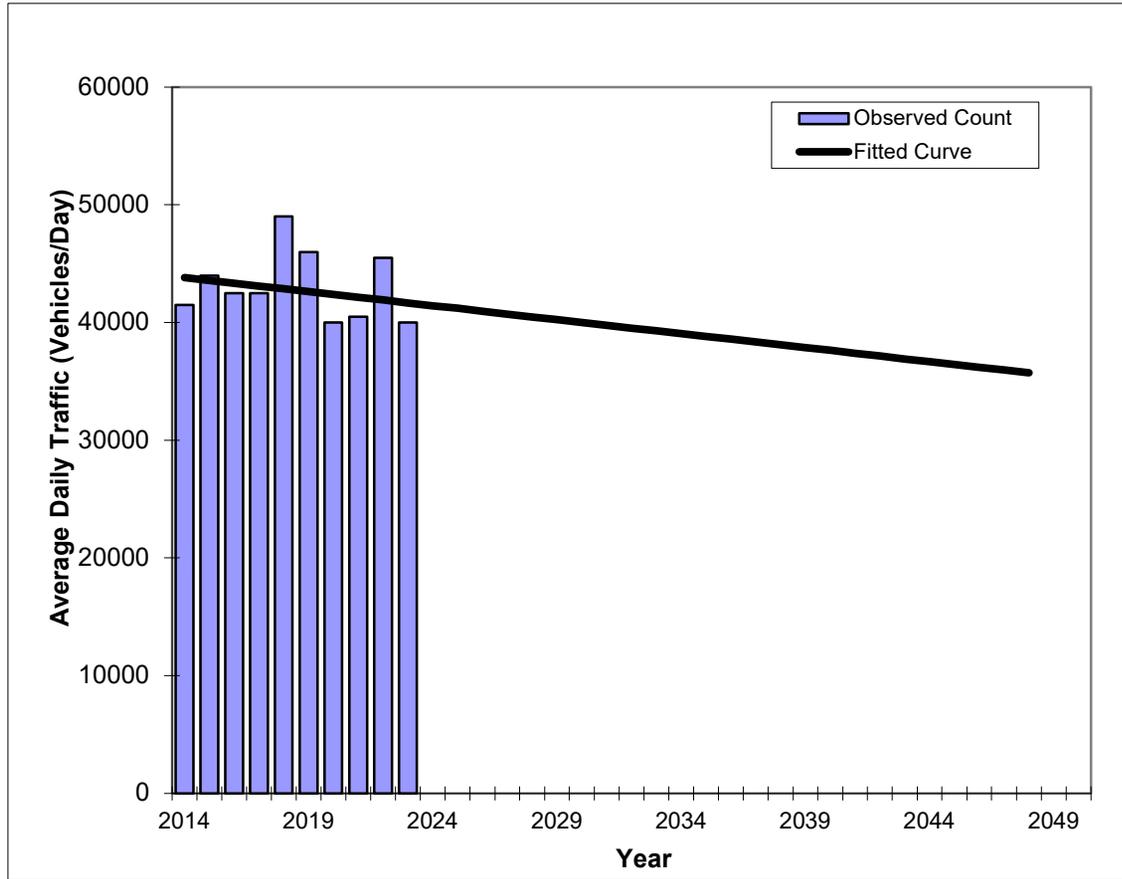
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2023

-- SR 90/US-41/SW 8 ST, 200' E RED RD/SW 57 AV

FM #	
Location	1

County:	0
Station #:	
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	41,500	43,810
2015	44,000	43,570
2016	42,500	43,330
2017	42,500	43,100
2018	49,000	42,860
2019	46,000	42,620
2020	40,000	42,380
2021	40,500	42,150
2022	45,500	41,910
2023	40,000	41,670
2025 Opening Year Trend		
2025	N/A	41,200
2035 Interim Year Trend		
2035	N/A	38,820
2045 Design Year Trend		
2045	N/A	36,440
FSUTMS Forecasts/Trends		

Annual Trend Decrease:	238
Trend R-squared:	13.99%
Trend Annual Historic Growth Rate:	-0.54%
Trend Growth Rate (2023 to Design Year)	-0.57%
Printed:	4/20/2025
Linear Growth Option	

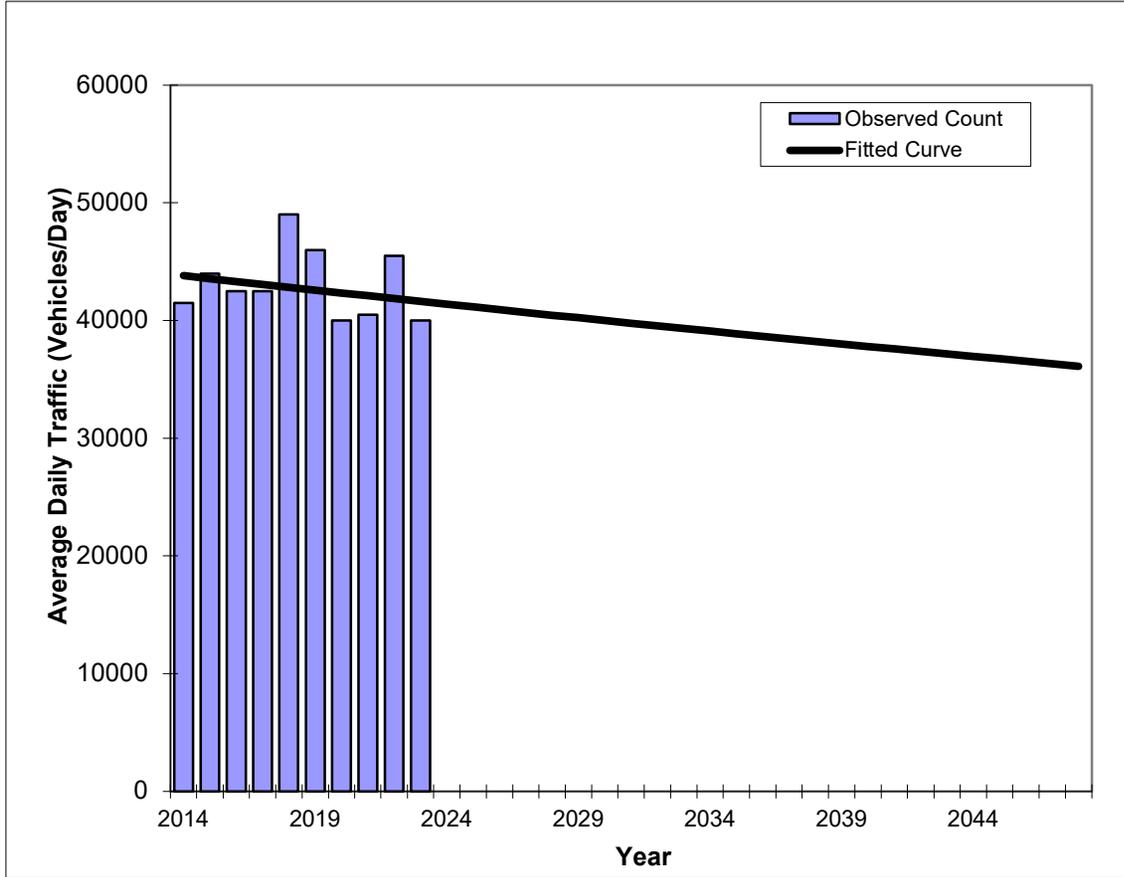
*Axle-Adjusted

Traffic Trends - V2023

-- SR 90/US-41/SW 8 ST, 200' E RED RD/SW 57 AV

FM #	
Location	1

County:	0
Station #:	
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	41,500	43,810
2015	44,000	43,560
2016	42,500	43,310
2017	42,500	43,070
2018	49,000	42,820
2019	46,000	42,580
2020	40,000	42,340
2021	40,500	42,100
2022	45,500	41,860
2023	40,000	41,620
2025 Opening Year Trend		
2025	N/A	41,150
2035 Interim Year Trend		
2035	N/A	38,880
2045 Design Year Trend		
2045	N/A	36,740
FSUTMS Forecasts/Trends		

Trend R-squared:	14.69%
Compounded Annual Historic Growth Rate:	-0.57%
Compounded Growth Rate (2023 to Design Year)	-0.57%
Printed:	4/20/2025
Exponential Growth Option	

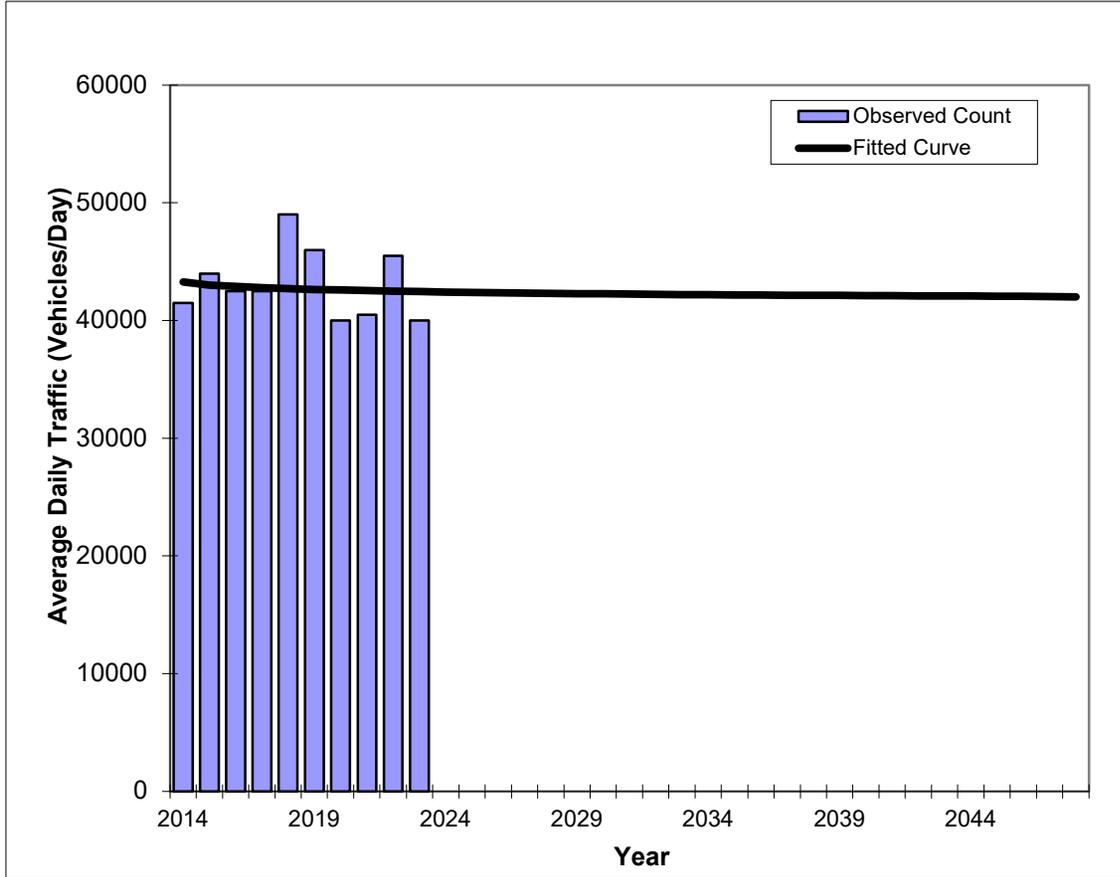
*Axle-Adjusted

Traffic Trends - V2023

-- SR 90/US-41/SW 8 ST, 200' E RED RD/SW 57 AV

FM #	
Location	1

County:	0
Station #:	
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2014	41,500	43,270
2015	44,000	43,030
2016	42,500	42,880
2017	42,500	42,780
2018	49,000	42,710
2019	46,000	42,640
2020	40,000	42,590
2021	40,500	42,540
2022	45,500	42,500
2023	40,000	42,460
2025 Opening Year Trend		
2025	N/A	42,400
2035 Interim Year Trend		
2035	N/A	42,190
2045 Design Year Trend		
2045	N/A	42,050
FSUTMS Forecasts/Trends		

