CALTRAN ENGINEERING GROUP

"Engineering for the future"

The Mark Development

Traffic Impact Analysis

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ENGINEER'S CERTIFICATION

I, Juan S. Calderon, certify that I currently hold an active Professional Engineer's License in the State of Florida and I am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me, or under my responsible charge, as required by Chapter 61G15-18. F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

Project:	Coral Gables – The Mark Development
Location:	Miami-Dade County, Florida
Client:	Melissa Mojarena De Zayas, P.E. Department of Public Works
Report Prepared by:	CALTRAN Engineering Group, Inc. 790 NW 107th Avenue Suite 200 Miami, FL 33172 Certificate of Authorization 29379

I acknowledge that the procedures and references used to develop the results contained in this report are standards to the professional practice of transportation engineering as applied through professional judgement and experience.

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

Juan S Calderon
2023.11.14 14:11:19 -05'00'

ON THE DATE ADJACENT TO THE SEAL

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1.0 Executive Summary

This study analyzes the traffic impact of the proposed The Mark re-development Project. This project is a re-development that encompasses two (1 and 2) new buildings with a total of 396 dwelling units, twelve (12) live/work units, and 21,127 SF of ground floor retail. Said proposed re-development will be located at 1250 South Dixie in the City of Coral Gables. The re-development site plans show proposed vehicular ingress and egress for Building 1 via a two-way driveway located along Madruga Avenue. Vehicular access to Building 2 is provided via a separate two-way driveway with right-in / right-out operation located on US-1/South Dixie Highway and another two-way driveway also located on Madruga Avenue, respectively.

As part of the Traffic Impact Study, CALTRAN has prepared the following:

- Existing geometric conditions and assessment of the impact area.
- Traffic data collection including Turning Movement Counts (TMC) at six (6) critical intersections.
- Evaluation of existing and future traffic operations; Level of Service, Concurrency Analysis.
- Traffic growth analysis including committed developments assessment.
- Provide a micro-simulation of existing and future conditions (year 2027) during AM and PM peak periods.
- Determine recommendations to mitigate possible impacts.

For the proposed re-development trip generation analysis, the most conservative scenario of trip generation forecast rates were used. The trip generation analysis was performed under the following ITE land uses:

- 710 – General Office
- 221 - Multifamily Housing (Mid-Rise)
- 822 – Strip Retail Plaza (<40 k)

As part of the trip generation memorandum prepared by David Plummer & Associates for this development it was concluded, that during the future build-out conditions (Scenario 3) the Mark Development could generate about 3,218 daily-trips and a maximum of 171 and 154 net trips for the AM and PM peak period of the adjacent roadway, respectively. The following are the final observations:

- The Level of Service (LOS) analysis concluded that, as expected, with additional traffic growth and trips generated by the re-development of The Mark, all analyzed intersections will have a nominal increase in traffic demands and delays. However, the analysis showed that during the future conditions most of the intersections will be able to operate with an acceptable Level of Service or maintain similar conditions as those expected during Scenario 2-Future Condition no-build during the highest peak traffic demands.

- For the Mariposa Court & US-1/South Dixie Highway intersection, the northwest-bound approach presents saturated conditions during the AM and PM peak hours. Signal retiming in coordination with Miami-Dade County Traffic and Signal Division (TSS) is recommended as mitigation measure at this intersection. However, due to the importance of the US-1/South Dixie Highway corridor, additional traffic studies such as corridor signal offset optimization and corridor travel time studies will be required to validate this signal re-timing recommendation

- At the intersection of Caballero Boulevard and US-1/South Dixie Highway, the stop-controlled northwest-bound approach presents saturated conditions during both AM and PM peak hours. It is important to mention that LOS failing conditions in the northwest-bound approach is experienced due to the high vehicular volume along the mainline. However, field reviews revealed that the upstream and downstream signalized intersections provide traffic metering for this intersection by creating gaps and allowing vehicles to turn northwest left form Caballero Boulevard onto US-1/South Dixie Highway.

- The turn lane evaluation analysis concluded that the southwest-bound left turn lane storage bay at the intersection of Mariposa Court and US-1/South Dixie Highway provides sufficient storage capacity to satisfy existing and future queue demands.

- The re-development of The Mark is not anticipated to require exclusive right turn lanes at its proposed driveways.

- The re-development of The Mark should present a loading operation plan that ensures that service vehicles will not adversely impact free movement of vehicles along Madruga Avenue.

- AUTOTurn analysis concludes that large (WB-40) trucks Will NOT be able to ingress the service driveways at the proposed re-development, which is a concern for this project.

- Although smaller trucks (SU-40) will be able to ingress through the proposed service driveways by making left turn movements along Madruga Avenue, it is recommended that delivery/service trucks avoid performing right turns along Madruga Avenue.

Based on the findings, the traffic impacts associated with the proposed re-development of The Mark it is concluded that most of the intersections will be able maintain similar conditions in reference to the baseline conditions.

As a result, the proposed re-development of The Mark is not expected to have a negative impact in the surrounding roadway network after implementing the recommendations included in this report.

2.0 Analysis Methodology

The traffic impact analysis was performed in accordance to the Traffic Impact Study Methodologies developed by the City of Coral Gables. In addition, this study used guidance from the 2023 FDOT (Florida Department of Transportation) Multimodal Site Impact Handbook; as well as, by following general guidelines from Miami-Dade County. This report includes field observations, data collection, and traffic operations analyzed using the capacity analysis methodology published in the Highway Capacity Manual (HCM) through Synchro 11 analysis software.

Three (3) development scenarios were analyzed as part of the traffic impact analysis on selected study area of influence.

- **Scenario 1 - Existing Conditions**: Current traffic was evaluated for a base condition establishment during a typical weekday peak hour from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM time periods.
- **Scenario 2 - Future Conditions No Build-out Development Traffic**: Consistent with background traffic historical trends and/or the Southeast Regional Planning Model (SERPM), a growth rate was factored into the Existing Conditions (Scenario 1) analysis. As part of this Scenario 2 committed developments trips are included as applicable. This scenario will serve as the baseline to evaluate the impact of the new proposed development.
- **Scenario 3- Future Built-Out Condition Traffic**: The addition of the AM and PM peak hour trips expected to be generated by the proposed development to the forecasted volume obtained in Scenario-2 was analyzed as part of this scenario.

For each of the three scenarios, a Level of Service (LOS) analysis is provided at the following intersections:

1. US-1/South Dixie Highway & Mariposa Court.
2. Mariposa Court. & Madruga Avenue.
3. US-1/South Dixie Highway & Caballero Boulevard.
4. Hardee Rd & Caballero Boulevard.
5. Hardee Rd & Madruga Avenue.
6. Caballero Boulevard & Manati Avenue.

A storage length analysis considering the 95th percentile queues was performed for the critical movements affected by the additional forecasted trips within the network.

3.0 Background

CALTRAN Engineering Group, Inc. (CALTRAN) was retained by the City of Coral Gables to perform a traffic impact study for the proposed The Mark Development within the City of Coral Gables. The subject re-development will be located at 1250 South Dixie in Coral Gables, Florida.

This proposed re-development is to implement a residential development composed of 396 dwelling units, twelve (12) live/ work units, 21,127 SF of ground floor retail and 58,260 SF of retail area. The current site plans show vehicular one (1) ingress and egress driveway point at US-1/South Dixie Highway and two (2) ingress and egress driveway points along Madruga Avenue, respectively.

The proposed development intends to establish the following land uses summarized in **Table 1**.

Table 1: Existing and Proposed Land Use Codes

Land Use	Land Use Code	Variable
General Office Building	710	SF
Multifamily Housing (Mid-Rise) (Proposed)	221	Units
Strip Retail Plaza (<40 k)	822	SF

A project location map illustrating the site of the proposed development is shown in **Figure 1** and Architectural Plans can be found in **Appendix A**.

Figure 1: Project Location Map

4.0 Field Visit

A field visit was performed on Tuesday October 3rd, 2023 during regular PM peak period (4:00 PM - 6:00 PM). The objective of the field visit was to assess the existing geometric conditions, review current traffic patterns and operations as well as to report potential roadway issues and identify opportunities for improvements. Pictures for the field visit can be found as part of **Appendix B**. The observations from the field visits are as follows:

- At the intersection of US-1/South Dixie Highway and Mariposa Court, the southwest-bound approach presents high vehicular demand and long queues. Northeast-bound approach presents moderate to high vehicular demand. Northwest-bound approach presents moderate vehicular demand. Moderate pedestrian activity was observed at this intersection. Most pedestrians used the pedestrian bridge to cross US-1/South Dixie Highway in both directions (northwest and southeast directions).
- At the intersection of US-1/South Dixie Highway at Caballero Boulevard, the southwest-bound approach presents high vehicular demand and long queues. Northeast-bound approach presents moderate to high vehicular demand. Northwest-bound approach presents moderate vehicular demand. At least three vehicles turning northwest left form Caballero Boulevard onto US-1/South Dixie Highway were observed performing reckless maneuvers. The upstream and downstream signalized intersections provide traffic metering for this intersection by creating gaps and allowing vehicles to turn northwest left form Caballero Boulevard onto US-1/South Dixie Highway.
- At the intersection of Madruga Avenue and Mariposa Court, the southwest-bound and northeast-bound approaches present an offset of approximately 90 feet. Northwest-bound and northeast-bound present low vehicular demand. Moderate to low vehicular traffic demand was observed at the southeast-bound approach. Moderate to low pedestrian activity was observed at this intersection.

- At the intersection of Madruga Avenue and Hardee Road, the westbound and eastbound approaches present low to moderate vehicular demand. Southbound approach presents low traffic demand. Low pedestrian activity was observed during this peak period.
- At the roundabout at Caballero Boulevard and Hardee Road, moderate to low vehicular demand was observed at the approaches along Caballero Boulevard (northbound approach) and Hardee Road (westbound approach). Moderate vehicular volume was observed along Caballero Boulevard (southbound approach). Low vehicular volume was observed along the private driveway. Moderate to low pedestrian activity was observed at this roundabout intersection.
- At the intersection of Caballero Boulevard and Manati Avenue, the southbound approach presents moderate vehicular volumes. Westbound and northbound approaches present low traffic demand. Low pedestrian activity was observed at this intersection. Crosswalks are not provided at this intersection.

5.0 Scenario 1 – Existing Conditions

Existing conditions evaluation includes an assessment of the current roadway geometry and traffic operations and general conditions during the weekday peak hours from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM time periods within the study area.

5.1 Existing Geometric Conditions

A detailed field review was conducted to determine the existing intersection geometry, traffic control devices, signal phasing, and other factors which may affect intersection or roadway segment capacity.

Two (2) roadway segments were identified within the limits of the surrounded roadway network, which are:

- SR 5/ US-1/ South Dixie Highway
- Madruga Avenue

Table 2 summarizes the geometric characteristics of each identified roadway segment.

Table 2: Roadway Segments Configuration

Segment	Posted Speed	Total Number of Lanes	Lane Width (feet)	Sidewalk
South Dixie Highway	45 mph	6 lanes	11 feet	Both Sides
Madruga Ave	30 mph	2 lanes	10 feet	Not provided

5.2 Key Intersections

Six (6) key intersections were selected for evaluation, their existing geometric conditions are as follows:

1. US-1/South Dixie Highway & Mariposa Court.
2. Mariposa Court. & Madruga Avenue.
3. US-1/South Dixie Highway & Caballero Boulevard.
4. Hardee Road & Caballero Boulevard.
5. Hardee Road & Madruga Avenue.
6. Caballero Boulevard & Manati Avenue.

Figure 2 presents the key intersections' lane assignments configuration under existing conditions within studied roadway network.

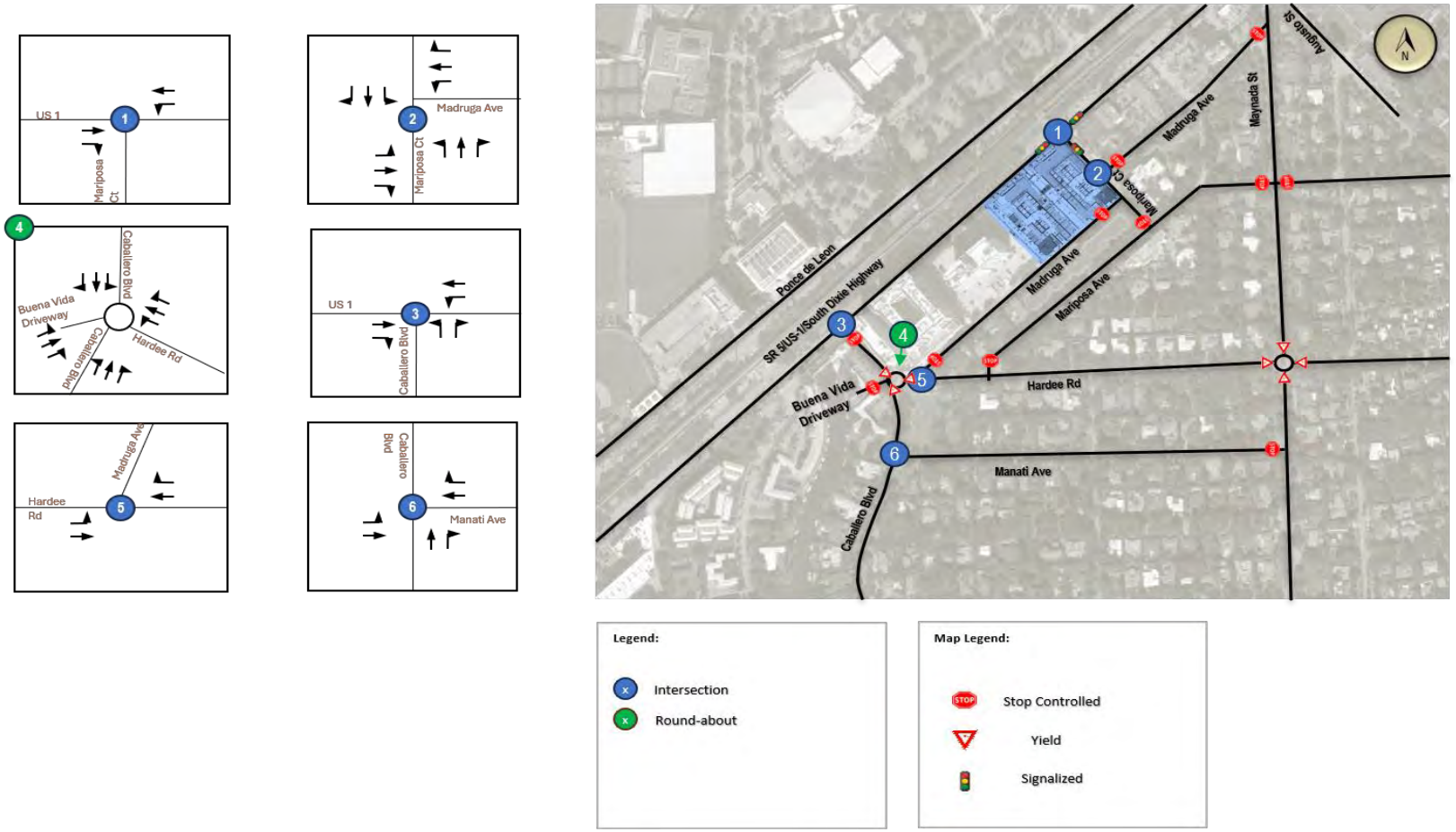


Figure 2: Key Intersections Existing Condition Controls and Approach Lane Configuration

5.3 Traffic Data Collection

Consistent with the FDOT Data Collection standard methodologies, traffic data was collected within a typical weekday from Tuesday September 19th, 2023 to Thursday September 21st,2023. The data collection includes three 72-hour traffic volume stations and Turning Movement Counts (TMCs) during 4-hours (2 hours AM peak and 2 hours PM peak) collected on Tuesday of the same week.

5.3.1 Daily Traffic Volumes

Table 3 presents Daily and Peak Hour Raw Traffic Volumes (collected on September 19th, 20th, and 21st, 2023) along each link within the studied roadway network.

Table 3: Daily Peak Hour Traffic Volume

Day	Location	Direction	Volume	AM Peak Volume	PM Peak Volume
Tuesday 9-19-2023	SR 5/ US-1/ South Dixie Highway South of Mariposa Court	Northbound	30,843	2,023	2,289
		Southbound	32,016	2,495	2,046
	Madruga Avenue Southwest of Mariposa Court	Eastbound	317	29	44
		Westbound	368	20	34
Wednesday 9-20-2023	SR 5/ US-1/ South Dixie Highway South of Mariposa Court	Northbound	33,538	2,641	2,130
		Southbound	32,984	1,957	2,388
	Madruga Avenue Southwest of Mariposa Court	Eastbound	332	20	47
		Westbound	324	19	38
Thursday 9-21-2023	SR 5/ US-1/ South Dixie Highway South of Mariposa Court	Northbound	35,893	2,681	2,238
		Southbound	33,555	2,045	2,410
	Madruga Avenue Southwest of Mariposa Court	Eastbound	302	26	53
		Westbound	333	21	41
2219Three-Day Average	SR 5/ US-1/ South Dixie Highway South of Mariposa Court	Northbound	33,425	2,389	2,219
		Southbound	32,852	2,166	2,282
	Madruga Avenue Southwest of Mariposa Court	Eastbound	317	25	45
		Westbound	342	20	38

5.3.2 Turning Movement Counts (TMC's)

Turning movement counts data collection was performed at the following intersections:

- US-1/South Dixie Highway & Mariposa Court.
- US-1/South Dixie Highway & University Shopping Center Driveway.
- Mariposa Court. & University Shopping Center Driveway.
- Mariposa Court. & Madruga Avenue.
- US-1/South Dixie Highway & Caballero Boulevard.
- Hardee Road & Caballero Boulevard.
- Hardee Road & Madruga Avenue.
- Caballero Boulevard & Manati Avenue.
- Pedestrian Bridge at US-1/South Dixie Highway & Mariposa Court (Pedestrian Counts).

Existing turning movement counts are illustrated in **Figure 3.** All of the traffic volumes shown in this figure include Season Factor (SF). Raw data collection information can be found in **Appendix B**.

Season Factor (SF) Adjustment = 1.03 (September 21st) (Due to the Covid 19 Pandemic and in order to have a conservative approach, the SF obtained from the FDOT 2019 Peak Season Factor Category Report was applied to the analysis).

In addition, pedestrian counts were performed at the pedestrian bridge to cross US-1/South Dixie Highway located at the intersection with Mariposa Court. The data collected shows 198 and 249 pedestrians were observed using the pedestrian bridge in both directions during the AM and PM peak hours, respectively.

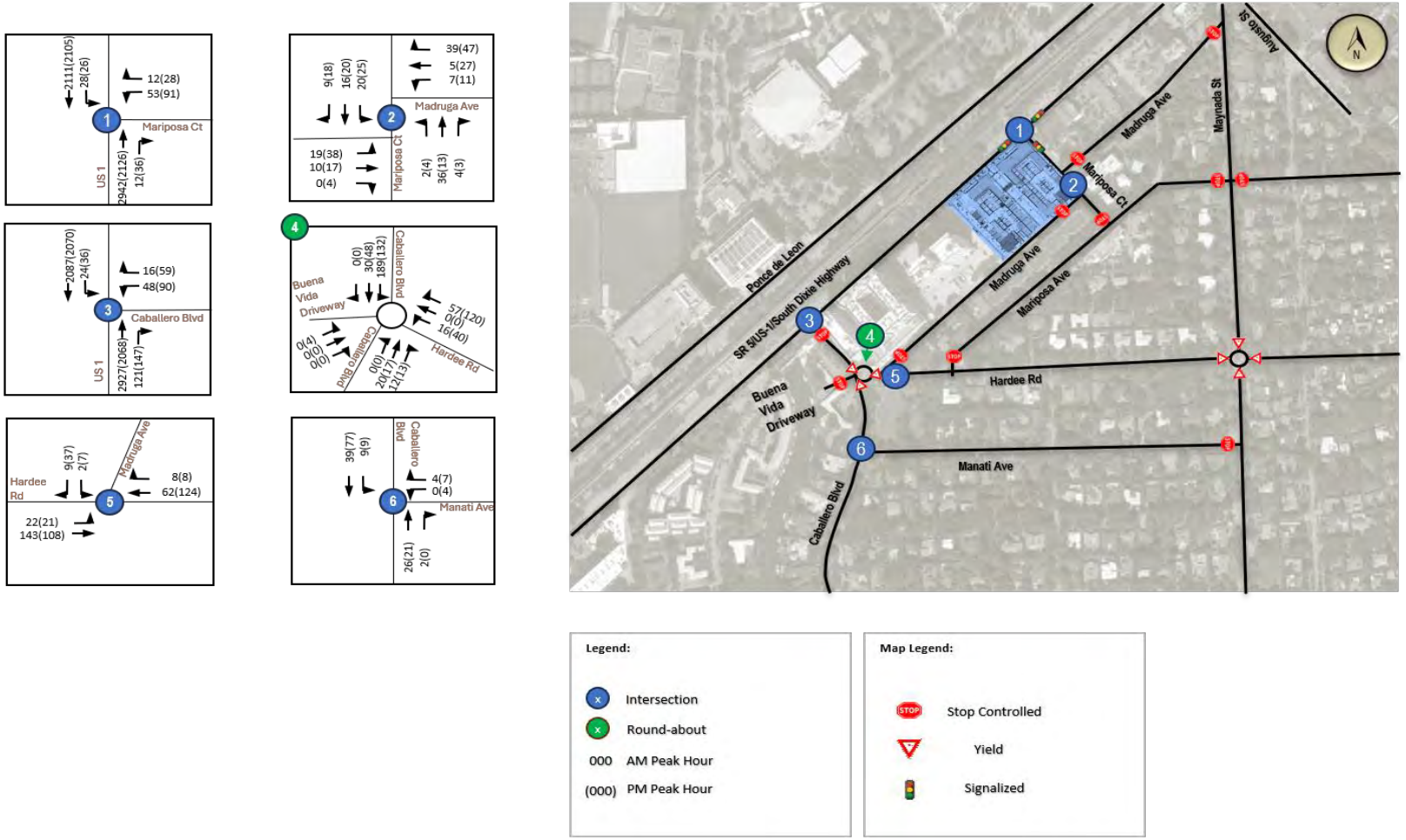


Figure 3: Peak Hours Turning Movement Counts

6.0 Scenario 2 – Future No Build-Out Condition and Growth Analysis

Consistent with background traffic historical trends, a growth rate is to be factored into the current traffic demands. Future traffic forecasts are developed for the opening year until expected build-out conditions for this re-development which is estimated to be 2027. Future No Build-Out Condition (Scenario 2) is the baseline against which the impact of the specific project is to be measured.

Traffic Growth Analysis for traffic historical data can be found in **Appendix C.** Furthermore, detailed growth analysis information is presented in the Sections 6.1 and 6.2 of this report.

6.1 Historical Traffic Data

Based on the FDOT 2021 Transportation Information On-line Portal, Traffic Monitoring Sites (TMS), Stations 87-0178, 87-0127, and 87-8405 were identified as the nearest stations within the study area. **Table 4** summarizes the historical AADT (Annual Average Daily Traffic).

Figure 4 shows the traffic monitoring sites location.

Table 4: Historical AADT

FDOT Historical AADT Data			
Traffic Station	**Location**	**Year**	**AADT**
87-0178	SR 5/US-1, South of Granada Blvd, Coral Gables	2013	79,232
		2014	77,894
		2015	78,781
		2016	78,933
		2017	77,400
		2018	75,845
		2019	75,016
		2020	60,456
		2021	70,997
		2022	70,863
87-0127	SR 5/US-1, 400' East of SW 57 Ave	2013	74,000
		2014	79,500
		2015	70,000
		2016	74,500
		2017	72,500
		2018	70,500
		2019	73,500
		2020	56,000
		2021	66,500
		2022	66,000
87-8405	Maynada St, 200' North of Mariposa	2013	4,500
		2014	4,700
		2015	4,700
		2016	4,700
		2017	4,600
		2018	4,400
		2019	4,400
		2020	4,000
		2021	3,800
		2022	4,000

Figure 4: Traffic Monitoring Sites

6.1.1 Modeling Data

As per the South Florida Regional Traffic Analysis Model (SERPM), highest AADT's variations in traffic between 2015 and 2045 were obtained. AADT volumes within the project limits are presented in **Table 5**. Reference to the regional modal can be found in **Appendix C.**

Table 5: SERPM Projected Model Volumes

Source	Segment	Year	AADT
87-0178	SR 5/US-1, South of Granada Blvd, Coral Gables	2015	87,630
		2045	89,756
87-0127	SR 5/US-1, 400' East of SW 57 Ave	2015	85,772
		2045	84,069
87-8405	Maynada St, 200' North of Mariposa	2015	9,493
		2045	13,533

6.1.2 Traffic Growth Rate Analysis

This analysis is based on the FDOT Monitoring Sites; forecasted traffic volumes for the Opening-Year (2027) were obtained after analyzing and computing the appropriate and applicable forecast methodology at each segment.

- Regression analyses of 10 years of most recent historical AADTs from FDOT count sites.
- Growth between the validation years 2015 and 2045 SERPM roadway volumes.

By Using the FDOT-Traffic Trends Analysis Tool V3.0., three regression analyses (Linear, Decaying, and Exponential Growth) were applied to the Historical AADT volumes on FDOT's Traffic Monitoring Sites to determine the historical annual growth rate. A similar regression analysis was performed under the SERPM 2015-2045 AADT Data. Trend analysis calculations are presented in **Table 6**.

Table 6: Growth Rate Analysis

Analysis	Location	Distribution	Model Growth Rate	Trend R-square
FDOT Historical Trend Calculation	SR 5/US-1, South of Granada Blvd, Coral Gables	Linear	-1.72%	51.89%
		Exponential	-1.89%	48.17%
		Decaying	-1.69%	41.11%
FDOT Historical Trend Calculation	SR 5/US-1, 400' East of SW 57 Ave	Linear	-1.89%	43.32%
		Exponential	-2.12%	41.34%
		Decaying	-1.85%	32.54%
FDOT Historical Trend Calculation	Maynada St, 200' North of Mariposa	Linear	-1.85%	69.40%
		Exponential	-2.01%	69.22%
		Decaying	-1.96%	43.40%
SERPM 7.0 Model Calculation	SR 5/US-1, South of Granada Blvd, Coral Gables	Linear	0.08%	100%
		Exponential	0.08%	100%
		Decaying	0.08%	100%
SERPM 7.0 Model Calculation	SR 5/US-1, 400' East of SW 57 Ave	Linear	-0.07%	100%
		Exponential	-0.07%	100%
		Decaying	-0.07%	100%
SERPM 7.0 Model Calculation	Maynada St, 200' North of Mariposa	Linear	1.42%	100%
		Exponential	1.19%	100%
		Decaying	1.22%	100%

Note: R-Squared is a statistical measure of how well regression line approximates real data points. This percentage is a descriptive measure between zero and one, indicating how good one term is at predicting another. Since there are only two inputs in the model for this analysis (2015 and 2045), the R-Squared for the three statistical distributions is 100%. As the Linear method presents the higher Model Growth Rate value, we will use the conservative value of 1.42%. Regression analysis for FDOT stations 87-0178, 87-0127, and 87-8405 were discarded as these three stations provide negative annual growth rate results.

Upon calculation of the annual growth rates, the future volumes are developed by adjustments upon multiplying the existing volume by the Growth Rate Factor; this Growth Rate Factor (GF) was calculated by using the following formula:

$$\mathbf{GF} = (1+r)^{y}$$

Where,
r = Annual Growth Rate
y= number of years to opening year

Based on the annual growth rates obtained, traffic analysis zone patterns characteristics and knowledge of the area, it was determined that a conservative 1.42% Compounded Annual Historic Growth Rates could be applied to the roadway network, as potential future traffic growth.

For traffic data collected in 2023, the selected compound annual growth rate (1.42%) is applied to future build-out conditions (year 2027 - 4-year period) that yields a Growth Rate Factor of 1.028 that will used to escalate the roadway network.

$$(1+0.0142)^{4}= 1.058$$

6.2 Growth Rate Determination

Based on the annual growth rates obtained from the three analyses, traffic analysis zone (TAZ) pattern characteristics, knowledge of the area, and previous traffic growth analysis of the area which was performed, it was determined that a conservative 1.42% Annual Growth Rate consistent with the results from the SERPM 8.0 analysis, could be applied to the existing traffic network adjacent to the project site to forecast future annual traffic growth.

6.3 Committed Developments and Work Program Projects

A single committed development was identified within vicinity of the proposed of the proposed The Mark Development.

The following proposed new development was identified within study area:

Residences at SoMi Parc, LLC which is a proposed mixed-use re-development that will encompass 20 townhomes, 458 multifamily residential units, and 15,160 square feet of retail space.

The committed development volumes were added as part of Scenario 2 – Future No Build-Out condition.

Refer to **Figure 5** for the traffic volumes of Scenario 2- Future No Build-Out condition peak hour volumes.

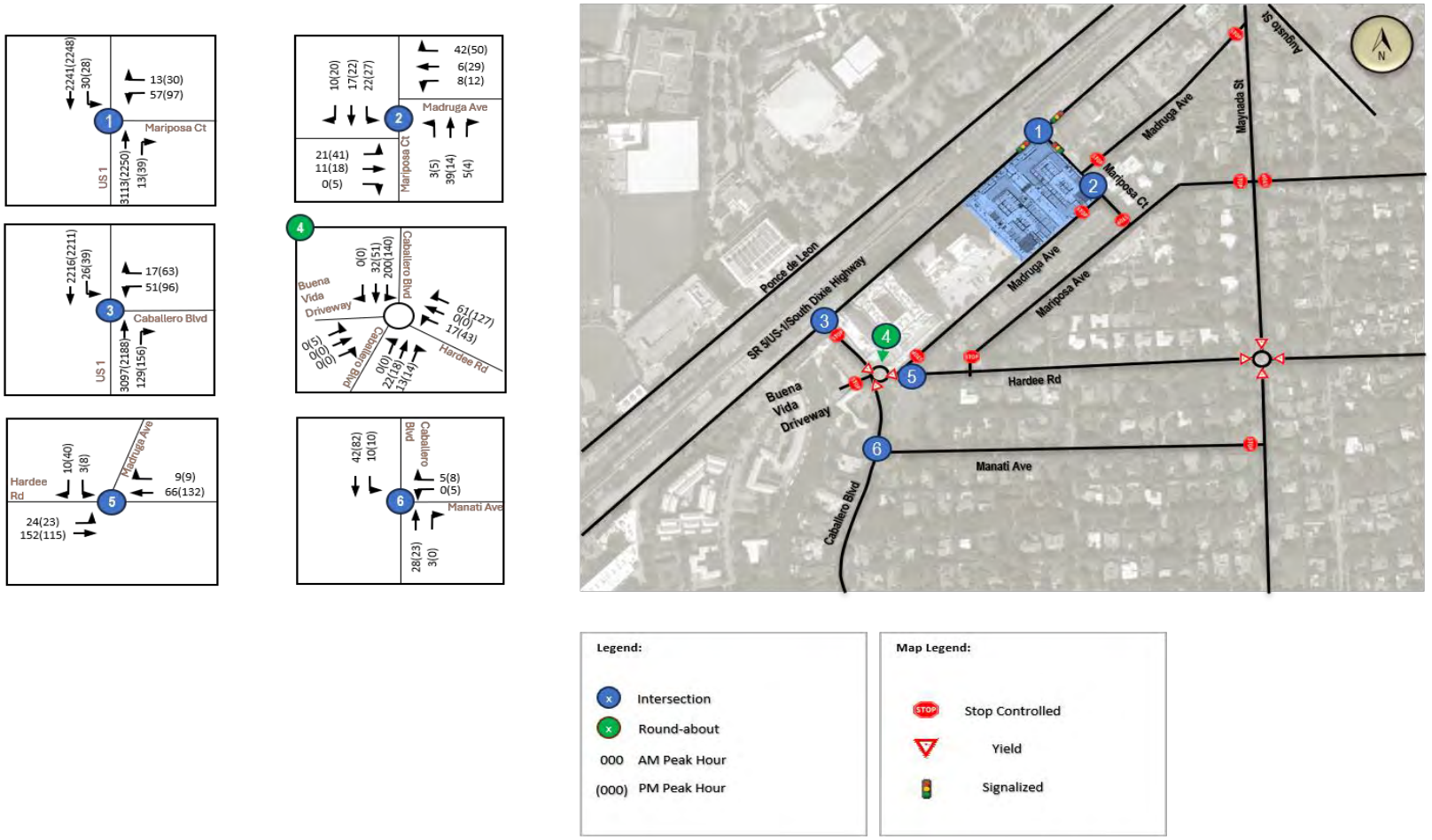


Figure 5: Peak Hour Future No-Build Condition Traffic Volumes (Scenario 2)

7.0 Scenario 3 – Future Conditions: Proposed Residential Re-Development Build-Out Condition

Based on the results obtained in the No-build Future Conditions (Scenario 2), the AM and PM peak hour trips expected to be generated by the proposed re-development are being added to the future network traffic conditions to develop the Future Build-Out Condition (Scenario 3).

7.1 Proposed Development Trip Generation

Trip generation for the proposed development is based on the provided results from the Trip Generation Letter prepared by *David Plummer & Associates* found in **Appendix D.**

The proposed re-development at 1250 South Dixie Highway in Coral Gables, Florida is to be composed of 396 dwelling units, twelve (12) live/ work units, 21,127 SF of ground floor retail and 58,260 SF of retail area.

Tables 7 through **9** summarizes the net new trip generation for the proposed development:

Table 7:Trip Generation for the Proposed Re-Development

Land Use	Size	Weekday	Weekday, Peak Hour 7 to 9 a.m.			Weekday, Peak Hour 4 to 6 p.m.		
			Entry	Exit	Total	Entry	Exit	Total
221 – Multifamily Housing (Mid-Rise)	Apartments 396 DU Live/Work 12 DU	1,900	39	129	168	97	62	159
710 – General Office Building	12,900 SF	196	25	3	28	5	25	30
Strip Retail Plaza (<40k)	21,127 SF	1,122	28	19	47	66	66	132
Total Gross Trips		3,218	92	151	243	168	153	321
Internalization	AM PM	5.5% 21.0%	-5	-5	-10	-25	-25	-50
Other Modes of Transportation		26.2%	-25	-40	-65	-43	-40	-83
Pass by (Retail)		45%	-	-	-	-17	-17	-34
Net Proposed Trips			64	107	171	83	71	154

Note: All documentation related to trip generation are included in Appendix D (Trip Generation Letter and Committed Developments).

Table 8: Trip Generation for Existing Shopping Center

Land Use	Size	Weekday	Weekday, Peak Hour 7 to 9 a.m.			Weekday, Peak Hour 4 to 6 p.m.		
			Entry	Exit	Total	Entry	Exit	Total
Shopping Plaza (40-150k) *Land Use Code:821*	58,260 SF	3,934	62	38	100	148	154	302
Total Gross Trips		3,934	62	38	100	148	154	302
Other Modes of Transportation		26.2%	-16	-10	-26	-39	-40	-79
Pass by (Retail)		40.0%	-18	-11	-29	-44	-45	-89
Net Existing Trips			28	17	45	65	69	134

Table 9: Net New Trip Generation for the Proposed Re-Development

Condition	Daily Vehicle Trips	AM Peak Hour Trips			PM Peak Hour Trips		
		Entry	Exit	Total	Entry	Exit	Total
Proposed	3,218	64	107	171	83	71	154
Existing	3,934	28	17	45	65	69	134
Net New Trips	**-716**	**36**	**90**	**126**	**18**	**2**	**20**

7.2 Cardinal Trip Distribution (TAZ 1105)

The trip distribution is a function of the origin and destination of the site users and the available adjacent roadway system. Traffic circulation for The Mark Development was determined based on the interpolation of the 2015-2045 Miami-Dade Long Range Transportation Plan (LRTP), Traffic Analysis Zone (TAZ 1105) traffic patterns, as well as, knowledge of traffic flow patterns and the roadway system in the area. **Table 10** shows the trip assignments estimation from interpolation of the years 2015-2045 in the TAZ 1105:

Table 10: Traffic Analysis Zones (TAZ 1105)

Year	NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW
2015	1,731	560	107	103	386	1,240	606	937
Percentage	30.5%	9.9%	1.9%	1.8%	6.8%	21.9%	10.7%	16.5%
2045	2,356	776	77	96	627	1,484	785	1,229
Percentage	31.7%	10.4%	1.0%	1.3%	8.4%	20.0%	10.6%	16.5%
2027	1,981	646	95	100	482	1338	678	1054
Percentage	31.1%	10.1%	1.5%	1.6%	7.6%	21.0%	10.6%	16.5%

Fifty percent of the total trip distribution is channeled specifically toward building 1, while the remaining fifty percent of this distribution is directed towards building 2. This balanced allocation ensures that trip traffic is evenly divided between the two proposed structures, as they possess nearly identical dimensions.

TAZ Information from the LRTP year 2045 report can be found in **Appendix E**. Trip origin and destination assignments for the proposed The Mark Development are shown in **Figures 6** through **8**.

Future Traffic Peak hour Volume for Future Build-out Condition (Scenario 3) is shown in **Figure 9.**

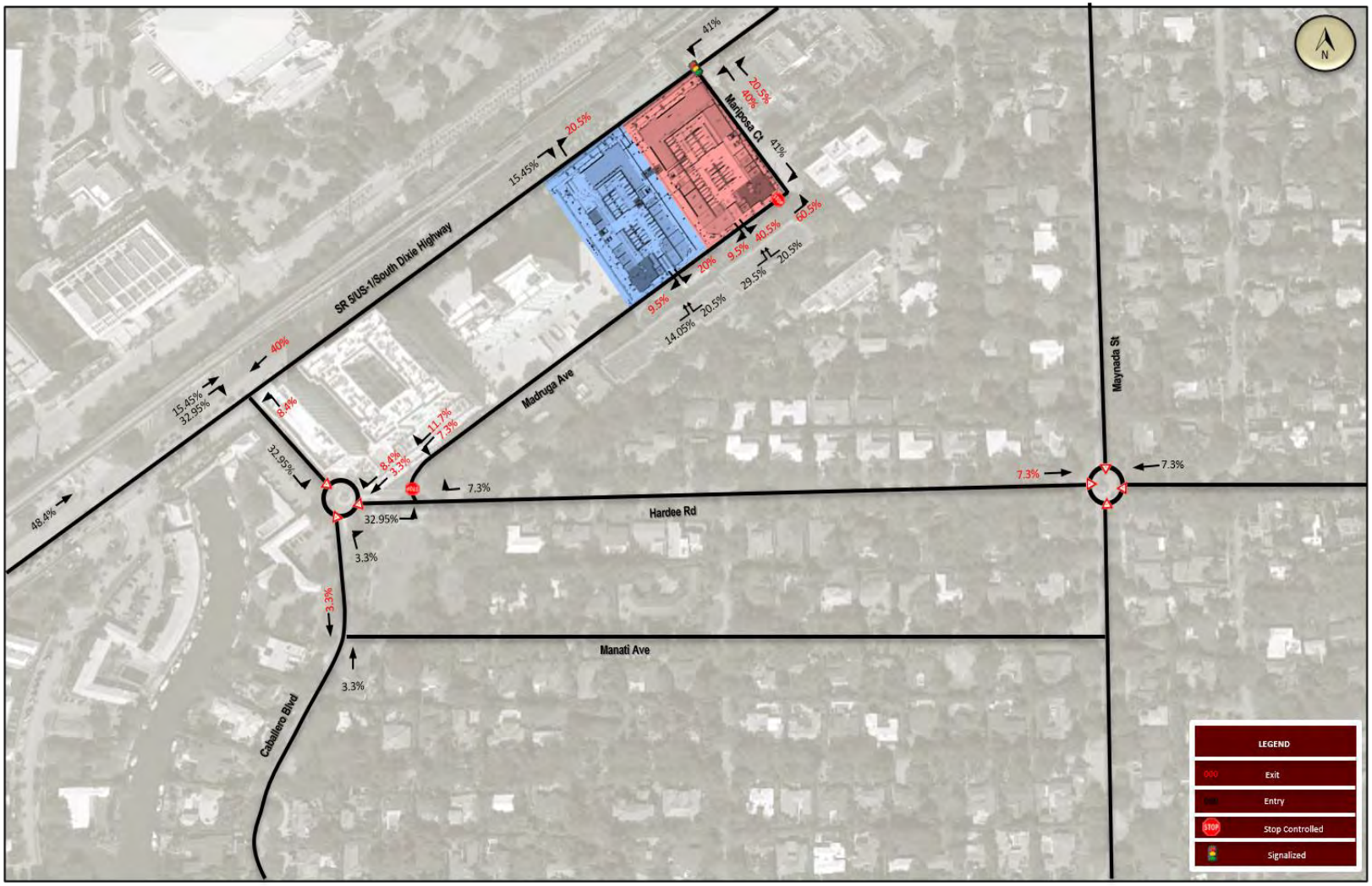


Figure 6: Peak Hour Re-Development Trip Distribution (Percentages)

Figure 7: Peak Hour Re-Development Trip Distribution-Assignment (Volume)

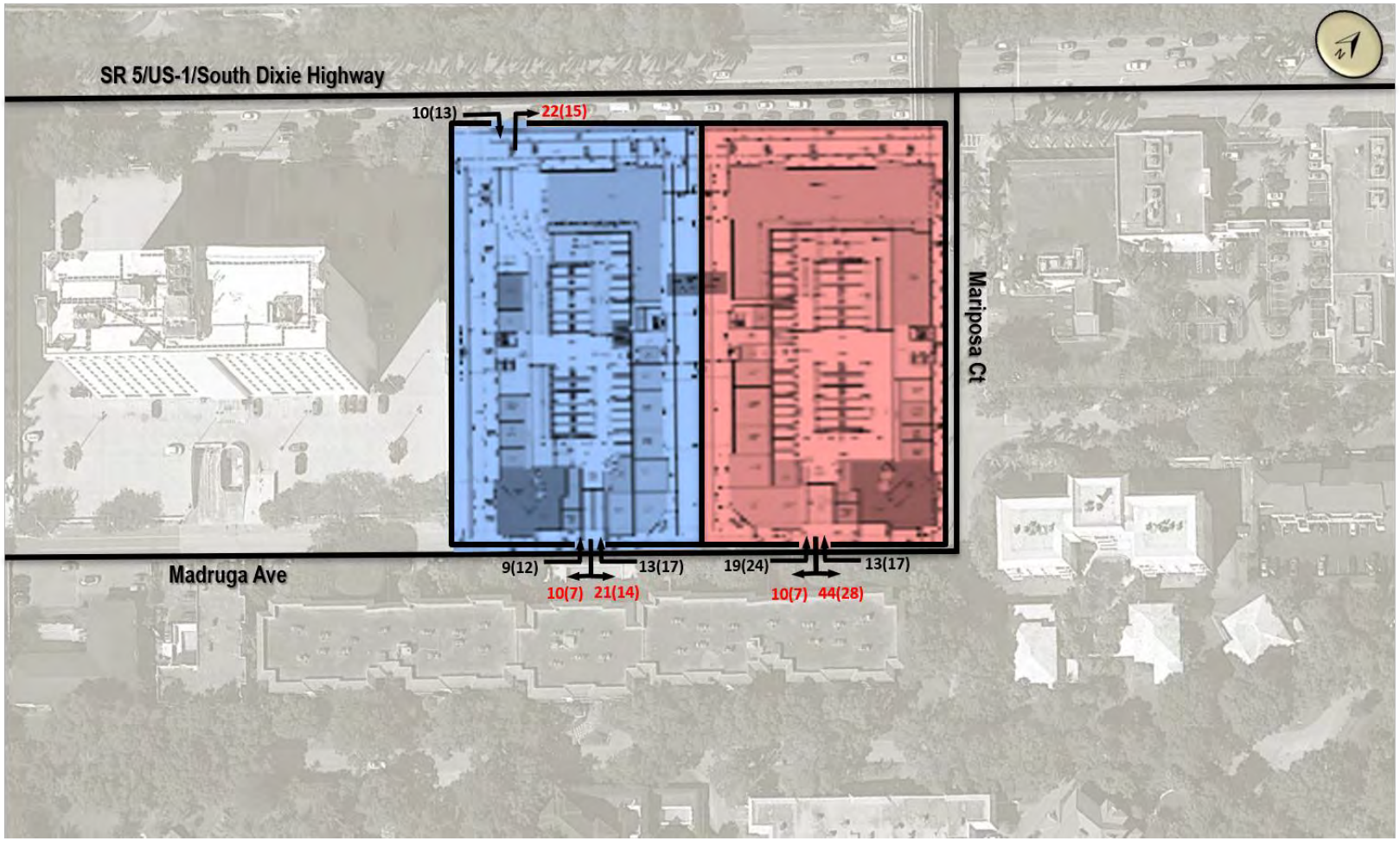


Figure 8: Re-Development Trip Distribution at Driveways (Peak Hour Volumes include Pass by Trips)

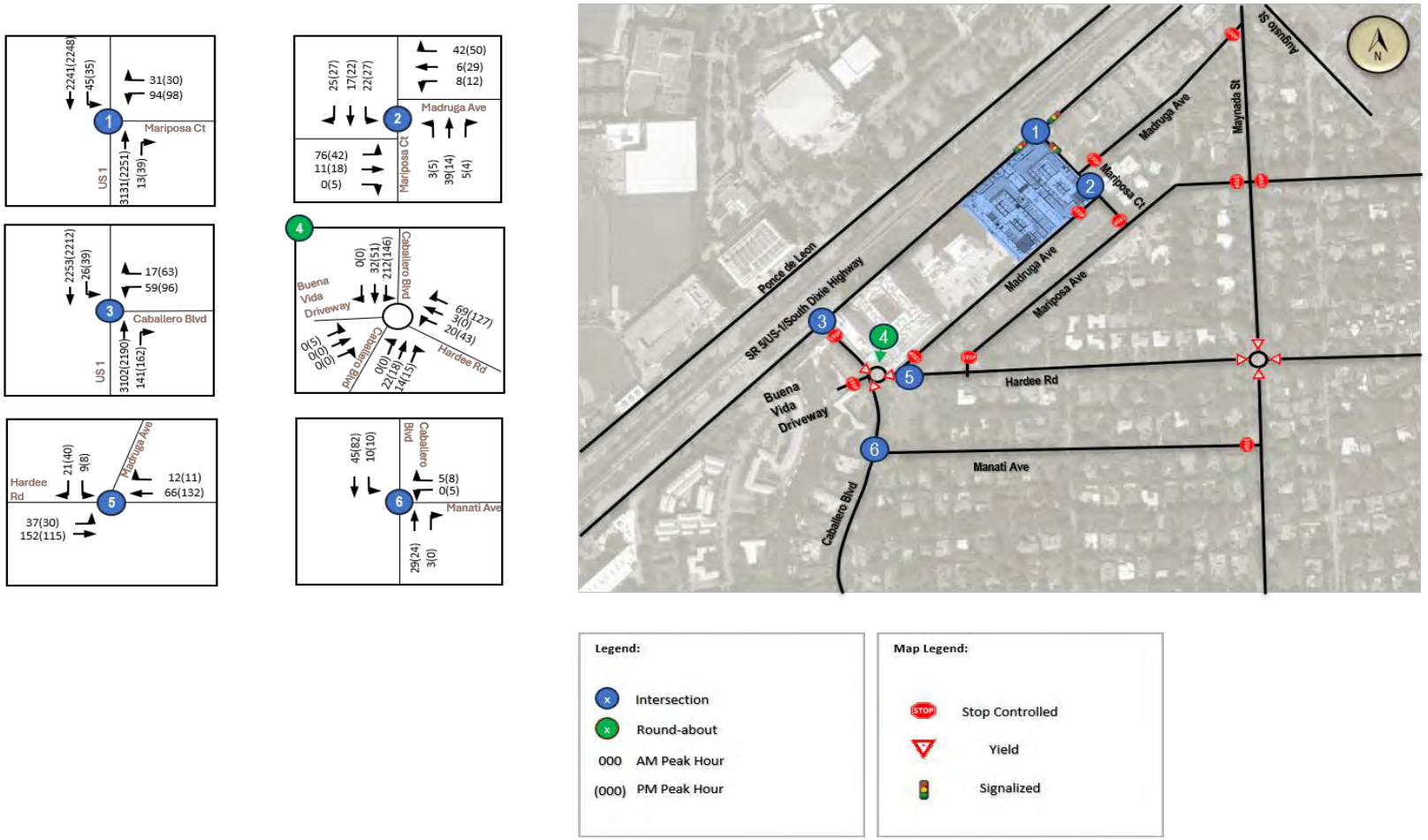


Figure 9: Future Build-Out Condition Peak Hours Traffic Volumes (Scenario 3)

8.0 Level of Service Analysis

This traffic analysis utilizes Synchro 11, which applies methodologies outlined in the Highway Capacity Manual, 6th Edition. Level of Service (LOS) Analysis for signalized/un-signalized intersections is based on the amount of control delay which is a measurement in seconds per vehicle that acts as an indicator of lost time, fuel consumption, frustration and driver's discomfort at signalized intersections.

The LOS for signalized intersections is described by a scale that ranges from "A" to "F" in accordance with control delay thresholds that go from less than 10 seconds to greater than 80 seconds of delay per vehicle. Similarly, for unsignalized intersections the scale ranges from "A" to "F" in accordance with the average control delay thresholds that go from 0 seconds to greater than 50 seconds of delay per vehicle.

In order to perform this analysis, cycle lengths and clearance intervals used in the analysis are consistent with the current Miami-Dade County signal timing and signal operating plans for the study intersections in conjunction with physical and operational characteristics observed during peak hours. Signal Operation Plans (SOP) and Time of Day (TOD) schedules for three signalized intersections are available in **Appendix F**.

Table 11 presents the Synchro results of Delay and LOS at key intersections. Also, **Table 12** presents the Synchro Delay and LOS for the proposed driveway along S Dixie Highway and Madruga Avenue.

The LOS analysis concluded as follows:

- The forecasted additional traffic growth and the trips generated by the re-development, the study's key intersections will present a nominal incremental in traffic demands and vehicular delays. However, the analysis shows that during the future conditions most of the intersections will operate at acceptable Level of Service or maintain similar conditions to those expected during the highest peak traffic times of Scenario 2's - future no-build condition.

- At the intersection of Mariposa Court & S. Dixie Hwy / US 1, the northwest-bound approach (Mariposa Court) presents saturated conditions during the AM and PM peak hours. It is important to mention that LOS failing conditions in the northwest approach are experienced at Existing Conditions (Scenario 1). The high vehicular delay presented in this approach is mainly due to the long green times of the signal phases on the main approaches along S. Dixie Hwy / US 1. It is important to note that S. Dixie Hwy / US 1 is a key principal arterial with high vehicular volumes for which signal progression priority is required. Miami Dade County Traffic Signals and Signs Division prioritizes mobility along S. Dixie Hwy / US 1, specially during peak traffic hours.

- Signal retiming could be recommended at this intersection; however, due to the importance of the S. Dixie Hwy / US 1 corridor, additional traffic studies such as corridor signal offset optimization and corridor travel time studies will be required to validate this recommendation.

- At the intersection of Caballero Boulevard and S. Dixie Hwy / US 1, the stop-controlled northwest-bound approach presents saturated conditions during the AM and PM peak hours. However, the principal arterial (S. Dixie Hwy / US 1) is expected to operate with an acceptable Level of Service in future conditions for Scenarios 2 and 3. It is important to mention that LOS failing conditions in the northwest-bound approach are experienced due to the high vehicular volume along the main line. However, field reviews revealed that the upstream and downstream signalized intersections provide traffic metering for this intersection by creating gaps and allowing vehicles to turn northwest left form Caballero Boulevard onto US-1/South Dixie Highway.

Table 11: Roadway Network Synchro Delay and Level of Service Analysis

Intersection		Approach	AM						PM					
			Scenario 1		Scenario 2		Scenario 3		Scenario 1		Scenario 2		Scenario 3	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Mariposa Court	S dixie Highway / US-1	NEB	31.0	C	35.7	D	36.3	D	21.4	C	22.7	C	22.7	C
		SWB	10.1	B	10.8	B	11.2	B	11.0	B	11.7	B	11.7	B
		NWB	83.8	F	84.4	F	91.1	F	88.3	F	89.4	F	89.5	F
		-	-	-	-	-	-	-	-	-	-	-	-	-
		Overall	23.0	C	26.0	C	27.2	C	18.2	B	19.2	B	19.2	B
	Madruga Ave	SEB	3.3	A	3.3	A	2.5	A	2.9	A	2.9	A	2.6	A
		NWB	0.4	A	0.5	A	0.5	A	1.5	A	1.6	A	1.6	A
		NEB	10.5	B	10.7	B	11.5	B	10.5	B	10.7	B	10.7	B
		SWB	9.2	A	9.3	A	9.3	A	9.5	A	9.6	A	9.6	A
		Overall	-	-	-	-	-	-	-	-	-	-	-	-
Caballero Boulevard	S dixie Highway / US-1*	NEB	0	A	0	A	0	A	0	A	0	A	0	A
		SWB	0.6	A	0.8	A	0.8	A	0.5	A	0.6	A	0.6	A
		NWB	***	F	***	F	***	F	***	F	***	F	***	F
		Overall	-	-	-	-	-	-	-	-	-	-	-	-
	Hardee Rd	EB	0	A	0	A	0	A	3.4	A	3.4	A	3.5	A
		WB	3.3	A	3.4	A	3.5	A	3.8	A	3.9	A	3.9	A
		NB	3.8	A	3.9	A	3.9	A	3.3	A	3.4	A	3.4	A
		SB	4.4	A	4.6	A	4.7	A	4.0	A	4.1	A	4.2	A
		Overall	4.1	A	4.2	A	4.3	A	3.9	A	4.0	A	4.0	A
	Manati Ave	-	-	-	-	-	-	-	-	-	-	-	-	-
		WB	8.5	A	8.5	A	8.5	A	8.8	A	8.8	A	8.8	A
		NB	0	A	0	A	0	A	0	A	0	A	0	A
		SB	1.4	A	1.4	A	1.3	A	0.8	A	0.8	A	0.8	A
		Overall	-	-	-	-	-	-	-	-	-	-	-	-
Madruga Ave	Hardee Rd	EB	1.0	A	1.0	A	1.5	A	1.2	A	1.3	A	1.6	A
		WB	0	A	0	A	0	A	0	A	0	A	0	A
		-	-	-	-	-	-	-	-	-	-	-	-	-
		SB	9.0	A	9.2	A	9.5	A	9.5	A	9.6	A	9.6	A
		Overall	-	-	-	-	-	-	-	-	-	-	-	-

Note: *This intersection was analyzed under HCM 2000 methodologies to allow two-stage NWB left turn movements.
***Excessive vehicular delay

Table 12: Proposed Driveways Level of Service Analysis

Intersection		Approach	AM Scenario 3		PM Scenario 3	
			Delay	LOS	Delay	LOS
Madruga Avenue	Building 1	NEB	2.2	A	2.4	A
		SWB	0	A	0	A
		SEB	9.2	A	9.2	A
		Overall	-	-	-	-
	Building 2	NEB	1.3	A	1.2	A
		SWB	0	A	0	A
		SEB	8.9	A	9.1	A
		Overall	-	-	-	-
S Dixie Highway	Building 2	NEB	62.4	F	28.7	D
		SWB	0	A	0	A
		NWB	0	A	0	A
		Overall	-	-	-	-

8.1 Mitigation Measures

Signal re-timing could be implemented at the intersection of Mariposa Court & US-1/South Dixie Highway based on the results obtained during the AM and PM peak hour in Scenario 3 (Future Condition Build-Out). **Table 13** shows a new operational analysis, which indicates that upon adjustments to the signal timing the Level of Service of the northwest-bound approach at the studied intersection will improve while maintaining acceptable Level of Service of the other intersection 'approaches.

Table 13: Analysis of Signal Retiming (PM)

Intersection	Approach	AM				PM			
		Scenario 3		Scenario 3 with Retiming		Scenario 3		Scenario 3 with Retiming	
		Delay	LOS	Delay	LOS	Delay		LOS	
S dixie Highway / US-1 & Mariposa Court	NEB	36.3	D	46.8	D	22.7	C	28.3	C
	SWB	11.2	B	14.2	B	11.7	B	15.7	B
	NWB	91.1	F	82.3	F	89.5	F	79.9	E
	-	-	-	-	-	-	-	-	-
	Overall	27.2	C	34.2	C	19.2	B	23.6	C

As mentioned before, due to the importance of the US-1/South Dixie Highway corridor, additional traffic studies such as corridor signal offset optimization and corridor travel time studies will be required to validate this signal re-timing recommendation. The proposed new timing will need to maintain cycle lengths and offset and only redistribute

the green time among the different phases. Finally, any signal re-timing adjustment at the aforementioned intersection will require coordination with the Miami-Dade County Traffic and Signal Division (TSS).

Figure 10 shows the proposed timing for the signal splits during the AM and PM peak periods, respectively.

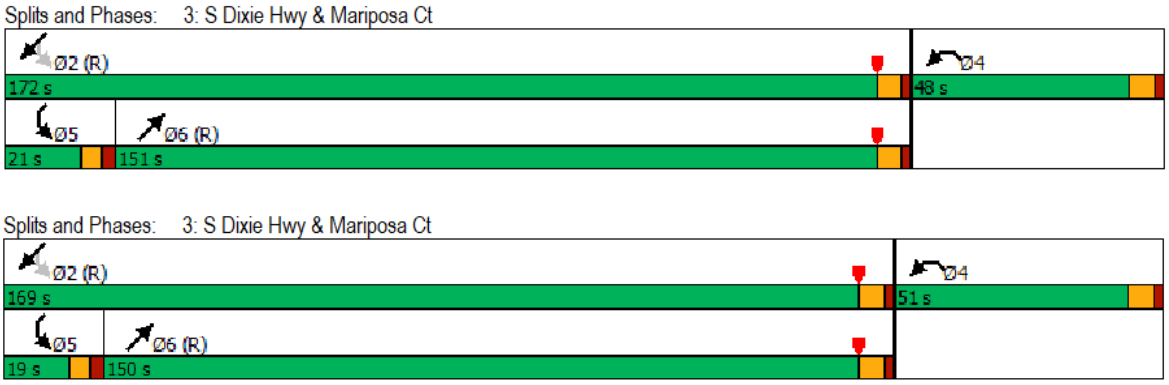


Figure 10: Proposed Signal Timing for Mariposa Court & US-1/South Dixie Highway

9.0 Turn Lane Evaluation

A turn lane storage capacity analysis was performed to determine the adequacy of turn lane storage at the intersections to ensure that the exclusive turn lanes can provide sufficient storage for the 95th percentile queues expected as part of the future conditions. The 95th percentile queues lengths were obtained from Trafficware SYNCHRO 11. The results of the analysis are summarized in **Table 14**:

Table 14: Storage Length Capacity (Synchro 95th Percentile) Queues

Intersection	Movement	Storage Capacity	95th Percentile queues accumulations in feet					
			Scenario 1		Scenario 2		Scenario 3	
			AM	PM	AM	PM	AM	PM
Mariposa Court at US-1/South Dixie Highway	**SWBL**	150'	31	18	34	26	68	41

The turn lane analysis determined the following:

- The eastbound right turn lane at the intersection of Mariposa Court at US-1/South Dixie Highway provides sufficient capacity to satisfy existing and future queue traffic demands.