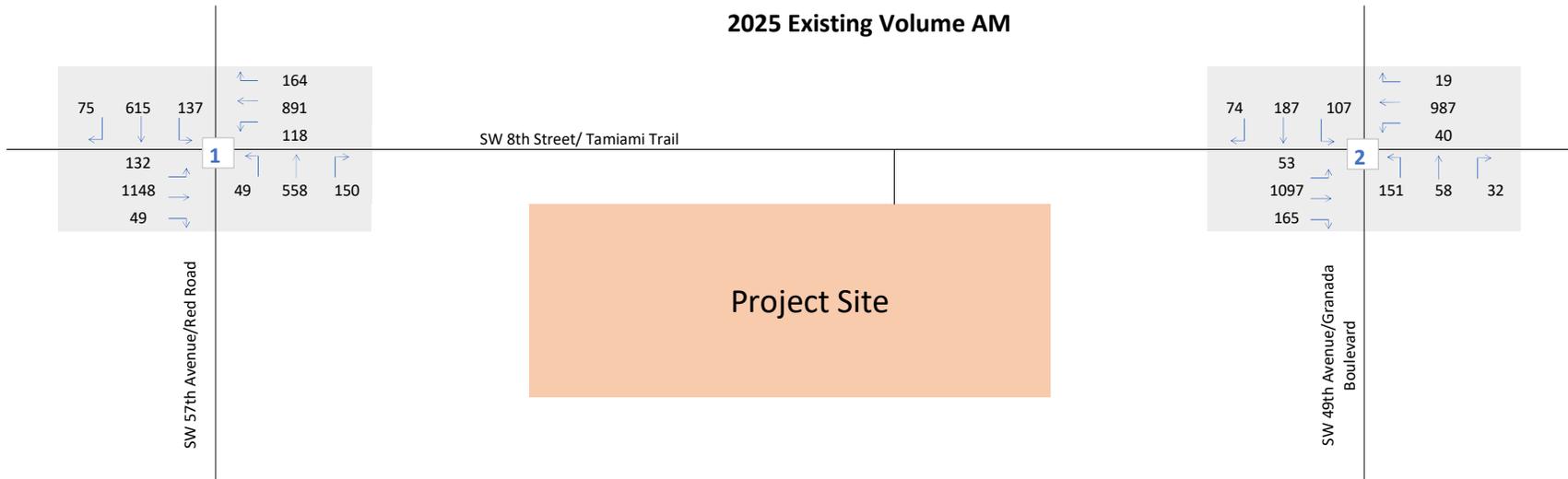
Trend R-squared:	1.78%
Compounded Annual Historic Growth Rate:	-0.21%
Compounded Growth Rate (2023 to Design Year)	-0.04%
Printed:	4/20/2025
Decaying Exponential Growth Option	