Based on the FDOT driveway criteria, a right turn deceleration lane with a minimum of 150 feet of storage and 100 feet of transition shall be required at each access point if the development will generate or contain:

1) 80 to 125 or more right turn/hour at a posted speed of 45 mph or less.
2) 33 to 55 or more right turn/hour at a posted speed of over 45 mph.

As shown in **Figure 8**, the driveways for the re-development of The Mark <u>are not anticipated</u> to require exclusive right turn lanes as the right turn volumes as the expected volumes turning right is less than 80 vehicles per hour along driveways at Madruga Avenue and US-1/South Dixie Highway.

10.0 Traffic Concurrency Exception Area (TCEA).

The proposed re-development of The Mark is located within a Transportation Concurrency Exception Area (TCEA). A Transportation Concurrency Exception Area (TCEA) is defined as an urban area delineated by a local government where infill and redevelopment are encouraged, and where exceptions to the transportation concurrency requirement are made, providing that alternative modes of transportation, land use mixes, urban design, connectivity, and funding are addressed.

The City of Coral Gables Policy MOB-2.2.2 states that "A proposed development will not be denied a concurrency approval for transportation facilities provided that the development is otherwise consistent with the adopted Comprehensive Plan and it meets the following criteria pursuant to Section 163.3180 (5) (b), Florida Statutes.

The primary goal of a TCEA is to facilitate development in urbanized areas that already have established infrastructure, thus minimizing urban spread.

In addition, a concurrency analysis was conducted in accordance with the Miami-Dade County Concurrency Management System and FDOT standards for Concurrency Analysis. Concurrency analysis based on the Miami-Dade County Traffic Stations Tables was performed to identify the available capacity of affected US-1 / South Dixie Highway segment within the study area. **Table 15** summarizes the results of the below calculations.

Table 15: Concurrency Analysis for Existing and Proposed Conditions (Morning Peak-Hour)

Station	Roadway	Location	Scenario	Adopted LOS	LOS Capacity	Traffic Counts	Existing LOS	Project Trips	Total Volume year 2027 with Project	LOS with Project	Meets Capacity
87-0127 (FDOT)	SR-5/US-1	400' E of SW 57 Ave	Existing Conditions	E+50	8,085	4,439	C	-	-	-	Yes
			Proposed Conditions	E+50	8,085	4,439	C	126	4,822	C	Yes

The concurrency analysis concluded that the studied segment of US-1/South Dixie Highway will be able to sustain the future traffic demands while operating at acceptable

level of service (LOS C) and within the adopted LOS after the addition of the trips generated by the proposed re-development of The Mark.

11.0 Crash Analysis

Subsequent to analyzing the Signal 4 Database On-line crash data, it was determined that the intersection influence zone of Madruga Avenue and Mariposa Court. experienced 7 crashes within a five-year studied period as follows: ● 2018 - 2 Crashes ● 2019 - 2 Crashes ● 2020 - 1 Crash ● 2021 - 1 Crash ● 2022 - 1 Crash.

Most of the crashes were related to vehicles parked on the street along Madruga Avenue and vehicles entering or exiting parking facilities. All crashes were reported as ***Property Damage*** and no ***serious injuries and/or fatalities*** were reported.

All crashes occurred in ***daylight and clear*** conditions.

It is recommended to replace the existing speed hump installed in Madruga Avenue with a new speed hump that complies with the new Miami-Dade County standards. In addition, improvements such as street parking signage and driveway signage along the segment of Madruga Avenue between Mariposa Court and Hardee Road should be considered in order to address the existing crash pattern related to vehicles parked on the street and vehicles entering or exiting parking facilities.

12.0 Internal Circulation Analysis

Internal circulation analysis was performed to determine vehicles maneuverability when entering and/or exiting the proposed re-development. This analysis concluded the following:

- AUTOTurn analysis concludes that emergency vehicles will be able to ingress the proposed development using the proposed residential/retail driveways.
- Vehicles will be able to ingress the proposed development by making northeast left and southwest right turns at the proposed driveways along Madruga Avenue.

- Vehicles will be able to ingress the proposed development by making a northeast right turn at the proposed driveway along US-1/South Dixie Highway.
- Vehicles will be able to ingress and egress the proposed re-development by performing a right turn movement ONLY at the driveway located at US-1/South Dixie Highway.
- Large (WB-40) trucks Will NOT be able to ingress the proposed development using the proposed service driveways which pose a concerned for deliveries.
- Smaller (SU-40) trucks will be able to ingress the proposed service driveways by making a left turn movement from Madruga Avenue. Smaller delivery trucks are expected to perform more complex maneuvers to enter the proposed development by making a right turn movement from Madruga Avenue, as a result, it is recommended that trucks avoid right turns to ingress the service driveways from Madruga Avenue.
- Service/Delivery vehicles are recommended to approach the proposed re-development northeast-bound through Madruga Avenue in order to provide smoother maneuvering movements. It is important to mentions that Madruga Avenue is a narrow local road where the loading areas are being proposed.
- The proposed re-development of The Mark must present a loading operation plan that ensures service/delivery vehicles will remain within the loading area at all the time without obstructing traffic along Madruga Avenue.
- In addition, the loading operation plan must ensure that NO large service vehicles will operate at this site. As field visits revealed, it is recommended NOT to create any condition that could affect the free movement of vehicles along this local road.
- All proposed driveways should provide stops signs for the egress approaches.

13.0 Conclusions and Recommendations

This study analyzes the traffic impact of The Mark Development project encompasses two new buildings with a total of 396 dwelling units, twelve (12) live/work units, and 21,127 SF of ground floor retail. Said proposed re-development will be located at 1250

- Vehicles will be able to ingress the proposed development by making a northeast right turn at the proposed driveway along US-1/South Dixie Highway.
- Vehicles will be able to ingress and egress the proposed re-development by performing a right turn movement ONLY at the driveway located at US-1/South Dixie Highway.
- Large (WB-40) trucks Will NOT be able to ingress the proposed development using the proposed service driveways which pose a concerned for deliveries.
- Smaller (SU-40) trucks will be able to ingress the proposed service driveways by making a left turn movement from Madruga Avenue. Smaller delivery trucks are expected to perform more complex maneuvers to enter the proposed development by making a right turn movement from Madruga Avenue, as a result, it is recommended that trucks avoid right turns to ingress the service driveways from Madruga Avenue.
- Service/Delivery vehicles are recommended to approach the proposed re-development northeast-bound through Madruga Avenue in order to provide smoother maneuvering movements. It is important to mentions that Madruga Avenue is a narrow local road where the loading areas are being proposed.
- The proposed re-development of The Mark must present a loading operation plan that ensures service/delivery vehicles will remain within the loading area at all the time without obstructing traffic along Madruga Avenue.
- In addition, the loading operation plan must ensure that NO large service vehicles will operate at this site. As field visits revealed, it is recommended NOT to create any condition that could affect the free movement of vehicles along this local road.
- All proposed driveways should provide stops signs for the egress approaches.

13.0 Conclusions and Recommendations

This study analyzes the traffic impact of The Mark Development project encompasses two new buildings with a total of 396 dwelling units, twelve (12) live/work units, and 21,127 SF of ground floor retail. Said proposed re-development will be located at 1250

South Dixie in Coral Gables. The development site plans show proposed vehicular ingress and egress for Building 1 via one (1) two-way driveway located along Madruga Avenue. Vehicular access to Building 2 is provided via (1) two-way, right-in / right-out driveway located on South Dixie Highway and a separate two-way driveway located on Madruga Avenue, respectively.

For the proposed development trip generation analysis, the most conservative scenario of trip generation forecast rates were used. The trip generation analysis was performed under the following ITE land uses:

- 710 – General Office
- 221 - Multifamily Housing (Mid-Rise)
- 822 – Strip Retail Plaza (<40 k)

As part of the trip generation memorandum prepared by David Plummer & Associates for this development it was concluded, that during the future build-out conditions (Scenario 3) the Mark Development could generate about 3,218 daily-trips and a maximum of 171 and 154 net trips for the AM and PM peak period of the adjacent roadway, respectively. The following are the final observations:

- The Level of Service (LOS) analysis concluded that, as expected, with additional traffic growth and trips generated by the re-development of The Mark, all analyzed intersections will have a nominal increase in traffic demands and delays. However, the analysis showed that during the future conditions most of the intersections will be able to operate with an acceptable Level of Service or maintain similar conditions as those expected during Scenario 2-Future Condition no-build during the highest peak traffic demands.

- For the Mariposa Court & US-1/South Dixie Highway intersection, the northwest-bound approach presents saturated conditions during the AM and PM peak hours. Signal retiming in coordination with Miami-Dade County Traffic and Signal Division (TSS) is recommended as mitigation measure at this intersection. However, due to the importance of the US-1/South Dixie Highway corridor,

additional traffic studies such as corridor signal offset optimization and corridor travel time studies will be required to validate this signal re-timing recommendation

- At the intersection of Caballero Boulevard and US-1/South Dixie Highway, the stop-controlled northwest-bound approach presents saturated conditions during both AM and PM peak hours. It is important to mention that LOS failing conditions in the northwest-bound approach is experienced due to the high vehicular volume along the mainline. However, field reviews revealed that the upstream and downstream signalized intersections provide traffic metering for this intersection by creating gaps and allowing vehicles to turn northwest left form Caballero Boulevard onto US-1/South Dixie Highway.

- The turn lane evaluation analysis concluded that the southwest-bound left turn lane storage bay at the intersection of Mariposa Court and US-1/South Dixie Highway provides sufficient storage capacity to satisfy existing and future queue demands.

- The re-development of The Mark is not anticipated to require exclusive right turn lanes at its proposed driveways.

- The re-development of The Mark should present a loading operation plan that ensures that service vehicles will not adversely impact free movement of vehicles along Madruga Avenue.

- AUTOTurn analysis concludes that large (WB-40) trucks Will NOT be able to ingress the service driveways at the proposed re-development, which is a concern for this project.

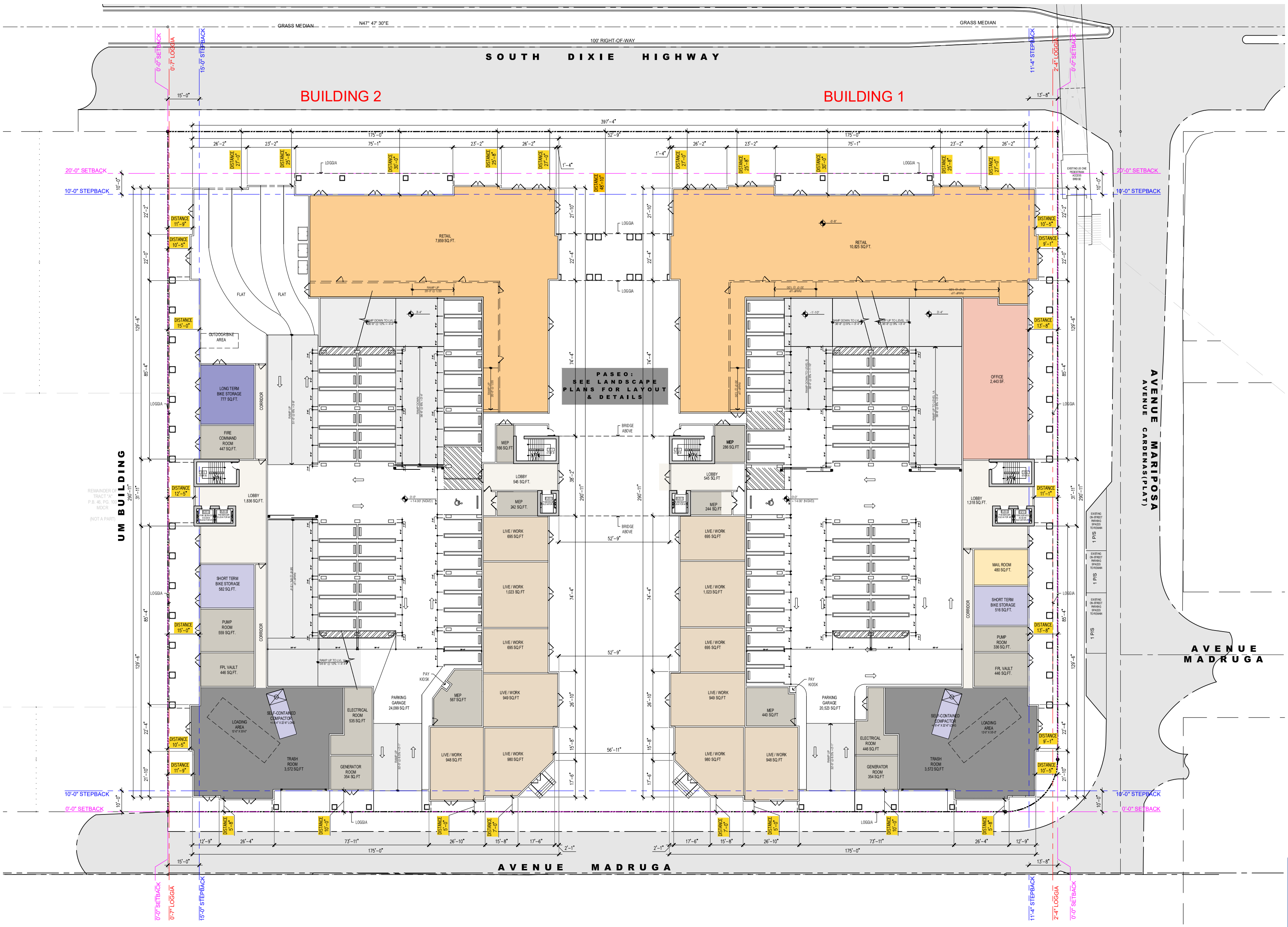
- Although smaller trucks (SU-40) will be able to ingress through the proposed service driveways by making left turn movements along Madruga Avenue, it is recommended that delivery/service trucks avoid performing right turns along Madruga Avenue.

Based on the findings, the traffic impacts associated with the proposed re-development of The Mark it is concluded that most of the intersections will be able maintain similar conditions in reference to the baseline conditions.

As a result, the proposed re-development of The Mark is not expected to have a negative impact in the surrounding roadway network after implementing the recommendations included in this report.

Appendix A

Development Site Plan



SITE PLAN (GROUND LEVEL FLOOR PLAN)

SCALE: 1" = 20'-0"

BEHAR·FONT PARTNERS, P.A.

CORAL GABLES · ATLANTA

SEAL:

JAVIER FONT AR No. 12547

THE MARK MIXED USE PROJECT

1250 S DIXIE HWY
CORAL GABLES, FL.33146

DATE: 06-01-2023
PROJECT NO: 22-068
DRAWING NAME: GROUND LEVEL FLOOR PLAN
SHEET NO: E-1

Appendix B

Data Collection and Field Pictures

County: 99
Station: 0131
Description: S DIXIE HWY SOUTH OF MARIPOSA CT
Start Date: 09/19/2023
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	118	92	92	69	371	64	70	49	32	215	586
0100	74	57	33	46	210	37	35	27	28	127	337
0200	26	35	21	43	125	18	12	32	18	80	205
0300	39	38	36	23	136	21	30	24	39	114	250
0400	37	42	29	53	161	35	46	64	105	250	411
0500	66	74	114	168	422	114	147	286	367	914	1336
0600	149	240	284	346	1019	353	528	535	560	1976	2995
0700	385	469	434	445	1733	632	639	604	620	2495	4228
0800	494	505	500	524	2023	595	556	548	401	2100	4123
0900	489	399	418	399	1705	476	488	501	509	1974	3679
1000	437	418	424	483	1762	409	391	431	542	1773	3535
1100	462	456	458	453	1829	485	465	425	445	1820	3649
1200	482	568	541	550	2141	484	502	430	429	1845	3986
1300	494	520	535	561	2110	526	511	501	442	1980	4090
1400	514	578	566	588	2246	460	518	511	472	1961	4207
1500	557	550	515	436	2058	480	500	519	505	2004	4062
1600	453	467	362	324	1606	494	490	492	489	1965	3571
1700	415	335	338	376	1464	520	545	468	474	2007	3471
1800	492	434	499	505	1930	483	463	441	427	1814	3744
1900	373	450	514	406	1743	396	395	400	342	1533	3276
2000	418	367	378	301	1464	332	288	283	212	1115	2579
2100	304	299	265	247	1115	242	239	206	217	904	2019
2200	262	198	190	198	848	197	144	148	148	637	1485
2300	171	168	163	120	622	136	118	92	67	413	1035
24-Hour Totals:					30843					32016	62859

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	2023	700	2495	715	4300
P.M.	1415	2289	1630	2046	1415	4270
Daily	1415	2289	700	2495	715	4300

Generated by SPS 5.0.0.61

County: 99
Station: 0131
Description: S DIXIE HWY SOUTH OF MARIPOSA CT
Start Date: 09/20/2023
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	96	85	77	71	329	184	151	145	128	608	937
0100	72	67	66	60	265	142	136	117	120	515	780
0200	62	65	42	37	206	99	83	74	54	310	516
0300	36	34	41	41	152	63	51	58	38	210	362
0400	48	55	95	94	292	33	55	42	51	181	473
0500	121	203	272	323	919	53	78	96	156	383	1302
0600	526	536	570	590	2222	171	202	275	323	971	3193
0700	597	680	674	644	2595	378	472	485	482	1817	4412
0800	643	646	603	548	2440	492	468	488	509	1957	4397
0900	597	583	506	533	2219	439	385	455	447	1726	3945
1000	530	549	572	494	2145	426	418	437	457	1738	3883
1100	496	517	490	503	2006	461	479	462	505	1907	3913
1200	471	523	513	489	1996	501	524	531	548	2104	4100
1300	501	421	256	285	1463	492	537	520	544	2093	3556
1400	331	361	457	451	1600	562	538	628	626	2354	3954
1500	504	500	544	547	2095	505	629	549	480	2163	4258
1600	535	475	516	507	2033	515	473	468	445	1901	3934
1700	556	542	525	480	2103	482	444	454	496	1876	3979
1800	516	453	432	427	1828	535	550	564	576	2225	4053
1900	405	343	345	336	1429	531	433	399	440	1803	3232
2000	359	320	270	265	1214	397	364	321	281	1363	2577
2100	222	230	224	175	851	321	309	295	236	1161	2012
2200	222	178	153	147	700	242	227	215	203	887	1587
2300	131	126	94	85	436	207	196	187	141	731	1167
24-Hour Totals:					33538					32984	66522

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	2641	800	1957	715	4572
P.M.	1645	2130	1430	2388	1445	4308
Daily	715	2641	1430	2388	715	4572

Generated by SPS 5.0.0.61

County: 99
Station: 0131
Description: S DIXIE HWY SOUTH OF MARIPOSA CT
Start Date: 09/21/2023
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	80	49	49	32	210	100	118	94	84	396	606
0100	35	41	33	27	136	65	51	56	51	223	359
0200	23	27	27	26	103	43	33	47	46	169	272
0300	30	38	27	38	133	30	44	33	29	136	269
0400	40	45	69	88	242	35	34	48	59	176	418
0500	122	182	286	352	942	56	64	113	133	366	1308
0600	465	539	576	613	2193	158	231	264	307	960	3153
0700	661	695	681	644	2681	396	468	521	469	1854	4535
0800	640	654	683	659	2636	523	492	508	522	2045	4681
0900	553	597	617	578	2345	471	438	438	407	1754	4099
1000	505	551	544	504	2104	396	479	446	477	1798	3902
1100	513	500	501	549	2063	476	459	482	480	1897	3960
1200	496	515	507	499	2017	491	499	551	610	2151	4168
1300	481	480	469	507	1937	488	529	552	592	2161	4098
1400	485	574	523	512	2094	593	580	585	652	2410	4504
1500	514	561	539	560	2174	519	644	578	534	2275	4449
1600	578	497	497	539	2111	538	512	494	518	2062	4173
1700	536	547	525	489	2097	492	428	474	490	1884	3981
1800	519	508	519	476	2022	534	560	651	651	2396	4418
1900	503	435	489	395	1822	336	530	499	442	1807	3629
2000	332	362	285	316	1295	364	379	358	353	1454	2749
2100	289	281	224	246	1040	338	325	303	300	1266	2306
2200	259	232	194	167	852	309	301	235	196	1041	1893
2300	171	160	179	134	644	229	241	229	175	874	1518
24-Hour Totals:					35893					33555	69448

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	2681	800	2045	800	4681
P.M.	1515	2238	1400	2410	1515	4532
Daily	700	2681	1400	2410	800	4681

Generated by SPS 5.0.0.61

County: 99
Station: 0132
Description: MADRUGA AVENUE WEST OF MARIPOSA CT
Start Date: 09/19/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	0	0	1	0	1	0	3	3	1	7	8
0100	0	0	0	0	0	3	0	0	3	6	6
0200	0	1	0	0	1	1	0	1	1	3	4
0300	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	2	1	0	1	4	4
0500	0	0	0	0	0	0	0	0	1	1	1
0600	1	0	2	3	6	1	2	1	6	10	16
0700	3	6	4	5	18	1	6	1	3	11	29
0800	2	3	11	4	20	5	7	3	5	20	40
0900	9	5	3	4	21	4	4	4	9	21	42
1000	6	3	4	5	18	7	3	6	5	21	39
1100	4	3	3	10	20	3	5	6	3	17	37
1200	3	6	2	5	16	5	7	4	5	21	37
1300	5	5	6	3	19	9	7	6	3	25	44
1400	2	1	5	7	15	8	9	7	8	32	47
1500	11	0	1	6	18	5	5	12	7	29	47
1600	4	10	7	7	28	7	6	4	6	23	51
1700	15	10	4	15	44	9	7	9	8	33	77
1800	3	3	4	7	17	7	10	5	10	32	49
1900	4	1	6	4	15	5	5	3	3	16	31
2000	5	3	4	1	13	3	3	3	2	11	24
2100	6	1	3	1	11	1	3	5	0	9	20
2200	1	1	1	2	5	0	2	3	4	9	14
2300	5	2	0	4	11	1	3	1	2	7	18
24-Hour Totals:					317					368	685

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	29	800	20	815	46
P.M.	1700	44	1730	34	1700	77
Daily	1700	44	1730	34	1700	77

Generated by SPS 5.0.0.61

County: 99
Station: 0132
Description: MADRUGA AVENUE WEST OF MARIPOSA CT
Start Date: 09/20/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	0	2	3	0	5	0	0	1	1	2	7
0100	1	0	0	0	1	1	0	0	0	1	2
0200	0	0	0	0	0	0	1	1	0	2	2
0300	1	0	0	0	1	0	0	0	0	0	1
0400	0	1	0	0	1	0	0	1	0	1	2
0500	0	0	0	3	3	0	0	0	0	0	3
0600	1	2	3	2	8	0	0	0	3	3	11
0700	3	3	2	2	10	1	4	1	5	11	21
0800	5	4	3	8	20	6	1	2	7	16	36
0900	3	6	2	3	14	6	3	3	4	16	30
1000	7	2	3	6	18	4	8	10	4	26	44
1100	5	6	7	8	26	2	11	4	7	24	50
1200	4	8	6	7	25	7	8	8	4	27	52
1300	2	6	5	8	21	2	6	5	4	17	38
1400	5	10	6	3	24	3	5	4	2	14	38
1500	10	3	8	5	26	4	7	10	4	25	51
1600	8	11	10	9	38	7	4	7	11	29	67
1700	17	6	6	7	36	11	7	9	7	34	70
1800	6	1	7	2	16	5	13	3	6	27	43
1900	2	2	4	6	14	6	5	0	2	13	27
2000	3	3	3	2	11	2	5	3	5	15	26
2100	3	2	2	2	9	4	3	0	1	8	17
2200	0	0	1	0	1	3	3	2	3	11	12
2300	1	1	2	0	4	1	0	0	1	2	6
24-Hour Totals:					332					324	656

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	20	845	19	830	38
P.M.	1615	47	1645	38	1615	80
Daily	1615	47	1645	38	1615	80

Generated by SPS 5.0.0.61

County: 99
Station: 0132
Description: MADRUGA AVENUE WEST OF MARIPOSA CT
Start Date: 09/21/2023
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	0	0	0	1	1	1	0	1	1	3	4
0100	0	0	0	0	0	0	2	0	0	2	2
0200	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	1	0	0	0	1	1
0400	0	0	0	0	0	1	0	0	0	1	1
0500	0	0	1	1	2	0	0	2	1	3	5
0600	1	0	2	3	6	0	1	1	3	5	11
0700	8	4	6	8	26	4	5	3	3	15	41
0800	4	6	7	9	26	2	3	4	2	11	37
0900	3	5	4	3	15	8	5	6	4	23	38
1000	6	6	4	7	23	2	5	10	5	22	45
1100	0	2	6	5	13	0	3	4	3	10	23
1200	7	6	2	1	16	3	8	3	11	25	41
1300	5	6	1	5	17	2	5	8	2	17	34
1400	5	4	3	1	13	4	3	7	3	17	30
1500	8	2	4	4	18	4	4	15	7	30	48
1600	5	8	10	11	34	6	8	10	13	37	71
1700	20	12	3	2	37	5	13	6	3	27	64
1800	5	5	2	4	16	3	7	8	6	24	40
1900	6	2	5	2	15	5	3	2	5	15	30
2000	0	3	0	3	6	4	8	1	2	15	21
2100	3	2	2	3	10	4	6	0	2	12	22
2200	2	0	0	0	2	2	1	2	1	6	8
2300	3	0	2	1	6	6	2	2	2	12	18
24-Hour Totals:					302					333	635

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	26	845	21	830	43
P.M.	1630	53	1630	41	1630	94
Daily	1630	53	1630	41	1630	94

Generated by SPS 5.0.0.61

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8701 MIAMI-DADE SOUTH

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.04	1.07
2	01/06/2019 - 01/12/2019	1.02	1.05
3	01/13/2019 - 01/19/2019	1.00	1.03
4	01/20/2019 - 01/26/2019	0.99	1.02
5	01/27/2019 - 02/02/2019	0.98	1.01
* 6	02/03/2019 - 02/09/2019	0.97	1.00
* 7	02/10/2019 - 02/16/2019	0.96	0.99
* 8	02/17/2019 - 02/23/2019	0.96	0.99
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.97	1.00
*11	03/10/2019 - 03/16/2019	0.97	1.00
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.96	0.99
*15	04/07/2019 - 04/13/2019	0.96	0.99
*16	04/14/2019 - 04/20/2019	0.96	0.99
*17	04/21/2019 - 04/27/2019	0.97	1.00
*18	04/28/2019 - 05/04/2019	0.98	1.01
19	05/05/2019 - 05/11/2019	0.98	1.01
20	05/12/2019 - 05/18/2019	0.99	1.02
21	05/19/2019 - 05/25/2019	1.00	1.03
22	05/26/2019 - 06/01/2019	1.00	1.03
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.01	1.04
25	06/16/2019 - 06/22/2019	1.01	1.04
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.02	1.05
28	07/07/2019 - 07/13/2019	1.03	1.06
29	07/14/2019 - 07/20/2019	1.03	1.06
30	07/21/2019 - 07/27/2019	1.03	1.06
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.01	1.04
34	08/18/2019 - 08/24/2019	1.01	1.04
35	08/25/2019 - 08/31/2019	1.02	1.05
36	09/01/2019 - 09/07/2019	1.02	1.05
37	09/08/2019 - 09/14/2019	1.03	1.06
38	09/15/2019 - 09/21/2019	1.03	1.06
39	09/22/2019 - 09/28/2019	1.03	1.06
40	09/29/2019 - 10/05/2019	1.02	1.05
41	10/06/2019 - 10/12/2019	1.02	1.05
42	10/13/2019 - 10/19/2019	1.01	1.04
43	10/20/2019 - 10/26/2019	1.02	1.05
44	10/27/2019 - 11/02/2019	1.02	1.05
45	11/03/2019 - 11/09/2019	1.03	1.06
46	11/10/2019 - 11/16/2019	1.03	1.06
47	11/17/2019 - 11/23/2019	1.03	1.06
48	11/24/2019 - 11/30/2019	1.03	1.06
49	12/01/2019 - 12/07/2019	1.04	1.07
50	12/08/2019 - 12/14/2019	1.04	1.07
51	12/15/2019 - 12/21/2019	1.04	1.07
52	12/22/2019 - 12/28/2019	1.02	1.05
53	12/29/2019 - 12/31/2019	1.00	1.03

* PEAK SEASON

Caballero Blvd at Manati Avenue

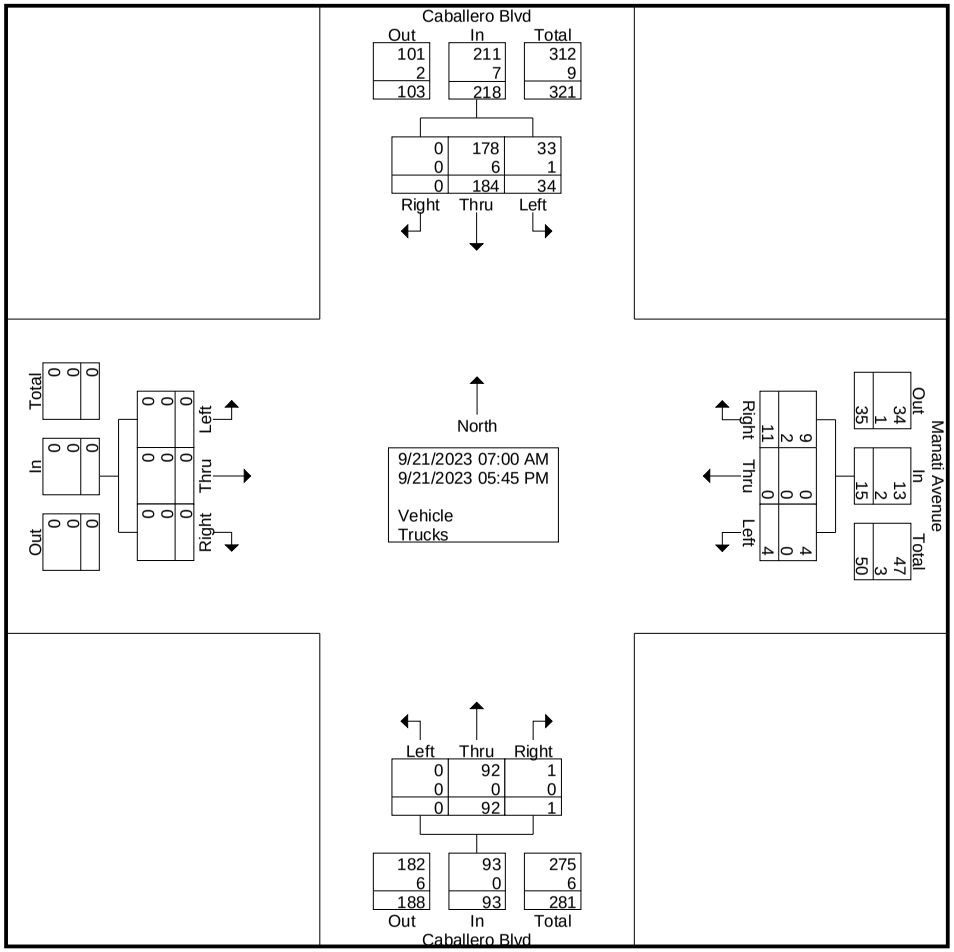
File Name : TMC-1 Caballero Blvd at Manati Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 1

Groups Printed- Vehicle - Trucks

	Caballero Blvd Southbound					Caballero Blvd Northbound					Manati Avenue Westbound					Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	6	0	6	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	12
07:15 AM	0	0	4	0	4	0	0	4	0	4	0	0	0	1	1	0	0	0	0	0	9
07:30 AM	0	2	2	0	4	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	13
07:45 AM	0	5	5	0	10	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	11
Total	0	7	17	0	24	0	0	20	0	20	0	0	0	1	1	0	0	0	0	0	45
08:00 AM	0	2	8	0	10	0	0	2	0	2	0	0	0	1	1	0	0	0	0	0	13
08:15 AM	0	2	9	0	11	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	17
08:30 AM	0	2	8	0	10	0	0	10	0	10	0	0	0	2	2	0	0	0	0	0	22
08:45 AM	0	2	12	0	14	0	0	7	1	8	0	0	0	0	0	0	0	0	0	0	22
Total	0	8	37	0	45	0	0	25	1	26	0	0	0	3	3	0	0	0	0	0	74
*** BREAK ***																					
04:00 PM	0	3	22	0	25	0	0	7	0	7	0	0	0	1	1	0	0	0	0	0	33
04:15 PM	0	1	18	0	19	0	0	6	0	6	0	0	0	1	1	0	0	0	0	0	26
04:30 PM	0	3	15	0	18	0	0	1	0	1	0	2	0	3	5	0	0	0	0	0	24
04:45 PM	0	1	19	0	20	0	0	6	0	6	0	1	0	1	2	0	0	0	0	0	28
Total	0	8	74	0	82	0	0	20	0	20	0	3	0	6	9	0	0	0	0	0	111
05:00 PM	0	2	10	0	12	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	17
05:15 PM	0	3	19	0	22	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	30
05:30 PM	0	2	9	0	11	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	20
05:45 PM	0	4	18	0	22	0	0	5	0	5	0	1	0	1	2	0	0	0	0	0	29
Total	0	11	56	0	67	0	0	27	0	27	0	1	0	1	2	0	0	0	0	0	96
Grand Total	0	34	184	0	218	0	0	92	1	93	0	4	0	11	15	0	0	0	0	0	326
Apprch %	0	15.6	84.4	0		0	0	98.9	1.1		0	26.7	0	73.3		0	0	0	0		
Total %	0	10.4	56.4	0	66.9	0	0	28.2	0.3	28.5	0	1.2	0	3.4	4.6	0	0	0	0	0	
Vehicle	0	33	178	0	211	0	0	92	1	93	0	4	0	9	13	0	0	0	0	0	317
% Vehicle	0	97.1	96.7	0	96.8	0	0	100	100	100	0	100	0	81.8	86.7	0	0	0	0	0	97.2
Trucks	0	1	6	0	7	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	9
% Trucks	0	2.9	3.3	0	3.2	0	0	0	0	0	0	0	0	18.2	13.3	0	0	0	0	0	2.8

Caballero Blvd at Manati Avenue

File Name : TMC-1 Caballero Blvd at Manati Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 2



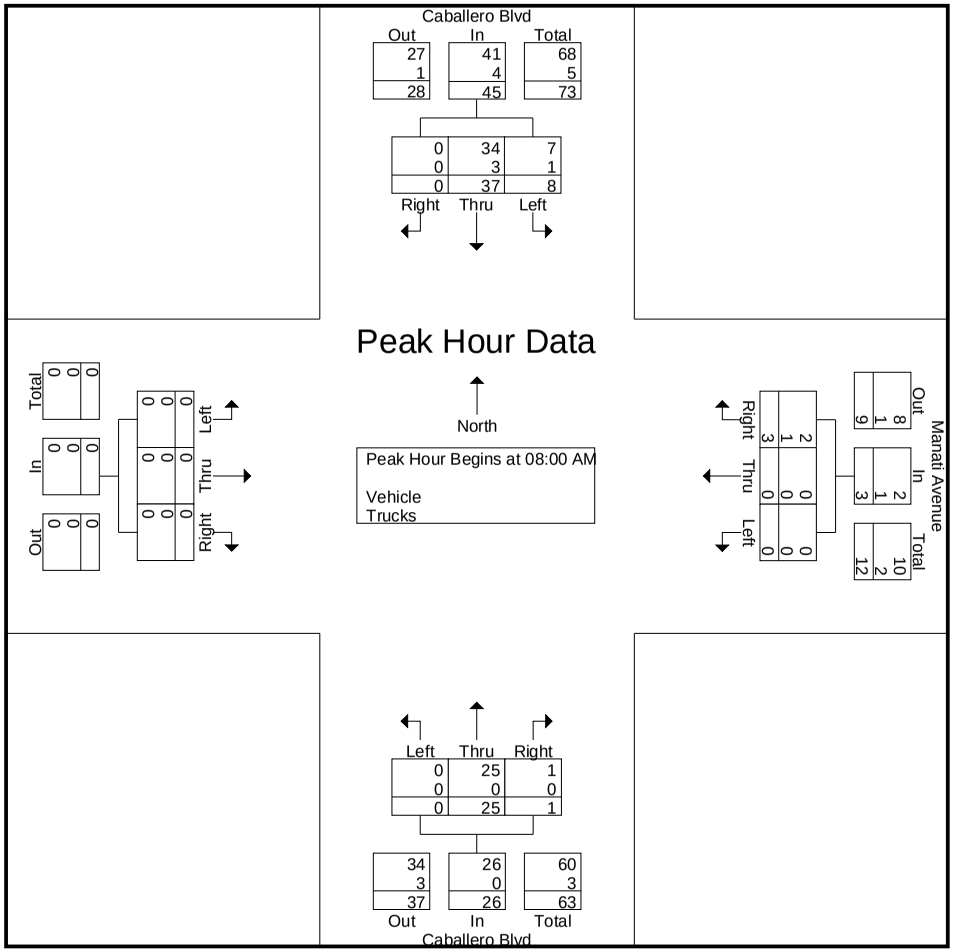
Caballero Blvd at Manati Avenue

File Name : TMC-1 Caballero Blvd at Manati Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 3

	Caballero Blvd Southbound					Caballero Blvd Northbound					Manati Avenue Westbound					Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	**2**	8	0	10	0	0	2	0	2	0	0	0	1	1	0	0	0	0	0	13
08:15 AM	0	2	9	0	11	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	17
08:30 AM	0	2	8	0	10	0	0	**10**	0	**10**	0	0	0	**2**	**2**	0	0	0	0	0	**22**
08:45 AM	0	2	**12**	0	**14**	0	0	7	**1**	8	0	0	0	0	0	0	0	0	0	0	22
Total Volume	0	8	37	0	45	0	0	25	1	26	0	0	0	3	3	0	0	0	0	0	74
% App. Total	0	17.8	82.2	0		0	0	96.2	3.8		0	0	0	100		0	0	0	0		
PHF	.000	1.00	.771	.000	.804	.000	.000	.625	.250	.650	.000	.000	.000	.375	.375	.000	.000	.000	.000	.000	.841
Vehicle	0	7	34	0	41	0	0	25	1	26	0	0	0	2	2	0	0	0	0	0	69
% Vehicle	0	87.5	91.9	0	91.1	0	0	100	100	100	0	0	0	66.7	66.7	0	0	0	0	0	93.2
Trucks	0	1	3	0	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	5
% Trucks	0	12.5	8.1	0	8.9	0	0	0	0	0	0	0	0	33.3	33.3	0	0	0	0	0	6.8

Caballero Blvd at Manati Avenue

File Name : TMC-1 Caballero Blvd at Manati Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 4



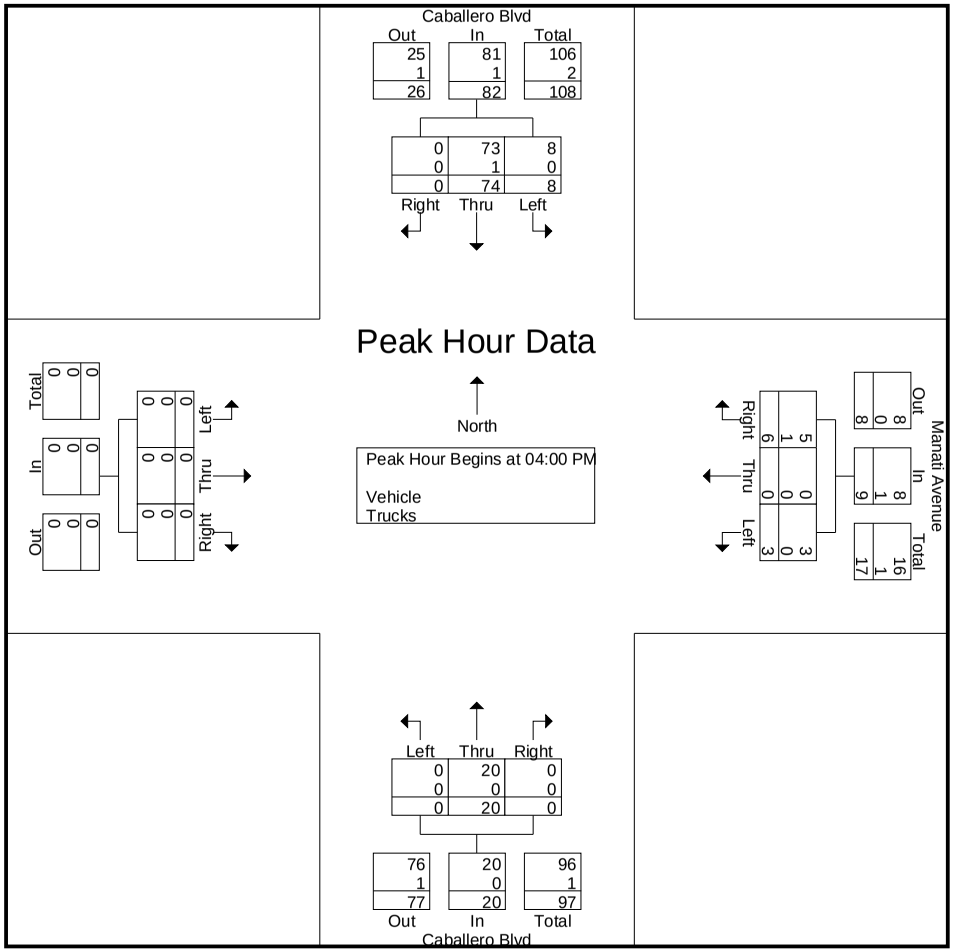
Caballero Blvd at Manati Avenue

File Name : TMC-1 Caballero Blvd at Manati Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 5

	Caballero Blvd Southbound					Caballero Blvd Northbound					Manati Avenue Westbound					Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	**3**	**22**	0	**25**	0	0	**7**	0	**7**	0	0	0	1	1	0	0	0	0	0	**33**
04:15 PM	0	1	18	0	19	0	0	6	0	6	0	0	0	1	1	0	0	0	0	0	26
04:30 PM	0	3	15	0	18	0	0	1	0	1	0	**2**	0	**3**	**5**	0	0	0	0	0	24
04:45 PM	0	1	19	0	20	0	0	6	0	6	0	1	0	1	2	0	0	0	0	0	28
Total Volume	0	8	74	0	82	0	0	20	0	20	0	3	0	6	9	0	0	0	0	0	111
% App. Total	0	9.8	90.2	0		0	0	100	0		0	33.3	0	66.7		0	0	0	0		
PHF	.000	.667	.841	.000	.820	.000	.000	.714	.000	.714	.000	.375	.000	.500	.450	.000	.000	.000	.000	.000	.841
Vehicle	0	8	73	0	81	0	0	20	0	20	0	3	0	5	8	0	0	0	0	0	109
% Vehicle	0	100	98.6	0	98.8	0	0	100	0	100	0	100	0	83.3	88.9	0	0	0	0	0	98.2
Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
% Trucks	0	0	1.4	0	1.2	0	0	0	0	0	0	0	0	16.7	11.1	0	0	0	0	0	1.8

Caballero Blvd at Manati Avenue

File Name : TMC-1 Caballero Blvd at Manati Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 6



Caballero Blvd at Manati Avenue

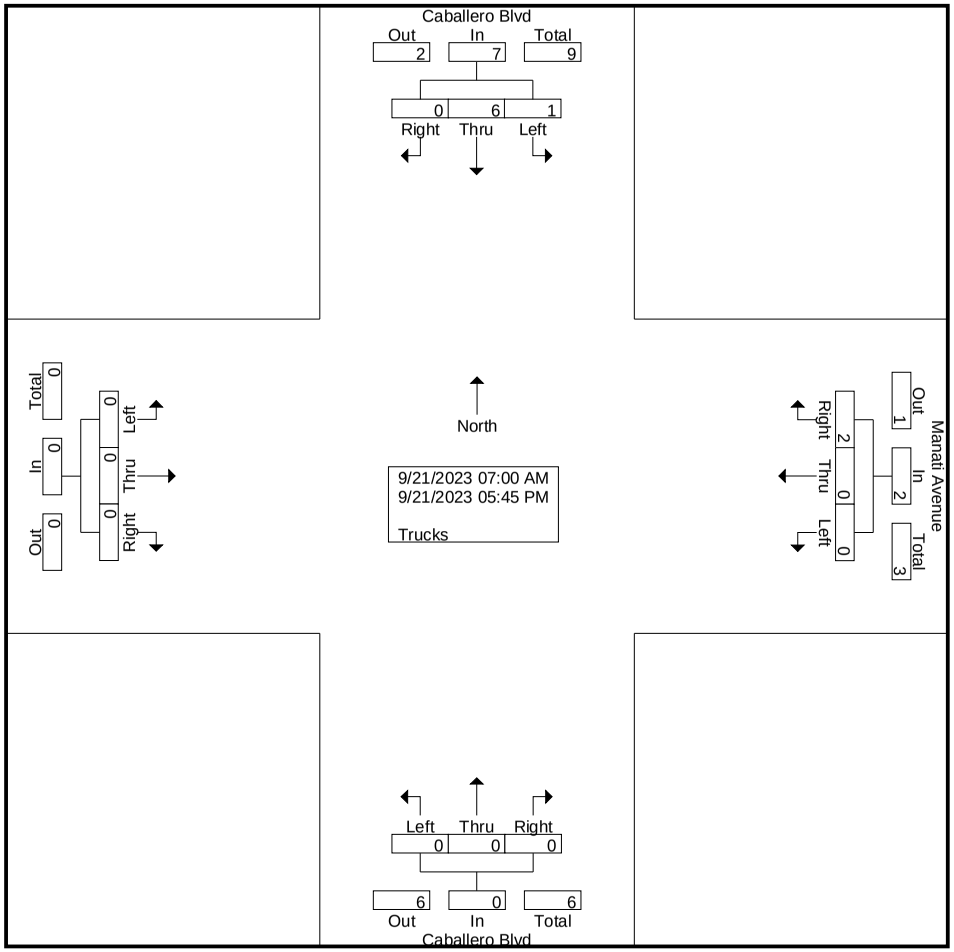
File Name : TMC-1 Caballero Blvd at Manati Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 1

Groups Printed- Trucks

	Caballero Blvd Southbound					Caballero Blvd Northbound					Manati Avenue Westbound					Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																					
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
*** BREAK ***																					
08:45 AM	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	1	3	0	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	5
*** BREAK ***																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
*** BREAK ***																					
Grand Total	0	1	6	0	7	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	9
Apprch %	0	14.3	85.7	0		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	11.1	66.7	0	77.8	0	0	0	0	0	0	0	0	22.2	22.2	0	0	0	0	0	

Caballero Blvd at Manati Avenue

File Name : TMC-1 Caballero Blvd at Manati Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 2



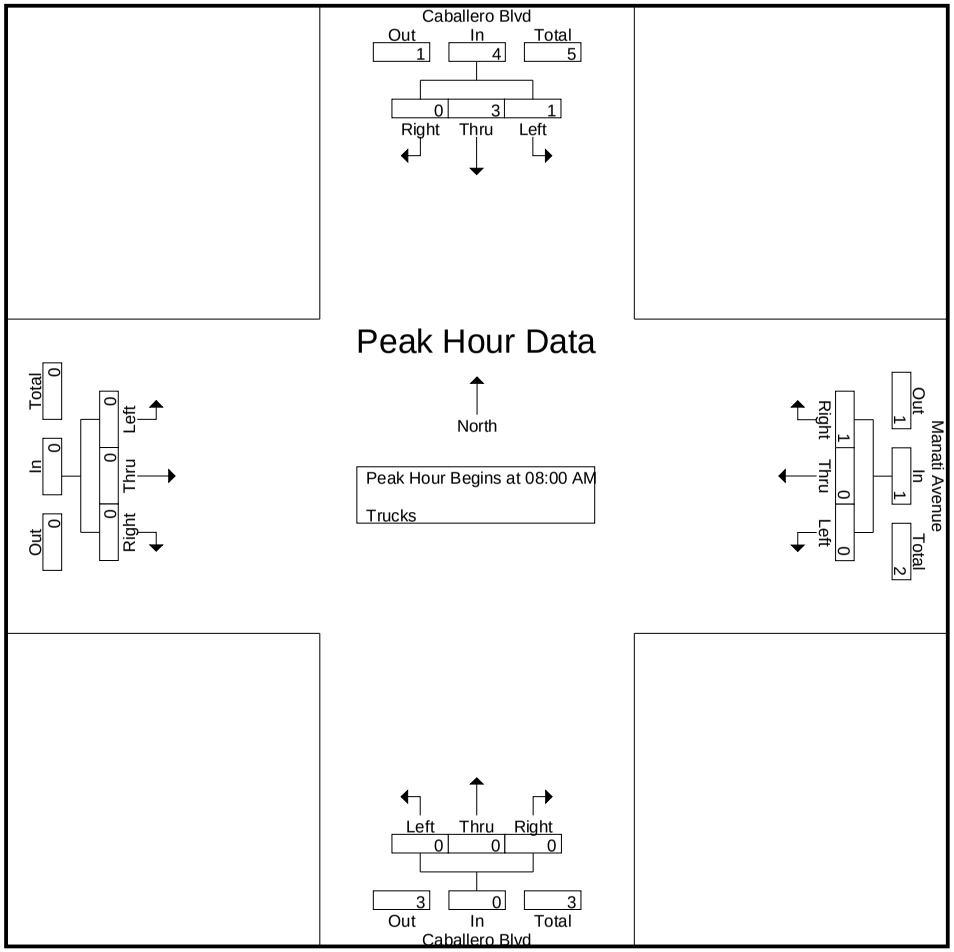
Caballero Blvd at Manati Avenue

File Name : TMC-1 Caballero Blvd at Manati Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 3

	Caballero Blvd Southbound					Caballero Blvd Northbound					Manati Avenue Westbound					Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	**1**	**3**	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**
Total Volume	0	1	3	0	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	5
% App. Total	0	25	75	0		0	0	0	0		0	0	0	100		0	0	0	0		
PHF	.000	.250	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.313

Caballero Blvd at Manati Avenue

File Name : TMC-1 Caballero Blvd at Manati Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 4



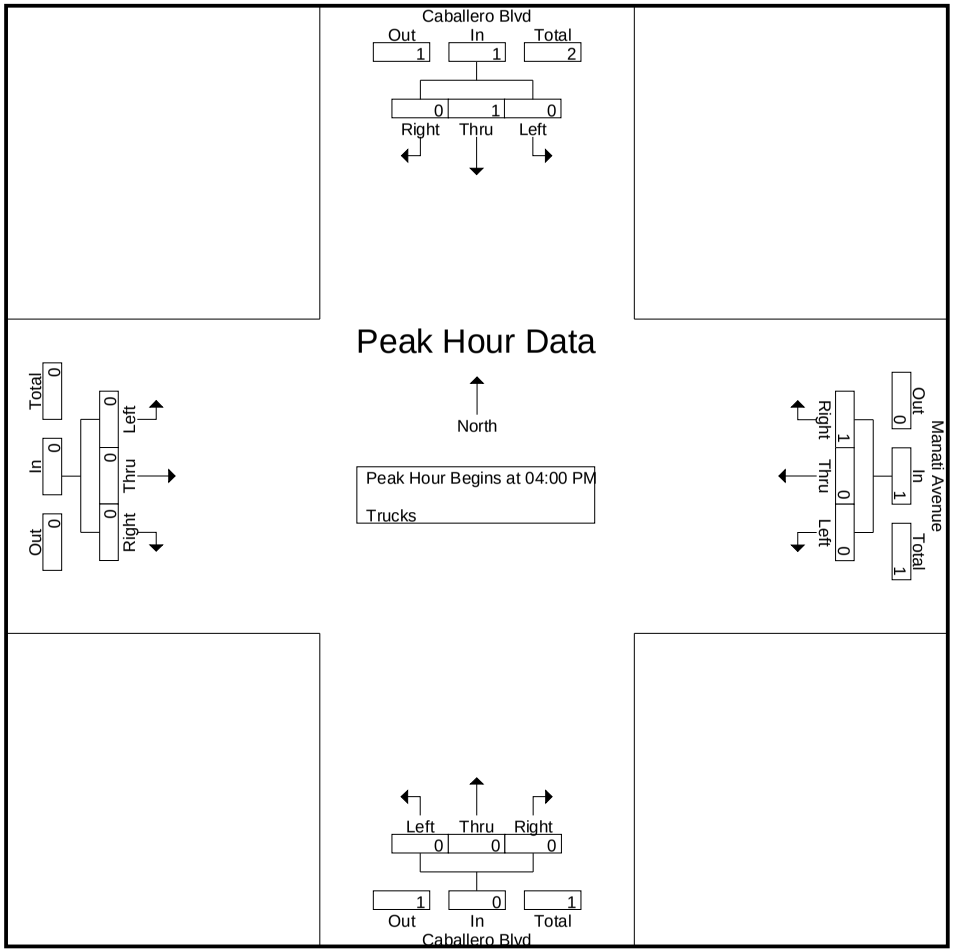
Caballero Blvd at Manati Avenue

File Name : TMC-1 Caballero Blvd at Manati Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 5

	Caballero Blvd Southbound					Caballero Blvd Northbound					Manati Avenue Westbound					Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	**1**
04:30 PM	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
% App. Total	0	0	100	0		0	0	0	0		0	0	0	100		0	0	0	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.500

Caballero Blvd at Manati Avenue

File Name : TMC-1 Caballero Blvd at Manati Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 6



Caballero Blvd at Manati Avenue

File Name : TMC-1 Caballero Blvd at Manati Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 1

Groups Printed- Peds & Bikes

	Caballero Blvd Southbound			Caballero Blvd Northbound			Manati Avenue Westbound			Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
*** BREAK ***													
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		0	0		
Total %													

Caballero Blvd at Manati Avenue

File Name : TMC-1 Caballero Blvd at Manati Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 2

	Caballero Blvd Southbound			Caballero Blvd Northbound			Manati Avenue Westbound			Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Caballero Blvd at Manati Avenue

File Name : TMC-1 Caballero Blvd at Manati Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 3

	Caballero Blvd Southbound			Caballero Blvd Northbound			Manati Avenue Westbound			Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Hardee Rd at Madruga Avenue

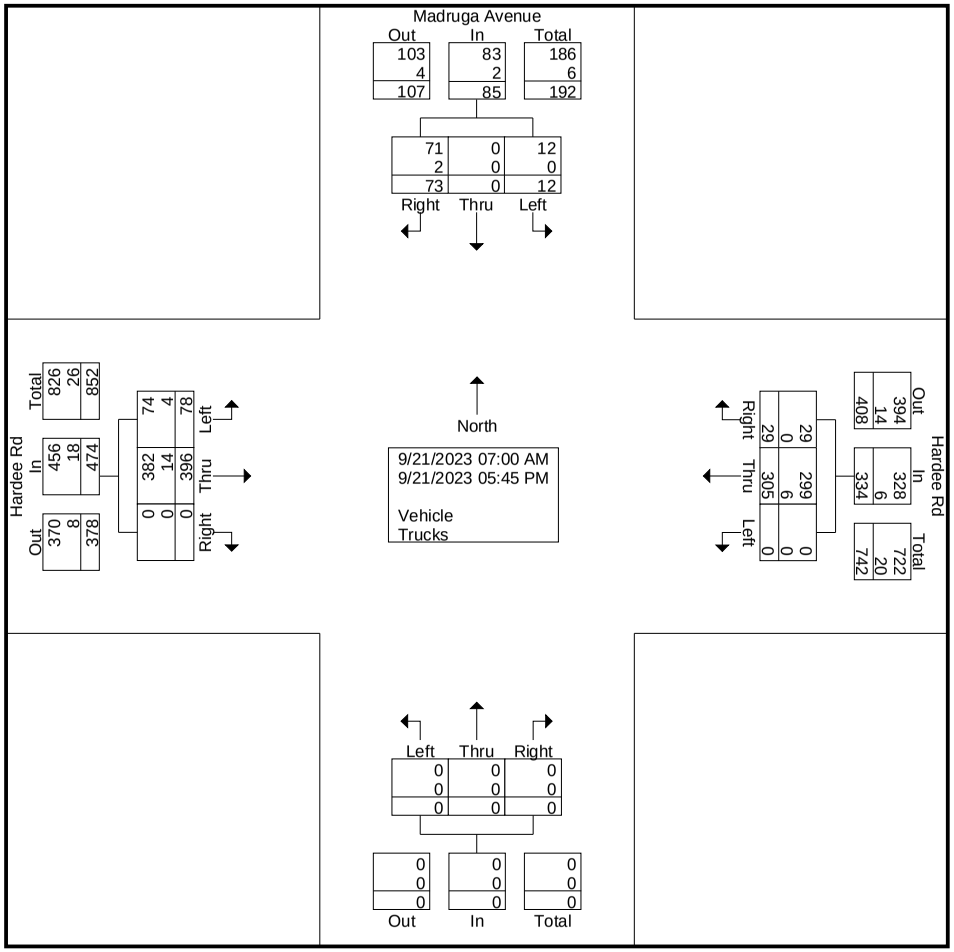
File Name : TMC-2 Hardee Rd at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 1

Groups Printed- Vehicle - Trucks

	Madruga Avenue Southbound					Northbound					Hardee Rd Westbound					Hardee Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	9	0	9	0	4	14	0	18	28
07:15 AM	0	0	0	4	4	0	0	0	0	0	0	0	12	1	13	0	2	12	0	14	31
07:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	10	2	12	0	2	29	0	31	45
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	9	2	11	0	5	29	0	34	46
Total	0	0	0	8	8	0	0	0	0	0	0	0	40	5	45	0	13	84	0	97	150
08:00 AM	0	0	0	4	4	0	0	0	0	0	0	0	14	1	15	0	2	25	0	27	46
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	16	2	18	0	5	40	0	45	64
08:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	12	1	13	0	8	35	0	43	57
08:45 AM	0	0	0	3	3	0	0	0	0	0	0	0	18	3	21	0	6	38	0	44	68
Total	0	1	0	8	9	0	0	0	0	0	0	0	60	7	67	0	21	138	0	159	235
*** BREAK ***																					
04:00 PM	0	2	0	6	8	0	0	0	0	0	0	0	29	0	29	0	5	35	0	40	77
04:15 PM	0	0	0	5	5	0	0	0	0	0	0	0	34	1	35	0	6	24	0	30	70
04:30 PM	0	0	0	12	12	0	0	0	0	0	0	0	24	2	26	1	5	20	0	26	64
04:45 PM	0	4	0	12	16	0	0	0	0	0	0	0	33	4	37	0	3	25	0	28	81
Total	0	6	0	35	41	0	0	0	0	0	0	0	120	7	127	1	19	104	0	124	292
05:00 PM	0	4	0	6	10	0	0	0	0	0	0	0	17	5	22	1	7	16	0	24	56
05:15 PM	0	1	0	10	11	0	0	0	0	0	0	0	22	2	24	1	9	19	0	29	64
05:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	18	2	20	0	3	13	0	16	38
05:45 PM	0	0	0	4	4	0	0	0	0	0	0	0	28	1	29	0	3	22	0	25	58
Total	0	5	0	22	27	0	0	0	0	0	0	0	85	10	95	2	22	70	0	94	216
Grand Total	0	12	0	73	85	0	0	0	0	0	0	0	305	29	334	3	75	396	0	474	893
Apprch %	0	14.1	0	85.9		0	0	0	0		0	0	91.3	8.7		0.6	15.8	83.5	0		
Total %	0	1.3	0	8.2	9.5	0	0	0	0	0	0	0	34.2	3.2	37.4	0.3	8.4	44.3	0	53.1	
Vehicle	0	12	0	71	83	0	0	0	0	0	0	0	299	29	328	3	71	382	0	456	867
% Vehicle	0	100	0	97.3	97.6	0	0	0	0	0	0	0	98	100	98.2	100	94.7	96.5	0	96.2	97.1
Trucks	0	0	0	2	2	0	0	0	0	0	0	0	6	0	6	0	4	14	0	18	26
% Trucks	0	0	0	2.7	2.4	0	0	0	0	0	0	0	2	0	1.8	0	5.3	3.5	0	3.8	2.9

Hardee Rd at Madruga Avenue

File Name : TMC-2 Hardee Rd at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 2



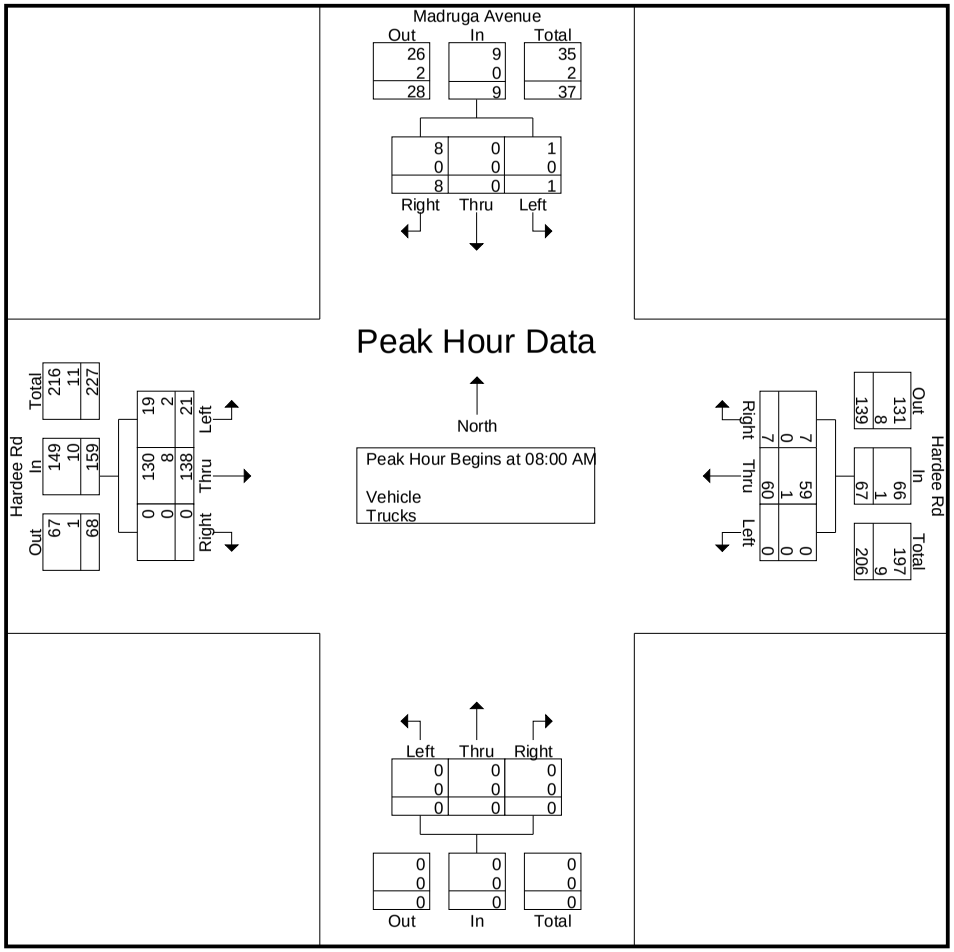
Hardee Rd at Madruga Avenue

File Name : TMC-2 Hardee Rd at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 3

	Madruga Avenue Southbound					Northbound					Hardee Rd Westbound					Hardee Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	**4**	**4**	0	0	0	0	0	0	0	14	1	15	0	2	25	0	27	46
08:15 AM	0	**1**	0	0	1	0	0	0	0	0	0	0	16	2	18	0	5	**40**	0	**45**	64
08:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	12	1	13	0	**8**	35	0	43	57
08:45 AM	0	0	0	3	3	0	0	0	0	0	0	0	**18**	**3**	**21**	0	6	38	0	44	**68**
Total Volume	0	1	0	8	9	0	0	0	0	0	0	0	60	7	67	0	21	138	0	159	235
% App. Total	0	11.1	0	88.9		0	0	0	0		0	0	89.6	10.4		0	13.2	86.8	0		
PHF	.000	.250	.000	.500	.563	.000	.000	.000	.000	.000	.000	.000	.833	.583	.798	.000	.656	.863	.000	.883	.864
Vehicle	0	1	0	8	9	0	0	0	0	0	0	0	59	7	66	0	19	130	0	149	224
% Vehicle	0	100	0	100	100	0	0	0	0	0	0	0	98.3	100	98.5	0	90.5	94.2	0	93.7	95.3
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	8	0	10	11
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1.7	0	1.5	0	9.5	5.8	0	6.3	4.7

Hardee Rd at Madruga Avenue

File Name : TMC-2 Hardee Rd at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 4



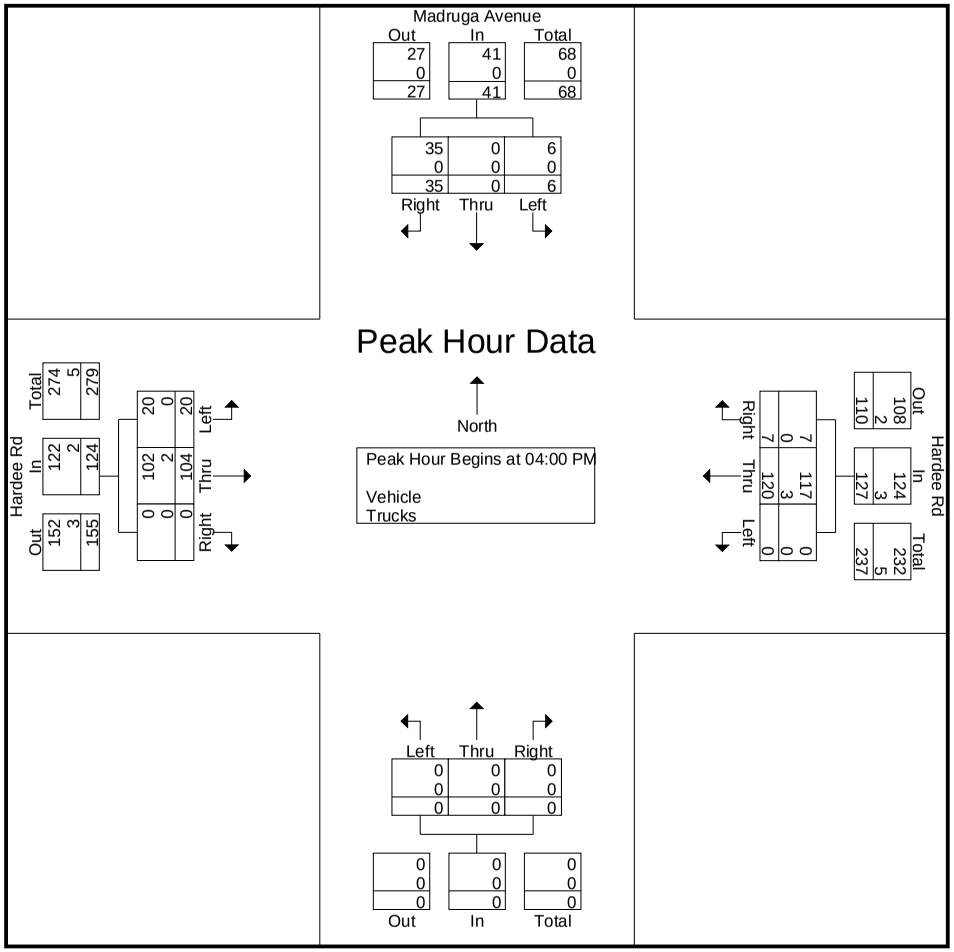
Hardee Rd at Madruga Avenue

File Name : TMC-2 Hardee Rd at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 5

	Madruga Avenue Southbound					Northbound					Hardee Rd Westbound					Hardee Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	2	0	6	8	0	0	0	0	0	0	0	29	0	29	0	5	**35**	0	**40**	77
04:15 PM	0	0	0	5	5	0	0	0	0	0	0	0	**34**	1	35	0	**6**	24	0	30	70
04:30 PM	0	0	0	**12**	12	0	0	0	0	0	0	0	24	2	26	**1**	5	20	0	26	64
04:45 PM	0	**4**	0	12	**16**	0	0	0	0	0	0	0	33	**4**	**37**	0	3	25	0	28	**81**
Total Volume	0	6	0	35	41	0	0	0	0	0	0	0	120	7	127	1	19	104	0	124	292
% App. Total	0	14.6	0	85.4		0	0	0	0		0	0	94.5	5.5		0.8	15.3	83.9	0		
PHF	.000	.375	.000	.729	.641	.000	.000	.000	.000	.000	.000	.000	.882	.438	.858	.250	.792	.743	.000	.775	.901
Vehicle	0	6	0	35	41	0	0	0	0	0	0	0	117	7	124	1	19	102	0	122	287
% Vehicle	0	100	0	100	100	0	0	0	0	0	0	0	97.5	100	97.6	100	100	98.1	0	98.4	98.3
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	2	0	2	5
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	2.5	0	2.4	0	0	1.9	0	1.6	1.7

Hardee Rd at Madruga Avenue

File Name : TMC-2 Hardee Rd at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 6



Hardee Rd at Madruga Avenue

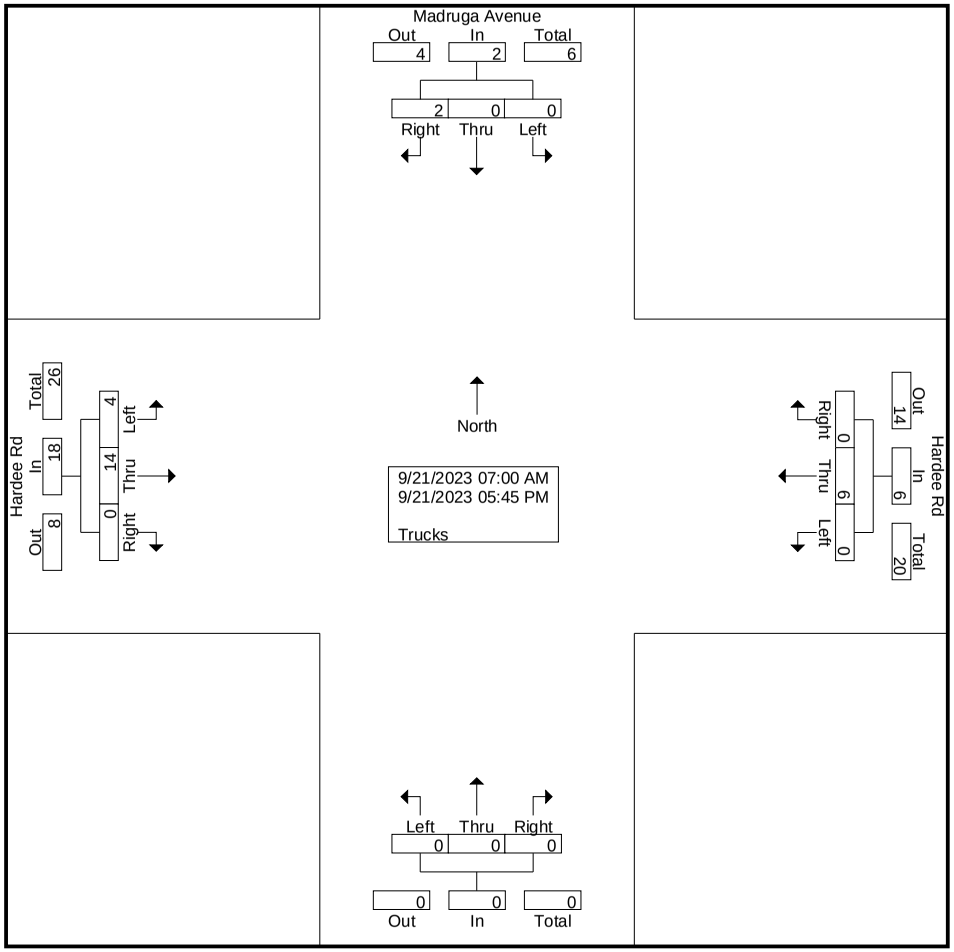
File Name : TMC-2 Hardee Rd at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 1

Groups Printed- Trucks

	Madruga Avenue Southbound					Northbound					Hardee Rd Westbound					Hardee Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	6
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	4	0	4	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	8	0	10	11
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
*** BREAK ***																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	2	0	2	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***																					
Total	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	4
Grand Total	0	0	0	2	2	0	0	0	0	0	0	0	6	0	6	0	4	14	0	18	26
Apprch %	0	0	0	100		0	0	0	0		0	0	100	0		0	22.2	77.8	0		
Total %	0	0	0	7.7	7.7	0	0	0	0	0	0	0	23.1	0	23.1	0	15.4	53.8	0	69.2	

Hardee Rd at Madruga Avenue

File Name : TMC-2 Hardee Rd at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 2



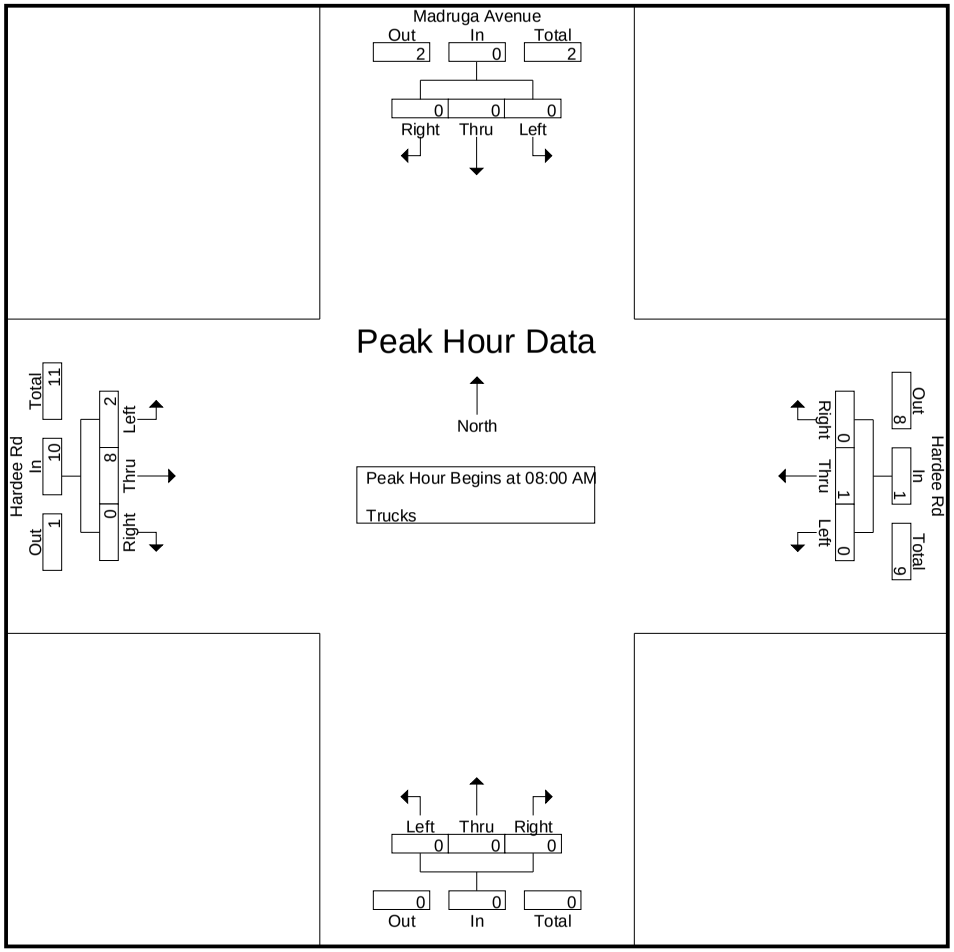
Hardee Rd at Madruga Avenue

File Name : TMC-2 Hardee Rd at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 3

	Madruga Avenue Southbound					Northbound					Hardee Rd Westbound					Hardee Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**4**	0	**4**	**5**
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	8	0	10	11
% App. Total	0	0	0	0		0	0	0	0		0	0	100	0		0	20	80	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.500	.000	.625	.550

Hardee Rd at Madruga Avenue

File Name : TMC-2 Hardee Rd at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 4



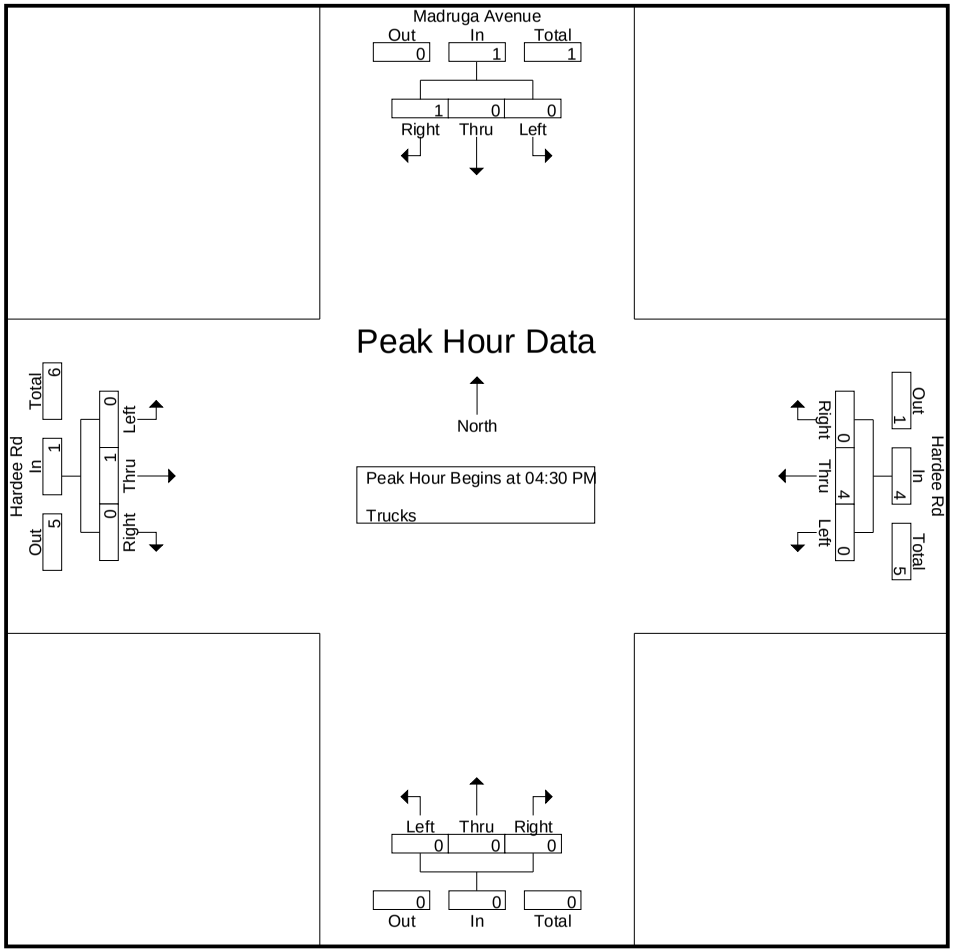
Hardee Rd at Madruga Avenue

File Name : TMC-2 Hardee Rd at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 5

	Madruga Avenue Southbound					Northbound					Hardee Rd Westbound					Hardee Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**1**	0	**1**	**2**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	**1**	**1**	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total Volume	0	0	0	1	1	0	0	0	0	0	0	0	4	0	4	0	0	1	0	1	6
% App. Total	0	0	0	100		0	0	0	0		0	0	100	0		0	0	100	0		
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	1.00	.000	1.00	.000	.000	.250	.000	.250	.750

Hardee Rd at Madruga Avenue

File Name : TMC-2 Hardee Rd at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 6



Hardee Rd at Madruga Avenue

File Name : TMC-2 Hardee Rd at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 1

Groups Printed- Peds & Bikes

	Madruga Avenue Southbound			Northbound			Hardee Rd Westbound			Hardee Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
07:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	0	0	2	0	2	0	0	0	2
*** BREAK ***													
08:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
04:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
04:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	1	0	1	0	0	0	1	0	1	0	0	0	2
*** BREAK ***													
05:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	1	0	0	0	0	0	0	0	0	0	1
Grand Total	3	0	3	0	0	0	3	0	3	0	0	0	6
Apprch %	100	0		0	0		100	0		0	0		
Total %	50	0	50	0	0	0	50	0	50	0	0	0	

Hardee Rd at Madruga Avenue

File Name : TMC-2 Hardee Rd at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023

	Madruga Avenue Southbound			Northbound			Hardee Rd Westbound			Hardee Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	0	0	**1**	0	**1**	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	0	2	0	0	0	2
% App. Total	0	0		0	0		100	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.500

Hardee Rd at Madruga Avenue

File Name : TMC-2 Hardee Rd at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 3

	Madruga Avenue Southbound			Northbound			Hardee Rd Westbound			Hardee Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	0	**1**	0	**1**	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	**1**	0	**1**	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	1	0	0	0	1	0	1	0	0	0	2
% App. Total	100	0		0	0		100	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.250	.000	.250	.000	.000	.000	.500

Caballero Blvd at Hardee Rd

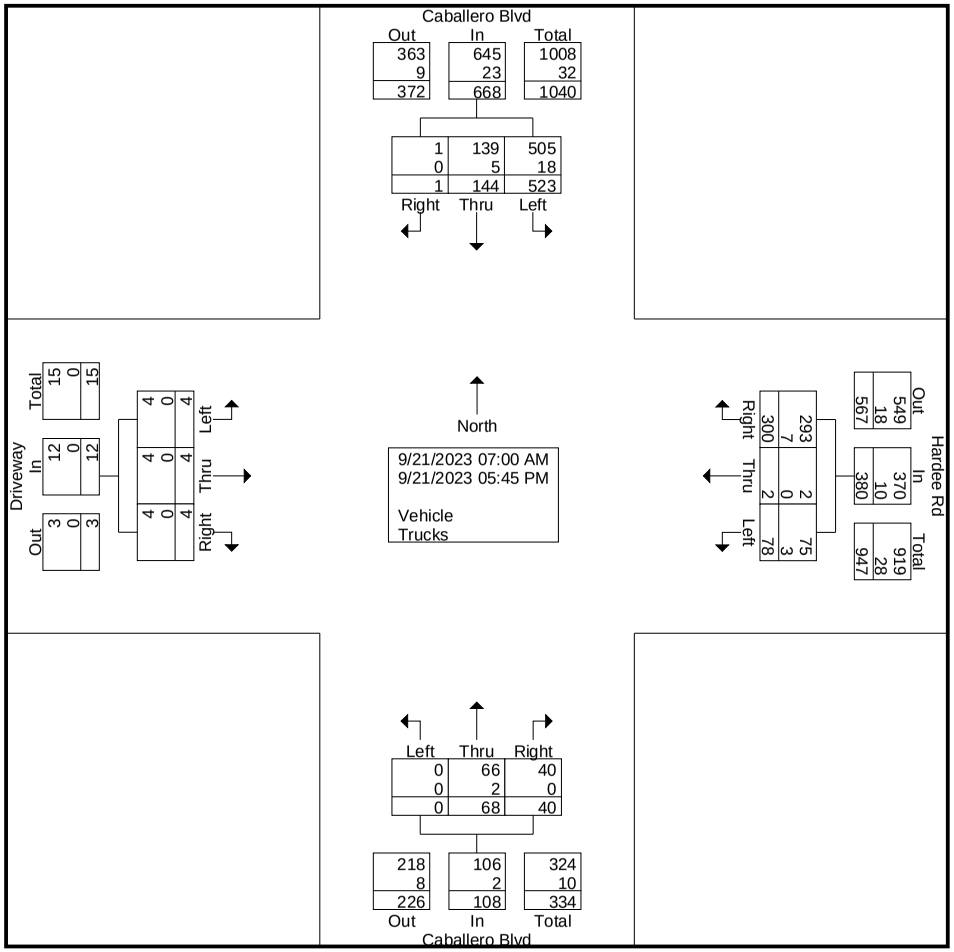
File Name : TMC-3 Caballero Blvd at Hardee Rd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 1

Groups Printed- Vehicle - Trucks

	Caballero Blvd Southbound					Caballero Blvd Northbound					Hardee Rd Westbound					Driveway Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	16	5	0	22	0	0	2	3	5	0	2	1	8	11	0	0	0	0	0	38
07:15 AM	4	13	4	0	21	0	0	4	0	4	0	1	1	13	15	0	0	0	0	0	40
07:30 AM	3	25	4	0	32	0	0	5	4	9	0	0	0	11	11	0	0	0	0	0	52
07:45 AM	3	33	9	0	45	0	0	0	1	1	0	2	0	8	10	0	0	0	0	0	56
Total	11	87	22	0	120	0	0	11	8	19	0	5	2	40	47	0	0	0	0	0	186
08:00 AM	3	25	5	0	33	0	0	3	0	3	1	4	0	14	19	0	0	0	0	0	55
08:15 AM	5	44	7	0	56	0	0	2	4	6	0	5	0	12	17	0	0	0	0	0	79
08:30 AM	9	49	5	0	63	0	0	8	5	13	0	2	0	12	14	0	0	0	0	0	90
08:45 AM	5	43	12	0	60	0	0	6	2	8	0	3	0	17	20	0	0	0	0	0	88
Total	22	161	29	0	212	0	0	19	11	30	1	14	0	55	70	0	0	0	0	0	312
*** BREAK ***																					
04:00 PM	5	35	13	0	53	0	0	7	2	9	0	13	0	20	33	0	2	0	0	2	97
04:15 PM	4	23	12	0	39	0	0	4	4	8	0	7	0	32	39	0	0	0	0	0	86
04:30 PM	5	21	10	0	36	0	0	2	3	5	0	8	0	28	36	0	1	0	0	1	78
04:45 PM	7	28	11	0	46	0	0	3	3	6	0	10	0	36	46	0	0	0	0	0	98
Total	21	107	46	0	174	0	0	16	12	28	0	38	0	116	154	0	3	0	0	3	359
05:00 PM	9	20	7	0	36	0	0	2	3	5	0	2	0	20	22	0	1	0	3	4	67
05:15 PM	2	25	10	0	37	0	0	6	3	9	0	13	0	20	33	0	0	0	1	1	80
05:30 PM	9	15	9	0	33	0	0	8	2	10	0	2	0	18	20	0	0	0	0	0	63
05:45 PM	12	22	21	1	56	0	0	6	1	7	0	3	0	31	34	0	0	4	0	4	101
Total	32	82	47	1	162	0	0	22	9	31	0	20	0	89	109	0	1	4	4	9	311
Grand Total	86	437	144	1	668	0	0	68	40	108	1	77	2	300	380	0	4	4	4	12	1168
Apprch %	12.9	65.4	21.6	0.1		0	0	63	37		0.3	20.3	0.5	78.9		0	33.3	33.3	33.3		
Total %	7.4	37.4	12.3	0.1	57.2	0	0	5.8	3.4	9.2	0.1	6.6	0.2	25.7	32.5	0	0.3	0.3	0.3	1	
Vehicle	86	419	139	1	645	0	0	66	40	106	1	74	2	293	370	0	4	4	4	12	1133
% Vehicle	100	95.9	96.5	100	96.6	0	0	97.1	100	98.1	100	96.1	100	97.7	97.4	0	100	100	100	100	97
Trucks	0	18	5	0	23	0	0	2	0	2	0	3	0	7	10	0	0	0	0	0	35
% Trucks	0	4.1	3.5	0	3.4	0	0	2.9	0	1.9	0	3.9	0	2.3	2.6	0	0	0	0	0	3

Caballero Blvd at Hardee Rd

File Name : TMC-3 Caballero Blvd at Hardee Rd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 2



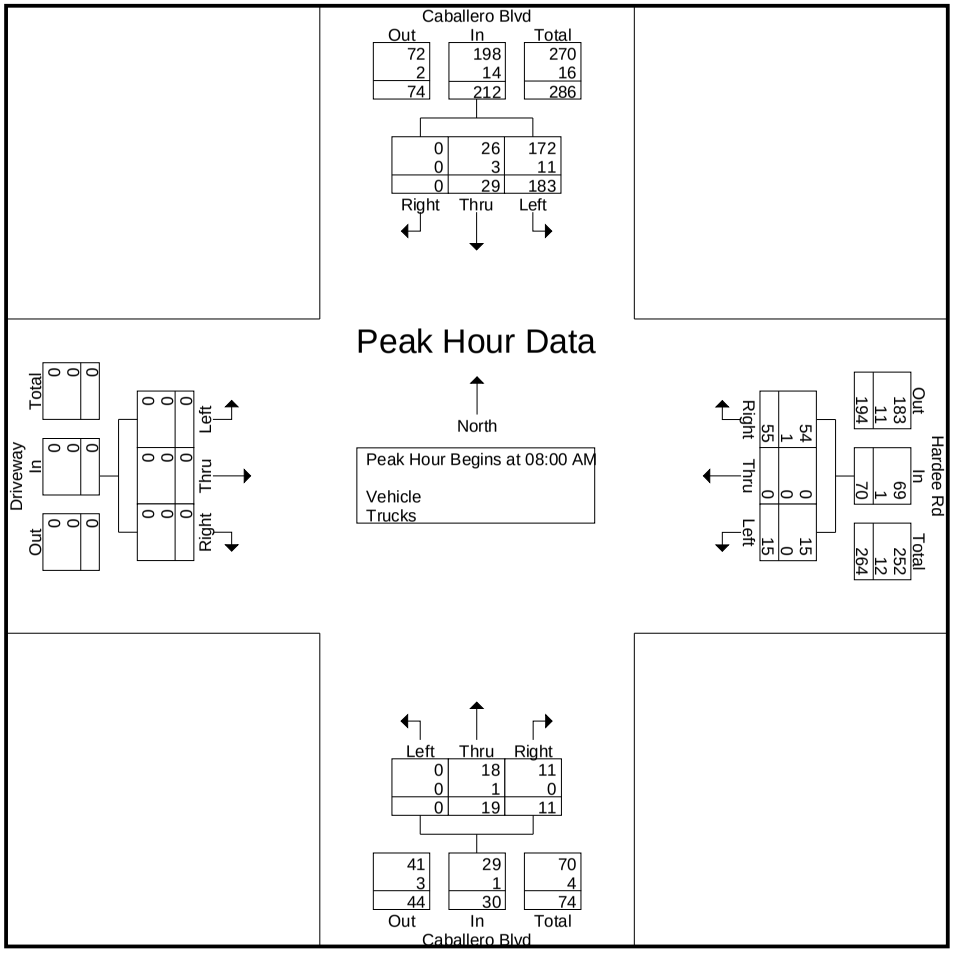
Caballero Blvd at Hardee Rd

File Name : TMC-3 Caballero Blvd at Hardee Rd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 3

	Caballero Blvd Southbound					Caballero Blvd Northbound					Hardee Rd Westbound					Driveway Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	3	25	5	0	33	0	0	3	0	3	**1**	4	0	14	19	0	0	0	0	0	55
08:15 AM	5	44	7	0	56	0	0	2	4	6	0	**5**	0	12	17	0	0	0	0	0	79
08:30 AM	**9**	**49**	5	0	**63**	0	0	**8**	**5**	**13**	0	2	0	12	14	0	0	0	0	0	**90**
08:45 AM	5	43	**12**	0	60	0	0	6	2	8	0	3	0	**17**	**20**	0	0	0	0	0	88
Total Volume	22	161	29	0	212	0	0	19	11	30	1	14	0	55	70	0	0	0	0	0	312
% App. Total	10.4	75.9	13.7	0		0	0	63.3	36.7		1.4	20	0	78.6		0	0	0	0		
PHF	.611	.821	.604	.000	.841	.000	.000	.594	.550	.577	.250	.700	.000	.809	.875	.000	.000	.000	.000	.000	.867
Vehicle	22	150	26	0	198	0	0	18	11	29	1	14	0	54	69	0	0	0	0	0	296
% Vehicle	100	93.2	89.7	0	93.4	0	0	94.7	100	96.7	100	100	0	98.2	98.6	0	0	0	0	0	94.9
Trucks	0	11	3	0	14	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0	16
% Trucks	0	6.8	10.3	0	6.6	0	0	5.3	0	3.3	0	0	0	1.8	1.4	0	0	0	0	0	5.1

Caballero Blvd at Hardee Rd

File Name : TMC-3 Caballero Blvd at Hardee Rd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 4



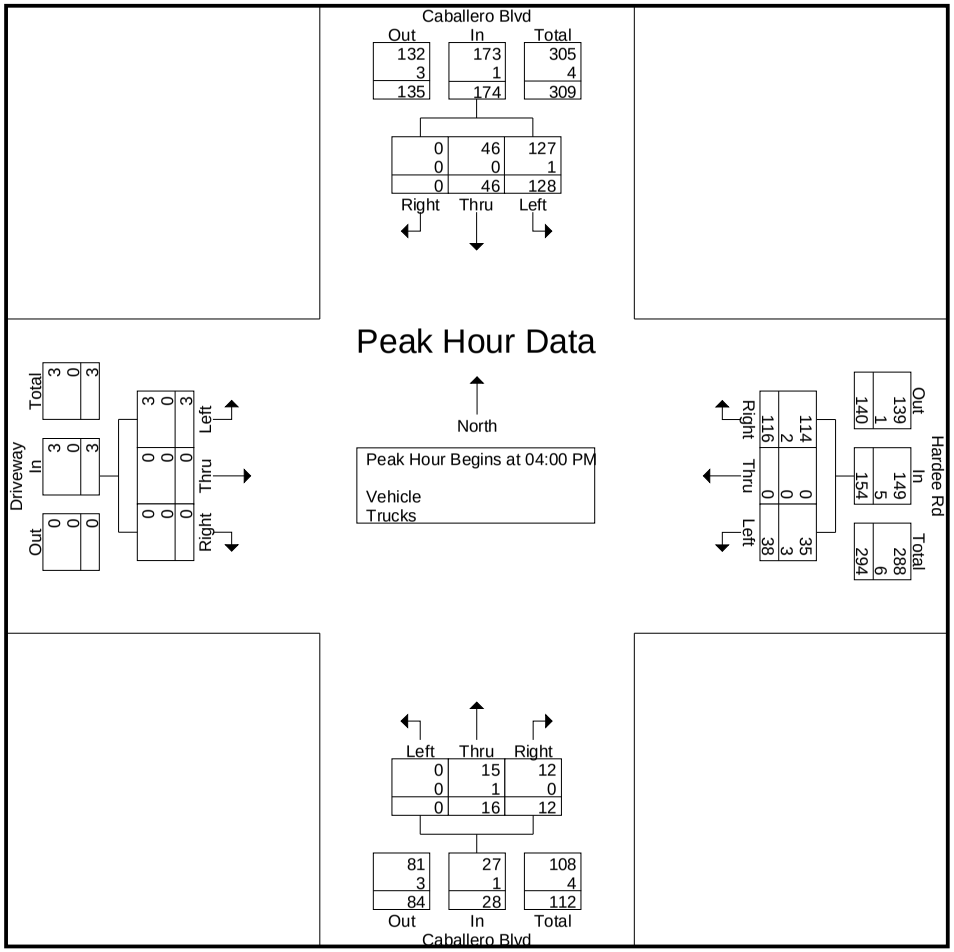
Caballero Blvd at Hardee Rd

File Name : TMC-3 Caballero Blvd at Hardee Rd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 5

	Caballero Blvd Southbound					Caballero Blvd Northbound					Hardee Rd Westbound					Driveway Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	5	**35**	**13**	0	**53**	0	0	**7**	2	**9**	0	**13**	0	20	33	0	**2**	0	0	**2**	97
04:15 PM	4	23	12	0	39	0	0	4	**4**	8	0	7	0	32	39	0	0	0	0	0	86
04:30 PM	5	21	10	0	36	0	0	2	3	5	0	8	0	28	36	0	1	0	0	1	78
04:45 PM	**7**	28	11	0	46	0	0	3	3	6	0	10	0	**36**	**46**	0	0	0	0	0	**98**
Total Volume	21	107	46	0	174	0	0	16	12	28	0	38	0	116	154	0	3	0	0	3	359
% App. Total	12.1	61.5	26.4	0		0	0	57.1	42.9		0	24.7	0	75.3		0	100	0	0		
PHF	.750	.764	.885	.000	.821	.000	.000	.571	.750	.778	.000	.731	.000	.806	.837	.000	.375	.000	.000	.375	.916
Vehicle	21	106	46	0	173	0	0	15	12	27	0	35	0	114	149	0	3	0	0	3	352
% Vehicle	100	99.1	100	0	99.4	0	0	93.8	100	96.4	0	92.1	0	98.3	96.8	0	100	0	0	100	98.1
Trucks	0	1	0	0	1	0	0	1	0	1	0	3	0	2	5	0	0	0	0	0	7
% Trucks	0	0.9	0	0	0.6	0	0	6.3	0	3.6	0	7.9	0	1.7	3.2	0	0	0	0	0	1.9

Caballero Blvd at Hardee Rd

File Name : TMC-3 Caballero Blvd at Hardee Rd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 6



Caballero Blvd at Hardee Rd

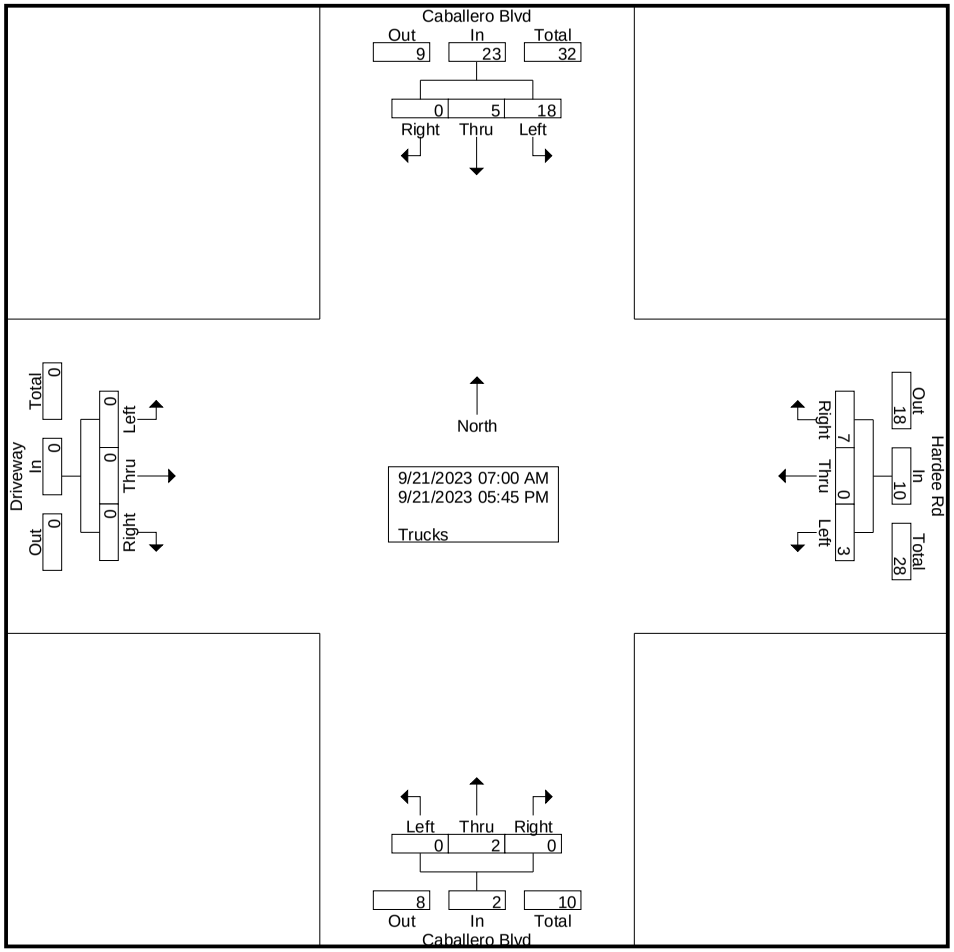
File Name : TMC-3 Caballero Blvd at Hardee Rd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 1

Groups Printed- Trucks

	Caballero Blvd Southbound					Caballero Blvd Northbound					Hardee Rd Westbound					Driveway Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
07:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	2	0	7	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	8
08:00 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	6
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	11	3	0	14	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0	16
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	1	0	1	0	3	0	2	5	0	0	0	0	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	4
Grand Total	0	18	5	0	23	0	0	2	0	2	0	3	0	7	10	0	0	0	0	0	35
Apprch %	0	78.3	21.7	0		0	0	100	0		0	30	0	70		0	0	0	0		
Total %	0	51.4	14.3	0	65.7	0	0	5.7	0	5.7	0	8.6	0	20	28.6	0	0	0	0	0	

Caballero Blvd at Hardee Rd

File Name : TMC-3 Caballero Blvd at Hardee Rd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 2



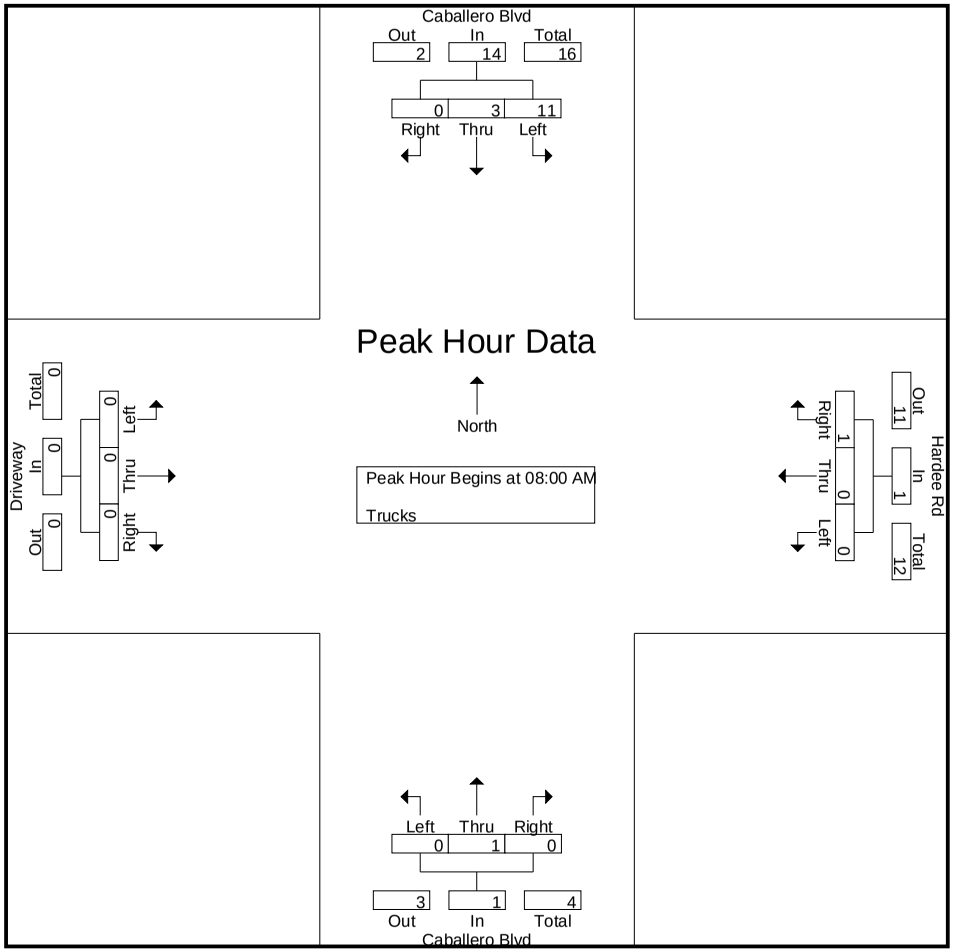
Caballero Blvd at Hardee Rd

File Name : TMC-3 Caballero Blvd at Hardee Rd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 3

	Caballero Blvd Southbound					Caballero Blvd Northbound					Hardee Rd Westbound					Driveway Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	1	0	0	1	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	**5**	0	0	**5**	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	**6**
08:30 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	2	**3**	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	11	3	0	14	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0	16
% App. Total	0	78.6	21.4	0		0	0	100	0		0	0	0	100		0	0	0	0		
PHF	.000	.550	.250	.000	.700	.000	.000	.250	.000	.250	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.667

Caballero Blvd at Hardee Rd

File Name : TMC-3 Caballero Blvd at Hardee Rd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 4



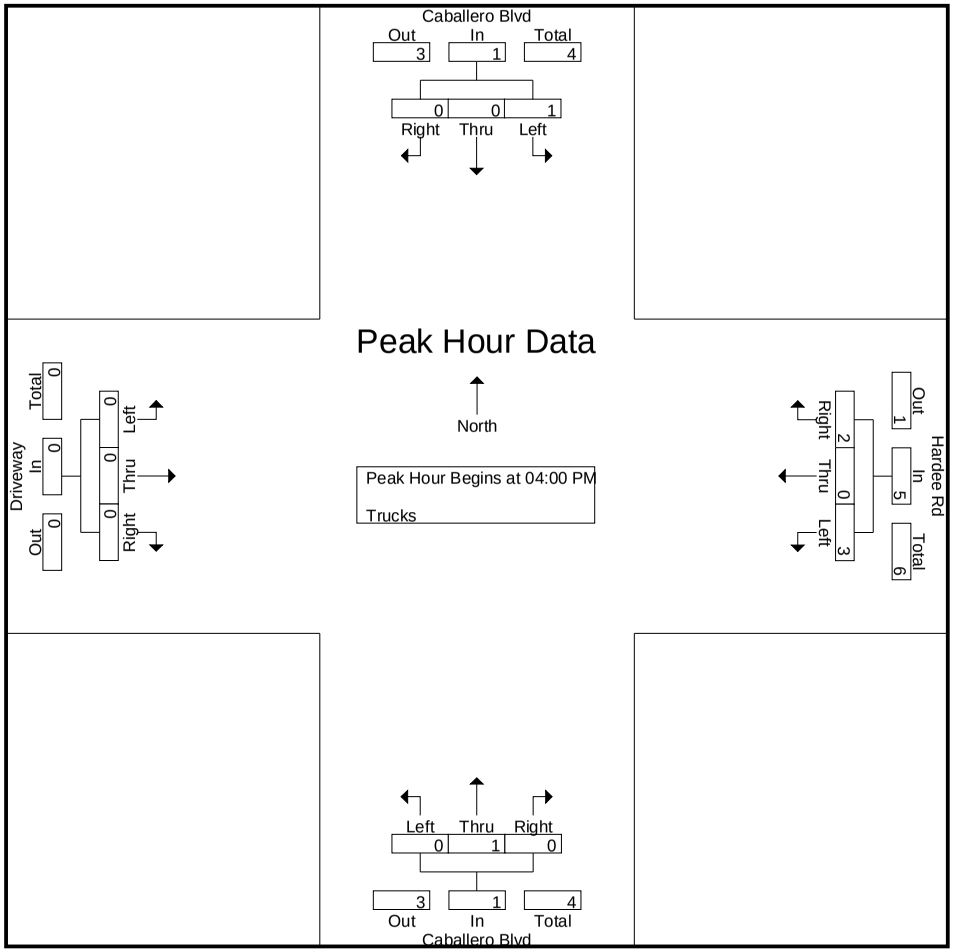
Caballero Blvd at Hardee Rd

File Name : TMC-3 Caballero Blvd at Hardee Rd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 5

	Caballero Blvd Southbound					Caballero Blvd Northbound					Hardee Rd Westbound					Driveway Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	**1**	0	**1**	0	1	0	0	1	0	0	0	0	0	2
04:30 PM	0	**1**	0	0	**1**	0	0	0	0	0	0	1	0	**1**	**2**	0	0	0	0	0	**3**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	1	0	1	0	3	0	2	5	0	0	0	0	0	7
% App. Total	0	100	0	0		0	0	100	0		0	60	0	40		0	0	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.250	.000	.250	.000	.750	.000	.500	.625	.000	.000	.000	.000	.000	.583

Caballero Blvd at Hardee Rd

File Name : TMC-3 Caballero Blvd at Hardee Rd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 6



Caballero Blvd at Hardee Rd

File Name : TMC-3 Caballero Blvd at Hardee Rd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 1

Groups Printed- Peds & Bikes

	Caballero Blvd Southbound			Caballero Blvd Northbound			Hardee Rd Westbound			Driveway Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
07:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
07:30 AM	0	1	1	0	0	0	1	0	1	0	0	0	2
*** BREAK ***													
Total	1	1	2	0	0	0	1	0	1	0	0	0	3
*** BREAK ***													
08:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	1
08:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	1	0	1	0	0	0	1	0	1	2
Total	1	1	2	1	0	1	0	0	0	1	0	1	4
*** BREAK ***													
04:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	1	0	1	1	0	1	2
Total	0	0	0	1	0	1	1	0	1	1	0	1	3
05:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	0	0	2	0	2	0	0	0	2
Grand Total	2	2	4	2	0	2	4	0	4	2	0	2	12
Apprch %	50	50		100	0		100	0		100	0		
Total %	16.7	16.7	33.3	16.7	0	16.7	33.3	0	33.3	16.7	0	16.7	

Caballero Blvd at Hardee Rd

File Name : TMC-3 Caballero Blvd at Hardee Rd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 2

	Caballero Blvd Southbound			Caballero Blvd Northbound			Hardee Rd Westbound			Driveway Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	**1**	**1**	0	0	0	0	0	0	0	0	0	1
08:30 AM	**1**	0	1	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	**1**	0	**1**	0	0	0	**1**	0	**1**	**2**
Total Volume	1	1	2	1	0	1	0	0	0	1	0	1	4
% App. Total	50	50		100	0		0	0		100	0		
PHF	.250	.250	.500	.250	.000	.250	.000	.000	.000	.250	.000	.250	.500

Caballero Blvd at Hardee Rd

File Name : TMC-3 Caballero Blvd at Hardee Rd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 3

	Caballero Blvd Southbound			Caballero Blvd Northbound			Hardee Rd Westbound			Driveway Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	0	0	0	**1**	0	**1**	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	**1**	0	**1**	**1**	0	**1**	**2**
05:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
Total Volume	0	0	0	1	0	1	3	0	3	1	0	1	5
% App. Total	0	0		100	0		100	0		100	0		
PHF	.000	.000	.000	.250	.000	.250	.750	.000	.750	.250	.000	.250	.625

S Dixie Hwy at Caballero Blvd

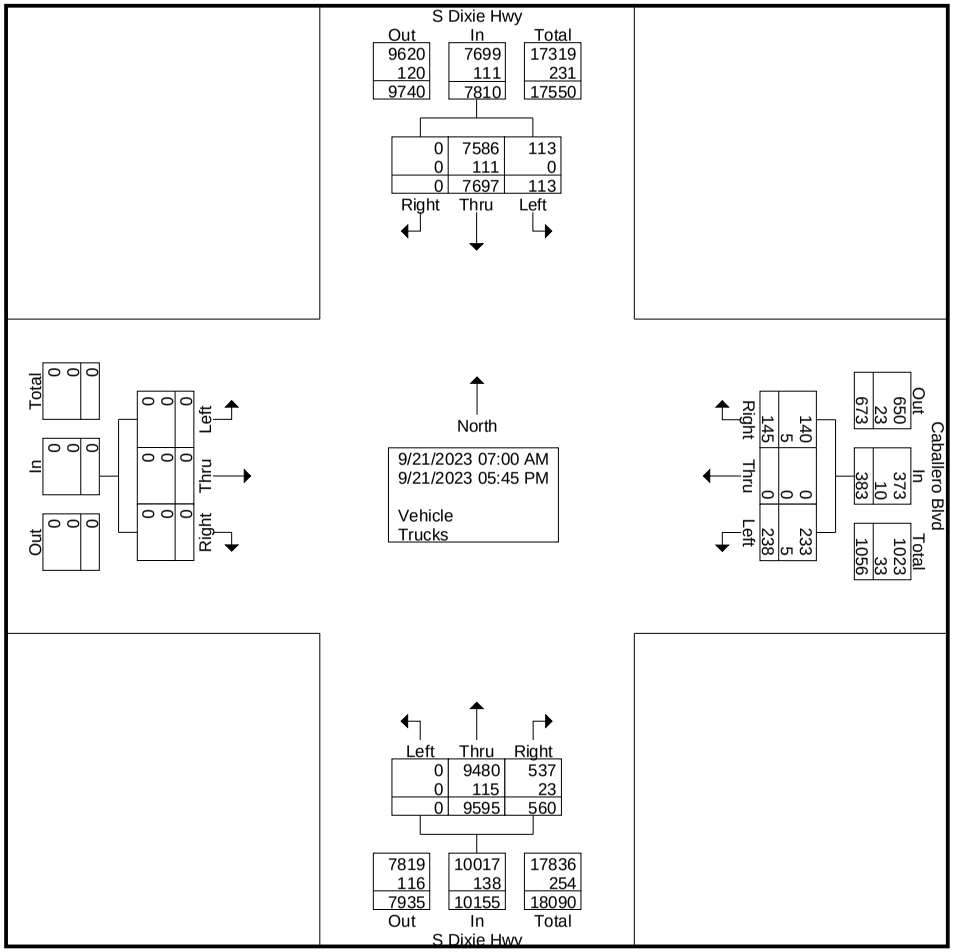
File Name : TMC-4 S Dixie Hwy at Caballero Blvd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 1

Groups Printed- Vehicle - Trucks

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					Caballero Blvd Westbound					Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	2	400	0	403	0	0	715	18	733	0	8	0	3	11	0	0	0	0	0	1147
07:15 AM	1	6	467	0	474	0	0	743	14	757	0	15	0	4	19	0	0	0	0	0	1250
07:30 AM	1	3	540	0	544	0	0	731	30	761	0	10	0	4	14	0	0	0	0	0	1319
07:45 AM	2	4	473	0	479	0	0	691	42	733	0	9	0	0	9	0	0	0	0	0	1221
Total	5	15	1880	0	1900	0	0	2880	104	2984	0	42	0	11	53	0	0	0	0	0	4937
08:00 AM	1	5	546	0	552	0	0	676	31	707	0	12	0	7	19	0	0	0	0	0	1278
08:15 AM	2	3	504	0	509	0	0	644	51	695	0	10	0	6	16	0	0	0	0	0	1220
08:30 AM	4	2	509	0	515	0	0	691	53	744	0	15	0	7	22	0	0	0	0	0	1281
08:45 AM	2	6	479	0	487	0	0	607	54	661	0	13	0	8	21	0	0	0	0	0	1169
Total	9	16	2038	0	2063	0	0	2618	189	2807	0	50	0	28	78	0	0	0	0	0	4948
*** BREAK ***																					
04:00 PM	7	3	538	0	548	0	0	575	44	619	0	15	0	12	27	0	0	0	0	0	1194
04:15 PM	3	6	522	0	531	0	0	486	32	518	0	31	0	12	43	0	0	0	0	0	1092
04:30 PM	4	2	480	0	486	0	0	462	29	491	0	19	0	13	32	0	0	0	0	0	1009
04:45 PM	5	4	469	0	478	0	0	484	37	521	0	22	0	20	42	0	0	0	0	0	1041
Total	19	15	2009	0	2043	0	0	2007	142	2149	0	87	0	57	144	0	0	0	0	0	4336
05:00 PM	9	4	492	0	505	0	0	517	28	545	1	13	0	11	25	0	0	0	0	0	1075
05:15 PM	3	3	375	0	381	0	0	527	30	557	1	10	0	7	18	0	0	0	0	0	956
05:30 PM	3	3	454	0	460	0	0	539	25	564	1	13	0	11	25	0	0	0	0	0	1049
05:45 PM	4	5	449	0	458	0	0	507	42	549	0	20	0	20	40	0	0	0	0	0	1047
Total	19	15	1770	0	1804	0	0	2090	125	2215	3	56	0	49	108	0	0	0	0	0	4127
Grand Total	52	61	7697	0	7810	0	0	9595	560	10155	3	235	0	145	383	0	0	0	0	0	18348
Apprch %	0.7	0.8	98.6	0		0	0	94.5	5.5		0.8	61.4	0	37.9		0	0	0	0		
Total %	0.3	0.3	42	0	42.6	0	0	52.3	3.1	55.3	0	1.3	0	0.8	2.1	0	0	0	0	0	
Vehicle	52	61	7586	0	7699	0	0	9480	537	10017	3	230	0	140	373	0	0	0	0	0	18089
% Vehicle	100	100	98.6	0	98.6	0	0	98.8	95.9	98.6	100	97.9	0	96.6	97.4	0	0	0	0	0	98.6
Trucks	0	0	111	0	111	0	0	115	23	138	0	5	0	5	10	0	0	0	0	0	259
% Trucks	0	0	1.4	0	1.4	0	0	1.2	4.1	1.4	0	2.1	0	3.4	2.6	0	0	0	0	0	1.4

S Dixie Hwy at Caballero Blvd

File Name : TMC-4 S Dixie Hwy at Caballero Blvd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 2