*Axle-Adjusted

APPENDIX F

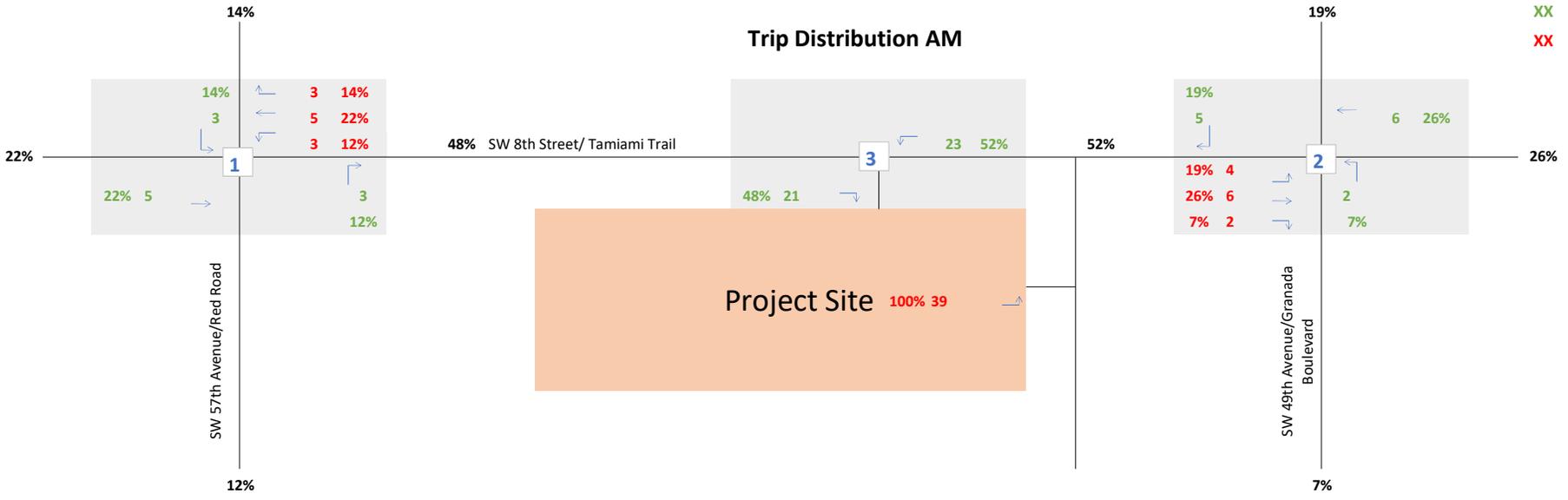
VOLUME DEVELOPMENT GRAPHICS

2025 Existing Volume AM

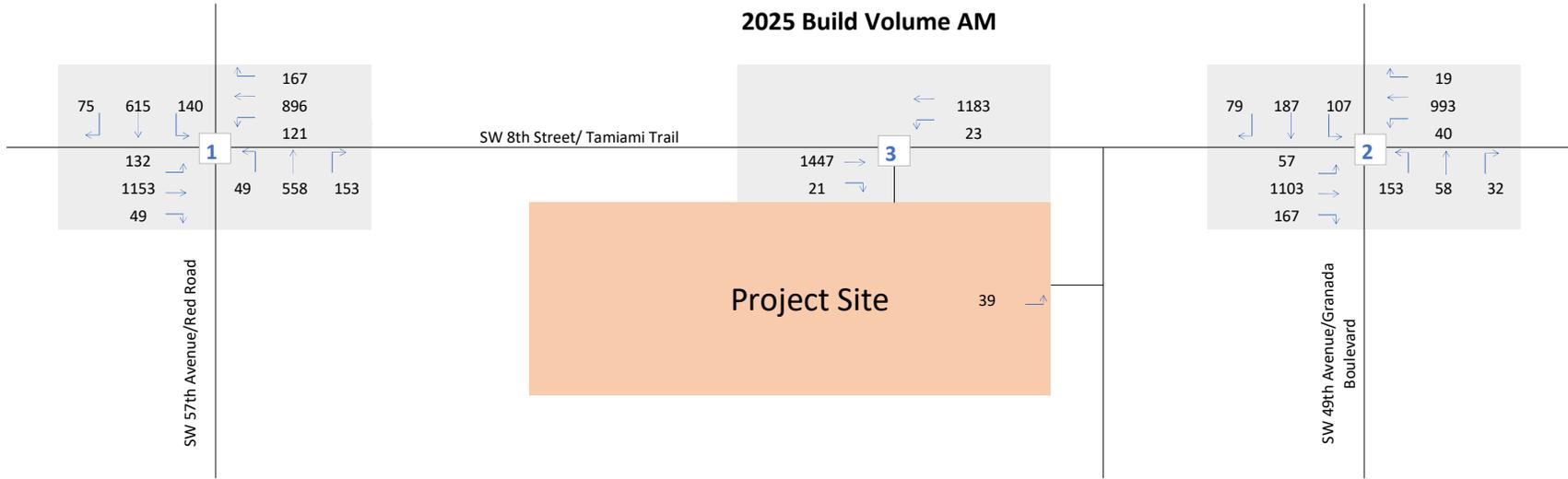


Trip Distribution AM

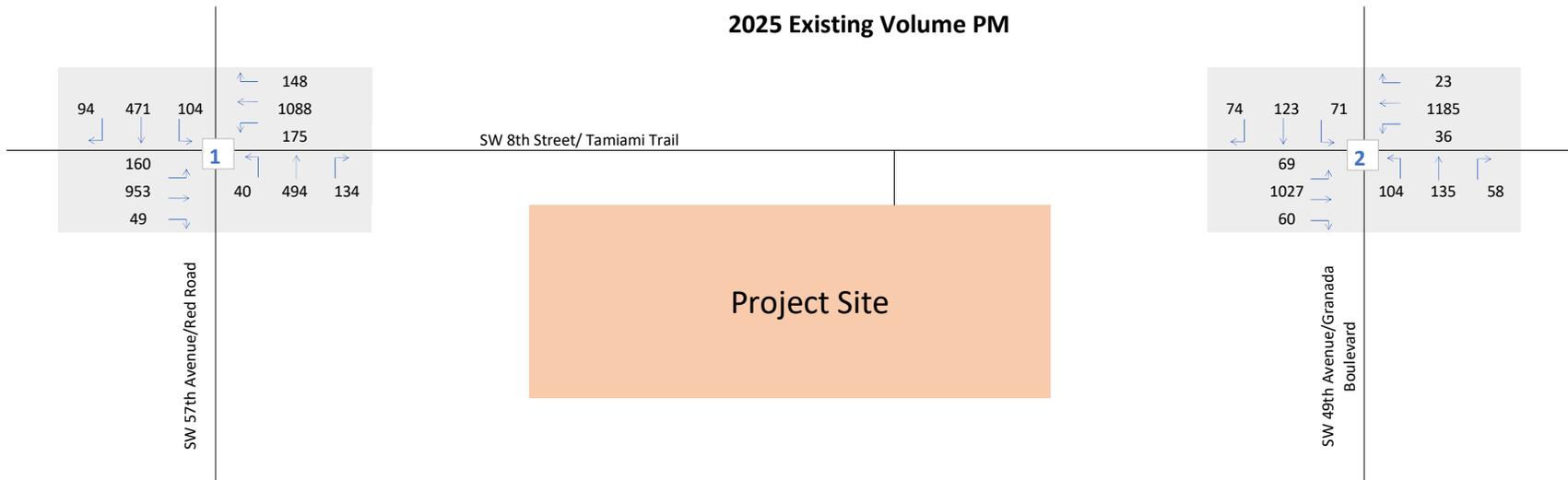
XX Inbound
XX Outbound

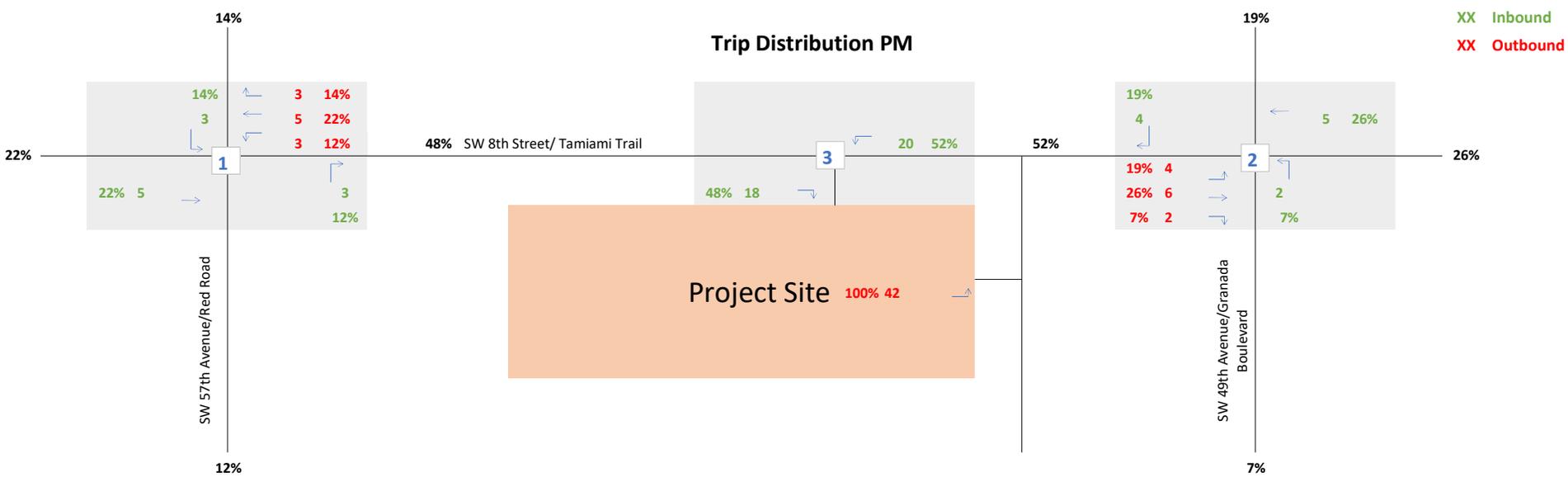


2025 Build Volume AM

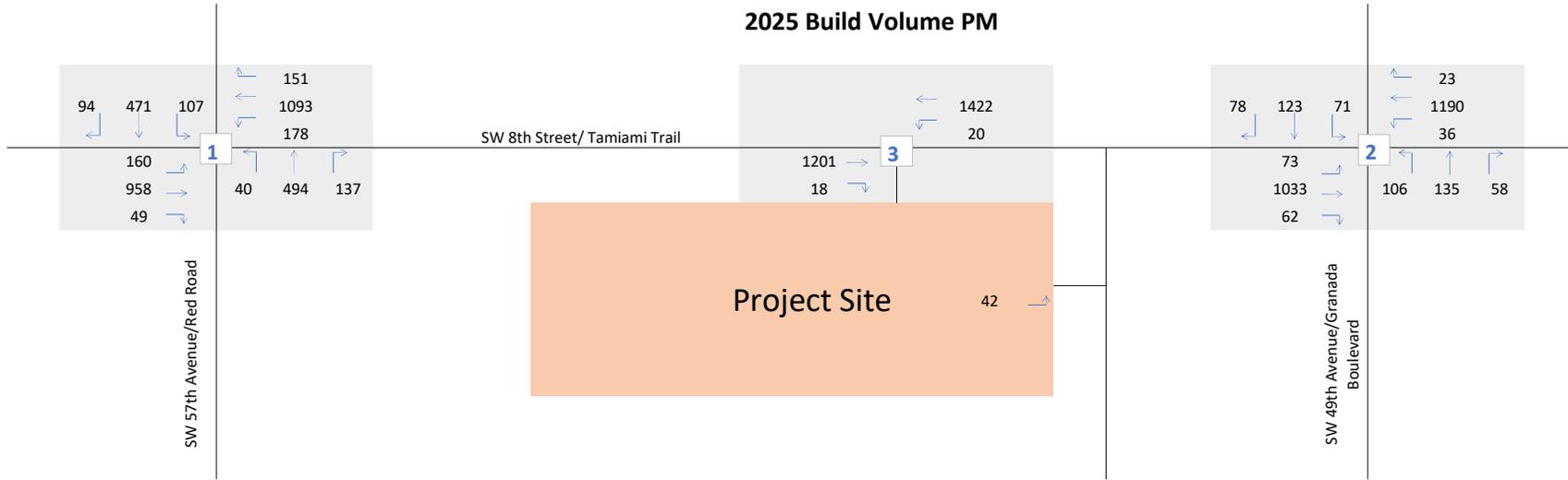


2025 Existing Volume PM





2025 Build Volume PM



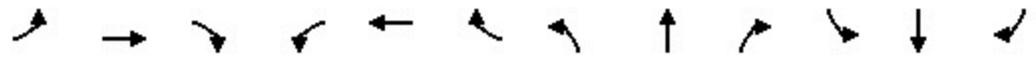
APPENDIX G

SYNCHRO ANALYSIS RESULTS

APPENDIX G1
EXISTING AM

Lanes, Volumes, Timings
 1: SW 57th Avenue/Red Road & SR-90/US-41/SW 8th Street

01. 2025 Existing AM
 04/18/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	1148	49	118	891	164	49	558	150	137	615	75
Future Volume (vph)	132	1148	49	118	891	164	49	558	150	137	615	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	10	12	10	10	12	10	10	12
Storage Length (ft)	275		0	225		0	125		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.994			0.977			0.968			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1636	3248	0	1636	3188	0	1636	3145	0	1636	3208	0
Flt Permitted	0.112			0.080			0.228			0.165		
Satd. Flow (perm)	193	3248	0	138	3188	0	393	3145	0	284	3208	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			15			17			6	
Link Speed (mph)		35			35			35			40	
Link Distance (ft)		511			4038			852			738	
Travel Time (s)		10.0			78.7			16.6			12.6	
Confl. Peds. (#/hr)	1		6	6		1	7		7	7		7
Confl. Bikes (#/hr)						2						
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
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	136	1184	51	122	919	169	51	575	155	141	634	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	1235	0	122	1088	0	51	730	0	141	711	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		10			10			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.09	1.00	1.09	1.09	1.00	1.09	1.09	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru										
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
 1: SW 57th Avenue/Red Road & SR-90/US-41/SW 8th Street

01. 2025 Existing AM
 04/18/2025

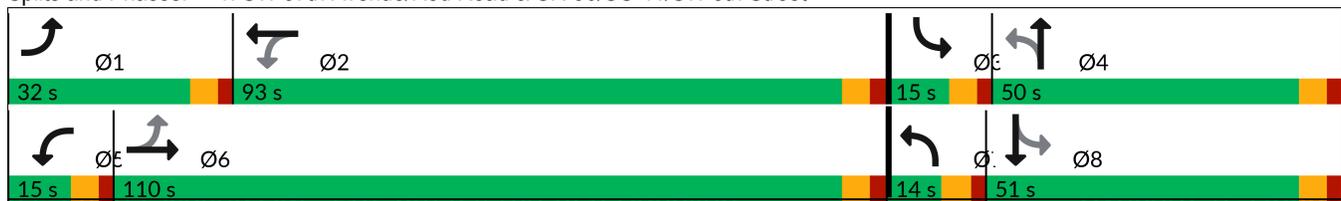


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.0	27.3		11.0	27.3		11.0	26.3		11.0	26.3	
Total Split (s)	32.0	110.0		15.0	93.0		14.0	50.0		15.0	51.0	
Total Split (%)	16.8%	57.9%		7.9%	48.9%		7.4%	26.3%		7.9%	26.8%	
Maximum Green (s)	26.0	103.7		9.0	86.7		8.0	43.7		9.0	44.7	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.3		2.0	2.3		2.0	2.3		2.0	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.3		6.0	6.3		6.0	6.3		6.0	6.3	
Lead/Lag	Lead	Lag										
Lead-Lag Optimize?	Yes	Yes										
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	3.0		2.0	3.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		14.0			14.0			13.0			13.0	
Pedestrian Calls (#/hr)		5			5			5			5	
Act Effct Green (s)	75.0	63.9		70.8	61.8		49.0	41.8		53.8	46.5	
Actuated g/C Ratio	0.51	0.43		0.48	0.42		0.33	0.28		0.36	0.31	
v/c Ratio	0.67	0.88		0.79	0.81		0.27	0.81		0.76	0.70	
Control Delay (s/veh)	35.3	46.8		60.8	43.5		36.1	57.7		61.4	51.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	35.3	46.8		60.8	43.5		36.1	57.7		61.4	51.5	
LOS	D	D		E	D		D	E		E	D	
Approach Delay (s/veh)		45.7			45.2			56.3			53.2	
Approach LOS		D			D			E			D	

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 148.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay (s/veh): 49.0 Intersection LOS: D
 Intersection Capacity Utilization 88.3% ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 1: SW 57th Avenue/Red Road & SR-90/US-41/SW 8th Street



HCM 7th Signalized Intersection Summary
 1: SW 57th Avenue/Red Road & SR-90/US-41/SW 8th Street

01. 2025 Existing AM
 04/18/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	1148	49	118	891	164	49	558	150	137	615	75
Future Volume (veh/h)	132	1148	49	118	891	164	49	558	150	137	615	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	136	1184	51	122	919	169	51	575	155	141	634	77
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	238	1388	60	203	1178	216	208	695	187	233	927	112
Arrive On Green	0.06	0.40	0.40	0.06	0.40	0.40	0.03	0.25	0.25	0.07	0.29	0.29
Sat Flow, veh/h	1767	3443	148	1767	2964	545	1767	2742	737	1767	3163	383
Grp Volume(v), veh/h	136	606	629	122	546	542	51	369	361	141	353	358
Grp Sat Flow(s),veh/h/ln	1767	1763	1828	1767	1763	1746	1767	1763	1716	1767	1763	1783
Q Serve(g_s), s	5.2	36.3	36.3	4.7	31.4	31.4	2.5	22.9	23.1	6.7	20.5	20.6
Cycle Q Clear(g_c), s	5.2	36.3	36.3	4.7	31.4	31.4	2.5	22.9	23.1	6.7	20.5	20.6
Prop In Lane	1.00		0.08	1.00		0.31	1.00		0.43	1.00		0.22
Lane Grp Cap(c), veh/h	238	711	737	203	700	694	208	447	435	233	517	523
V/C Ratio(X)	0.57	0.85	0.85	0.60	0.78	0.78	0.25	0.83	0.83	0.61	0.68	0.69
Avail Cap(c_a), veh/h	523	1576	1634	240	1317	1305	268	664	646	238	679	687
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	24.1	31.5	31.5	26.0	30.5	30.5	31.4	40.9	40.9	31.1	36.2	36.3
Incr Delay (d2), s/veh	0.8	2.3	2.2	1.3	1.4	1.5	0.2	5.4	5.8	2.9	1.8	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	21.8	22.5	3.5	19.2	19.0	1.9	15.8	15.5	5.3	13.7	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.9	33.7	33.7	27.3	32.0	32.0	31.7	46.3	46.7	34.0	38.1	38.1
LnGrp LOS	C	C	C	C	C	C	C	D	D	C	D	D
Approach Vol, veh/h		1371			1210			781			852	
Approach Delay, s/veh		32.8			31.5			45.5			37.4	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	52.4	14.6	35.7	12.6	53.1	10.0	40.3				
Change Period (Y+Rc), s	6.0	6.3	6.0	6.3	6.0	6.3	6.0	6.3				
Max Green Setting (Gmax), s	26.0	86.7	9.0	43.7	9.0	103.7	8.0	44.7				
Max Q Clear Time (g_c+I1), s	7.2	33.4	8.7	25.1	6.7	38.3	4.5	22.6				
Green Ext Time (p_c), s	0.2	7.0	0.0	4.3	0.0	8.5	0.0	4.2				
Intersection Summary												
HCM 7th Control Delay, s/veh				35.7								
HCM 7th LOS				D								



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	1097	165	40	987	19	151	58	32	107	187	74
Future Volume (vph)	53	1097	165	40	987	19	151	58	32	107	187	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	10	12	10	10	12	12	12	12
Storage Length (ft)	100		0	75		0	0		50	75		200
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00	1.00			0.99	0.99	1.00		0.97
Frt		0.980			0.997				0.850			0.850
Flt Protected	0.950			0.950				0.965		0.950		
Satd. Flow (prot)	1685	3208	0	1685	3260	0	0	1675	1568	1752	1900	1568
Flt Permitted	0.950			0.950				0.965		0.950		
Satd. Flow (perm)	1672	3208	0	1684	3260	0	0	1661	1547	1749	1900	1526
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			1				54			78
Link Speed (mph)		35			35			30				30
Link Distance (ft)		4038			348			772				610
Travel Time (s)		78.7			6.8			17.5				13.9
Confl. Peds. (#/hr)	8		1	1		8	5		1	1		5
Confl. Bikes (#/hr)						1						
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
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	3%	0%	3%	3%	0%	3%
Adj. Flow (vph)	56	1155	174	42	1039	20	159	61	34	113	197	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	1329	0	42	1059	0	0	220	34	113	197	78
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		10			10			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.09	1.00	1.09	1.09	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex

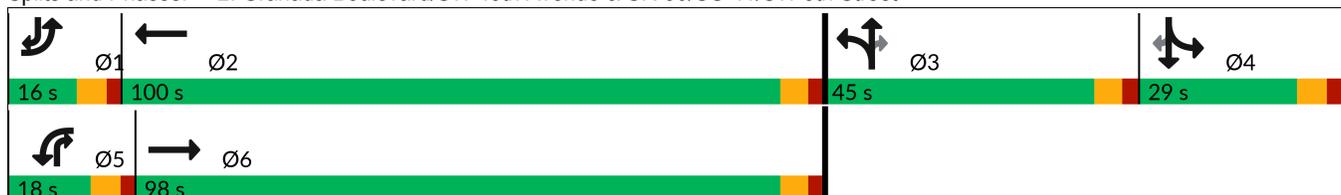


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2		3	3	5	4	4	1
Permitted Phases									3			4
Detector Phase	1	6		5	2		3	3	5	4	4	1
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	5.0	7.0	7.0	5.0
Minimum Split (s)	11.0	29.0		11.0	29.0		13.4	13.4	11.0	25.4	25.4	11.0
Total Split (s)	16.0	98.0		18.0	100.0		45.0	45.0	18.0	29.0	29.0	16.0
Total Split (%)	8.4%	51.6%		9.5%	52.6%		23.7%	23.7%	9.5%	15.3%	15.3%	8.4%
Maximum Green (s)	10.0	92.0		12.0	94.0		38.6	38.6	12.0	22.6	22.6	10.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.4	2.4	2.0	2.4	2.4	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.4	6.0	6.4	6.4	6.4	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.5		2.0	2.5		4.5	4.5	2.0	4.5	4.5	2.0
Recall Mode	None	Min		None	Min		None	None	None	None	None	None
Walk Time (s)		7.0			7.0					6.0	6.0	
Flash Don't Walk (s)		16.0			16.0					13.0	13.0	
Pedestrian Calls (#/hr)		5			5					5	5	
Act Effct Green (s)	8.8	71.5		8.5	67.7		27.6	36.5	21.6	21.6	30.8	
Actuated g/C Ratio	0.06	0.47		0.06	0.45		0.18	0.24	0.14	0.14	0.20	
v/c Ratio	0.57	0.88		0.45	0.73		0.72	0.08	0.46	0.73	0.21	
Control Delay (s/veh)	101.2	44.8		94.2	37.3		76.6	2.9	73.8	83.3	12.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	101.2	44.8		94.2	37.3		76.6	2.9	73.8	83.3	12.7	
LOS	F	D		F	D		E	A	E	F	B	
Approach Delay (s/veh)		47.1			39.5			66.7			66.3	
Approach LOS		D			D			E			E	

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 151.9
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay (s/veh): 48.4 Intersection LOS: D
 Intersection Capacity Utilization 81.9% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: Granada Boulevard/SW 49th Avenue & SR-90/US-41/SW 8th Street



HCM Signalized Intersection Capacity Analysis
 2: Granada Boulevard/SW 49th Avenue & SR-90/US-41/SW 8th Street

01. 2025 Existing AM
 04/18/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	1097	165	40	987	19	151	58	32	107	187	74
Future Volume (vph)	53	1097	165	40	987	19	151	58	32	107	187	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	10	10	12	10	10	12	12	12	12
Total Lost time (s)	6.0	6.0		6.0	6.0			6.4	6.0	6.4	6.4	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.99	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1685	3209		1685	3261			1675	1551	1752	1900	1541
Flt Permitted	0.95	1.00		0.95	1.00			0.97	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1685	3209		1685	3261			1675	1551	1752	1900	1541
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	56	1155	174	42	1039	20	159	61	34	113	197	78
RTOR Reduction (vph)	0	6	0	0	1	0	0	0	26	0	0	62
Lane Group Flow (vph)	56	1323	0	42	1058	0	0	220	8	113	197	16
Confl. Peds. (#/hr)	8		1	1		8	5		1	1		5
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	3%	0%	3%	3%	0%	3%
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2		3	3	5	4	4	1
Permitted Phases									3			4
Actuated Green, G (s)	8.8	71.5		6.9	69.6			27.6	34.5	21.6	21.6	30.4
Effective Green, g (s)	8.8	71.5		6.9	69.6			27.6	34.5	21.6	21.6	30.4
Actuated g/C Ratio	0.06	0.47		0.05	0.46			0.18	0.23	0.14	0.14	0.20
Clearance Time (s)	6.0	6.0		6.0	6.0			6.4	6.0	6.4	6.4	6.0
Vehicle Extension (s)	2.0	2.5		2.0	2.5			4.5	2.0	4.5	4.5	2.0
Lane Grp Cap (vph)	97	1505		76	1489			303	351	248	269	307
v/s Ratio Prot	c0.03	c0.41		0.02	0.32			c0.13	0.00	0.06	c0.10	0.00
v/s Ratio Perm									0.00			0.01
v/c Ratio	0.58	0.88		0.55	0.71			0.73	0.02	0.46	0.73	0.05
Uniform Delay, d1	70.0	36.5		71.2	33.3			58.8	45.8	60.0	62.6	49.3
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.1	6.1		4.9	1.5			9.5	0.0	2.3	11.1	0.0
Delay (s)	75.1	42.7		76.1	34.8			68.3	45.8	62.3	73.7	49.4
Level of Service	E	D		E	C			E	D	E	E	D
Approach Delay (s/veh)		44.0			36.4			65.3			65.5	
Approach LOS		D			D			E			E	
Intersection Summary												
HCM 2000 Control Delay (s/veh)			45.7	HCM 2000 Level of Service				D				
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			152.4	Sum of lost time (s)				24.8				
Intersection Capacity Utilization			81.9%	ICU Level of Service				D				
Analysis Period (min)			15									

c Critical Lane Group

Queues

2: Granada Boulevard/SW 49th Avenue & SR-90/US-41/SW 8th Street

01. 2025 Existing AM

04/18/2025



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	56	1329	42	1059	220	34	113	197	78
v/c Ratio	0.57	0.88	0.45	0.73	0.72	0.08	0.46	0.73	0.21
Control Delay (s/veh)	101.2	44.8	94.2	37.3	76.6	2.9	73.8	83.3	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	101.2	44.8	94.2	37.3	76.6	2.9	73.8	83.3	12.7
Queue Length 50th (ft)	57	640	42	454	216	0	107	195	0
Queue Length 95th (ft)	#141	861	99	594	358	10	211	#401	51
Internal Link Dist (ft)		3958		268	692			530	
Turn Bay Length (ft)	100		75			50	75		200
Base Capacity (vph)	117	2059	140	2134	450	455	275	299	391
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.65	0.30	0.50	0.49	0.07	0.41	0.66	0.20

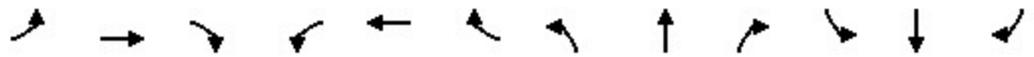
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

APPENDIX G2
EXISTING PM

Lanes, Volumes, Timings
 1: SW 57th Avenue/Red Road & SR-90/US-41/SW 8th Street

02. 2025 Existing PM
 04/18/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	953	49	175	1088	148	40	494	134	104	471	94
Future Volume (vph)	160	953	49	175	1088	148	40	494	134	104	471	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	10	12	10	10	12	10	10	12
Storage Length (ft)	275		0	225		0	125		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.993			0.982			0.968			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1636	3243	0	1636	3208	0	1636	3149	0	1636	3179	0
Flt Permitted	0.087			0.141			0.262			0.183		
Satd. Flow (perm)	150	3243	0	243	3208	0	451	3149	0	315	3179	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			12			17			11	
Link Speed (mph)		35			35			35			40	
Link Distance (ft)		511			4038			852			738	
Travel Time (s)		10.0			78.7			16.6			12.6	
Confl. Peds. (#/hr)			7	7			3		5	5		3
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	167	993	51	182	1133	154	42	515	140	108	491	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	1044	0	182	1287	0	42	655	0	108	589	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		10			10			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.09	1.00	1.09	1.09	1.00	1.09	1.09	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru										
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
 1: SW 57th Avenue/Red Road & SR-90/US-41/SW 8th Street

02. 2025 Existing PM
 04/18/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.0	27.3		11.0	27.3		11.0	26.3		11.0	26.3	
Total Split (s)	16.0	94.0		32.0	110.0		14.0	51.0		13.0	50.0	
Total Split (%)	8.4%	49.5%		16.8%	57.9%		7.4%	26.8%		6.8%	26.3%	
Maximum Green (s)	10.0	87.7		26.0	103.7		8.0	44.7		7.0	43.7	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.3		2.0	2.3		2.0	2.3		2.0	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.3		6.0	6.3		6.0	6.3		6.0	6.3	
Lead/Lag	Lead	Lag										
Lead-Lag Optimize?	Yes	Yes										
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	3.0		2.0	3.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		14.0			14.0			13.0			13.0	
Pedestrian Calls (#/hr)		5			5			5			5	
Act Effct Green (s)	75.1	64.6		80.7	67.6		43.0	35.8		44.6	38.9	
Actuated g/C Ratio	0.51	0.44		0.55	0.46		0.29	0.25		0.31	0.27	
v/c Ratio	0.93	0.73		0.70	0.86		0.22	0.83		0.67	0.69	
Control Delay (s/veh)	80.9	37.2		31.2	41.6		39.2	62.2		60.8	54.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	80.9	37.2		31.2	41.6		39.2	62.2		60.8	54.4	
LOS	F	D		C	D		D	E		E	D	
Approach Delay (s/veh)		43.3			40.3			60.8			55.4	
Approach LOS		D			D			E			E	