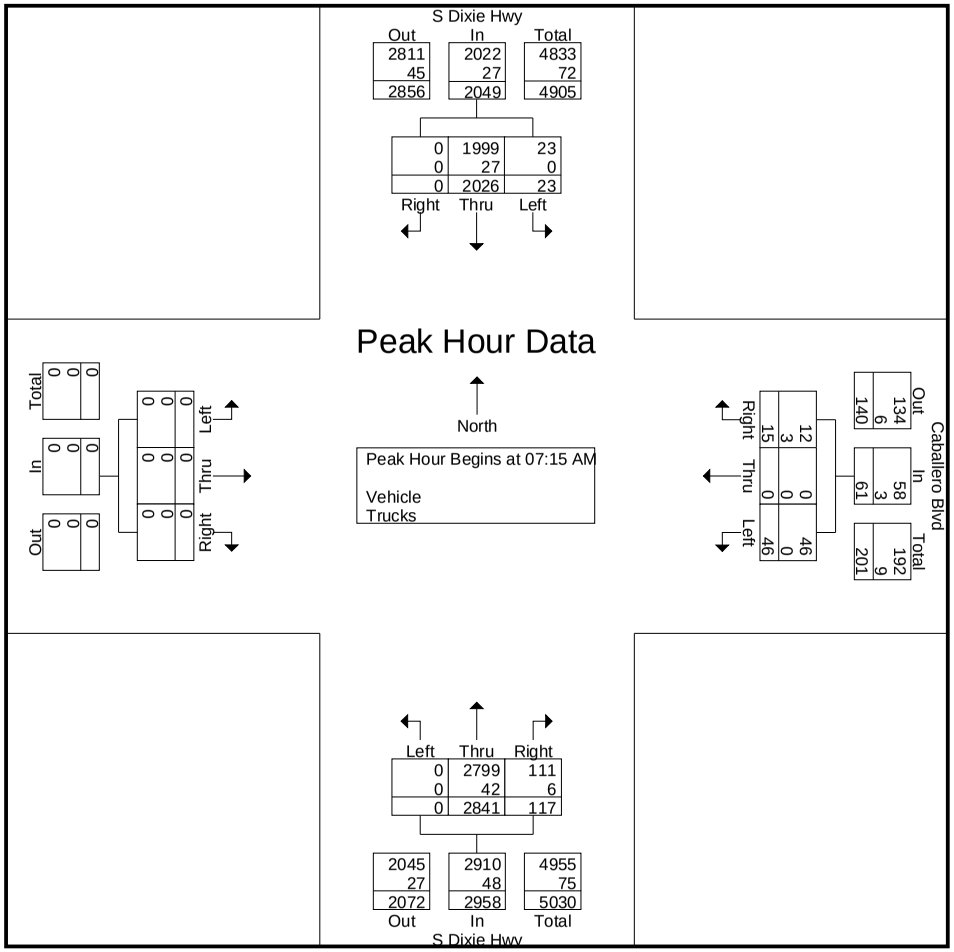
S Dixie Hwy at Caballero Blvd

File Name : TMC-4 S Dixie Hwy at Caballero Blvd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 3

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					Caballero Blvd Westbound					Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	**6**	467	0	474	0	0	**743**	14	757	0	**15**	0	4	**19**	0	0	0	0	0	1250
07:30 AM	1	3	540	0	544	0	0	731	30	**761**	0	10	0	4	14	0	0	0	0	0	**1319**
07:45 AM	**2**	4	473	0	479	0	0	691	**42**	733	0	9	0	0	9	0	0	0	0	0	1221
08:00 AM	1	5	**546**	0	**552**	0	0	676	31	707	0	12	0	**7**	19	0	0	0	0	0	1278
Total Volume	5	18	2026	0	2049	0	0	2841	117	2958	0	46	0	15	61	0	0	0	0	0	5068
% App. Total	0.2	0.9	98.9	0		0	0	96	4		0	75.4	0	24.6		0	0	0	0		
PHF	.625	.750	.928	.000	.928	.000	.000	.956	.696	.972	.000	.767	.000	.536	.803	.000	.000	.000	.000	.000	.961
Vehicle	5	18	1999	0	2022	0	0	2799	111	2910	0	46	0	12	58	0	0	0	0	0	4990
% Vehicle	100	100	98.7	0	98.7	0	0	98.5	94.9	98.4	0	100	0	80.0	95.1	0	0	0	0	0	98.5
Trucks	0	0	27	0	27	0	0	42	6	48	0	0	0	3	3	0	0	0	0	0	78
% Trucks	0	0	1.3	0	1.3	0	0	1.5	5.1	1.6	0	0	0	20.0	4.9	0	0	0	0	0	1.5

S Dixie Hwy at Caballero Blvd

File Name : TMC-4 S Dixie Hwy at Caballero Blvd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 4



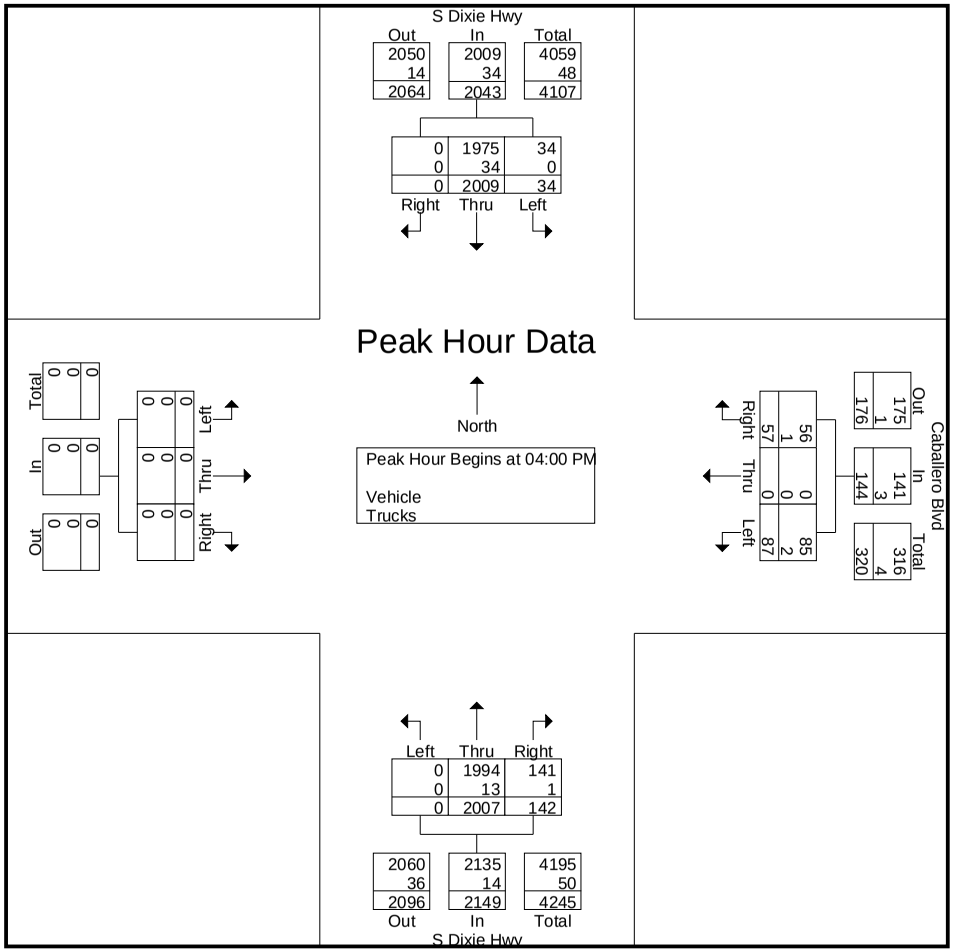
S Dixie Hwy at Caballero Blvd

File Name : TMC-4 S Dixie Hwy at Caballero Blvd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 5

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					Caballero Blvd Westbound					Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**7**	3	**538**	0	**548**	0	0	**575**	**44**	**619**	0	15	0	12	27	0	0	0	0	0	**1194**
04:15 PM	3	**6**	522	0	531	0	0	486	32	518	0	**31**	0	12	**43**	0	0	0	0	0	1092
04:30 PM	4	2	480	0	486	0	0	462	29	491	0	19	0	13	32	0	0	0	0	0	1009
04:45 PM	5	4	469	0	478	0	0	484	37	521	0	22	0	**20**	42	0	0	0	0	0	1041
Total Volume	19	15	2009	0	2043	0	0	2007	142	2149	0	87	0	57	144	0	0	0	0	0	4336
% App. Total	0.9	0.7	98.3	0		0	0	93.4	6.6		0	60.4	0	39.6		0	0	0	0		
PHF	.679	.625	.934	.000	.932	.000	.000	.873	.807	.868	.000	.702	.000	.713	.837	.000	.000	.000	.000	.000	.908
Vehicle	19	15	1975	0	2009	0	0	1994	141	2135	0	85	0	56	141	0	0	0	0	0	4285
% Vehicle	100	100	98.3	0	98.3	0	0	99.4	99.3	99.3	0	97.7	0	98.2	97.9	0	0	0	0	0	98.8
Trucks	0	0	34	0	34	0	0	13	1	14	0	2	0	1	3	0	0	0	0	0	51
% Trucks	0	0	1.7	0	1.7	0	0	0.6	0.7	0.7	0	2.3	0	1.8	2.1	0	0	0	0	0	1.2

S Dixie Hwy at Caballero Blvd

File Name : TMC-4 S Dixie Hwy at Caballero Blvd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 6



S Dixie Hwy at Caballero Blvd

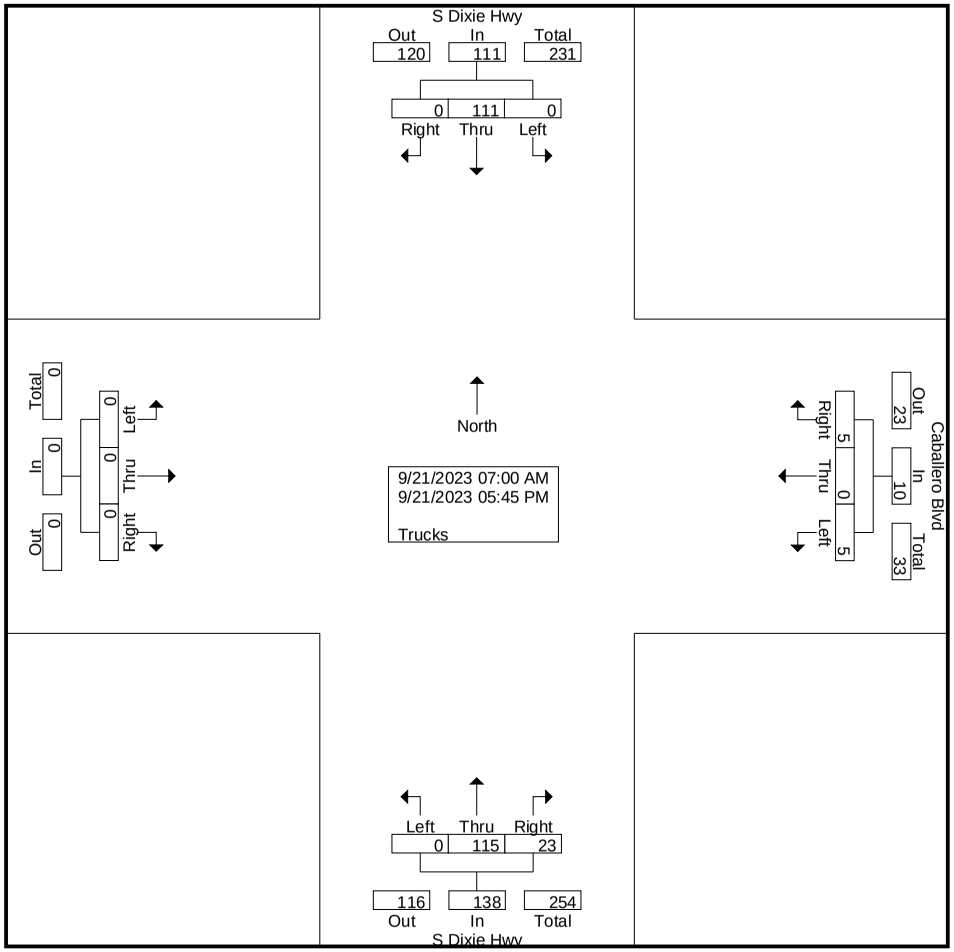
File Name : TMC-4 S Dixie Hwy at Caballero Blvd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 1

Groups Printed- Trucks

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					Caballero Blvd Westbound					Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	11	0	11	0	0	18	2	20	0	0	0	0	0	0	0	0	0	0	31
07:15 AM	0	0	8	0	8	0	0	6	1	7	0	0	0	0	0	0	0	0	0	0	15
07:30 AM	0	0	6	0	6	0	0	11	2	13	0	0	0	0	0	0	0	0	0	0	19
07:45 AM	0	0	7	0	7	0	0	7	2	9	0	0	0	0	0	0	0	0	0	0	16
Total	0	0	32	0	32	0	0	42	7	49	0	0	0	0	0	0	0	0	0	0	81
08:00 AM	0	0	6	0	6	0	0	18	1	19	0	0	0	3	3	0	0	0	0	0	28
08:15 AM	0	0	5	0	5	0	0	15	4	19	0	1	0	0	1	0	0	0	0	0	25
08:30 AM	0	0	6	0	6	0	0	11	3	14	0	0	0	1	1	0	0	0	0	0	21
08:45 AM	0	0	9	0	9	0	0	8	6	14	0	0	0	0	0	0	0	0	0	0	23
Total	0	0	26	0	26	0	0	52	14	66	0	1	0	4	5	0	0	0	0	0	97
*** BREAK ***																					
04:00 PM	0	0	13	0	13	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	16
04:15 PM	0	0	8	0	8	0	0	4	0	4	0	0	0	1	1	0	0	0	0	0	13
04:30 PM	0	0	3	0	3	0	0	4	1	5	0	1	0	0	1	0	0	0	0	0	9
04:45 PM	0	0	10	0	10	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	13
Total	0	0	34	0	34	0	0	13	1	14	0	2	0	1	3	0	0	0	0	0	51
05:00 PM	0	0	6	0	6	0	0	5	0	5	0	1	0	0	1	0	0	0	0	0	12
05:15 PM	0	0	3	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5
05:30 PM	0	0	5	0	5	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	8
05:45 PM	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	19	0	19	0	0	8	1	9	0	2	0	0	2	0	0	0	0	0	30
Grand Total	0	0	111	0	111	0	0	115	23	138	0	5	0	5	10	0	0	0	0	0	259
Apprch %	0	0	100	0		0	0	83.3	16.7		0	50	0	50		0	0	0	0		
Total %	0	0	42.9	0	42.9	0	0	44.4	8.9	53.3	0	1.9	0	1.9	3.9	0	0	0	0	0	

S Dixie Hwy at Caballero Blvd

File Name : TMC-4 S Dixie Hwy at Caballero Blvd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 2



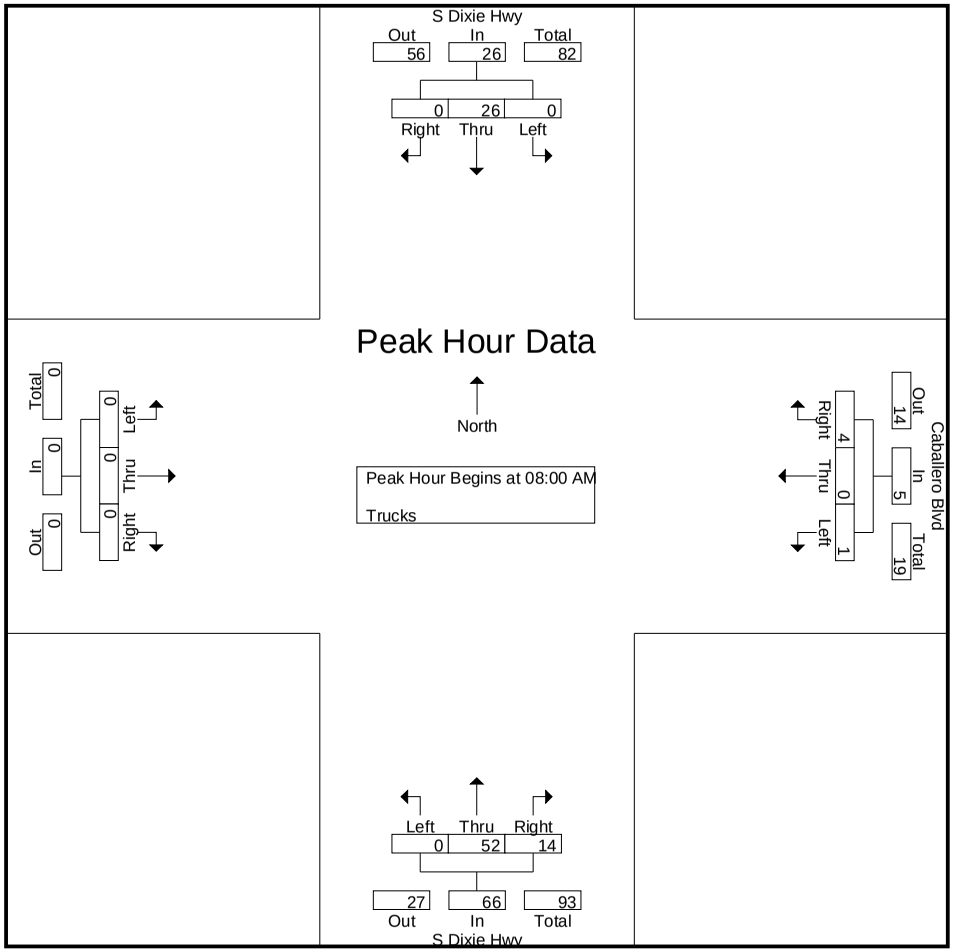
S Dixie Hwy at Caballero Blvd

File Name : TMC-4 S Dixie Hwy at Caballero Blvd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 3

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					Caballero Blvd Westbound					Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	6	0	6	0	0	**18**	1	**19**	0	0	0	**3**	**3**	0	0	0	0	0	**28**
08:15 AM	0	0	5	0	5	0	0	15	4	19	0	**1**	0	0	1	0	0	0	0	0	25
08:30 AM	0	0	6	0	6	0	0	11	3	14	0	0	0	1	1	0	0	0	0	0	21
08:45 AM	0	0	**9**	0	**9**	0	0	8	**6**	14	0	0	0	0	0	0	0	0	0	0	23
Total Volume	0	0	26	0	26	0	0	52	14	66	0	1	0	4	5	0	0	0	0	0	97
% App. Total	0	0	100	0		0	0	78.8	21.2		0	20	0	80		0	0	0	0		
PHF	.000	.000	.722	.000	.722	.000	.000	.722	.583	.868	.000	.250	.000	.333	.417	.000	.000	.000	.000	.000	.866

S Dixie Hwy at Caballero Blvd

File Name : TMC-4 S Dixie Hwy at Caballero Blvd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 4



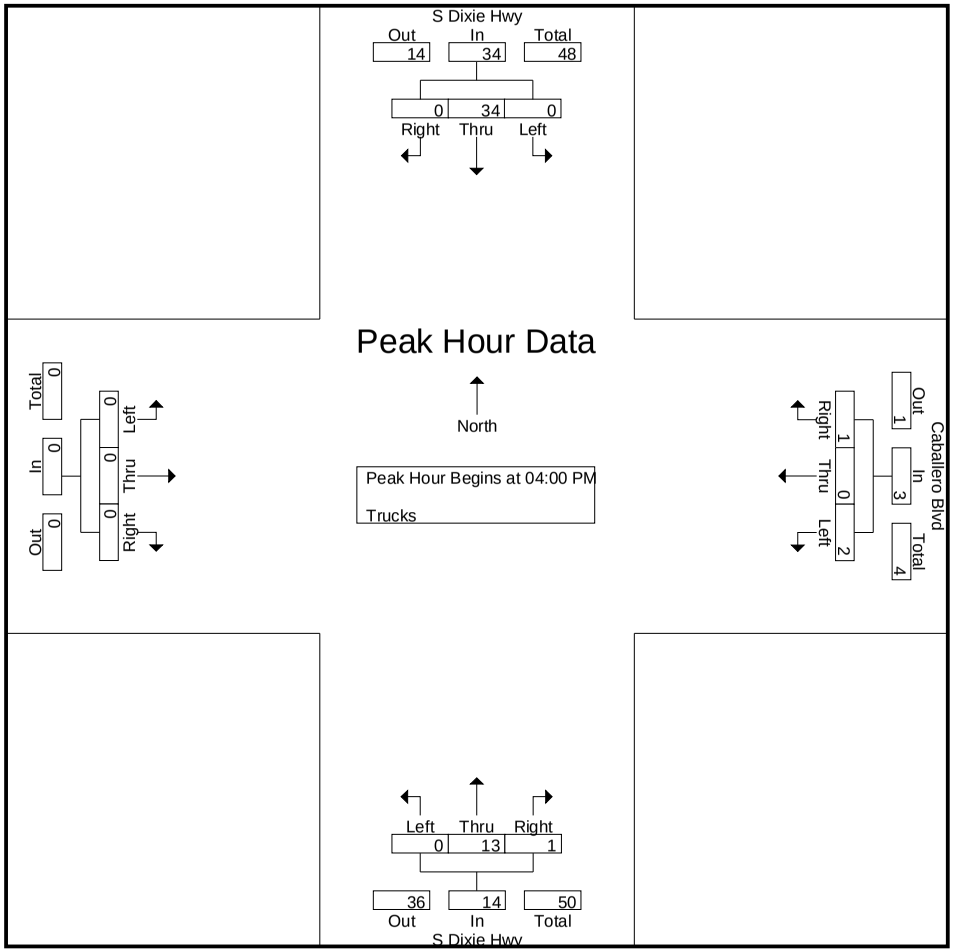
S Dixie Hwy at Caballero Blvd

File Name : TMC-4 S Dixie Hwy at Caballero Blvd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 5

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					Caballero Blvd Westbound					Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	**13**	0	**13**	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	**16**
04:15 PM	0	0	8	0	8	0	0	**4**	0	4	0	0	0	**1**	**1**	0	0	0	0	0	13
04:30 PM	0	0	3	0	3	0	0	4	**1**	**5**	0	**1**	0	0	1	0	0	0	0	0	9
04:45 PM	0	0	10	0	10	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	13
Total Volume	0	0	34	0	34	0	0	13	1	14	0	2	0	1	3	0	0	0	0	0	51
% App. Total	0	0	100	0		0	0	92.9	7.1		0	66.7	0	33.3		0	0	0	0		
PHF	.000	.000	.654	.000	.654	.000	.000	.813	.250	.700	.000	.500	.000	.250	.750	.000	.000	.000	.000	.000	.797

S Dixie Hwy at Caballero Blvd

File Name : TMC-4 S Dixie Hwy at Caballero Blvd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 6



S Dixie Hwy at Caballero Blvd

File Name : TMC-4 S Dixie Hwy at Caballero Blvd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 1

Groups Printed- Peds & Bikes

	S Dixie Hwy Southbound			S Dixie Hwy Northbound			Caballero Blvd Westbound			Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
07:15 AM	0	0	0	0	0	0	4	0	4	0	0	0	4
*** BREAK ***													
07:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	0	0	0	7	0	7	0	0	0	7
*** BREAK ***													
08:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
08:45 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
Total	0	0	0	0	0	0	3	0	3	0	0	0	3
*** BREAK ***													
04:00 PM	0	0	0	0	0	0	6	0	6	0	0	0	6
04:15 PM	0	0	0	0	0	0	3	0	3	0	0	0	3
04:30 PM	0	0	0	0	0	0	7	0	7	0	0	0	7
04:45 PM	0	0	0	0	0	0	9	0	9	0	0	0	9
Total	0	0	0	0	0	0	25	0	25	0	0	0	25
05:00 PM	0	0	0	0	0	0	3	2	5	0	0	0	5
05:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
05:30 PM	0	0	0	0	0	0	2	1	3	0	0	0	3
05:45 PM	0	0	0	0	0	0	4	1	5	0	0	0	5
Total	0	0	0	0	0	0	10	4	14	0	0	0	14
Grand Total	0	0	0	0	0	0	45	4	49	0	0	0	49
Apprch %	0	0		0	0		91.8	8.2		0	0		
Total %	0	0	0	0	0	0	91.8	8.2	100	0	0	0	

S Dixie Hwy at Caballero Blvd

File Name : TMC-4 S Dixie Hwy at Caballero Blvd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 2

	S Dixie Hwy Southbound			S Dixie Hwy Northbound			Caballero Blvd Westbound			Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
07:15 AM	0	0	0	0	0	0	**4**	0	**4**	0	0	0	**4**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
Total Volume	0	0	0	0	0	0	7	0	7	0	0	0	7
% App. Total	0	0		0	0		100	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.438	.000	.438	.000	.000	.000	.438

S Dixie Hwy at Caballero Blvd

File Name : TMC-4 S Dixie Hwy at Caballero Blvd
Site Code : 00000000
Start Date : 9/21/2023
Page No : 3

	S Dixie Hwy Southbound			S Dixie Hwy Northbound			Caballero Blvd Westbound			Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	0	6	0	6	0	0	0	6
04:15 PM	0	0	0	0	0	0	3	0	3	0	0	0	3
04:30 PM	0	0	0	0	0	0	7	0	7	0	0	0	7
04:45 PM	0	0	0	0	0	0	**9**	0	**9**	0	0	0	**9**
Total Volume	0	0	0	0	0	0	25	0	25	0	0	0	25
% App. Total	0	0		0	0		100	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.694	.000	.694	.000	.000	.000	.694

S Dixie Hwy at Mariposa Ct

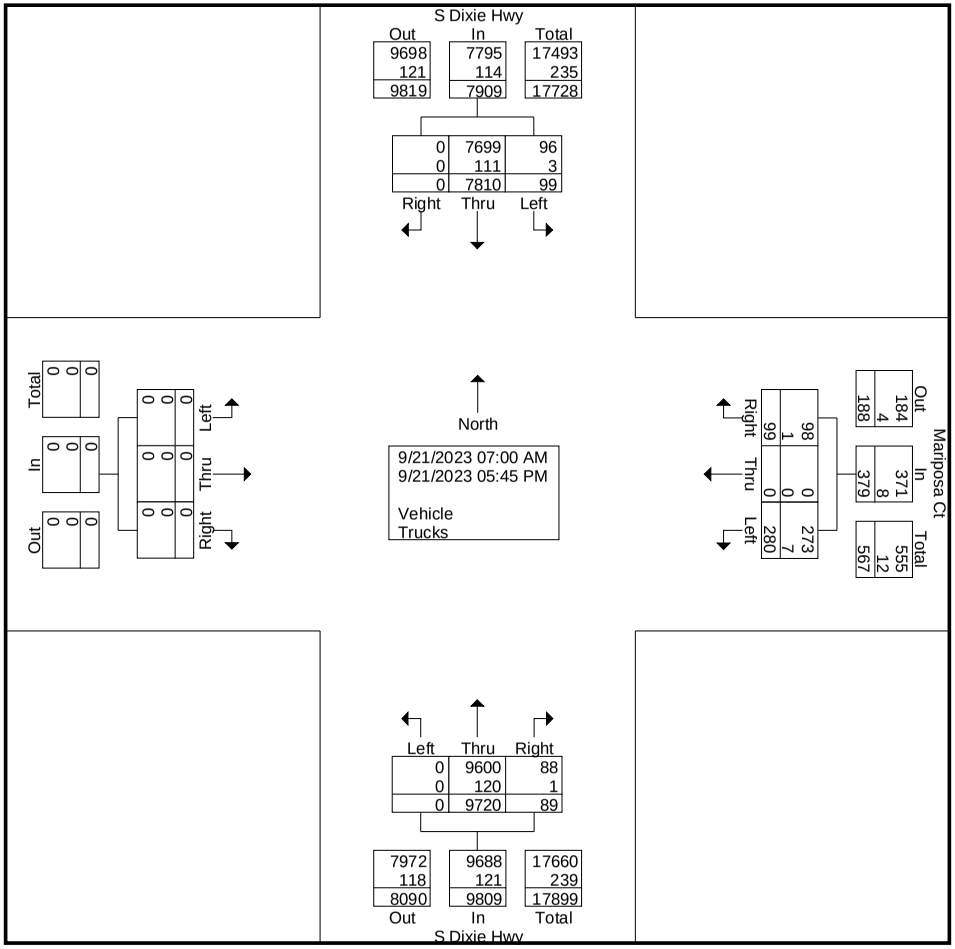
File Name : TMC-6 S Dixie Hwy at Mariposa Ct
Site Code : 00000000
Start Date : 9/21/2023
Page No : 1

Groups Printed- Vehicle - Trucks

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					Mariposa Ct Westbound					Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	403	0	409	0	0	718	5	723	0	11	0	9	20	0	0	0	0	0	1152
07:15 AM	0	6	474	0	480	0	0	747	3	750	0	9	0	1	10	0	0	0	0	0	1240
07:30 AM	0	0	544	0	544	0	0	735	1	736	0	15	0	3	18	0	0	0	0	0	1298
07:45 AM	0	13	479	0	492	0	0	691	3	694	0	12	0	4	16	0	0	0	0	0	1202
Total	0	25	1900	0	1925	0	0	2891	12	2903	0	47	0	17	64	0	0	0	0	0	4892
08:00 AM	0	8	552	0	560	0	0	683	4	687	0	15	0	3	18	0	0	0	0	0	1265
08:15 AM	0	12	509	0	521	0	0	650	5	655	0	18	0	6	24	0	0	0	0	0	1200
08:30 AM	1	3	515	0	519	0	0	698	4	702	0	19	0	9	28	0	0	0	0	0	1249
08:45 AM	0	9	487	0	496	0	0	615	6	621	0	26	0	6	32	0	0	0	0	0	1149
Total	1	32	2063	0	2096	0	0	2646	19	2665	0	78	0	24	102	0	0	0	0	0	4863
*** BREAK ***																					
04:00 PM	0	5	548	0	553	0	0	587	13	600	0	25	0	4	29	0	0	0	0	0	1182
04:15 PM	0	9	531	0	540	0	0	498	9	507	0	18	0	8	26	0	0	0	0	0	1073
04:30 PM	0	5	486	0	491	0	0	475	5	480	0	22	0	8	30	0	0	0	0	0	1001
04:45 PM	0	6	478	0	484	0	0	504	7	511	0	23	0	7	30	0	0	0	0	0	1025
Total	0	25	2043	0	2068	0	0	2064	34	2098	0	88	0	27	115	0	0	0	0	0	4281
05:00 PM	0	6	505	0	511	0	0	528	5	533	0	20	0	8	28	0	0	0	0	0	1072
05:15 PM	0	4	381	0	385	0	0	534	8	542	0	16	0	8	24	0	0	0	0	0	951
05:30 PM	0	1	460	0	461	0	0	550	7	557	0	13	0	11	24	0	0	0	0	0	1042
05:45 PM	0	5	458	0	463	0	0	507	4	511	0	18	0	4	22	0	0	0	0	0	996
Total	0	16	1804	0	1820	0	0	2119	24	2143	0	67	0	31	98	0	0	0	0	0	4061
Grand Total	1	98	7810	0	7909	0	0	9720	89	9809	0	280	0	99	379	0	0	0	0	0	18097
Apprch %	0	1.2	98.7	0		0	0	99.1	0.9		0	73.9	0	26.1		0	0	0	0		
Total %	0	0.5	43.2	0	43.7	0	0	53.7	0.5	54.2	0	1.5	0	0.5	2.1	0	0	0	0	0	
Vehicle	1	95	7699	0	7795	0	0	9600	88	9688	0	273	0	98	371	0	0	0	0	0	17854
% Vehicle	100	96.9	98.6	0	98.6	0	0	98.8	98.9	98.8	0	97.5	0	99	97.9	0	0	0	0	0	98.7
Trucks	0	3	111	0	114	0	0	120	1	121	0	7	0	1	8	0	0	0	0	0	243
% Trucks	0	3.1	1.4	0	1.4	0	0	1.2	1.1	1.2	0	2.5	0	1	2.1	0	0	0	0	0	1.3

S Dixie Hwy at Mariposa Ct

File Name : TMC-6 S Dixie Hwy at Mariposa Ct
Site Code : 00000000
Start Date : 9/21/2023
Page No : 2



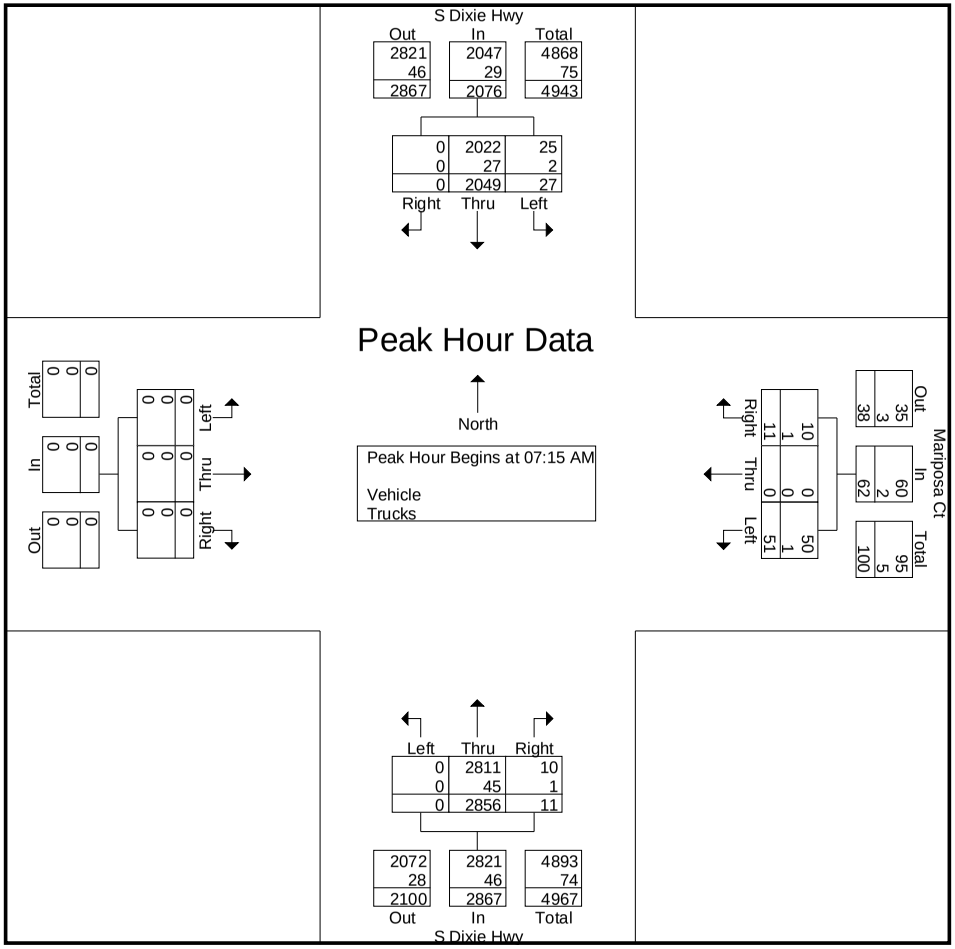
S Dixie Hwy at Mariposa Ct

File Name : TMC-6 S Dixie Hwy at Mariposa Ct
Site Code : 00000000
Start Date : 9/21/2023
Page No : 3

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					Mariposa Ct Westbound					Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	6	474	0	480	0	0	**747**	3	**750**	0	9	0	1	10	0	0	0	0	0	1240
07:30 AM	0	0	544	0	544	0	0	735	1	736	0	**15**	0	3	**18**	0	0	0	0	0	**1298**
07:45 AM	0	**13**	479	0	492	0	0	691	3	694	0	12	0	**4**	16	0	0	0	0	0	1202
08:00 AM	0	8	**552**	0	**560**	0	0	683	**4**	687	0	15	0	3	18	0	0	0	0	0	1265
Total Volume	0	27	2049	0	2076	0	0	2856	11	2867	0	51	0	11	62	0	0	0	0	0	5005
% App. Total	0	1.3	98.7	0		0	0	99.6	0.4		0	82.3	0	17.7		0	0	0	0		
PHF	.000	.519	.928	.000	.927	.000	.000	.956	.688	.956	.000	.850	.000	.688	.861	.000	.000	.000	.000	.000	.964
Vehicle	0	25	2022	0	2047	0	0	2811	10	2821	0	50	0	10	60	0	0	0	0	0	4928
% Vehicle	0	92.6	98.7	0	98.6	0	0	98.4	90.9	98.4	0	98.0	0	90.9	96.8	0	0	0	0	0	98.5
Trucks	0	2	27	0	29	0	0	45	1	46	0	1	0	1	2	0	0	0	0	0	77
% Trucks	0	7.4	1.3	0	1.4	0	0	1.6	9.1	1.6	0	2.0	0	9.1	3.2	0	0	0	0	0	1.5

S Dixie Hwy at Mariposa Ct

File Name : TMC-6 S Dixie Hwy at Mariposa Ct
Site Code : 00000000
Start Date : 9/21/2023
Page No : 4



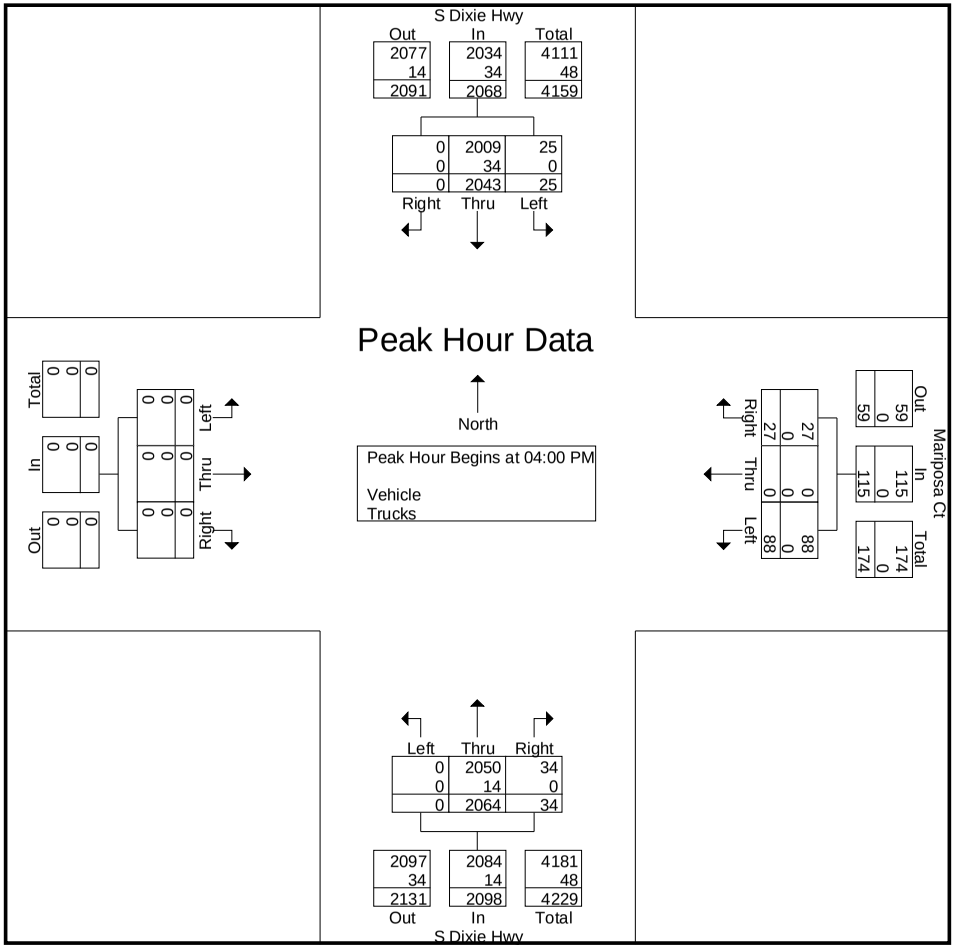
S Dixie Hwy at Mariposa Ct

File Name : TMC-6 S Dixie Hwy at Mariposa Ct
Site Code : 00000000
Start Date : 9/21/2023
Page No : 5

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					Mariposa Ct Westbound					Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	5	**548**	0	**553**	0	0	**587**	**13**	**600**	0	**25**	0	4	29	0	0	0	0	0	**1182**
04:15 PM	0	**9**	531	0	540	0	0	498	9	507	0	18	0	**8**	26	0	0	0	0	0	1073
04:30 PM	0	5	486	0	491	0	0	475	5	480	0	22	0	8	**30**	0	0	0	0	0	1001
04:45 PM	0	6	478	0	484	0	0	504	7	511	0	23	0	7	30	0	0	0	0	0	1025
Total Volume	0	25	2043	0	2068	0	0	2064	34	2098	0	88	0	27	115	0	0	0	0	0	4281
% App. Total	0	1.2	98.8	0		0	0	98.4	1.6		0	76.5	0	23.5		0	0	0	0		
PHF	.000	.694	.932	.000	.935	.000	.000	.879	.654	.874	.000	.880	.000	.844	.958	.000	.000	.000	.000	.000	.905
Vehicle	0	25	2009	0	2034	0	0	2050	34	2084	0	88	0	27	115	0	0	0	0	0	4233
% Vehicle	0	100	98.3	0	98.4	0	0	99.3	100	99.3	0	100	0	100	100	0	0	0	0	0	98.9
Trucks	0	0	34	0	34	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	48
% Trucks	0	0	1.7	0	1.6	0	0	0.7	0	0.7	0	0	0	0	0	0	0	0	0	0	1.1

S Dixie Hwy at Mariposa Ct

File Name : TMC-6 S Dixie Hwy at Mariposa Ct
Site Code : 00000000
Start Date : 9/21/2023
Page No : 6



S Dixie Hwy at Mariposa Ct

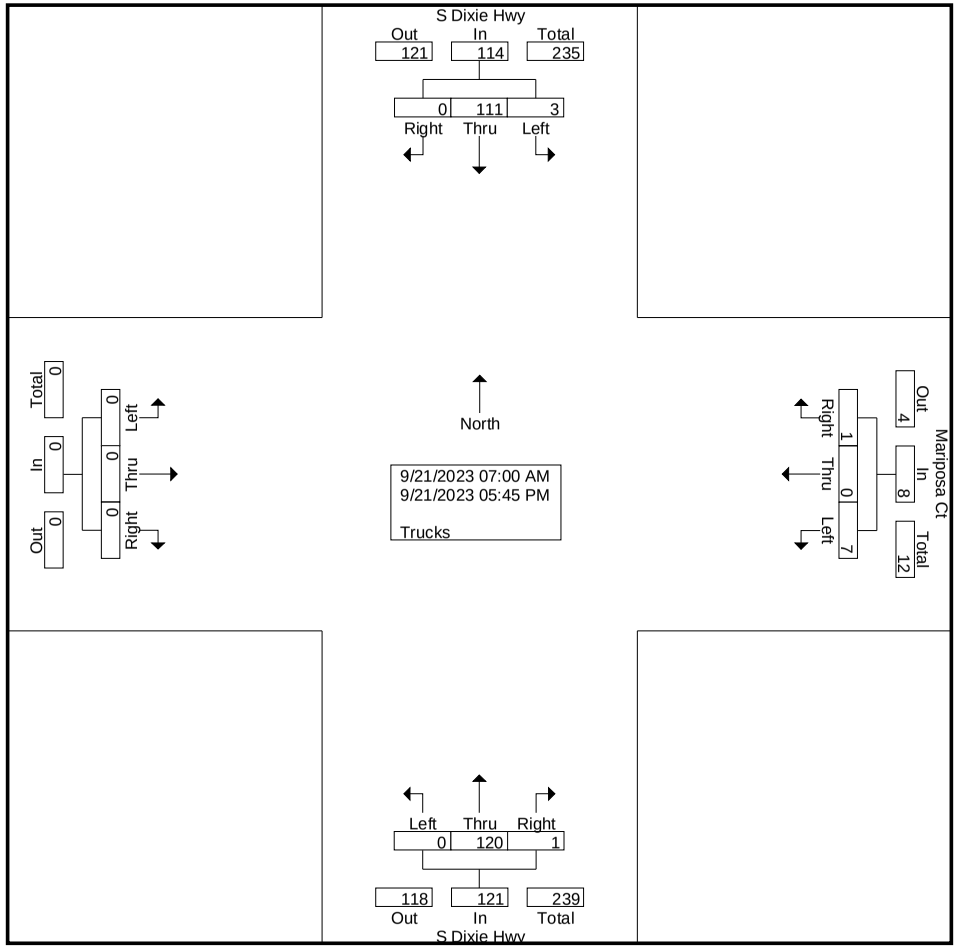
File Name : TMC-6 S Dixie Hwy at Mariposa Ct
Site Code : 00000000
Start Date : 9/21/2023
Page No : 1

Groups Printed- Trucks

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					Mariposa Ct Westbound					Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	11	0	11	0	0	18	0	18	0	2	0	0	2	0	0	0	0	0	31
07:15 AM	0	0	8	0	8	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	14
07:30 AM	0	0	6	0	6	0	0	11	1	12	0	1	0	1	2	0	0	0	0	0	20
07:45 AM	0	0	7	0	7	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	14
Total	0	0	32	0	32	0	0	42	1	43	0	3	0	1	4	0	0	0	0	0	79
08:00 AM	0	2	6	0	8	0	0	21	0	21	0	0	0	0	0	0	0	0	0	0	29
08:15 AM	0	1	5	0	6	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	21
08:30 AM	0	0	6	0	6	0	0	12	0	12	0	2	0	0	2	0	0	0	0	0	20
08:45 AM	0	0	9	0	9	0	0	8	0	8	0	2	0	0	2	0	0	0	0	0	19
Total	0	3	26	0	29	0	0	56	0	56	0	4	0	0	4	0	0	0	0	0	89
*** BREAK ***																					
04:00 PM	0	0	13	0	13	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	16
04:15 PM	0	0	8	0	8	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	13
04:30 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	7
04:45 PM	0	0	10	0	10	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	12
Total	0	0	34	0	34	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	48
05:00 PM	0	0	6	0	6	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	11
05:15 PM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	5	0	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	7
05:45 PM	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	19	0	19	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	27
Grand Total	0	3	111	0	114	0	0	120	1	121	0	7	0	1	8	0	0	0	0	0	243
Apprch %	0	2.6	97.4	0		0	0	99.2	0.8		0	87.5	0	12.5		0	0	0	0		
Total %	0	1.2	45.7	0	46.9	0	0	49.4	0.4	49.8	0	2.9	0	0.4	3.3	0	0	0	0	0	

S Dixie Hwy at Mariposa Ct

File Name : TMC-6 S Dixie Hwy at Mariposa Ct
Site Code : 00000000
Start Date : 9/21/2023
Page No : 2



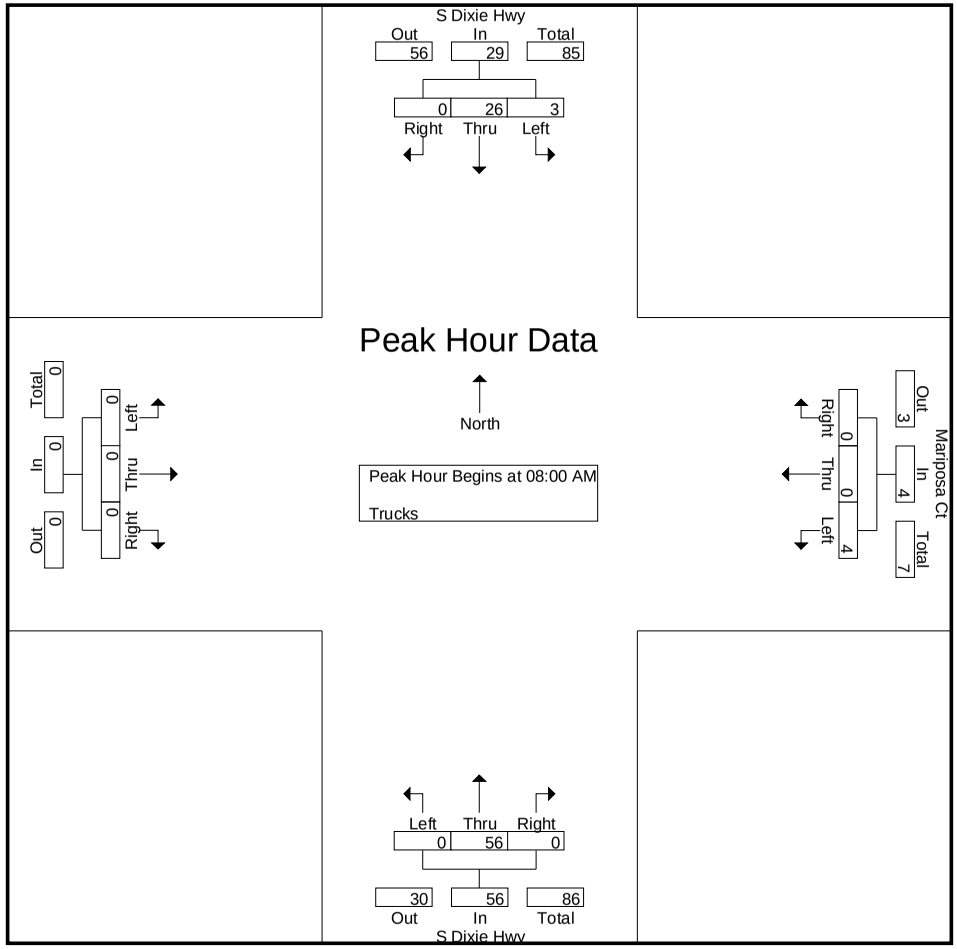
S Dixie Hwy at Mariposa Ct

File Name : TMC-6 S Dixie Hwy at Mariposa Ct
Site Code : 00000000
Start Date : 9/21/2023
Page No : 3

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					Mariposa Ct Westbound					Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	**2**	6	0	8	0	0	**21**	0	**21**	0	0	0	0	0	0	0	0	0	0	**29**
08:15 AM	0	1	5	0	6	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	21
08:30 AM	0	0	6	0	6	0	0	12	0	12	0	**2**	0	0	**2**	0	0	0	0	0	20
08:45 AM	0	0	**9**	0	**9**	0	0	8	0	8	0	2	0	0	2	0	0	0	0	0	19
Total Volume	0	3	26	0	29	0	0	56	0	56	0	4	0	0	4	0	0	0	0	0	89
% App. Total	0	10.3	89.7	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.000	.375	.722	.000	.806	.000	.000	.667	.000	.667	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.767

S Dixie Hwy at Mariposa Ct

File Name : TMC-6 S Dixie Hwy at Mariposa Ct
Site Code : 00000000
Start Date : 9/21/2023
Page No : 4



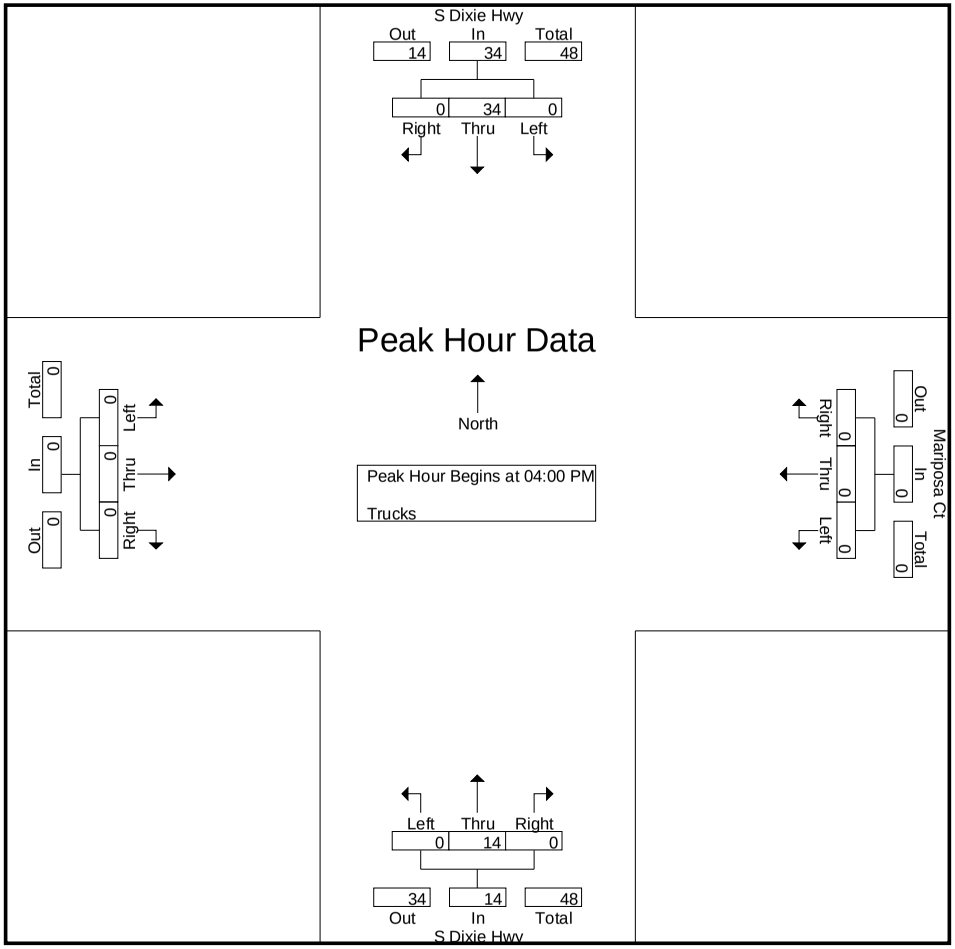
S Dixie Hwy at Mariposa Ct

File Name : TMC-6 S Dixie Hwy at Mariposa Ct
Site Code : 00000000
Start Date : 9/21/2023
Page No : 5

	S Dixie Hwy Southbound					S Dixie Hwy Northbound					Mariposa Ct Westbound					Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	**13**	0	**13**	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	**16**
04:15 PM	0	0	8	0	8	0	0	**5**	0	**5**	0	0	0	0	0	0	0	0	0	0	13
04:30 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	7
04:45 PM	0	0	10	0	10	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	12
Total Volume	0	0	34	0	34	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	48
% App. Total	0	0	100	0		0	0	100	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.654	.000	.654	.000	.000	.700	.000	.700	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750

S Dixie Hwy at Mariposa Ct

File Name : TMC-6 S Dixie Hwy at Mariposa Ct
Site Code : 00000000
Start Date : 9/21/2023
Page No : 6



S Dixie Hwy at Mariposa Ct

File Name : TMC-6 S Dixie Hwy at Mariposa Ct
Site Code : 00000000
Start Date : 9/21/2023
Page No : 1

Groups Printed- Peds & Bikes

	S Dixie Hwy Southbound			S Dixie Hwy Northbound			Mariposa Ct Westbound			Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	2	0	0	0	2
07:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	4	0	4	0	0	0	4
07:45 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
Total	0	0	0	0	0	0	8	1	9	0	0	0	9
08:00 AM	0	0	0	0	0	0	4	0	4	0	0	0	4
08:15 AM	0	0	0	0	0	0	9	0	9	0	0	0	9
08:30 AM	0	0	0	0	0	0	4	1	5	0	0	0	5
08:45 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
Total	0	0	0	0	0	0	19	1	20	0	0	0	20
*** BREAK ***													
04:00 PM	0	0	0	0	0	0	25	0	25	0	0	0	25
04:15 PM	0	0	0	0	0	0	36	0	36	0	0	0	36
04:30 PM	0	0	0	0	0	0	11	1	12	0	0	0	12
04:45 PM	0	0	0	0	0	0	3	0	3	0	0	0	3
Total	0	0	0	0	0	0	75	1	76	0	0	0	76
05:00 PM	0	0	0	0	0	0	15	1	16	0	0	0	16
05:15 PM	0	0	0	0	0	0	4	0	4	0	0	0	4
05:30 PM	0	0	0	0	0	0	3	0	3	0	0	0	3
05:45 PM	0	0	0	0	0	0	7	0	7	0	0	0	7
Total	0	0	0	0	0	0	29	1	30	0	0	0	30
Grand Total	0	0	0	0	0	0	131	4	135	0	0	0	135
Apprch %	0	0		0	0		97	3		0	0		
Total %	0	0	0	0	0	0	97	3	100	0	0	0	

S Dixie Hwy at Mariposa Ct

File Name : TMC-6 S Dixie Hwy at Mariposa Ct
Site Code : 00000000
Start Date : 9/21/2023
Page No : 2

	S Dixie Hwy Southbound			S Dixie Hwy Northbound			Mariposa Ct Westbound			Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
08:00 AM	0	0	0	0	0	0	4	0	4	0	0	0	4
08:15 AM	0	0	0	0	0	0	**9**	0	**9**	0	0	0	**9**
08:30 AM	0	0	0	0	0	0	4	**1**	5	0	0	0	5
Total Volume	0	0	0	0	0	0	19	1	20	0	0	0	20
% App. Total	0	0		0	0		95	5		0	0		
PHF	.000	.000	.000	.000	.000	.000	.528	.250	.556	.000	.000	.000	.556

S Dixie Hwy at Mariposa Ct

File Name : TMC-6 S Dixie Hwy at Mariposa Ct
Site Code : 00000000
Start Date : 9/21/2023
Page No : 3

	S Dixie Hwy Southbound			S Dixie Hwy Northbound			Mariposa Ct Westbound			Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	0	0	0	0	0	0	25	0	25	0	0	0	25
04:15 PM	0	0	0	0	0	0	**36**	0	**36**	0	0	0	**36**
04:30 PM	0	0	0	0	0	0	11	**1**	12	0	0	0	12
04:45 PM	0	0	0	0	0	0	3	0	3	0	0	0	3
Total Volume	0	0	0	0	0	0	75	1	76	0	0	0	76
% App. Total	0	0		0	0		98.7	1.3		0	0		
PHF	.000	.000	.000	.000	.000	.000	.521	.250	.528	.000	.000	.000	.528

Mariposa Ct at Madruga Avenue

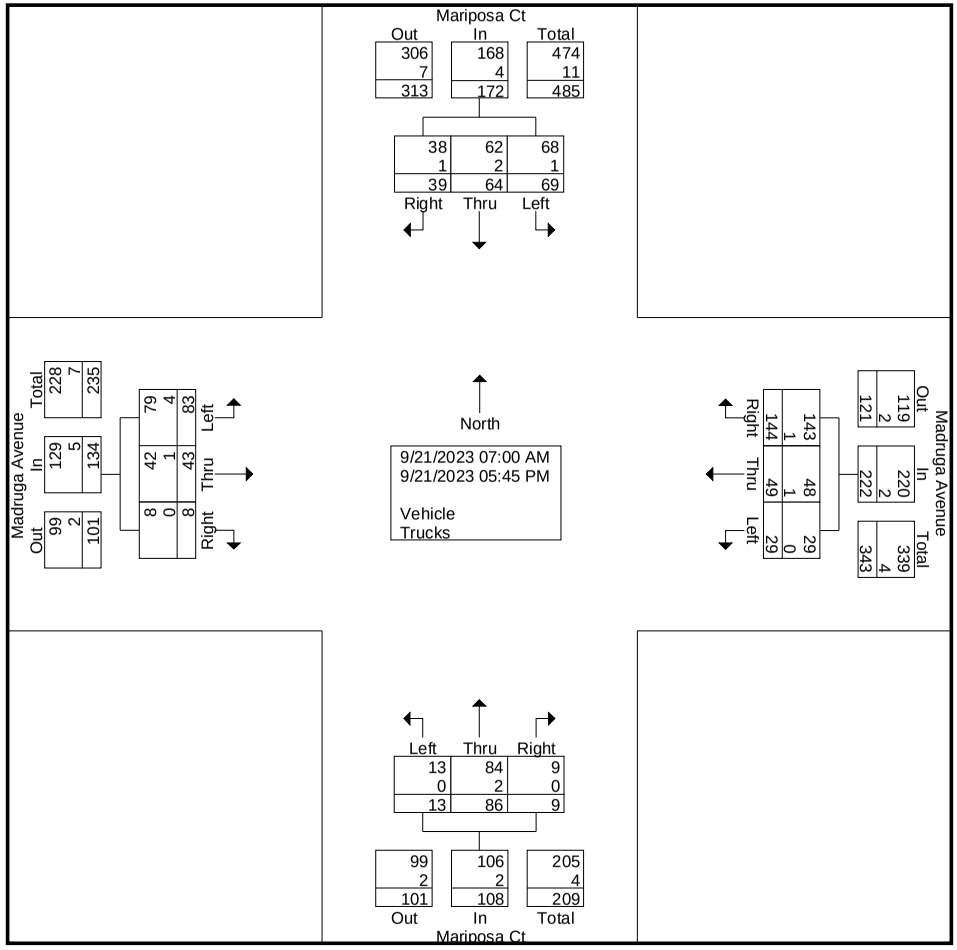
File Name : TMC-8 Mariposa Ct at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 1