Intersection Summary

Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	145.9
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.93
Intersection Signal Delay (s/veh):	47.3
Intersection LOS:	D
Intersection Capacity Utilization:	88.0%
ICU Level of Service:	E
Analysis Period (min):	15

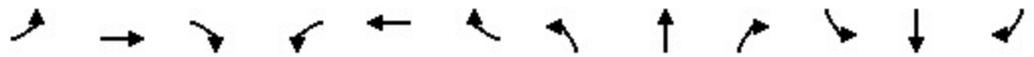
Splits and Phases: 1: SW 57th Avenue/Red Road & SR-90/US-41/SW 8th Street



HCM 7th Signalized Intersection Summary
 1: SW 57th Avenue/Red Road & SR-90/US-41/SW 8th Street

02. 2025 Existing PM
 04/18/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	953	49	175	1088	148	40	494	134	104	471	94
Future Volume (veh/h)	160	953	49	175	1088	148	40	494	134	104	471	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	167	993	51	182	1133	154	42	515	140	108	491	98
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	228	1434	74	295	1328	180	208	633	171	208	759	151
Arrive On Green	0.07	0.42	0.42	0.08	0.43	0.43	0.03	0.23	0.23	0.06	0.26	0.26
Sat Flow, veh/h	1767	3411	175	1767	3112	422	1767	2739	741	1767	2928	581
Grp Volume(v), veh/h	167	513	531	182	640	647	42	331	324	108	294	295
Grp Sat Flow(s),veh/h/ln	1767	1763	1823	1767	1763	1771	1767	1763	1717	1767	1763	1747
Q Serve(g_s), s	6.2	27.7	27.7	6.7	38.0	38.3	2.1	20.6	20.8	5.4	17.3	17.5
Cycle Q Clear(g_c), s	6.2	27.7	27.7	6.7	38.0	38.3	2.1	20.6	20.8	5.4	17.3	17.5
Prop In Lane	1.00		0.10	1.00		0.24	1.00		0.43	1.00		0.33
Lane Grp Cap(c), veh/h	228	741	766	295	752	756	208	407	396	208	457	453
V/C Ratio(X)	0.73	0.69	0.69	0.62	0.85	0.86	0.20	0.81	0.82	0.52	0.64	0.65
Avail Cap(c_a), veh/h	255	1331	1376	555	1573	1581	273	678	660	208	663	657
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	25.5	27.5	27.5	21.4	30.0	30.1	33.2	42.3	42.4	33.3	38.3	38.3
Incr Delay (d2), s/veh	7.5	0.9	0.8	0.8	2.1	2.2	0.2	3.9	4.2	1.1	1.5	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	17.0	17.5	4.9	22.5	22.7	1.6	14.3	14.1	4.1	11.9	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.0	28.4	28.4	22.1	32.1	32.3	33.4	46.2	46.6	34.3	39.8	39.9
LnGrp LOS	C	C	C	C	C	C	C	D	D	C	D	D
Approach Vol, veh/h		1211			1469			697			697	
Approach Delay, s/veh		29.0			31.0			45.6			39.0	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.2	55.9	13.0	33.1	14.9	55.1	9.7	36.4				
Change Period (Y+Rc), s	6.0	6.3	6.0	6.3	6.0	6.3	6.0	6.3				
Max Green Setting (Gmax), s	10.0	103.7	7.0	44.7	26.0	87.7	8.0	43.7				
Max Q Clear Time (g_c+I1), s	8.2	40.3	7.4	22.8	8.7	29.7	4.1	19.5				
Green Ext Time (p_c), s	0.0	9.3	0.0	4.0	0.2	6.4	0.0	3.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			34.3									
HCM 7th LOS			C									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	1027	60	36	1185	23	104	135	58	71	123	74
Future Volume (vph)	69	1027	60	36	1185	23	104	135	58	71	123	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	10	12	10	10	12	12	12	12
Storage Length (ft)	100		0	75		0	0		50	75		200
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00	0.98	0.99		0.98
Frt		0.992			0.997				0.850			0.850
Flt Protected	0.950			0.950				0.979		0.950		
Satd. Flow (prot)	1685	3244	0	1685	3261	0	0	1714	1568	1752	1900	1568
Flt Permitted	0.950			0.950				0.979		0.950		
Satd. Flow (perm)	1679	3244	0	1680	3261	0	0	1706	1544	1741	1900	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			1				54			78
Link Speed (mph)		35			35			30				30
Link Distance (ft)		4038			348			772				610
Travel Time (s)		78.7			6.8			17.5				13.9
Confl. Peds. (#/hr)	5		3	3		5	4		3	3		4
Confl. Bikes (#/hr)						1						
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
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	3%	0%	3%	3%	0%	3%
Adj. Flow (vph)	73	1081	63	38	1247	24	109	142	61	75	129	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	1144	0	38	1271	0	0	251	61	75	129	78
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		10			10			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.00	1.09	1.09	1.00	1.09	1.09	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex

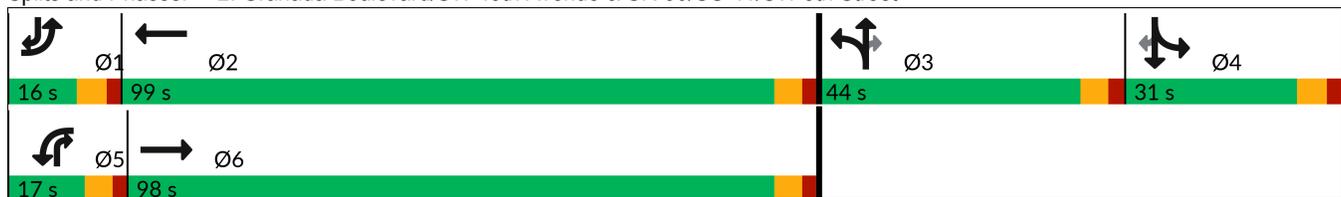


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2		3	3	5	4	4	1
Permitted Phases									3			4
Detector Phase	1	6		5	2		3	3	5	4	4	1
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	5.0	7.0	7.0	5.0
Minimum Split (s)	11.0	29.0		11.0	29.0		13.4	13.4	11.0	25.4	25.4	11.0
Total Split (s)	16.0	98.0		17.0	99.0		44.0	44.0	17.0	31.0	31.0	16.0
Total Split (%)	8.4%	51.6%		8.9%	52.1%		23.2%	23.2%	8.9%	16.3%	16.3%	8.4%
Maximum Green (s)	10.0	92.0		11.0	93.0		37.6	37.6	11.0	24.6	24.6	10.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.4	2.4	2.0	2.4	2.4	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.4	6.0	6.4	6.4	6.4	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.5		2.0	2.5		4.5	4.5	2.0	4.5	4.5	2.0
Recall Mode	None	Min		None	Min		None	None	None	None	None	None
Walk Time (s)		7.0			7.0					6.0	6.0	
Flash Don't Walk (s)		16.0			16.0					13.0	13.0	
Pedestrian Calls (#/hr)		5			5					5	5	
Act Effct Green (s)	9.8	69.0		7.9	67.2		28.6	36.9	17.5	17.5	27.7	
Actuated g/C Ratio	0.07	0.46		0.05	0.45		0.19	0.25	0.12	0.12	0.19	
v/c Ratio	0.66	0.76		0.43	0.86		0.77	0.14	0.37	0.58	0.22	
Control Delay (s/veh)	101.1	37.5		91.9	44.1		76.2	9.8	72.1	77.9	12.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	101.1	37.5		91.9	44.1		76.2	9.8	72.1	77.9	12.5	
LOS	F	D		F	D		E	A	E	E	B	
Approach Delay (s/veh)		41.3			45.5			63.2			58.3	
Approach LOS		D			D			E			E	

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 148.9
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay (s/veh): 46.8
 Intersection LOS: D
 Intersection Capacity Utilization 78.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: Granada Boulevard/SW 49th Avenue & SR-90/US-41/SW 8th Street



HCM Signalized Intersection Capacity Analysis
 2: Granada Boulevard/SW 49th Avenue & SR-90/US-41/SW 8th Street

02. 2025 Existing PM
 04/20/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕	↖	↖	↕	↖
Traffic Volume (vph)	69	1027	60	36	1185	23	104	135	58	71	123	74
Future Volume (vph)	69	1027	60	36	1185	23	104	135	58	71	123	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	10	10	12	10	10	12	12	12	12
Total Lost time (s)	6.0	6.0		6.0	6.0			6.4	6.0	6.4	6.4	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1685	3244		1685	3261			1713	1549	1752	1900	1547
Flt Permitted	0.95	1.00		0.95	1.00			0.98	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1685	3244		1685	3261			1713	1549	1752	1900	1547
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	73	1081	63	38	1247	24	109	142	61	75	129	78
RTOR Reduction (vph)	0	2	0	0	1	0	0	0	41	0	0	64
Lane Group Flow (vph)	73	1142	0	38	1270	0	0	251	20	75	129	14
Confl. Peds. (#/hr)	5		3	3		5	4		3	3		4
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	3%	0%	3%	3%	0%	3%
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2		3	3	5	4	4	1
Permitted Phases									3			4
Actuated Green, G (s)	9.8	69.1		7.9	67.2			28.5	36.4	17.5	17.5	27.3
Effective Green, g (s)	9.8	69.1		7.9	67.2			28.5	36.4	17.5	17.5	27.3
Actuated g/C Ratio	0.07	0.47		0.05	0.45			0.19	0.25	0.12	0.12	0.18
Clearance Time (s)	6.0	6.0		6.0	6.0			6.4	6.0	6.4	6.4	6.0
Vehicle Extension (s)	2.0	2.5		2.0	2.5			4.5	2.0	4.5	4.5	2.0
Lane Grp Cap (vph)	111	1516		90	1482			330	381	207	224	285
v/s Ratio Prot	c0.04	0.35		0.02	c0.39			c0.15	0.00	0.04	c0.07	0.00
v/s Ratio Perm									0.01			0.01
v/c Ratio	0.66	0.75		0.42	0.86			0.76	0.05	0.36	0.58	0.05
Uniform Delay, d1	67.4	32.3		67.7	36.0			56.4	42.5	60.0	61.6	49.6
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.2	2.1		1.2	5.1			11.1	0.0	1.9	4.9	0.0
Delay (s)	77.6	34.4		68.9	41.1			67.5	42.6	61.9	66.6	49.6
Level of Service	E	C		E	D			E	D	E	E	D
Approach Delay (s/veh)		37.0			41.9			62.6			60.6	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	43.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	147.8	Sum of lost time (s)	24.8
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	73	1144	38	1271	251	61	75	129	78
v/c Ratio	0.66	0.76	0.43	0.86	0.77	0.14	0.37	0.58	0.22
Control Delay (s/veh)	101.1	37.5	91.9	44.1	76.2	9.8	72.1	77.9	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	101.1	37.5	91.9	44.1	76.2	9.8	72.1	77.9	12.5
Queue Length 50th (ft)	70	474	37	575	232	4	68	121	0
Queue Length 95th (ft)	#198	678	93	787	412	36	146	232	50
Internal Link Dist (ft)		3958		268	692			530	
Turn Bay Length (ft)	100		75			50	75		200
Base Capacity (vph)	118	2094	129	2126	451	460	302	327	357
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.55	0.29	0.60	0.56	0.13	0.25	0.39	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