Groups Printed- Vehicle - Trucks

	Mariposa Ct Southbound					Mariposa Ct Northbound					Madruga Avenue Westbound					Madruga Avenue Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	2	0	0	6	0	6	0	1	4	6	11	0	6	4	0	10	29
07:15 AM	0	3	3	1	7	0	0	2	0	2	0	0	4	6	10	0	3	1	1	5	24
07:30 AM	0	0	1	1	2	0	1	8	0	9	0	0	2	3	5	0	6	1	0	7	23
07:45 AM	0	2	2	2	6	0	0	6	1	7	0	1	1	4	6	0	3	2	3	8	27
Total	0	6	6	5	17	0	1	22	1	24	0	2	11	19	32	0	18	8	4	30	103
08:00 AM	0	0	5	2	7	0	0	4	0	4	0	2	1	3	6	0	3	0	0	3	20
08:15 AM	0	6	3	3	12	0	0	12	0	12	0	1	0	11	12	0	5	3	0	8	44
08:30 AM	0	5	6	1	12	0	0	9	2	11	0	2	3	13	18	0	4	4	0	8	49
08:45 AM	0	8	1	2	11	0	1	9	1	11	0	1	0	10	11	0	6	2	0	8	41
Total	0	19	15	8	42	0	1	34	3	38	0	6	4	37	47	0	18	9	0	27	154
*** BREAK ***																					
04:00 PM	0	4	6	4	14	0	3	8	0	11	0	3	0	6	9	0	2	3	0	5	39
04:15 PM	0	9	8	2	19	0	2	4	2	8	0	1	3	9	13	0	5	4	1	10	50
04:30 PM	0	6	5	4	15	0	1	3	1	5	0	4	5	9	18	0	8	3	0	11	49
04:45 PM	0	7	7	5	19	0	0	2	0	2	0	1	9	15	25	0	10	3	0	13	59
Total	0	26	26	15	67	0	6	17	3	26	0	9	17	39	65	0	25	13	1	39	197
05:00 PM	0	5	2	4	11	0	0	3	0	3	0	3	3	10	16	0	13	5	3	21	51
05:15 PM	0	6	5	4	15	0	2	4	1	7	0	2	9	11	22	0	5	5	0	10	54
05:30 PM	0	3	4	1	8	0	3	2	0	5	0	3	3	15	21	0	3	2	0	5	39
05:45 PM	0	4	6	2	12	0	0	4	1	5	0	4	2	13	19	0	1	1	0	2	38
Total	0	18	17	11	46	0	5	13	2	20	0	12	17	49	78	0	22	13	3	38	182
Grand Total	0	69	64	39	172	0	13	86	9	108	0	29	49	144	222	0	83	43	8	134	636
Apprch %	0	40.1	37.2	22.7		0	12	79.6	8.3		0	13.1	22.1	64.9		0	61.9	32.1	6		
Total %	0	10.8	10.1	6.1	27	0	2	13.5	1.4	17	0	4.6	7.7	22.6	34.9	0	13.1	6.8	1.3	21.1	
Vehicle	0	68	62	38	168	0	13	84	9	106	0	29	48	143	220	0	79	42	8	129	623
% Vehicle	0	98.6	96.9	97.4	97.7	0	100	97.7	100	98.1	0	100	98	99.3	99.1	0	95.2	97.7	100	96.3	98
Trucks	0	1	2	1	4	0	0	2	0	2	0	0	1	1	2	0	4	1	0	5	13
% Trucks	0	1.4	3.1	2.6	2.3	0	0	2.3	0	1.9	0	0	2	0.7	0.9	0	4.8	2.3	0	3.7	2

Mariposa Ct at Madruga Avenue

File Name : TMC-8 Mariposa Ct at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 2



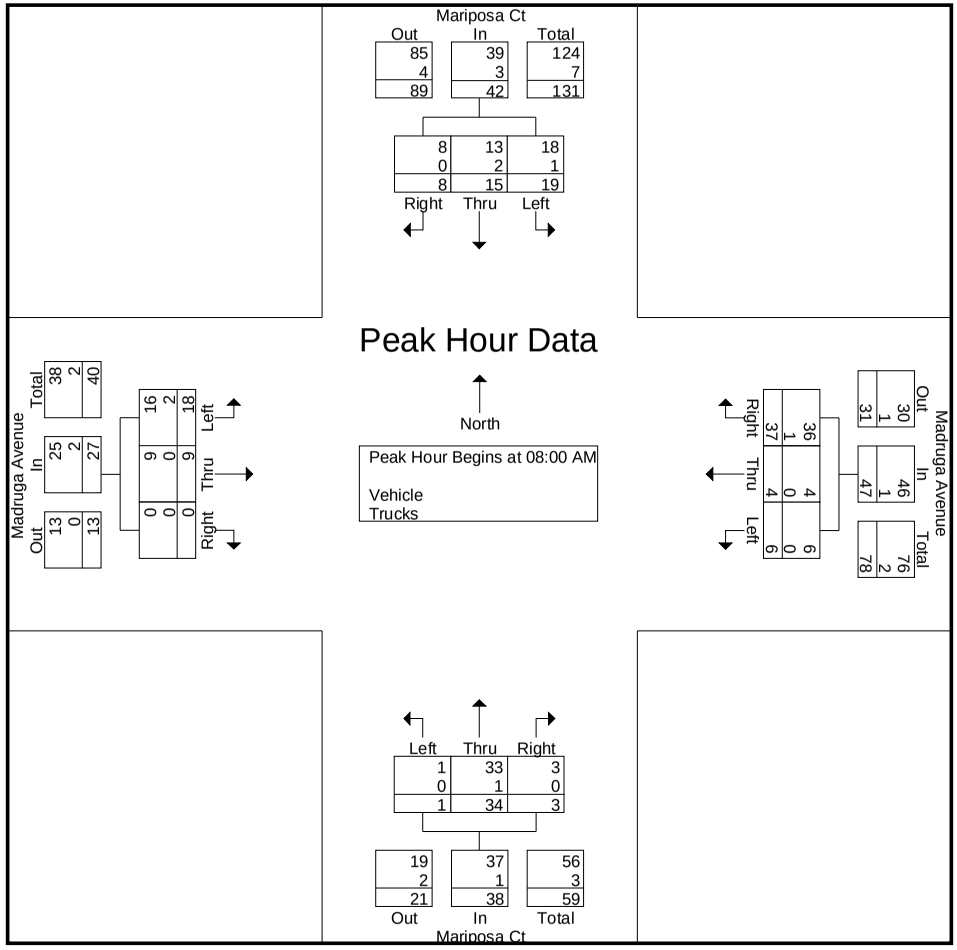
Mariposa Ct at Madruga Avenue

File Name : TMC-8 Mariposa Ct at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 3

	Mariposa Ct Southbound					Mariposa Ct Northbound					Madruga Avenue Westbound					Madruga Avenue Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	5	2	7	0	0	4	0	4	0	**2**	1	3	6	0	3	0	0	3	20
08:15 AM	0	6	3	**3**	**12**	0	0	**12**	0	**12**	0	1	0	11	12	0	5	3	0	**8**	44
08:30 AM	0	5	**6**	1	12	0	0	9	**2**	11	0	2	**3**	**13**	**18**	0	4	**4**	0	8	**49**
08:45 AM	0	**8**	1	2	11	0	**1**	9	1	11	0	1	0	10	11	0	**6**	2	0	8	41
Total Volume	0	19	15	8	42	0	1	34	3	38	0	6	4	37	47	0	18	9	0	27	154
% App. Total	0	45.2	35.7	19		0	2.6	89.5	7.9		0	12.8	8.5	78.7		0	66.7	33.3	0		
PHF	.000	.594	.625	.667	.875	.000	.250	.708	.375	.792	.000	.750	.333	.712	.653	.000	.750	.563	.000	.844	.786
Vehicle	0	18	13	8	39	0	1	33	3	37	0	6	4	36	46	0	16	9	0	25	147
% Vehicle	0	94.7	86.7	100	92.9	0	100	97.1	100	97.4	0	100	100	97.3	97.9	0	88.9	100	0	92.6	95.5
Trucks	0	1	2	0	3	0	0	1	0	1	0	0	0	1	1	0	2	0	0	2	7
% Trucks	0	5.3	13.3	0	7.1	0	0	2.9	0	2.6	0	0	0	2.7	2.1	0	11.1	0	0	7.4	4.5

Mariposa Ct at Madruga Avenue

File Name : TMC-8 Mariposa Ct at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 4



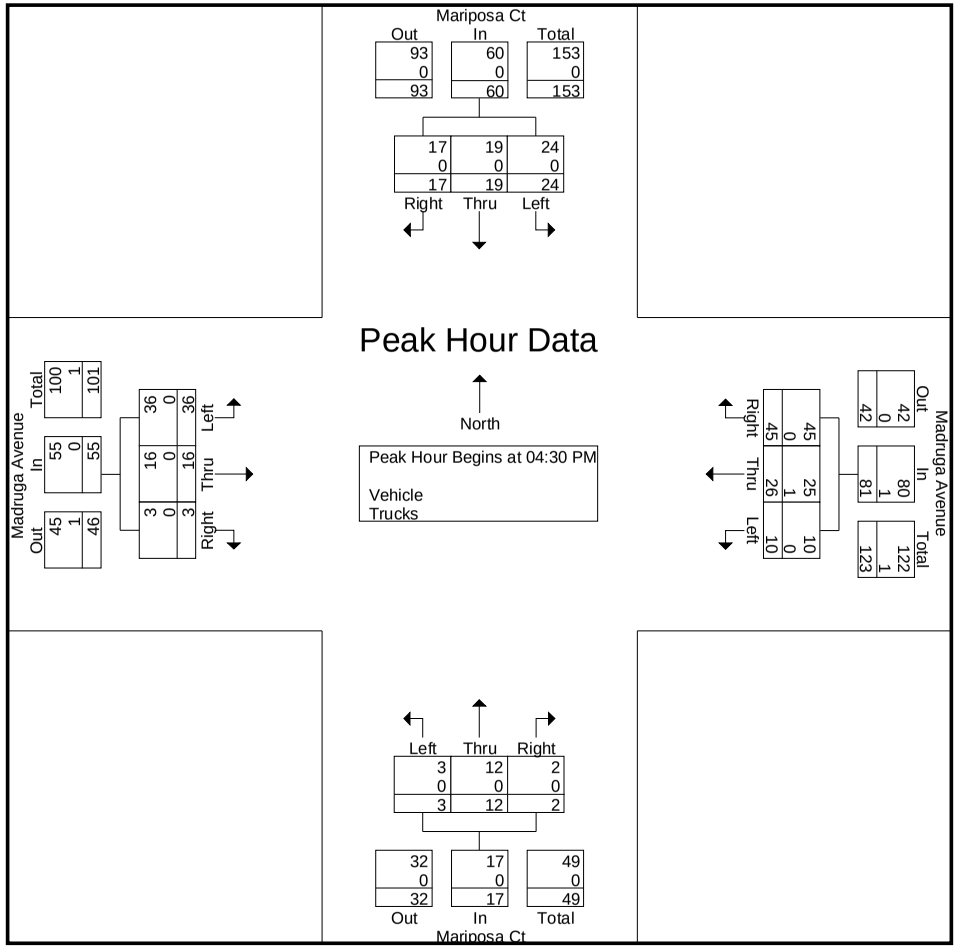
Mariposa Ct at Madruga Avenue

File Name : TMC-8 Mariposa Ct at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 5

	Mariposa Ct Southbound					Mariposa Ct Northbound					Madruga Avenue Westbound					Madruga Avenue Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	6	5	4	15	0	1	3	**1**	5	0	**4**	5	9	18	0	8	3	0	11	49
04:45 PM	0	**7**	**7**	**5**	**19**	0	0	2	0	2	0	1	**9**	**15**	**25**	0	10	3	0	13	**59**
05:00 PM	0	5	2	4	11	0	0	3	0	3	0	3	3	10	16	0	**13**	**5**	**3**	**21**	51
05:15 PM	0	6	5	4	15	0	**2**	**4**	1	**7**	0	2	9	11	22	0	5	5	0	10	54
Total Volume	0	24	19	17	60	0	3	12	2	17	0	10	26	45	81	0	36	16	3	55	213
% App. Total	0	40	31.7	28.3		0	17.6	70.6	11.8		0	12.3	32.1	55.6		0	65.5	29.1	5.5		
PHF	.000	.857	.679	.850	.789	.000	.375	.750	.500	.607	.000	.625	.722	.750	.810	.000	.692	.800	.250	.655	.903
Vehicle	0	24	19	17	60	0	3	12	2	17	0	10	25	45	80	0	36	16	3	55	212
% Vehicle	0	100	100	100	100	0	100	100	100	100	0	100	96.2	100	98.8	0	100	100	100	100	99.5
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	3.8	0	1.2	0	0	0	0	0	0.5

Mariposa Ct at Madruga Avenue

File Name : TMC-8 Mariposa Ct at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 6



Mariposa Ct at Madruga Avenue

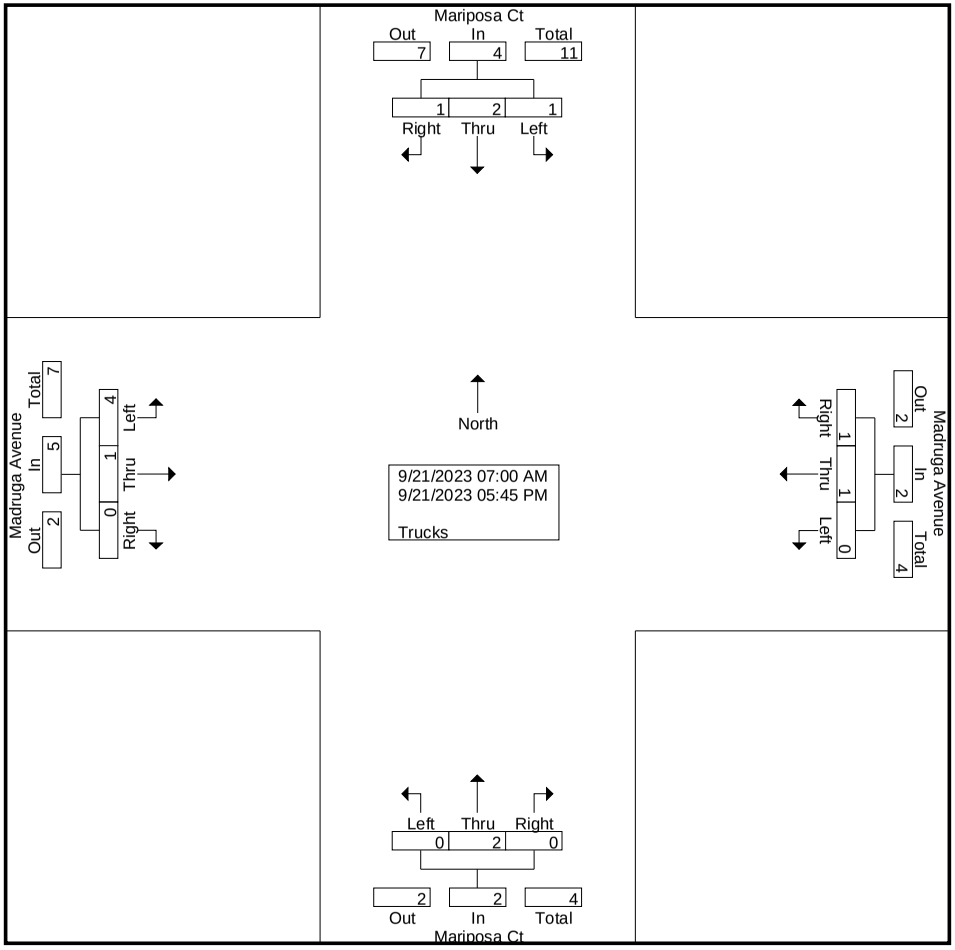
File Name : TMC-8 Mariposa Ct at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 1

Groups Printed- Trucks

	Mariposa Ct Southbound					Mariposa Ct Northbound					Madruga Avenue Westbound					Madruga Avenue Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
*** BREAK ***																					
07:30 AM	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	3
*** BREAK ***																					
Total	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	2	1	0	3	5
08:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	2
08:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	1	2	0	3	0	0	1	0	1	0	0	0	1	1	0	2	0	0	2	7
*** BREAK ***																					
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Grand Total	0	1	2	1	4	0	0	2	0	2	0	0	1	1	2	0	4	1	0	5	13
Apprch %	0	25	50	25		0	0	100	0		0	0	50	50		0	80	20	0		
Total %	0	7.7	15.4	7.7	30.8	0	0	15.4	0	15.4	0	0	7.7	7.7	15.4	0	30.8	7.7	0	38.5	

Mariposa Ct at Madruga Avenue

File Name : TMC-8 Mariposa Ct at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 2



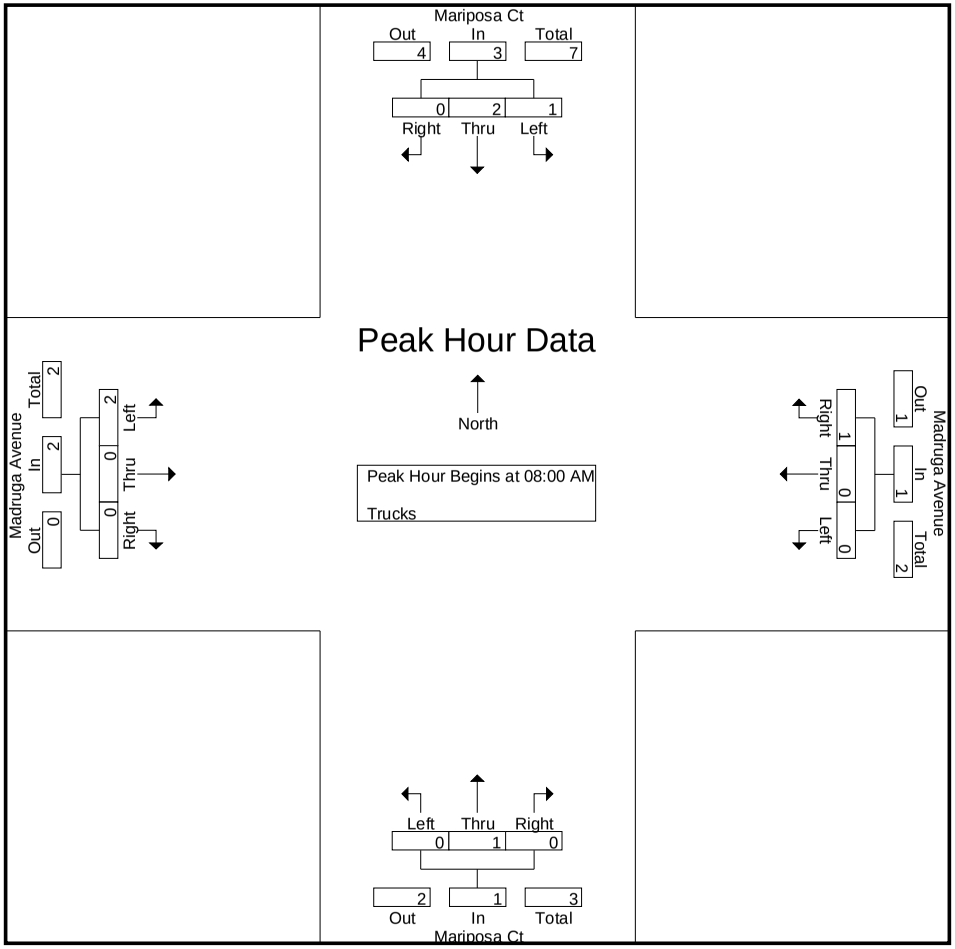
Mariposa Ct at Madruga Avenue

File Name : TMC-8 Mariposa Ct at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 3

	Mariposa Ct Southbound					Mariposa Ct Northbound					Madruga Avenue Westbound					Madruga Avenue Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
08:15 AM	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	**1**	0	0	**1**	2
08:45 AM	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	1	2	0	3	0	0	1	0	1	0	0	0	1	1	0	2	0	0	2	7
% App. Total	0	33.3	66.7	0		0	0	100	0		0	0	0	100		0	100	0	0		
PHF	.000	.250	.250	.000	.375	.000	.000	.250	.000	.250	.000	.000	.000	.250	.250	.000	.500	.000	.000	.500	.875

Mariposa Ct at Madruga Avenue

File Name : TMC-8 Mariposa Ct at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 4



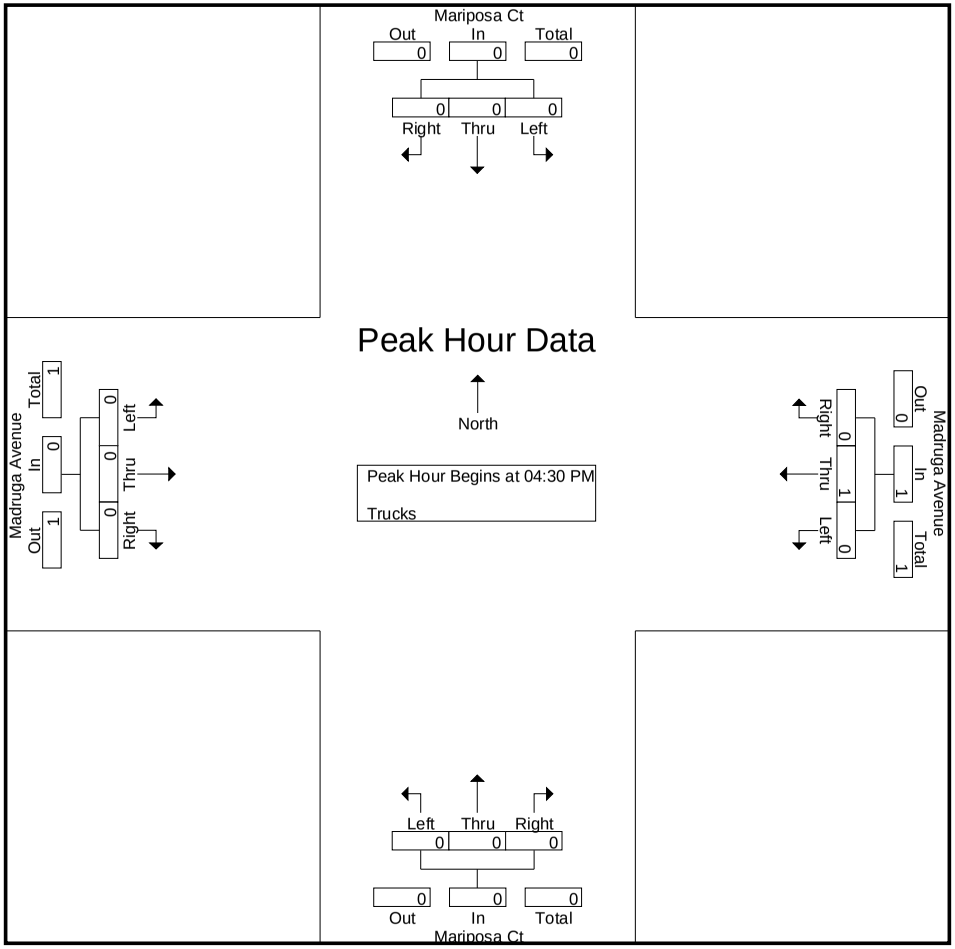
Mariposa Ct at Madruga Avenue

File Name : TMC-8 Mariposa Ct at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 5

	Mariposa Ct Southbound					Mariposa Ct Northbound					Madruga Avenue Westbound					Madruga Avenue Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
% App. Total	0	0	0	0		0	0	0	0		0	0	100	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250

Mariposa Ct at Madruga Avenue

File Name : TMC-8 Mariposa Ct at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 6



Mariposa Ct at Madruga Avenue

File Name : TMC-8 Mariposa Ct at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 1

Groups Printed- Peds & Bikes

	Mariposa Ct Southbound			Mariposa Ct Northbound			Madruga Avenue Westbound			Madruga Avenue Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	1	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
07:30 AM	0	0	0	0	0	0	3	1	4	1	0	1	5
07:45 AM	0	0	0	0	0	0	1	1	2	6	0	6	8
Total	0	0	0	0	0	0	4	3	7	10	0	10	17
08:00 AM	1	0	1	0	0	0	0	0	0	7	0	7	8
08:15 AM	1	0	1	0	0	0	0	1	1	1	1	2	4
08:30 AM	0	0	0	0	0	0	1	1	2	8	0	8	10
08:45 AM	2	0	2	0	0	0	1	0	1	7	1	8	11
Total	4	0	4	0	0	0	2	2	4	23	2	25	33
*** BREAK ***													
04:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
04:15 PM	0	0	0	0	0	0	0	0	0	4	0	4	4
04:30 PM	0	0	0	0	0	0	0	0	0	4	1	5	5
04:45 PM	1	0	1	0	0	0	0	0	0	5	0	5	6
Total	1	0	1	0	0	0	0	0	0	16	1	17	18
05:00 PM	0	0	0	0	0	0	0	0	0	7	0	7	7
05:15 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	2	0	2	11	0	11	13
Grand Total	5	0	5	0	0	0	8	5	13	60	3	63	81
Apprch %	100	0		0	0		61.5	38.5		95.2	4.8		
Total %	6.2	0	6.2	0	0	0	9.9	6.2	16	74.1	3.7	77.8	

Mariposa Ct at Madruga Avenue

File Name : TMC-8 Mariposa Ct at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023

	Mariposa Ct Southbound			Mariposa Ct Northbound			Madruga Avenue Westbound			Madruga Avenue Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	1	0	1	0	0	0	0	0	0	7	0	7	8
08:15 AM	1	0	1	0	0	0	0	**1**	1	1	**1**	2	4
08:30 AM	0	0	0	0	0	0	**1**	1	**2**	**8**	0	**8**	10
08:45 AM	**2**	0	**2**	0	0	0	1	0	1	7	1	8	**11**
Total Volume	4	0	4	0	0	0	2	2	4	23	2	25	33
% App. Total	100	0		0	0		50	50		92	8		
PHF	.500	.000	.500	.000	.000	.000	.500	.500	.500	.719	.500	.781	.750

Mariposa Ct at Madruga Avenue

File Name : TMC-8 Mariposa Ct at Madruga Avenue
Site Code : 00000000
Start Date : 9/21/2023
Page No : 3

	Mariposa Ct Southbound			Mariposa Ct Northbound			Madruga Avenue Westbound			Madruga Avenue Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	0	0	0	0	0	0	0	0	0	4	0	4	4
04:30 PM	0	0	0	0	0	0	0	0	0	4	**1**	5	5
04:45 PM	**1**	0	**1**	0	0	0	0	0	0	5	0	5	6
05:00 PM	0	0	0	0	0	0	0	0	0	**7**	0	**7**	**7**
Total Volume	1	0	1	0	0	0	0	0	0	20	1	21	22
% App. Total	100	0		0	0		0	0		95.2	4.8		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.714	.250	.750	.786

File Name: TMC-9 S Dixie Hwy at Mariposa Ct (Peds & Bikes Bridge)
Start Date: 9/21/2023
Start Time: 7:00:00 AM

	Stairs Bridge Up		Stairs Bridge Down		Elevator Bridge Up		Elevator Bridge Down	
Start Time	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes
7:00:00 AM	3	0	1	0	0	0	1	1
7:15:00 AM	2	0	3	0	6	0	1	1
7:30:00 AM	9	0	6	0	3	0	3	1
7:45:00 AM	9	0	12	0	5	0	8	0
8:00:00 AM	7	0	10	0	3	0	7	1
8:15:00 AM	5	0	5	0	4	0	5	1
8:30:00 AM	4	0	24	0	3	0	8	0
8:45:00 AM	5	0	17	0	5	0	9	0
4:00:00 PM	18	0	6	0	18	0	5	0
4:15:00 PM	9	0	9	0	30	0	0	0
4:30:00 PM	3	0	8	0	9	1	0	1
4:45:00 PM	10	0	20	0	7	1	0	0
5:00:00 PM	9	0	22	0	8	0	3	1
5:15:00 PM	4	0	2	0	7	0	3	0
5:30:00 PM	1	0	10	0	5	2	1	0
5:45:00 PM	2	0	6	0	6	0	2	0

Field Pictures

US-1/South Dixie Highway at Mariposa Court, East Leg (Facing Northeasast): Southwest-bound approach presents high vehicular demand and long queues during the PM peak period.

US-1/South Dixie Highway at Mariposa Court, South Leg (Facing North): Moderate to high pedestrian activity was observed at the pedestrian bridge.

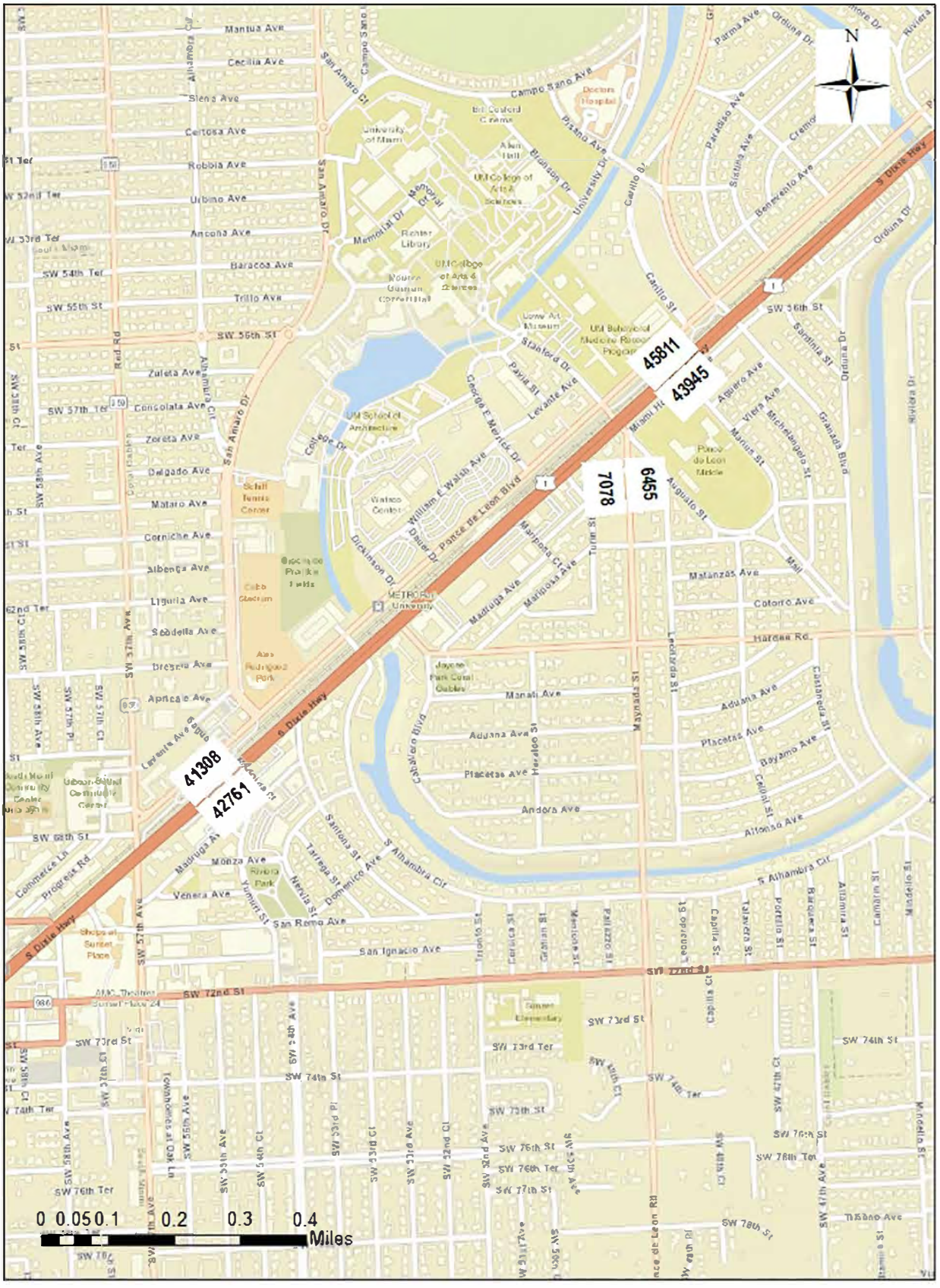
US-1/South Dixie Highway at Mariposa Court, South Leg (Facing North): At least three vehicles turning northwest left form Caballero Blvd onto US-1 were observed performing reckless maneuvers.

Madruga Avenue and Mariposa Court (Facing East): Low vehicular traffic volume was observed at the intersecton Madruga Avenue and Mariposa Court during the PM peak period.

Madruga Avenue and Hardee (Facing South): Westbound and eastbound approaches present low to moderate vehicular demand during the PM peak period.

Roundabout at Caballero Boulevard and Hardee Road (Facing South): Moderate vehicular volume was observed along Caballero Boulevard (southbound approach)

Caballero Boulevard and Manati Avenue (Facing North): *the southbound approach presents moderate vehicular volumes. Westbound and northbound approaches present low traffic demand* during the PM peak period.


N
45811
43945
7078
6455
41308
42761
0 0.05 0.1 0.2 0.3 0.4
Miles

Model Growth Trend Calculation

	Base Year	Future Year	Linear	Exponential	Decay Exponential
Year	2015	2045	-0.07%	-0.07%	-0.07%
2015	85,772	84,069	85,800	85,800	85,800
2016			85,700	85,700	85,400
2017			85,700	85,700	85,200
2018			85,600	85,600	85,100
2019			85,500	85,500	85,000
2020			85,500	85,500	84,900
2021			85,400	85,400	84,800
2022			85,400	85,400	84,700
2023	Opening Year		85,300	85,300	84,700
2024			85,300	85,300	84,600
2025			85,200	85,200	84,600
2026			85,100	85,100	84,500
2027			85,100	85,100	84,500
2028			85,000	85,000	84,500
2029			85,000	85,000	84,400
2030			84,900	84,900	84,400
2031			84,900	84,900	84,400
2032			84,800	84,800	84,300
2033	Mid-Design Year		84,800	84,700	84,300
2034			84,700	84,700	84,300
2035			84,600	84,600	84,300
2036			84,600	84,600	84,200
2037			84,500	84,500	84,200
2038			84,500	84,500	84,200
2039			84,400	84,400	84,200
2040			84,400	84,400	84,200
2041			84,300	84,300	84,100
2042			84,200	84,200	84,100
2043	Design Year		84,200	84,200	84,100
2044			84,100	84,100	84,100
2045	84,069		84,100	84,100	84,100

Model Growth Trend Calculation

	Base Year	Future Year	Linear	Exponential	Decay Exponential
Year	2015	2045	0.08%	0.08%	0.08%
2015	87,630	89,756	87,600	87,600	87,600
2016			87,700	87,700	88,100
2017			87,800	87,800	88,300
2018			87,800	87,800	88,500
2019			87,900	87,900	88,600
2020			88,000	88,000	88,700
2021			88,100	88,100	88,800
2022			88,100	88,100	88,900
2023	Opening Year		88,200	88,200	89,000
2024			88,300	88,300	89,100
2025			88,300	88,300	89,100
2026			88,400	88,400	89,200
2027			88,500	88,500	89,200
2028			88,600	88,500	89,300
2029			88,600	88,600	89,300
2030			88,700	88,700	89,300
2031			88,800	88,800	89,400
2032			88,800	88,800	89,400
2033	Mid-Design Year		88,900	88,900	89,500
2034			89,000	89,000	89,500
2035			89,000	89,000	89,500
2036			89,100	89,100	89,500
2037			89,200	89,200	89,600
2038			89,300	89,300	89,600
2039			89,300	89,300	89,600
2040			89,400	89,400	89,600
2041			89,500	89,500	89,700
2042			89,500	89,500	89,700
2043	Design Year		89,600	89,600	89,700
2044			89,700	89,700	89,700
2045	89,756		89,800	89,800	89,800

Model Growth Trend Calculation

	Base Year	Future Year	Linear	Exponential	Decay Exponential
Year	2015	2045	1.42%	1.19%	1.22%
2015	9,493	13,533	9,500	9,500	9,500
2016			9,600	9,600	10,300
2017			9,800	9,700	10,800
2018			9,900	9,800	11,100
2019			10,000	10,000	11,400
2020			10,200	10,100	11,600
2021			10,300	10,200	11,800
2022			10,400	10,300	11,900
2023	Opening Year		10,600	10,400	12,100
2024			10,700	10,600	12,200
2025			10,800	10,700	12,300
2026			11,000	10,800	12,400
2027			11,100	10,900	12,500
2028			11,200	11,100	12,600
2029			11,400	11,200	12,700
2030			11,500	11,300	12,800
2031			11,600	11,500	12,800
2032			11,800	11,600	12,900
2033	Mid-Design Year		11,900	11,700	13,000
2034			12,100	11,900	13,000
2035			12,200	12,000	13,100
2036			12,300	12,200	13,100
2037			12,500	12,300	13,200
2038			12,600	12,500	13,200
2039			12,700	12,600	13,300
2040			12,900	12,800	13,300
2041			13,000	12,900	13,400
2042			13,100	13,100	13,400
2043	Design Year		13,300	13,200	13,500
2044			13,400	13,400	13,500
2045	13,533		13,500	13,500	13,500

Appendix C

Growth Factor Calculations

FDOT Sites Information

FDOT Trends Spreadsheet Outputs

Site 87-0127

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0127 - SR 5/US-1, 400' E OF SW 57 AVE.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	66000 C	N 33500	S 32500	9.00	56.50	3.20
2021	66500 C	N 35500	S 31000	9.00	55.00	2.90
2020	56000 C	N 28000	S 28000	9.00	56.00	2.90
2019	73500 C	N 37000	S 36500	9.00	56.00	2.40
2018	70500 C	N 34500	S 36000	9.00	54.30	2.30
2017	77500 C	N 38500	S 39000	9.00	54.00	2.00
2016	74500 C	N 39500	S 35000	9.00	56.10	2.90
2015	70000 C	N 35000	S 35000	9.00	57.40	3.70
2014	79500 C	N 39000	S 40500	9.00	59.30	3.40
2013	74000 C	N 37500	S 36500	9.00	58.90	5.00
2012	82000 C	N 41000	S 41000	9.00	59.70	5.10
2011	79500 C	N 40000	S 39500	9.00	58.20	3.90
2010	77000 C	N 39000	S 38000	7.87	58.27	4.30
2009	78000 C	N 39000	S 39000	7.98	59.96	4.90
2008	82000 C	N 41500	S 40500	8.07	66.31	3.70
2007	82500 C	N 42000	S 40500	7.90	63.12	3.50

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 - V03.a

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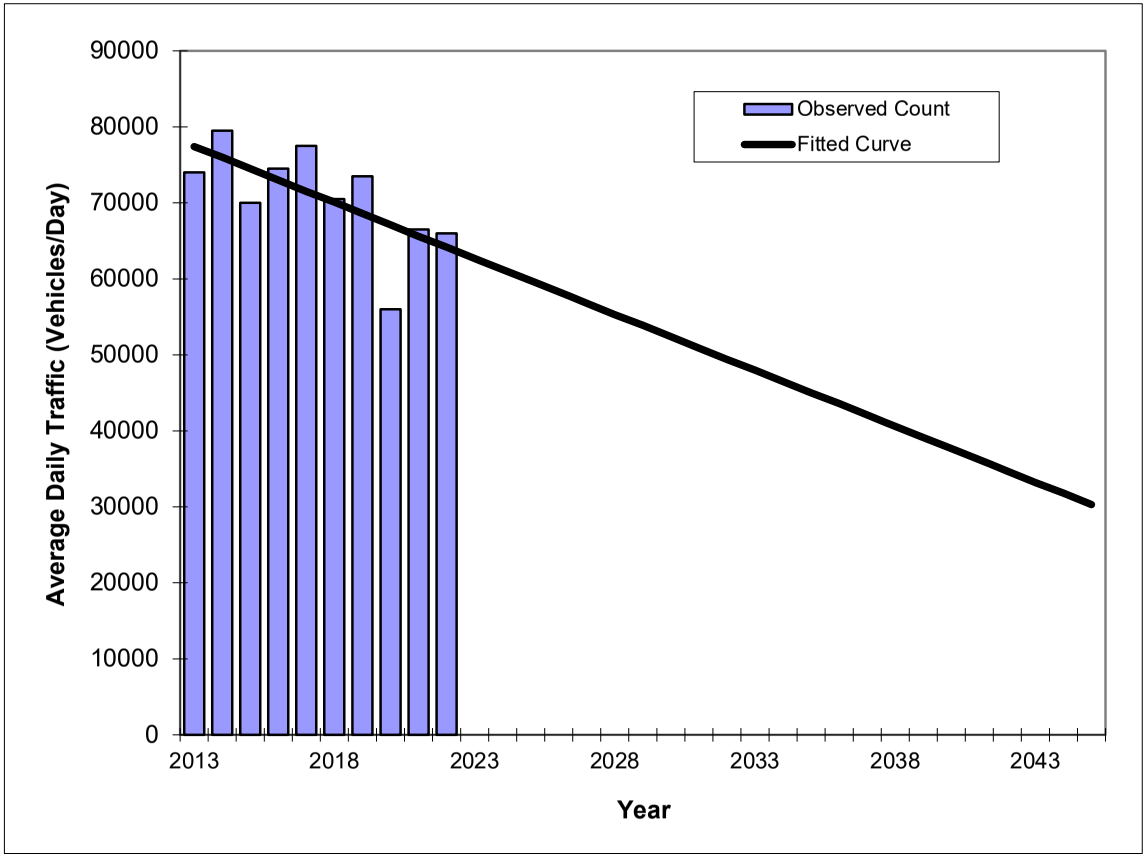
FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	0127
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2013	74000	77400
2014	79500	76000
2015	70000	74500
2016	74500	73000
2017	77500	71500
2018	70500	70100
2019	73500	68600
2020	56000	67100
2021	66500	65600
2022	66000	64200
2027 Opening Year Trend		
2027	N/A	56800
2035 Mid-Year Trend		
2035	N/A	45000
2045 Design Year Trend		
2045	N/A	30300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-1,473
Trend R-squared:	43.32%
Trend Annual Historic Growth Rate:	-1.89%
Trend Growth Rate (2022 to Design Year):	-2.30%
Printed:	19-Oct-23

Straight Line Growth Option

*Axle-Adjusted

Traffic Trends - V03.a

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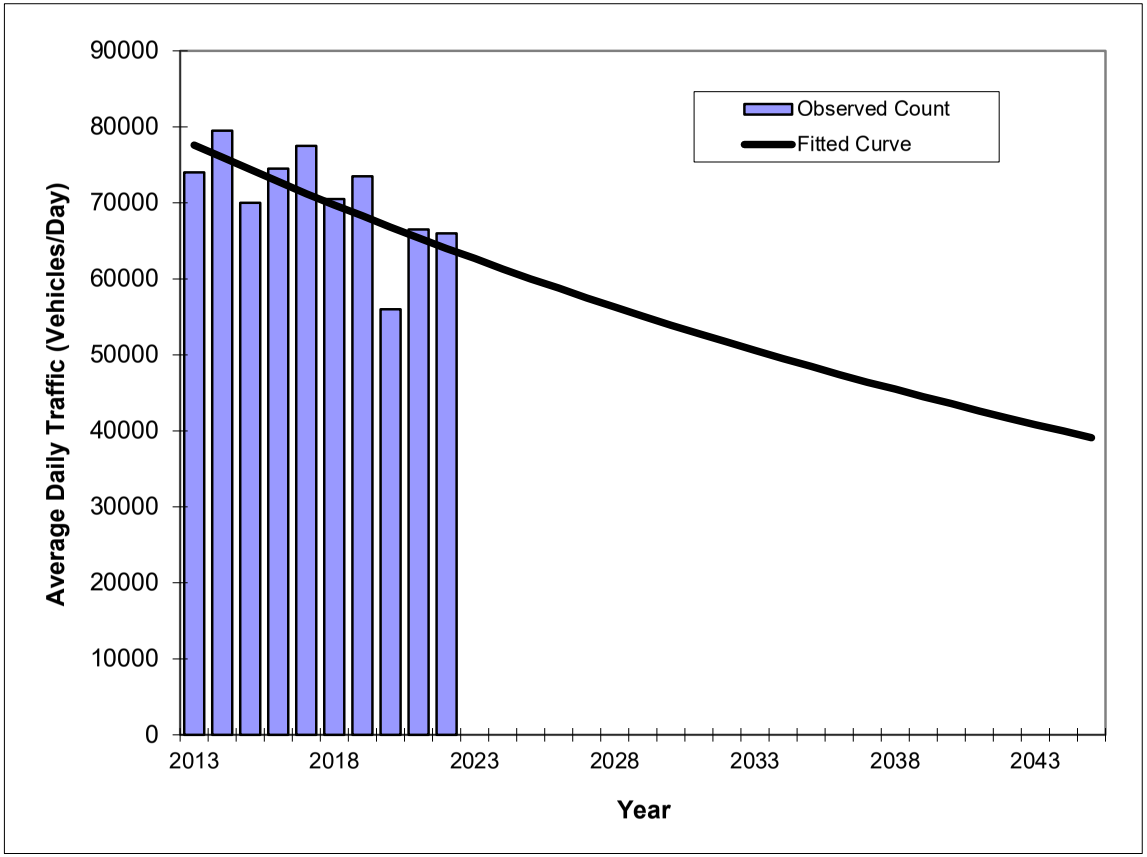
FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	0127
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2013	74000	77600
2014	79500	76000
2015	70000	74400
2016	74500	72800
2017	77500	71200
2018	70500	69700
2019	73500	68300
2020	56000	66800
2021	66500	65400
2022	66000	64000
2027 Opening Year Trend		
2027	N/A	57500
2035 Mid-Year Trend		
2035	N/A	48500
2045 Design Year Trend		
2045	N/A	39100
TRANPLAN Forecasts/Trends		

Trend R-squared:	41.34%
Compounded Annual Historic Growth Rate:	-2.12%
Compounded Growth Rate (2022 to Design Year):	-2.12%
Printed:	19-Oct-23

Exponential Growth Option

*Axle-Adjusted

Traffic Trends - V03.a

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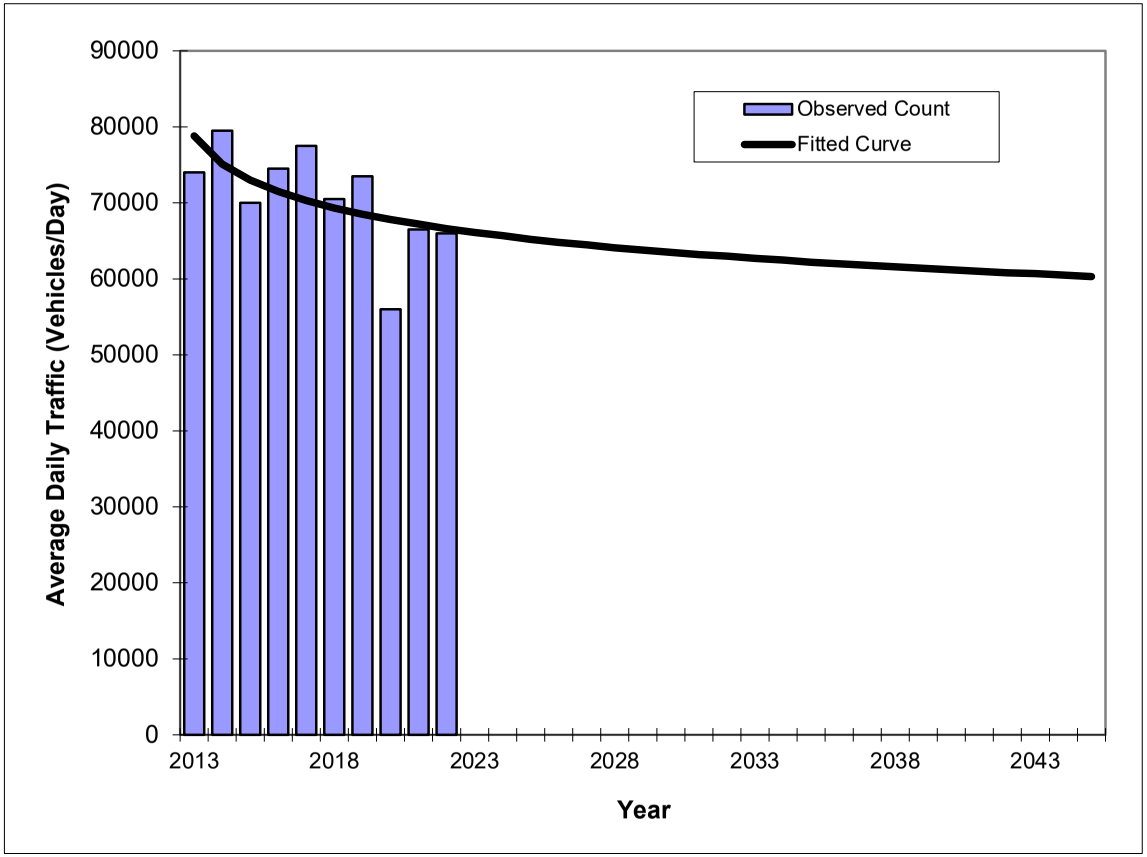
FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	0127
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2013	74000	78800
2014	79500	75100
2015	70000	73000
2016	74500	71500
2017	77500	70300
2018	70500	69300
2019	73500	68500
2020	56000	67800
2021	66500	67200
2022	66000	66600
2027 Opening Year Trend		
2027	N/A	64500
2035 Mid-Year Trend		
2035	N/A	62200
2045 Design Year Trend		
2045	N/A	60300
TRANPLAN Forecasts/Trends		

Trend R-squared:	32.54%
Compounded Annual Historic Growth Rate:	-1.85%
Compounded Growth Rate (2022 to Design Year):	-0.43%
Printed:	19-Oct-23

Decaying Exponential Growth Option

*Axle-Adjusted

FDOT Trends Spreadsheet Outputs

Site 87-0178

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0178 - SR-5/US-1,S OF GRANADA BLVD,CORAL GABLES,DADE CO.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	70863 C	N 36056	S 34807	9.00	56.50	1.80
2021	70997 C	N 35856	S 35141	9.00	57.40	1.70
2020	60456 C	N 30334	S 30122	9.00	56.00	1.90
2019	75016 C	N 38340	S 36676	9.00	56.00	1.60
2018	75845 C	N 38552	S 37293	9.00	54.30	1.70
2016	78933 C	N 40350	S 38583	9.00	55.90	1.70
2015	78781 C	N 40013	S 38768	9.00	56.40	1.60
2014	77894 C	N 39481	S 38413	9.00	54.00	1.80
2013	79232 C	N 40031	S 39201	9.00	52.60	1.60
2012	80978 C	N 40787	S 40191	9.00	55.00	1.80
2011	81985 C	N 41684	S 40301	9.00	52.30	1.80
2010	84224 C	N 43119	S 41105	7.03	54.37	1.80
2009	83544 C	N 43040	S 40504	7.32	55.72	1.40
2008	83243 C	N 42820	S 40423	7.40	56.26	5.40
2007	85559 C	N 44182	S 41377	7.13	55.77	6.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

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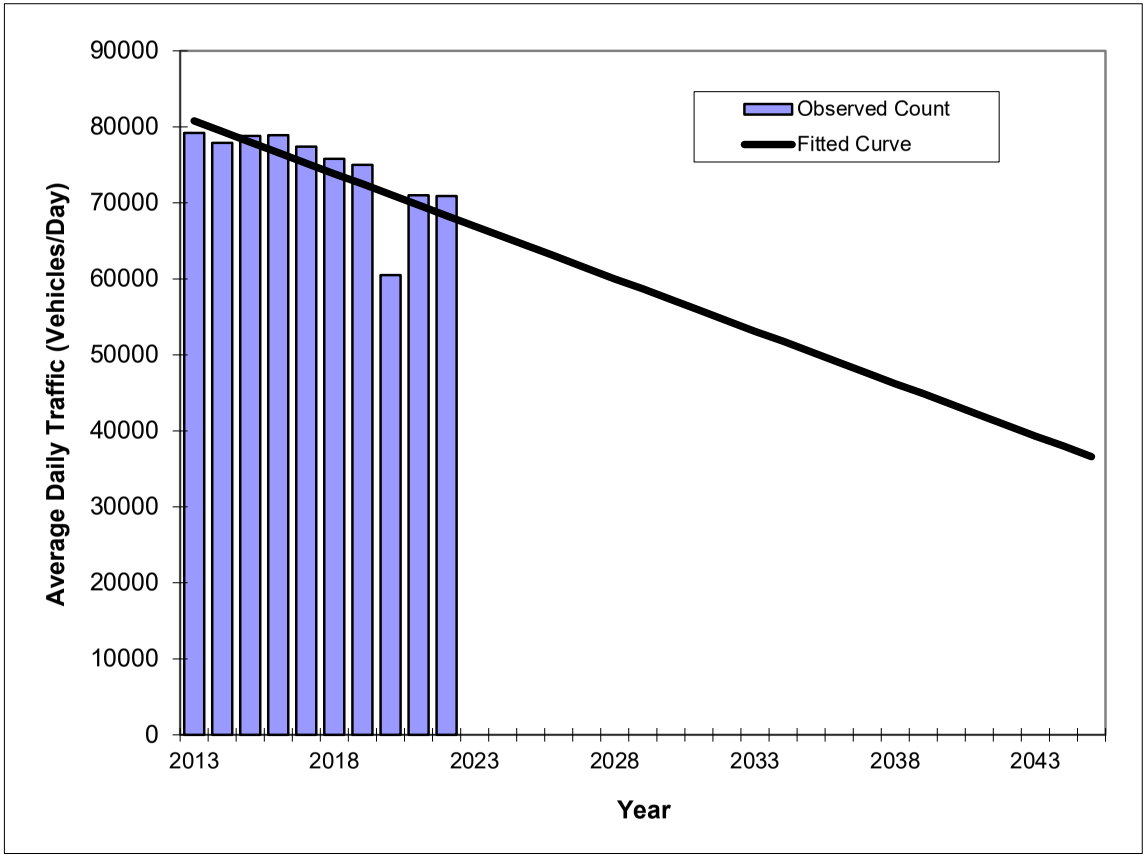
FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	0178
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2013	79200	80800
2014	77900	79400
2015	78800	78000
2016	78900	76600
2017	77400	75200
2018	75800	73800
2019	75000	72500
2020	60500	71100
2021	71000	69700
2022	70900	68300
2027 Opening Year Trend		
2027	N/A	61400
2035 Mid-Year Trend		
2035	N/A	50400
2045 Design Year Trend		
2045	N/A	36600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-1,381
Trend R-squared:	51.89%
Trend Annual Historic Growth Rate:	-1.72%
Trend Growth Rate (2022 to Design Year):	-2.02%
Printed:	19-Oct-23

Straight Line Growth Option

*Axle-Adjusted

Traffic Trends - V03.a

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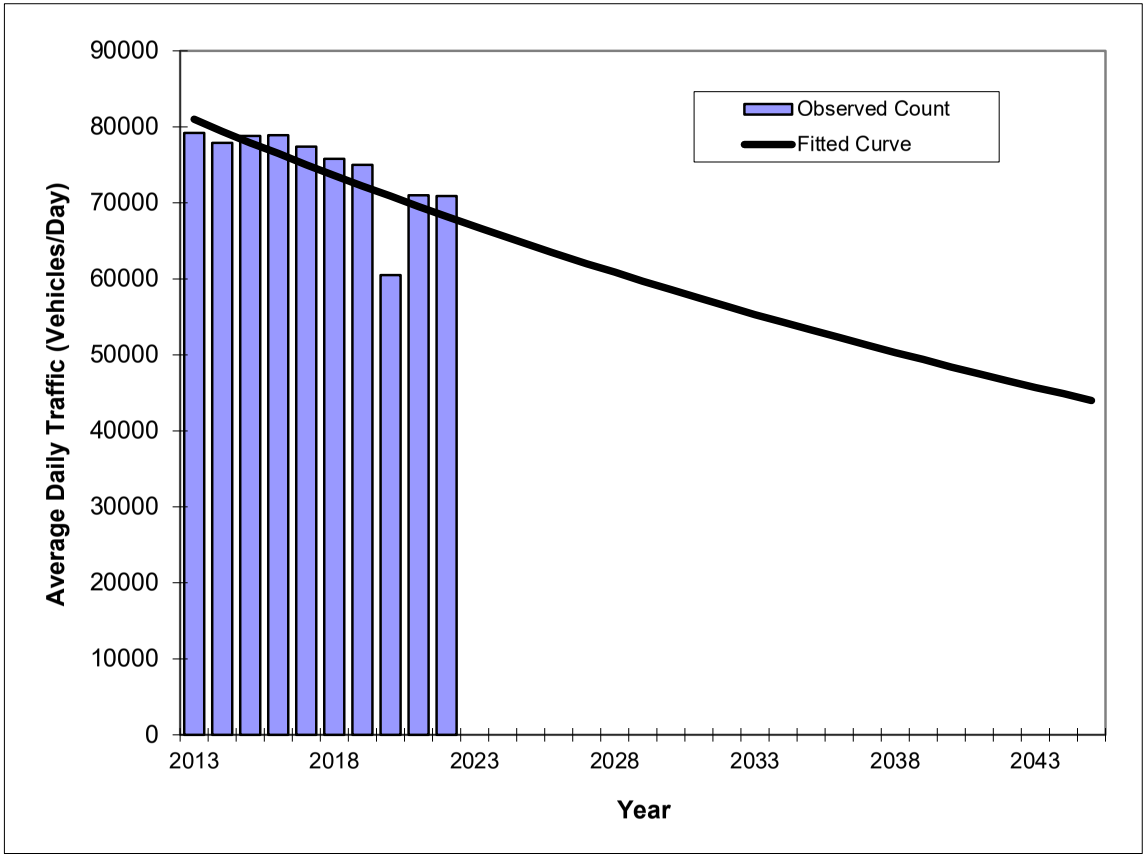
FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	0178
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2013	79200	81000
2014	77900	79400
2015	78800	77900
2016	78900	76500
2017	77400	75000
2018	75800	73600
2019	75000	72200
2020	60500	70900
2021	71000	69500
2022	70900	68200
2027 Opening Year Trend		
2027	N/A	62000
2035 Mid-Year Trend		
2035	N/A	53300
2045 Design Year Trend		
2045	N/A	44000
TRANPLAN Forecasts/Trends		

Trend R-squared:	48.17%
Compounded Annual Historic Growth Rate:	-1.89%
Compounded Growth Rate (2022 to Design Year):	-1.89%
Printed:	19-Oct-23

Exponential Growth Option

*Axle-Adjusted

Traffic Trends - V03.a

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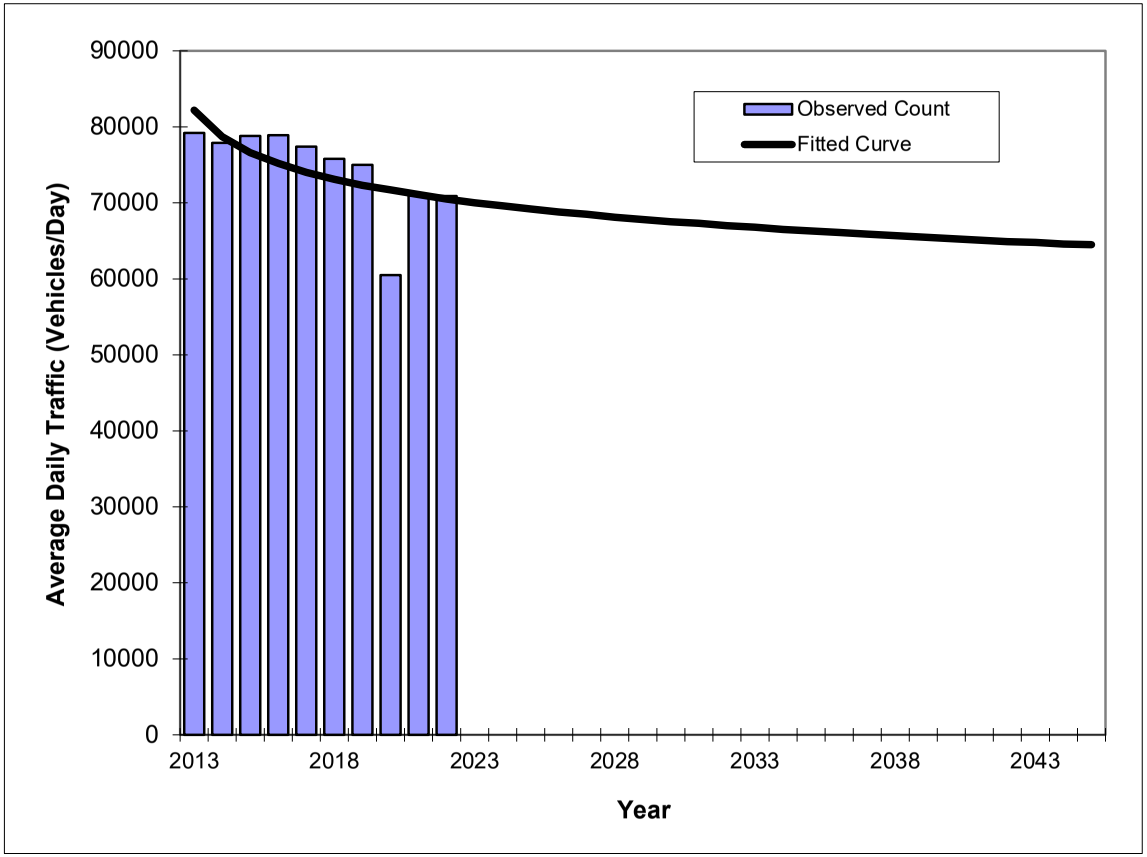
FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	0178
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2013	79200	82200
2014	77900	78700
2015	78800	76600
2016	78900	75200
2017	77400	74000
2018	75800	73100
2019	75000	72300
2020	60500	71700
2021	71000	71100
2022	70900	70500
2027 Opening Year Trend		
2027	N/A	68500
2035 Mid-Year Trend		
2035	N/A	66300
2045 Design Year Trend		
2045	N/A	64500
TRANPLAN Forecasts/Trends		

Trend R-squared:	41.11%
Compounded Annual Historic Growth Rate:	-1.69%
Compounded Growth Rate (2022 to Design Year):	-0.39%
Printed:	19-Oct-23

Decaying Exponential Growth Option

*Axle-Adjusted

FDOT Trends Spreadsheet Outputs

Site 87-8405

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8405 - MAYNADA ST, 200 FT N OFMARIPOSA (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2022	4000 C	N	1800	S	2200	9.00	56.50	3.10
2021	3800 T	N	1800	S	2000	9.00	55.00	3.50
2020	4000 S	N	1900	S	2100	9.00	56.00	2.40
2019	4400 F	N	2100	S	2300	9.00	56.00	2.90
2018	4400 C	N	2100	S	2300	9.00	54.30	2.90
2017	4700 T	N	2500	S	2200	9.00	59.30	2.70
2016	4700 S	N	2500	S	2200	9.00	56.10	3.30
2015	4700 F	N	2500	S	2200	9.00	57.40	5.30
2014	4700 C	N	2500	S	2200	9.00	59.30	7.50
2013	4500 F		0		0	9.00	58.90	16.20
2012	4500 C	N	0	S	0	9.00	59.70	16.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

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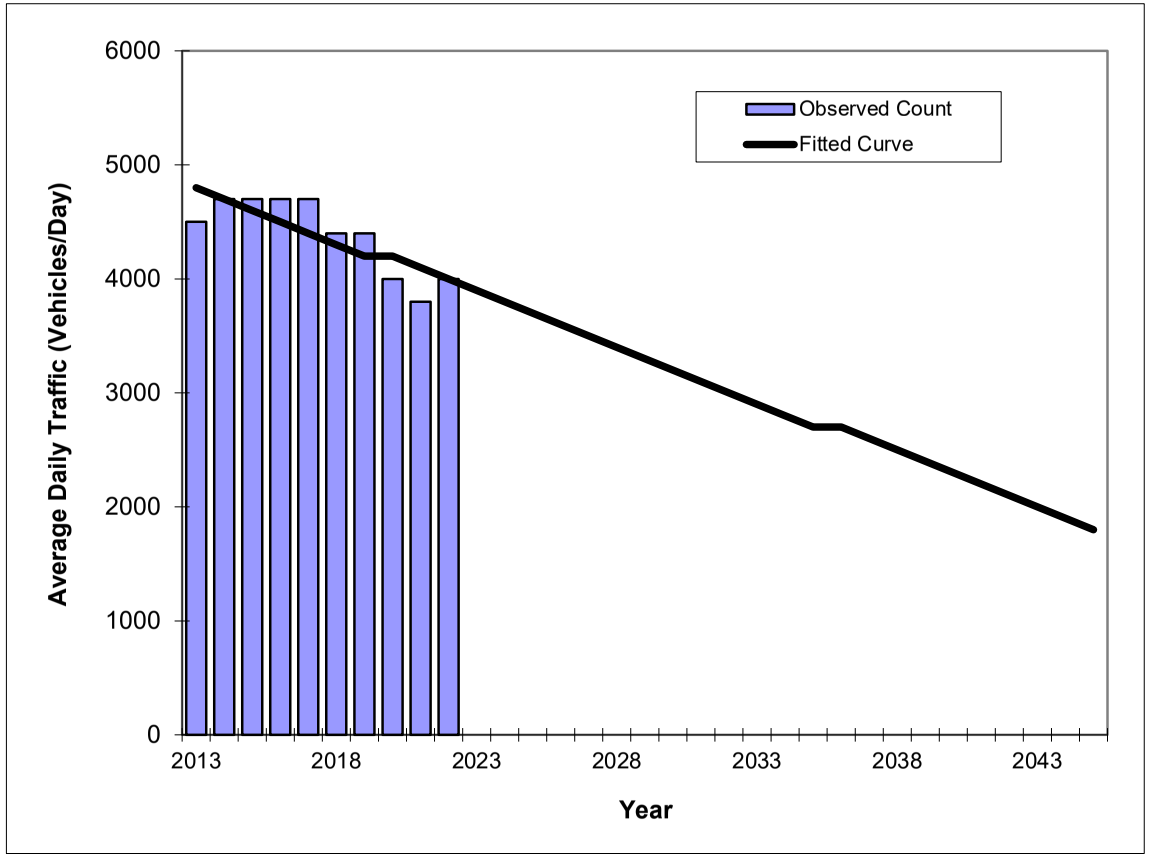
FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	8405
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2013	4500	4800
2014	4700	4700
2015	4700	4600
2016	4700	4500
2017	4700	4400
2018	4400	4300
2019	4400	4200
2020	4000	4200
2021	3800	4100
2022	4000	4000
2027 Opening Year Trend		
2027	N/A	3500
2035 Mid-Year Trend		
2035	N/A	2700
2045 Design Year Trend		
2045	N/A	1800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-94
Trend R-squared:	69.40%
Trend Annual Historic Growth Rate:	-1.85%
Trend Growth Rate (2022 to Design Year):	-2.39%
Printed:	19-Oct-23

Straight Line Growth Option

*Axle-Adjusted

Traffic Trends - V03.a

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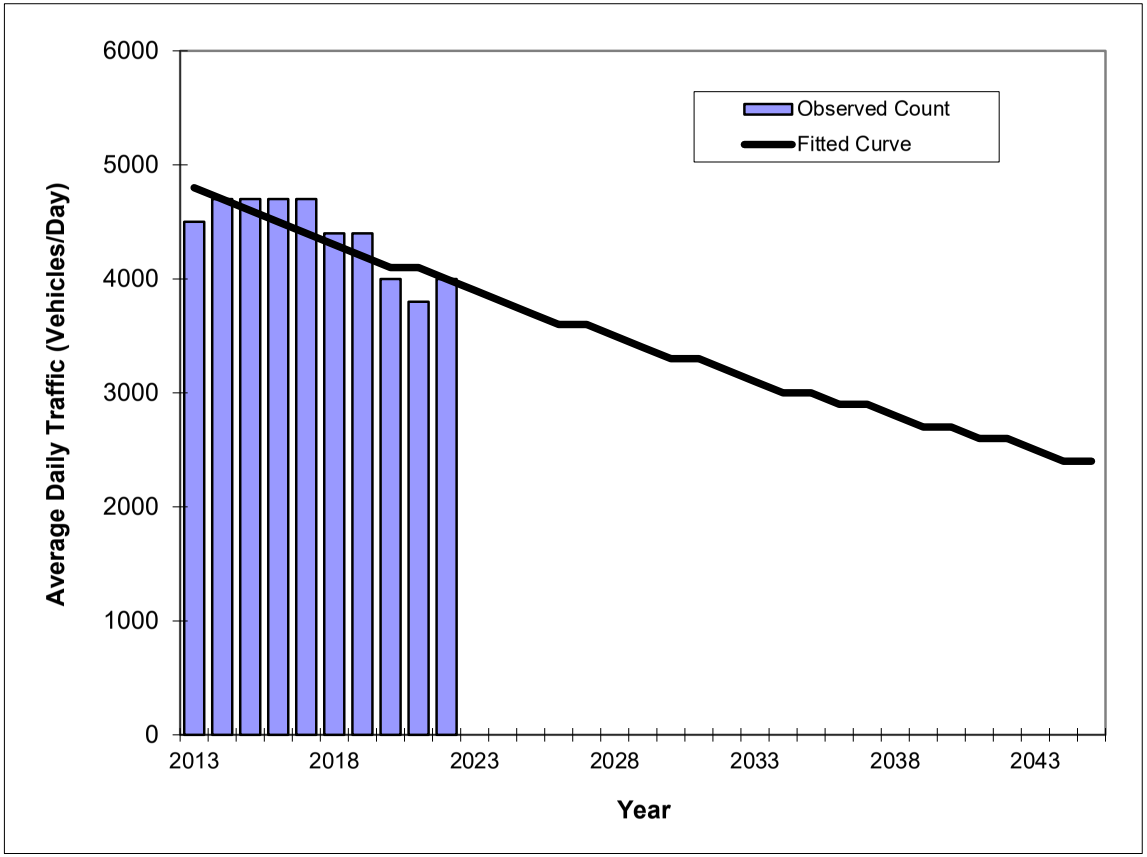
FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	8405
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2013	4500	4800
2014	4700	4700
2015	4700	4600
2016	4700	4500
2017	4700	4400
2018	4400	4300
2019	4400	4200
2020	4000	4100
2021	3800	4100
2022	4000	4000
2027 Opening Year Trend		
2027	N/A	3600
2035 Mid-Year Trend		
2035	N/A	3000
2045 Design Year Trend		
2045	N/A	2400
TRANPLAN Forecasts/Trends		

Trend R-squared:	69.22%
Compounded Annual Historic Growth Rate:	-2.01%
Compounded Growth Rate (2022 to Design Year):	-2.20%
Printed:	19-Oct-23

Exponential Growth Option

*Axle-Adjusted

Traffic Trends - V03.a

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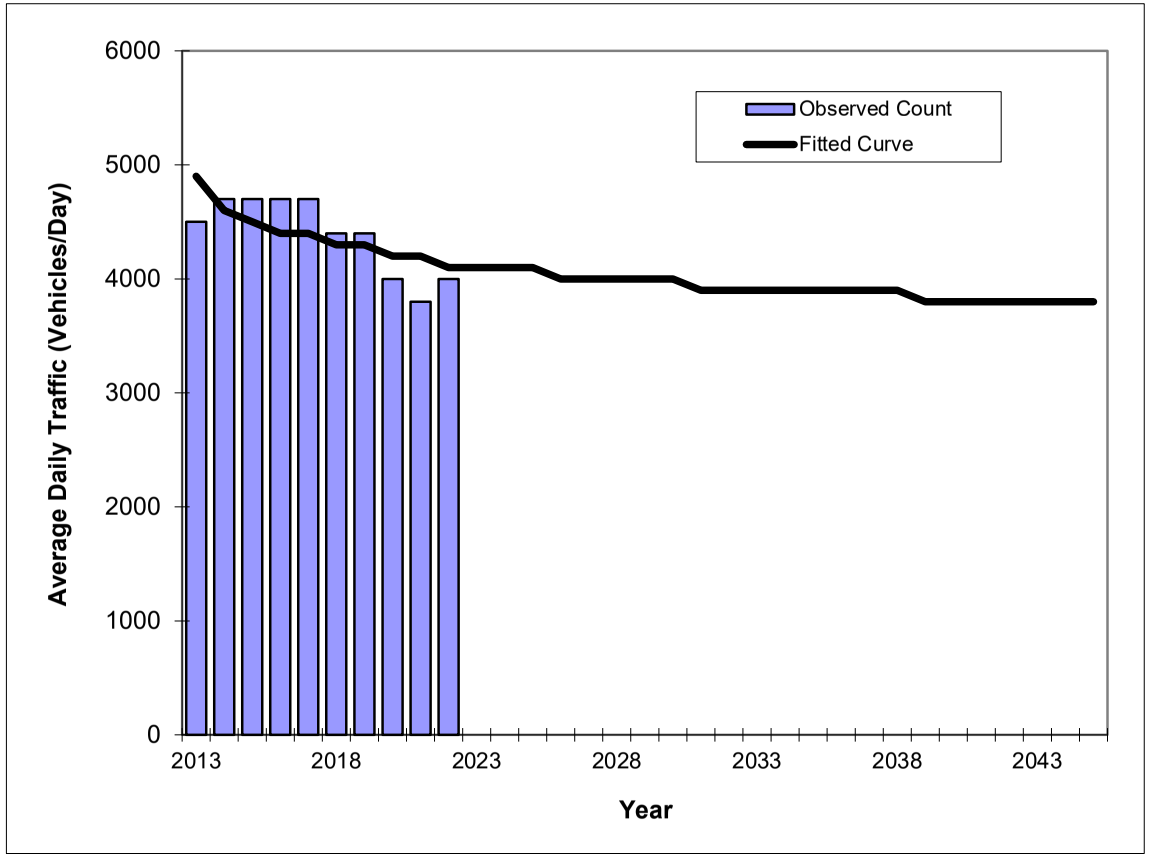
FIN#	1234
Location	1

County:	Miami-Dade (87)
Station #:	8405
Highway:	0



Year	Traffic (ADT/AADT) Count*	Trend**
2013	4500	4900
2014	4700	4600
2015	4700	4500
2016	4700	4400
2017	4700	4400
2018	4400	4300
2019	4400	4300
2020	4000	4200
2021	3800	4200
2022	4000	4100
2027 Opening Year Trend		
2027	N/A	4000
2035 Mid-Year Trend		
2035	N/A	3900
2045 Design Year Trend		
2045	N/A	3800
TRANPLAN Forecasts/Trends		

Trend R-squared:	43.40%
Compounded Annual Historic Growth Rate:	-1.96%
Compounded Growth Rate (2022 to Design Year):	-0.33%
Printed:	19-Oct-23

Decaying Exponential Growth Option

*Axle-Adjusted


N
44277
43354
5177
4316
42261
43511
0 0.05 0.1 0.2 0.3 0.4
Miles

Appendix D

Trip Generation Letter

DAVID PLUMMER & ASSOCIATES
TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING

1750 PONCE DE LEON BOULEVARD | CORAL GABLES, FLORIDA 33134
305•447•0900 | DPA@DPLUMMER.COM

May 31, 2023

Ms. Melissa Mojarena De Zayas, P.E.
Senior Transportation Engineer
City of Coral Gables
Public Works Department
2800 SW 72 Ave
Miami, Florida 33155
305.460.5128
mdezayas@coralgables.com

RE: The Mark Trip Generation - #22217

Dear Melissa,

David Plummer & Associates has been retained by LCD Acquisitions to perform a trip generation analysis for The Mark development. Contact information for the developer is as follows:

Mr. Bryan Boyles
LCD Acquisitions, LLC
315 Oconee Street
Athens, GA 30601
(404) 455-7973
bryan.boyles@landmarkproperties.com

The proposed project is located at 1250 South Dixie Highway in Coral Gables, Florida. The project is proposing a mixed-use development consisting of 396 dwelling units, 12 live/work units, and 21,127 SF of ground floor retail. The site is currently occupied by 58,260 SF of retail. The project will be comprised of two buildings, Building 1 located on the north side of the property and Building 2 located on the south side of the property. Both buildings will have an on-site parking garage. A covered paseo (perpendicular to South Dixie Highway) will facilitate pedestrian access between the two buildings and provide pedestrians access between South Dixie Highway and Madruga Avenue.

Vehicular access to Building 2 is provided via a two-way, right-in / right-out driveway located on South Dixie Highway and a two-way driveway located on Madruga Avenue. These driveways will give access to Building 2's ground floor parking area and the internal parking ramps leading to the basement and upper floor parking areas. A two-way, full access driveway located on Madruga Avenue will provide access to Building 1's ground floor parking area, internal basement parking ramp, and second-floor parking ramp. The proposed site plan is provided in Attachment A.

Trip generation calculations for the proposed and existing development were performed using the *Institute of Transportation Engineers' (ITE)* *Trip Generation Manual,* 11th Edition. The proposed development plan incorporates residential units, live/work units, and retail space. As the site can satisfy the retail and work trip for some residents without making a trip off-site, an internalization matrix was developed to establish the number of appropriate internal capture trips. ITE research shows that a certain percent of retail trips are "*pass-by*" trips. These are described as trips "attracted from the traffic passing the site on an adjacent street." These are not new trips, but trips already using the existing roadway network that stop at the proposed use and go back to their original path. Pass-by trips for LUC 822 and LUC 821 use were established based on guidelines provided in ITE's *Trip Generation Handbook*, 3rd Edition and ITS's *Trip Generation Manual,* 11th Edition. Based on U.S. Census Bureau data (tract 75.03), a 26.2% deduction was applied for other modes of transportation.

The live/work units have approximately 12,900 SF of combined office space (according to the parking calculations). Therefore, the trip generation was performed using a total of 408 (396 + 12) residential units, 12,900 SF of office space, and 21,127 SF of retail space. ITE Land Use Code (LUC) 221 (Multifamily Housing – Mid-Rise), LUC 822 (Strip Retail Plaza – <40k), and LUC 710 (General Office Building) were utilized for the proposed trip generation. ITE Land Use Code (LUC) 821 (Shopping Plaza – 40-150k) was utilized for the existing trip generation. A trip generation summary is provided in Table 1. Detailed trip generation calculations are provided in Attachment B.

Table 1: Trip Generation Summary

Development Plan	Total Weekday	A.M. Peak Hour	P.M. Peak Hour
Existing	3,934	45	134
Proposed	3,218	171	154
ΔTrips	-716	126	20

As shown in Table 1, the results of the trip generation analysis indicate that the proposed development will generate 716 less daily trips, 126 more AM peak hour trips, and 20 more PM peak hour trips when compared to the existing land use.

We stand ready to provide any support needed for this project. Should you have any questions or comments, please call me at (305) 447-0900.

Sincerely,

Juan Espinosa, PE

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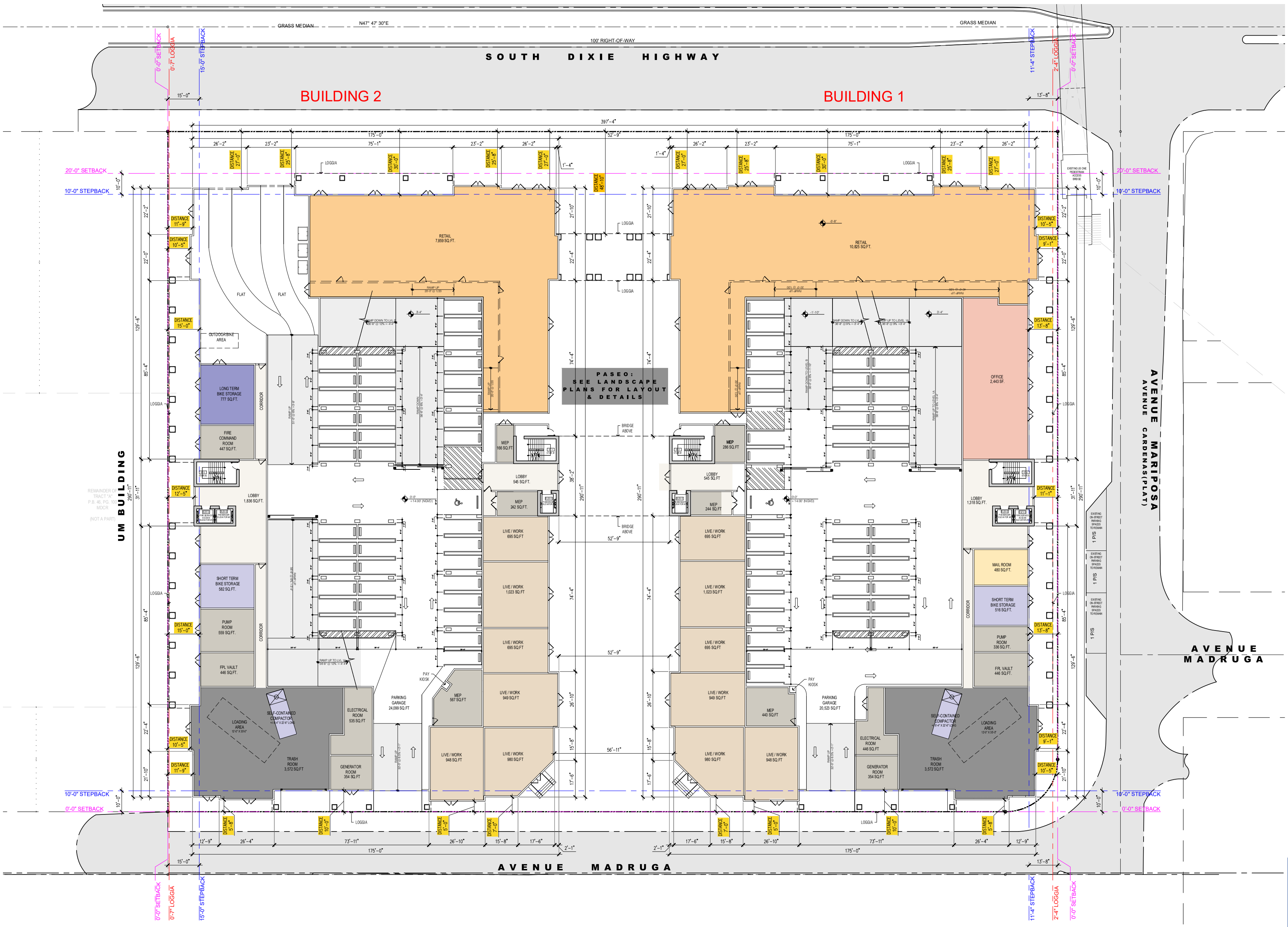
Attachment A



RESTAURANT
RETAIL
OFFICE

WORK/LIVE
SHORT TERM BIKE STORAGE
LOMG TERM BIKE STORAGE

SITE PLAN (GROUND LEVEL FLOOR PLAN)

SCALE: 1" = 20'-0"

BEHAR·FONT PARTNERS, P.A.
CORAL GABLES · ATLANTA

SEAL:

JAVIER FONT AR No. 12547

THE MARK
MIXED USE PROJECT

1250 S DIXIE HWY
CORAL GABLES, FL.33146

DATE: 06-01-2023
PROJECT NO: 22-068
DRAWING NAME:
GROUND LEVEL FLOOR PLAN
SHEET NO:
E-1

Attachment B

The Mark

Proposed

Proposed ITE Land Use Designation[1]		Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
				In	Out	Total	In	Out	Total
Multifaily Housing (Mid-Rise) *Land Use Code: 221*	Apartments 396 DU Live/Work 12 DU	408 DU	1,900	39	129	168	97	62	159
General Office Building *Land Use Code: 710*		12,900 SF	196	25	3	28	5	25	30
Strip Retail Plaza (<40K) *Land Use Code: 822*		21,127 SF	1,122	30	20	50	66	66	132
Total Gross Trips			**3,218**	**94**	**152**	**246**	**168**	**153**	**321**
Other Modes of Transportation[2]			26.2%	-25	-40	-65	-43	-40	-83
Internalization[3]	AM PM		5.5% 21.0%	-5	-5	-10	-25	-25	-50
PM Passby (Retail)[4]			45.0%	0	0	0	-17	-17	-34
Net Proposed Trips				**64**	**107**	**171**	**83**	**71**	**154**

[1]Based on ITE Trip Generation Manual, 11th Edition.

[2]Based on US census data for census tract 75.03 and local characteristics.

[3]Based on ITE Trip Generation Handbook, 3rd Edition.

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

Existing

Existing ITE Land Use Designation[1]	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Shopping Plaza (40-150K) *Land Use Code: 821*	58,260 SF	3,934	62	38	100	148	154	302
Total Gross Trips		**3,934**	**62**	**38**	**100**	**148**	**154**	**302**
Other Modes of Transportation[2]		26.2%	-16	-10	-26	-39	-40	-79
PM Passby (Retail)[3]		40.0%	-18	-11	-29	-44	-45	-89
Net Existing Trips			**28**	**17**	**45**	**65**	**69**	**134**

[1] Based on ITE Trip Generation Manual, 11th Edition.

[2]Based on US census data for census tract 75.03 and local characteristics.

[3]Based on the appendix of the ITE Trip Generation Manual, 11th Edition.

Trip Difference

	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Proposed	**3,218**	**64**	**107**	**171**	**83**	**71**	**154**
Existing	**3,934**	**28**	**17**	**45**	**65**	**69**	**134**
Difference	**-716**	**36**	**90**	**126**	**18**	**2**	**20**

AM Peak Hour Trip Generation and Internalization

The Mark

Multifamilty (Mid-Rise) Land Use 221 408 DU		Office Land Use 710 12,900 SF		Retail Land Use 822 21,127 SF			
In	**Out**	**In**	**Out**	**In**	**Out**		
39	**129**	**25**	**3**	**30**	**20**	246	ITE Trips
-10	-34	-7	-1	-8	-5	-65	-26.2% other modes of transportaion
29	**95**	**18**	**2**	**22**	**15**	181	Non Transit Vehicle Trips

UNBALANCED INTERNALIZATION

	2% 2	***1***	*3% 1*		
0% 0		***0***		*1% 0*	
	1% 1	***1***		*17% 4*	
2% 1		***1***			*14% 2*
			28% 1	***1***	*32% 7*
			4% 1	***1***	*29% 4*

Multifamilty (Mid-Rise)		Office		Retail			
In	**Out**	**In**	**Out**	**In**	**Out**		
29	**95**	**18**	**2**	**22**	**15**	181	Vehicle Trips

BALANCED INTERNALIZATION

	-1		*-1*		
0				*0*	
	-1			*-1*	
-1					*-1*
			-1		*-1*
			-1		*-1*

-1	-2	-2	-1	-2	-2	-10	Internal
28	93	16	1	20	13	171	External Trips
	2.4%		*15.0%*		*10.8%*	*5.5%*	% Internal
				0	0	0	0% Passby
28	**93**	**16**	**1**	**20**	**13**	**171**	**Net New External Trips**

PM Peak Hour Trip Generation and Internalization

The Mark

Multifamilty (Mid-Rise) Land Use 221 408 DU		Office Land Use 710 12,900 SF		Retail Land Use 822 21,127 SF		
In	**Out**	**In**	**Out**	**In**	**Out**	
97	**62**	**5**	**25**	**66**	**66**	321 ITE Trips
-25	-16	-1	-7	-17	-17	-83 -26.2% other modes of transportaion
72	**46**	**4**	**18**	**49**	**49**	238 Non Transit Vehicle Trips

UNBALANCED INTERNALIZATION

*4% 2 — **2** — 57% 2*
*4% 3 — **0** — 2% 0*

*42% 19 — **5** — 10% 5*
*46% 33 — **13** — 26% 13*

*20% 4 — **4** — 8% 4*
*31% 1 — **1** — 2% 1*

Multifamilty (Mid-Rise)		Office		Retail		
In	**Out**	**In**	**Out**	**In**	**Out**	
72	**46**	**4**	**18**	**49**	**49**	238 Vehicle Trips

BALANCED INTERNALIZATION

-2 — -2
0 — 0

-5 — -5
-13 — -13

-4 — -4
-1 — -1

-13	-7	-3	-4	-9	-14	-50 Internal
59	39	1	14	40	35	188 External Trips
	16.9%		*31.8%*		*23.5%*	*21.0%* % Internal
				-17	-17	-34 -45% Passby
59	**39**	**1**	**14**	**23**	**18**	**154 Net New External Trips**

Scenario - 6

Scenario Name: Proposed May 31 2023 User Group:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	General Urban/Suburban	Dwelling Units	408	Weekday	Best Fit (LIN)	950	950	1900
Data Source: Trip Generation Manual, 11th Ed					T = 4.77(X) - 46.46	50%	50%	
221(1) - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	General Urban/Suburban	Dwelling Units	408	Weekday, Peak Hour of Adjacent	Best Fit (LIN)	39	129	168
Data Source: Trip Generation Manual, 11th Ed					T = 0.44(X) - 11.61	23%	77%	
221(2) - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	General Urban/Suburban	Dwelling Units	408	Weekday, Peak Hour of Adjacent	Best Fit (LIN)	97	62	159
Data Source: Trip Generation Manual, 11th Ed					T = 0.39(X) + 0.34	61%	39%	
822 - Strip Retail Plaza (<40k)	General Urban/Suburban	1000 Sq. Ft. GLA	21.13	Weekday	Best Fit (LIN)	561	561	1122
Data Source: Trip Generation Manual, 11th Ed					T = 42.20(X) + 229.68	50%	50%	
822(1) - Strip Retail Plaza (<40k)	General Urban/Suburban	1000 Sq. Ft. GLA	21.13	Weekday, Peak Hour of Adjacent	Average	30	20	50
Data Source: Trip Generation Manual, 11th Ed					2.36	60%	40%	
822(2) - Strip Retail Plaza (<40k)	General Urban/Suburban	1000 Sq. Ft. GLA	21.13	Weekday, Peak Hour of Adjacent Street Traffic, One	Best Fit (LOG)	66	66	132
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.71Ln(X) + 2.72	50%	50%	
710 - General Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	12.9	Weekday	Best Fit (LOG)	98	98	196
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.87Ln(X) + 3.05	50%	50%	
710(1) - General Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	12.9	Weekday, Peak Hour of Adjacent Street Traffic, One	Best Fit (LOG)	25	3	28
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.86Ln(X) + 1.16	88%	12%	
710(2) - General Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	12.9	Weekday, Peak Hour of Adjacent Street Traffic, One	Best Fit (LOG)	5	25	30
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.83Ln(X) + 1.29	17%	83%	

Scenario - 2

Scenario Name: Existing User Group:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
821 - Shopping Plaza (40-150k) - Supermarket - No	General Urban/Suburban	1000 Sq. Ft. GLA	58.26	Weekday	Average	1967	1967	3934
Data Source: Trip Generation Manual, 11th Ed					67.52	50%	50%	
821(1) - Shopping Plaza (40-150k) - Supermarket - No	General Urban/Suburban	1000 Sq. Ft. GLA	58.26	Weekday, Peak Hour of Adjacent	Average	62	38	100
Data Source: Trip Generation Manual, 11th Ed					1.73	62%	38%	
821(2) - Shopping Plaza (40-150k) - Supermarket - No	General Urban/Suburban	1000 Sq. Ft. GLA	58.26	Weekday, Peak Hour of Adjacent	Average	148	154	302
Data Source: Trip Generation Manual, 11th Ed					5.19	49%	51%	

Table E.9 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period
Land Use Code 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
63	Port Orange, FL	1993	162	2:00–6:00 p.m.	59	—	—	41	—	—	TPD Inc.
9	Kissimmee, FL	1994	107	2:00–6:00 p.m.	66	20	14	34	—	—	TPD Inc.
77	Edgewater, FL	1992	365	2:00–6:00 p.m.	46	—	—	54	—	—	TPD Inc.
82	Deltona, FL	1992	336	2:00–6:00 p.m.	34	—	—	66	—	—	TPD Inc.
78	Orlando, FL	1991	702	2:00–6:00 p.m.	55	23	22	45	—	—	TPD Inc.
45	Orlando, FL	1992	844	2:00–6:00 p.m.	56	24	20	44	—	—	TPD Inc.
50	Orlando, FL	1992	555	2:00–6:00 p.m.	41	41	18	59	—	—	TPD Inc.
52	Orlando, FL	1995	665	2:00–6:00 p.m.	42	33	25	58	—	—	TPD Inc.
17	Orlando, FL	1994	196	2:00–6:00 p.m.	66	—	—	34	—	—	TPD Inc.
60	Orlando, FL	1995	1,593	3:00–7:00 p.m.	40	38	22	60	—	—	TPD Inc.
158	Crestwood, KY	June 1993	129	4:00–6:00 p.m.	36	39	25	64	759	—	Barton-Aschman Assoc.
118	Louisville area, KY	June 1993	133	4:00–6:00 p.m.	22	51	27	78	3,555	—	Barton-Aschman Assoc.
74	Louisville, KY	June 1993	187	4:00–6:00 p.m.	30	43	27	70	922	—	Barton-Aschman Assoc.
59	Louisville area, KY	June 1993	247	4:00–6:00 p.m.	31	52	17	69	2,059	—	Barton-Aschman Assoc.
145	Louisville area, KY	June 1993	210	4:00–6:00 p.m.	53	30	17	47	2,636	—	Barton-Aschman Assoc.
104	Louisville area, KY	June 1993	281	4:00–6:00 p.m.	28	50	22	72	2,111	—	Barton-Aschman Assoc.
235	Louisville, KY	June 1993	211	4:00–6:00 p.m.	35	29	36	65	2,593	—	Barton-Aschman Assoc.
71	Louisville, KY	June 1993	109	4:00–6:00 p.m.	25	42	33	75	1,559	—	Barton-Aschman Assoc.
350	Worcester, MA	Apr. 1994	224	4:00–6:00 p.m.	18	45	37	82	2,112	—	ICSC
738	East Brunswick, NJ	Apr. 1994	283	4:00–6:00 p.m.	14	79	7	86	8,059	—	ICSC
294	Philadelphia, PA	Apr. 1994	213	4:00–6:00 p.m.	25	51	24	75	4,055	—	ICSC
256	Hamden, CT	Apr. 1994	208	4:00–6:00 p.m.	27	51	22	73	3,422	—	ICSC
416	Glen Burnie, MD	Apr. 1994	281	4:00–6:00 p.m.	20	51	29	80	5,610	—	ICSC
560	Harrisonburg, VA	Apr. 1994	437	4:00–6:00 p.m.	19	49	32	81	3,051	—	ICSC

Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY, SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIPS (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
361	Glen Allen, VA	Apr. 1994	315	4:00–6:00 p.m.	17	54	29	83	2,034	—	ICSC
375	Shelby, NC	May 1994	214	4:00–6:00 p.m.	30	48	22	70	3,053	—	ICSC
413	Texas City, TX	May 1994	226	4:00–6:00 p.m.	28	52	20	72	989	—	ICSC
486	Texas City, TX	May 1994	257	4:00–6:00 p.m.	12	75	13	88	1,094	—	ICSC
283	Berwyn, IL	May 1994	262	4:00–6:00 p.m.	24	76	8	76	4,606	—	ICSC
667	Bourbonais, IL	May 1994	200	4:00–6:00 p.m.	16	53	31	84	2,770	—	ICSC
228	Bellevue, IL	May 1994	264	4:00–6:00 p.m.	35	32	33	65	1,670	—	ICSC
295	Bettendorf, IA	May 1994	222	4:00–6:00 p.m.	24	37	39	76	3,708	—	ICSC
808	Laguna Hills, CA	June 1994	240	4:00–6:00 p.m.	13	73	14	87	4,035	—	ICSC
450	Hanford, CA	May 1994	321	4:00–6:00 p.m.	23	49	28	77	2,787	—	ICSC
500	San Jose, CA	May 1994	205	4:00–6:00 p.m.	21	51	28	79	7,474	—	ICSC
566	Greeley, CO	May 1994	205	4:00–6:00 p.m.	17	55	28	83	3,640	—	ICSC
581	Pueblo, CO	May 1994	295	4:00–6:00 p.m.	18	53	29	82	2,639	—	ICSC
476	Bellevue, WA	May 1994	234	4:00–6:00 p.m.	26	54	20	74	3,427	—	ICSC
720	Framingham, MA	Dec. 1982	92	3:30–7:00 p.m.	23	39	38	77	—	73,626	Raymond Keyes Assoc.
990	Newark, DE	July 1984	179	3:00–6:00 p.m.	12	49	39	88	—	—	Raymond Keyes Assoc.
402	Manassas, VA	June 1984	87	4:00–6:00 p.m.	48	25	27	52	—	—	Raymond Keyes Assoc.
482	Ross, PA	June 1980	175	5:30–7:00 p.m.	36	—	—	64	—	27,200	Raymond Keyes Assoc.
234	Huntington Lt, NY	Nov. 1985	181	4:00–7:00 p.m.	46	21	33	54	—	34,636	Raymond Keyes Assoc.
658	Wayne, NJ	Sept. 1984	243	3:00–6:00 p.m.	27	61	12	73	—	85,605	Raymond Keyes Assoc.
1,209	Washington, DC	1980	364	4:00–6:00 p.m.	25	35	40	75	—	—	Gorove-Slade
800	Southern CA	—	1,000	4:00–6:00 p.m.	12	45	43	88	—	—	Fricher
451	Portland, OR	—	—	5:00–6:00 p.m.	25	—	—	75	—	—	Butke
113	Portland, OR	—	—	5:00–6:00 p.m.	17	—	—	83	—	—	Butke

Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

SIZE (1,000 SQ FT GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIPS (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
622	Ramsey, MN	Nov. 1985	46	4:00–9:00 p.m.	44	26	30	56	—	36,370	Raymond Keyes Assoc.
736	Pensacola, FL	Oct. 1985	383	3:00–7:00 p.m.	26	35	39	74	—	—	Raymond Keyes Assoc.
64	Dover, DE	July 1985	216	3:30–7:00 p.m.	50	6	44	50	—	—	Raymond Keyes Assoc.
500	Meriden, CT	Apr. 1985	—	4:00–6:00 p.m.	8	—	—	92	—	—	Connecticut DOT
660	Enfield, CT	Apr. 1985	—	4:00–6:00 p.m.	22	—	—	78	—	—	Connecticut DOT
845	Waterford, CT	Apr. 1985	—	4:00–6:00 p.m.	14	—	—	86	—	—	Connecticut DOT
1,050	West Hartford, CT	Apr. 1985	—	4:00–6:00 p.m.	17	—	—	83	—	—	Connecticut DOT
131	Pr. Georges Co., MD	1982/83	86	4:00–6:00 p.m.	74	—	—	26	—	—	JHK
181	Pr. Georges Co., MD	1982/83	105	4:00–6:00 p.m.	36	—	—	64	—	—	JHK
100	Pr. Georges Co., MD	1982/83	93	4:00–6:00 p.m.	36	—	—	64	—	—	JHK
475	Pr. Georges Co., MD	1982/83	130	4:00–6:00 p.m.	20	—	—	80	—	—	JHK
60	Pr. Georges Co., MD	1982/83	72	4:00–6:00 p.m.	72	—	—	28	—	—	JHK
90	Pr. Georges Co., MD	1982/83	81	4:00–6:00 p.m.	58	—	—	42	—	—	JHK
78	Pr. Georges Co., MD	1982/83	113	4:00–6:00 p.m.	59	—	—	41	—	—	JHK
44	Pr. Georges Co., MD	1982/83	97	4:00–6:00 p.m.	51	—	—	49	—	—	JHK
467	Pr. Georges Co., MD	1982/83	99	4:00–6:00 p.m.	56	—	—	44	—	—	JHK
352	W. Orange, NJ	Mar. 1986	149	4:00–6:00 p.m.	38	19	43	62	—	21,620	Raymond Keyes Assoc.
176	Tarpon Springs, FL	May 1986	124	3:00–7:00 p.m.	37	26	25	63	—	34,080	Raymond Keyes Assoc.
762	Orlando, FL	Fall 1985	182	4:00–6:00 p.m.	25	52	23	75	—	—	Kimley-Horn and Assoc. Inc.
166	Orlando, FL	Fall 1985	124	4:00–6:00 p.m.	27	48	25	73	—	—	Kimley-Horn and Assoc. Inc.
129	Orlando, FL	Fall 1985	116	4:00–6:00 p.m.	28	50	22	72	—	—	Kimley-Horn and Assoc. Inc.
71	Orlando, FL	Fall 1985	81	4:00–6:00 p.m.	50	44	6	50	—	—	Kimley-Horn and Assoc. Inc.

Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

SIZE (1000 SQ. FT. GLA)	LOCATION	WEEKDAY, SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
921	Albany, NY	July & Aug. 1985	198	4:00–6:00 p.m.	23	42	35	77	—	60,950	Raymond Keyes Assoc.
108	Overland Park, KS	July 1988	111	4:30–5:30 p.m.	26	61	13	74	—	34,000	—
118	Overland Park, KS	Aug. 1988	123	4:30–5:30 p.m.	25	55	20	75	—	—	—
256	Greece, NY	June 1988	120	4:00–6:00 p.m.	38	62	—	62	—	23,410	Sear Brown
180	Greece, NY	June 1988	78	4:00–6:00 p.m.	29	71	—	71	—	57,305	Sear Brown
550	Greece, NY	June 1988	117	4:00–6:00 p.m.	48	52	—	52	—	40,763	Sear Brown
51	Boca Raton, FL	Dec. 1987	110	4:00–6:00 p.m.	33	34	33	67	—	42,225	Kimley-Horn and Assoc. Inc.
1,090	Ross Twp, PA	July 1988	411	2:00–8:00 p.m.	34	56	10	66	—	61,560	Wilbur Smith and Assoc.
97	Upper Dublin Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	41	—	—	59	—	34,000	McMahon Associates
118	Tredyffrin Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	24	—	—	76	—	10,000	Booz Allen & Hamilton
122	Lawnside, NJ	Winter 1988/89	—	4:00–6:00 p.m.	37	—	—	63	—	20,000	Pennoni Associates
128	Boca Raton, FL	Winter 1988/89	—	4:00–6:00 p.m.	43	—	—	57	—	40,000	McMahon Associates
150	Willow Grove, PA	Winter 1988/89	—	4:00–6:00 p.m.	39	—	—	61	—	26,000	Booz Allen & Hamilton
153	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	50	—	—	50	—	85,000	McMahon Associates
153	Arden, DE	Winter 1988/89	—	4:00–6:00 p.m.	30	—	—	70	—	26,000	Orth-Rodgers & Assoc. Inc.
154	Doylestown, PA	Winter 1988/89	—	4:00–6:00 p.m.	32	—	—	68	—	29,000	Orth-Rodgers & Assoc. Inc.
164	Middletown Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	33	—	—	67	—	25,000	Booz Allen & Hamilton
166	Haddon Twp, NJ	Winter 1988/89	—	4:00–6:00 p.m.	20	—	—	80	—	6,000	Pennoni Associates
205	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	55	—	—	45	—	62,000	McMahon Associates

Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

SIZE (1000 SQ. FT. GLA)	LOCATION	WEEKDAY, SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
237	W. Windsor Twp, NJ	Winter 1988/89	—	4:00–6:00 p.m.	48	—	—	52	—	46,000	Booz Allen & Hamilton
242	Willow Grove, PA	Winter 1988/89	—	4:00–6:00 p.m.	37	—	—	63	—	28,000	McMahon Associates
297	Whitehall, PA	Winter 1988/89	—	4:00–6:00 p.m.	33	—	—	67	—	28,000	Orth-Rodgers & Assoc. Inc.
360	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	44	—	—	56	—	73,000	McMahon Associates
370	Pittsburgh, PA	Winter 1988/89	—	4:00–6:00 p.m.	19	—	—	81	—	33,000	Wilbur Smith
150	Portland, OR	—	519	4:00–6:00 p.m.	68	5	28	32	—	25,000	Kittelson and Associates
150	Portland, OR	—	695	4:00–6:00 p.m.	65	7	28	35	—	30,000	Kittelson and Associates
760	Calgary, Alberta	Oct.-Dec. 1987	15,436	4:00–6:00 p.m.	20	39	41	80	—	—	City of Calgary DOT
178	Bordentown, NJ	Apr. 1989	154	2:00–6:00 p.m.	35	—	—	65	—	37,980	Raymond Keyes Assoc.
144	Manalapan, NJ	July 1990	176	3:30–6:15 p.m.	32	44	24	68	—	69,347	Raymond Keyes Assoc.
549	Natick, MA	Feb. 1989	—	4:45–5:45 p.m.	33	28	41	67	—	48,782	Raymond Keyes Assoc.

Average Pass-By Trip Percentage: 34
"—" means no data were provided

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	821
Land Use	Shopping Plaza (40 - 150k)
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	15
Average Pass-By Rate	40%

Pass-By Characteristics for Individual Sites

GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

OFFICE OF THE PROPERTY APPRAISER

Summary Report

Generated On : 11/9/2022

Property Information	
Folio:	03-4130-004-0010
Property Address:	1250 S DIXIE HWY Coral Gables, FL 33146-2902
Owner	UNIVERSITY SHOPPING CENTER LLP
Mailing Address	2875 NE 191 ST 605 AVENTURA, FL 33180 USA
PA Primary Zone	6400 COMMERCIAL - CENTRAL
Primary Land Use	1611 COMMUNITY SHOPPING CENTER : RETAIL OUTLET
Beds / Baths / Half	0 / 0 / 0
Floors	2
Living Units	0
Actual Area	Sq.Ft
Living Area	Sq.Ft
Adjusted Area	58,260 Sq.Ft
Lot Size	138,521 Sq.Ft
Year Built	Multiple (See Building Info.)

Assessment Information			
Year	2022	2021	2020
Land Value	$34,630,250	$24,241,175	$21,886,318
Building Value	$10,000	$100,000	$1,513,682
XF Value	$0	$0	$0
Market Value	$34,640,250	$24,341,175	$23,400,000
Assessed Value	$26,775,292	$24,341,175	$22,653,620

Benefits Information				
Benefit	Type	2022	2021	2020
Non-Homestead Cap	Assessment Reduction	$7,864,958		$746,380
Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).				

Short Legal Description
30 54 41 3.18 AC
REPLAT OF PART OF CORAL GABLES
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FOLLOWING DESC/L COMM AT NELY X

Taxable Value Information			
	2022	2021	2020
County			
Exemption Value	$0	$0	$0
Taxable Value	$26,775,292	$24,341,175	$22,653,620
School Board			
Exemption Value	$0	$0	$0
Taxable Value	$34,640,250	$24,341,175	$23,400,000
City			
Exemption Value	$0	$0	$0
Taxable Value	$26,775,292	$24,341,175	$22,653,620
Regional			
Exemption Value	$0	$0	$0
Taxable Value	$26,775,292	$24,341,175	$22,653,620

Sales Information			
Previous Sale	Price	OR Book-Page	Qualification Description
03/09/2015	$4,196,200	29531-0367	Affiliated parties
01/01/1992	$0	00000-00000	Sales which are disqualified as a result of examination of the deed
02/01/1977	$1	00000-00000	Sales which are disqualified as a result of examination of the deed

Version:

COMMUTING CHARACTERISTICS BY SEX

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

	Census Tract 75.03, Miami-Dade County, Florida		
	Total	Male	Female
Label	Estimate	Estimate	Estimate
Workers 16 years and over	352	184	168
MEANS OF TRANSPORTATION TO WORK			
Car, truck, or van	63.6%	51.6%	76.8%
Drove alone	63.6%	51.6%	76.8%
Carpooled	0.0%	0.0%	0.0%
In 2-person carpool	0.0%	0.0%	0.0%
In 3-person carpool	0.0%	0.0%	0.0%
In 4-or-more person carpool	0.0%	0.0%	0.0%
Workers per car, truck, or van	1.00	1.00	0.99
Public transportation (excluding taxicab)	11.4%	8.7%	14.3%
Walked	11.1%	14.7%	7.1%
Bicycle	3.7%	7.1%	0.0%
Taxicab, motorcycle, or other means	0.0%	0.0%	0.0%
Worked from home	10.2%	17.9%	1.8%
PLACE OF WORK			
Workers 16 years and over who did not work from home	316	151	165
VEHICLES AVAILABLE			
PERCENT ALLOCATED			

Table Notes

COMMUTING CHARACTERISTICS BY SEX

Survey/Program: American Community Survey
Year: 2020
Estimates: 5-Year
Table ID: S0801

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2020, the 2020 Census provides the official counts of the population and housing units for the nation, states, counties, cities, and towns. For 2016 to 2019, the Population Estimates Program provides estimates of the population for the nation, states, counties, cities, and towns and intercensal housing unit estimates for the nation, states, and counties.

Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates

When information is missing or inconsistent, the Census Bureau logically assigns an acceptable value using the response to a related question or questions. If a logical assignment is not possible, data are filled using a statistical process called allocation, which uses a similar individual or household to provide a donor value. The "Allocated" section is the number of respondents who received an allocated value for a particular subject.

2019 ACS data products include updates to several categories of the existing means of transportation question. For more information, see: Change to Means of Transportation.

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

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

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

The 2016-2020 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

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

Explanation of Symbols:
-
The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution.
N
The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.
(X)
The estimate or margin of error is not applicable or not available.
median-

The median falls in the lowest interval of an open-ended distribution (for example "2,500-")
median+
The median falls in the highest interval of an open-ended distribution (for example "250,000+").
**
The margin of error could not be computed because there were an insufficient number of sample observations.
***
The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.
*****
A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

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

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

Applicant Representation
The Mark Coral Gables

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Tel: 305-673-2025

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Kimley-Horn
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Planning Consultant:
Eric Riel, Jr.
Email: eplanning@yahoo.com

Attachment B

4225 Ponce

Proposed

Proposed ITE Land Use Designation[1]	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise) *Land Use Code: 221*	3 DU	8	0	1	1	1	0	1
General Office Building *Land Use Code: 710*	55,870 SF	700	89	12	101	17	85	102
Strip Retail Plaza (<40k) *Land Use Code: 822*	5,270 SF	452	7	5	12	25	25	50
Total Gross Trips		**1,160**	**96**	**18**	**114**	**43**	**110**	**153**
Internalization[2]	AM PM	5.3% 3.9%	-3	-3	-6	-3	-3	-6
Other Modes of Transportation[3]		6.9%	-6	-1	-7	-3	-8	-11
Passby (Retail)[4]		45.0%	-	-	-	-10	-10	-20
Net Proposed Trips			**87**	**14**	**101**	**27**	**89**	**116**

[1] Based on ITE Trip Generation Manual, 11th Edition.

[2]Based on ITE Trip Generation Handbook, 3rd Edition.

[3]Based on US census data for census tract 74.03 and local characteristics.

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

Existing

Existing ITE Land Use Designation[1]	Number of Units	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Small Office Building *Land Use Code: 712*	2,485 SF	36	3	1	4	2	4	6
Small Office Building *Land Use Code: 712*	1,180 SF	16	2	0	2	1	2	3
Total Gross Trips		**52**	**5**	**1**	**6**	**3**	**6**	**9**
Other Modes of Transportation[2]		6.9%	0	0	0	0	0	0
Net Existing Trips			**5**	**1**	**6**	**3**	**6**	**9**

[1] Based on ITE Trip Generation Manual, 11th Edition.

[2]Based on US census data for census tract 74.03 and local characteristics.