APPENDIX G3
BUILD AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	1153	49	121	896	167	49	558	153	140	615	75
Future Volume (vph)	132	1153	49	121	896	167	49	558	153	140	615	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	10	12	10	10	12	10	10	12
Storage Length (ft)	275		0	225		0	125		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00			0.99			1.00	
Frt		0.994			0.976			0.968			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1636	3248	0	1636	3185	0	1636	3145	0	1636	3208	0
Flt Permitted	0.110			0.079			0.228			0.164		
Satd. Flow (perm)	189	3248	0	136	3185	0	393	3145	0	282	3208	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			15			17			6	
Link Speed (mph)		35			35			35			40	
Link Distance (ft)		511			1728			852			738	
Travel Time (s)		10.0			33.7			16.6			12.6	
Confl. Peds. (#/hr)	1		6	6		1	7		7	7		7
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
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	136	1189	51	125	924	172	51	575	158	144	634	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	1240	0	125	1096	0	51	733	0	144	711	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		10			10			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.09	1.09	1.00	1.09	1.09	1.00	1.09	1.09	1.00	1.09	1.09	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru										
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
 1: SW 57th Avenue/Red Road & SR-90/US-41/SW 8th Street

03. 2025 Build AM
 04/20/2025

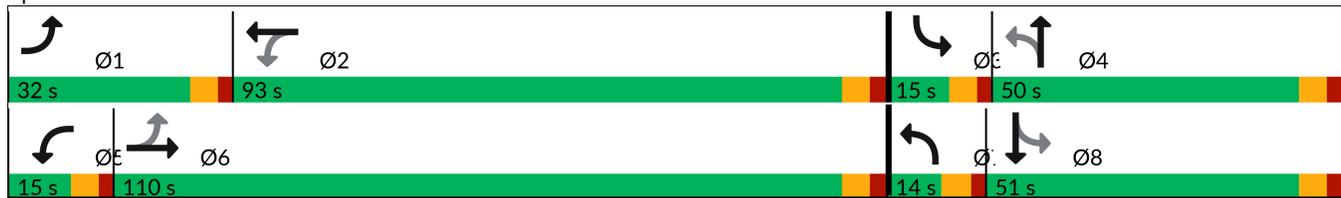


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.0	27.3		11.0	27.3		11.0	26.3		11.0	26.3	
Total Split (s)	32.0	110.0		15.0	93.0		14.0	50.0		15.0	51.0	
Total Split (%)	16.8%	57.9%		7.9%	48.9%		7.4%	26.3%		7.9%	26.8%	
Maximum Green (s)	26.0	103.7		9.0	86.7		8.0	43.7		9.0	44.7	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.3		2.0	2.3		2.0	2.3		2.0	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.3		6.0	6.3		6.0	6.3		6.0	6.3	
Lead/Lag	Lead	Lag										
Lead-Lag Optimize?	Yes	Yes										
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	3.0		2.0	3.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		14.0			14.0			13.0			13.0	
Pedestrian Calls (#/hr)		5			5			5			5	
Act Effct Green (s)	75.6	64.4		71.4	62.3		49.4	42.1		54.2	46.9	
Actuated g/C Ratio	0.51	0.43		0.48	0.42		0.33	0.28		0.36	0.31	
v/c Ratio	0.68	0.88		0.82	0.82		0.27	0.81		0.78	0.70	
Control Delay (s/veh)	36.4	47.1		65.5	43.8		36.4	58.0		64.3	51.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	36.4	47.1		65.5	43.8		36.4	58.0		64.3	51.8	
LOS	D	D		E	D		D	E		E	D	
Approach Delay (s/veh)		46.0			46.0			56.6			53.9	
Approach LOS		D			D			E			D	

Intersection Summary

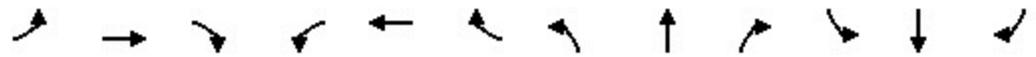
Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	149.2
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.88
Intersection Signal Delay (s/veh):	49.6
Intersection LOS:	D
Intersection Capacity Utilization:	88.9%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 1: SW 57th Avenue/Red Road & SR-90/US-41/SW 8th Street

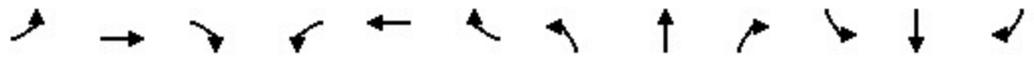


HCM 7th Signalized Intersection Summary
 1: SW 57th Avenue/Red Road & SR-90/US-41/SW 8th Street

03. 2025 Build AM
 04/20/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	1153	49	121	896	167	49	558	153	140	615	75
Future Volume (veh/h)	132	1153	49	121	896	167	49	558	153	140	615	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	136	1189	51	125	924	172	51	575	158	144	634	77
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	236	1392	60	203	1184	220	208	692	190	233	931	113
Arrive On Green	0.06	0.40	0.40	0.06	0.40	0.40	0.03	0.25	0.25	0.08	0.29	0.29
Sat Flow, veh/h	1767	3443	148	1767	2965	552	1767	2729	748	1767	3163	383
Grp Volume(v), veh/h	136	608	632	125	549	547	51	371	362	144	353	358
Grp Sat Flow(s),veh/h/ln	1767	1763	1828	1767	1763	1753	1767	1763	1714	1767	1763	1783
Q Serve(g_s), s	5.3	36.9	37.0	4.9	32.0	32.0	2.5	23.4	23.5	6.9	20.8	20.8
Cycle Q Clear(g_c), s	5.3	36.9	37.0	4.9	32.0	32.0	2.5	23.4	23.5	6.9	20.8	20.8
Prop In Lane	1.00		0.08	1.00		0.31	1.00		0.44	1.00		0.22
Lane Grp Cap(c), veh/h	236	712	739	203	704	700	208	447	435	233	519	525
V/C Ratio(X)	0.58	0.85	0.85	0.62	0.78	0.78	0.25	0.83	0.83	0.62	0.68	0.68
Avail Cap(c_a), veh/h	517	1555	1613	236	1300	1293	267	655	637	235	670	678
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	24.4	31.9	31.9	26.3	30.8	30.8	31.8	41.5	41.5	31.4	36.6	36.6
Incr Delay (d2), s/veh	0.8	2.3	2.2	1.9	1.4	1.4	0.2	5.8	6.2	3.5	1.9	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	22.1	22.8	3.7	19.5	19.4	1.9	16.1	15.8	5.6	13.9	14.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.2	34.2	34.1	28.2	32.2	32.3	32.1	47.3	47.7	34.9	38.5	38.5
LnGrp LOS	C	C	C	C	C	C	C	D	D	C	D	D
Approach Vol, veh/h		1376			1221			784			855	
Approach Delay, s/veh		33.3			31.8			46.5			37.9	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	53.2	14.8	36.1	12.8	53.8	10.1	40.9				
Change Period (Y+Rc), s	6.0	6.3	6.0	6.3	6.0	6.3	6.0	6.3				
Max Green Setting (Gmax), s	26.0	86.7	9.0	43.7	9.0	103.7	8.0	44.7				
Max Q Clear Time (g_c+I1), s	7.3	34.0	8.9	25.5	6.9	39.0	4.5	22.8				
Green Ext Time (p_c), s	0.2	7.1	0.0	4.3	0.0	8.5	0.0	4.2				
Intersection Summary												
HCM 7th Control Delay, s/veh				36.2								
HCM 7th LOS				D								



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	1103	167	40	993	19	153	58	32	107	187	79
Future Volume (vph)	57	1103	167	40	993	19	153	58	32	107	187	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	10	12	10	10	12	12	12	12
Storage Length (ft)	100		0	75		0	0		50	75		200
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00	1.00			0.99	0.99	1.00		0.97
Frt		0.980			0.997				0.850			0.850
Flt Protected	0.950			0.950				0.965		0.950		
Satd. Flow (prot)	1685	3208	0	1685	3260	0	0	1675	1568	1752	1900	1568
Flt Permitted	0.950			0.950				0.965		0.950		
Satd. Flow (perm)	1672	3208	0	1684	3260	0	0	1661	1547	1749	1900	1526
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			1				54			83
Link Speed (mph)		35			35			30				30
Link Distance (ft)		2310			348			772				610
Travel Time (s)		45.0			6.8			17.5				13.9
Confl. Peds. (#/hr)	8		1	1		8	5		1	1		5
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
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	3%	0%	3%	3%	0%	3%
Adj. Flow (vph)	60	1161	176	42	1045	20	161	61	34	113	197	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	1337	0	42	1065	0	0	222	34	113	197	83
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		10			10			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.09	1.09	1.00	1.09	1.09	1.00	1.09	1.09	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

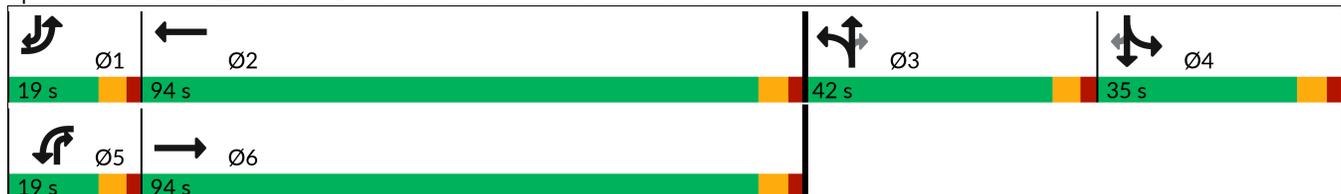


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2		3	3	5	4	4	1
Permitted Phases									3			4
Detector Phase	1	6		5	2		3	3	5	4	4	1
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	5.0	7.0	7.0	5.0
Minimum Split (s)	11.0	29.0		11.0	29.0		13.4	13.4	11.0	25.4	25.4	11.0
Total Split (s)	19.0	94.0		19.0	94.0		42.0	42.0	19.0	35.0	35.0	19.0
Total Split (%)	10.0%	49.5%		10.0%	49.5%		22.1%	22.1%	10.0%	18.4%	18.4%	10.0%
Maximum Green (s)	13.0	88.0		13.0	88.0		35.6	35.6	13.0	28.6	28.6	13.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.4	2.4	2.0	2.4	2.4	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.4	6.0	6.4	6.4	6.4	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.5		2.0	2.5		4.5	4.5	2.0	4.5	4.5	2.0
Recall Mode	None	Min		None	Min		None	None	None	None	None	None
Walk Time (s)		7.0			7.0					6.0	6.0	
Flash Don't Walk (s)		16.0			16.0					13.0	13.0	
Pedestrian Calls (#/hr)		5			5					5	5	
Act Effct Green (s)	10.0	73.0		8.8	68.1			27.9	37.1	23.2	23.2	33.6
Actuated g/C Ratio	0.06	0.47		0.06	0.44			0.18	0.24	0.15	0.15	0.22
v/c Ratio	0.56	0.89		0.45	0.75			0.74	0.08	0.43	0.70	0.21
Control Delay (s/veh)	100.1	47.1		96.0	40.3			80.6	2.8	72.2	81.7	11.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	100.1	47.1		96.0	40.3			80.6	2.8	72.2	81.7	11.2
LOS	F	D		F	D			F	A	E	F	B
Approach Delay (s/veh)		49.4			42.4			70.2			64.1	
Approach LOS		D			D			E			E	