Trip Difference

	Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Proposed	**1,160**	**87**	**14**	**101**	**27**	**89**	**116**
Existing	**52**	**5**	**1**	**6**	**3**	**6**	**9**
Difference	**1,108**	**82**	**13**	**95**	**24**	**83**	**107**

AM Peak Hour Trip Generation and Internalization

4225 Ponce

Multifamily Housing Land Use 221 3 Units		Office Land Use 710 55,870 Sq Ft		Retail Land Use 822 5,270Sq Ft		
In	**Out**	**In**	**Out**	**In**	**Out**	
0	**1**	**89**	**12**	**7**	**5**	114 ITE Trips

UNBALANCED INTERNALIZATION

	2% 0	**0**	3% 3			
0% 0		**0**		1% 0		
	1% 0	**0**			17% 1	
2% 0		**0**				14% 1
			28% 3	**2**	32% 2	
		4% 4		**1**		29% 1

Multifamily Housing		Office		Retail		
In	**Out**	**In**	**Out**	**In**	**Out**	
0	**1**	**89**	**12**	**7**	**5**	114 Vehicle Trips

BALANCED INTERNALIZATION

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

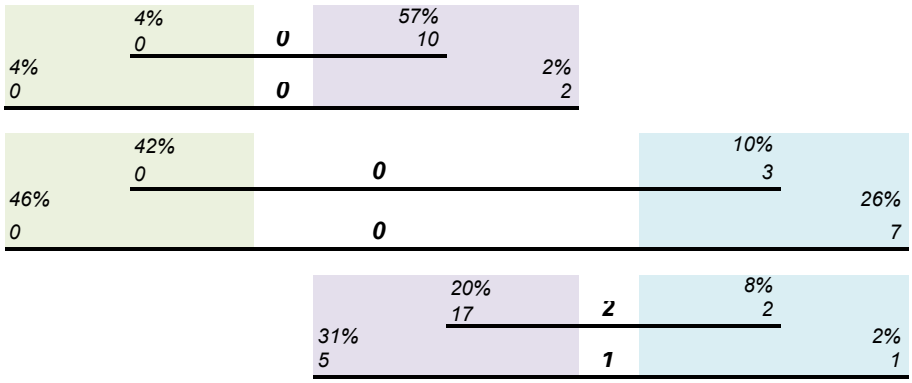
0	0	-1	-2	-2	-1	-6 Internal
0	1	88	10	5	4	108 External Trips
	0.0%		*3.0%*		*25.0%*	*5.3%* % Internal
				0	0	0 0% Passby
0	**1**	**88**	**10**	**5**	**4**	**108**
0	0	-6	-1	0	0	-7 -6.9% Transit/Pedestrian
0	**1**	**82**	**9**	**5**	**4**	**101 Net New External Trips**

PM Peak Hour Trip Generation and Internalization

4225 Ponce

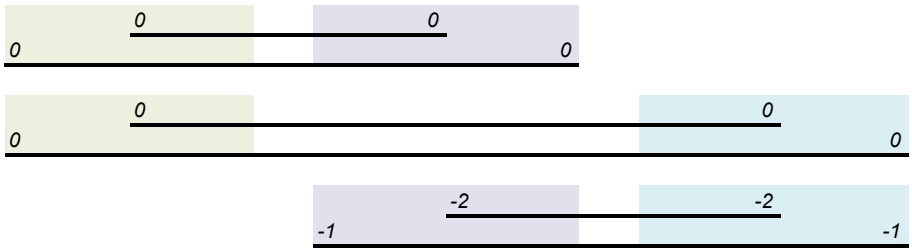
Multifamily Housing Land Use 221 3 Units		Office Land Use 710 55,870 Sq Ft		Retail Land Use 822 5,270Sq Ft		
In	**Out**	**In**	**Out**	**In**	**Out**	
1	**0**	**17**	**85**	**25**	**25**	153 ITE Trips

UNBALANCED INTERNALIZATION



Multifamily Housing		Office		Retail		
In	**Out**	**In**	**Out**	**In**	**Out**	
1	**0**	**17**	**85**	**25**	**25**	153 Vehicle Trips

BALANCED INTERNALIZATION



0	0	-1	-2	-2	-1	-6 Internal
1	0	16	83	23	24	147 External Trips
	0.0%		*2.9%*		*6.0%*	*3.9%* % Internal
1	**0**	**16**	**83**	**23**	**24**	**147**
0	0	-1	-6	-2	-2	-11 -6.9% Transit/Pedestrian
1	0	15	77	21	22	
				-10	-10	-20 -45% Passby
1	**0**	**15**	**77**	**11**	**12**	**116 Net New External Trips**

Scenario - 1

Scenario Name: Proposed User Group:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
710 - General Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	55.87	Weekday	Best Fit (LOG)	350	350	700
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.87Ln(X) + 3.05	50%	50%	
710(1) - General Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	55.87	Weekday, Peak Hour of Adjacent Street Traffic, One	Best Fit (LOG)	89	12	101
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.86Ln(X) + 1.16	88%	12%	
710(2) - General Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	55.87	Weekday, Peak Hour of Adjacent Street Traffic, One	Best Fit (LOG)	17	85	102
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.83Ln(X) + 1.29	17%	83%	
822 - Strip Retail Plaza (<40k)	General Urban/Suburban	1000 Sq. Ft. GLA	5.27	Weekday	Best Fit (LIN)	226	226	452
Data Source: Trip Generation Manual, 11th Ed					T = 42.20(X) + 229.68	50%	50%	
822(1) - Strip Retail Plaza (<40k)	General Urban/Suburban	1000 Sq. Ft. GLA	5.27	Weekday, Peak Hour of Adjacent	Average	7	5	12
Data Source: Trip Generation Manual, 11th Ed					2.36	60%	40%	
822(2) - Strip Retail Plaza (<40k)	General Urban/Suburban	1000 Sq. Ft. GLA	5.27	Weekday, Peak Hour of Adjacent Street Traffic, One	Best Fit (LOG)	25	25	50
Data Source: Trip Generation Manual, 11th Ed					Ln(T) =0.71Ln(X) + 2.72	50%	50%	
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	Dense Multi-Use Urban	Dwelling Units	3	Weekday	Average	4	4	8
Data Source: Trip Generation Manual, 11th Ed					2.93	50%	50%	
221(1) - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	Dense Multi-Use Urban	Dwelling Units	3	Weekday, Peak Hour of Adjacent	Average	0	1	1
Data Source: Trip Generation Manual, 11th Ed					0.28	15%	85%	
221(2) - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	Dense Multi-Use Urban	Dwelling Units	3	Weekday, Peak Hour of Adjacent	Average	1	0	1
Data Source: Trip Generation Manual, 11th Ed					0.26	73%	27%	

Scenario - 2

Scenario Name: Existing User Group:

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method	Entry	Exit	Total
					Rate/Equation	Split%	Split%	
712 - Small Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	2.49	Weekday	Average	18	18	36
Data Source: Trip Generation Manual, 11th Ed					14.39	50%	50%	
712(1) - Small Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	1.18	Weekday	Average	8	8	16
Data Source: Trip Generation Manual, 11th Ed					14.39	50%	50%	
712(2) - Small Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	2.49	Weekday, Peak Hour of Adjacent	Average	3	1	4
Data Source: Trip Generation Manual, 11th Ed					1.67	82%	18%	
712(3) - Small Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	1.18	Weekday, Peak Hour of Adjacent	Average	2	0	2
Data Source: Trip Generation Manual, 11th Ed					1.67	82%	18%	
712(4) - Small Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	2.49	Weekday, Peak Hour of Adjacent	Average	2	4	6
Data Source: Trip Generation Manual, 11th Ed					2.16	34%	66%	
712(5) - Small Office Building	General Urban/Suburban	1000 Sq. Ft. GFA	1.18	Weekday, Peak Hour of Adjacent	Average	1	2	3
Data Source: Trip Generation Manual, 11th Ed					2.16	34%	66%	

COMMUTING CHARACTERISTICS BY SEX

United States® Census Bureau

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

	Census Tract 74.03, Miami-Dade County, Florida					
	Total		Male		Female	
Label	Estimate	Margin of Err	Estimate	Margin of Er	Estimate	Margin o
Workers 16 years and over	1,369	±546	512	±144	857	±
MEANS OF TRANSPORTATION TO WORK						
Car, truck, or van	61.4%	±19.7	66.8%	±18.7	58.2%	±
Drove alone	58.4%	±18.5	58.8%	±18.7	58.2%	±
Carpooled	3.0%	±3.3	8.0%	±8.5	0.0%	
In 2-person carpool	3.0%	±3.3	8.0%	±8.5	0.0%	
In 3-person carpool	0.0%	±3.4	0.0%	±8.9	0.0%	
In 4-or-more person carpool	0.0%	±3.4	0.0%	±8.9	0.0%	
Workers per car, truck, or van	1.03	±0.02	1.07	±0.07	1.00	±
Public transportation (excluding taxicab)	2.9%	±5.2	4.1%	±6.9	2.2%	
Walked	1.1%	±1.7	0.0%	±8.9	1.8%	
Bicycle	2.9%	±3.0	7.8%	±7.5	0.0%	
Taxicab, motorcycle, or other means	0.3%	±1.5	0.8%	±3.9	0.0%	
Worked from home	31.3%	±20.7	20.5%	±15.4	37.8%	±
PLACE OF WORK						
Workers 16 years and over who did not work from home	940	±280	407	±131	533	±
VEHICLES AVAILABLE						

OFFICE OF THE PROPERTY APPRAISER

Summary Report

Generated On : 5/26/2022

Property Information	
Folio:	03-4120-017-1230
Property Address:	4225 PONCE DE LEON BLVD Coral Gables, FL 33146-1826
Owner	4225 PONCE VENTURES LLC
Mailing Address	8950 SW 74 CT STE 1808 MIAMI, FL 33156 USA
PA Primary Zone	6600 COMMERCIAL - LIBERAL
Primary Land Use	1913 PROFESSIONAL SERVICE BLDG : OFFICE BUILDING
Beds / Baths / Half	0 / 0 / 0
Floors	1
Living Units	0
Actual Area	Sq.Ft
Living Area	Sq.Ft
Adjusted Area	2,485 Sq.Ft
Lot Size	5,000 Sq.Ft
Year Built	Multiple (See Building Info.)

Assessment Information			
Year	2021	2020	2019
Land Value	$1,000,000	$1,000,000	$1,000,000
Building Value	$410,025	$410,025	$410,025
XF Value	$0	$0	$0
Market Value	$1,410,025	$1,410,025	$1,410,025
Assessed Value	$1,410,025	$1,410,025	$1,410,025

Taxable Value Information			
	2021	2020	2019
County			
Exemption Value	$0	$0	$0
Taxable Value	$1,410,025	$1,410,025	$1,410,025
School Board			
Exemption Value	$0	$0	$0
Taxable Value	$1,410,025	$1,410,025	$1,410,025
City			
Exemption Value	$0	$0	$0
Taxable Value	$1,410,025	$1,410,025	$1,410,025
Regional			
Exemption Value	$0	$0	$0
Taxable Value	$1,410,025	$1,410,025	$1,410,025

Benefits Information				
Benefit	Type	2021	2020	2019

Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).

Short Legal Description

CORAL GABLES INDUSTRIAL SEC
PB 28-22
LOTS 36 & 37 BLK 5
LOT SIZE 50.000 X 100
COC 24518-3767 05 2006 6

Sales Information

Previous Sale	Price	OR Book-Page	Qualification Description
02/11/2022	$10,000,000	33032-4182	Qual on DOS, multi-parcel sale
04/07/2017	$3,500,000	30492-4376	Transfer where the sale price is verified to be part of a package or bulk sale.
05/01/2006	$2,500,000	24518-3767	Other disqualified
06/01/2005	$1,500,000	23508-1309	Sales which are qualified

Version:

OFFICE OF THE PROPERTY APPRAISER

Summary Report

Generated On : 5/26/2022

Property Information	
Folio:	03-4120-017-1240
Property Address:	4311 PONCE DE LEON BLVD Coral Gables, FL 33146-0000
Owner	4225 PONCE VENTURES LLC
Mailing Address	8950 SW 74 CT STE 1808 MIAMI, FL 33156 USA
PA Primary Zone	6600 COMMERCIAL - LIBERAL
Primary Land Use	1713 OFFICE BUILDING - ONE STORY : OFFICE BUILDING
Beds / Baths / Half	0 / 0 / 0
Floors	1
Living Units	0
Actual Area	Sq.Ft
Living Area	Sq.Ft
Adjusted Area	1,180 Sq.Ft
Lot Size	15,035 Sq.Ft
Year Built	1956

Assessment Information			
Year	2021	2020	2019
Land Value	$3,007,000	$3,007,000	$3,007,000
Building Value	$60,396	$60,396	$57,650
XF Value	$32,068	$32,347	$32,626
Market Value	$3,099,464	$3,099,743	$3,097,276
Assessed Value	$3,099,464	$3,099,743	$3,097,276

Taxable Value Information			
	2021	2020	2019
County			
Exemption Value	$0	$0	$0
Taxable Value	$3,099,464	$3,099,743	$3,097,276
School Board			
Exemption Value	$0	$0	$0
Taxable Value	$3,099,464	$3,099,743	$3,097,276
City			
Exemption Value	$0	$0	$0
Taxable Value	$3,099,464	$3,099,743	$3,097,276
Regional			
Exemption Value	$0	$0	$0
Taxable Value	$3,099,464	$3,099,743	$3,097,276

Benefits Information				
Benefit	Type	2021	2020	2019
Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).				

Short Legal Description
C GAB INDUSTRIAL SEC PB 28-22 LOTS 38 TO 43 INC BLK 5 LOT SIZE 150.350 X 100 OR 10315-2403 0379 1 COC 25082-4241 10 2006 1

Sales Information			
Previous Sale	Price	OR Book-Page	Qualification Description
02/11/2022	$10,000,000	33032-4182	Qual on DOS, multi-parcel sale
04/07/2017	$3,500,000	30492-4372	Transfer where the sale price is verified to be part of a package or bulk sale.
02/29/2012	$2,400,000	28014-4214	Qual by exam of deed
10/01/2006	$3,750,000	25082-4241	Sales which are qualified

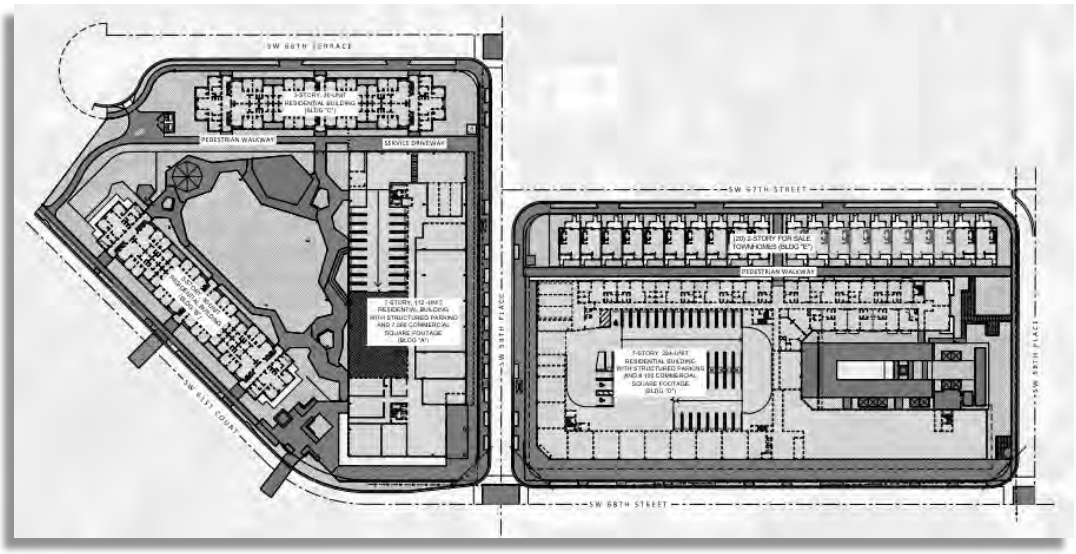
Version:

Committed Development

Traffic Impact Analysis for
Submittal to the
City of South Miami

SoMi Parc

South Miami, Florida



Kimley»Horn

Updated June 2021
May 2021
April 2021
044800014

ITE's *Trip Generation Handbook*, 3rd Edition. An internal capture rate of 2.9 percent (2.9%) for the A.M. peak hour and 14.3 percent (14.3%) for the P.M. peak hour trip generation is expected for the proposed redevelopment.

Pass-By Capture

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

Net New Project Trips

The net new project trips represent the additional vehicles on the roadway network. As shown in Table 1, the project is expected to result in 113 net new weekday A.M. peak hour trips and 174 net new weekday P.M. peak hour trips. Detailed trip generation information is included in Appendix E.

Table 1: Proposed Net New Trip Generation

A.M. (P.M.) Peak Hour				
Future Land Use (ITE Code)	**Scale**	**Net New External Trips**	**Entering Trips**	**Exiting Trips**
Existing Development				
Multifamily Housing [Low-Rise] (220)	58 dwelling units	22 (25)	5 (16)	17 (9)
Proposed Redevelopment				
Multifamily Housing [Low-Rise] (220)	20 dwelling units	8 (8)	2 (5)	6 (3)
Multifamily Housing [Mid-Rise] (221)	458 dwelling units	118 (133)	31 (80)	87 (53)
Shopping Center (820)	15,160 square feet	9 (58)	6 (31)	3 (27)
Proposed Vehicle Trips		113 (174)	34 (100)	79 (74)

Trip Distribution and Assignment

The trip distribution was based on an interpolated cardinal trip distribution for the project site's traffic analysis zone (TAZ) obtained from the Miami-Dade Transportation Planning Organization's (TPO's) *2045 Long Range Transportation Plan Directional Trip Distribution Report*. The project is located within TAZ 1118. The cardinal distribution is shown in Table 2.

Table 2: Cardinal Trip Distribution	
Cardinal Direction	**Percentage of Trips**
North-Northeast	23.0%
East-Northeast	18.0%
East-Southeast	1.0%
South-Southeast	2.0%
South-Southwest	15.0%
West-Southwest	18.0%
West-Northwest	9.0%
North-Northwest	14.0%
Total	**100.0%**

Figure 4 presents the A.M. and P.M. peak hour net new trip distribution and Figure 5 presents the A.M. and P.M. peak hour net new trip assignment. Figure 6 presents the P.M. peak hour pass-by trip distribution and Figure 7 presents the P.M. peak hour pass-by trip assignment. Detailed cardinal distribution calculations are contained in Appendix F.

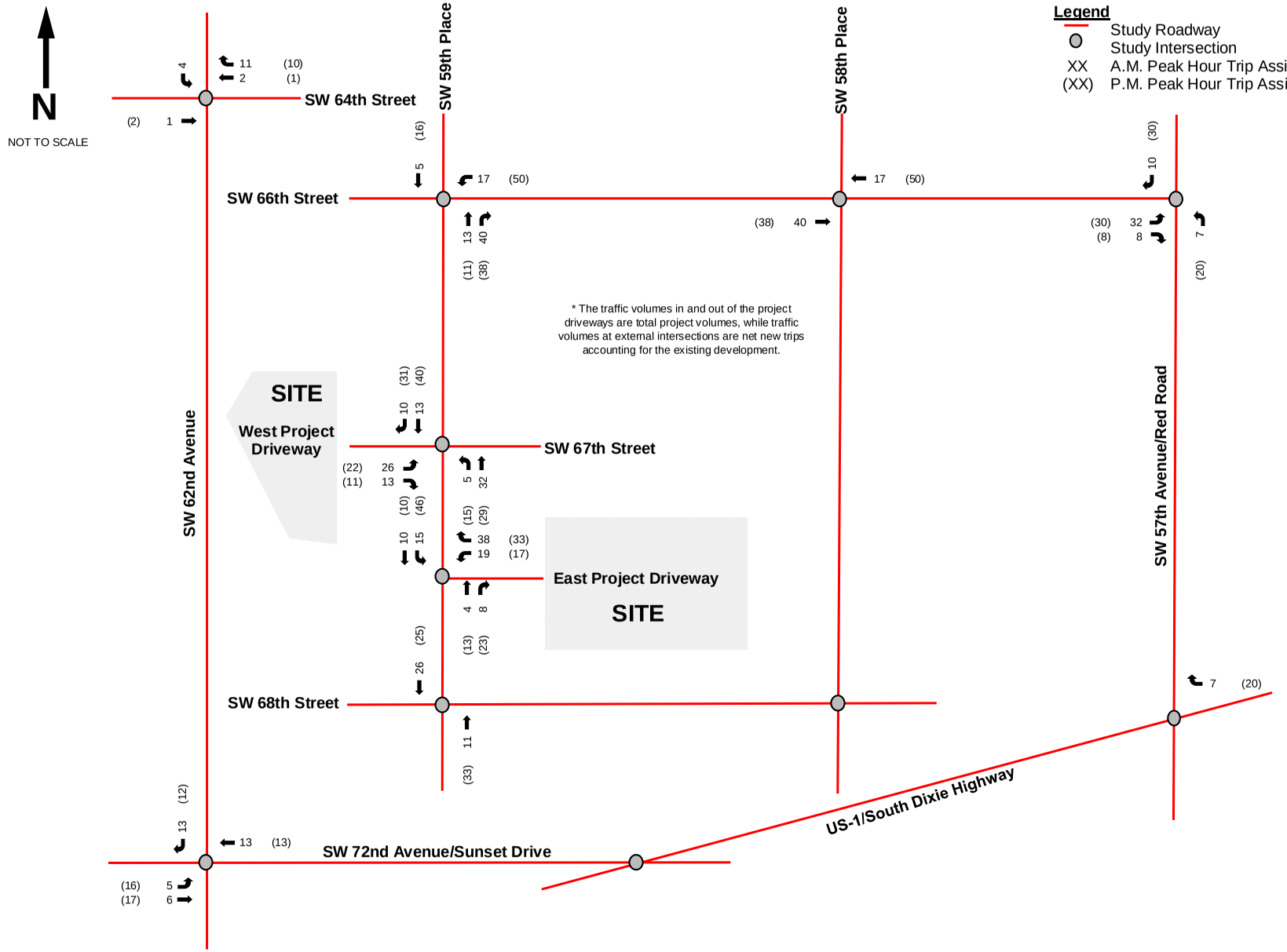


Figure 5
Peak Hour Trip Assignment
SoMi Parc
South Miami, Florida

Kimley»Horn

Appendix E

TAZ Zone 1105

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	
1093	3993	Trips	235	91	8	-	56	150	125	230	902
1093	3993	Percent	26.3	10.2	0.9	-	6.2	16.8	13.9	25.7	
1094	3994	Trips	962	292	53	-	216	805	633	919	4,008
1094	3994	Percent	24.8	7.5	1.4	-	5.6	20.7	16.3	23.7	
1095	3995	Trips	552	475	63	47	175	717	547	774	3,421
1095	3995	Percent	16.5	14.2	1.9	1.4	5.2	21.4	16.3	23.1	
1096	3996	Trips	619	457	30	32	236	507	325	754	3,106
1096	3996	Percent	20.9	15.4	1.0	1.1	8.0	17.1	11.0	25.5	
1097	3997	Trips	637	310	121	71	339	935	406	968	3,837
1097	3997	Percent	16.8	8.2	3.2	1.9	8.9	24.7	10.7	25.6	
1098	3998	Trips	9,391	5,544	1,947	600	4,955	7,929	4,518	7,280	45,582
1098	3998	Percent	22.3	13.2	4.6	1.4	11.8	18.8	10.7	17.3	
1099	3999	Trips	2,956	2,693	292	216	1,756	1,784	1,309	2,188	13,533
1099	3999	Percent	22.4	20.4	2.2	1.6	13.3	13.5	9.9	16.6	
1100	4000	Trips	1,099	443	22	29	310	752	404	722	3,844
1100	4000	Percent	29.1	11.7	0.6	0.8	8.2	19.9	10.7	19.1	
1101	4001	Trips	161	31	4	8	20	100	64	70	458
1101	4001	Percent	35.1	6.8	0.9	1.8	4.4	21.8	14.1	15.2	
1102	4002	Trips	145	31	4	2	34	101	98	106	526
1102	4002	Percent	27.8	6.0	0.8	0.4	6.5	19.4	18.8	20.4	
1103	4003	Trips	3,447	1,241	118	265	1,208	2,801	1,081	1,661	12,545
1103	4003	Percent	29.2	10.5	1.0	2.2	10.2	23.7	9.2	14.1	
1104	4004	Trips	421	100	9	27	89	321	144	296	1,439
1104	4004	Percent	29.9	7.1	0.6	1.9	6.3	22.8	10.2	21.0	
1105	4005	Trips	1,731	560	107	103	386	1,240	606	937	5,958
1105	4005	Percent	30.5	9.9	1.9	1.8	6.8	21.9	10.7	16.5	
1106	4006	Trips	857	846	84	85	543	739	405	475	4,116
1106	4006	Percent	21.2	21.0	2.1	2.1	13.5	18.3	10.0	11.8	
1107	4007	Trips	2,217	1,562	115	374	1,359	1,621	1,205	1,243	10,464
1107	4007	Percent	22.9	16.1	1.2	3.9	14.0	16.7	12.4	12.8	
1108	4008	Trips	622	407	42	109	378	385	219	293	2,533
1108	4008	Percent	25.3	16.6	1.7	4.4	15.4	15.7	8.9	12.0	
1109	4009	Trips	233	191	43	27	198	160	168	209	1,245
1109	4009	Percent	19.0	15.5	3.5	2.2	16.1	13.0	13.7	17.0	
1110	4010	Trips	473	273	101	65	279	208	149	282	1,847
1110	4010	Percent	25.8	14.9	5.5	3.6	15.2	11.4	8.1	15.4	
1111	4011	Trips	418	544	83	202	411	343	308	549	2,931
1111	4011	Percent	14.6	19.0	2.9	7.1	14.4	12.0	10.8	19.2	
1112	4012	Trips	327	445	148	133	426	245	225	474	2,475
1112	4012	Percent	13.5	18.4	6.1	5.5	17.6	10.1	9.3	19.6	
1113	4013	Trips	180	267	64	75	215	111	127	210	1,256
1113	4013	Percent	14.5	21.4	5.1	6.0	17.3	8.9	10.2	16.8	
1114	4014	Trips	228	201	48	96	127	141	148	219	1,208
1114	4014	Percent	18.8	16.7	4.0	8.0	10.5	11.7	12.2	18.1	
1115	4015	Trips	353	276	115	90	353	299	205	304	2,057
1115	4015	Percent	17.7	13.9	5.8	4.5	17.7	15.0	10.3	15.2	
1116	4016	Trips	209	181	86	62	143	132	90	237	1,141
1116	4016	Percent	18.4	15.9	7.6	5.4	12.5	11.6	7.9	20.8	
1117	4017	Trips	504	384	184	139	406	340	210	460	2,683
1117	4017	Percent	19.2	14.6	7.0	5.3	15.4	13.0	8.0	17.5	
1118	4018	Trips	1,181	1,089	79	88	922	1,071	503	796	5,919
1118	4018	Percent	20.6	19.0	1.4	1.5	16.1	18.7	8.8	13.9	

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	
1093	3993	Trips	291	64	6	-	50	148	167	321	1,083
1093	3993	Percent	27.8	6.1	0.6	-	4.8	14.1	16.0	30.7	
1094	3994	Trips	1,367	543	68	-	268	962	805	1,204	5,372
1094	3994	Percent	26.2	10.4	1.3	-	5.1	18.4	15.4	23.1	
1095	3995	Trips	1,082	717	48	55	296	904	880	1,086	5,182
1095	3995	Percent	21.4	14.2	0.9	1.1	5.8	17.8	17.4	21.4	
1096	3996	Trips	866	480	30	56	323	566	508	1,083	4,060
1096	3996	Percent	22.1	12.3	0.8	1.4	8.3	14.5	13.0	27.7	
1097	3997	Trips	1,262	655	234	122	580	1,241	721	1,578	6,528
1097	3997	Percent	19.7	10.3	3.7	1.9	9.1	19.4	11.3	24.7	
1098	3998	Trips	12,773	6,565	2,298	541	7,488	10,015	5,563	10,195	60,915
1098	3998	Percent	23.0	11.8	4.1	1.0	13.5	18.1	10.0	18.4	
1099	3999	Trips	4,171	2,923	422	237	2,436	2,469	1,688	2,789	17,560
1099	3999	Percent	24.3	17.1	2.5	1.4	14.2	14.4	9.9	16.3	
1100	4000	Trips	1,663	556	24	23	481	838	549	980	5,267
1100	4000	Percent	32.5	10.9	0.5	0.5	9.4	16.4	10.7	19.2	
1101	4001	Trips	193	30	0	0	35	56	112	71	504
1101	4001	Percent	38.9	6.1	0.0	0.0	7.0	11.3	22.5	14.2	
1102	4002	Trips	202	35	8	14	29	135	111	136	670
1102	4002	Percent	30.2	5.2	1.2	2.1	4.3	20.1	16.5	20.4	
1103	4003	Trips	4,463	1,680	170	182	1,618	3,261	1,505	2,096	16,096
1103	4003	Percent	29.8	11.2	1.1	1.2	10.8	21.8	10.1	14.0	
1104	4004	Trips	657	148	15	12	188	398	247	439	2,136
1104	4004	Percent	31.2	7.0	0.7	0.6	9.0	18.9	11.7	20.8	
1105	4005	Trips	2,356	776	77	96	627	1,484	785	1,229	7,728
1105	4005	Percent	31.7	10.4	1.0	1.3	8.4	20.0	10.6	16.5	
1106	4006	Trips	1,426	1,084	109	84	681	1,141	611	858	6,188
1106	4006	Percent	23.8	18.1	1.8	1.4	11.4	19.0	10.2	14.3	
1107	4007	Trips	3,002	2,106	136	359	2,022	1,932	1,593	1,747	13,994
1107	4007	Percent	23.3	16.3	1.1	2.8	15.7	15.0	12.4	13.6	
1108	4008	Trips	832	569	32	102	405	478	306	346	3,235
1108	4008	Percent	27.1	18.5	1.1	3.3	13.2	15.6	10.0	11.3	
1109	4009	Trips	249	272	65	23	205	160	194	193	1,369
1109	4009	Percent	18.3	20.0	4.8	1.7	15.0	11.8	14.3	14.2	
1110	4010	Trips	643	577	97	60	424	287	297	455	2,898
1110	4010	Percent	22.6	20.3	3.4	2.1	14.9	10.1	10.5	16.0	
1111	4011	Trips	614	747	89	190	506	492	416	539	3,703
1111	4011	Percent	17.1	20.8	2.5	5.3	14.1	13.7	11.6	15.0	
1112	4012	Trips	432	546	102	118	454	290	317	485	2,804
1112	4012	Percent	15.7	19.9	3.7	4.3	16.6	10.6	11.5	17.7	
1113	4013	Trips	228	343	61	50	200	120	208	195	1,429
1113	4013	Percent	16.2	24.4	4.3	3.6	14.2	8.5	14.8	13.9	
1114	4014	Trips	261	302	62	72	198	181	215	273	1,595
1114	4014	Percent	16.7	19.3	3.9	4.6	12.7	11.6	13.8	17.5	
1115	4015	Trips	462	377	95	54	352	286	276	365	2,295
1115	4015	Percent	20.4	16.7	4.2	2.4	15.5	12.6	12.2	16.1	
1116	4016	Trips	233	236	36	92	183	212	138	290	1,460
1116	4016	Percent	16.4	16.6	2.6	6.5	12.9	14.9	9.7	20.4	
1117	4017	Trips	801	582	163	180	650	521	368	746	4,078
1117	4017	Percent	20.0	14.5	4.1	4.5	16.2	13.0	9.2	18.6	
1118	4018	Trips	2,239	1,370	88	125	1,181	1,456	854	1,307	9,068
1118	4018	Percent	26.0	15.9	1.0	1.5	13.7	16.9	9.9	15.2	

Appendix F

Synchro Reports and Related Information

Signal Operating Plans / Time of Day (TOD) Schedule

Miami-Dade, FL

ECONOLITE

MOVING TRAFFIC FORWARD

TOD Schedule Report

3735 - US-1 & Mariposa Ct.

2070 1C-Econolite Type-Cobalt

10/12/2023, 9:49 AM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
2	SW - T	179	1	7	14	7	60	1	0	0	4.8	2
			2	7	14	7	20	1	20	0	4.8	2
			3	7	14	7	20	1	20	0	4.8	2
			4	0	0	0	0	0	0	0	0	0
4	NW - T	41	1	0	0	5	15	3	37	0	4.8	2
			2	0	0	5	5	2	7	0	4.8	2
			3	0	0	5	5	2	7	0	4.8	2
			4	0	0	0	0	0	0	0	0	0
5	SW - L	21	1	0	0	7	12	3.5	20	0	4	2.6
			2	0	0	7	12	2.5	16	0	4	2.6
			3	0	0	7	12	2.5	16	0	4	2.6
			4	0	0	0	0	0	0	0	0	0
6	NE - T	158	1	7	14	7	60	1	0	0	4.8	2
			2	7	14	7	20	1	20	0	4.8	2
			3	7	14	7	20	1	20	0	4.8	2
			4	0	0	0	0	0	0	0	0	0

Schedule - 1

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
-	X	X	X	X	-	-

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 2	Phs Spl 4	Phs Spl 5	Phs Spl 6
00:00:00	22	80	79	61	19	15	46
01:30:00	9	80	7	61	19	22	39
05:00:00	10	80	33	61	19	22	39
05:30:00	17	180	104	153	27	25	128
06:00:00	18	220	118	179	41	21	158
10:00:00	23	180	155	149	31	19	130
11:00:00	20	160	155	129	31	19	110
15:00:00	6	180	166	149	31	21	128
16:00:00	8	220	193	177	43	19	158
19:00:00	19	160	131	129	31	24	105
20:00:00	2	100	71	71	29	22	49
22:00:00	7	90	44	71	19	22	49
23:00:00	13	80	2	61	19	22	39

Schedule - 2

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
-	-	-	-	-	X	-

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 2	Phs Spl 4	Phs Spl 5	Phs Spl 6
00:00:00	22	80	79	61	19	15	46
01:30:00	9	80	7	61	19	22	39
05:30:00	10	80	33	61	19	22	39
06:00:00	17	180	104	153	27	25	128
07:00:00	18	220	118	179	41	21	158
10:00:00	23	180	155	149	31	19	130
11:00:00	20	160	155	129	31	19	110
15:00:00	6	180	166	149	31	21	128

16:00:00	8	220	193	177	43	19	158
19:00:00	19	160	131	129	31	24	105
20:00:00	4	150	117	119	31	22	97

Schedule - 3

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
X	-	-	-	-	-	X

Day Plan - 3 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 2	Phs Spl 4	Phs Spl 5	Phs Spl 6
00:00:00	13	80	2	61	19	22	39
01:00:00	22	80	79	61	19	15	46
02:00:00	9	80	7	61	19	22	39
06:30:00	11	130	4	102	28	24	78
10:00:00	21	150	84	119	31	19	100
20:00:00	3	140	67	109	31	25	84

Action Plan

Name	Pattern	Enabled Logic Processor Statements
22	22	N/A
9	9	N/A
10	10	N/A
17	17	N/A
18	18	N/A
23	23	N/A
20	20	N/A
6	6	N/A
8	8	N/A
19	19	N/A
2	2	N/A
7	7	N/A
13	13	N/A

Lane Group	NWL	NET	SWL	SWT
Lane Configurations				
Traffic Volume (vph)	94	3131	45	2241
Future Volume (vph)	94	3131	45	2241
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	5.0	7.0	7.0	7.0
Minimum Split (s)	24.8	24.8	13.6	27.8
Total Split (s)	41.0	158.0	21.0	179.0
Total Split (%)	18.6%	71.8%	9.5%	81.4%
Yellow Time (s)	4.8	4.8	4.0	4.8
All-Red Time (s)	2.0	2.0	2.6	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.6	6.8
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	Max	Max	Max	Max

Intersection Summary
Cycle Length: 220
Actuated Cycle Length: 220
Offset: 118 (54%), Referenced to phase 2:SWTL and 6:NET, Start of Yellow
Natural Cycle: 120
Control Type: Pretimed

Splits and Phases: 3: S Dixie Hwy & Mariposa Ct

Lane Group	NWL	NET	SWL	SWT
Lane Configurations				
Traffic Volume (vph)	98	2251	35	2248
Future Volume (vph)	98	2251	35	2248
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	5.0	7.0	7.0	7.0
Minimum Split (s)	24.8	24.8	13.6	27.8
Total Split (s)	43.0	158.0	19.0	177.0
Total Split (%)	19.5%	71.8%	8.6%	80.5%
Yellow Time (s)	4.8	4.8	4.0	4.8
All-Red Time (s)	2.0	2.0	2.6	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.6	6.8
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	Max	Max	Max	Max

Intersection Summary
Cycle Length: 220
Actuated Cycle Length: 220
Offset: 193 (88%), Referenced to phase 2:SWTL and 6:NET, Start of Yellow
Natural Cycle: 90
Control Type: Pretimed

Splits and Phases: 3: S Dixie Hwy & Mariposa Ct

South Dixie Highway / Mariposa Ct

AM Peak Hour

Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Rigth
RAW TMC	7:15 - 8:15	27	2049	0	0	2856	11	51	0	11	0	0	0
SF	1.03	28	2111	0	0	2942	12	53	0	12	0	0	0
GF	1.058	30	2234	0	0	3113	13	57	0	13	0	0	0
The Mark	Trip Gen & Dist.	15				18		37		18			
Residents at SoMi			7										
Existing		28	2111	0	0	2942	12	53	0	12	0	0	0
Future		30	2241	0	0	3113	13	57	0	13	0	0	0
Future + Trips		45	2241	0	0	3131	13	94	0	31	0	0	0

PM Peak Hour

Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Right
RAW TMC	4:00 - 5:00	25	2043	0	0	2064	34	88	0	27	0	0	0
SF	1.03	26	2105	0	0	2126	36	91	0	28	0	0	0
GF	1.058	28	2228	0	0	2250	39	97	0	30	0	0	0
The Mark	Trip Gen & Dist.	7				1		1					
Residents at SoMi			20										
Existing		26	2105	0	0	2126	36	91	0	28	0	0	0
Future		28	2248	0	0	2250	39	97	0	30	0	0	0
Future + Trips		35	2248	0	0	2251	39	98	0	30	0	0	0

Mariposa Ct at Madruga Avenue

AM Peak Hour

Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Rigth
RAW TMC	8:00-9:00	19	15	8	1	34	3	6	4	37	18	9	0
SF	1.03	20	16	9	2	36	4	7	5	39	19	10	0
GF	1.058	22	17	10	3	39	5	8	6	42	21	11	0
The Mark	Trip Gen & Dist.			15							55		
Residents at SoMi													
Existing		20	16	9	2	36	4	7	5	39	19	10	0
Future		22	17	10	3	39	5	8	6	42	21	11	0
Future + Trips		22	17	25	3	39	5	8	6	42	76	11	0

PM Peak Hour

Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Right
RAW TMC	4:30 - 5:30	24	19	17	3	12	2	10	26	45	36	16	3
SF	1.03	25	20	18	4	13	3	11	27	47	38	17	4
GF	1.058	27	22	20	5	14	4	12	29	50	41	18	5
The Mark	Trip Gen & Dist.			7							1		
Residents at SoMi													
Existing		25	20	18	4	13	3	11	27	47	38	17	4
Future		27	22	20	5	14	4	12	29	50	41	18	5
Future + Trips		27	22	27	5	14	4	12	29	50	42	18	5

South Dixie Highway at Caballero Blvd

AM Peak Hour

Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Rigth
RAW TMC	7:15 - 8:15	23	2026	0	0	2841	117	46	0	15	0	0	0
SF	1.03	24	2087	0	0	2927	121	48	0	16	0	0	0
GF	1.058	26	2209	0	0	3097	129	51	0	17	0	0	0
The Mark	Trip Gen & Dist.		37			5	12	8					
Residents at SoMi			7										
Existing		24	2087	0	0	2927	121	48	0	16	0	0	0
Future		26	2216	0	0	3097	129	51	0	17	0	0	0
Future + Trips		26	2253	0	0	3102	141	59	0	17	0	0	0

PM Peak Hour

Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Right
RAW TMC	4:00- 5:00	34	2009	0	0	2007	142	87	0	57	0	0	0
SF	1.03	36	2070	0	0	2068	147	90	0	59	0	0	0
GF	1.058	39	2191	0	0	2188	156	96	0	63	0	0	0
The Mark	Trip Gen & Dist.		1			2	6	0					
Residents at SoMi			20										
Existing		36	2070	0	0	2068	147	90	0	59	0	0	0
Future		39	2211	0	0	2188	156	96	0	63	0	0	0
Future + Trips		39	2212	0	0	2190	162	96	0	63	0	0	0

Caballero Blvd at Hardee Rd

AM Peak Hour

Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Rigth
RAW TMC	8:00- 9:00	183	29	0	0	19	11	15	0	55	0	0	0
SF	1.03	189	30	0	0	20	12	16	0	57	0	0	0
GF	1.058	200	32	0	0	22	13	17	0	61	0	0	0
The Mark	Trip Gen & Dist.	12					1	3		8			
Residents at SoMi													
Existing		189	30	0	0	20	12	16	0	57	0	0	0
Future		200	32	0	0	22	13	17	0	61	0	0	0
Future + Trips		212	32	0	0	22	14	20	0	69	0	0	0

PM Peak Hour

Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Right
RAW TMC	5:00 - 6:00	128	46	0	0	16	12	38	0	116	3	0	0
SF	1.03	132	48	0	0	17	13	40	0	120	4	0	0
GF	1.058	140	51	0	0	18	14	43	0	127	5	0	0
The Mark	Trip Gen & Dist.	6					1	0		0			
Residents at SoMi													
Existing		132	48	0	0	17	13	40	0	120	4	0	0
Future		140	51	0	0	18	14	43	0	127	5	0	0
Future + Trips		146	51	0	0	18	15	43	0	127	5	0	0

Hardee Rd at Madruga Avenue

AM Peak Hour

Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Rigth
RAW TMC	7:00 - 8:00	1	0	8	0	0	0	0	60	7	21	138	0
SF	1.03	2	0	9	0	0	0	0	62	8	22	143	0
GF	1.058	3	0	10	0	0	0	0	66	9	24	152	0
The Mark	Trip Gen & Dist.	6		11						3	13		
Residents at SoMi													
Existing		2	0	9	0	0	0	0	62	8	22	143	0
Future		3	0	10	0	0	0	0	66	9	24	152	0
Future + Trips		9	0	21	0	0	0	0	66	12	37	152	0

PM Peak Hour

Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Right
RAW TMC	4:00 - 5:00	6	0	35	0	0	0	0	120	7	20	104	0
SF	1.03	7	0	37	0	0	0	0	124	8	21	108	0
GF	1.058	8	0	40	0	0	0	0	132	9	23	115	0
The Mark	Trip Gen & Dist.	0		0						2	7		
Residents at SoMi													
Existing		7	0	37	0	0	0	0	124	8	21	108	0
Future		8	0	40	0	0	0	0	132	9	23	115	0
Future + Trips		8	0	40	0	0	0	0	132	11	30	115	0

Caballero Blvd at Manati Avenue

AM Peak Hour

Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Rigth
RAW TMC	8:00 - 9:00	8	37	0	0	25	1	0	0	3	0	0	0
SF	1.03	9	39	0	0	26	2	0	0	4	0	0	0
GF	1.058	10	42	0	0	28	3	0	0	5	0	0	0
The Mark	Trip Gen & Dist.		3			1							
Residents at SoMi													
Existing		9	39	0	0	26	2	0	0	4	0	0	0
Future		10	42	0	0	28	3	0	0	5	0	0	0
Future + Trips		10	45	0	0	29	3	0	0	5	0	0	0

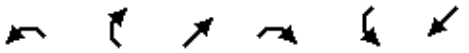
PM Peak Hour

Factors Applied		Southbound			Northbound			Westbound			Eastbound		
Category	Value	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Rigth	Left	Thru	Right
RAW TMC	4:00 - 5:00	8	74	0	0	20	0	3	0	6	0	0	0
SF	1.03	9	77	0	0	21	0	4	0	7	0	0	0
GF	1.058	10	82	0	0	23	0	5	0	8	0	0	0
The Mark	Trip Gen & Dist.		0			1							
Residents at SoMi													
Existing		9	77	0	0	21	0	4	0	7	0	0	0
Future		10	82	0	0	23	0	5	0	8	0	0	0
Future + Trips		10	82	0	0	24	0	5	0	8	0	0	0

Scenario 1 - AM

HCM 6th Signalized Intersection Summary
3: S Dixie Hwy & Mariposa Ct

10/13/2023



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	53	12	2942	12	28	2111
Future Volume (veh/h)	53	12	2942	12	28	2111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	12	3065	12	29	2199
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	219	48	3608	14	167	3997
Arrive On Green	0.16	0.16	0.69	0.69	0.07	0.78
Sat Flow, veh/h	1411	308	5418	21	1781	5274
Grp Volume(v), veh/h	68	0	1986	1091	29	2199
Grp Sat Flow(s),veh/h/ln	1744	0	1702	1866	1781	1702
Q Serve(g_s), s	7.5	0.0	96.3	96.8	0.9	36.2
Cycle Q Clear(g_c), s	7.5	0.0	96.3	96.8	0.9	36.2
Prop In Lane	0.81	0.18		0.01	1.00	
Lane Grp Cap(c), veh/h	271	0	2340	1283	167	3997
V/C Ratio(X)	0.25	0.00	0.85	0.85	0.17	0.55
Avail Cap(c_a), veh/h	271	0	2340	1283	167	3997
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.6	0.0	25.8	25.9	42.7	9.1
Incr Delay (d2), s/veh	2.2	0.0	4.1	7.2	2.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	40.0	45.2	1.3	13.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	83.8	0.0	29.9	33.1	44.9	9.7
LnGrp LOS	F	A	C	C	D	A
Approach Vol, veh/h	68		3077			2228
Approach Delay, s/veh	83.8		31.0			10.1
Approach LOS	F		C			B

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		179.0		41.0	21.0	158.0
Change Period (Y+Rc), s		6.8		6.8	6.6	6.8
Max Green Setting (Gmax), s		172.2		34.2	14.4	151.2
Max Q Clear Time (g_c+I1), s		38.2		9.5	2.9	98.8
Green Ext Time (p_c), s		47.2		0.0	0.0	18.5

Intersection Summary	
HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	5.6

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	16	9	2	36	4	19	10	0	7	5	39
Future Vol, veh/h	20	16	9	2	36	4	19	10	0	7	5	39
Conflicting Peds, #/hr	4	0	25	25	0	4	4	0	0	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	25	20	11	3	46	5	24	13	0	9	6	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	55	0	0	56	0	0	187	162	51	141	165	57
Stage 1	-	-	-	-	-	-	101	101	-	59	59	-
Stage 2	-	-	-	-	-	-	86	61	-	82	106	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	1537	-	-	1536	-	-	769	727	1011	824	724	1004
Stage 1	-	-	-	-	-	-	900	808	-	948	842	-
Stage 2	-	-	-	-	-	-	917	840	-	921	804	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1531	-	-	1499	-	-	696	694	987	798	691	996
Mov Cap-2 Maneuver	-	-	-	-	-	-	696	694	-	798	691	-
Stage 1	-	-	-	-	-	-	864	775	-	928	837	-
Stage 2	-	-	-	-	-	-	860	835	-	891	771	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	3.3	0.4	10.5	9.2
HCM LOS			B	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	695	1499	-	-	1531	-	-	925
HCM Lane V/C Ratio	0.053	0.002	-	-	0.017	-	-	0.07
HCM Control Delay (s)	10.5	7.4	0	-	7.4	0	-	9.2
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	143	62	8	2	9
Future Vol, veh/h	22	143	62	8	2	9
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	26	166	72	9	2	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	81	0	-	0	297	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	220	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1498	-	-	-	688	976
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	810	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1498	-	-	-	675	976
Mov Cap-2 Maneuver	-	-	-	-	675	-
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	810	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1498	-	-	-	903
HCM Lane V/C Ratio	0.017	-	-	-	0.014
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	26	2	9	39
Future Vol, veh/h	0	4	26	2	9	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	0	5	31	2	11	46

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	100	32	0	0	33	0
Stage 1	32	-	-	-	-	-
Stage 2	68	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.17	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.263	-
Pot Cap-1 Maneuver	887	1028	-	-	1547	-
Stage 1	978	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	881	1028	-	-	1547	-
Mov Cap-2 Maneuver	881	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	935	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1028	1547	-
HCM Lane V/C Ratio	-	-	0.005	0.007	-
HCM Control Delay (s)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM Unsignalized Intersection Capacity Analysis
12: Caballero Blvd & S Dixie Hwy

10/16/2023

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	48	16	2927	121	24	2087
Future Volume (Veh/h)	48	16	2927	121	24	2087
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	50	17	3049	126	25	2174
Pedestrians	7					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type			TWLTL			None
Median storage veh)			2			
Upstream signal (ft)						1227
pX, platoon unblocked	0.83					
vC, conflicting volume	3894	1086			3182	
vC1, stage 1 conf vol	3119					
vC2, stage 2 conf vol	775					
vCu, unblocked vol	3767	1086			3182	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	92			74	
cM capacity (veh/h)	20	210			95	

Direction, Lane #	NB 1	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3	SW 4
Volume Total	67	1220	1220	736	25	725	725	725
Volume Left	50	0	0	0	25	0	0	0
Volume Right	17	0	0	126	0	0	0	0
cSH	26	1700	1700	1700	95	1700	1700	1700
Volume to Capacity	2.56	0.72	0.72	0.43	0.26	0.43	0.43	0.43
Queue Length 95th (ft)	205	0	0	0	24	0	0	0
Control Delay (s)	1026.4	0.0	0.0	0.0	56.1	0.0	0.0	0.0
Lane LOS	F				F			
Approach Delay (s)	1026.4	0.0			0.6			
Approach LOS	F							

Intersection Summary			
Average Delay	12.9		
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	4.1
Intersection LOS	A

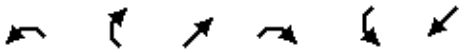
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	84	37	251
Demand Flow Rate, veh/h	0	88	39	264
Vehicles Circulating, veh/h	283	24	228	19
Vehicles Exiting, veh/h	0	243	55	93
Ped Vol Crossing Leg, #/h	1	0	1	2
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	3.3	3.8	4.4
Approach LOS	-	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	0	88	39	264
Cap Entry Lane, veh/h	1034	1346	1094	1353
Entry HV Adj Factor	1.000	0.955	0.945	0.952
Flow Entry, veh/h	0	84	37	251
Cap Entry, veh/h	1034	1285	1033	1288
V/C Ratio	0.000	0.065	0.036	0.195
Control Delay, s/veh	3.5	3.3	3.8	4.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Scenario 1 - PM

HCM 6th Signalized Intersection Summary
3: S Dixie Hwy & Mariposa Ct

10/13/2023



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	91	28	2126	36	26	2105
Future Volume (veh/h)	91	28	2126	36	26	2105
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.94	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	100	31	2336	40	29	2313
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	1	1	1
Cap, veh/h	218	67	3577	61	198	3982
Arrive On Green	0.16	0.16	0.69	0.69	0.06	0.77
Sat Flow, veh/h	1322	410	5375	89	1795	5316
Grp Volume(v), veh/h	132	0	1537	839	29	2313
Grp Sat Flow(s),veh/h/ln	1745	0	1716	1863	1795	1716
Q Serve(g_s), s	15.0	0.0	55.9	56.3	0.9	40.7
Cycle Q Clear(g_c), s	15.0	0.0	55.9	56.3	0.9	40.7
Prop In Lane	0.76	0.23		0.05	1.00	
Lane Grp Cap(c), veh/h	287	0	2358	1280	198	3982
V/C Ratio(X)	0.46	0.00	0.65	0.65	0.15	0.58
Avail Cap(c_a), veh/h	287	0	2358	1280	198	3982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	83.1	0.0	19.5	19.6	16.4	10.2
Incr Delay (d2), s/veh	5.2	0.0	1.4	2.6	1.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0	23.1	25.7	0.6	15.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	88.3	0.0	20.9	22.2	18.0	10.9
LnGrp LOS	F	A	C	C	B	B
Approach Vol, veh/h	132		2376			2342
Approach Delay, s/veh	88.3		21.4			11.0
Approach LOS	F		C			B

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		177.0		43.0	19.0	158.0
Change Period (Y+Rc), s		6.8		6.8	6.6	6.8
Max Green Setting (Gmax), s		170.2		36.2	12.4	151.2
Max Q Clear Time (g_c+I1), s		42.7		17.0	2.9	58.3
Green Ext Time (p_c), s		53.1		0.1	0.0	10.3

Intersection Summary	
HCM 6th Ctrl Delay	18.2
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	7.2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	20	18	4	13	3	38	17	4	11	27	47
Future Vol, veh/h	25	20	18	4	13	3	38	17	4	11	27	47
Conflicting Peds, #/hr	0	0	21	21	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	28	22	20	4	14	3	42	19	4	12	30	52

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	17	0	0	63	0	0	175	134	53	124	143	17
Stage 1	-	-	-	-	-	-	109	109	-	24	24	-
Stage 2	-	-	-	-	-	-	66	25	-	100	119	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1607	-	-	1546	-	-	790	759	1017	853	750	1065
Stage 1	-	-	-	-	-	-	899	807	-	997	877	-
Stage 2	-	-	-	-	-	-	947	876	-	909	799	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1607	-	-	1515	-	-	701	728	997	819	719	1064
Mov Cap-2 Maneuver	-	-	-	-	-	-	701	728	-	819	719	-
Stage 1	-	-	-	-	-	-	865	776	-	979	874	-
Stage 2	-	-	-	-	-	-	866	873	-	867	769	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	2.9	1.5	10.5	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	723	1515	-	-	1607	-	-	893
HCM Lane V/C Ratio	0.091	0.003	-	-	0.017	-	-	0.106
HCM Control Delay (s)	10.5	7.4	0	-	7.3	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	108	124	8	7	37
Future Vol, veh/h	21	108	124	8	7	37
Conflicting Peds, #/hr	1	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	120	138	9	8	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	148	0	-	0	310	145
Stage 1	-	-	-	-	144	-
Stage 2	-	-	-	-	166	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1434	-	-	-	682	902
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	863	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1433	-	-	-	669	900
Mov Cap-2 Maneuver	-	-	-	-	669	-
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	862	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1433	-	-	-	853
HCM Lane V/C Ratio	0.016	-	-	-	0.057
HCM Control Delay (s)	7.6	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	7	21	0	9	77
Future Vol, veh/h	4	7	21	0	9	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	8	25	0	11	92

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	139	25	0	0	25	0
Stage 1	25	-	-	-	-	-
Stage 2	114	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	854	1051	-	-	1589	-
Stage 1	998	-	-	-	-	-
Stage 2	911	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	848	1051	-	-	1589	-
Mov Cap-2 Maneuver	848	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	967	1589	-
HCM Lane V/C Ratio	-	-	0.014	0.007	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM Unsignalized Intersection Capacity Analysis
12: Caballero Blvd & S Dixie Hwy

10/16/2023

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	90	59	2068	147	36	2070
Future Volume (Veh/h)	90	59	2068	147	36	2070
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	99	65	2273	162	40	2275
Pedestrians	25					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	2					
Right turn flare (veh)						
Median type			TWLTL			None
Median storage veh)			2			
Upstream signal (ft)						1240
pX, platoon unblocked	0.81					
vC, conflicting volume	3217	864			2460	
vC1, stage 1 conf vol	2379					
vC2, stage 2 conf vol	838					
vCu, unblocked vol	2911	864			2460	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	78			78	
cM capacity (veh/h)	53	292			185	

Direction, Lane #	NB 1	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3	SW 4
Volume Total	164	909	909	617	40	758	758	758
Volume Left	99	0	0	0	40	0	0	0
Volume Right	65	0	0	162	0	0	0	0
cSH	79	1700	1700	1700	185	1700	1700	1700
Volume to Capacity	2.07	0.53	0.53	0.36	0.22	0.45	0.45	0.45
Queue Length 95th (ft)	369	0	0	0	20	0	0	0
Control Delay (s)	609.5	0.0	0.0	0.0	29.8	0.0	0.0	0.0
Lane LOS	F				D			
Approach Delay (s)	609.5	0.0			0.5			
Approach LOS	F							

Intersection Summary			
Average Delay	20.6		
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

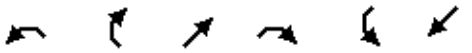
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	4	173	32	195
Demand Flow Rate, veh/h	4	177	32	199
Vehicles Circulating, veh/h	243	22	150	44
Vehicles Exiting, veh/h	0	160	97	155
Ped Vol Crossing Leg, #/h	1	3	1	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.4	3.8	3.3	4.0
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	4	177	32	199
Cap Entry Lane, veh/h	1077	1349	1184	1319
Entry HV Adj Factor	1.000	0.977	0.989	0.980
Flow Entry, veh/h	4	173	32	195
Cap Entry, veh/h	1077	1318	1171	1293
V/C Ratio	0.004	0.131	0.027	0.151
Control Delay, s/veh	3.4	3.8	3.3	4.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Scenario 2 - AM

HCM 6th Signalized Intersection Summary
3: S Dixie Hwy & Mariposa Ct

10/16/2023



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	57	13	3113	13	30	2241
Future Volume (veh/h)	57	13	3113	13	30	2241
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	14	3243	14	31	2334
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	216	51	3606	16	160	3997
Arrive On Green	0.16	0.16	0.69	0.69	0.07	0.78
Sat Flow, veh/h	1389	329	5416	23	1781	5274
Grp Volume(v), veh/h	74	0	2102	1155	31	2334
Grp Sat Flow(s),veh/h/ln	1742	0	1702	1866	1781	1702
Q Serve(g_s), s	8.2	0.0	111.1	111.8	0.9	40.2
Cycle Q Clear(g_c), s	8.2	0.0	111.1	111.8	0.9	40.2
Prop In Lane	0.80	0.19		0.01	1.00	
Lane Grp Cap(c), veh/h	271	0	2340	1282	160	3997
V/C Ratio(X)	0.27	0.00	0.90	0.90	0.19	0.58
Avail Cap(c_a), veh/h	271	0	2340	1282	160	3997
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.9	0.0	28.1	28.2	52.7	9.6
Incr Delay (d2), s/veh	2.5	0.0	6.0	10.3	2.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	46.5	52.8	1.3	15.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	84.4	0.0	34.1	38.6	55.4	10.2
LnGrp LOS	F	A	C	D	E	B
Approach Vol, veh/h	74		3257			2365
Approach Delay, s/veh	84.4		35.7			10.8
Approach LOS	F		D			B

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		179.0		41.0	21.0	158.0
Change Period (Y+Rc), s		6.8		6.8	6.6	6.8
Max Green Setting (Gmax), s		172.2		34.2	14.4	151.2
Max Q Clear Time (g_c+I1), s		42.2		10.2	2.9	113.8
Green Ext Time (p_c), s		54.8		0.0	0.0	18.8

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	5.7

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	17	10	3	39	5	21	11	0	8	6	42
Future Vol, veh/h	22	17	10	3	39	5	21	11	0	8	6	42
Conflicting Peds, #/hr	4	0	25	25	0	4	4	0	0	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	28	22	13	4	49	6	27	14	0	10	8	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	59	0	0	60	0	0	205	177	54	156	180	60
Stage 1	-	-	-	-	-	-	110	110	-	64	64	-
Stage 2	-	-	-	-	-	-	95	67	-	92	116	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	1532	-	-	1531	-	-	749	713	1008	806	710	1000
Stage 1	-	-	-	-	-	-	890	800	-	942	838	-
Stage 2	-	-	-	-	-	-	907	835	-	910	796	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1526	-	-	1495	-	-	672	678	984	777	675	992
Mov Cap-2 Maneuver	-	-	-	-	-	-	672	678	-	777	675	-
Stage 1	-	-	-	-	-	-	853	766	-	920	832	-
Stage 2	-	-	-	-	-	-	845	829	-	876	762	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	3.3	0.5	10.7	9.3
HCM LOS			B	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	674	1495	-	-	1526	-	-	910
HCM Lane V/C Ratio	0.06	0.003	-	-	0.018	-	-	0.078
HCM Control Delay (s)	10.7	7.4	0	-	7.4	0	-	9.3
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	152	66	9	3	10
Future Vol, veh/h	24	152	66	9	3	10
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	28	177	77	10	3	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	87	0	-	0	317	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	235	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1490	-	-	-	670	969
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	797	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1490	-	-	-	656	969
Mov Cap-2 Maneuver	-	-	-	-	656	-
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	797	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1490	-	-	-	873
HCM Lane V/C Ratio	0.019	-	-	-	0.017
HCM Control Delay (s)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	28	3	10	42
Future Vol, veh/h	0	5	28	3	10	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	0	6	33	4	12	50

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	109	35	0	0	37	0
Stage 1	35	-	-	-	-	-
Stage 2	74	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.17	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.263	-
Pot Cap-1 Maneuver	876	1024	-	-	1542	-
Stage 1	975	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	869	1024	-	-	1542	-
Mov Cap-2 Maneuver	869	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	929	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1024	1542	-
HCM Lane V/C Ratio	-	-	0.006	0.008	-
HCM Control Delay (s)	-	-	8.5	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM Unsignalized Intersection Capacity Analysis
12: Caballero Blvd & S Dixie Hwy

10/16/2023

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	51	17	3097	129	26	2216
Future Volume (Veh/h)	51	17	3097	129	26	2216
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	53	18	3226	134	27	2308
Pedestrians	7					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type			TWLTL			None
Median storage veh)			2			
Upstream signal (ft)						1237
pX, platoon unblocked	0.80					
vC, conflicting volume	4123	1149			3367	
vC1, stage 1 conf vol	3300					
vC2, stage 2 conf vol	823					
vCu, unblocked vol	4032	1149			3367	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	91			66	
cM capacity (veh/h)	16	191			80	

Direction, Lane #	NB 1	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3	SW 4
Volume Total	71	1290	1290	779	27	769	769	769
Volume Left	53	0	0	0	27	0	0	0
Volume Right	18	0	0	134	0	0	0	0
cSH	21	1700	1700	1700	80	1700	1700	1700
Volume to Capacity	3.46	0.76	0.76	0.46	0.34	0.45	0.45	0.45
Queue Length 95th (ft)	Err	0	0	0	32	0	0	0
Control Delay (s)	Err	0.0	0.0	0.0	71.9	0.0	0.0	0.0
Lane LOS	F				F			
Approach Delay (s)	Err	0.0			0.8			
Approach LOS	F							

Intersection Summary			
Average Delay	123.5		
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	4.2
Intersection LOS	A

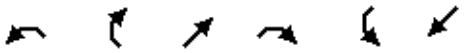
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	90	40	267
Demand Flow Rate, veh/h	0	95	42	281
Vehicles Circulating, veh/h	301	26	241	21
Vehicles Exiting, veh/h	0	257	60	99
Ped Vol Crossing Leg, #/h	1	0	1	2
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	3.4	3.9	4.6
Approach LOS	-	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	0	95	42	281
Cap Entry Lane, veh/h	1015	1344	1079	1351
Entry HV Adj Factor	1.000	0.947	0.947	0.951
Flow Entry, veh/h	0	90	40	267
Cap Entry, veh/h	1015	1273	1022	1284
V/C Ratio	0.000	0.071	0.039	0.208
Control Delay, s/veh	3.5	3.4	3.9	4.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Scenario 2 - PM