Intersection Summary

Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	155.7
Natural Cycle:	100
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.89
Intersection Signal Delay (s/veh):	50.5
Intersection LOS:	D
Intersection Capacity Utilization:	82.9%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 2: Granada Boulevard/SW 49th Avenue & SR-90/US-41/SW 8th Street



HCM Signalized Intersection Capacity Analysis
 2: Granada Boulevard/SW 49th Avenue & SR-90/US-41/SW 8th Street

03. 2025 Build AM
 04/20/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	1103	167	40	993	19	153	58	32	107	187	79
Future Volume (vph)	57	1103	167	40	993	19	153	58	32	107	187	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	10	10	12	10	10	12	12	12	12
Total Lost time (s)	6.0	6.0		6.0	6.0			6.4	6.0	6.4	6.4	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.99	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1685	3209		1685	3261			1675	1551	1752	1900	1542
Flt Permitted	0.95	1.00		0.95	1.00			0.97	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1685	3209		1685	3261			1675	1551	1752	1900	1542
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	60	1161	176	42	1045	20	161	61	34	113	197	83
RTOR Reduction (vph)	0	6	0	0	1	0	0	0	26	0	0	65
Lane Group Flow (vph)	60	1331	0	42	1064	0	0	222	8	113	197	18
Confl. Peds. (#/hr)	8		1	1		8	5		1	1		5
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	3%	0%	3%	3%	0%	3%
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2		3	3	5	4	4	1
Permitted Phases									3			4
Actuated Green, G (s)	10.0	73.0		7.1	70.1			27.9	35.0	23.2	23.2	33.2
Effective Green, g (s)	10.0	73.0		7.1	70.1			27.9	35.0	23.2	23.2	33.2
Actuated g/C Ratio	0.06	0.47		0.05	0.45			0.18	0.22	0.15	0.15	0.21
Clearance Time (s)	6.0	6.0		6.0	6.0			6.4	6.0	6.4	6.4	6.0
Vehicle Extension (s)	2.0	2.5		2.0	2.5			4.5	2.0	4.5	4.5	2.0
Lane Grp Cap (vph)	108	1501		76	1465			299	347	260	282	328
v/s Ratio Prot	c0.04	c0.41		0.02	0.33			c0.13	0.00	0.06	c0.10	0.00
v/s Ratio Perm									0.00			0.01
v/c Ratio	0.56	0.89		0.55	0.73			0.74	0.02	0.43	0.70	0.05
Uniform Delay, d1	70.8	37.7		72.9	35.1			60.6	47.2	60.4	63.1	48.9
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.5	6.7		4.9	1.7			10.7	0.0	2.0	8.5	0.0
Delay (s)	74.3	44.4		77.8	36.8			71.4	47.2	62.4	71.5	48.9
Level of Service	E	D		E	D			E	D	E	E	D
Approach Delay (s/veh)		45.7			38.4			68.2			64.1	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	47.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	156.0	Sum of lost time (s)	24.8
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	60	1337	42	1065	222	34	113	197	83
v/c Ratio	0.56	0.89	0.45	0.75	0.74	0.08	0.43	0.70	0.21
Control Delay (s/veh)	100.1	47.1	96.0	40.3	80.6	2.8	72.2	81.7	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	100.1	47.1	96.0	40.3	80.6	2.8	72.2	81.7	11.2
Queue Length 50th (ft)	65	680	45	484	232	0	114	207	0
Queue Length 95th (ft)	132	907	98	638	371	9	203	337	49
Internal Link Dist (ft)		2230		268	692			530	
Turn Bay Length (ft)	100		75			50	75		200
Base Capacity (vph)	150	1939	150	1966	408	460	343	372	434
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.69	0.28	0.54	0.54	0.07	0.33	0.53	0.19

Intersection Summary

APPENDIX G4
BUILD PM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	958	49	178	1093	151	40	494	137	107	471	94
Future Volume (vph)	160	958	49	178	1093	151	40	494	137	107	471	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	10	12	10	10	12	10	10	12
Storage Length (ft)	275		0	225		0	125		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00						0.99			1.00	
Frt		0.993			0.982			0.967			0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1636	3243	0	1636	3212	0	1636	3145	0	1636	3179	0
Flt Permitted	0.085			0.139			0.261			0.182		
Satd. Flow (perm)	146	3243	0	239	3212	0	449	3145	0	313	3179	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			12			17			11	
Link Speed (mph)		35			35			35			40	
Link Distance (ft)		511			1728			852			738	
Travel Time (s)		10.0			33.7			16.6			12.6	
Confl. Peds. (#/hr)			7	7			3		5	5		3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	167	998	51	185	1139	157	42	515	143	111	491	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	1049	0	185	1296	0	42	658	0	111	589	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		10			10			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.09	1.09	1.00	1.09	1.09	1.00	1.09	1.09	1.00	1.09	1.09	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru										
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex										
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA										
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.0	27.3		11.0	27.3		11.0	26.3		11.0	26.3	
Total Split (s)	16.0	94.0		32.0	110.0		14.0	51.0		13.0	50.0	
Total Split (%)	8.4%	49.5%		16.8%	57.9%		7.4%	26.8%		6.8%	26.3%	
Maximum Green (s)	10.0	87.7		26.0	103.7		8.0	44.7		7.0	43.7	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.3		2.0	2.3		2.0	2.3		2.0	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.3		6.0	6.3		6.0	6.3		6.0	6.3	
Lead/Lag	Lead	Lag										
Lead-Lag Optimize?	Yes	Yes										
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	3.0		2.0	3.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		14.0			14.0			13.0			13.0	
Pedestrian Calls (#/hr)		5			5			5			5	
Act Effct Green (s)	75.8	65.3		81.8	68.5		43.4	36.2		45.0	39.3	
Actuated g/C Ratio	0.51	0.44		0.56	0.47		0.29	0.25		0.31	0.27	
v/c Ratio	0.94	0.73		0.71	0.86		0.22	0.84		0.70	0.69	
Control Delay (s/veh)	84.5	37.6		32.5	41.8		39.5	62.8		63.3	54.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	84.5	37.6		32.5	41.8		39.5	62.8		63.3	54.8	
LOS	F	D		C	D		D	E		E	D	
Approach Delay (s/veh)		44.1			40.7			61.4			56.1	
Approach LOS		D			D			E			E	

Intersection Summary

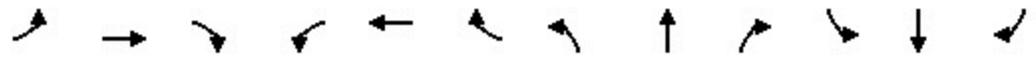
Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	147.2
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.94
Intersection Signal Delay (s/veh):	47.9
Intersection LOS:	D
Intersection Capacity Utilization:	88.5%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 1: SW 57th Avenue/Red Road & SR-90/US-41/SW 8th Street



HCM 7th Signalized Intersection Summary
 1: SW 57th Avenue/Red Road & SR-90/US-41/SW 8th Street

04. 2025 Build PM
 04/18/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	958	49	178	1093	151	40	494	137	107	471	94
Future Volume (veh/h)	160	958	49	178	1093	151	40	494	137	107	471	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	167	998	51	185	1139	157	42	515	143	111	491	98
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	226	1437	73	295	1333	183	207	631	174	207	760	151
Arrive On Green	0.07	0.42	0.42	0.08	0.43	0.43	0.03	0.23	0.23	0.06	0.26	0.26
Sat Flow, veh/h	1767	3412	174	1767	3111	428	1767	2724	753	1767	2928	581
Grp Volume(v), veh/h	167	516	533	185	644	652	42	332	326	111	294	295
Grp Sat Flow(s),veh/h/ln	1767	1763	1823	1767	1763	1776	1767	1763	1714	1767	1763	1747
Q Serve(g_s), s	6.2	28.0	28.0	6.9	38.5	38.8	2.1	20.9	21.1	5.6	17.4	17.6
Cycle Q Clear(g_c), s	6.2	28.0	28.0	6.9	38.5	38.8	2.1	20.9	21.1	5.6	17.4	17.6
Prop In Lane	1.00		0.10	1.00		0.24	1.00		0.44	1.00		0.33
Lane Grp Cap(c), veh/h	226	743	768	295	755	761	207	408	397	207	458	453
V/C Ratio(X)	0.74	0.69	0.69	0.63	0.85	0.86	0.20	0.81	0.82	0.54	0.64	0.65
Avail Cap(c_a), veh/h	253	1320	1365	551	1560	1572	272	673	654	207	658	652
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	25.7	27.7	27.7	21.6	30.1	30.2	33.5	42.6	42.7	33.6	38.6	38.6
Incr Delay (d2), s/veh	7.8	0.9	0.8	0.8	2.1	2.2	0.2	4.0	4.3	1.5	1.5	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	17.2	17.7	5.0	22.8	23.1	1.6	14.5	14.3	4.4	12.0	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.6	28.6	28.6	22.4	32.3	32.4	33.7	46.6	46.9	35.1	40.1	40.2
LnGrp LOS	C	C	C	C	C	C	C	D	D	D	D	D
Approach Vol, veh/h		1216			1481			700			700	
Approach Delay, s/veh		29.3			31.1			46.0			39.3	
Approach LOS		C			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.2	56.5	13.0	33.4	15.1	55.7	9.7	36.7				
Change Period (Y+Rc), s	6.0	6.3	6.0	6.3	6.0	6.3	6.0	6.3				
Max Green Setting (Gmax), s	10.0	103.7	7.0	44.7	26.0	87.7	8.0	43.7				
Max Q Clear Time (g_c+I1), s	8.2	40.8	7.6	23.1	8.9	30.0	4.1	19.6				
Green Ext Time (p_c), s	0.0	9.4	0.0	4.0	0.2	6.5	0.0	3.4				
Intersection Summary												
HCM 7th Control Delay, s/veh			34.5									
HCM 7th LOS			C									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	1033	62	36	1190	23	106	135	58	71	123	78
Future Volume (vph)	73	1033	62	36	1190	23	106	135	58	71	123	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	12	10	10	12	10	10	12	12	12	12
Storage Length (ft)	100		0	75		0	0		50	75		200
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			1.00	0.98	0.99		0.98
Frt		0.992			0.997				0.850			0.850
Flt Protected	0.950			0.950				0.978		0.950		
Satd. Flow (prot)	1685	3244	0	1685	3261	0	0	1712	1568	1752	1900	1568
Flt Permitted	0.950			0.950				0.978		0.950		
Satd. Flow (perm)	1679	3244	0	1680	3261	0	0	1704	1544	1741	1900	1531
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			1				54			82
Link Speed (mph)		35			35			30				30
Link Distance (ft)		2310			348			772				610
Travel Time (s)		45.0			6.8			17.5				13.9
Confl. Peds. (#/hr)	5		3	3		5	4		3	3		4
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
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	3%	0%	3%	3%	0%	3%
Adj. Flow (vph)	77	1087	65	38	1253	24	112	142	61	75	129	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	1152	0	38	1277	0	0	254	61	75	129	82
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right									
Median Width(ft)		10			10			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.09	1.09	1.00	1.09	1.09	1.00	1.09	1.09	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

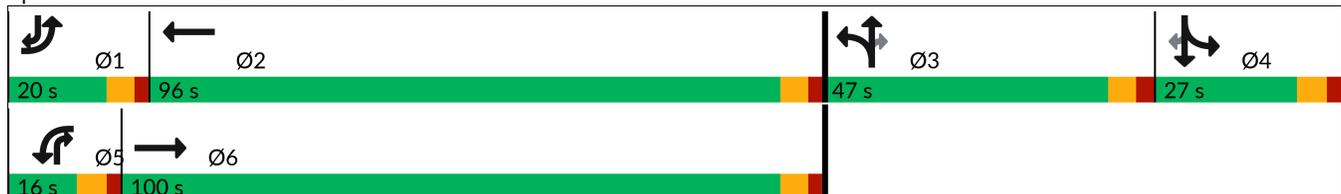


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2		3	3	5	4	4	1
Permitted Phases									3			4
Detector Phase	1	6		5	2		3	3	5	4	4	1
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0	5.0	7.0	7.0	5.0
Minimum Split (s)	11.0	29.0		11.0	29.0		13.4	13.4	11.0	25.4	25.4	11.0
Total Split (s)	20.0	100.0		16.0	96.0		47.0	47.0	16.0	27.0	27.0	20.0
Total Split (%)	10.5%	52.6%		8.4%	50.5%		24.7%	24.7%	8.4%	14.2%	14.2%	10.5%
Maximum Green (s)	14.0	94.0		10.0	90.0		40.6	40.6	10.0	20.6	20.6	14.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.4	2.4	2.0	2.4	2.4	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.4	6.0	6.4	6.4	6.4	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.5		2.0	2.5		4.5	4.5	2.0	4.5	4.5	2.0
Recall Mode	None	Min		None	Min		None	None	None	None	None	None
Walk Time (s)		7.0			7.0					6.0	6.0	
Flash Don't Walk (s)		16.0			16.0					13.0	13.0	
Pedestrian Calls (#/hr)		5			5					5	5	
Act Effct Green (s)	11.1	71.1		7.9	67.9			29.8	38.1	16.9	16.9	28.5
Actuated g/C Ratio	0.07	0.47		0.05	0.45			0.20	0.25	0.11	0.11	0.19
v/c Ratio	0.63	0.76		0.44	0.88			0.76	0.14	0.38	0.61	0.23
Control Delay (s/veh)	98.1	37.1		95.3	46.4			75.8	10.0	75.9	82.9	12.4
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	98.1	37.1		95.3	46.4			75.8	10.0	75.9	82.9	12.4
LOS	F	D		F	D			E	A	E	F	B
Approach Delay (s/veh)		40.9			47.8			63.0			60.8	
Approach LOS		D			D			E			E	

Intersection Summary

Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	151.8
Natural Cycle:	100
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.88
Intersection Signal Delay (s/veh):	47.9
Intersection LOS:	D
Intersection Capacity Utilization:	79.1%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 2: Granada Boulevard/SW 49th Avenue & SR-90/US-41/SW 8th Street



HCM Signalized Intersection Capacity Analysis
 2: Granada Boulevard/SW 49th Avenue & SR-90/US-41/SW 8th Street

04. 2025 Build PM
 04/20/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	1033	62	36	1190	23	106	135	58	71	123	78
Future Volume (vph)	73	1033	62	36	1190	23	106	135	58	71	123	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	10	10	12	10	10	12	12	12	12
Total Lost time (s)	6.0	6.0		6.0	6.0			6.4	6.0	6.4	6.4	6.0
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1685	3243		1685	3262			1712	1549	1752	1900	1548
Flt Permitted	0.95	1.00		0.95	1.00			0.98	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1685	3243		1685	3262			1712	1549	1752	1900	1548
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	77	1087	65	38	1253	24	112	142	61	75	129	82
RTOR Reduction (vph)	0	3	0	0	1	0	0	0	40	0	0	67
Lane Group Flow (vph)	77	1149	0	38	1276	0	0	254	21	75	129	15
Confl. Peds. (#/hr)	5		3	3		5	4		3	3		4
Heavy Vehicles (%)	0%	3%	0%	0%	3%	0%	3%	0%	3%	3%	0%	3%
Turn Type	Prot	NA		Prot	NA		Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2		3	3	5	4	4	1
Permitted Phases									3			4
Actuated Green, G (s)	11.1	71.1		7.9	67.9			29.8	37.7	16.9	16.9	28.0
Effective Green, g (s)	11.1	71.1		7.9	67.9			29.8	37.7	16.9	16.9	28.0
Actuated g/C Ratio	0.07	0.47		0.05	0.45			0.20	0.25	0.11	0.11	0.19
Clearance Time (s)	6.0	6.0		6.0	6.0			6.4	6.0	6.4	6.4	6.0
Vehicle Extension (s)	2.0	2.5		2.0	2.5			4.5	2.0	4.5	4.5	2.0
Lane Grp Cap (vph)	124	1532		88	1471			338	388	196	213	288
v/s Ratio Prot	c0.05	c0.35		0.02	c0.39			c0.15	0.00	0.04	c0.07	0.00
v/s Ratio Perm									0.01			0.01
v/c Ratio	0.62	0.75		0.43	0.87			0.75	0.05	0.38	0.61	0.05
Uniform Delay, d1	67.7	32.4		69.1	37.3			56.9	42.8	62.0	63.6	50.4
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.8	2.0		1.2	5.6			10.2	0.0	2.1	6.3	0.0
Delay (s)	74.4	34.5		70.4	42.9			67.0	42.9	64.1	69.9	50.4
Level of Service	E	C		E	D			E	D	E	E	D
Approach Delay (s/veh)		37.0			43.7			62.4			62.8	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	44.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	150.5	Sum of lost time (s)	24.8
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



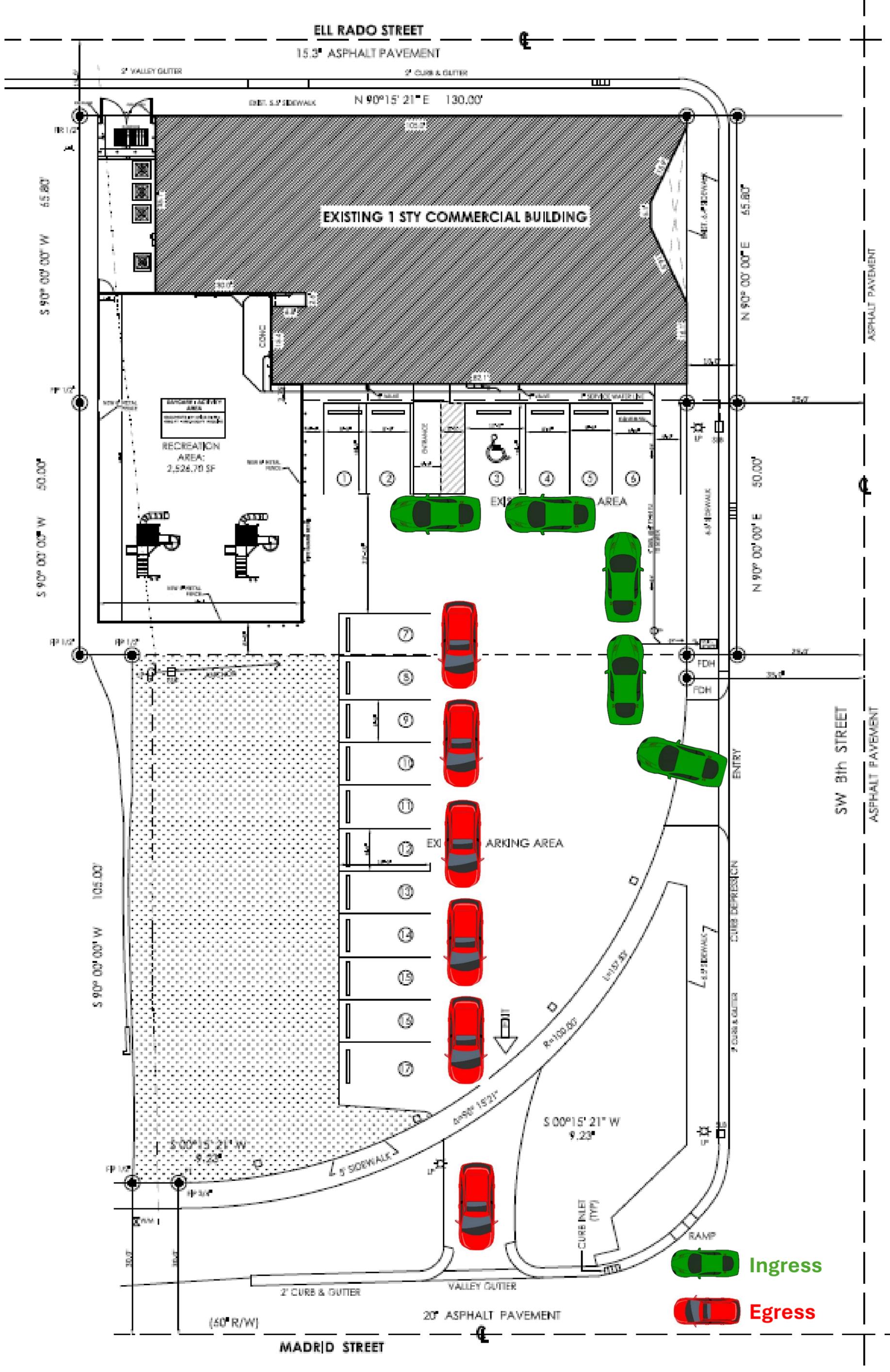
Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	77	1152	38	1277	254	61	75	129	82
v/c Ratio	0.63	0.76	0.44	0.88	0.76	0.14	0.38	0.61	0.23
Control Delay (s/veh)	98.1	37.1	95.3	46.4	75.8	10.0	75.9	82.9	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	98.1	37.1	95.3	46.4	75.8	10.0	75.9	82.9	12.4
Queue Length 50th (ft)	77	490	38	607	246	4	72	126	0
Queue Length 95th (ft)	#165	671	94	821	409	37	150	238	51
Internal Link Dist (ft)		2230		268	692			530	
Turn Bay Length (ft)	100		75			50	75		200
Base Capacity (vph)	163	2109	116	2028	480	455	249	270	391
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.55	0.33	0.63	0.53	0.13	0.30	0.48	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

APPENDIX H

VEHICLE STACKING EXHIBIT AND TRAFFIC CIRCULATION



ELL RADO STREET

15.5' ASPHALT PAVEMENT

EXIST. 5' SIDEWALK

N 90°15' 21" E 130.00'

EXISTING 1 STY COMMERCIAL BUILDING

RECREATION AREA:
2,524.70 SF

EXISTING PARKING AREA

PARKING AREA

SW 8th STREET

ASPHALT PAVEMENT

MADRID STREET

20' ASPHALT PAVEMENT

 Ingress

 Egress