HCM 6th Signalized Intersection Summary
3: S Dixie Hwy & Mariposa Ct

10/16/2023



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	97	30	2250	39	28	2248
Future Volume (veh/h)	97	30	2250	39	28	2248
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.94	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	107	33	2473	43	31	2470
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	1	1	1
Cap, veh/h	218	67	3576	62	186	3982
Arrive On Green	0.16	0.16	0.69	0.69	0.06	0.77
Sat Flow, veh/h	1325	409	5373	90	1795	5316
Grp Volume(v), veh/h	141	0	1627	889	31	2470
Grp Sat Flow(s),veh/h/ln	1745	0	1716	1863	1795	1716
Q Serve(g_s), s	16.2	0.0	62.1	62.8	1.0	46.0
Cycle Q Clear(g_c), s	16.2	0.0	62.1	62.8	1.0	46.0
Prop In Lane	0.76	0.23		0.05	1.00	
Lane Grp Cap(c), veh/h	287	0	2358	1280	186	3982
V/C Ratio(X)	0.49	0.00	0.69	0.69	0.17	0.62
Avail Cap(c_a), veh/h	287	0	2358	1280	186	3982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	83.5	0.0	20.5	20.6	19.4	10.8
Incr Delay (d2), s/veh	5.9	0.0	1.7	3.1	1.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.0	25.6	28.7	0.7	17.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	89.4	0.0	22.1	23.7	21.3	11.6
LnGrp LOS	F	A	C	C	C	B
Approach Vol, veh/h	141		2516			2501
Approach Delay, s/veh	89.4		22.7			11.7
Approach LOS	F		C			B

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		177.0		43.0	19.0	158.0
Change Period (Y+Rc), s		6.8		6.8	6.6	6.8
Max Green Setting (Gmax), s		170.2		36.2	12.4	151.2
Max Q Clear Time (g_c+I1), s		48.0		18.2	3.0	64.8
Green Ext Time (p_c), s		61.7		0.1	0.0	11.7

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	7.3

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	22	20	5	14	4	41	18	5	12	29	50
Future Vol, veh/h	27	22	20	5	14	4	41	18	5	12	29	50
Conflicting Peds, #/hr	0	0	21	21	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	30	24	22	6	16	4	46	20	6	13	32	56

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	20	0	0	67	0	0	191	148	56	138	157	19
Stage 1	-	-	-	-	-	-	116	116	-	30	30	-
Stage 2	-	-	-	-	-	-	75	32	-	108	127	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1603	-	-	1541	-	-	771	745	1013	835	737	1062
Stage 1	-	-	-	-	-	-	891	802	-	989	872	-
Stage 2	-	-	-	-	-	-	937	870	-	900	793	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1603	-	-	1510	-	-	678	714	993	798	706	1061
Mov Cap-2 Maneuver	-	-	-	-	-	-	678	714	-	798	706	-
Stage 1	-	-	-	-	-	-	856	771	-	970	869	-
Stage 2	-	-	-	-	-	-	851	867	-	855	762	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	2.9	1.6	10.7	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	705	1510	-	-	1603	-	-	881
HCM Lane V/C Ratio	0.101	0.004	-	-	0.019	-	-	0.115
HCM Control Delay (s)	10.7	7.4	0	-	7.3	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	115	132	9	8	40
Future Vol, veh/h	23	115	132	9	8	40
Conflicting Peds, #/hr	1	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	128	147	10	9	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	158	0	-	0	333	154
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	180	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1422	-	-	-	662	892
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	851	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1421	-	-	-	647	890
Mov Cap-2 Maneuver	-	-	-	-	647	-
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	850	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1421	-	-	-	838
HCM Lane V/C Ratio	0.018	-	-	-	0.064
HCM Control Delay (s)	7.6	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	8	23	0	10	82
Future Vol, veh/h	5	8	23	0	10	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	10	27	0	12	98

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	149	27	0	0	27	0
Stage 1	27	-	-	-	-	-
Stage 2	122	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	843	1048	-	-	1587	-
Stage 1	996	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	836	1048	-	-	1587	-
Mov Cap-2 Maneuver	836	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	896	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	955	1587	-
HCM Lane V/C Ratio	-	-	0.016	0.008	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

HCM Unsignalized Intersection Capacity Analysis
12: Caballero Blvd & S Dixie Hwy

10/16/2023

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	96	63	2188	156	39	2211
Future Volume (Veh/h)	96	63	2188	156	39	2211
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	105	69	2404	171	43	2430
Pedestrians	25					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	2					
Right turn flare (veh)						
Median type			TWLTL			None
Median storage veh)			2			
Upstream signal (ft)						1245
pX, platoon unblocked	0.78					
vC, conflicting volume	3410	912			2600	
vC1, stage 1 conf vol	2514					
vC2, stage 2 conf vol	896					
vCu, unblocked vol	3099	912			2600	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	75			74	
cM capacity (veh/h)	45	272			162	

Direction, Lane #	NB 1	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3	SW 4
Volume Total	174	962	962	652	43	810	810	810
Volume Left	105	0	0	0	43	0	0	0
Volume Right	69	0	0	171	0	0	0	0
cSH	67	1700	1700	1700	162	1700	1700	1700
Volume to Capacity	2.60	0.57	0.57	0.38	0.26	0.48	0.48	0.48
Queue Length 95th (ft)	429	0	0	0	25	0	0	0
Control Delay (s)	856.1	0.0	0.0	0.0	35.0	0.0	0.0	0.0
Lane LOS	F				D			
Approach Delay (s)	856.1	0.0			0.6			
Approach LOS	F							

Intersection Summary			
Average Delay	28.8		
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	4.0
Intersection LOS	A

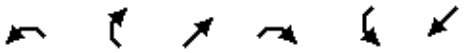
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	5	185	35	207
Demand Flow Rate, veh/h	5	189	35	211
Vehicles Circulating, veh/h	259	25	160	48
Vehicles Exiting, veh/h	0	170	104	166
Ped Vol Crossing Leg, #/h	1	3	1	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.4	3.9	3.4	4.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	5	189	35	211
Cap Entry Lane, veh/h	1060	1345	1172	1314
Entry HV Adj Factor	1.000	0.979	0.989	0.981
Flow Entry, veh/h	5	185	35	207
Cap Entry, veh/h	1059	1316	1159	1288
V/C Ratio	0.005	0.141	0.030	0.161
Control Delay, s/veh	3.4	3.9	3.4	4.1
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Scenario 3 - AM

HCM 6th Signalized Intersection Summary
3: S Dixie Hwy & Mariposa Ct

10/17/2023



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	94	31	3131	13	45	2241
Future Volume (veh/h)	94	31	3131	13	45	2241
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	32	3261	14	47	2334
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	201	66	3606	15	160	3997
Arrive On Green	0.16	0.16	0.69	0.69	0.07	0.78
Sat Flow, veh/h	1294	423	5416	22	1781	5274
Grp Volume(v), veh/h	131	0	2114	1161	47	2334
Grp Sat Flow(s),veh/h/ln	1730	0	1702	1866	1781	1702
Q Serve(g_s), s	15.2	0.0	112.7	113.4	1.4	40.2
Cycle Q Clear(g_c), s	15.2	0.0	112.7	113.4	1.4	40.2
Prop In Lane	0.75	0.24		0.01	1.00	
Lane Grp Cap(c), veh/h	269	0	2340	1282	160	3997
V/C Ratio(X)	0.49	0.00	0.90	0.91	0.29	0.58
Avail Cap(c_a), veh/h	269	0	2340	1282	160	3997
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	84.9	0.0	28.4	28.5	55.6	9.6
Incr Delay (d2), s/veh	6.2	0.0	6.3	10.7	4.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.0	47.3	53.7	2.1	15.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	91.1	0.0	34.7	39.2	60.3	10.2
LnGrp LOS	F	A	C	D	E	B
Approach Vol, veh/h	131		3275			2381
Approach Delay, s/veh	91.1		36.3			11.2
Approach LOS	F		D			B

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		179.0		41.0	21.0	158.0
Change Period (Y+Rc), s		6.8		6.8	6.6	6.8
Max Green Setting (Gmax), s		172.2		34.2	14.4	151.2
Max Q Clear Time (g_c+I1), s		42.2		17.2	3.4	115.4
Green Ext Time (p_c), s		54.8		0.1	0.1	18.6

Intersection Summary	
HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	3

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	21	10	9	41	18	13
Future Vol, veh/h	21	10	9	41	18	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	10	9	41	18	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	84	25	31	0	-	0
Stage 1	25	-	-	-	-	-
Stage 2	59	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	918	1051	1582	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	912	1051	1582	-	-	-
Mov Cap-2 Maneuver	912	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	964	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	8.9	1.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1582	-	953	-	-
HCM Lane V/C Ratio	0.006	-	0.033	-	-
HCM Control Delay (s)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	44	10	19	43	21	13
Future Vol, veh/h	44	10	19	43	21	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	10	19	43	21	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	109	28	34	0	-	0
Stage 1	28	-	-	-	-	-
Stage 2	81	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	888	1047	1578	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	877	1047	1578	-	-	-
Mov Cap-2 Maneuver	877	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	942	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	9.2	2.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1578	-	904	-	-
HCM Lane V/C Ratio	0.012	-	0.06	-	-
HCM Control Delay (s)	7.3	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	6.7

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	22	17	25	3	39	5	76	11	0	8	6	42
Future Vol, veh/h	22	17	25	3	39	5	76	11	0	8	6	42
Conflicting Peds, #/hr	4	0	25	25	0	4	4	0	0	0	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	28	22	32	4	49	6	96	14	0	10	8	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	59	0	0	79	0	0	214	186	63	165	199	60
Stage 1	-	-	-	-	-	-	119	119	-	64	64	-
Stage 2	-	-	-	-	-	-	95	67	-	101	135	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	1532	-	-	1507	-	-	738	705	996	795	693	1000
Stage 1	-	-	-	-	-	-	881	793	-	942	838	-
Stage 2	-	-	-	-	-	-	907	835	-	900	781	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1526	-	-	1471	-	-	662	670	972	766	659	992
Mov Cap-2 Maneuver	-	-	-	-	-	-	662	670	-	766	659	-
Stage 1	-	-	-	-	-	-	844	759	-	920	832	-
Stage 2	-	-	-	-	-	-	845	829	-	867	747	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	2.5	0.5	11.5	9.3
HCM LOS			B	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	663	1471	-	-	1526	-	-	905
HCM Lane V/C Ratio	0.166	0.003	-	-	0.018	-	-	0.078
HCM Control Delay (s)	11.5	7.5	0	-	7.4	0	-	9.3
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	22	3144	10	0	2335
Future Vol, veh/h	0	22	3144	10	0	2335
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	3144	10	0	2335

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1577	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	84	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	84	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	62.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWT
Capacity (veh/h)	-	-	84	-
HCM Lane V/C Ratio	-	-	0.262	-
HCM Control Delay (s)	-	-	62.4	-
HCM Lane LOS	-	-	F	-
HCM 95th %tile Q(veh)	-	-	0.9	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	37	152	66	12	9	21
Future Vol, veh/h	37	152	66	12	9	21
Conflicting Peds, #/hr	0	0	0	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	43	177	77	14	10	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	91	0	-	0	349	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	4.15	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	1485	-	-	-	642	967
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	772	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1485	-	-	-	621	967
Mov Cap-2 Maneuver	-	-	-	-	621	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	772	-

Approach	EB	WB	SW
HCM Control Delay, s	1.5	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1485	-	-	-	829
HCM Lane V/C Ratio	0.029	-	-	-	0.042
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	29	3	10	45
Future Vol, veh/h	0	5	29	3	10	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	0	6	35	4	12	54

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	115	37	0	0	39	0
Stage 1	37	-	-	-	-	-
Stage 2	78	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.17	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.263	-
Pot Cap-1 Maneuver	869	1021	-	-	1539	-
Stage 1	973	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	862	1021	-	-	1539	-
Mov Cap-2 Maneuver	862	-	-	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	1.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1021	1539	-
HCM Lane V/C Ratio	-	-	0.006	0.008	-
HCM Control Delay (s)	-	-	8.5	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	59	17	3102	141	26	2253
Future Volume (Veh/h)	59	17	3102	141	26	2253
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	61	18	3231	147	27	2347
Pedestrians	7					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	1					
Right turn flare (veh)						
Median type			TWLTL			None
Median storage veh)			2			
Upstream signal (ft)						1237
pX, platoon unblocked	0.80					
vC, conflicting volume	4148	1158			3385	
vC1, stage 1 conf vol	3312					
vC2, stage 2 conf vol	836					
vCu, unblocked vol	4062	1158			3385	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	90			66	
cM capacity (veh/h)	16	188			78	

Direction, Lane #	NB 1	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3	SW 4
Volume Total	79	1292	1292	793	27	782	782	782
Volume Left	61	0	0	0	27	0	0	0
Volume Right	18	0	0	147	0	0	0	0
cSH	20	1700	1700	1700	78	1700	1700	1700
Volume to Capacity	4.03	0.76	0.76	0.47	0.34	0.46	0.46	0.46
Queue Length 95th (ft)	Err	0	0	0	33	0	0	0
Control Delay (s)	Err	0.0	0.0	0.0	73.5	0.0	0.0	0.0
Lane LOS	F				F			
Approach Delay (s)	Err	0.0			0.8			
Approach LOS	F							

Intersection Summary			
Average Delay	135.8		
Intersection Capacity Utilization	74.1%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	4.3
Intersection LOS	A

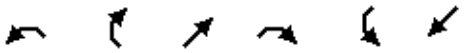
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	102	41	281
Demand Flow Rate, veh/h	0	107	43	295
Vehicles Circulating, veh/h	319	26	256	24
Vehicles Exiting, veh/h	0	273	63	109
Ped Vol Crossing Leg, #/h	1	0	1	2
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	3.5	3.9	4.7
Approach LOS	-	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	0	107	43	295
Cap Entry Lane, veh/h	997	1344	1063	1346
Entry HV Adj Factor	1.000	0.953	0.948	0.953
Flow Entry, veh/h	0	102	41	281
Cap Entry, veh/h	997	1281	1007	1283
V/C Ratio	0.000	0.080	0.040	0.219
Control Delay, s/veh	3.6	3.5	3.9	4.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Scenario 3 - PM

HCM 6th Signalized Intersection Summary
3: S Dixie Hwy & Mariposa Ct

10/17/2023



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	98	30	2251	39	35	2248
Future Volume (veh/h)	98	30	2251	39	35	2248
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.94	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	108	33	2474	43	38	2470
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	1	1	1
Cap, veh/h	218	67	3576	62	186	3982
Arrive On Green	0.16	0.16	0.69	0.69	0.06	0.77
Sat Flow, veh/h	1328	406	5373	90	1795	5316
Grp Volume(v), veh/h	142	0	1628	889	38	2470
Grp Sat Flow(s),veh/h/ln	1746	0	1716	1863	1795	1716
Q Serve(g_s), s	16.3	0.0	62.1	62.8	1.2	46.0
Cycle Q Clear(g_c), s	16.3	0.0	62.1	62.8	1.2	46.0
Prop In Lane	0.76	0.23		0.05	1.00	
Lane Grp Cap(c), veh/h	287	0	2358	1280	186	3982
V/C Ratio(X)	0.49	0.00	0.69	0.69	0.20	0.62
Avail Cap(c_a), veh/h	287	0	2358	1280	186	3982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	83.6	0.0	20.5	20.6	20.4	10.8
Incr Delay (d2), s/veh	6.0	0.0	1.7	3.1	2.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.0	25.7	28.7	0.9	17.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	89.5	0.0	22.1	23.7	22.8	11.6
LnGrp LOS	F	A	C	C	C	B
Approach Vol, veh/h	142		2517			2508
Approach Delay, s/veh	89.5		22.7			11.7
Approach LOS	F		C			B

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		177.0		43.0	19.0	158.0
Change Period (Y+Rc), s		6.8		6.8	6.6	6.8
Max Green Setting (Gmax), s		170.2		36.2	12.4	151.2
Max Q Clear Time (g_c+I1), s		48.0		18.3	3.2	64.8
Green Ext Time (p_c), s		61.7		0.1	0.0	11.8

Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	15	2265	13	0	2346
Future Vol, veh/h	0	15	2265	13	0	2346
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	15	2265	13	0	2346

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1139	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	167	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	167	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	28.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWT
Capacity (veh/h)	-	-	167	-
HCM Lane V/C Ratio	-	-	0.09	-
HCM Control Delay (s)	-	-	28.7	-
HCM Lane LOS	-	-	D	-
HCM 95th %tile Q(veh)	-	-	0.3	-

Intersection	
Int Delay, s/veh	7.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	22	27	5	14	4	42	18	5	12	29	50
Future Vol, veh/h	27	22	27	5	14	4	42	18	5	12	29	50
Conflicting Peds, #/hr	0	0	21	21	0	0	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	30	24	30	6	16	4	47	20	6	13	32	56

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	20	0	0	75	0	0	195	152	60	142	165	19
Stage 1	-	-	-	-	-	-	120	120	-	30	30	-
Stage 2	-	-	-	-	-	-	75	32	-	112	135	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1603	-	-	1531	-	-	766	742	1008	830	729	1062
Stage 1	-	-	-	-	-	-	887	798	-	989	872	-
Stage 2	-	-	-	-	-	-	937	870	-	895	787	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1603	-	-	1500	-	-	674	711	988	793	698	1061
Mov Cap-2 Maneuver	-	-	-	-	-	-	674	711	-	793	698	-
Stage 1	-	-	-	-	-	-	852	767	-	970	869	-
Stage 2	-	-	-	-	-	-	851	867	-	850	756	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	2.6	1.6	10.7	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	701	1500	-	-	1603	-	-	877
HCM Lane V/C Ratio	0.103	0.004	-	-	0.019	-	-	0.115
HCM Control Delay (s)	10.7	7.4	0	-	7.3	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	1.9

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	14	7	12	61	34	17
Future Vol, veh/h	14	7	12	61	34	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	7	12	61	34	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	128	43	51	0	-	0
Stage 1	43	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	866	1027	1555	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	938	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	859	1027	1555	-	-	-
Mov Cap-2 Maneuver	859	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	938	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	9.1	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1555	-	909	-	-
HCM Lane V/C Ratio	0.008	-	0.023	-	-
HCM Control Delay (s)	7.3	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	14	7	24	51	44	17
Future Vol, veh/h	14	7	24	51	44	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	7	24	51	44	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	152	53	61	0	-	0
Stage 1	53	-	-	-	-	-
Stage 2	99	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	840	1014	1542	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	827	1014	1542	-	-	-
Mov Cap-2 Maneuver	827	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	925	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	9.2	2.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1542	-	881	-	-
HCM Lane V/C Ratio	0.016	-	0.024	-	-
HCM Control Delay (s)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	30	115	132	11	8	40
Future Vol, veh/h	30	115	132	11	8	40
Conflicting Peds, #/hr	1	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	128	147	12	9	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	160	0	-	0	348	155
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	194	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1419	-	-	-	649	891
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	839	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1418	-	-	-	631	889
Mov Cap-2 Maneuver	-	-	-	-	631	-
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	838	-

Approach	EB	WB	SW
HCM Control Delay, s	1.6	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1418	-	-	-	832
HCM Lane V/C Ratio	0.024	-	-	-	0.064
HCM Control Delay (s)	7.6	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	8	24	0	10	82
Future Vol, veh/h	5	8	24	0	10	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	10	29	0	12	98

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	151	29	0	0	29	0
Stage 1	29	-	-	-	-	-
Stage 2	122	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	841	1046	-	-	1584	-
Stage 1	994	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	834	1046	-	-	1584	-
Mov Cap-2 Maneuver	834	-	-	-	-	-
Stage 1	994	-	-	-	-	-
Stage 2	896	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	953	1584	-
HCM Lane V/C Ratio	-	-	0.016	0.008	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

HCM Unsignalized Intersection Capacity Analysis
12: Caballero Blvd & S Dixie Hwy

10/17/2023

Movement	NBL	NBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	96	63	2190	162	39	2212
Future Volume (Veh/h)	96	63	2190	162	39	2212
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	105	69	2407	178	43	2431
Pedestrians	25					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	2					
Right turn flare (veh)						
Median type			TWLTL			None
Median storage veh)			2			
Upstream signal (ft)						1245
pX, platoon unblocked	0.78					
vC, conflicting volume	3417	916			2610	
vC1, stage 1 conf vol	2521					
vC2, stage 2 conf vol	896					
vCu, unblocked vol	3108	916			2610	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	74			73	
cM capacity (veh/h)	44	270			161	

Direction, Lane #	NB 1	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3	SW 4
Volume Total	174	963	963	659	43	810	810	810
Volume Left	105	0	0	0	43	0	0	0
Volume Right	69	0	0	178	0	0	0	0
cSH	66	1700	1700	1700	161	1700	1700	1700
Volume to Capacity	2.62	0.57	0.57	0.39	0.27	0.48	0.48	0.48
Queue Length 95th (ft)	431	0	0	0	26	0	0	0
Control Delay (s)	866.6	0.0	0.0	0.0	35.3	0.0	0.0	0.0
Lane LOS	F				E			
Approach Delay (s)	866.6	0.0			0.6			
Approach LOS	F							

Intersection Summary			
Average Delay	29.1		
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Intersection Delay, s/veh	4.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	5	185	36	214
Demand Flow Rate, veh/h	5	189	36	218
Vehicles Circulating, veh/h	266	25	167	48
Vehicles Exiting, veh/h	0	178	104	166
Ped Vol Crossing Leg, #/h	1	3	1	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.5	3.9	3.4	4.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	5	189	36	218
Cap Entry Lane, veh/h	1052	1345	1164	1314
Entry HV Adj Factor	1.000	0.979	0.989	0.981
Flow Entry, veh/h	5	185	36	214
Cap Entry, veh/h	1052	1316	1151	1289
V/C Ratio	0.005	0.141	0.031	0.166
Control Delay, s/veh	3.5	3.9	3.4	4.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Synchro Retiming Reports

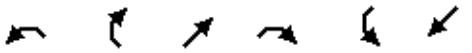
Lane Group	NWL	NET	SWL	SWT
Lane Configurations				
Traffic Volume (vph)	94	3131	45	2241
Future Volume (vph)	94	3131	45	2241
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	5.0	7.0	7.0	7.0
Minimum Split (s)	24.8	24.8	13.6	27.8
Total Split (s)	48.0	151.0	21.0	172.0
Total Split (%)	21.8%	68.6%	9.5%	78.2%
Yellow Time (s)	4.8	4.8	4.0	4.8
All-Red Time (s)	2.0	2.0	2.6	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.6	6.8
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	Max	Max	Max	Max

Intersection Summary
Cycle Length: 220
Actuated Cycle Length: 220
Offset: 118 (54%), Referenced to phase 2:SWTL and 6:NET, Start of Yellow
Natural Cycle: 120
Control Type: Pretimed

Splits and Phases: 3: S Dixie Hwy & Mariposa Ct

HCM 6th Signalized Intersection Summary
3: S Dixie Hwy & Mariposa Ct

10/17/2023



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	94	31	3131	13	45	2241
Future Volume (veh/h)	94	31	3131	13	45	2241
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.98	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	32	3261	14	47	2334
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	242	79	3439	15	155	3834
Arrive On Green	0.19	0.19	0.66	0.66	0.07	0.75
Sat Flow, veh/h	1294	423	5416	22	1781	5274
Grp Volume(v), veh/h	131	0	2114	1161	47	2334
Grp Sat Flow(s),veh/h/ln	1730	0	1702	1866	1781	1702
Q Serve(g_s), s	14.7	0.0	124.2	124.9	1.6	46.1
Cycle Q Clear(g_c), s	14.7	0.0	124.2	124.9	1.6	46.1
Prop In Lane	0.75	0.24		0.01	1.00	
Lane Grp Cap(c), veh/h	324	0	2231	1223	155	3834
V/C Ratio(X)	0.40	0.00	0.95	0.95	0.30	0.61
Avail Cap(c_a), veh/h	324	0	2231	1223	155	3834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	78.6	0.0	34.4	34.6	55.7	12.6
Incr Delay (d2), s/veh	3.7	0.0	10.2	16.2	5.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	53.8	61.4	2.0	18.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	82.3	0.0	44.6	50.8	60.7	13.3
LnGrp LOS	F	A	D	D	E	B
Approach Vol, veh/h	131		3275			2381
Approach Delay, s/veh	82.3		46.8			14.2
Approach LOS	F		D			B

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		172.0		48.0	21.0	151.0
Change Period (Y+Rc), s		6.8		6.8	6.6	6.8
Max Green Setting (Gmax), s		165.2		41.2	14.4	144.2
Max Q Clear Time (g_c+I1), s		48.1		16.7	3.6	126.9
Green Ext Time (p_c), s		52.9		0.1	0.1	12.0

Intersection Summary	
HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

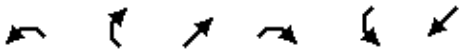
Lane Group	NWL	NET	SWL	SWT
Lane Configurations				
Traffic Volume (vph)	98	2251	35	2248
Future Volume (vph)	98	2251	35	2248
Turn Type	Prot	NA	pm+pt	NA
Protected Phases	4	6	5	2
Permitted Phases			2	
Detector Phase	4	6	5	2
Switch Phase				
Minimum Initial (s)	5.0	7.0	7.0	7.0
Minimum Split (s)	24.8	24.8	13.6	27.8
Total Split (s)	51.0	150.0	19.0	169.0
Total Split (%)	23.2%	68.2%	8.6%	76.8%
Yellow Time (s)	4.8	4.8	4.0	4.8
All-Red Time (s)	2.0	2.0	2.6	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.6	6.8
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	Max	Max	Max	Max

Intersection Summary
Cycle Length: 220
Actuated Cycle Length: 220
Offset: 193 (88%), Referenced to phase 2:SWTL and 6:NET, Start of Yellow
Natural Cycle: 90
Control Type: Pretimed

Splits and Phases: 3: S Dixie Hwy & Mariposa Ct

HCM 6th Signalized Intersection Summary
3: S Dixie Hwy & Mariposa Ct

10/17/2023



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	98	30	2251	39	35	2248
Future Volume (veh/h)	98	30	2251	39	35	2248
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.94	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	108	33	2474	43	38	2470
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	1	1	1
Cap, veh/h	267	82	3387	59	177	3794
Arrive On Green	0.20	0.20	0.65	0.65	0.06	0.74
Sat Flow, veh/h	1328	406	5373	90	1795	5316
Grp Volume(v), veh/h	142	0	1628	889	38	2470
Grp Sat Flow(s),veh/h/ln	1746	0	1716	1862	1795	1716
Q Serve(g_s), s	15.6	0.0	69.3	70.2	1.3	53.3
Cycle Q Clear(g_c), s	15.6	0.0	69.3	70.2	1.3	53.3
Prop In Lane	0.76	0.23		0.05	1.00	
Lane Grp Cap(c), veh/h	351	0	2233	1212	177	3794
V/C Ratio(X)	0.40	0.00	0.73	0.73	0.21	0.65
Avail Cap(c_a), veh/h	351	0	2233	1212	177	3794
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.5	0.0	25.5	25.7	25.8	14.6
Incr Delay (d2), s/veh	3.4	0.0	2.1	4.0	2.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.0	29.2	32.7	1.1	21.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	79.9	0.0	27.6	29.6	28.5	15.5
LnGrp LOS	E	A	C	C	C	B
Approach Vol, veh/h	142		2517			2508
Approach Delay, s/veh	79.9		28.3			15.7
Approach LOS	E		C			B

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		169.0		51.0	19.0	150.0
Change Period (Y+Rc), s		6.8		6.8	6.6	6.8
Max Green Setting (Gmax), s		162.2		44.2	12.4	143.2
Max Q Clear Time (g_c+I1), s		55.3		17.6	3.3	72.2
Green Ext Time (p_c), s		58.0		0.1	0.0	11.7

Intersection Summary	
HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C

Synchro Queue Reports

Scenario 1 - AM

Queues
3: S Dixie Hwy & Mariposa Ct

10/17/2023

Lane Group	NWL	NET	SWL	SWT
Lane Group Flow (vph)	68	3078	29	2199
v/c Ratio	0.25	0.88	0.19	0.55
Control Delay	78.2	31.3	14.5	9.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	78.2	31.3	14.5	9.8
Queue Length 50th (ft)	82	1248	9	412
Queue Length 95th (ft)	141	1273	31	432
Internal Link Dist (ft)	318	1147		403
Turn Bay Length (ft)			150	
Base Capacity (vph)	275	3490	149	3980
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.25	0.88	0.19	0.55

Intersection Summary

Scenario 1 - PM

Queues
3: S Dixie Hwy & Mariposa Ct

10/17/2023

Lane Group	NWL	NET	SWL	SWT
Lane Group Flow (vph)	131	2376	29	2313
v/c Ratio	0.45	0.68	0.19	0.58
Control Delay	84.4	21.3	8.6	11.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	84.4	21.3	8.6	11.0
Queue Length 50th (ft)	167	708	9	469
Queue Length 95th (ft)	248	739	18	490
Internal Link Dist (ft)	318	1160		403
Turn Bay Length (ft)			150	
Base Capacity (vph)	293	3515	150	3973
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.45	0.68	0.19	0.58

Intersection Summary

Scenario 2 - AM

Queues
3: S Dixie Hwy & Mariposa Ct

10/17/2023

Lane Group	NWL	NET	SWL	SWT
Lane Group Flow (vph)	73	3257	31	2334
v/c Ratio	0.27	0.93	0.21	0.59
Control Delay	79.0	36.4	16.2	10.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	79.0	36.4	16.2	10.3
Queue Length 50th (ft)	88	1450	9	459
Queue Length 95th (ft)	150	1471	34	479
Internal Link Dist (ft)	318	1157		403
Turn Bay Length (ft)			150	
Base Capacity (vph)	275	3490	149	3980
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.27	0.93	0.21	0.59

Intersection Summary

Scenario 2 - PM

Queues
3: S Dixie Hwy & Mariposa Ct

10/17/2023

Lane Group	NWL	NET	SWL	SWT
Lane Group Flow (vph)	140	2516	31	2470
v/c Ratio	0.48	0.72	0.22	0.62
Control Delay	85.7	22.6	12.4	11.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	85.7	22.6	12.4	11.7
Queue Length 50th (ft)	180	790	10	530
Queue Length 95th (ft)	266	821	26	552
Internal Link Dist (ft)	318	1165		403
Turn Bay Length (ft)			150	
Base Capacity (vph)	293	3515	140	3973
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.48	0.72	0.22	0.62

Intersection Summary

Scenario 3 - AM

Queues
3: S Dixie Hwy & Mariposa Ct

10/17/2023

Lane Group	NWL	NET	SWL	SWT
Lane Group Flow (vph)	130	3275	47	2334
v/c Ratio	0.47	0.94	0.32	0.59
Control Delay	87.1	37.0	31.1	10.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	87.1	37.0	31.1	10.3
Queue Length 50th (ft)	167	1473	14	459
Queue Length 95th (ft)	250	1492	68	479
Internal Link Dist (ft)	318	1157		403
Turn Bay Length (ft)			150	
Base Capacity (vph)	274	3490	149	3980
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.47	0.94	0.32	0.59

Intersection Summary

Scenario 3 - PM

Queues
3: S Dixie Hwy & Mariposa Ct

10/17/2023

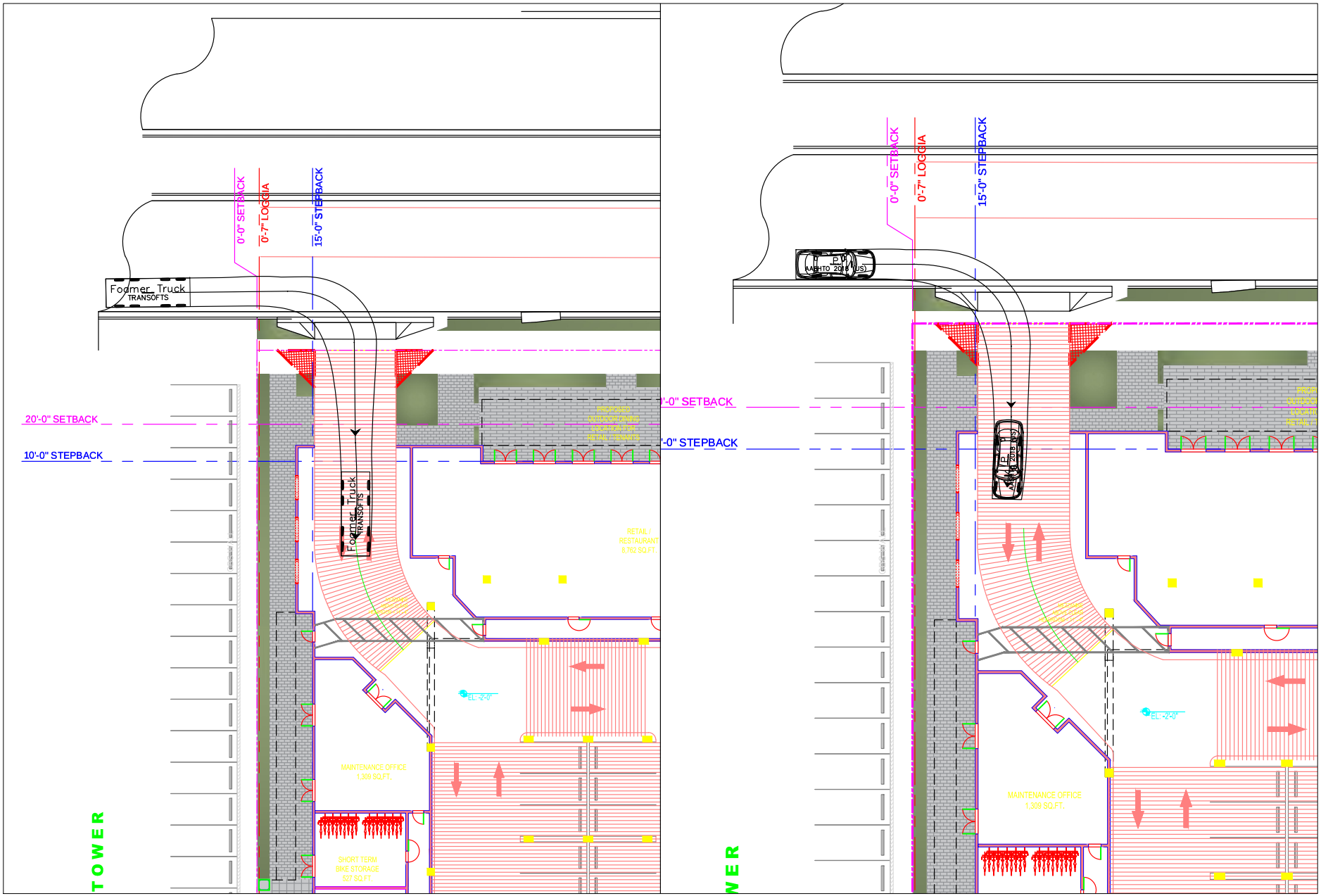
Lane Group	NWL	NET	SWL	SWT
Lane Group Flow (vph)	141	2517	38	2470
v/c Ratio	0.48	0.72	0.27	0.62
Control Delay	85.9	22.6	17.9	11.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	85.9	22.6	17.9	11.7
Queue Length 50th (ft)	181	791	12	530
Queue Length 95th (ft)	267	822	41	552
Internal Link Dist (ft)	318	1165		403
Turn Bay Length (ft)			150	
Base Capacity (vph)	293	3515	140	3973
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.48	0.72	0.27	0.62

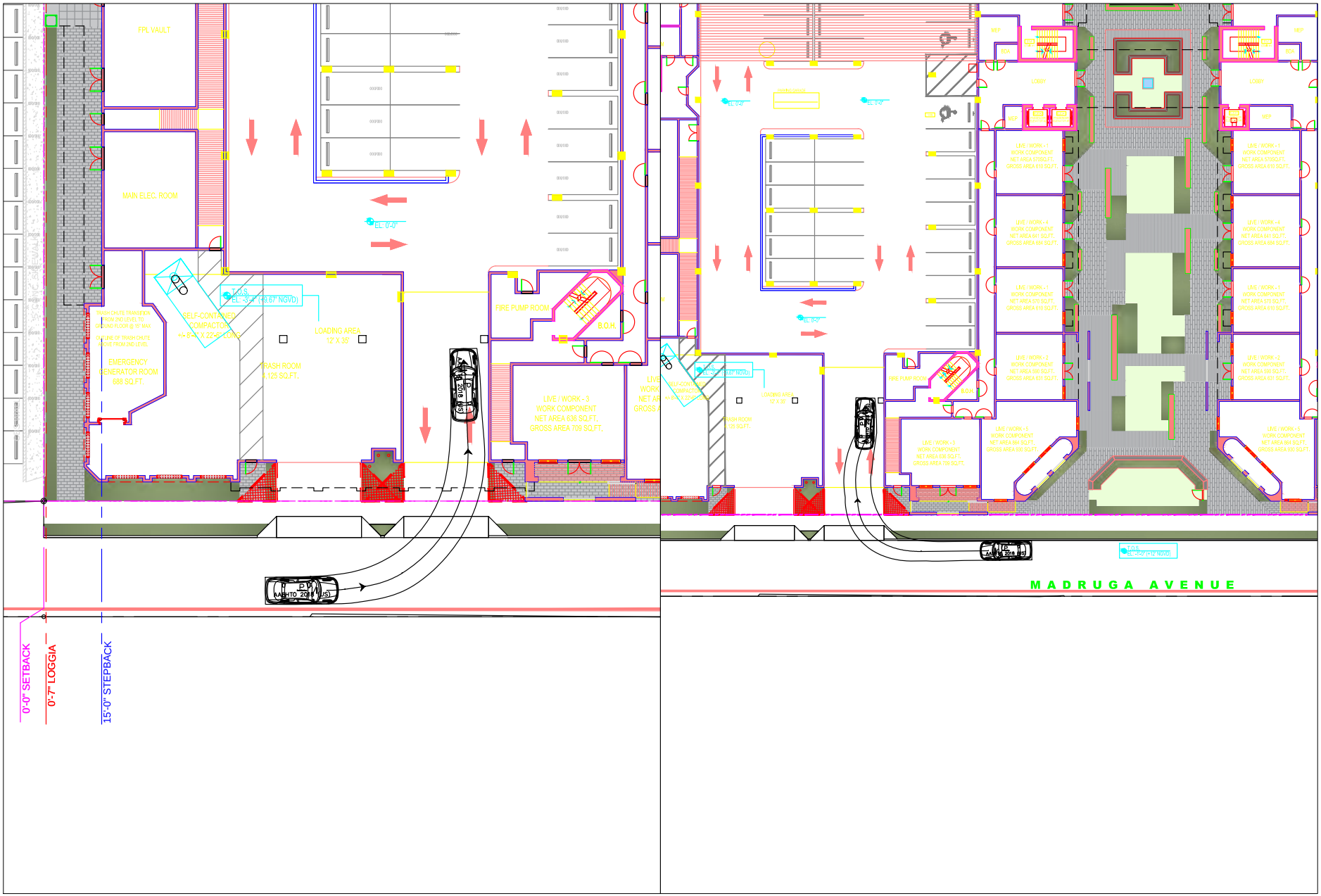
Intersection Summary

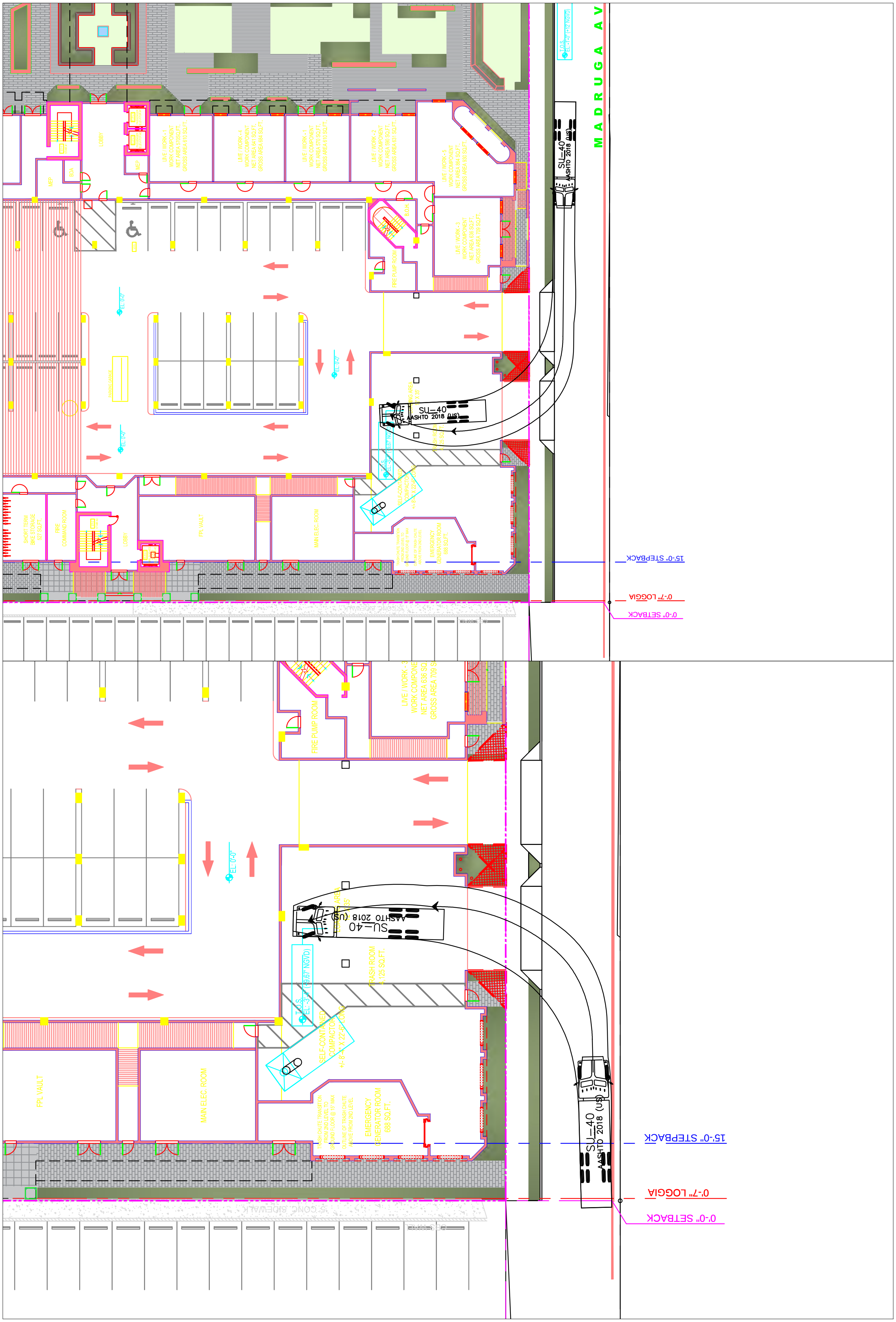
Appendix G

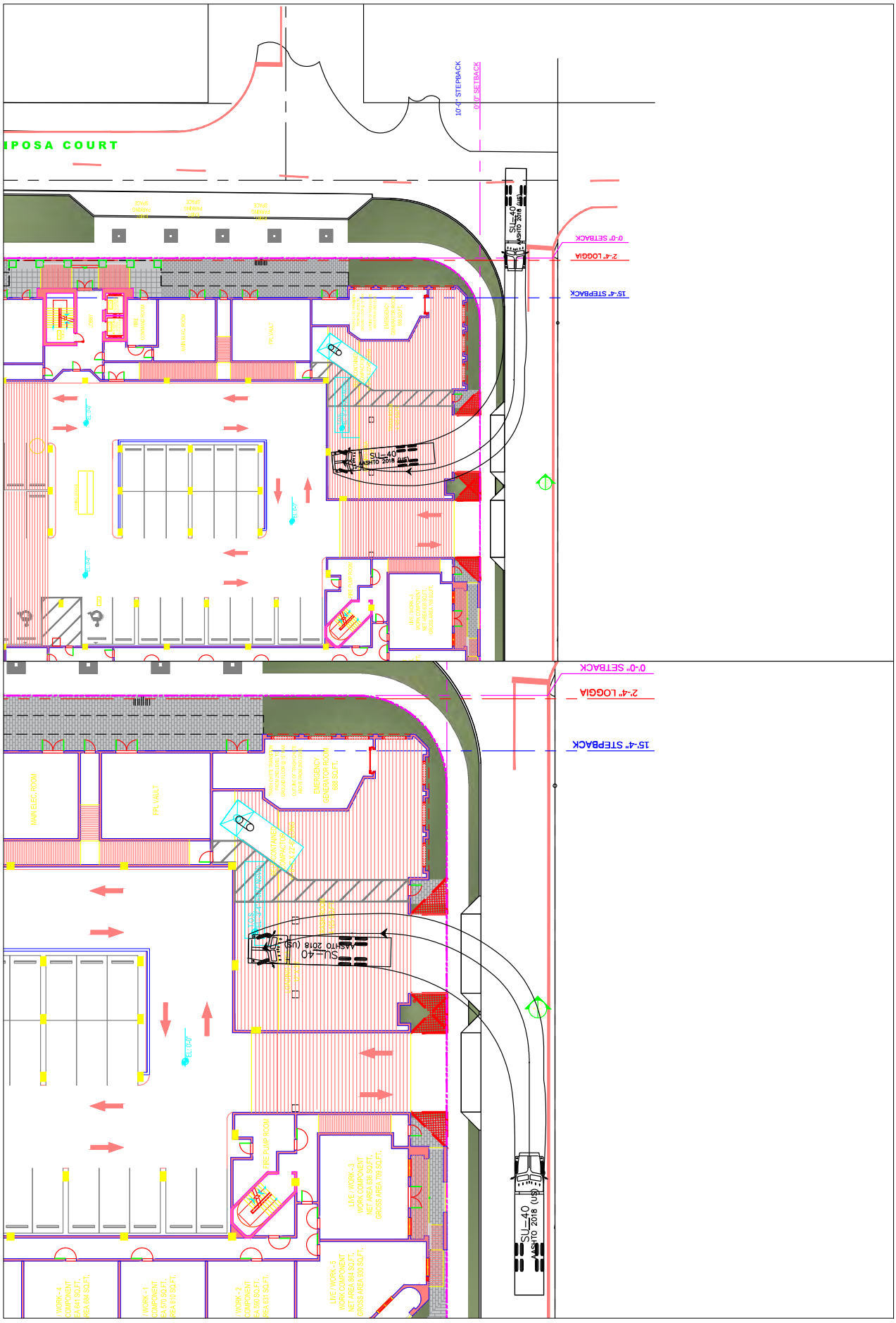
AUTOTurn Analysis

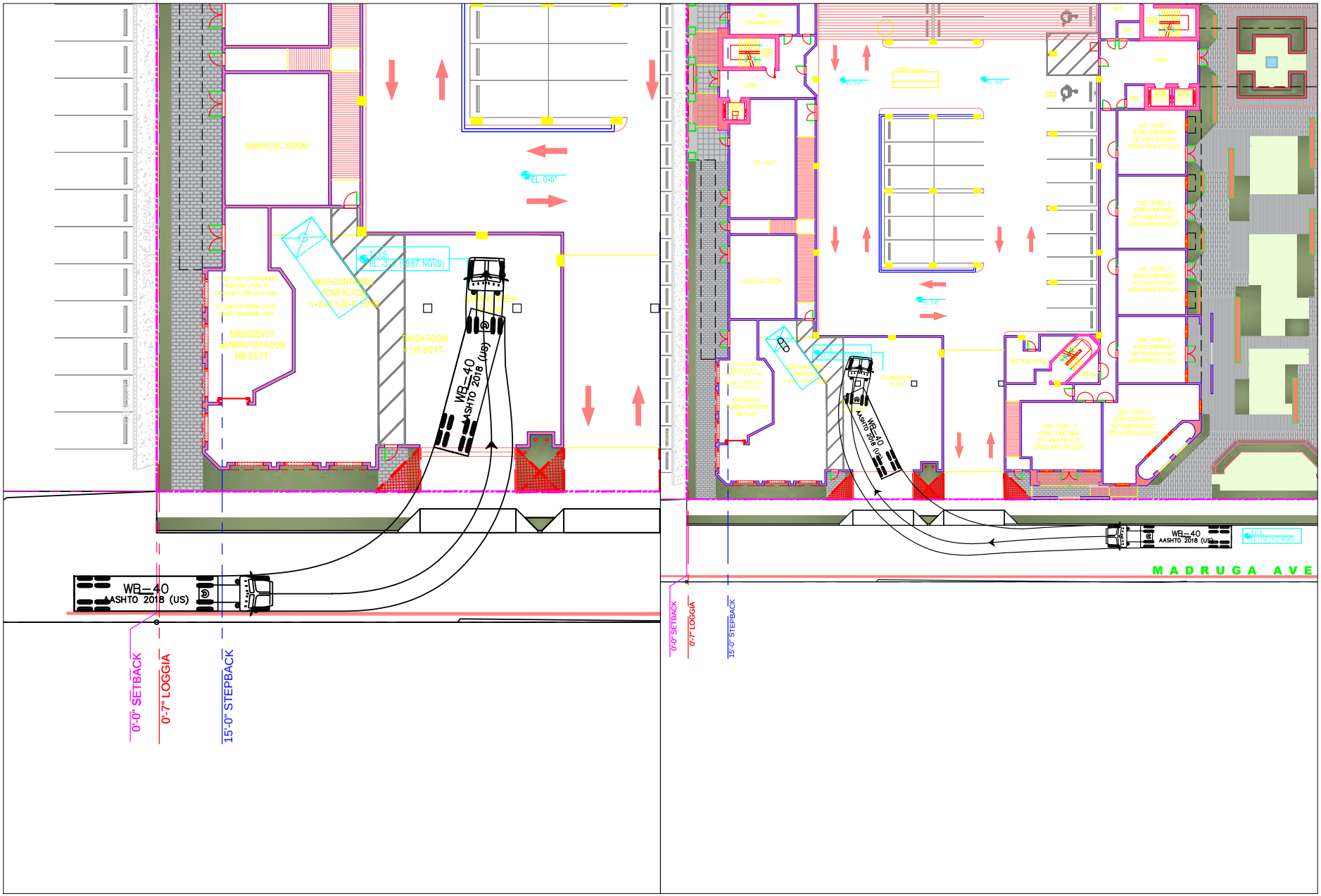

MAIN ELEC. ROOM
EMERGENCY GENERATOR ROOM 688 SQ.FT.
SELF-CONTAINED COMPACTOR +/- 8'-0" X 22'-6" LOADING
LOADING AREA 12' X 35'
TRASH ROOM 1,125 SQ.FT.
FIRE PUMP ROOM
B.O.H.
EL: 0'-0"
T.O.S. EL: -3'-8" (3.67' NGVD)
LIVE / WORK - 3 WORK COMPONENT NET AREA 636 SQ.FT. GROSS AREA 709 SQ.FT.
LIVE / WORK - 5 WORK COMPONENT NET AREA 884 SQ.FT. GROSS AREA 930 SQ.FT.
LIVE / WORK - 2 WORK COMPONENT NET AREA 590 SQ.FT. GROSS AREA 631 SQ.FT.
LIVE / WORK - 1 WORK COMPONENT NET AREA 570 SQ.FT. GROSS AREA 610 SQ.FT.
WORK COMPONENT NET AREA 641 SQ.FT. GROSS AREA 684 SQ.FT.
Foamer Truck TRANSOFTS
0'-0" SETBACK
0'-7" LOGGIA
15'-0" STEPBACK


0'-0" SETBACK
0'-7" LOGGIA
15'-0" STEPBACK
Former Truck
TRANSOFTS
20'-0" SETBACK
10'-0" STEPBACK
RETAIL /
RESTAURANT
8,762 SQ.FT.
EL: -2'-0"
MAINTENANCE OFFICE
1,309 SQ.FT.
SHORT TERM
BIKE STORAGE
527 SQ.FT.
TOWER
0'-0" SETBACK
0'-7" LOGGIA
15'-0" STEPBACK
MAINTENANCE OFFICE
1,309 SQ.FT.
EL: -2'-0"


FPL VAULT
MAIN ELEC. ROOM
EMERGENCY GENERATOR ROOM 688 SQ.FT.
SELF-CONTAINED COMPACTOR
LOADING AREA 12' X 38'
TRASH ROOM 1,125 SQ.FT.
FIRE PUMP ROOM
EL. 0'-0"
LIVE / WORK - 3 WORK COMPONENT NET AREA 636 SQ.FT. GROSS AREA 709 SQ.FT.
B.O.H.
LOBBY
MEP
LIVE / WORK - 1 WORK COMPONENT NET AREA 570 SQ.FT. GROSS AREA 610 SQ.FT.
LIVE / WORK - 4 WORK COMPONENT NET AREA 641 SQ.FT. GROSS AREA 684 SQ.FT.
LIVE / WORK - 2 WORK COMPONENT NET AREA 590 SQ.FT. GROSS AREA 631 SQ.FT.
LIVE / WORK - 5 WORK COMPONENT NET AREA 894 SQ.FT. GROSS AREA 950 SQ.FT.
MADRUGA AVENUE
0'-0" SETBACK
0'-7" LOGGIA
15'-0" STEPBACK


MADRUGA AV
SU-40
AASHTO 2018 (US)
15'-0" STEPBACK
0'-7" LOGGIA
0'-0" SETBACK
FIRE PUMP ROOM
TRASH ROOM
MAIN ELEC ROOM
FPL VAULT
EMERGENCY GENERATOR ROOM
5' CONC. SIDEWALK


IPOSA COURT
10'-4" STEPBACK
0'-0" SETBACK
SU-40 AASHTO 2018
0'-0" SETBACK
2'-4" LOGGIA
15'-4" STEPBACK
MAIN ELEC. ROOM
FPL VAULT
EMERGENCY GENERATOR ROOM 809 SQ.FT.
FIRE PUMP ROOM
LIVE WORK - 3 WORK COMPONENT NET AREA 838 SQ.FT. GROSS AREA 1109 SQ.FT.
LIVE WORK - 4 WORK COMPONENT NET AREA 641 SQ.FT. GROSS AREA 894 SQ.FT.
LIVE WORK - 1 WORK COMPONENT NET AREA 570 SQ.FT. GROSS AREA 670 SQ.FT.
LIVE WORK - 2 WORK COMPONENT NET AREA 580 SQ.FT. GROSS AREA 631 SQ.FT.
LIVE WORK - 5 WORK COMPONENT NET AREA 884 SQ.FT. GROSS AREA 930 SQ.FT.


MAIN ELEC. ROOM
EMERGENCY GENERATOR ROOM 688 SQ.FT.
TRASH ROOM 1,125 SQ.FT.
SELF-CONTAINED COMPACTOR
LOADING AREA
EL.: 0'-0"
WB-40 AASHTO 2018 (US)
0'-0" SETBACK
0'-7" LOGGIA
15'-0" STEPBACK
FIRE COMMAND ROOM
LOBBY
FPL VAULT
FIRE PUMP ROOM
MADRUGA AVE

Response Memorandum

DATE: November 14, 2023

TO: Mairelys Gensler, P.E.
Department of Public Works
Transportation Division

SUBJECT: The Mark - Traffic Impact Analysis

Please find CALTRAN' Responses to comments provided by David Plummer & Associates (DPA) dated on November 3, 2023, for The Mark traffic impact analysis.

1. The TIS was conducted following traffic engineering standards and the approved methodology. We generally agree with the TIS conclusions and recommendations

   CALTRAN Response: Noted.

2. Regarding signal timing on US-1/Mariposa Court intersection, the Mariposa Court delay is an existing conditions issue. In the AM peak hour, the project traffic adds 7 seconds to the delay, which is de minimis. In the PM peak hour, project traffic does not increase the delay. The City's consultant should take the next steps with MDC (i.e., send MDC the traffic report including Synchro files and request a meeting to see if they have any issues).

   CALTRAN Response: Signal retiming recommendations are contingent to additional traffic signal fine tuning studies along the SR 5 / US-1 corridor. It is important to note that S. Dixie Hwy / US 1 is a key main arterial with high vehicular volumes for which signal progression priority is required; however, the applicant should coordinate with FDOT if any traffic signal fine tuning projects are being planned along the SR 5 / US-1 corridor, as well as, Miami-Dade County to make sure that there are not projects in conflict with the application that could affect signalization.

3. Please revise the intersection name on Table 13.

   CALTRAN Response: Table 13 was updated.

4. It will be helpful to include the City's LOS standards on Table 11 to clearly show the effect of the project. For example, the LOS standard for the US-1/Mariposa Court intersection is E+50 which is met during the AM and PM peak hour in all scenarios. The City's LOS standards are shown on Policy MOB-2.1.1.

   CALTRAN Response: The concurrency analysis LOS table was included in section 10.0 of the updated traffic report. It is important to note that Miami-Dade County Traffic Stations Tables established a E+50 adopted LOS for SR-5/US-1 within the studied area; however, Miami-Dade County Traffic Stations Tables provide LOS thresholds based on capacity of the road which can be measure by the maximum number of vehicles that can reasonably be expected to traverse over a specific section of roadway during a given time period and under the prevailing conditions. On the other hand, LOS at intersections is based on control delay (seconds/vehicle), which is the delay caused by a control device, either a traffic signal or a STOP-sign. Miami-Dade County Traffic Stations Tables for concurrency do not establish LOS at intersections.

5. As recommended, the project will provide a Loading Operational Plan. It should be noted that the project does not intend to use the WB-40 truck. The largest vehicle anticipated at the site will be an SU-40. This type of truck is used for most local commercial and residential deliveries.

   CALTRAN Response: Noted. The project is required to provides a Loading Operational Plan.

CITY OF CORAL GABLES

- MEMORANDUM -

TO: Bryan Boyles
DEVELOPER

DATE: November 28, 2023

FROM: Mairelys Gensler, P.E.
TRANSPORTATION ENGINEER

SUBJECT: LCD Acquisitions, LLC

Proposed Development: LCD Acquisitions, LLC – Mixed-use Development

Contents of Development: 396 dwelling units, 12 live/work units, and 21,127 SF of ground floor retail.

Proposed Location: 1250 S. Dixie Hwy, Coral Gables, Florida

Resolution

The City of Coral Gables Public Works Department reviewed the information, comments provided by the consultants, and revised traffic study. Based on the City's review, the traffic study for the proposed development at 1250 S. Dixie Hwy meets the requirements stated within City of Coral Gables *Ordinance 2018-09* and applicable TIS Standards.

Based on the traffic study's findings, the traffic impacts associated with the proposed development of LCD Acquisitions, LLC concluded that the proposed development is not expected to have a negative impact on the surrounding roadway network.

The review showed that for Mariposa Ct and the US-1/S. Dixie Hwy intersection, the northwest-bound approach presents saturated conditions during the AM and PM peak hours. Signal retiming in coordination with Miami-Dade County Traffic and Signal Division (TSS) is recommended. Due to the importance of the US-1/S. Dixie Hwy corridor, additional traffic studies will be required to validate this recommendation.

The traffic study concluded that WB-40 trucks will not be able to ingress the service driveways and as a result, a Loading Operation Plan that ensures that service vehicles will not adversely impact free movement of vehicles along Madruga is **required.**

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

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